

Construction Traffic Management Plan

351-353 Barrenjoey Road, Newport

Mixed-Use Development

Prepared for: Developmentlink Pty Ltd

Prepared By: Matthew Young RMS Prepare a Work Zone Traffic Management Plan Certificate #: 0051718998

Tuesday, 2 October 2019 Document Number: SBMG01982-00

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1 Project Details

1.1 Project Summary

Project: Mixed-Use Development Location: 351-353 Barrenjoey Road, Newport NSW Hours of Operation: DA Approved Hours

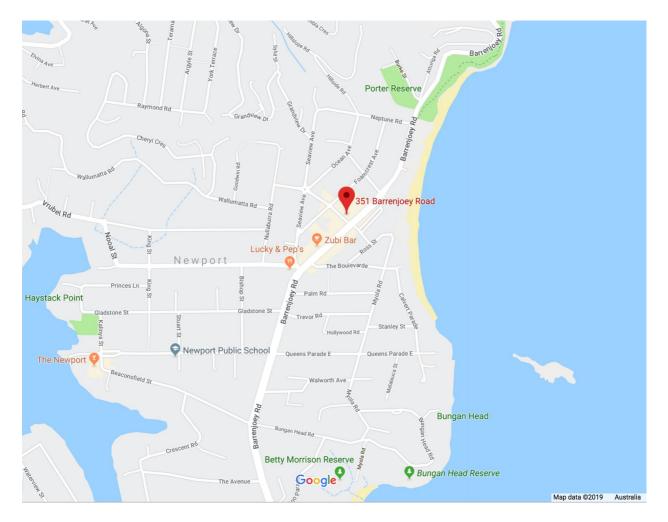
Scope of Works: Demolition of existing structures, bulk excavation and construction of a mixed use development over basement level parking.

This Construction Traffic Management Plan has been prepared to support a Development Application for a mixed use building and illustrate the traffic management measures proposed during its construction.

1.2 Revisions

Rev	Date	Description
0	1/10/19	Initial Submission

1.3 Location Map



SBMG01982-00.docx

1.4 Development Process

This traffic management plan covers the stage(s) listed below, subsequent stages will require amendments and additional plans to be prepared.

Included Stages / Phases:

Stage / Phase	Duration (approx.)
Demolition	2 Months
Excavation	3 Months
Construction	13 Months

1.5 Demolition Phase

Largest Truck Size: Medium Rigid Vehicle (up to 8.8m in length) Daily Vehicle Movements: 40 on peak days (20 in and 20 out) General Type of Works:

- Demolition of existing structures
- Tree removal
- Removal of demolished material from site

1.6 Excavation Phase

Largest Truck Size: Medium Rigid Vehicle (up to 8.8m in length) Daily Vehicle Movements: 60 on peak days (30 in and 30 out) General Type of Works:

- Piling works
- Concrete pour associated with piling
- Excavation works for basement level.
- Removal of excavated material from site.

1.7 Construction Phase

Largest Truck Size: Heavy Rigid Vehicle (up to 12.5m in length)

Daily Vehicle Movements (General Deliveries): up to 10 on peak days (5 in and 5 out) Vehicle Movements (Concrete Pour): 40-60 per pour General Type of Works:

- General construction activity for building structure (floor slabs, walls, etc.)
- Concrete pours
- Associated plumbing and electrical works
- Fit-out works
- Associated landscaping works.

2 Proposed Management of Construction Vehicles

2.1 General

- A schedule of site inductions shall be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations.
- The site will minimise construction related traffic movements during school peak periods.

2.2 Demolition Phases

- a) Approach and Departure Routes
 - Approach Route Traveling northbound along Barrenjoey Road, turn left onto Robertson Road and then turn right onto the site in a forward-facing direction.
 - Departure Route In a forward-facing direction exit the site and turn right onto Robertson Road, turn left onto Foamcrest Avenue, turn left onto Seaview Avenue and then turn onto Barrenjoey Road.
- b) Site Access
 - Site vehicles to enter and exit the site using an existing layback off Robertson Road.
- c) Vehicle movements within the site
 - Vehicles will enter and exit the site in a forward-facing direction.
- d) Loading and Unloading of Vehicles
 - All vehicles to be loaded and unloaded within the site boundaries.
- e) Vehicle Queuing
 - Vehicles to stand within the site boundary only.
- f) Removal of material from site
 - Vehicles are to be loaded within site boundaries with crushed aggregate and/or shaker grid to be installed prior to exit point once hardstand area is removed.
 - Vehicles inspected prior to leaving the site and cleaned as required to minimise contamination of surrounding roadways.
 - Where water is used for cleaning vehicles, appropriate sediment control measures will be taken to ensure untreated water is not allowed to directly enter the storm water system.
- g) Works Zone
 - None proposed, site vehicles to stand within the site
- h) Standing Plant
 - All equipment to be used within the site boundary only.
- i) Parking for Site Workers
 - Site workers to park within site boundaries where possible, otherwise they will utilise surrounding parking facilities abiding by existing conditions.
 - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.
- j) Storage for Material, Waste and Equipment
 - All storage to be located within the site boundaries only.
- k) Pedestrian Management
 - Pedestrian access past the site as per existing conditions along the concrete footpath
 - Traffic controller located at gate to manage pedestrian activity when vehicles are crossing the footpath.
 - Boundary fencing / hoarding installed around the site boundary as required to restrict public access.

- I) Traffic Lanes
 - Traffic lane maintained along Robertson Road past the site. Traffic controller used on Robertson Road to manage parked vehicles when site vehicles are exiting.
 - Traffic lanes maintained along Barrenjoey Road.

2.3 Excavation Phases

- a) Approach and Departure Routes
 - Approach Route (Site Access) Traveling northbound along Barrenjoey Road, turn left onto Robertson Road and then turn right onto the site in a forward-facing direction.
 - Departure Route (Site Access) In a forward-facing direction exit the site and turn right onto Robertson Road, turn left onto Foamcrest Avenue, turn left onto Seaview Avenue and then turn onto Barrenjoey Road.
 - Approach Route (Robertson Road Slip Lane) Traveling northbound along Barrenjoey Road, turn left onto Robertson Road and then stand in the slip lane in a forward-facing direction.
 - Departure Route (Robertson Road Slip Lane) In a forward-facing direction exit the slip lane and continue along Robertson Road, turn left onto Foamcrest Avenue, turn left onto Seaview Avenue and then turn onto Barrenjoey Road.
- b) Site Access
 - Site vehicles to enter and exit the site using an existing layback off Robertson Road.
- c) Vehicle movements within the site
 - Vehicles will enter and exit the site in a forward-facing direction.
 - Vehicle access will be not be possible one the
- d) Loading and Unloading of Vehicles
 - All vehicles to be loaded and unloaded within the site boundaries.
- e) Vehicle Queuing
 - Vehicles to stand within the site boundary only.
- f) Removal of material from site
 - Vehicles are to be loaded within site boundaries with crushed aggregate and/or shaker grid to be installed prior to exit point once hardstand area is removed.
 - Vehicles inspected prior to leaving the site and cleaned as required to minimise contamination of surrounding roadways.
 - Where water is used for cleaning vehicles, appropriate sediment control measures will be taken to ensure untreated water is not allowed to directly enter the storm water system.
- g) Works Zone
 - None proposed. Vehicles standing within proposed slip lane require council approval and traffic control as per TCP in appendix B.
- h) Standing Plant
 - All equipment to be used within the site boundary only.
- i) Parking for Site Workers
 - Site workers to park within site boundaries where possible, otherwise they will utilise surrounding parking facilities abiding by existing conditions.
 - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.
- j) Storage for Material, Waste and Equipment
 - All storage to be located within the site boundaries only.
- k) Pedestrian Management
 - Pedestrian access past the site as per existing conditions along the concrete footpath at all times except during slip lane use when pedestrians will be directed

across the road using traffic control as per TCP (see appendix B).

- Traffic controller located at gate to manage pedestrian activity when vehicles are crossing the footpath.
- Boundary fencing / hoarding installed around the site boundary as required to restrict public access.
- I) Traffic Lanes
 - Traffic access maintained along Robertson Road.
 - Traffic lanes on Bunnerong Road maintained as per normal conditions.

2.4 Construction Phase

- a) Approach and Departure Routes
 - Approach Route (Site Access) Traveling northbound along Barrenjoey Road, turn left onto Robertson Road and then turn right onto the site in a forward-facing direction.
 - Departure Route (Site Access) In a forward-facing direction exit the site and turn right onto Robertson Road, turn left onto Foamcrest Avenue, turn left onto Seaview Avenue and then turn onto Barrenjoey Road.
 - Approach Route (Robertson Road Slip Lane) Traveling northbound along Barrenjoey Road, turn left onto Robertson Road and then stand in the slip lane in a forward-facing direction.
 - Departure Route (Robertson Road Slip Lane) In a forward-facing direction exit the slip lane and continue along Robertson Road, turn left onto Foamcrest Avenue, turn left onto Seaview Avenue and then turn onto Barrenjoey Road.
- b) Site Access
 - Vehicle access initially restricted due to excavation footprint.
 - Suitable vehicles may use the basement once its construction is complete.
- c) Vehicle movements within the site
 - Suitable vehicles may use the basement once its construction is complete.
- d) Loading and Unloading of Vehicles
 - All vehicles to be loaded and unloaded from within the site boundaries or an approved work area.
- e) Vehicle Queuing
 - Vehicles to stand within the site boundary or approved work area.
 - Drivers are to contact the site prior to turning onto Robertson Road from Bunnerong Road to ensure there is adequate space.
- f) Works Zone
 - None proposed. Vehicles standing within proposed slip lane require council approval and traffic control as per TCP in appendix B.
- g) Standing Plant
 - All equipment to be used within the site boundary.
 - Concrete pour from Robertson Road (subject to Council approval), see Appendix B for relevant TCP.
- h) Material Handling
 - Hoist installed for moving material and equipment between levels
 - Forklifts or similar plant to be used wholly within the site to load and unload vehicles as required.
- i) Parking for Site Workers
 - Site workers to park within site boundaries where possible, otherwise they will utilise surrounding parking facilities abiding by existing conditions.
 - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.

- Basement may be used by suitable vehicles once its construction is complete.
- j) Storage for Material, Waste and Equipment
 - All storage to be located within the site boundaries only.
- k) Pedestrian Management
 - Pedestrian access past the site as per existing conditions along the concrete footpath at all times except during slip lane use when pedestrians will be directed across the road using traffic control as per TCP (see appendix B).
 - Traffic controller located at gate to manage pedestrian activity when vehicles are crossing the footpath.
 - Boundary fencing / hoarding installed around the site boundary as required to restrict public access.
- I) Traffic Lanes
 - Traffic access maintained along Robertson Road.
 - Traffic lanes on Bunnerong Road maintained as per normal conditions.
- m) Driveway / Footpath / Kerb Works
 - Pedestrian detour to be installed during site operating hours with onsite traffic controllers to assist pedestrians around the work area as required (see appendix B for TCP). Pedestrian detour subject to Council approval as required.

3 Impact of Project

3.1 Surrounding Properties

- Existing access to surrounding properties maintained throughout the project.
- Traffic access maintained along Robertson Road throughout works.

3.2 Pedestrians

- Pedestrian access maintained as per existing conditions throughout the
- Traffic controller used as required for pedestrian safety when vehicles are crossing the footpath.

3.3 Cyclists

• No significant cyclist impact due to the project; No dedicated cyclist or Shared Path existing travel routes to remain as per normal conditions.

3.4 Local Traffic

- Limited impact on traffic flow with existing traffic lanes maintained throughout works.
- Impact to on-street parking along Robertson Street only impacted during site operating hours when required to maintain traffic access along the roadway. Whilst this will restrict access up to 8 parking spaces, maintaining a traffic lane will significantly reduce the impact on the neighbouring properties such as the Post Office. Normal conditions restored at other times. Also by servicing the site by Robertson Road only, the impact on the main thoroughfare of Barrenjoey road will be minimal.

3.5 Emergency Services

- Access along surrounding streets maintained throughout the project with access to surrounding properties also as per existing conditions.
- Emergency vehicles are given priority access as per normal road rules.

3.6 Public Transport

• Existing public transport infrastructure unaffected by this project.

Appendix A – Site Plans

SBMG01982-01 – Approach and Departure Routes – All Phases SBMG01982-02 – Site Overview – Demolition Phase SBMG01982-03 – Site Overview – Excavation Phase SBMG01982-04 – Site Overview – Construction Phase

Appendix B – Traffic Control Plans

SBMG01982-05 – Site Access SBMG01982-06 – Excavation Works – Slip Lane SBMG01982-07 – Concrete Pour / Site Deliveries SBMG01982-08 –Driveway Works

Appendix C – Swept Paths

SBMG01982-09 – MRV – Site Access SBMG01982-10 – MRV – Slip Lane SBMG01982-11 – HRV – Robertson Road SBMG01982-12 – B99 – Robertson Road

Appendix A

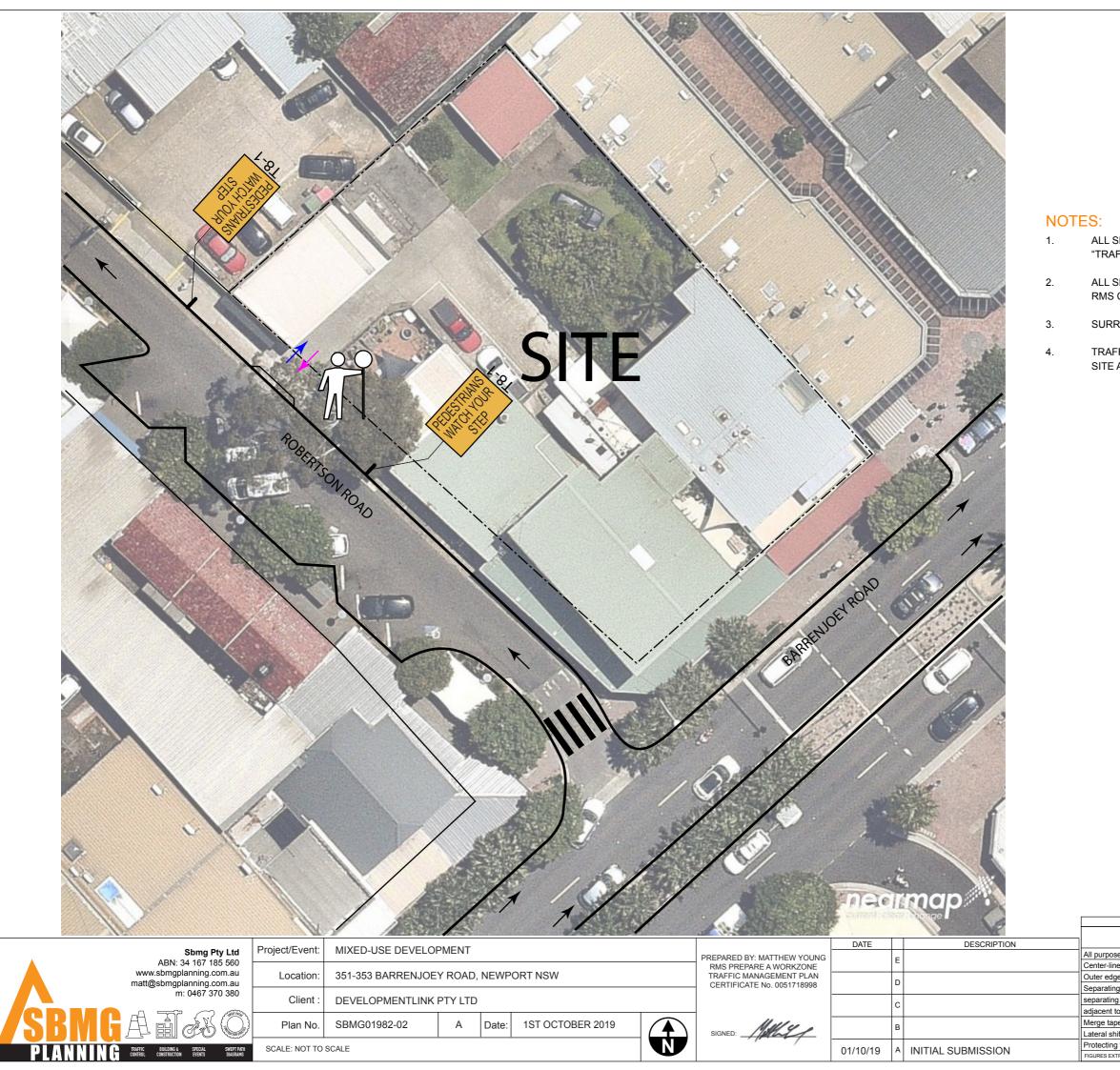


APPROACH AND DEPARTURE ROUTE ALL PHASES

LEGEND:

SITE BOUNDARY SITE APPROACH ROUTE SITE DEPARTURE ROUTE

RECOMMENDED MAXIMUM SPACING OF CONES A	RECOMMENDED TAPER LENGTHS					
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	control	shift	taper
es on residential or commercial streets	<=50	4	ed (Traffic o at start	Lateral : taper	Merge 1
e on approach to Traffic Controller position	All Cases	4	Apt	Tra at s	tap	Me
e of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15
g opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30
g opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60
o a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115
bers	51-70 / >70	9/12	76-85	N/A	80	130
ift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145
freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
RACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REF	> 105	N/A	110	180		



SITE OVERVIEW DEMOLITION PHASE

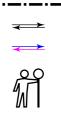
ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.

ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.

SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.

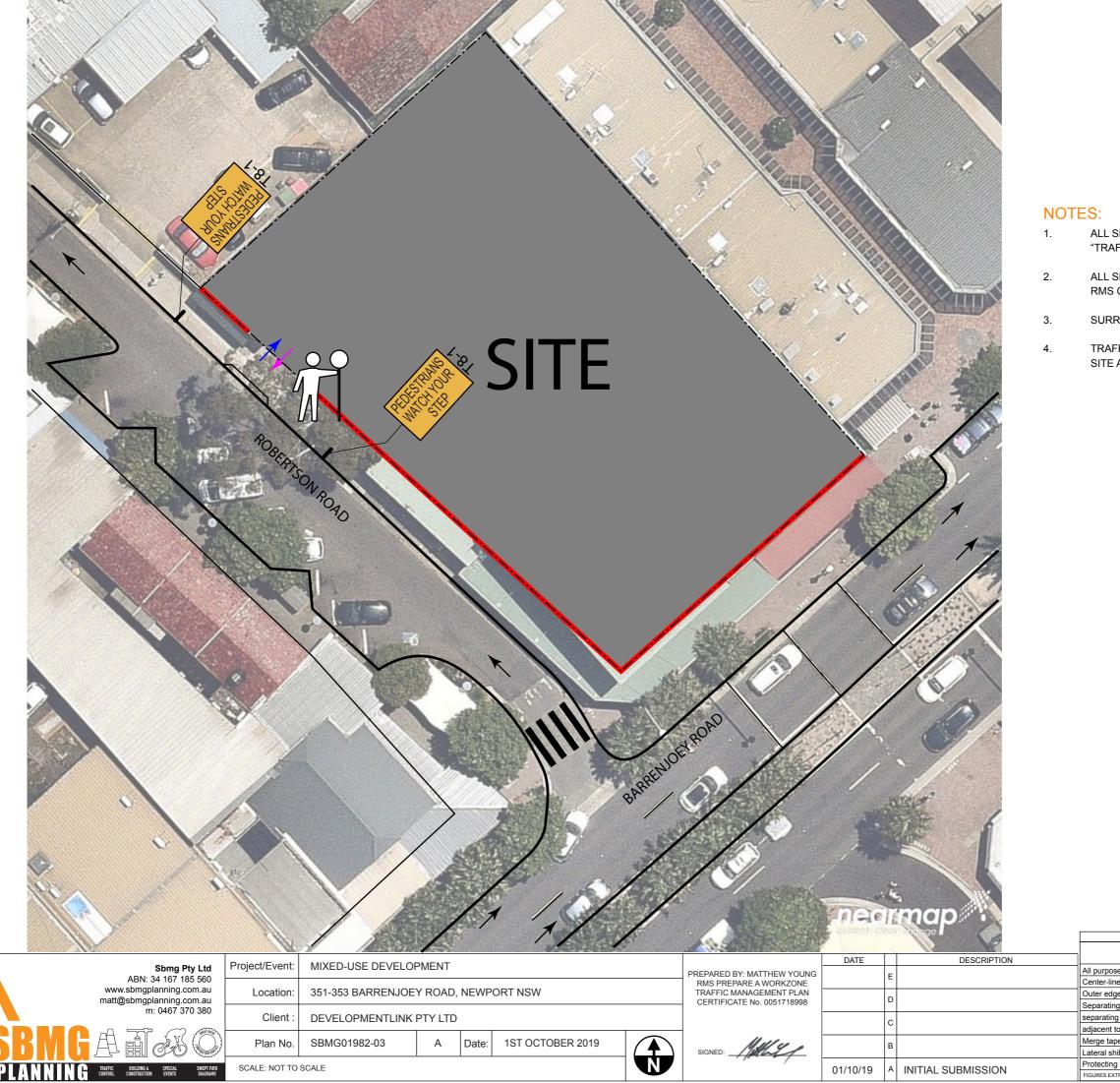
TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN ACCESS PAST THE SITE AS REQUIRED WHEN VEHICLES ARE CROSSING THE FOOTPATH.

LEGEND:



SITE BOUNDARY TRAFFIC FLOW SITE ACCESS

RECOMMENDED MAXIMUM SPACING OF CONES A	RECOMMENDED TAPER LENGTHS					
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	control	shift	Merge taper
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e on approach to Traffic Controller position	All Cases	4	Apt	Tra at s	tap	Me
ge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15
g opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30
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to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115
Ders	51-70 / >70	9/12	76-85	N/A	80	130
ift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145
g freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
TRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REF	> 105	N/A	110	180		



NOTES:

SITE OVERVIEW **EXCAVATION PHASE**

ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.

ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.

SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.

TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN ACCESS PAST THE SITE AS REQUIRED WHEN VEHICLES ARE CROSSING THE FOOTPATH.





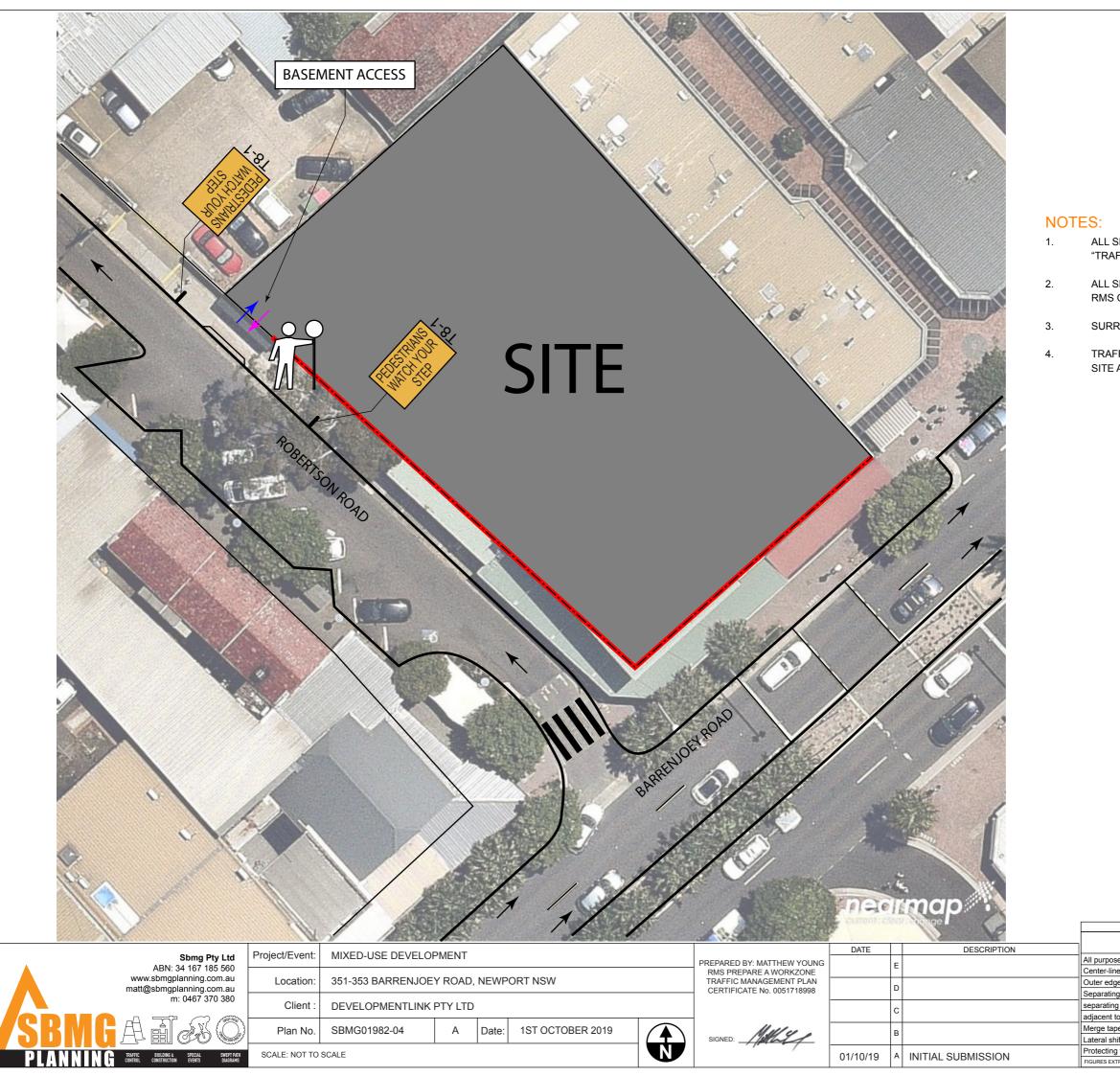


SITE BOUNDARY TRAFFIC FLOW

SITE ACCESS

HOARDING

RECOMMENDED MAXIMUM SPACING OF CONES A	ND BOLLARDS		RECOMME	NDED TA	PER LEN	I GTHS
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	control	shift	taper
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e on approach to Traffic Controller position	All Cases	4	Apt	Tra at s	tap	В В
ge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15
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to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115
bers	51-70 / >70	9 / 12	76-85	N/A	80	130
lift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145
g freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
TRACTED FROM RMS TOWS MANUAL v5.0 (TABLES 5.1 & 5.2) REE	> 105	N/A	110	180		



SITE OVERVIEW CONSTRUCTION PHASE

ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.

ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.

SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.

TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN ACCESS PAST THE SITE AS REQUIRED WHEN VEHICLES ARE CROSSING THE FOOTPATH.



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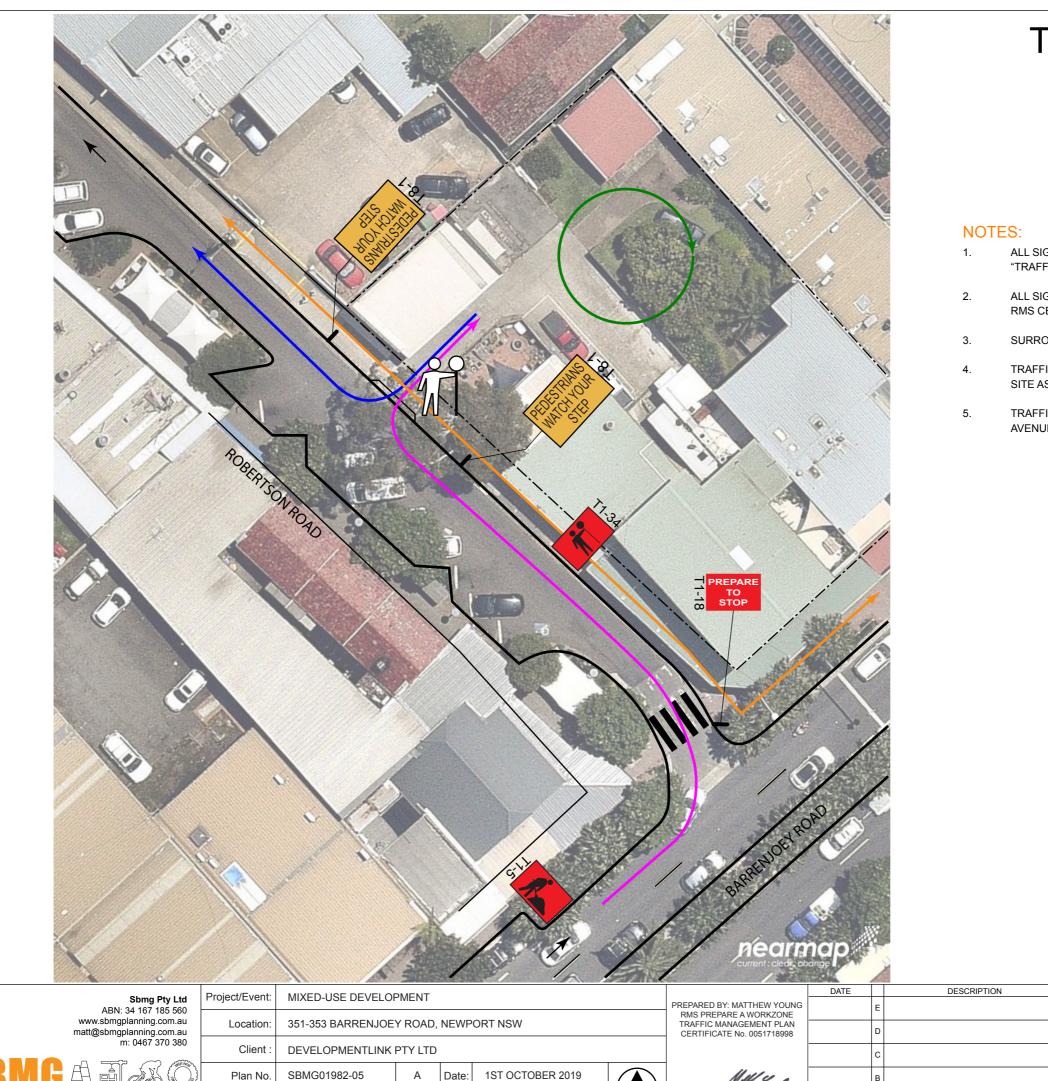
SITE BOUNDARY

SITE ACCESS

HOARDING

RECOMMENDED MAXIMUM SPACING OF CONES A	ND BOLLARDS		RECOMMENDED TAPER LENGTHS				
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	control	shift	taper	
ses on residential or commercial streets	<=50	4	oroa	Traffic (at start	Lateral : taper	Merge .	
e on approach to Traffic Controller position	All Cases	4	Apl	Tra at s	tap	Re	
ge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15	
g opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30	
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to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115	
bers	51-70 / >70	9 / 12	76-85	N/A	80	130	
lift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145	
g freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160	
TRACTED FROM RMS TOWS MANUAL V5.0 (TABLES 5.1 & 5.2) REE	ER TO MANUAL FOR		> 105	N/A	110	180	

Appendix B



SCALE: NOT TO SCALE

РI

01/10/19 A INITIAL SUBMISSION

TRAFFIC CONTROL PLAN SITE ACCESS

ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.

ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.

SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.

TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN ACCESS PAST THE SITE AS REQUIRED WHEN VEHICLES ARE CROSSING THE FOOTPATH.

TRAFFIC CONTROLLER TO MANAGE VEHICLES PARKED ALONG ROBERTSON AVENUE FOR SAFETY WHEN SITE VEHICLES ARE EXITING THE SITE.

LEGEND:

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SITE BOUNDARY

TRAFFIC FLOW

SITE ACCESS

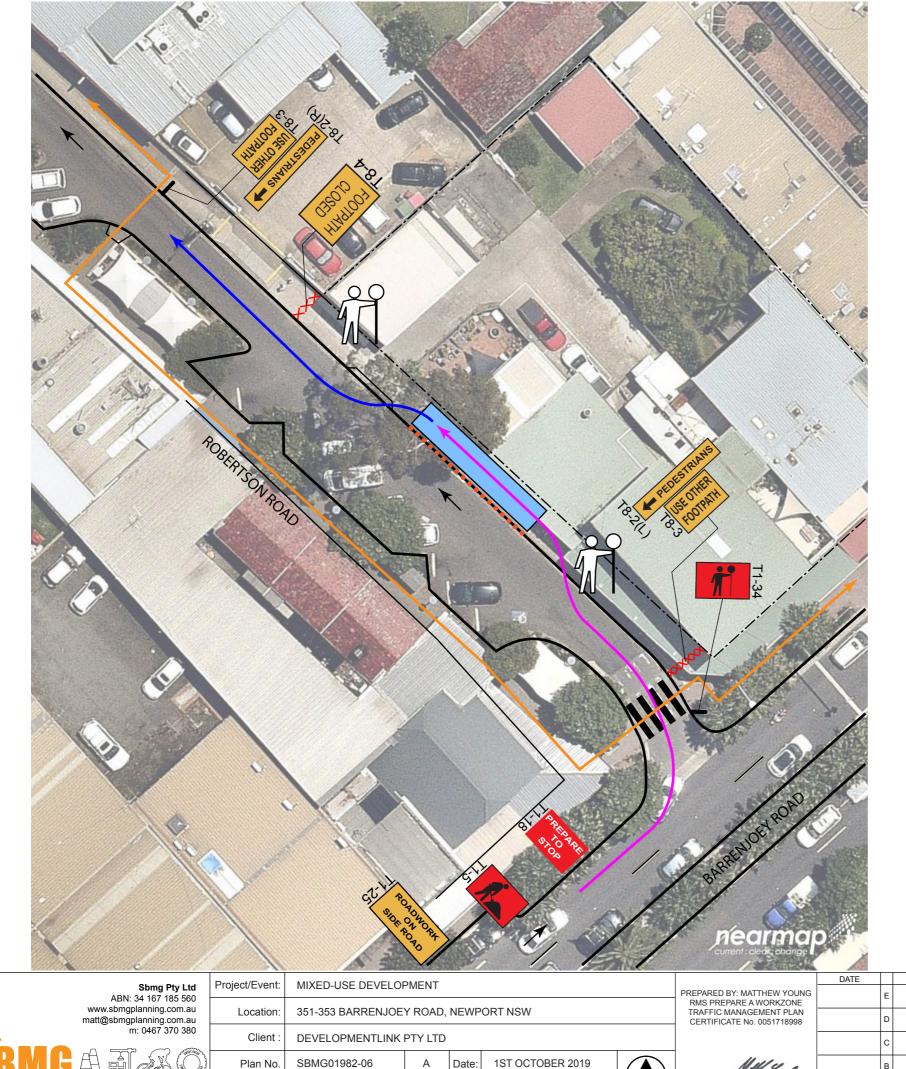
SITE APPROACH ROUTE

SITE DEPARTURE ROUTE

INTERNAL VEHICLE TRAVEL PATH

PEDESTRIAN ROUTE

	RECOMMENDED MAXIMUM SPACING OF CONES A	RECOMME	NDED TA	PER LEN	I GTHS		
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	Center-line on approach to Traffic Controller position	All Cases	4	Apt	Tra at s	tap	Re
1	Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15
	Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30
1	separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60
	adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115
1	Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130
	Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145
1	Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
I	FIGURES EXTRACTED FROM RMS TOWS MANUAL V5.0 (TABLES 5.1.8.5.2) REF	ER TO MANUAL FOR		> 105	N/A	110	180



SCALE: NOT TO SCALE

NOTES:

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2.	ALL SIGNAGE AND DELINEA RMS CERTIFIED TRAFFIC C
3.	SURROUNDING PROPERTY
4.	TRAFFIC CONTROLLERS TO A DETOUR TO BE INSTALLE NORMAL CONDITIONS TO B
5	TRAFFIC CONTROLLERS TO

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	TRAFFIC MANAGEMENT PLAN				Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15
	CERTIFICATE No. 0051718998		ויין		Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30
					separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60
			14		adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115
	Mullin		Б		Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130
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Ň		01/10/10			Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
		01/10/19	^	INITIAL SUBMISSION	FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO				N/A	110	180

TRAFFIC CONTROL PLAN **EXCAVATION PHASE - SLIP LANE**

LLED IN ACCORDANCE WITH RMS ORKSITES" MANUAL AND AS1742.3.

ATION MUST BE INSTALLED BY CONTROLLER(S) ONLY.

ACCESS TO BE MAINTAINED AT ALL TIMES.

O MANAGE PEDESTRIAN ACCESS PAST THE SITE, ED TO USE THE SOUTHERN SIDE OF ROBERTSON AVENUE. BE RESTORED AT OTHER TIMES.

IC CONTROLLERS TO MANAGE VEHICLES PARKED ALONG ROBERTSON AVENUE FOR SAFETY WHEN SITE VEHICLES ARE EXITING THE SITE.

TRAFFIC LANE MAINTAINED PAST THE SITE ALONG ROBERTSON AVENUE. TRAFFIC ALONG ROBERTSON AVENUE TO BE HELD FOR SHORT PERIODS WHEN SITE VEHICLES ARE ENTERING AND EXITING. NORMAL TRAFFIC CONDITIONS TO BE RESTORED AT OTHER TIMES.



SITE BOUNDARY

TRAFFIC FLOW SITE ACCESS

DELINEATION (i.e. TRAFFIC CONES)

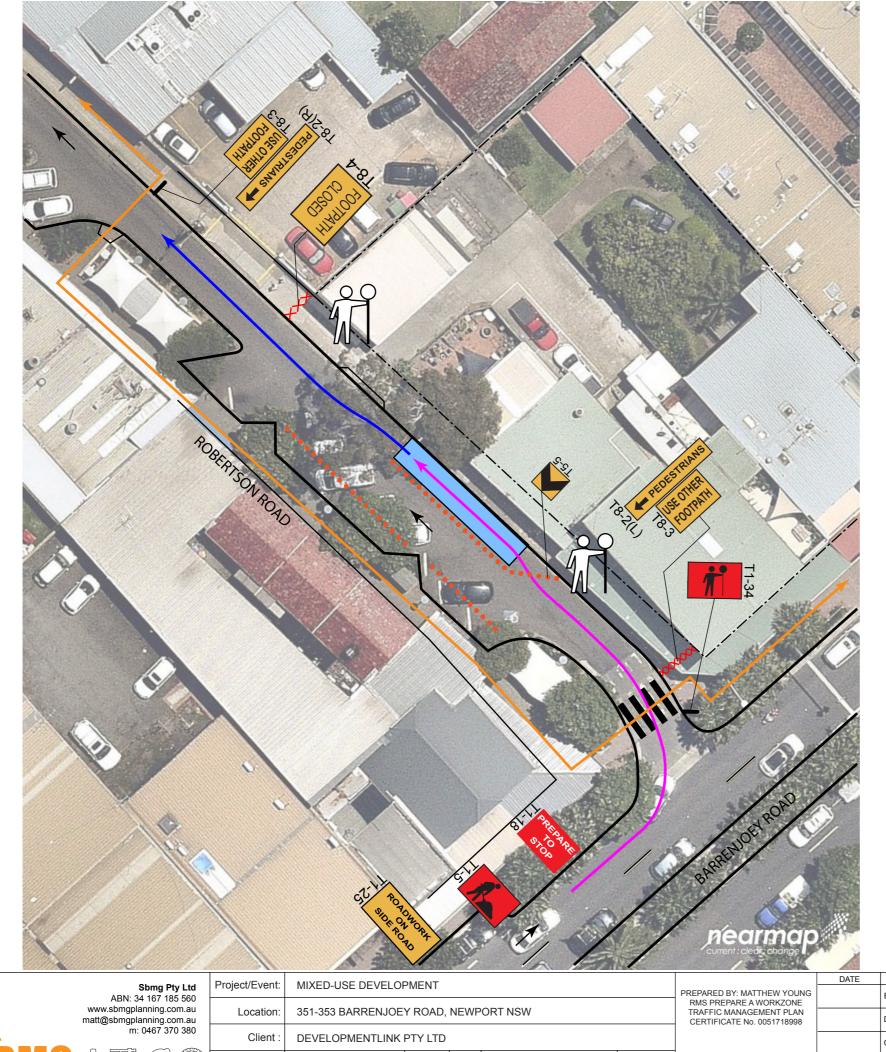
PEDESTRIAN BARRIER

SITE APPROACH ROUTE

SITE DEPARTURE ROUTE

VEHICLE STANDING

PEDESTRIAN ROUTE



TRAFFIC CONTROL PLAN **CONCRETE POUR / GENERAL DELIVERIES** - CONSTRUCTION PHASE

NOTES:

4.

- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS 1. "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
- ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY 2. RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
- 3.
 - NORMAL CONDITIONS TO BE RESTORED AT OTHER TIMES.
- 5. TRAFFIC CONDITIONS RESUME.
- 6.

LEGEND:

			current : clear, change L			RECOMMENDED MAXIMUM SPACING OF CONES A	ND BOLLARDS		RECOMMEN	JED TAPEF	R LENGTHS	
	3/1			DATE	DECODIDITION	Purpose an usage	Approach Speed (km/h) Sp	Max	(4/w	ntrol Dift	ber	
Sbmg Pty Ltd ABN: 34 167 185 560 www.sbmgplanning.com.au matt@sbmgplanning.com.au m: 0467 370 380	Project/Event:	MIXED-USE DEVELOPMENT	PREPARED BY: MATTHEW YOUNG	DATE	DESCRIPTION	All purposes on residential or commercial streets	<=50	4	proact sed (k	atart start eral sl	er irge ta	
			RMS PREPARE A WORKZONE	-		Center-line on approach to Traffic Controller position	All Cases	4	₽ Ş	Tra at s	Me	
	Location:	351-353 BARRENJOEY ROAD, NEWPORT NSW	TRAFFIC MANAGEMENT PLAN	D			Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15 (0 15
	Client :		CERTIFICATE No. 0051718998			Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12/18	46-55	15 1	5 30	
		DEVELOPMENTLINK PTY LTD				separating opposing traffic on a multilane undivided road	51-70 / >70		56-65	30 3	80 60	
			_	ľ		adjacent to a closed lane on a multilane road	51-70 / >70	18/24	66-75	N/A 7	0 115	
	Plan No.	SBMG01982-07 A Date: 1ST OCTOBER 2019	Millin	В			Merge tapers	51-70 / >70	9/12	76-85	N/A 8	30 130
	Than to:		SIGNED:			Lateral shift tapers	51-70 / >70	12/18	86-95	N/A 9	0 145	
DIANNING ITAFFIC BUILDINGS SPECIAL SHEFT PATH SCALE: NOT TO SCALE		SCALE			01/10/19 A		Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A 10	00 160
TRAFFIC BUILDING & SPECIAL SWEPT PATH CONTROL CONSTRUCTION EVENTS DIAGRAMS	OGALE. NOT TO		01/10/19		INITIAL SUBMISSION	FIGURES EXTRACTED FROM RMS TOWS MANUAL v5.0 (TABLES 5.1.8.5.2) REF	ER TO MANUAL FOR FU	JRTHER INFO	> 105	N/A 11	10 180	

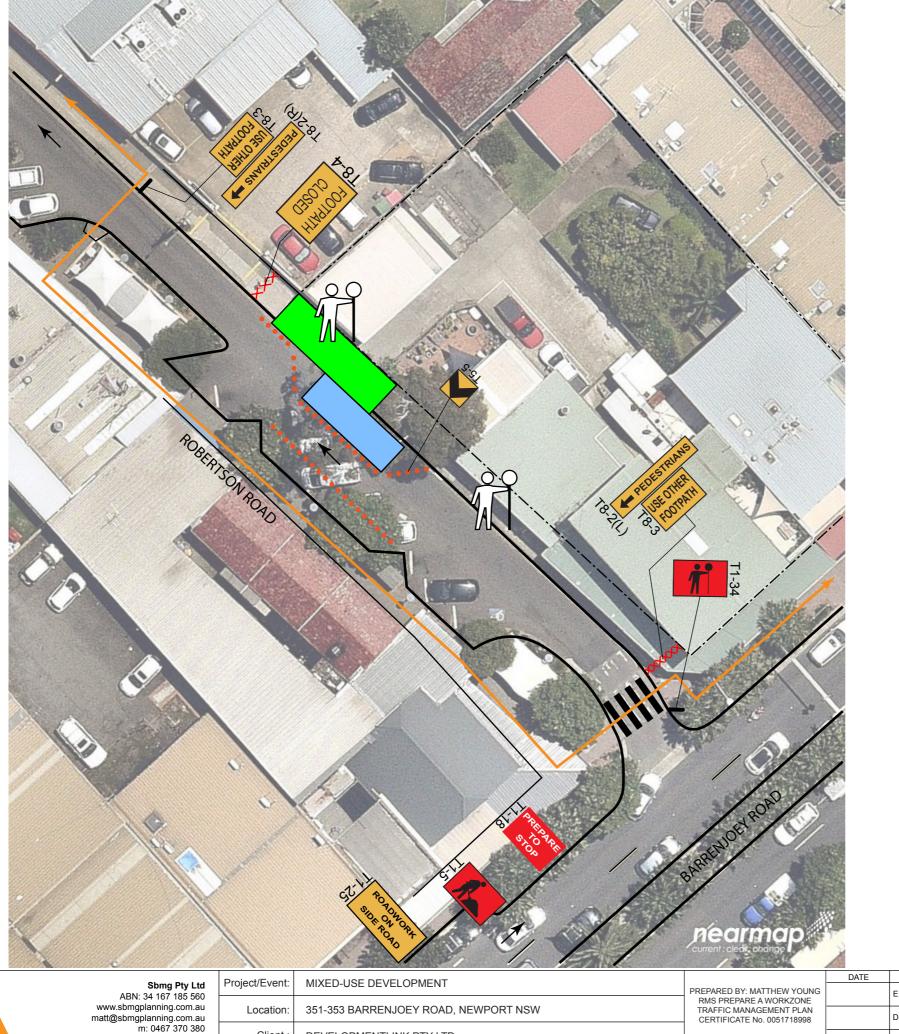
SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.

TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN ACCESS PAST THE SITE, A DETOUR TO BE INSTALLED TO USE THE SOUTHERN SIDE OF ROBERTSON AVENUE.

ON-STREET PARKING ADJACENT TO THE SITE ALONG ROBERTSON AVENUE TEMPORARILY REMOVED TO MAINTAIN A TRAFFIC LANE PAST THE SITE. PARKING RESTORED WHEN NORMAL

TRAFFIC ALONG ROBERTSON AVENUE TO BE HELD FOR SHORT PERIODS WHEN SITE VEHICLES ARE ENTERING AND EXITING. NORMAL TRAFFIC CONDITIONS TO BE RESTORED AT OTHER TIMES.

- SITE BOUNDARY
- TRAFFIC FLOW
 - SITE ACCESS
- DELINEATION (i.e. TRAFFIC CONES)
- PEDESTRIAN BARRIER
- SITE APPROACH ROUTE
- SITE DEPARTURE ROUTE
- VEHICLE STANDING
- PEDESTRIAN ROUTE



PLANNIN

NOTES:

- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS 1. "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
- ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY 2. RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
- 3.
- 4. NORMAL CONDITIONS TO BE RESTORED AT OTHER TIMES.
- 5. TRAFFIC CONDITIONS RESUME.

LEGEND: . . ___ . ___ .



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THERE AND	A Contractor	No N		current: clear: change	2							
	11111111111111111111111111111111111111						RECOMMENDED MAXIMUM SPACING OF CONES A	ND BOLLARDS	RECOMMENDED TAPER LENGTHS			
	311		24 74 78		DATE	DESCRIPTION	Purpose an usage	Approach Max Speed (km/h) Spacing (m)	h) h)	ontrol	aper	
ABN: 34 167 185 560	Project/Event:	MIXED-USE DEVELOPMENT		PREPARED BY: MATTHEW YOUNG		- Becont Hold	All purposes on residential or commercial streets	<=50 4	ed (I	ffic c start	rge t	
				RMS PREPARE A WORKZONE		E	Center-line on approach to Traffic Controller position	All Cases 4	Apl spe	Tra at s	Me tap	
	Location:	351-353 BARRENJOEY ROAD, NEWPORT NSW		TRAFFIC MANAGEMENT PLAN			P	Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70 18 / 24	< 45	15	0 15
				CERTIFICATE No. 0051718998			Separating opposing traffic on 2 lane 2 way road	51-70 / >70 12 / 18	46-55	15	15 30	
111. 0407 370 380	Client :	Client : DEVELOPMENTLINK PTY LTD					0	separating opposing traffic on a multilane undivided road	51-70 / >70 12 / 18	56-65	30	30 60
]			-			adjacent to a closed lane on a multilane road	51-70 / >70 18 / 24	66-75	N/A	70 115	
	Plan No.	SBMG01982-08 A Date: 1ST OCTOBER 2019		Millin		P	Merge tapers	51-70 / >70 9 / 12	76-85	N/A	80 130	
				SIGNED:			Lateral shift tapers	51-70 / >70 12 / 18	86-95	N/A	90 145	
TRAFFIC RIIII DING & SPECIAL SWEPT PATH	SCALE: NOT TO	SCALE	N		01/10/10		Protecting freshly painted lines	51-70 / >70 24 / 60	96-105	N/A	100 160	
TRAFFIC BUILDING & SPECIAL SWEPT PATH Control construction events diagrams	SOALE. NOT TO SOALE		U		01/10/19 A INITIAL SUBMISSION	FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			N/A	110 180		

TRAFFIC CONTROL PLAN **DRIVEWAY WORKS**

SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.

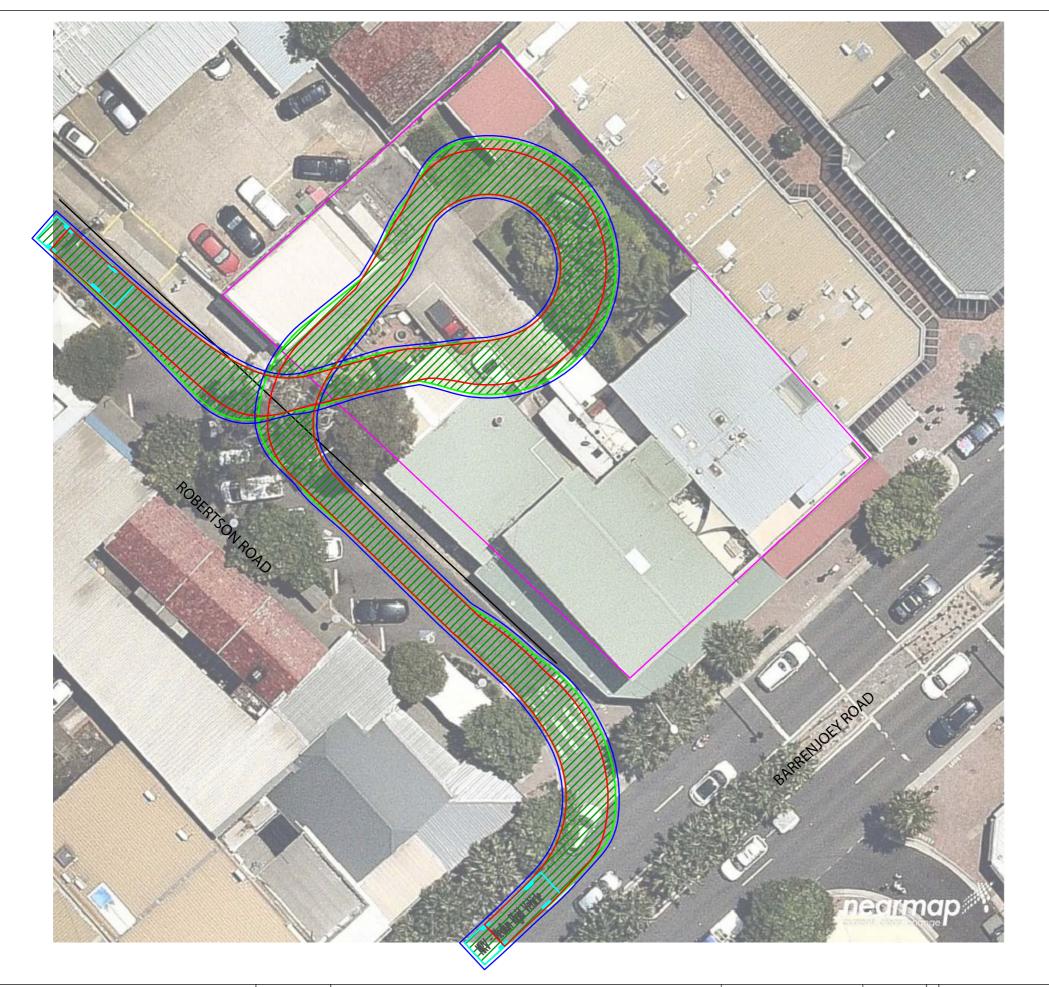
TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN ACCESS PAST THE SITE, A DETOUR TO BE INSTALLED TO USE THE SOUTHERN SIDE OF ROBERTSON AVENUE.

ON-STREET PARKING ADJACENT TO THE SITE ALONG ROBERTSON AVENUE TEMPORARILY REMOVED TO MAINTAIN A TRAFFIC LANE PAST THE SITE. PARKING RESTORED WHEN NORMAL

SITE BOUNDARY

- TRAFFIC FLOW
- DELINEATION (i.e. TRAFFIC CONES)
- PEDESTRIAN BARRIER
- WORK AREA
- VEHICLE STANDING
- PEDESTRIAN ROUTE

Appendix C



NOTES:

1.	VEHIC AUTOC
2.	AS/NZ USED

3.

Sbmg Pty Ltd	Proiect/Event:	MIXED-USE DEVELOPMENT					DATE	DESCRIPTION
ABN: 34 167 185 560	r rojoot Evont.					PREPARED BY: MATTHEW YOUNG		E
www.sbmgplanning.com.au matt@sbmgplanning.com.au	Location:	351-353 BARRENJOEY ROAD	, NEWP	ORT NSW		RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 0051718998		D
m: 0467 370 380	Client :	DEVELOPMENTLINK PTY LTD)					c
SBNGA I & O	Plan No.	SBMG01982-09 A	Date:	1ST OCTOBER 2019		SIGNED:		В
PLANNING TRAFFIC BUILDING & SPECIAL SWEPT PATH CONSTRUCTION EVENTS DIAGRAMS					N		01/10/19	A INITIAL SUBMISSION

SWEPT PATH FORWARD FACING ENTRY / EXIT **ROBERTSON ROAD ACCESS** MEDIUM RIGID VEHICLE

CLE PATHS CALCULATED USING AUTODESK CAD 2017 & AUTODESK VEHICLE TRACKING 2017.

28 2890.2:2002 MRV - MEDIUM RIGID VEHICLE WITH A KERB TO KERB TURNING RADIUS OF 10.000m.

DIAGRAM ILLUSTATES TURNING MANOEUVER FOR TRUCKS TO ENTER OR EXIT THE SITE IN A FORWARD MANNER.

10	20

LEGEND:

WHEEL PATH - FORWARD MOTION FRONT OVERHANG - FORWARD MOTION WHEEL PATH - REVERSE MOTION FRONT OVERHANG - REVERSE MOTION 300mm CLEARANCE ENVELOPE SITE BOUNDARY



NOTES:

1.	VEHIC AUTOO
2.	AS/NZ USED
3.	DIAGR

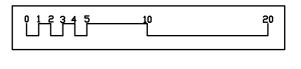
Project/Event:		DMENT			DATE	DESCRIPTION	
FIOJECI/LVEIII.	MIXED-03E DEVELOP	FINENT		PREPARED BY: MATTHEW YOUNG		F	
Looption				RMS PREPARE A WORKZONE			
Location:	351-353 BARRENJUE	Y RUAD, NEWPORT NSW				D	
Client							_
Client.	DEVELOPMENTLINK PTY LTD					с	
D 1 1 1	000400040			11			_
Plan No.	SBMG01982-10	A Date: 1ST OCTOBER 2019	(▲)	SIGNED:		В	
					01/10/19	A INITIAL SUBMISSION	
	,	Location: 351-353 BARRENJOE Client : DEVELOPMENTLINK	Location: 351-353 BARRENJOEY ROAD, NEWPORT NSW Client : DEVELOPMENTLINK PTY LTD	Location: 351-353 BARRENJOEY ROAD, NEWPORT NSW Client : DEVELOPMENTLINK PTY LTD	Location: 351-353 BARRENJOEY ROAD, NEWPORT NSW PREPARE 0 BY: MATTHEW YOUNG RMS PREPARE 0 WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 0051718998 Client : DEVELOPMENTLINK PTY LTD Plan No. SBMG01982-10 A Date: 1ST OCTOBER 2019	Project/Event: MIXED-USE DEVELOPMENT PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 0051718998 Location: 351-353 BARRENJOEY ROAD, NEWPORT NSW Image: Comparison of the comparison	Project/Event: MIXED-USE DEVELOPMENT Location: 351-353 BARRENJOEY ROAD, NEWPORT NSW Client: DEVELOPMENTLINK PTY LTD Plan No. SBMG01982-10 A Date: 1ST OCTOBER 2019 Signed:

SWEPT PATH FORWARD FACING ENTRY / EXIT SLIP LANE ACCESS MEDIUM RIGID VEHICLE

CLE PATHS CALCULATED USING AUTODESK CAD 2017 & AUTODESK VEHICLE TRACKING 2017.

ZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE WITH A KERB TO KERB TURNING RADIUS OF 10.000m.

DIAGRAM ILLUSTATES TURNING MANOEUVER FOR TRUCKS TO ENTER OR EXIT THE PROPOSED SLIP LANE IN A FORWARD MANNER.



LEGEND:

WHEEL PATH - FORWARD MOTION FRONT OVERHANG - FORWARD MOTION WHEEL PATH - REVERSE MOTION FRONT OVERHANG - REVERSE MOTION 300mm CLEARANCE ENVELOPE SITE BOUNDARY



SWEPT PATH FORWARD FACING ENTRY / EXIT ROBERTSON ROAD HEAVY RIGID VEHICLE

NOTES:

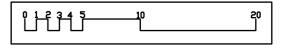
1.	VEH AUT
2.	AS/N USE
3.	

Shara Divi I ta	Project/Event:	vent: MIXED-USE DEVELOPMENT				DATE	DESCRIPTION	
Sbmg Pty Ltd ABN: 34 167 185 560	r rojeov Event.					PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE		E
www.sbmgplanning.com.au	Location:	Location: 351-353 BARRENJOEY ROAD, NEWPORT NSW						
matt@sbmgplanning.com.au	Location.	SST-SSS BARREINSOET	IOAD, NEW			TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 0051718998		D
m: 0467 370 380	Client :	DEVELOPMENTLINK PT	Y LTD					c
/SBMGA A SO	Plan No.	SBMG01982-11	A Date	1ST OCTOB		signed:		В
PLANNING TRAFFIC BUILDING & SPECIAL SWEPT PATH CONTROL CONSTRUCTION EVENTS BUAGRAWS						. /	01/10/19	A INITIAL SUBMISSION

VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.

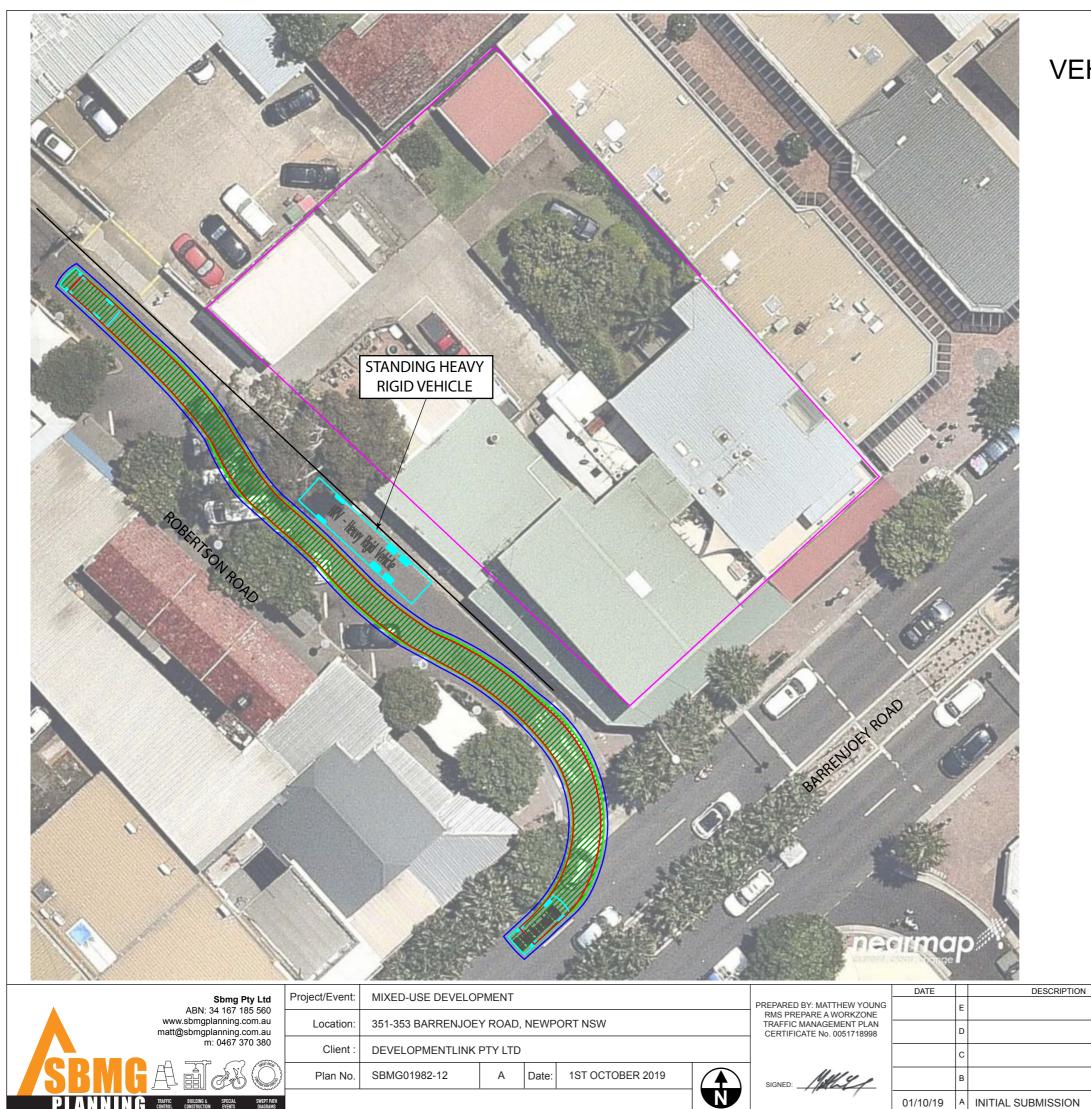
NZS 2890.2:2002 HRV - HEAVY RIGID VEHICLE ED WITH A KERB TO KERB TURNING RADIUS OF 12.500m.

DIAGRAM ILLUSTATES TURNING MANOEUVER FOR TRUCKS TO ENTER OR EXIT THE ROBERTSON ROAD STANDING AREA IN A FORWARD MANNER.



LEGEND:

WHEEL PATH - FORWARD MOTION FRONT OVERHANG - FORWARD MOTION WHEEL PATH - REVERSE MOTION FRONT OVERHANG - REVERSE MOTION 300mm CLEARANCE ENVELOPE SITE BOUNDARY



PL

SWEPT PATH VEHICLE STANDING WITHIN ROADWAY **ROBERTSON ROAD ACCESS B99 DESIGN VEHICLE**

- NOTES: 1.
- 2.
- 3.

01/10/19

A INITIAL SUBMISSION

VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.

AS/NZS 2890.1:2004 - B99 DESIGN VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 8.000m.

DIAGRAM ILLUSTATES TURNING MANOEUVER FOR B99 VEHICLE AROUND THE STANDING SITE VEHICLE IN A FORWARD MANNER WITH ON-STREET PARKING REMOVED.

	1020	
LEGEND:	WHEEL PATH - FORWARD MOTION	

FRONT OVERHANG - FORWARD MOTION WHEEL PATH - REVERSE MOTION FRONT OVERHANG - REVERSE MOTION 300mm CLEARANCE ENVELOPE SITE BOUNDARY