CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Proposed Medium Density Residential Flat Building
50-52 Golf Avenue, Mona Vale

Reference: 19.656r02v02
Date: April 2020

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

t: (02) 8324 8700
w: www.traffix.com.au

DOCUMENT VERIFICATION

Job Number	19.656r02v01			
Project	50-52 Golf Avenue, Mona Vale			
Client	Golf Avenue Pty Ltd			
Revision	Date	Prepared By	Checked By	Signed
v02	23/04/2020	Shenara Wanigasekera	Hayden Dimitrovski	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Hayden Dimitrovski	**Certificate No.**	0051756109

CONTENTS

1. INTRODUCTION

TRAFFIX has been commissioned by Golf Avenue Pty Ltd to prepare a Construction Traffic Management Plan (CTMP) report for the construction of the proposed residential development, located at 50 - 52Golf Avenue, Mona Vale. This CTMP will accompany the development application (DA) for the development located within the Northern Beaches Council local government area (LGA). This CTMP relates to the demolition, bulk excavation, structure, fitout and finishes stages of construction.

2. CTMP REQUIREMENTS

2.1 Traffic Control Plan

The Traffic Control Plan (TCP) that is included in this report, should be implemented taking due account of on-site conditions as will occur over the construction period. Accordingly, construction crews are expected to respond in a pro-active manner to ensure that this plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available; and
- Installations should be checked intermittently during the course of the day/s.

It is noted that TRAFFIX is responsible for the preparation of these CTMP only and not for its implementation, which is the responsibility of the project manager/builder.

3. EXISTING CONDITIONS

3.1 Location and Site

The subject site is located at 50 - 52 Golf Avenue, Mona Vale and is situated at the south-eastern end of the road. It is approximately 23 kilometres northwest of Sydney central business district (CBD)and is legally known as Lots 1 and 2 in DP 133456 and Lot 1 in DP 963829.

The site is irregular in configuration and has a total site area of 2,548.7m^2. It has a south western frontage of approximately 26 metres to Golf Avenue, a north eastern boundary of approximately 50 metres, a south eastern boundary of approximately 70 metres and a north western boundary of approximately 94 metres shared all to neighbouring residential developments.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** below. Reference should be made to the Photographic Record presented in **Appendix A** which provides an appreciation of the general character of roads and other key attributes in proximity to the site and the Site Setup Plan provided in **Appendix B**.

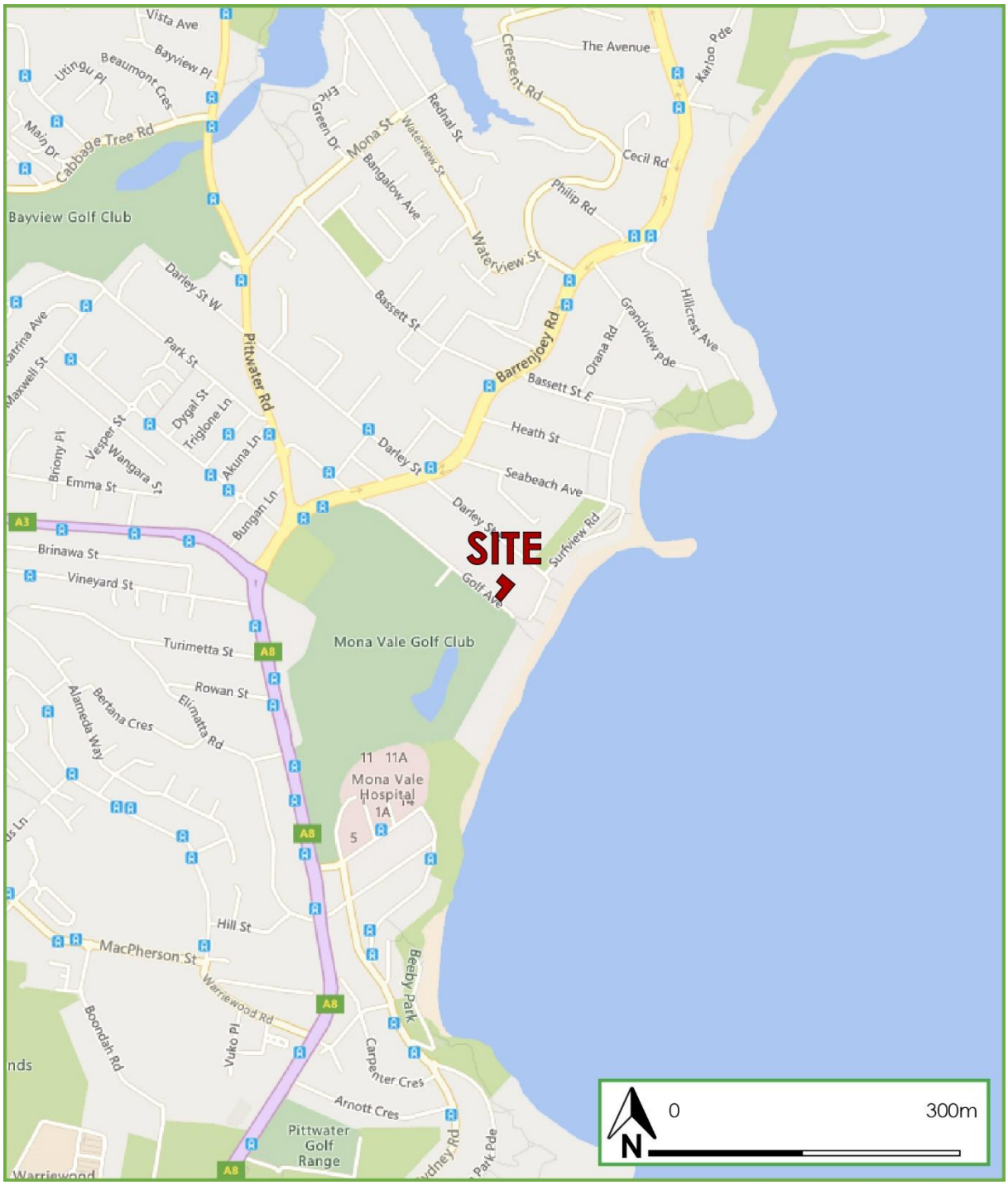


Figure 1: Location Plan

Figure 2: Site Plan

3.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Mona Vale Road: part of an RMS Main Road (MR 162), Mona Vale Road generally traverses east to west between Pittwater Road in the east and Ryde Road in the west. Within the vicinity of the site, Mona Vale Road is subject to a 60km/h speed zoning and accommodates two lanes of traffic in each direction. Mona Vale Road accommodates time restricted parallel parking on both kerbsides between Pittwater Road and Bungan Street and on the southern kerbside only west of Bungan Street.
- Barrenjoey Road: part of an RMS Main Road (MR 164), Barrenjoey Road generally traverses north to south between Beach Road in the north and Pittwater Road in the south. Within the vicinity of the site, Barrenjoey Road is subject to a 60km/h speed zoning and accommodates three lanes of traffic in each direction. Barrenjoey Road accommodates a bus lane between Golf Avenue and Mona Vale Road from 6:00am-10:00am on weekdays. On-street parking is not permitted along Barrenjoey Road.
- Pittwater Road: part of an RMS Main Road (MR 164) that generally traverses north to south between Mccarrs Creek Road in the north and Belgrave Street in the south. Within the vicinity of the site, Pittwater Road is subject to a 60km/h speed zoning and accommodates three lanes of traffic in each direction. The kerbside lanes of Pittwater Road are dedicated as bus lanes between 6:00am-10:00am on the eastern side and between 3:00pm-7:00pm on the western side on weekdays. On-street parking is not permitted along Pittwater Road.
- Golf Avenue: a local road that traverses northwest to southeast between Barrenjoey Road in the northwest and ending in a cul-de-sac in the southeast. Golf Avenue is subject to a 50km/h speed zoning and accommodates a single lane of traffic in each direction. Golf Avenue allows for kerbside parking along either side of the street with the southern section of the street offering 90 degree angled parking along the southern kerbside.

It can be seen from **Figure 3** that the site is conveniently located with respect to Barrenjoey Road and Pittwater Road, arterial roads servicing the region. It should be noted that Mona

Vale Road and Pittwater Road is identified by the Roads and Maritime Services (RMS) as an approved 26.0m B-Double route and Barrenjoey Road an approved 19.0m B Double Route.

Figure 3: Road Hierarchy

3.3 Public Transport

The subject site is located approximately 400 metres south of the closest bus stop, situated on Barrenjoey Road. The bus stop is serviced by the following routes:

- 151 – Mona Vale to City QVB
- 199 – Palm Beach to Manly
- E88 – North Avalon Beach to City Wynyard
- E89 – Avalon Beach to City Wynyard
- L90 – Palm Beach to City Wynyard

This primary bus service provides routes to various areas within the northern beaches LGA and provides a connection to Sydney CBD.

Figure 4: Public Transport

4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Times of Operation

The total construction period is expected to occur for approximately 52 weeks. The hours of operation are proposed as follows:

- Monday to Friday 7:00am to 5:30pm;
- Saturday 7:00am to 1:00pm; and
- Sunday or Public Holiday No building activities are to be carried out at any time.

The above times will be subject to any hours of work specified in the conditions of consent.

4.2 Overview of Construction Works

The proposed stages of construction are summarised below.

4.2.1 Demolition Stage

This stage will involve a maximum workforce of 10 people on-site at any one time, with an average of six (6) people. The maximum sized truck to be utilised during this stage will be 19.6m truck and dogs. It is proposed that all demolition will occur within the site, with access provided via the existing driveway from Golf Avenue with a temporary vehicle crossing to widen the access.

This stage will have an average of 20 truck movements per day (10 in, 10 out) and a maximum of one truck movement during the peak period. This is considered a moderate volume, which will have minimal impacts on the surrounding intersections.

4.2.2 Bulk Excavation Stage

This stage will involve a maximum workforce of 10 people on-site at any one time, with an average of eight (8) people. The maximum sized truck to be utilised during this stage will be 19.6m truck and dogs. It is proposed that all bulk excavation will occur within the site, with access provided via the existing vehicular access to Golf Avenue with a temporary vehicle crossing to widen the access.

This stage will have an average of 24 truck movements per day (12 in, 12 out) and a maximum of 2 truck movements during the peak period (1 in, 1 out). This is considered a moderate volume, which will have minimal impacts on the surrounding intersections.

4.2.3 Structure Stage

This stage will involve a maximum workforce of 40 people on-site at any one time, with an average of 30 people. The maximum sized truck to be utilised during this stage will be 12.5m heavy rigid vehicle (HRV). It is proposed that all structures works will occur within the site, with access provided via Golf Avenue and a 19.0 metre long works zone is proposed on Golf Avenue along the site frontage.

This stage will have an average of 24 truck movements per day (12 in, 12 out) and a maximum of 2 truck movements during the peak period (1 in, 1 out). This is considered a moderate volume, which will have minimal impacts on the surrounding intersections.

4.2.4 Fitout and Finishes Stage

This stage will involve a maximum workforce of 50 people on-site at any one time, with an average of 40 people. The maximum sized truck to be utilised during this stage will be 12.5m heavy rigid vehicle (HRV). It is proposed that all fitout and finishes works will occur within the site, with access provided via Golf Avenue and a 19.0 metre long works zone is proposed on Golf Avenue along the site frontage.

This stage will have an average of 24 truck movements per day (12 in, 12 out) and a maximum of 2 truck movements during the peak period (1 in, 1 out). This is considered a moderate volume, which will have minimal impacts on the surrounding intersections.

4.3 Truck Routes

The proposed truck routes are presented in **Figures 5 and 6** and described in the Sections below. A swept path analysis has been undertaken for the maximum sized vehicle demonstrating satisfactory entry and egress movements at the site access and works zone, which is provided in **Appendix C**.

4.3.1 Truck Routes to and from the Site

- Routes to the subject site (IN):
  1. Trucks will arrive on Pittwater Road or Mona Vale Road.
  2. Continue straight onto Pittwater Road or turn left from Mona Vale Road onto Pittwater Road.
  3. Turn right onto Golf Avenue
  4. Trucks will turn onto the subject site.
- Routes from the subject site (OUT):
  1. Trucks will depart the subject site.
  2. Trucks turn left onto Barrenjoey Road
  3. Continue straight onto Pittwater Road southbound or turn right onto Mona Vale Road westbound.

4.3.2 Truck Routes to and from the Works Zone

- Routes to the subject site (IN):
  1. Trucks will arrive on Pittwater Road or Mona Vale Road.
  2. Continue straight onto Pittwater Road or turn left from Mona Vale Road onto Pittwater Road.
  3. Turn right onto Golf Avenue
  4. Trucks will turn into the works zone.
- Routes from the subject site (OUT):
  1. Trucks will depart the works zone in a southerly direction.
  2. Trucks larger than the 8.8m MRV must perform a three point turn under traffic control. MRVs and smaller can continue south and perform a U-turn within the cul-de-sac at the end of Golf Avenue and head north to Barrenjoey Road.
  3. Continue straight onto Pittwater Road southbound or turn right onto Mona Vale Road westbound.

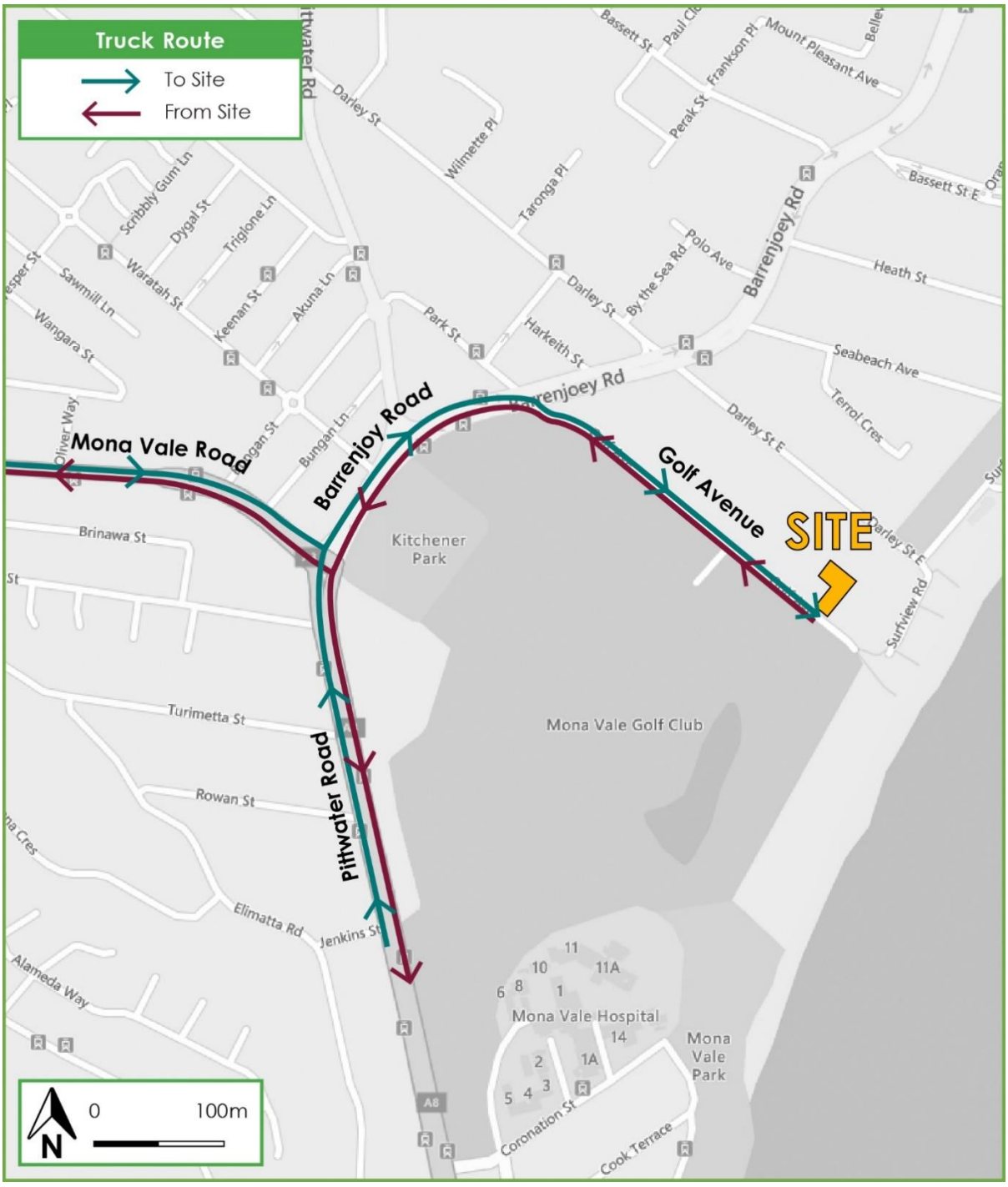


Figure 5: Truck routes to and from the site

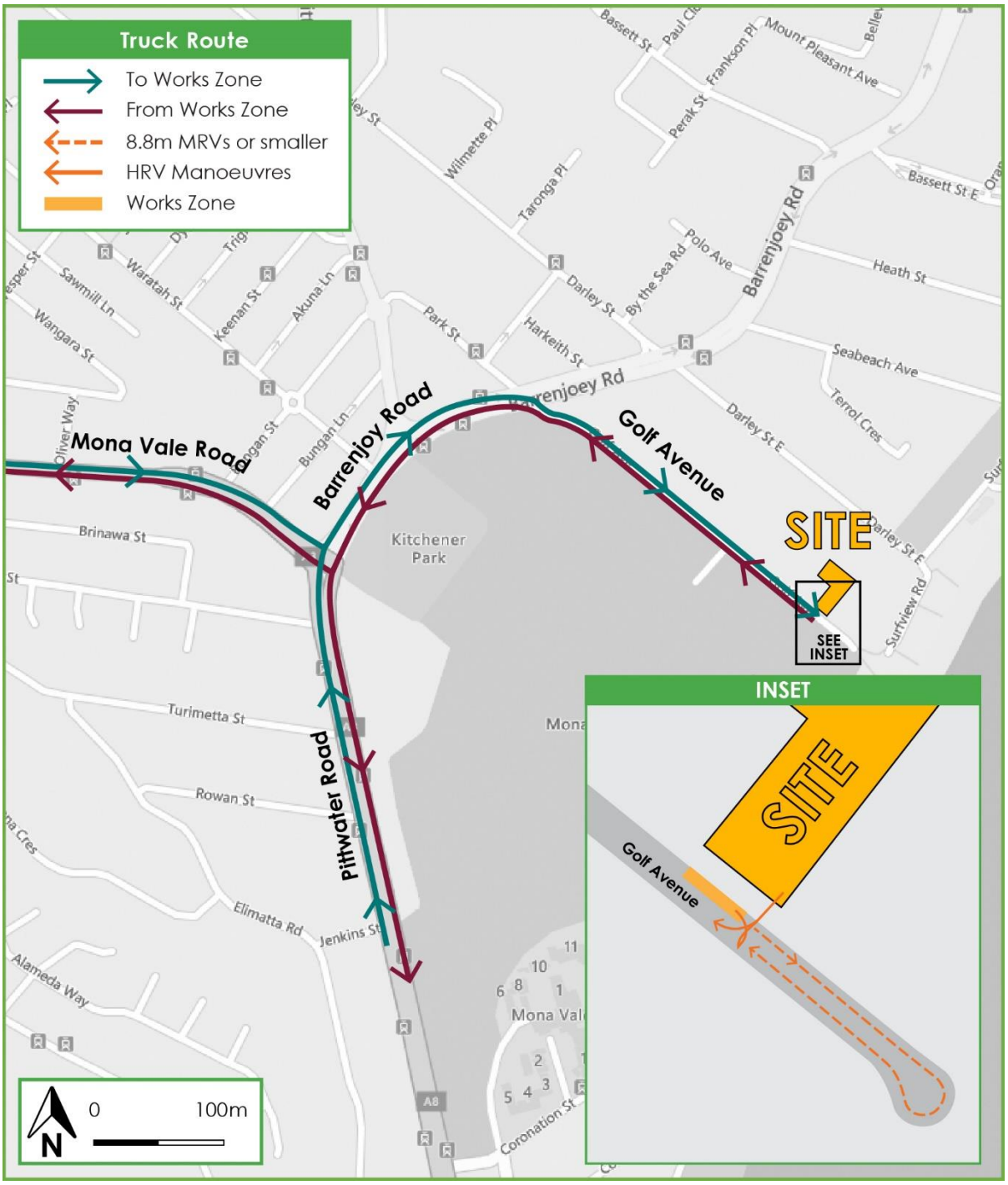


Figure 6: Truck routes to and from the works zone

4.4 Pedestrian Control

Pedestrians are to use the existing driveway to access the site office during the Demolition and Excavation stages of construction and the proposed driveway to access the site offices relocated to the basement during the Structures and Fitout and Finishes stages.

A-Class Hoarding is proposed for the entire duration of works during which it will be installed along the site frontage to Golf Avenue. The hoarding will work to restrict pedestrian access

Reference should be made to **Appendix B** which illustrates the site boundaries and the proposed site entry and exit points during the various stages of construction.

4.5 Traffic Control Plan

The TCPs included in **Appendix D** demonstrate the proposed signage to be adopted during all stages of construction. The following TCPs have been developed for the different stages of construction:

- TCP 01: Demolition and Bulk Excavation Stages
- TCP 02: Structure and Fit Out and Finishes Stages (HRV movements only)

The TCPs have been designed in accordance with the requirements of the RMS *Traffic Control at Work Sites Manual* and are recommended for adoption. In addition, it is noted that copies of the TCPs are to be kept on-site at all times.

4.6 Crane Requirements

It is proposed that a crane be utilised during the structure stage of construction. This crane will be contained wholly within the site, with all crane movements to occur within 10m of the building envelope.

4.7 Employee Vehicles

There will be a maximum of 50 workers on-site at any one time. Assuming an average car occupancy rate of 1.5 persons/vehicle, it is estimated that the workforce will generate an average demand for approximately 33.3 car parking spaces.

It is expected that the builder will attempt to provide on-site car parking for some of these workers, wherever possible. However, any spill-over would need to be accommodated on street, generally within unrestricted parking areas. This is an unavoidable consequence of any small lot building project, given the need to access heavy tools and equipment, as well as the security of equipment more generally. It is also noted that on-street parking is a public parking resource for use by the entire community.

It is however noted that peak worker demands will occur prior to 4pm on a typical weekday, which avoids times of peak residential parking activity, while no worker demands will occur on Saturday afternoons or on Sundays.

Notwithstanding the above, on-site parking will be provided to workers whenever possible throughout all stages of construction, to reduce impacts on the surrounding street. Workers will also be encouraged to car-pool and utilise public transport, noting the proximity of bus services along Barrenjoey Road.

5. CONCLUSION

This report should be read in conjunction with other documentation prepared by the for the development application relating to the internal construction activities. The plan outlined above is considered satisfactory and will minimise any disruptions to the neighbouring developments. This plan meets all requirements of the RMS *Traffic Control at Work Sites Manual* and is recommended for adoption.

APPENDIX A

Photographic Record

View looking northeast towards subject site

View looking northwest along Golf Avenue from site

View looking southeast along Golf Avenue from site

View looking north along Golf Avenue from opposite subject site

APPENDIX B

Site Setup Plan

GENERAL NOTES:

- ALL WORK TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK- SHOULD A DISCREPANCY BE IDENTIFIED PLEASE CONFIRM WITH ARCHITECT PRIOR TO PROCEEDING (DO NOT SCALE FROM DRAWINGS)
- COPYRIGHT OF DESIGN SHOWN HEREON IS RETAINED BY THIS OFFICE AND AUTHORITY IS REQUIRED FOR ANY REPRODUCTION
- DRAWINGS FOR THE PURPOSES OF DA ONLY- FURTHER CONSULTANT/ AUTHORITY COORDINATION WILL BE REQUIRED AT CC STAGE WHICH MAY IMPACT ON DESIGN AND PLANNING LAYOUTS
- WHEN PROPRIETARY PRODUCTS ARE REFERRED TO, INSTALL IN ACCORDANCE WITH THE MANUFACTURERS WRITTEN INSTRUCTIONS
- AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY- FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

LEGEND:

AW	AWNING	PB	PLANTER BOX
FH	FIRE HYDRANT	PC	PANEL CLADDING (TO FUTURE DETAIL)
FHR	FIRE HOSE REEL	PS	PRIVACY SCREEN (TO FUTURE SELECTION)
FS	FIRE STAIRS	PTx	PAINT FINISH TYPE x
FG	FROSTED GLAG	RP	ROOF PEBBLES
GB	FRAMELESS TOUGHENED GLASS BALUSTRADE (TO BCA/AUSTRALIAN STANZINDARDS)	RS	ROLLERS SHUTTER
		RW	RENDERED WALL/SELECTED PAINT FINISH
MB	MAILBOX TO FUTURE DETAIL	SK	SKYLIGHT
MC	METAL CLADDING	STR	STORAGE
MF	METAL FENCING (TO FUTURE SELECTION)	ST	STONE CLADDING
MR	METAL SHEET ROOFING		

LEGEND

EXSITING BUILDING TO BE DEMOLISHED

TREES TO BE REMOVED
REFER TO ARBORIST REPORT

Demolition & Excavation Phase - Site Establishment Plan

Site Entry & Exit - utilise existing driveway

Trucks to turn around within site

Site office and amenities

GOLF AVENUE

BOUNDARY 30.70 M

BOUNDARY 57.27 M

BOUNDARY 25.14 M

BOUNDARY 25.06 M

BOUNDARY 39.62 M

BALCONY

BALCONY

BALCONY

GARAGE
METAL ROOF

SINGLE STOREY BRICK BUILDING
TO BE DEMOLISHED

EXISTING TREE TO BE REMOVED

EXISTING SHED TO BE DEMOLISHED

EXISTING CONCRETE PATH TO BE DEMOLISHED

EXISTING GATE TO BE DEMOLISHED

EXISTING METAL FENCE TO BE DEMOLISHED

EXISTING CONCRETE PATH TO BE DEMOLISHED

EXISTING RETAINING WALL TO BE DEMOLISHED

EXISTING METAL FENCE TO BE DEMOLISHED

EXISTING TREES TO BE REMOVED

EXISTING TREES TO BE REMOVED

T1 T2 T3 T4 T5 T6 T7 T8 T9 T10 T11 T12 T16 T17 T18 T19 T20 T22 T23

DEVELOPMENT APPLICATION DRAWINGS

DA002

PROJECT:
PROPOSED RESIDENTIAL FLAT BUILDINGS
50 - 52 GOLF AVENUE, MONA VALE
NSW 2103

CLIENT: IPM PROPERTY

ISSUE	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
A	09.04.20	DEVELOPMENT APPLICATION			

SCALE 1:200 @ A1
SCALE 1:400 @ A3
0 1 2 10m

PRELIMINARY
WORK IN PROGRESS

DEMOLITION PLAN

ISSUE: A
JOB No. 1937

PBD | ARCHITECTS
ABN 36 147 035 550
Level 2, 52 Albion Street, Surry Hills NSW 2010
P - (02) 9698 8140 E - info@pbdarchitects.com.au W - www.pbdarchitects.com.au

GENERAL NOTES:

- ALL WORK TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK- SHOULD A DISCREPANCY BE IDENTIFIED PLEASE CONFIRM WITH ARCHITECT PRIOR TO PROCEEDING (DO NOT SCALE FROM DRAWINGS)
- COPYRIGHT OF DESIGN SHOWN HEREON IS RETAINED BY THIS OFFICE AND AUTHORITY IS REQUIRED FOR ANY REPRODUCTION
- DRAWINGS FOR THE PURPOSES OF DA ONLY- FURTHER CONSULTANT/ AUTHORITY COORDINATION WILL BE REQUIRED AT CC STAGE WHICH MAY IMPACT ON DESIGN AND PLANNING LAYOUTS
- WHEN PROPRIETARY PRODUCTS ARE REFERRED TO, INSTALL IN ACCORDANCE WITH THE MANUFACTURERS WRITTEN INSTRUCTIONS
- AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY- FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

LEGEND:

AW	AWNING	PB	PLANTER BOX
FH	FIRE HYDRANT	PC	PANEL CLADDING (TO FUTURE DETAIL)
FHR	FIRE HOSE REEL	PS	PRIVACY SCREEN (TO FUTURE SELECTION)
FS	FIRE STAIRS	PTx	PAINT FINISH TYPE x
FG	FROSTED GLAG	RP	ROOF PEBBLES
GB	FRAMELESS TOUGHENED GLASS BALUSTRADE (TO BCA/AUSTRALIAN STANZINDARDS)	RS	ROLLERS SHUTTER
		RW	RENDERED WALL/SELECTED PAINT FINISH
MB	MAILBOX TO FUTURE DETAIL	SK	SKYLIGHT
MC	METAL CLADDING	STR	STORAGE
MF	METAL FENCING (TO FUTURE SELECTION)	ST	STONE CLADDING
MR	METAL SHEET ROOFING		

Construction Phase - Site Establishment Plan

Work zone to frontage

Site office and amenities - to be relocated to basement

Site Entry & Exit

GOLF AVENUE

BALCONY

BALCONY

BALCONY

GARAGE METAL ROOF

12M BUILDING SEPARATION

APPROX. 12M BUILDING SEPARATION

AWNING ABOVE

GATE

MB

FS-1

GARBAGE HOLDING AREA

TRAFFIC SIGNAL

OSD TANK BELOW

RAMP 6m @ 1:20

RAMP 2m @ 1:8

RAMP 3.8m @ 1:4

HYDRANT

COURTYARD 43m²

LIVING/DINING 5.0m x 7.5m

UNIT A-G.03 3 BED 157m²

PANTRY 1.5m x 2.9m

L'DRY 1.5m x 1.9m

BED 3 3.0m x 3.9m

BED 2 3.9m x 3.4m

ENSUITE 2.2m x 4.4m

BED 1 3.1m x 4.3m

BATH 3.7m x 1.6m

POWDER 1.5m x 1.9m

UNIT A-G.02 3 BED 146m² (Adaptable)

ENSUITE 2.2m x 3.8m

POWDER 1.8m x 1.0m

L'DRY 1.8m x 2.0m

PANTRY 1.6m x 2.4m

BED 2 3.0m x 3.4m

BATH 1.5m x 2.9m

BED 3 3.0m x 3.8m

LOBBY A RL 12.400

LIFT A

COURTYARD 53m²

COURTYARD 121m²

UNIT A-G.01 3 BED 147m²

LIVING 4.5m x 3.9m

P'DER

L'DRY 1.9m x 1.2m

DINING 4.4m x 3.6m

PATHWAY @ 1.35

4000

9000

4500

5820

5400

3250

3529

TOW RL13.380

TOW RL12.880

TOW RL12.800

TOW RL13.380

UNIT B-G.01 3 BED 130m²

BED 1 3.4m x 4.2m

ENSUITE 2.2m x 3.7m

BED 3 3.0m x 3.0m

BED 2 3.5m x 3.2m

BATH 1.8m x 2.6m

LIFT B

L'DRY 1.4m x 2.1m

LIVING/DINING 5.1m x 7.5m

COURTYARD 108m²

LOBBY B RL 11.900

SERVICES

UNIT B-G.02 3 BED 136m² (Livable)

FS-3

BED 3 3.2m x 3.4m

BED 2 3.7m x 3.6m

BATH 1.6m x 1.0m

L'DRY 1.9m x 3.0m

P'DER 1.7m x 1.5m

PANTRY 1.7m x 1.4m

ENSUITE 2.2m x 3.3m

LIVING/DINING 5.2m x 6.6m

COURTYARD 80m²

UNIT C-G.03 3 BED 122m²

LIFT C

LOBBY C RL 11.900

FS-2

BED 3 3.4m x 3.0m

BED 2 3.4m x 3.0m

BATH 2.4m x 2.9m

L'DRY 1.3m x 2.4m

LIVING/DINING 5.0m x 7.4m

COURTYARD 87m²

BED 1 3.7m x 3.3m

ENSUITE 2.2m x 3.3m

UNIT C-G.04 3 BED 237m²

ENSUITE 2.7m x 2.8m

BED 1 3.7m x 3.3m

BATH 3.0m x 1.6m

LIVING/DINING 5.5m x 7.0m

BALCONY 16 m²

BED 2 3.0m x 3.4m

BED 3 3.0m x 3.0m

LANDSCAPE BELOW

DEVELOPMENT APPLICATION DRAWINGS

DA101

PROJECT:
PROPOSED RESIDENTIAL FLAT BUILDINGS
50 - 52 GOLF AVENUE, MONA VALE
NSW 2103

CLIENT: IPM PROPERTY

ISSUE	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
A	09.04.20	DEVELOPMENT APPLICATION			

SCALE 1:100 @ A1
SCALE 1:200 @ A3
0 1 2 5m

PRELIMINARY
WORK IN PROGRESS

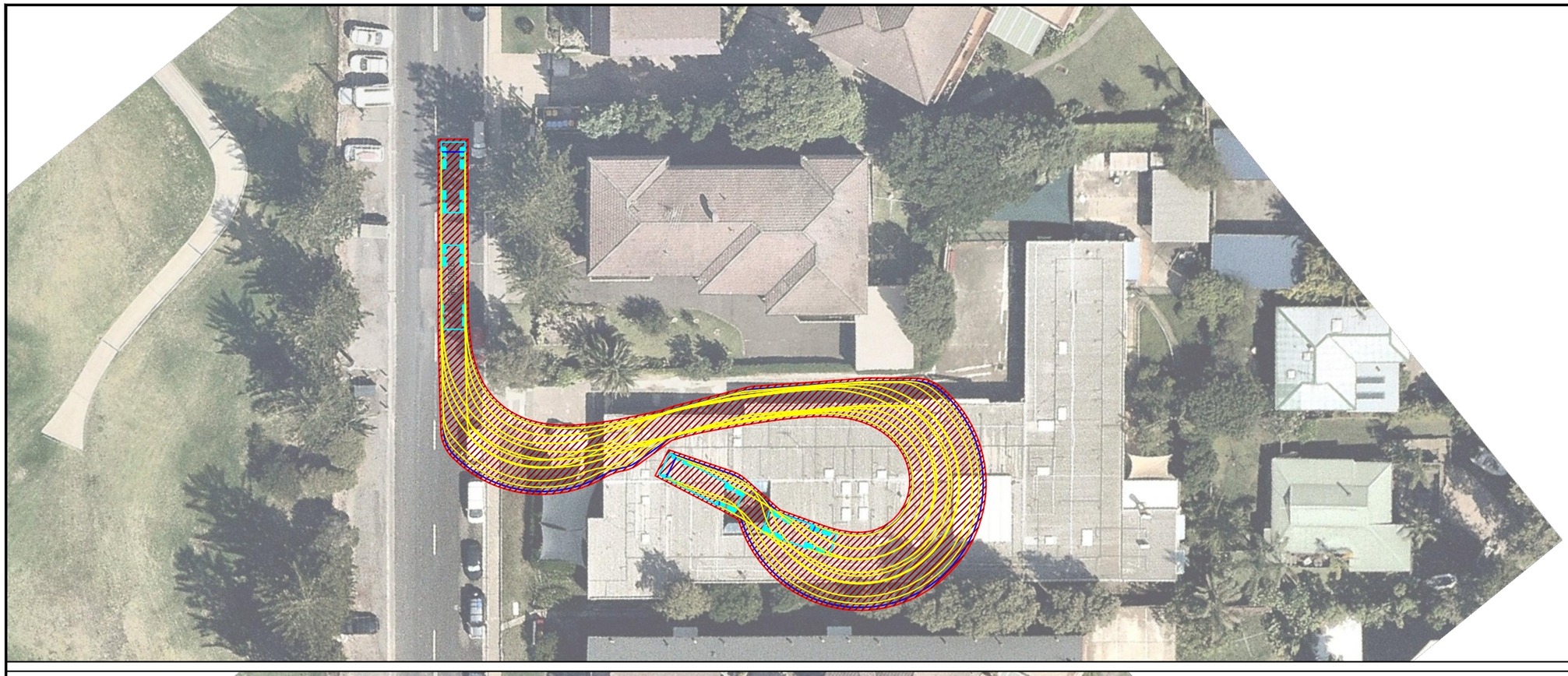
GROUND FLOOR PLAN

ISSUE: A
JOB No. 1937

PBD | ARCHITECTS
ABN 36 147 035 550
Level 2, 52 Albion Street, Surry Hills NSW 2010
P - (02) 9698 8140 E - info@pbdarchitects.com.au W - www.pbdarchitects.com.au

APPENDIX C

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	17-04-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
PBD Architects
Level 2, 52 Albion St
Surry Hills NSW 2010

Client
Golf Avenue Pty Ltd
Level 1, 600 Darling St
Rozelle NSW 2039

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3

Project Description
50-52 Golf Avenue, Mona Vale, NSW, 2103
Proposed Residential Development

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

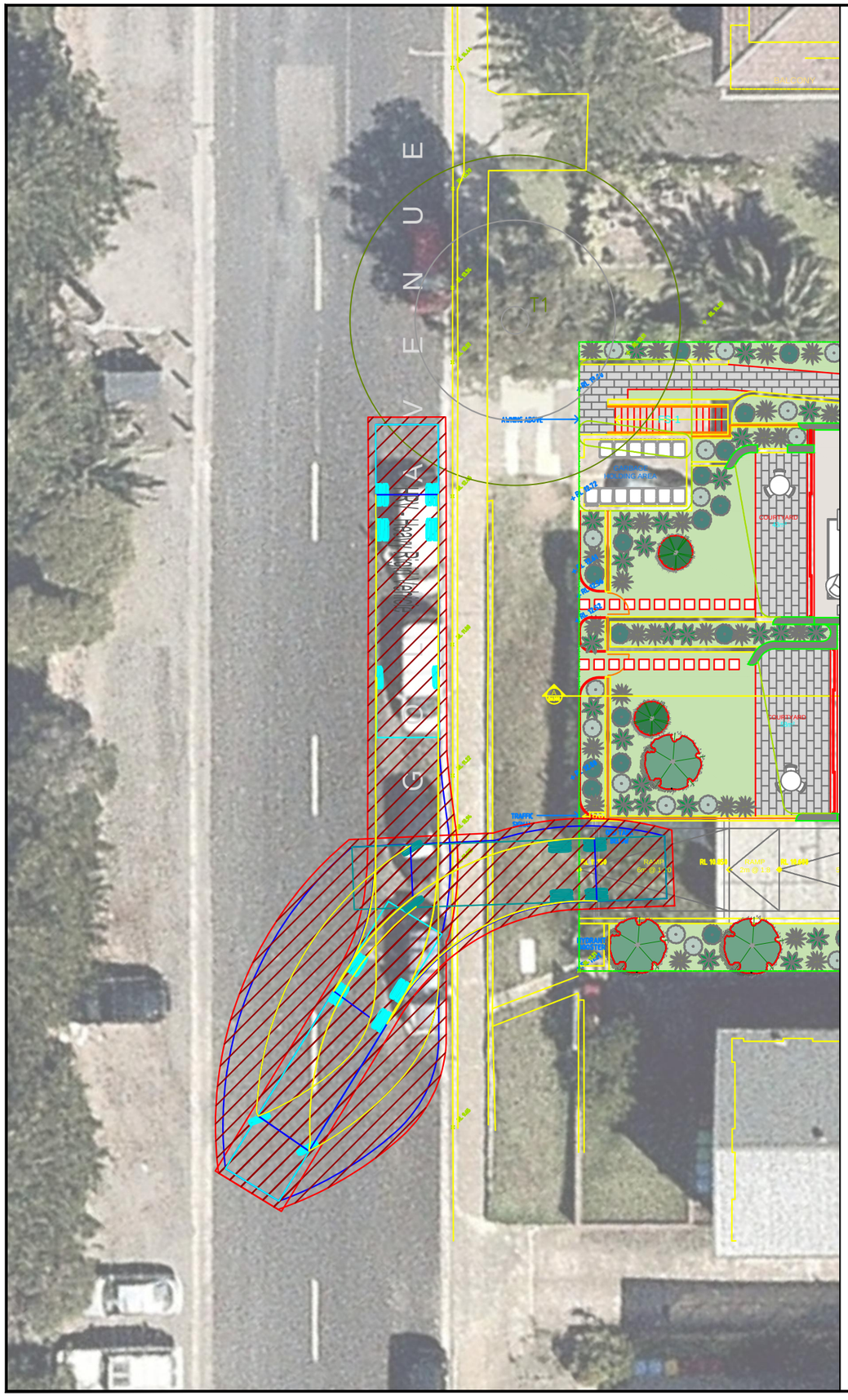
t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

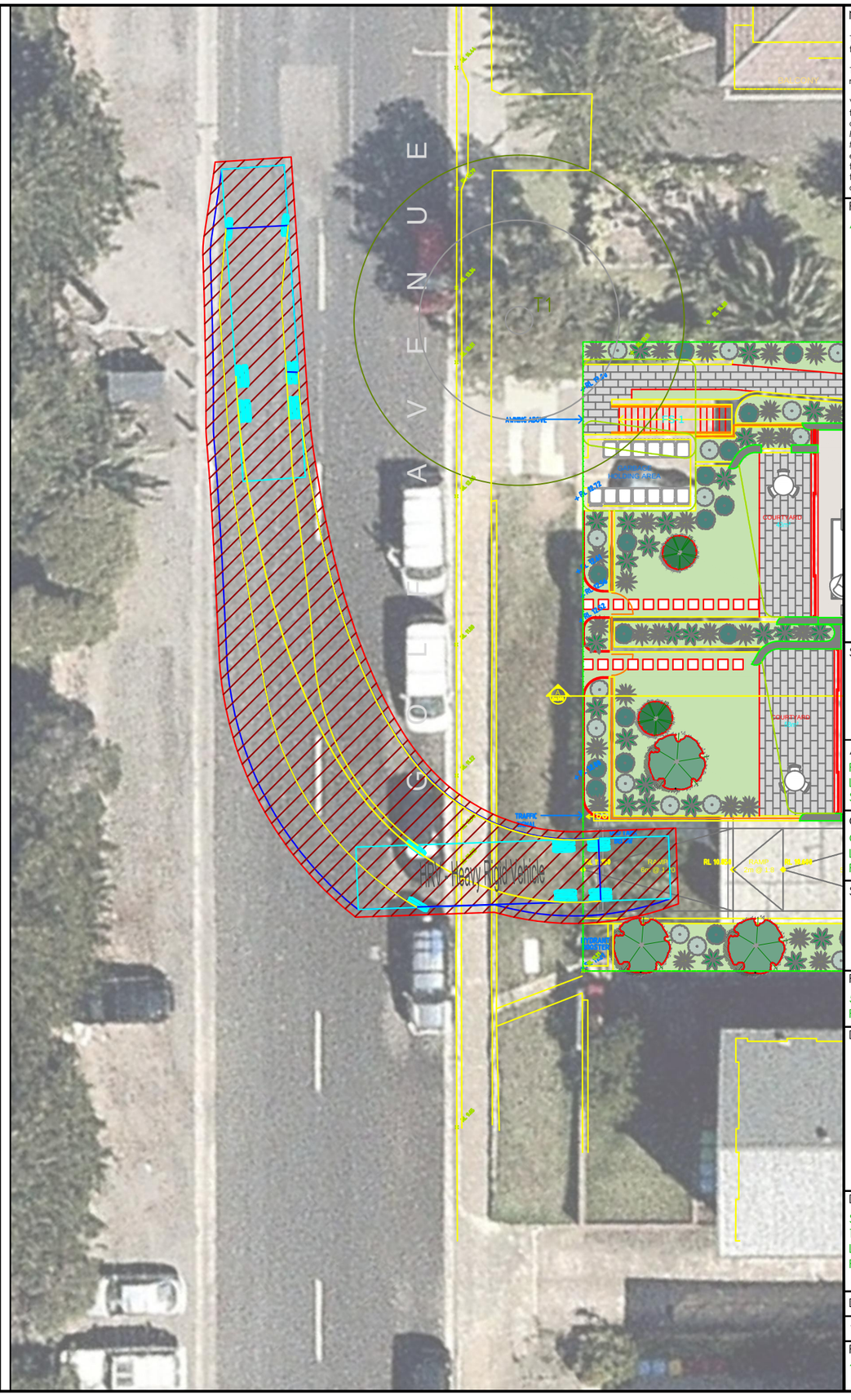
Drawing Title
Swept Path Analysis
19.6m long Truck and Dog
Top: Entry Movement Bottom: Exit Movement

Drawn:	Checked:	Date:
HD	BL	17-04-20

19.656d03v01 TRAFFIX CTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.656	CTMP	TX.01	A





Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	17-04-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
PBD Architects
Level 2, 52 Albion St
Surry Hills NSW 2010

Client
Golf Avenue Pty Ltd
Level 1, 600 Darling St
Rozelle NSW 2039

Scale / Plan Orientation

0 2 4 6 8m
1:200 @ A3

Project Description
50-52 Golf Avenue, Mona Vale, NSW, 2103
Proposed Residential Development

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

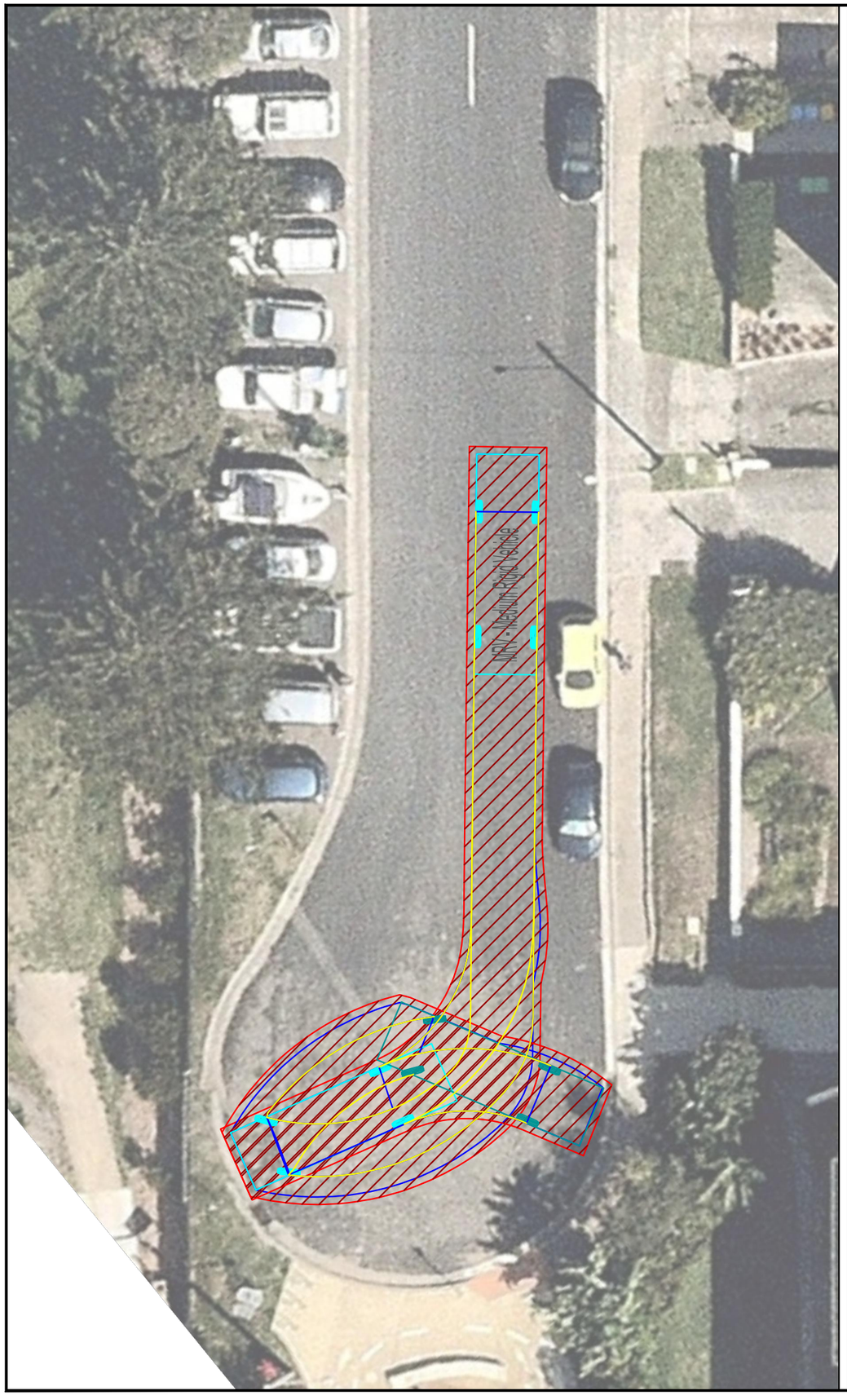
t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

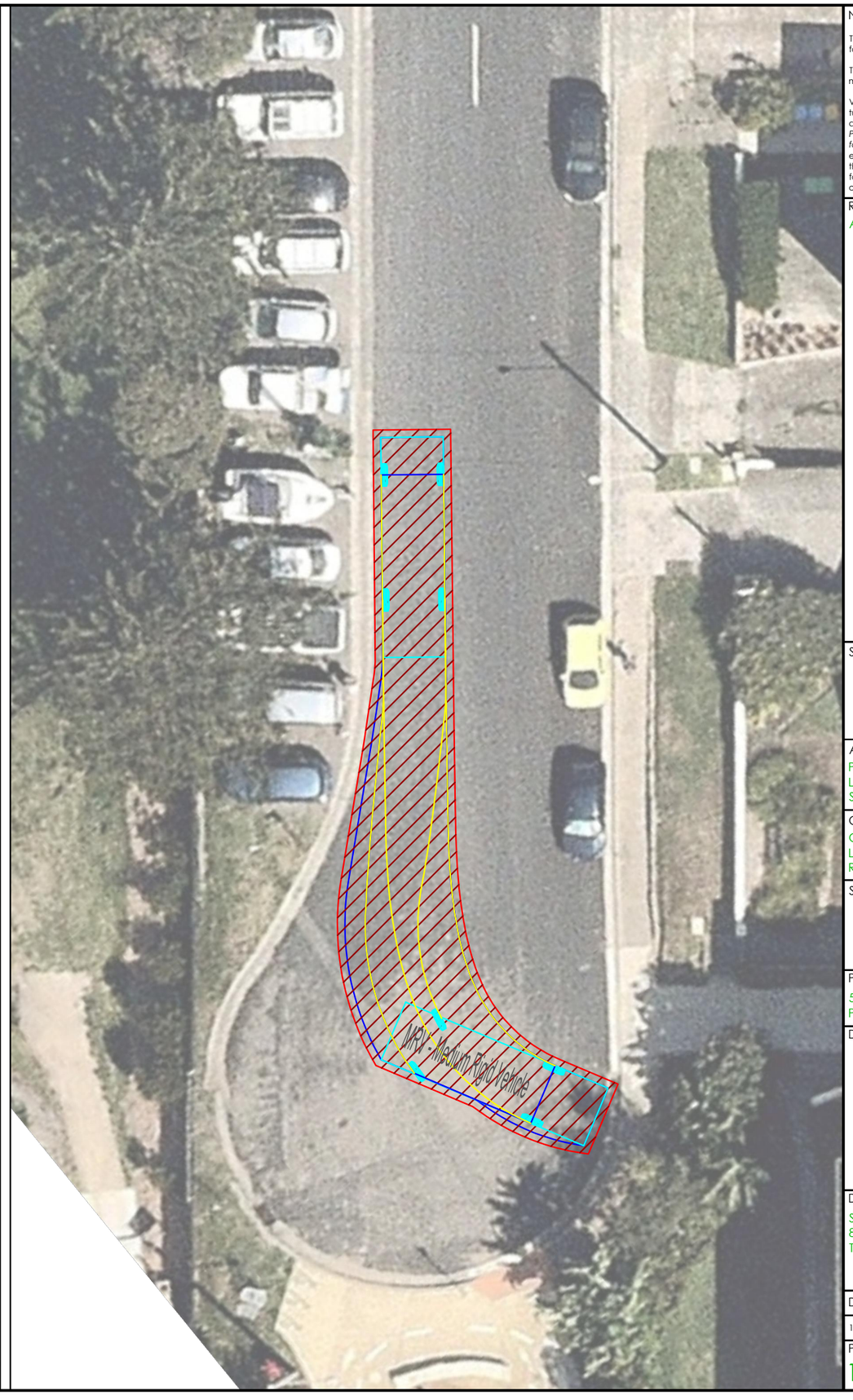
Drawing Title
Swept Path Analysis
12.5m long Heavy Rigid Vehicle
Left: Reverse Movement
Right: Exit Movement

Drawn:	Checked:	Date:
HD	BL	17-04-20

19.656d03v01 TRAFFIX CTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.656	CTMP	TX.02	A





Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	17-04-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

PBD Architects
Level 2, 52 Albion St
Surry Hills NSW 2010

Client

Golf Avenue Pty Ltd
Level 1, 600 Darling St
Rozelle NSW 2039

Scale / Plan Orientation

0 2 4 6 8m
1:200 @ A3

Project Description

50-52 Golf Avenue, Mona Vale, NSW, 2103
Proposed Residential Development

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title

Swept Path Analysis
8.8m long Medium Rigid Vehicle
Three point turn in cul-d-sac on Golf Avenue

Drawn:	Checked:	Date:
HD	BL	17-04-20

19.656d03v01 TRAFFIX CTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.656	CTMP	TX.03	A

APPENDIX D

Traffic Control Plan

NOTES:

- Plan not to scale.
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

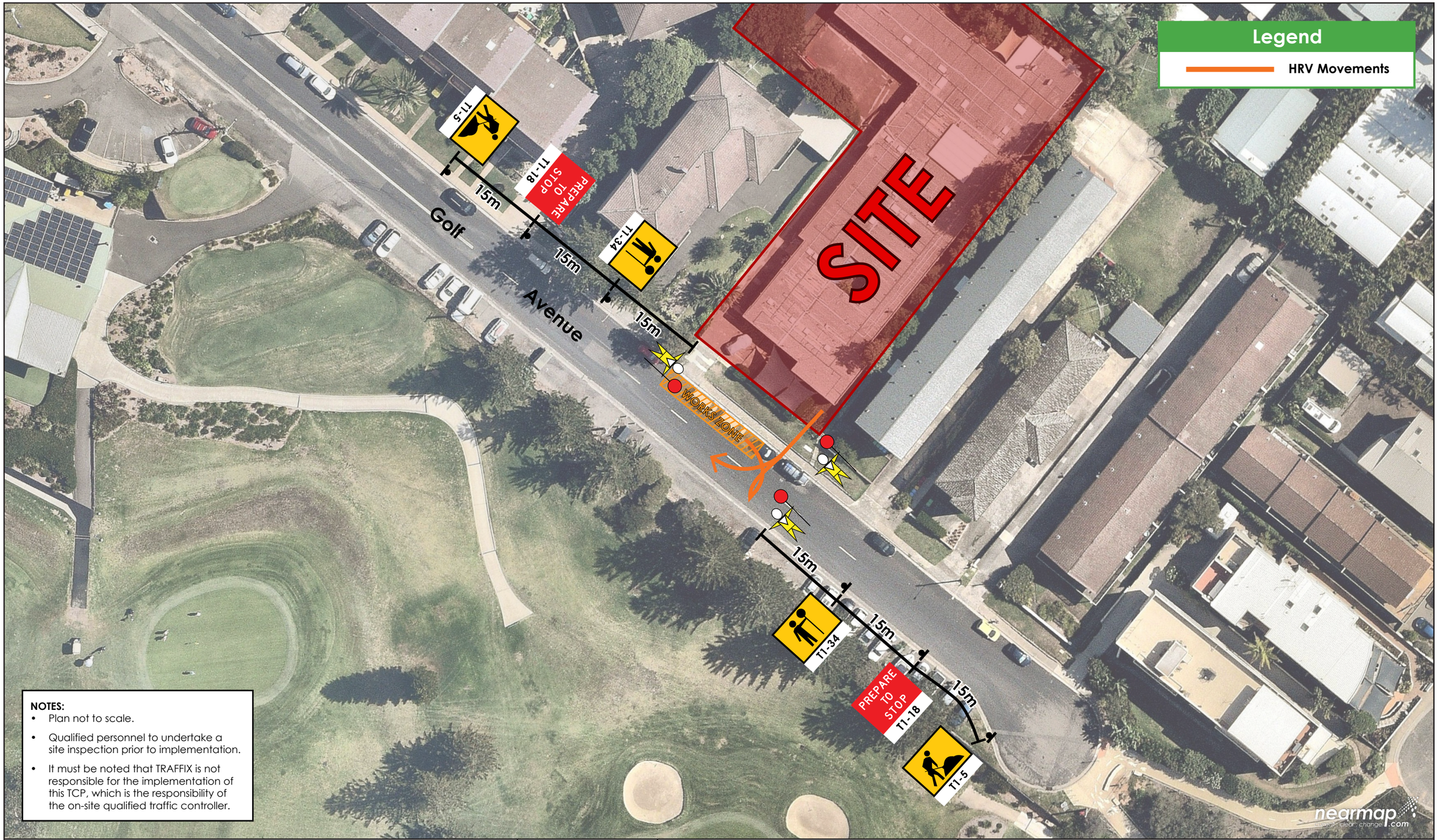
TCP 01 : Demolition and Bulk Excavation Stages		**Date:**	16.04.2020
Project:	50-52 Golf Avenue Mona Vale	**Prepared By:**	Hayden Dimitrovski
Project Number:	19.656	**Approved By:**	Hayden Dimitrovski (0051756109)
Client:	Golf Avenue Pty Ltd	**Signature:**	

TRAFFIC & TRANSPORT PLANNERS

Suite 2.08
50 Holt Street
Surry Hills NSW 2010

(02) 8324 8700
info@traffix.com.au

TRAFFIX



NOTES:

- Plan not to scale.
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

TCP 02 : Structure and Fitout and Finishes (HRV Movements Only)		**Date:**	16.04.2020
Project:	50-52 Golf Avenue Mona Vale	**Prepared By:**	Hayden Dimitrovski
Project Number:	19.656	**Approved By:**	Hayden Dimitrovski (0051756109)
Client:	Golf Avenue Pty Ltd	**Signature:**	

TRAFFIC & TRANSPORT PLANNERS

Suite 2.08
50 Holt Street
Surry Hills NSW 2010

(02) 8324 8700
info@traffix.com.au

TRAFFIX