

RICHARD CROOKES

CONSTRUCTIONS

SMALLS RD PUBLIC SCHOOL
1144

TRAFFIC MANAGEMENT PLAN

18 October 2018



REVISION REGISTER

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Project Manager	Belal Afyouni		
Site Manager	James Fitzgerald		

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1 INTRODUCTION

1.1 PROJECT

The Project consists of the construction of a new Primary School for School Infrastructure NSW.

The site is located at 3 Smalls Rd Ryde. The site is surrounded by residential dwellings, and is neighboured by Smalls Park and a Cerebral Palsy Support & NDIS service providers.



Project Manager: Belal Afyouni

Phone: 0405 292 194

Site Manager: James Fitzgerald

Phone: 0435 994 797

All works will be done using the following as a reference guide.

AS 1742.3 Traffic Control Devices for Work on Roads 2009

HB 81.1 Short Term Urban Works, Daytime Only 2003

Approved traffic signage and direction layout (by an accredited RTA person)

PMP internal traffic control on the site.

2 WORK TO BE CARRIED OUT

Design & Construction of a new public school at Smalls Road Ryde for 1000 students including but not limited to:

- Complete all design elements required for a fit for purpose building which conforms to the intent of the Principal's documents.
- Construction of a new school which complies with the Educational Facilities and Guidelines (EFSG) and includes:
 - o 43 learning spaces
 - o Ancillary/Support Spaces
 - o Hall
 - o Library
 - o Administration & Staff Spaces

3 METHOD STATEMENT

3.1 TRUCKS ENTERING AND LEAVING THE SITE

Objective: To allow the arrival and departure of all trucks in a manner that is safe to the public and to the drivers

Procedure: (see *** Plan 1)

1. Qualified traffic controllers will place a florescent red or florescent yellow vest and a hard hat on.
2. They will then go and place a "road work ahead" sign at the designated location
 - a. corner of Quarry Rd & Smalls Rd
 - b. corner of Zola Ave & Smalls Rd
3. They will then place a "trucks crossing reduce speed" sign on the corners of Santa Rose Ave & Smalls Rd, & Fawcett St & Smalls Rd
4. A "prepare to stop" sign will be placed
 - a. at the boundary of our site

Note: these signs will only be displayed as permanent construction signage for the duration of the work or temporary signage installed and retrieved on a daily basis to stop traffic and or pedestrians to allow trucks access and departure from our site, or while traffic controllers are there.

The procedure is then reversed for removal of signs.

The whole procedure will be done as stated in AS 1742.3 2009

3.2 SUPPLIERS AND SUBCONTRACTORS DELIVERING AND DROPPING OF GOODS

1. All suppliers and subcontractors entering the site are bound by the RTA road rules
2. Parking is only permitted to designated areas within the site compound. Refer to Appendix 1.
3. Drivers will not use any other roads other than the main access road to the Construction Site. Refer to Appendix 1.
4. All delivery drivers must sign-in at the site shed prior to un-loading any materials
5. If required, a person designated as the `spotter` will be dressed in site PPE which includes fluoro safety shirt or vest and hard hat ,sun/safety glasses etc. and be available to manage the vehicle and pedestrians.
6. The driver will utilise the placement of temporary signs as required and discuss the location of the sign with the site manager.
7. The `spotter` will ensure that pedestrians are safely out of the way before allowing truck entry and exit. The truck driver will adhere to RTA rules and regulations in regards to operating his vehicle on the public road.
8. If the vehicle entering site has not made prior arrangement by mobile phone to contact the `spotter`, the driver will pull up at the site frontage and make arrangements with the Richard Crookes Construction site Foreman for the vehicle to enter the site

3.3 DISCONNECTION OF HYDRANT AND DOMESTIC WATER LINES

Objective: To prevent injury to workers who will be carrying out works and to keep traffic flowing in both directions while carrying out the works.

Procedure: No change to Procedure, as all service disconnections will be completed within the site Boundaries.

3.4 CONNECTION OF NEW SERVICES

Objective: To prevent injury to pedestrians and workers while carrying out the works on the footpaths.

Procedure: No change to procedure, as all connections will be completed from within the site boundaries.

3.5 REMOVAL AND REINSTATEMENT OF NEW FOOTPATH AND CONSTRUCTION OF KISS & DROP AREA

This is to be carried out in the same method as Item 3. However, due to the length of the street frontage it will be done in sections.

Copies may require to be sent for approval to the following:

Ryde local council

Local NSW Police Station

Other approvals as required.

APPENDICES

Construction Traffic and Pedestrian Management Sub- Plan

Smalls Road Public School

Prepared for Richard Crookes Constructions

5 November 2018

161375 TCBA

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Revision Register

Rev	Date	Prepared By	Reviewed By	Approved By	Remarks
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Preliminary Information

This Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) addresses the proposed construction activities associated with the construction of Smalls Road Public School. It discusses the management of local traffic and construction vehicles related to the project which is to be constructed by Richard Crookes Constructions.

The CTPMSP satisfies the duties applied by Part 2 (Division 3, Section 26) of the Work Health and Safety Act 2011, regarding reducing risks to the health and safety of workers and other persons near a construction site.

Part 6.1 (Clause 291) of the Work Health and Safety Regulation 2011 defines high risk construction work as (amongst other definitions) work which is carried out on, in or adjacent to a road, railway, shipping lane, or other traffic corridor that is in use by traffic other than pedestrians. Part 6.4 (Clause 315) of the Regulation also requires that the principal contractor for a construction project must manage risks to health and safety associated with traffic near the workplace that may be affected by construction work carried out relating to the construction project. This CTPMSP satisfies this requirement.

Under the Safe Work NSW Construction work code of practice, a traffic management plan is considered an administrative control measure to minimise risk. As per the hierarchy of control measures, the preferred control is to eliminate risk (e.g. by using traffic lights instead of a traffic controller to control traffic at road works, to eliminate potential harm to the worker). This CTPMSP aims to provide control measures which eliminate risk where possible. As outlined in this code of practice, workplace specific induction should cover this document.

Traffic control plans (TCPs) developed in association with this CTPMSP have been developed in accordance with the RMS Traffic Control at Work Sites manual, and Australian Standard AS1742.3 (Manual of uniform traffic control devices – Traffic control for works on roads) to which it refers.

AS1742.3 requires a procedure to be followed whereby all essential traffic management matters are considered in an ordered way. Traffic demand, routing, and control, and other road users and special vehicles are to be considered in turn and incorporated into a traffic management plan where relevant. This CTPMSP satisfies this procedure and addresses the relevant matters.

Consideration has been given in development of this CTPMSP to the Roads Act 1993 (NSW) and other applicable and relevant legislation.

The Contractor is responsible for acquiring and shall acquire the necessary certificates, licences, consents, permits, and approvals relevant to the construction on this site.

1 Introduction

1.1 Site Location

The development site is located at 3B Smalls Road, Ryde, in the northern suburbs of Sydney. The parcel of land is designated as Lot 1 in DP 830420. The extents of this lot are illustrated in Figure 1.1 below, in the context of the local major road network.

The land is currently occupied by a Department of Education facility, for the Economics and Business Educators of NSW. Prior to this usage, the existing buildings were part of Ryde High School, which closed in 1986. Directly to the south-west of the site is the site of the Cerebral Palsy Alliance, designated as Lot 2 of the same deposited plan. On the south-east of the site, the Henri Durant Reserve provides a limited connection through to Lavarack Street.

The site is located close to the NSW state road network. Lane Cove Road is the closest state road to the site, approximately 750 metres from the site frontage on Smalls Road. Lane Cove Road is also the major regional distributor for the area, connecting to both the M2 Motorway in the north and the M4 Motorway in the south. Figure 1.1 illustrates the state and regional roads in the vicinity of the site.



Figure 1.1: Site Location

Image source: Nearmap (dated 18th July 2017)

1.2 Scope of Works

The proposed development (SSD 8372) includes demolition of all existing buildings on-site and most existing hardstand areas. A new building is to be constructed which shall provide all educational and administrative facilities.

The development of Smalls Road Public School includes:

- A new three-storey circular multi-purpose building;
- Outdoor play areas and covered outdoor learning areas;
- Refurbishment of existing car parking and construction of new parking facilities;
- Refurbishment of multi-purpose sports courts;
- Fencing, associated landscaping works and infrastructure works; and
- Out of school hours uses including care facilities.

1.3 Construction Phases

The proposed works are anticipated to be undertaken from November 2018 to January 2020 in the following phases:

- | | |
|------------------------------|--------------------------------|
| • Site Establishment | November 2018 |
| • Substructure | November 2018 to January 2019 |
| • Structure | January 2019 to March 2019 |
| • Façade | March 2019 to July 2019 |
| • Services / Finishes | March 2019 to October 2019 |
| • External Areas | September 2019 to January 2020 |
| • Commissioning & Completion | November 2019 to January 2020 |

1.4 Hours of Operation

Construction activities are only to be carried out during the hours of operation as specified in Condition C5 of the Development Consent:

- | | |
|------------------------------|----------------------|
| • Monday to Friday | 07:00 AM to 06:00 PM |
| • Saturday | 08:00 AM to 01:00 PM |
| • Sunday and Public Holidays | None |

The development consent also includes further detail relating to noisy work, emergencies, or otherwise approved movements.

2 Traffic Environment

2.1 Road Network

Smalls Road is a local road providing the only street frontage for the site. The road allows for two-way traffic with a travelling lane in each direction and is oriented in a south-west to north-east direction. Areas for on street parking are provided along parts of both kerbsides, with no line-marking provided to delineate these spaces. Smalls Road is sign-posted restricted for vehicles 3 tonnes and over. Pedestrian facilities such as marked zebra crossings and a raised pedestrian crossing are provided crossing the road.

Quarry Road is a local road facilitating connection of the site to the state road network to the south of the site. It is oriented in a north-west to south-east direction with one travelling lane in each direction. The road has a sign-posted speed limit of 50 kilometres per hour. There is a sign-posted gross load limit of 3 tonnes. It is connected to Smalls Road via a one lane roundabout.

Bridge Road is a local road providing a connection to the state road network to the north of the site. It is oriented in a north-west to south-east direction with one travelling lane in each direction. The speed limit on the road is sign-posted at 50 kilometres per hour. There is a 3 tonnes load limit along Bridge Road. It is connected to Smalls Road via a one lane roundabout. Traffic calming measures such as raised speed humps are located along the road between Smalls Road and Lane Cove Road.

Lane Cove Road is a state road under jurisdiction of Roads and Maritime Services (RMS). The road provides connection to other state roads (for example Epping Road and Blaxland Road) and to the federal road network at the M2 Motorway. Near to the site, the majority of the road contains three travelling lanes in each direction.

Quarry Road is connected to Lane Cove Road via a four-way signalised intersection, with a slip lane provided for vehicles turning left onto Lane Cove Road from Quarry Road. Bridge Road is connected to Lane Cove Road via a four-way signalised intersection. Refer to Figure 1.1 for the site's context within the state and regional road networks.

2.2 Car Parking

Due to the restricted nature of Smalls Road, on-street parking is not permitted along the road across from the site frontage. Unrestricted on-street parking is currently permitted along the site frontage on Smalls Road.

2.3 Transport Facilities

2.3.1 Public Transport

Public bus services operate along Quarry Road and Bridge Road. Bus routes X18 (westbound only) and 518 service Quarry Road at a bus stop around 200 metres from the site, while route 507 services Bridge Road at a stop around 500 metres from the site. All bus services in the area are operated by State Transit.

Table 2.1: Public bus frequencies

Data source: Sydney Buses

Route	Destinations	Frequency During Peak
507	Macquarie University to Circular Quay via Putney	Every 30 minutes
518	Macquarie University to Circular Quay	Every 30 minutes
X18	Town Hall to Denistone East	3 westbound evening services only

Public transport available within the vicinity of the site is primarily bus services, however there are other services provided in the broader region.

The nearest train stations to the site are Macquarie Park (2.6km) and Denistone (3.0km). Walking distances are approximately 33 minutes and 38 minutes respectively. Bus services discussed above also connect to the Macquarie area and would likely be used as a connection to and from Smalls Road.

Meadowbank Wharf is located approximately 3.5km or 45 minutes' walk from the site.

2.3.2 Pedestrian Movements

Pedestrian footpaths are provided along both sides of Smalls Road including the site's frontage. Pedestrian access to the site is also provided through Henri Durant Reserve from Lavarack Avenue. Refer to Figure 2.1 for the location of these access points.



Figure 2.1: Existing Site Access

3 Construction Requirements

3.1 Site Layout

Appendix A of this document contains the proposed site establishment plan for the construction period. It provides details relating to the location of loading zones, plant placement, equipment storage areas and materials & waste.

Access to the adjacent properties including the Cerebral Palsy Alliance, Smalls Road Reserve, Henri Durant Reserve, and all residential properties, shall be maintained throughout the construction of the site.

3.1.1 Works Zones

No works zones are planned or proposed for the construction of these works.

3.2 Site Access

Access to the worksite for construction and delivery vehicles is required to be from Smalls Road as this provides the only connection of the site to the local road network. All material handling will be conducted wholly from within the site. Construction vehicles will be required to travel on the south-west bound lane of Smalls Road.

It is noted that the site is located within a 3-tonne load limit area. To minimise the disruption to residential properties, the travel distance within the load restricted areas is to be minimised.

Given the restricted access onto the load limit areas, recommended access routes to the site for construction vehicles are described below and illustrated in Figure 3.1. These access routes have been separated into vehicles entering and exiting the site in a forward direction. Note that Lane Cove Road is an RMS-controlled state road and construction vehicles are generally required to demonstrate connectivity between the site and state roads only; routes to and from various regions are for information purposes only.

Appendix C of this document contains the external turning path analysis for construction vehicle movements to the site.

Inbound Route

- Approach via Lane Cove Road
- Turn onto Quarry Road
- Right turn onto Smalls Road; then
- Right turn into the site

Outbound Route

- Right turn out of the site
- Right turn onto Bridge Road; then
- Turn left or right onto Lane Cove Road depending on the destination

It should be noted that inbound semi-trailer vehicles accessing the site are limited to approaching the site from the northern direction only, turning right from Lane Cove Road onto Quarry Road. Likewise, outbound semi-trailers are to only turn right at the intersection of Bridge Road with Lane Cove Road and onto travel along Lane Cove Road in the northbound direction.

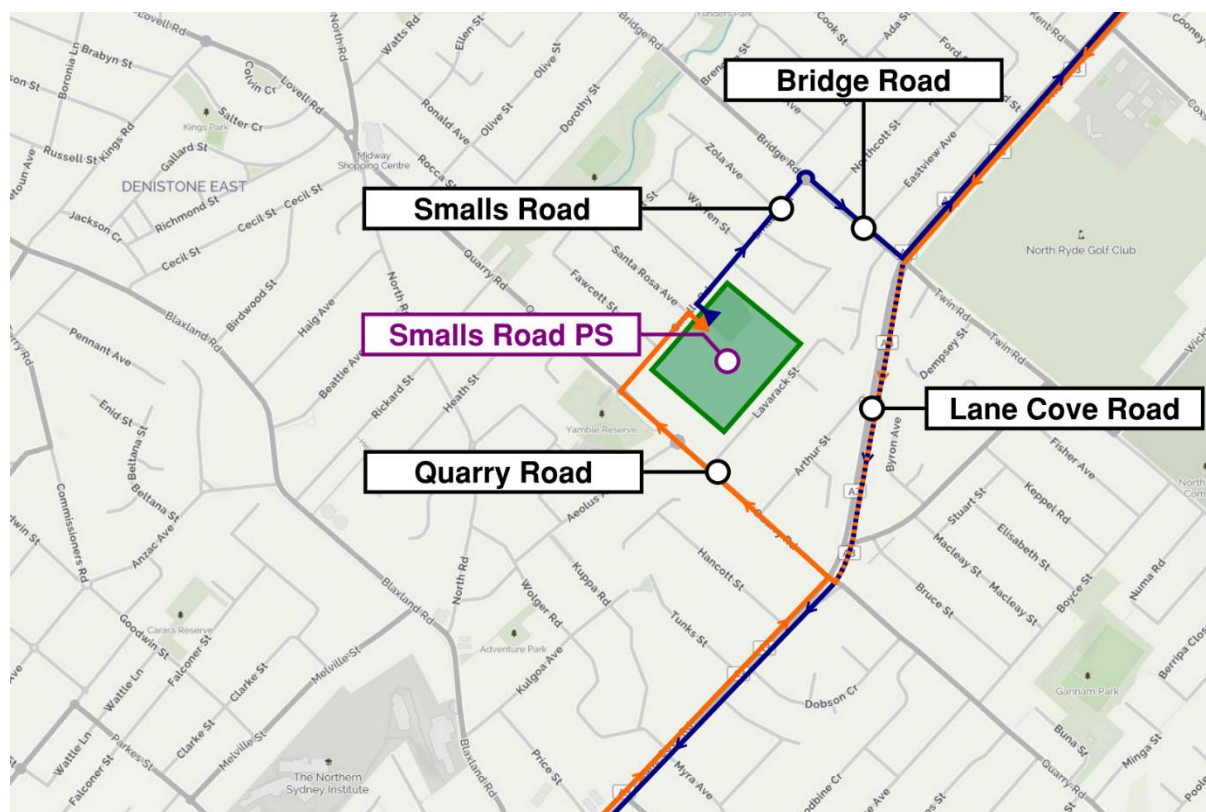


Figure 3.1: Construction vehicle routes to the site

3.3 Workforce

It is anticipated that the site work phases will generate up to the following peak numbers of daily construction workers:

- | | |
|------------------------------|---------------------|
| • Site Establishment | 10 workers per day |
| • Substructure | 45 workers per day |
| • Structure | 80 workers per day |
| • Façade | 95 workers per day |
| • Services / Finishes | 130 workers per day |
| • External Areas | 80 workers per day |
| • Commissioning & Completion | 60 workers per day |

To minimise requirements for parking, contractors will be encouraged to assist in the transportation of workers to the site and availability of local public transport options will be made available to workers. The site is well-positioned close to good public transport services.

3.4 Vehicles

Proposed truck types to be used during stage 1 of the works include spoil and excavation removal trucks, various small delivery and service trucks, concrete trucks, and semi-trailers for large equipment and plant. Table 3.1 indicates the frequency and type of construction vehicles that will be on-site

Table 3.1: Construction vehicles schedule

Work Phase	Largest Vehicle	Frequency (per day)
Excavation	Heavy Rigid Vehicle (HRV)	8
Structure		
• Concrete	Heavy Rigid Vehicle (HRV)	30
• Formwork	Semi-trailer	1
• Reinforcement	Semi-trailer	1
Services / Finishes	Heavy Rigid Vehicle (HRV)	2
Façade / External Works	Heavy Rigid Vehicle (HRV)	2

*Length of concrete trucks is indicative and may vary depending on truck availability

4 Construction Management

4.1 Vehicle Operations

During days of high estimated vehicle movements, communication between the site, concrete batching plant and/or vehicles will be maintained to stagger the arrival of vehicles, in order for them to be accommodated within the worksite and to minimise traffic disruptions.

It is anticipated that truck loading and unloading will occur wholly within the site. All deliveries are to be made within the approved work hours (refer to Section 1.4). Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the local road network which includes busy town centre areas and high pedestrian volumes.

4.2 Contractor Parking

On-site parking will be provided for construction workers to limit the impact on the local streets, as indicated on the site establishment plan (Appendix A). These are located in a hardstand existing parking area at the rear of the site without impact to other construction movements or local traffic.

There may be an increase in local parking congestion during construction as a result of workers accessing the site. Site employees will be encouraged to make use of carpooling options and nearby public transport facilities as part of being inducted into the site to minimise the impact of construction employee vehicles.

5 Project Impacts

5.1 Local Traffic

5.1.1 Traffic Flow

Local traffic patterns during construction are expected to remain consistent with the existing conditions. Traffic impacts from the construction works are expected to be limited to the volume of construction vehicles only, with minimal contractor traffic, given the good availability of public transport in the area.

The number of daily vehicles is expected to be minimal in comparison to the total volumes of traffic on local roads. Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the area which includes busy pedestrian areas.

All deliveries and construction works are to take place within the site with no impacts to passing traffic. Existing travel lanes along Smalls Road will remain in operation at full capacity.

5.1.2 Traffic Safety

All construction work and operations are to be contained within the site. Fencing along the boundary will be established and maintained during the construction phase. If any high risk works are to be conducted along the Smalls Road boundary, a plan will be established to protect pedestrians and local traffic. Safety for passing traffic including pedestrians shall be maintained at all times.

Manoeuvring and merging of heavy vehicles on Smalls Road and other internal roads is to be managed carefully, such that traffic safety is maintained. Traffic is not to be held up in advance to allow vehicles to exit the site, and vehicles are to use suitable gaps in traffic (as per normal right-of-way scenario)

If the relevant loading area is found to be full at the time of vehicle arrival, vehicles are not to queue on the roadway. In this instance, vehicles shall store appropriately within other areas of the site (and shall not reverse out of the site) or be turned away and rescheduled if necessary.

5.1.3 Cumulative Local Impacts

No nearby construction sites are anticipated to create a cumulative impact on local traffic. The volume of construction traffic generated by the site is within normal daily traffic variations and can be catered for within the capacity of the local network.

5.2 Car Parking

All construction worker parking will take place on-site as indicated on the site establishment plans. Therefore, no losses are expected to occur along Smalls Road.

5.3 Pedestrians

The proposed works will not impede access to any public infrastructure. The site is to remain secured from pedestrian access with site fencing as indicated on the Site Establishment Plans (see Appendix A).

Appropriate traffic measures will be in place such as signage, traffic controllers, and barriers to control access as required.

5.4 Public Transport

There shall be no changes to local public transport routes and services because of construction. Access to all adjoining properties will be maintained throughout the works.

5.5 Public Infrastructure

On infrequent occasions when particularly large vehicles are required to access the site, some mounting or crossing of public kerbs and medians may be necessary. The builder shall repair any damage to this infrastructure if large vehicles are required to mount the devices. Any other road markings damaged as a result of vehicles associated with the construction shall be repaired as a responsibility of the builder.

5.6 Neighbouring Properties

Construction site access will be via Smalls Road, this will not interfere with adjacent or external properties including the Cerebral Palsy Alliance building.

Public access to the sports fields on the eastern side of the property will be maintained during construction.

6 Operational Information

6.1 Communication and Consultation

Prior to any site works taking place, notification of commencement of the works shall be distributed to the neighbourhood. Notification is to include information or comment. Community notifications will be undertaken as per the Construction Environmental Management Plan prepared by Richard Crookes Constructions.

Traffic control advance-warning signage in accordance with Roads and Maritime Services guidelines and Australian Standards is to be in place to notify motorists of roadwork and when traffic controllers are present. Sign size is to be size “A” and is to be monitored throughout the works to ensure they are clearly visible.

As part of the site induction procedures, all contractors will be made aware of this Construction Traffic and Pedestrian Management Sub-Plan, the relevant Traffic Control Plans, and their responsibility to adhere to these plans.

A Driver Code of Conduct is to be developed by Richard Crookes Constructions as per condition B15 (e) of the development consent.

6.2 Traffic Control Plans and Signage

Temporary construction traffic related signposting is to be developed in accordance with AS 1742.3 – Traffic Control Devices for Works on Roads.

During construction the contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TCP and clearly visible. Each evening, upon completion of work, the contractor is to ensure relevant signage is removed as required. A review of the TCPs can be undertaken as required to determine any need for future amendments.

6.3 Certificates and Approvals

Approval may need to be obtained from Transport for NSW, Roads and Maritime Services, City of Ryde Council, Department of Planning & Environment, and other relevant authorities. Approval may be required for items including but not limited to:

- Council road opening permits
- Road occupancy approvals
- Hoarding/fencing approvals
- Oversize vehicle usage on local roads

Only certified personnel will be used on site to implement, monitor, and carry out the Traffic Control Plan. Responsibility for acquiring the necessary certificates, permits, and/or approvals rests with the Contractor, and must be completed prior to commencement of the associated works.

6.4 Environmental Control

Vehicle inspection and wash areas in accordance with industry standards will be provided. Construction vehicle wheels shall be cleaned prior to leaving the site to prevent transport of dust, dirt, or gravel from the worksite onto the road network or pedestrian footpaths.

All loads are to be sealed or covered when entering or leaving the site. Loading of disposable material into vehicles leaving the site is to occur only within the site.

A suitable location for material lay-down will be contained near the site frontage.

6.5 Site Inductions

The Project Contractor shall conduct daily site inductions advising workers of the following:

- Site safety rules
- Emergency procedures
- Site access
- Traffic management requirements as detailed in this Construction Traffic and Pedestrian Management Sub-Plan

6.6 Emergency Services

In the event of an incident related to construction traffic on the public road network, it will be the responsibility of the Site Manager to ensure that emergency services are notified. Contact “000” in cases of emergency to advise the relevant emergency service.

Furthermore, it is the responsibility of the Site Manager to advise the emergency services of any restriction of vehicular access to the public and restricted areas a minimum of one week prior to its implementation.

6.7 Responsibilities

The Site Manager is responsible for, but not limited to:

- Implementing the Construction Traffic and Pedestrian Management Sub-Plan and TCPs
- Informing contractors of the requirements of the Construction Traffic and Pedestrian Management Sub-Plan
- Undertaking site inspections to ensure all signage is clearly visible and not damaged
- Monitoring the implementation of the Construction Traffic and Pedestrian Management Sub-Plan
- Reporting on incidents
- Obtaining permits

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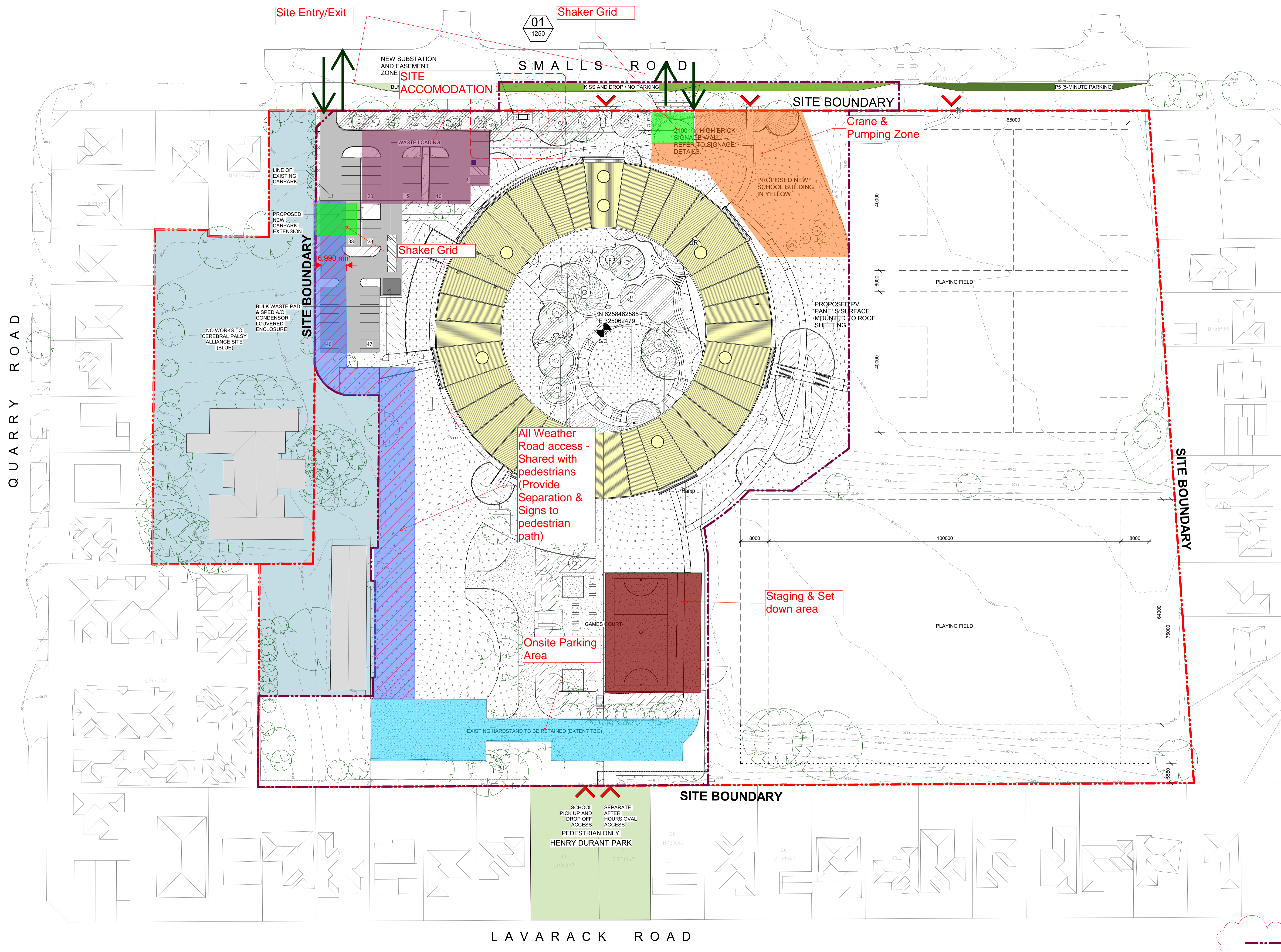
Authorised by
**TAYLOR THOMSON WHITTING
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PAUL YANNOULATOS
Technical Director

Appendix A

Site Establishment Plan



Appendix B

Traffic Control Plan



A: Suite 450, 29 Smith Street, Parramatta 2150 NSW
 P: 1800 987 891
 F: (02) 9823 0494
 M: 0403 323 290
 E: dennis.dandolo@safewaytms.com.au
 W: www.safewaytms.com.au

Location : 38 Smalls Road, Ryde.
 Company : TTW.
 Council : Ryde.
 TCP Endorsed By : Dennis Dandolo
 Prepare a Work Zone TMP # 0028376586
 Expiry Date : 01.02.2019

Signature :
 Filename :

UBD Reference# : 193/M12
 Scale : NTS
 Revision : 1.0
 Prepared Date : 07.11.2018
 TCP Author : Dennis Dandolo
 Prepare a Work Zone TMP # 0028376586
 Expiry Date : 01.02.2019

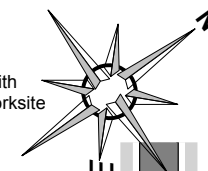
Signature :

1. SCOPE OF WORKS
 Construction vehicle access left or right turn into the site.

2. TRAFFIC MANAGEMENT LOGISTICS
 Certified Traffic Controllers will assist with truck arrivals and departures from the site momentarily stopping traffic as required as trucks make a left or right turn into site.
 Pedestrian and cyclists safety will be a priority at all times.

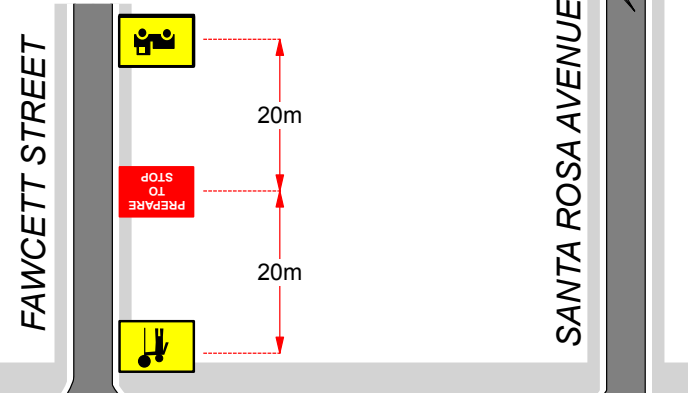
3. SCHEDULE OF WORKS
 TBA By TTW

4. COMPLIANCE
 When installed as per the plan, signage will be in accordance with Australian Standards as 1742.3, 2009, and Traffic Control at Worksite Manual Version 4.0 from the RTA

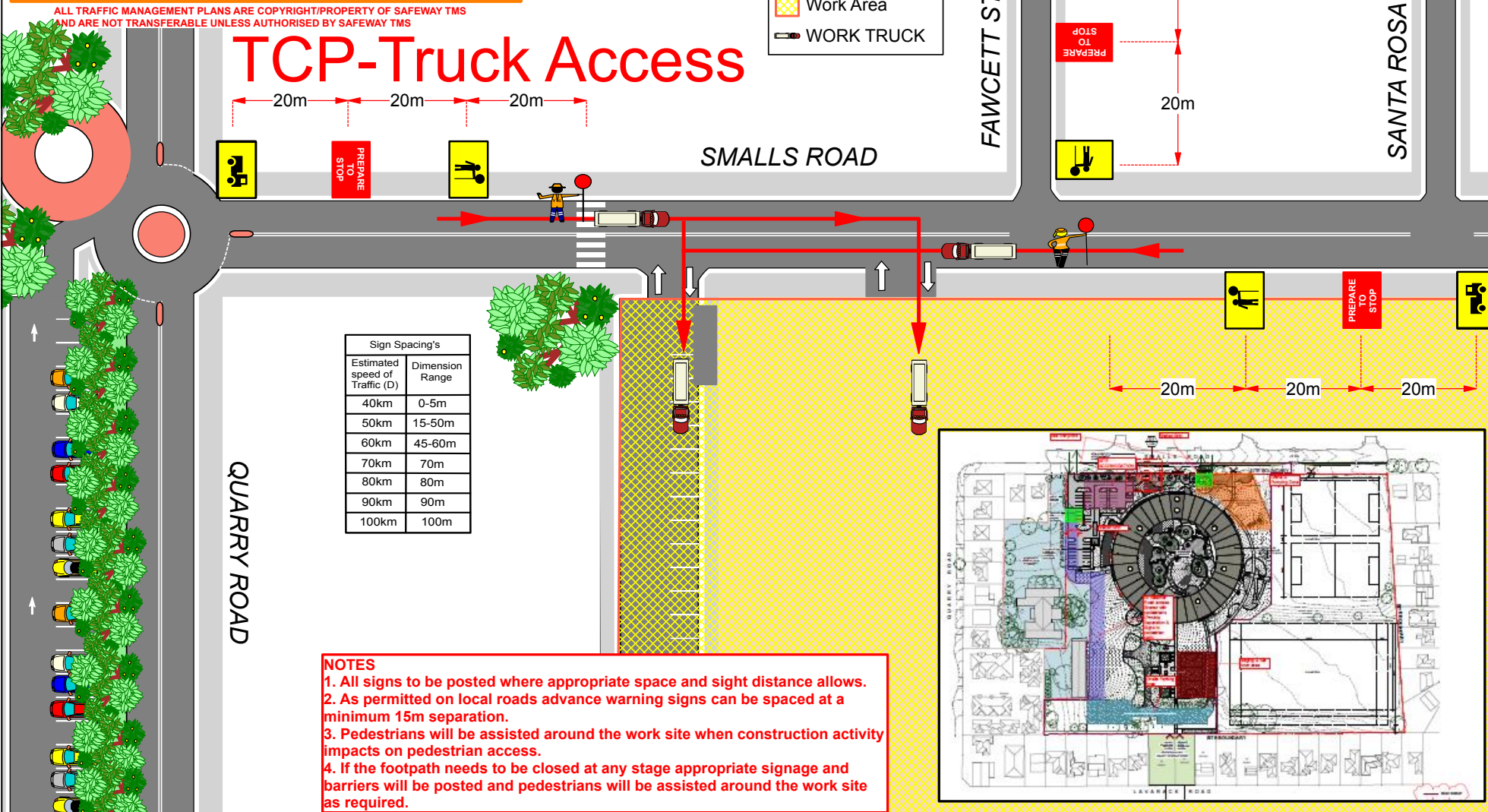


Legend

- Traffic Controller
- Work Area
- WORK TRUCK



TCP-Truck Access



Sign Spacing's	
Estimated speed of Traffic (D)	Dimension Range
40km	0-5m
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m

NOTES

1. All signs to be posted where appropriate space and sight distance allows.
2. As permitted on local roads advance warning signs can be spaced at a minimum 15m separation.
3. Pedestrians will be assisted around the work site when construction activity impacts on pedestrian access.
4. If the footpath needs to be closed at any stage appropriate signage and barriers will be posted and pedestrians will be assisted around the work site as required.

Appendix C

Turning Paths

SMALLS ROAD PUBLIC SCHOOL REDEVELOPMENT

RICHARD CROOKES CONSTRUCTIONS



DRAWING LIST

T100	COVER SHEET
T110	INBOUND TURNING PATH - LANE COVE RD w/ QUARRY RD INTERSECTION - SEMI-TRAILER (19m)
T120	INBOUND TURNING PATH - LANE COVE RD w/ QUARRY RD INTERSECTION - HRV (12.5m)
T210	OUTBOUND TURNING PATH - LANE COVE RD w/ BRIDGE RD INTERSECTION - SEMI-TRAILER (19m)
T220	INBOUND TURNING PATH - LANE COVE RD w/ BRIDGE RD INTERSECTION - HRV (12.5m)
T310	INBOUND TURNING PATH - QUARRY RD w/ SMALLS RD INTERSECTION - SEMI-TRAILER (19m)
T320	INBOUND TURNING PATH - QUARRY RD w/ SMALLS RD INTERSECTION - HRV (12.5m)
T410	OUTBOUND TURNING PATH - BRIDGE RD w/ SMALLS RD INTERSECTION - SEMI-TRAILER (19m)
T420	OUTBOUND TURNING PATH - BRIDGE RD w/ SMALLS RD INTERSECTION - HRV (12.5m)

PathName: T100.dwg - User: kasha - Plot File Created: Nov 06, 2018 - 12:37pm

A1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date
P1	PRELIMINARY	KA	KA	06.11.18

Builder **RICHARD CROOKES CONSTRUCTIONS**
 Level 3 / 4 BROADCAST WAY
 ARTARMON NSW 2064

Civil Engineer **TTW Taylor Thomson Whitting**
 612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
 SMALLS ROAD PUBLIC SCHOOL

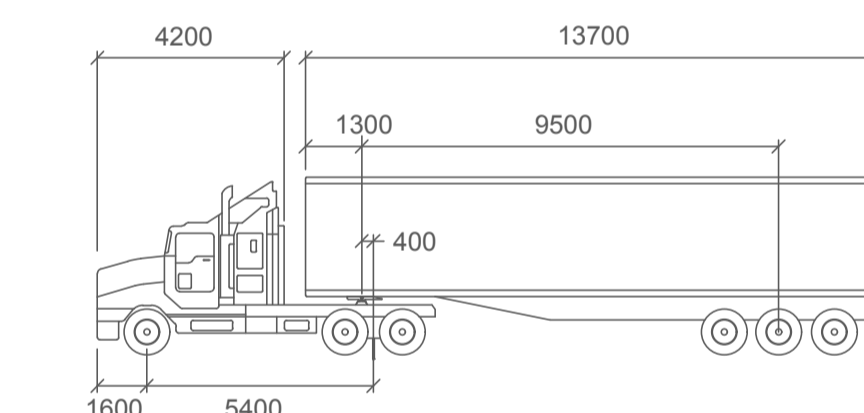
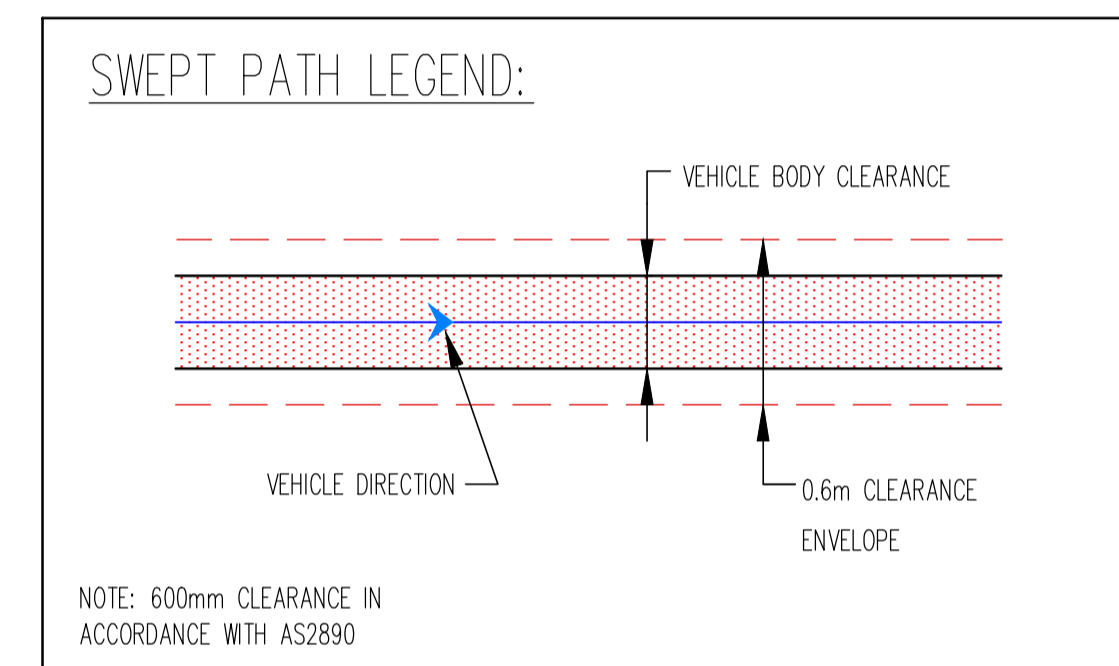
Sheet Subject
 COVER SHEET

Scale: A1
 Drawn: KA
 Authorised: KA

Job No: 161375
 Drawing No: T100
 Revision: P1

Plot File Created: Nov 06, 2018 - 12:37pm

PRELIMINARY



AV

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 28.3
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

PathName: T110.dwg - User: kwh - Plot File Created: Nov 06, 2018 - 11:26am

PRELIMINARY

A1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date
P1	PRELIMINARY	KA	KA	06.11.18

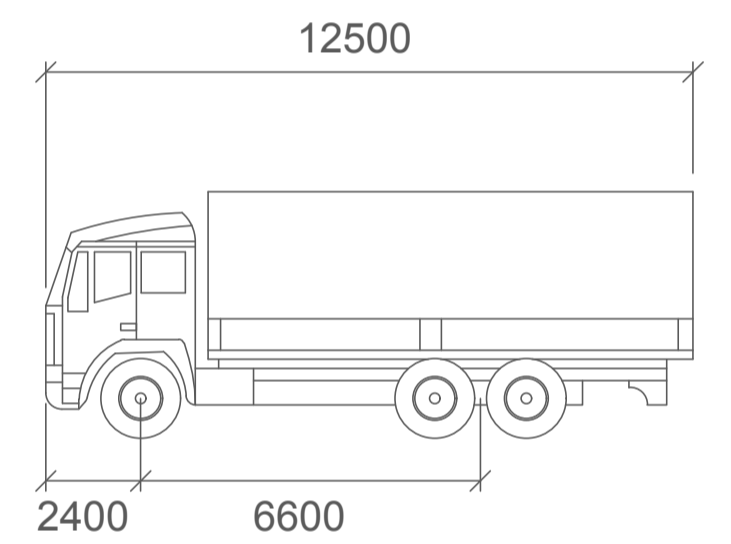
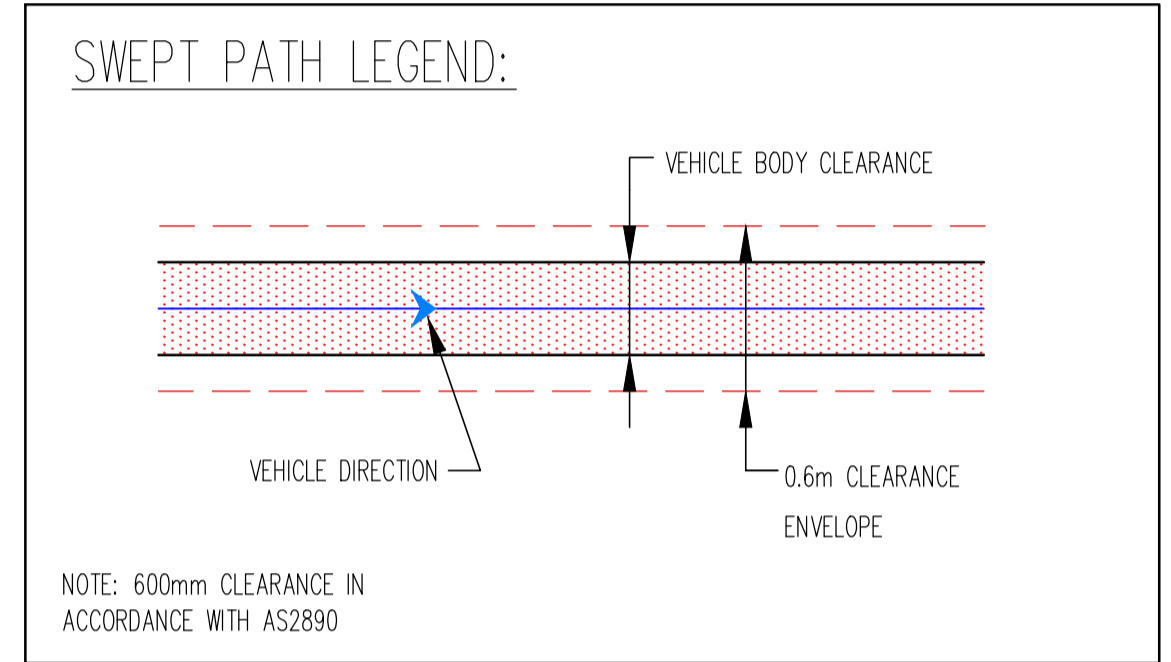
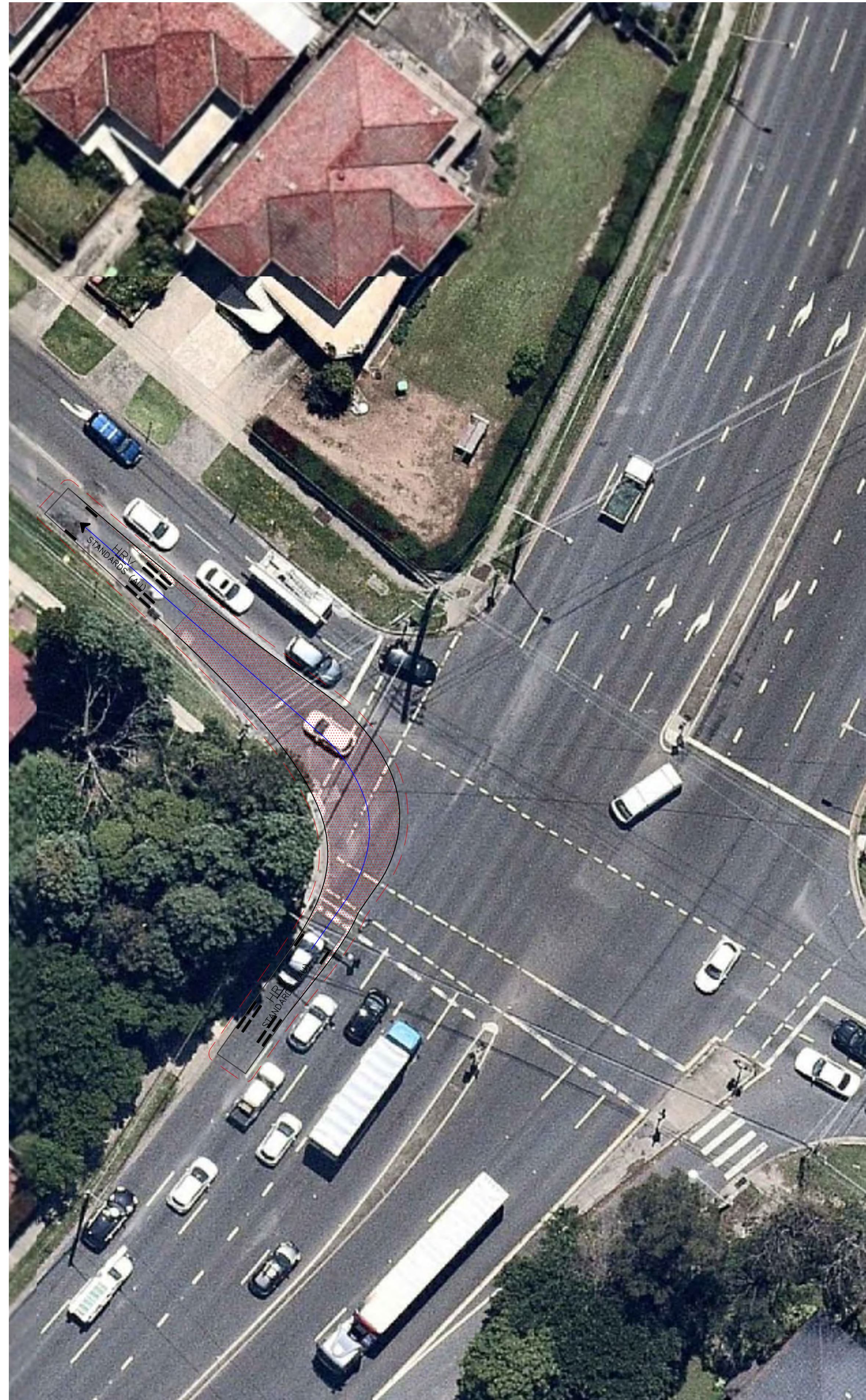
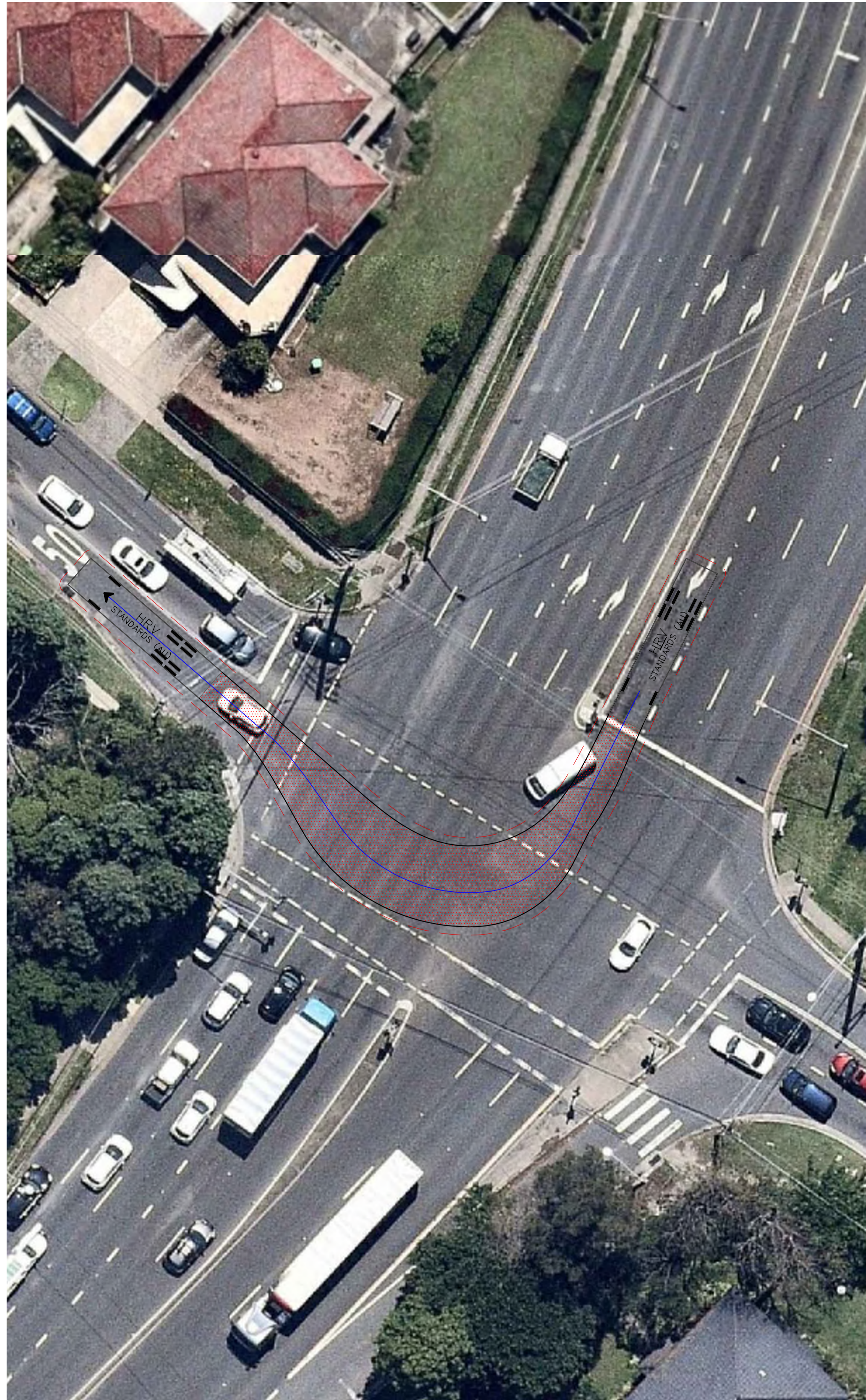
RICHARD CROOKES CONSTRUCTIONS
 LEVEL 3 / 4 BROADCAST WAY
 ARTARMON NSW 2064

TTW Taylor Thomson Whitting
 612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project: **SMALLS ROAD PUBLIC SCHOOL**

Sheet Subject: **INBOUND TURNING PATH
 LANE COVE RD w/ QUARRY RD
 INTERSECTION
 SEMI-TRAILER (19m)**

Scale: A1 1:200	Drawn KA	Authorised
Job No 161375	Drawing No T110	Revision P1
Plot File Created: Nov 06, 2018 - 11:26am		



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.2

PathName: T120.dwg - User: kachka - Plot File Created: Nov 06, 2018 - 11:33am

A1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date
P1	PRELIMINARY	KA	KA	06.11.18										

Builder
RICHARD CROOKES CONSTRUCTIONS
LEVEL 3 / 4 BROADCAST WAY
ARTARMON NSW 2064

Civil Engineer
TTW Taylor Thomson Whitting
612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
SMALLS ROAD PUBLIC SCHOOL

Sheet Subject
INBOUND TURNING PATH
LANE COVE RD W/ QUARRY RD
INTERSECTION
HRV (12.5m)

Scale: A1
1:200, 1:200

Drawn: KA

Authorised:

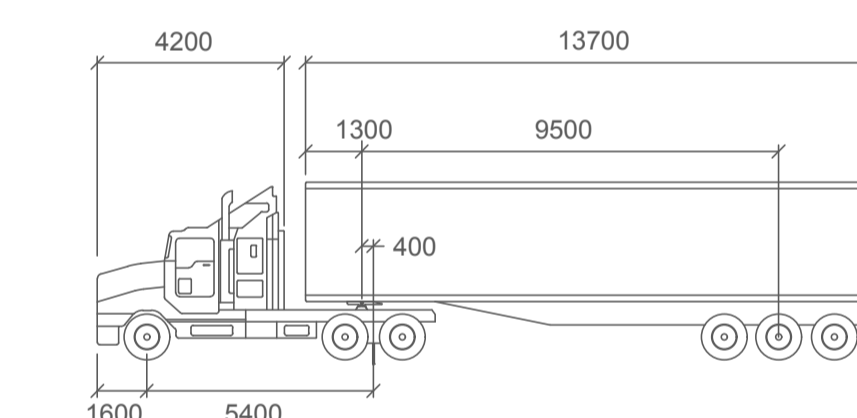
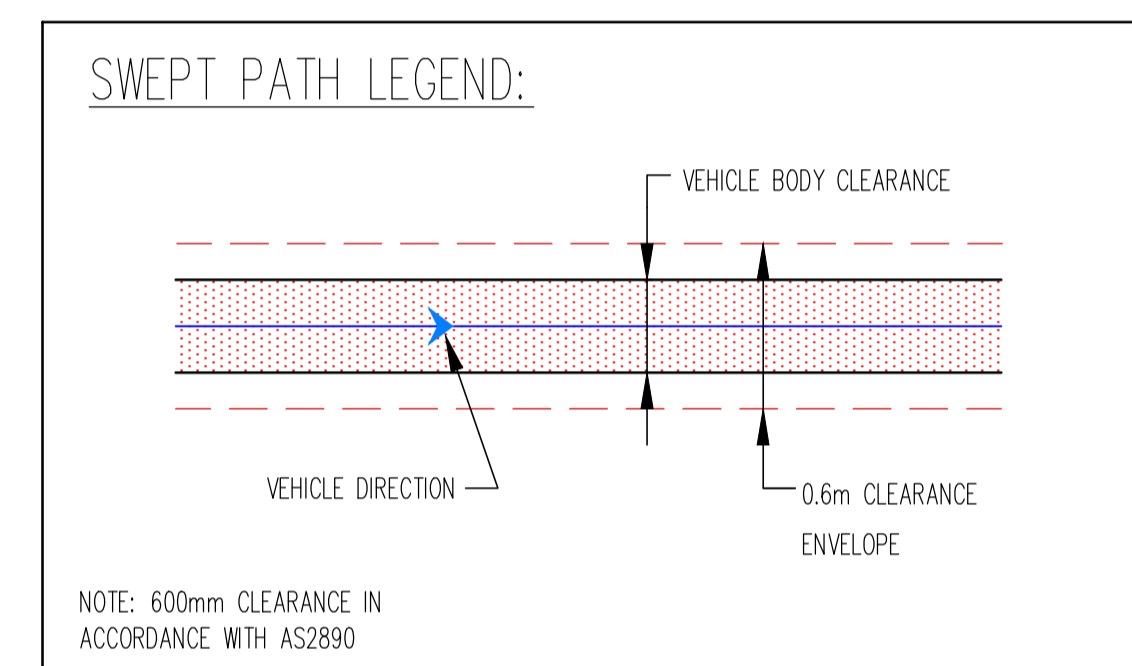
Job No: 161375

Drawing No: T120

Revision: P1

Plot File Created: Nov 06, 2018 - 11:33am

PRELIMINARY



AV

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 28.3
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

PathName: T210.dwg - User: kasha - Plot File Created: Nov 06, 2018 - 11:47am



PRELIMINARY

A1 0 1 2 3 4 5 6 7 8 9 10

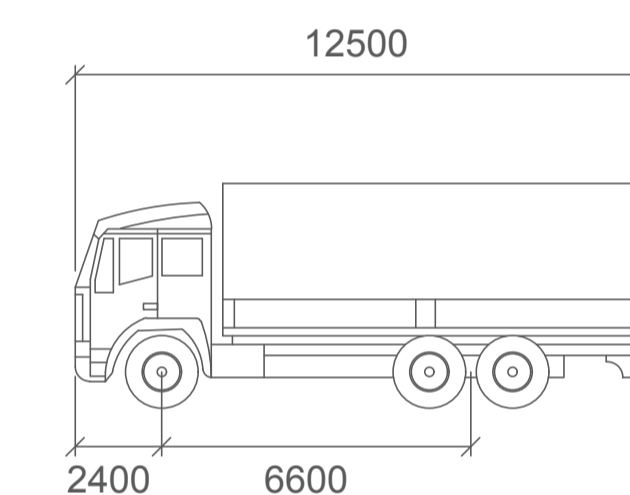
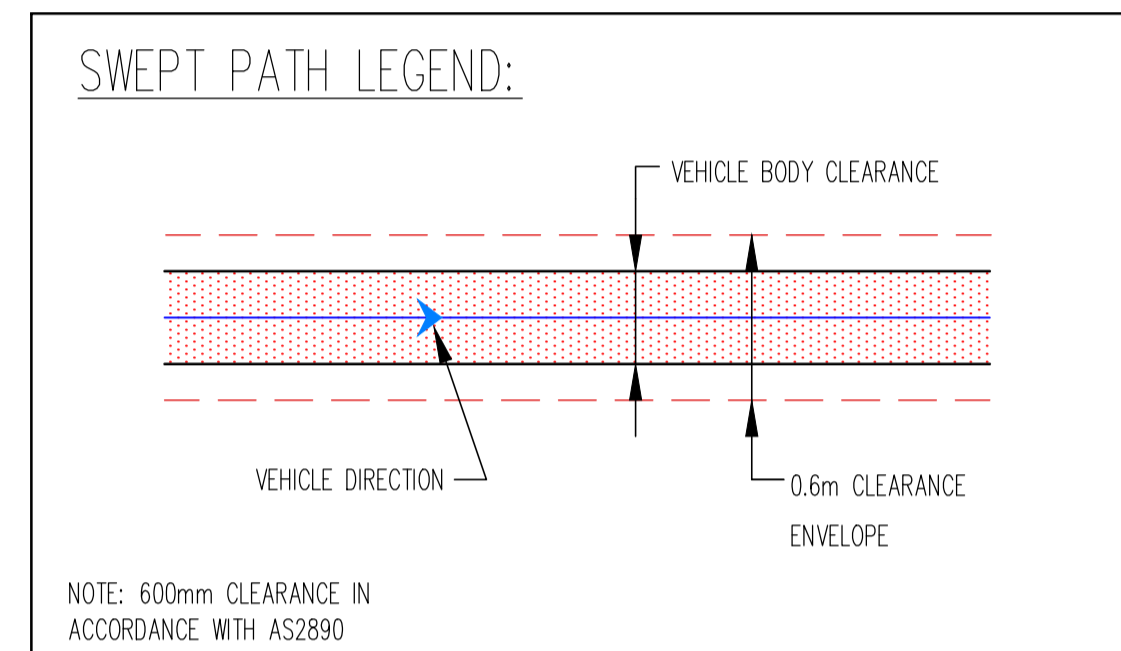
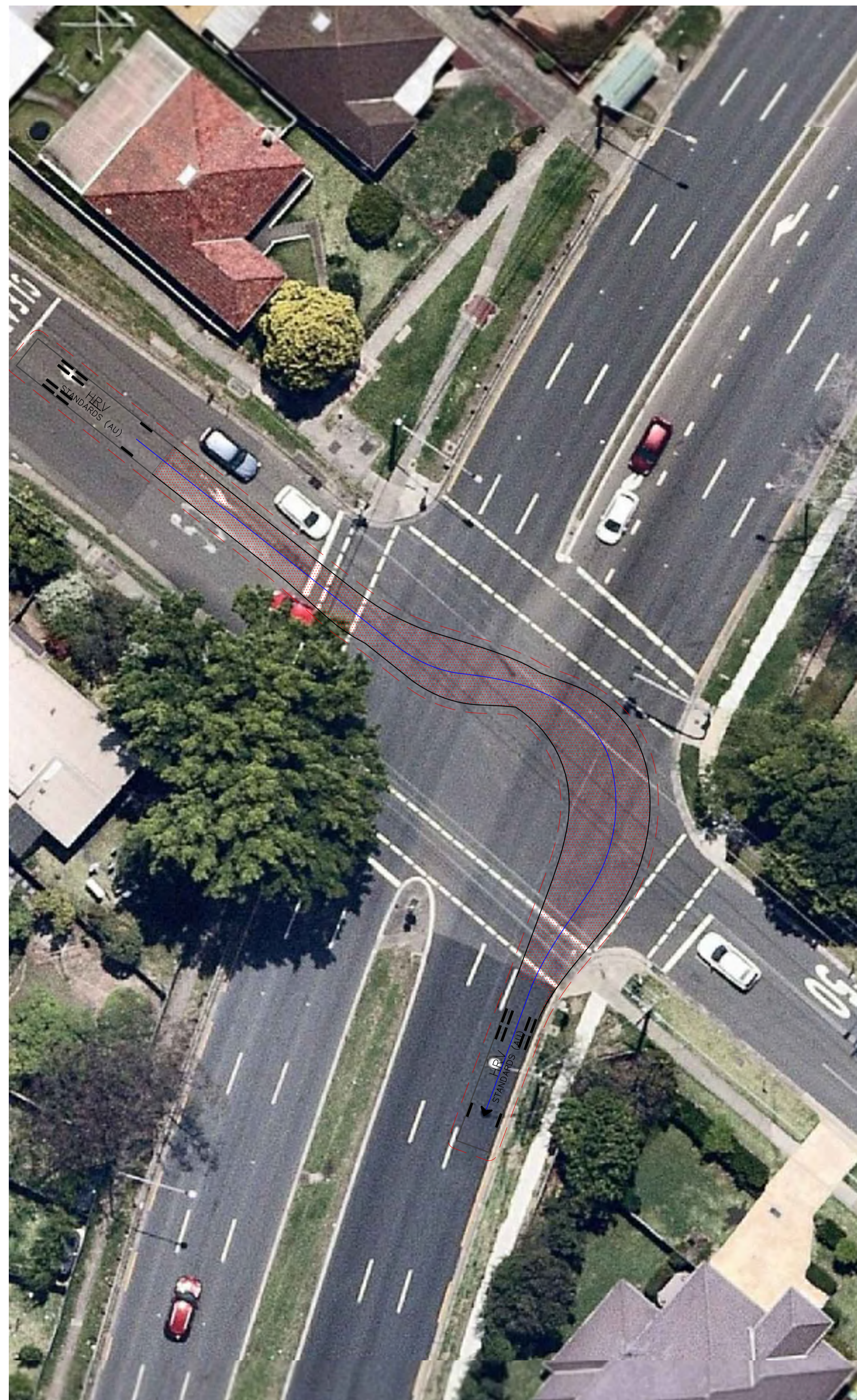
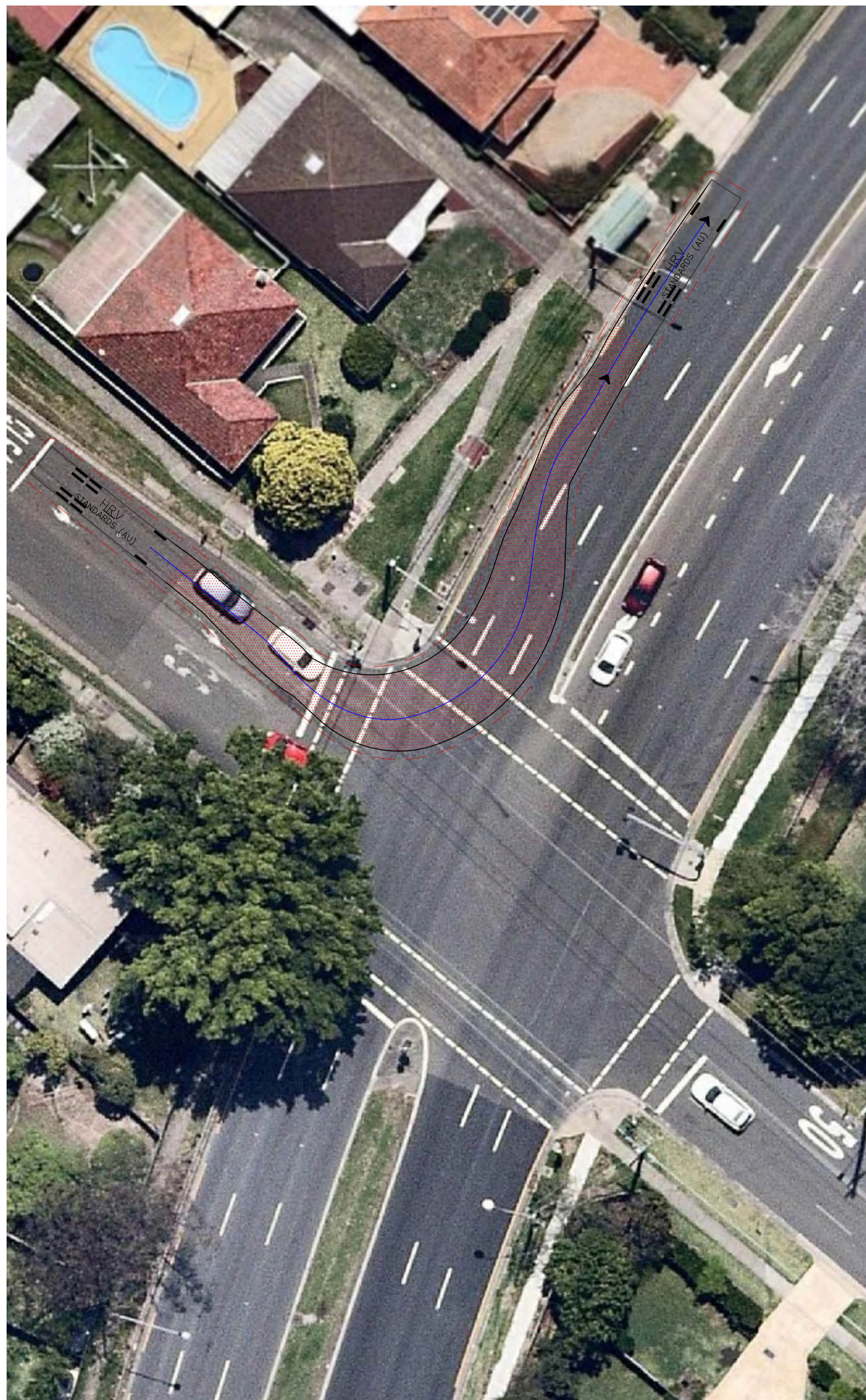
Rev	Description	Eng	Draft	Date
P1	PRELIMINARY	KA	KA	06.11.18

Builder **RICHARD CROOKES CONSTRUCTIONS**
 Civil Engineer **TTW Taylor Thomson Whitting**
 LEVEL 3 / 4 BROADCAST WAY
 ARTARMON NSW 2064
 612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project **SMALLS ROAD PUBLIC SCHOOL**

Sheet Subject
**OUTBOUND TURNING PATH
 LANE COVE RD W/ BRIDGE RD
 INTERSECTION
 SEMI-TRAILER (19m)**

Scale: A1 1:200	Drawn KA	Authorised
Job No 161375	Drawing No T210	Revision P1
Plot File Created: Nov 06, 2018 - 11:47am		



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.2

PathName: T220.dwg - USER: kwhits - Plot File Created: Nov 06, 2018 - 11:44am

A1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date
P1	PRELIMINARY	KA	KA	06.11.18

Builder
RICHARD CROOKES CONSTRUCTIONS
LEVEL 3 / 4 BROADCAST WAY
ARTARMON NSW 2064

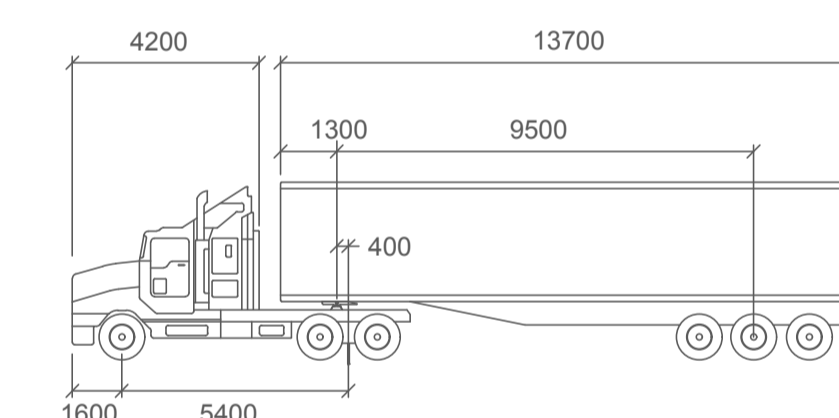
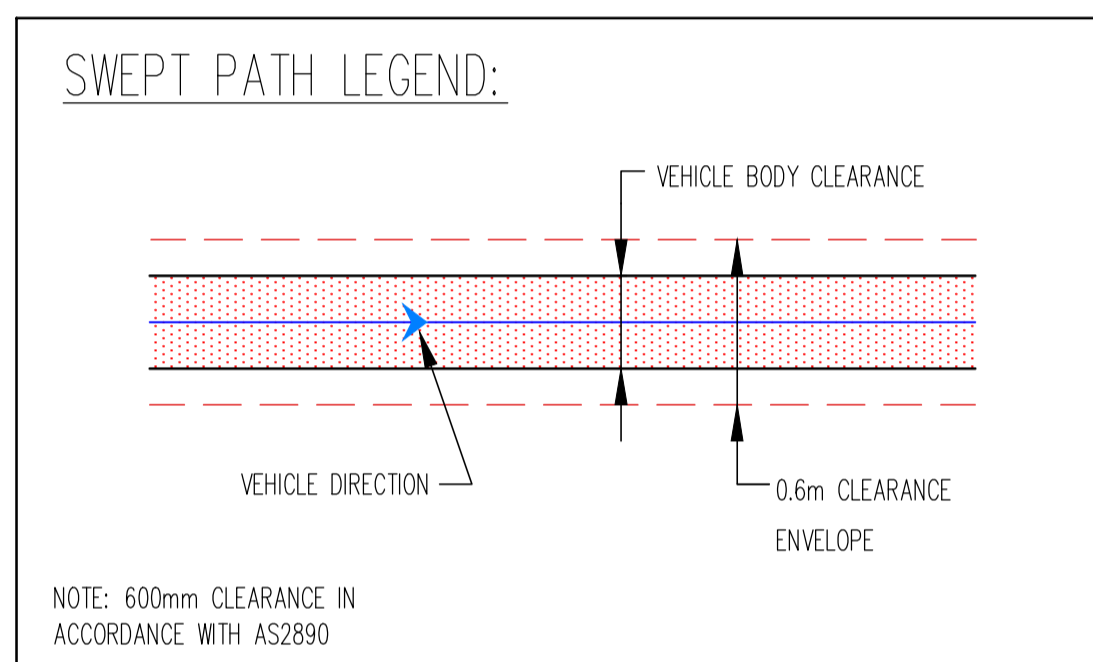
Civil Engineer
TTW Taylor Thomson Whitting
612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
SMALLS ROAD PUBLIC SCHOOL

Sheet Subject
OUTBOUND TURNING PATH
LANE COVE RD W/ BRIDGE RD
INTERSECTION
HRV (12.5m)

PRELIMINARY

Scale : A1 1:200, 1:200	Drawn KA	Authorised
Job No 161375	Drawing No T220	Revision P1
Plot File Created: Nov 06, 2018 - 11:44am		



AV

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 28.3
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

Reference: T310.dwg - USB: kwh@ttw - Plot File Created: Nov 06, 2018 - 11:51am

A1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date
P1	PRELIMINARY	KA	KA	06.11.18

Builder
RICHARD CROOKES CONSTRUCTIONS
 LEVEL 3 / 4 BROADCAST WAY
 ARTARMON NSW 2064

Civil Engineer
TTW Taylor Thomson Whitting
 612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
SMALLS ROAD PUBLIC SCHOOL

Sheet Subject
**INBOUND TURNING PATH
 QUARRY RD w/ SMALLS RD
 INTERSECTION
 SEMI-TRAILER (19m)**

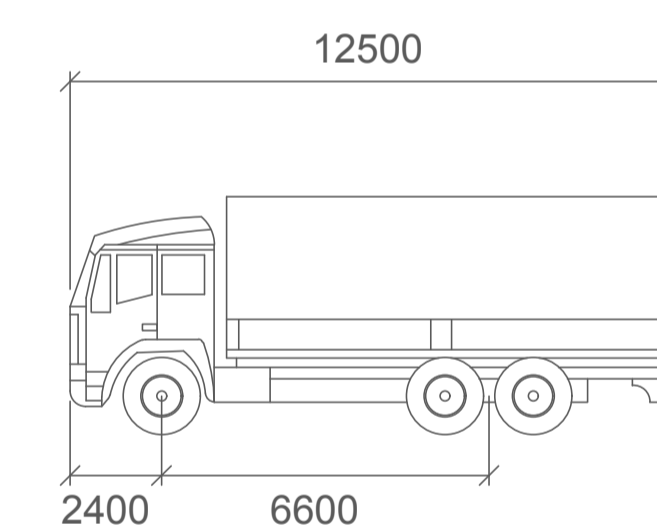
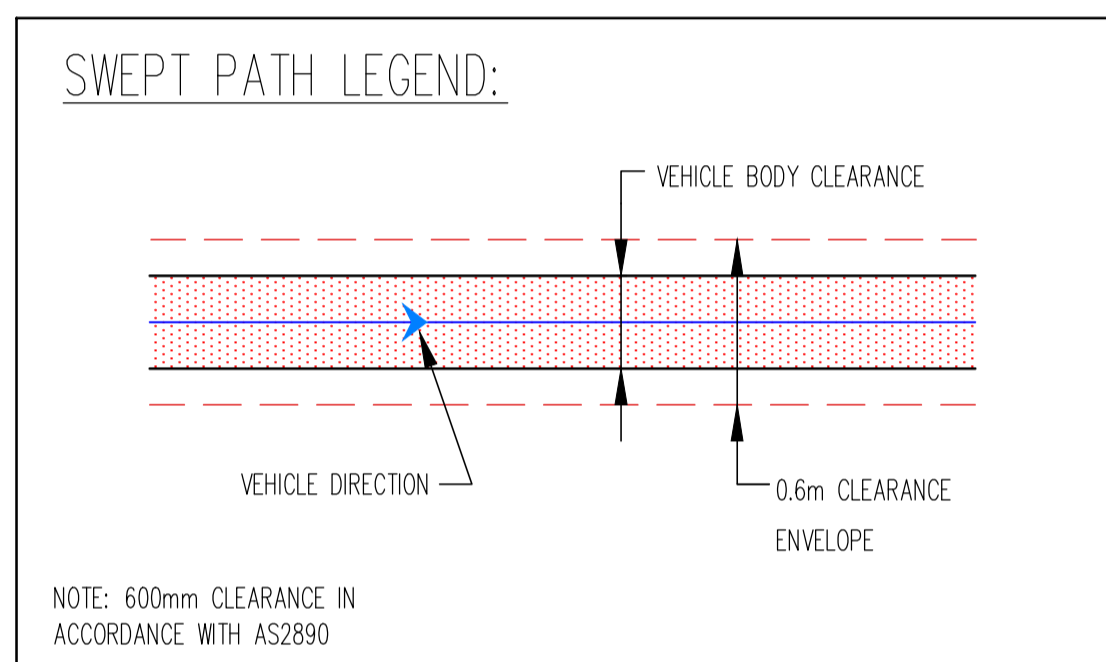
Scale: A1
 1:200

Drawn: KA
 Authorised:

Job No: 161375
 Drawing No: T310
 Revision: P1

Plot File Created: Nov 06, 2018 - 11:51am

PRELIMINARY



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.2

PathName: T320.dwg - USER: kwh@ts - Plot File Created: Nov 06, 2018 - 11:53am

A1 0 1 2 3 4 5 6 7 8 9 10

Builder
RICHARD CROOKES CONSTRUCTIONS
LEVEL 3 / 4 BROADCAST WAY
ARTARMON NSW 2064

Civil Engineer
TTW Taylor Thomson Whitting
612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
SMALLS ROAD PUBLIC SCHOOL

Sheet Subject
INBOUND TURNING PATH
QUARRY RD w/ SMALLS RD
INTERSECTION
HRV (12.5m)

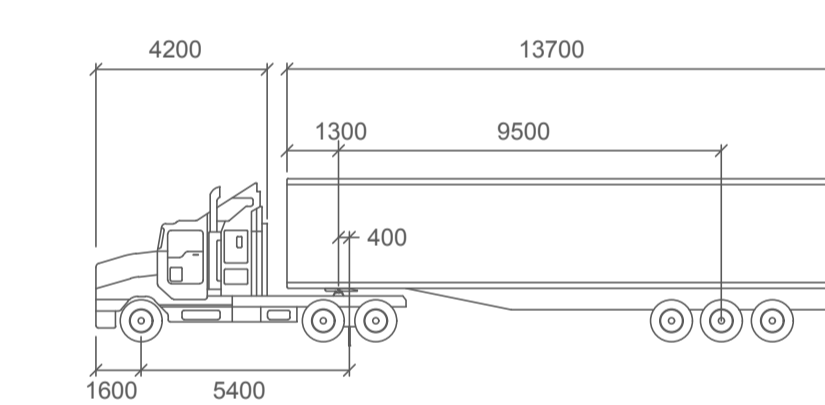
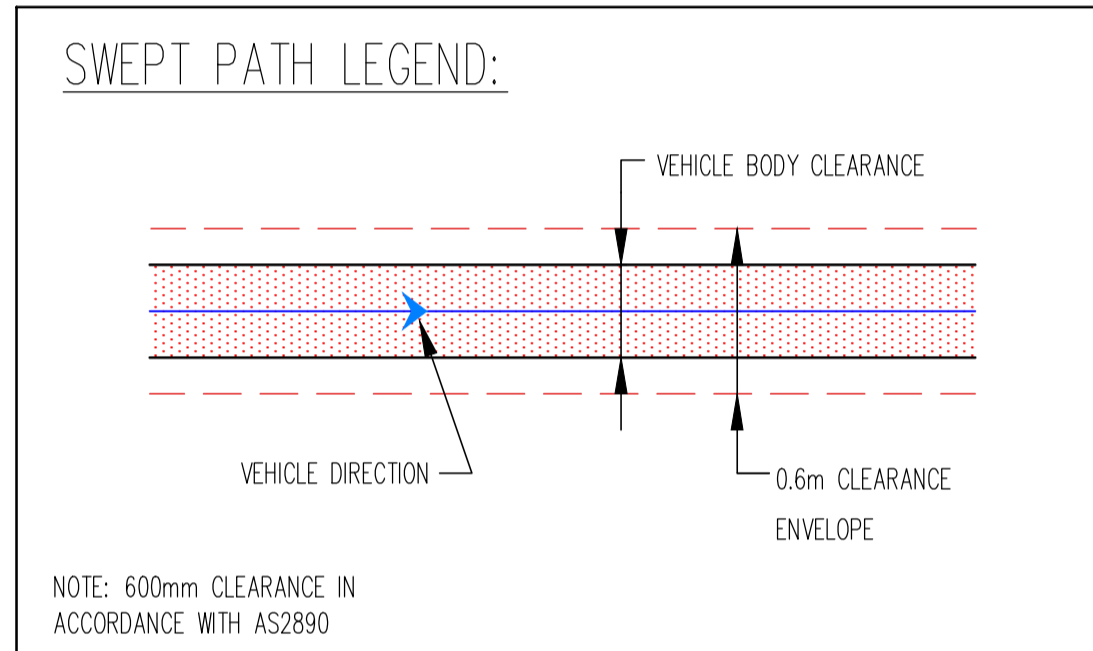
PRELIMINARY

Scale: A1
1:200

Drawn: KA
Authorised: KA

Job No: 161375
Drawing No: T320
Revision: P1

Plot File Created: Nov 06, 2018 - 11:53am



AV

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 28.3
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

Reference: T1610.dwg - USB: hwhb - Plot File Created: Nov 06, 2018 - 11:55am

A1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date
P1	PRELIMINARY	KA	KA	06.11.18

Builder
RICHARD CROOKES CONSTRUCTIONS
LEVEL 3 / 4 BROADCAST WAY
ARTARMON NSW 2064

Civil Engineer
TTW Taylor Thomson Whitting
612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
SMALLS ROAD PUBLIC SCHOOL

Sheet Subject
OUTBOUND TURNING PATH
BRIDGE RD w/ SMALLS RD
INTERSECTION
SEMI-TRAILER (19m)

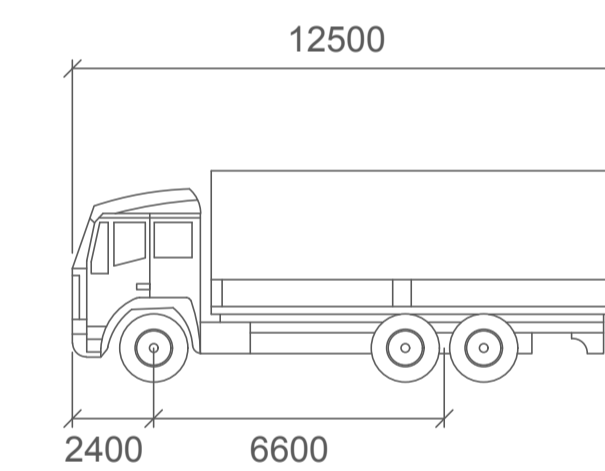
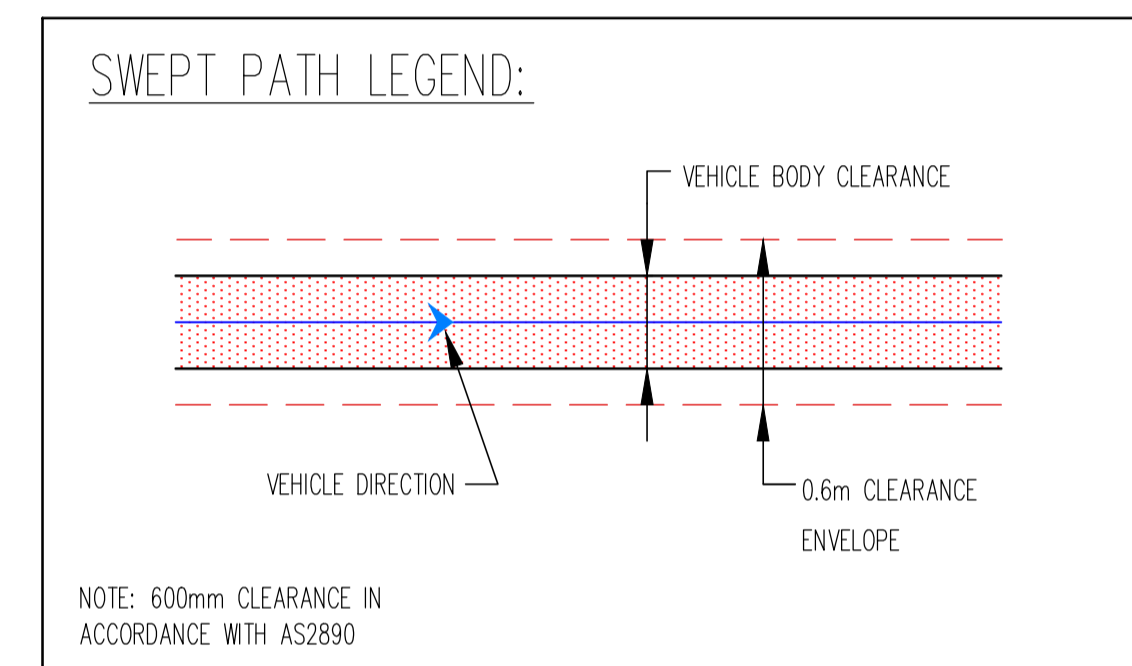
Scale: A1
1:200

Drawn: KA
Authorised:

Job No: 161375
Drawing No: T410
Revision: P1

Plot File Created: Nov 06, 2018 - 11:55am

PRELIMINARY



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.2

Reference: 1630.dwg - USBC: hwrh - Plot File Created: Nov 06, 2018 - 11:57am

A1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date
P1	PRELIMINARY	KA	KA	06.11.18

Builder
RICHARD CROOKES CONSTRUCTIONS
LEVEL 3 / 4 BROADCAST WAY
ARTARMON NSW 2064

Civil Engineer
TTW Taylor Thomson Whitting
612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
SMALLS ROAD PUBLIC SCHOOL

Sheet Subject
OUTBOUND TURNING PATH
BRIDGE RD w/ SMALLS RD
INTERSECTION
HRV (12.5m)

PRELIMINARY

Scale: A1 1:200	Drawn KA	Authorised
Job No 161375	Drawing No T420	Revision P1
Plot File Created: Nov 06, 2018 - 11:57am		



SYDNEY

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