



Northern Beaches Council

Construction Traffic and Pedestrian Management Plan

North Narrabeen Surf Life Saving Club

2 Malcolm Street, Narrabeen

14 September 2023

© Copyright Barker Ryan Stewart Pty Ltd
2023 All Rights Reserved

Project No.	230478
Author	JH
Checked	AN
Approved	AN

Rev No.	Status	Date	Comments
1	DRAFT	28/8/2023	Issued
2	Final	14/9/2023	

COPYRIGHT

Barker Ryan Stewart reserves all copyright of intellectual property in any or all of Barker Ryan Stewart's documents. No permission, licence or authority is granted by Barker Ryan Stewart to any person or organisation to use any of Barker Ryan Stewart's documents for any purpose without the written consent of Barker Ryan Stewart.

REPORT DISCLAIMER

This report has been prepared for the client identified in section 1.0 only and cannot be relied on or used by any third party. Any representation, statement, opinion or advice, expressed or implied in this report is made in good faith but on the basis that Barker Ryan Stewart are not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in any respect of any representation, statement, or advice referred to above.



SYDNEY

P (02) 9659 0005
E sydney@brs.com.au

CENTRAL COAST

P (02) 4325 5255
E coast@brs.com.au

HUNTER

P (02) 4966 8388
E hunter@brs.com.au

COFFS HARBOUR

P (02) 5642 4222
E coffs@brs.com.au

NORTHERN RIVERS

P (02) 6681 6696
E northernrivers@brs.com.au

SOUTH EAST QUEENSLAND

P (07) 5582 6555
E seqld@brs.com.au

Table of Contents

1	Introduction	5
2	Project Overview	6
2.1	Proposed Development	6
2.2	Project Staging	6
2.3	Project Program	6
2.4	Construction Hours	6
2.5	Existing Conditions	6
2.5.1	Site Location	6
2.5.2	Existing Road Conditions	7
2.5.3	Public Transport, Pedestrian and Cycling Facilities	8
2.5.4	Pedestrian and Active Transport	8
3	Construction Traffic Management	9
3.1	General	9
3.2	Potential Traffic Impacts	9
3.3	Construction Site Plan	9
3.4	Construction Vehicles	9
3.5	Vehicular Access	10
3.6	Loading and Unloading Locations	10
3.7	Vehicular Access Route	10
4	Safeguard and Mitigation Measures	13
4.1	Construction Work Zone	13
4.2	Traffic Control Plans	13
4.3	Construction Worker Parking Strategy	13
4.4	Pedestrian Separation	13
4.5	Traffic Management Strategy	14
5	Impact on Traffic and Transport Operation	16
5.1	Parking	16
5.2	Heavy Construction Vehicles	16
5.3	Pedestrians	16
5.4	Cyclists	16
5.5	Emergency Services	16
5.6	Cumulative Impact on Surrounding Constriction Sites	16
6	Monitoring and Performance	17
6.1	General	17
6.2	Records	17
7	Conclusion	18

List of Figures

Figure 2.1: Site Location (Source: Nearmap, August 2022)	7
Figure 2.2: Location of Bus Stops and Metro Station in proximity to the site	Error! Bookmark not defined.

List of Tables

Table 3.1: Indicative construction schedule and required plant / vehicles.....	10
Table 3.2: Proposed Heavy Vehicle Access Routes	Error! Bookmark not defined.
Table 4.1: Traffic Management Strategy	15

Appendices

- Appendix A – Site Management Plan
- Appendix B – Vehicle Movement Plan (VMP)
- Appendix C – Swept Path Analysis
- Appendix D – Traffic Control Plans (TCP)

1 Introduction

Barker Ryan Stewart has been engaged by Northern Beaches Council to prepare a Construction Traffic Management Plan (CTMP) to detail traffic management procedures and systems for the upgrade of the existing North Narrabeen Surf Life Saving Club in accordance with the requirements of:

- Warringah Development Control Plan 2011;
- RMS's "Traffic Control at Worksites" document; and
- AS1742.3 2009 "Manual of uniform traffic control devices"

The purpose of this plan is to ensure the safe and controlled movement of traffic at the site during the demolition, excavation and building works to address potential traffic, access, car parking and pedestrian issues generated by the works.

In preparing this CTMP the following items have been considered/undertaken:

- An inspection of the site and surrounding road network to determine any constraints that may impact on the safe and controlled movement of traffic during demolition, excavation and building works.
- Determination of appropriate traffic/haul routes,
- Provision of a swept path analysis to ensure safe access/egress from the site,
- Traffic control plan (TCP) and Vehicle Movement Plan (VMP), and
- A brief outline of the demolition, excavation and building works in relation to traffic management.

2 Project Overview

2.1 Proposed Development

The site is occupied by the existing surf lifesaving club and the proposed works include the following:

- Building an extension for a new board-riders meeting room, approximately 30m².
- Building an enclosed dining space, approx. 110m², on the existing eastern balcony.

2.2 Project Staging

This CPTMP covers the excavation and construction of the new buildings and can be broken into the following components.

1. Minor extension for a ground floor board-riders room;
2. Internal refurbishment to existing indoor seating space; and
3. Conversion of part of the existing open balcony into an enclosed seating space and associated works.

2.3 Project Program

The project duration for the excavation and building works are outlined below.

Stage	Estimated Duration
Stage 1 – Extension of Ground Floor	4 months
Stage 2 – Internal Refurbishment and Finishing	1 month
Stage 3 – Conversion of Existing Balcony	6 months

2.4 Construction Hours

The proposed construction work hours are between 7:00AM to 5:00PM Monday to Friday and 8:00AM to 1:00PM on Saturdays. Construction work will not generally be undertaken on Sundays or public holidays; however, work may need to be undertaken in some circumstances for operational / construction related reasons. For any demolition works (noting most demolition would be minor in scale), works will take place between 8:00AM and 5:00PM Monday to Friday.

2.5 Existing Conditions

2.5.1 Site Location

The site is formally noted as 2 Malcolm Street, North Narabeen. The site is currently occupied by the existing and operational North Narabeen SLSC.

It is surrounded by the beach in the north and east and low-density residential developments in the south and west. An aerial of the site location is shown in Figure 2.1.

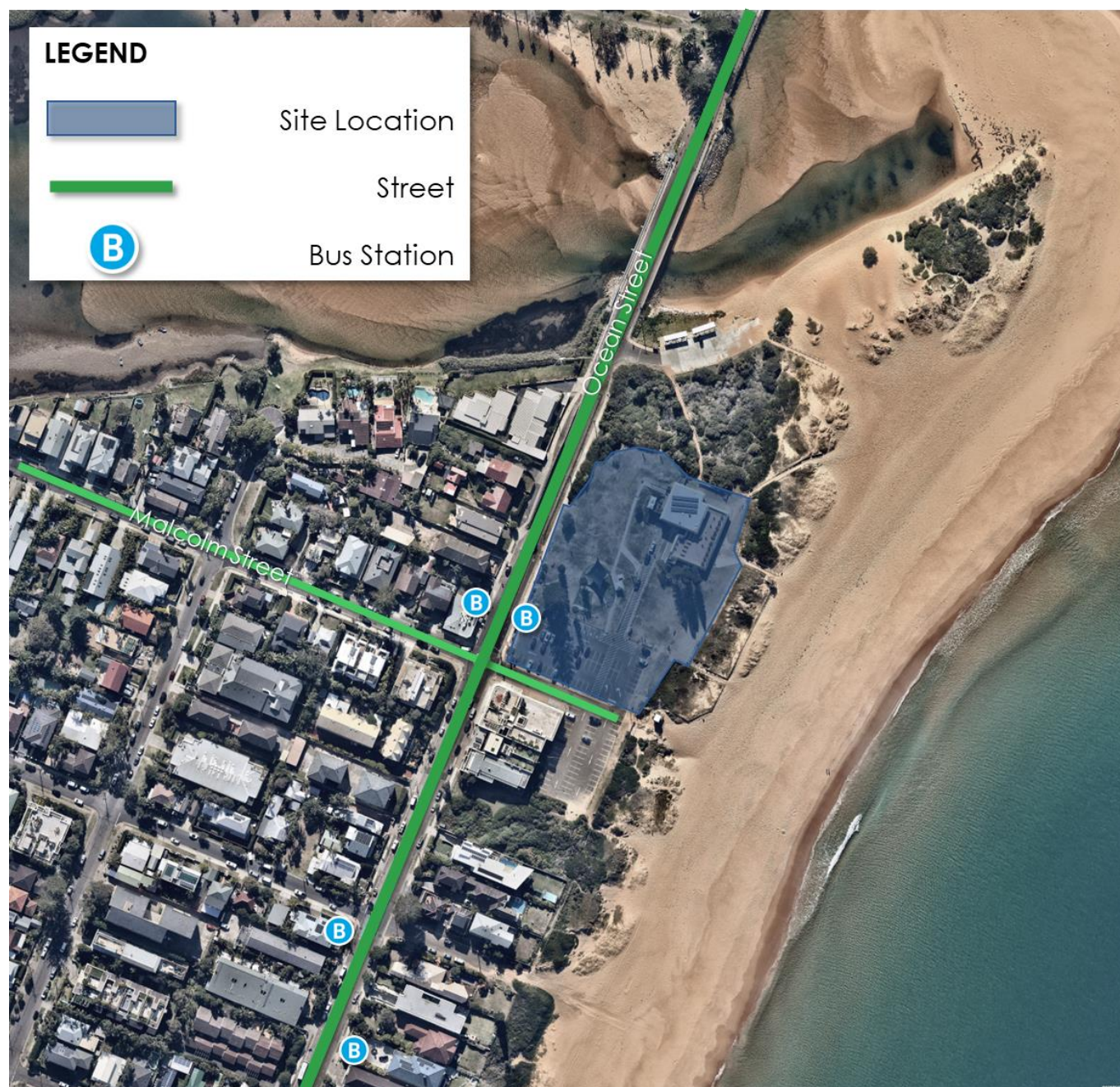


Figure 2.1: Site Location (Source: Nearmap, July 2023)

2.5.2 Existing Road Conditions

A schedule of the roads relevant to the site are outlined in Table 2.1.

Table 2.1: Schedule of Roads

Street Name	Classification	Direction	Speed Limit	No. of Lanes	Parking Permission
Ocean Street	Collector Road	N-S	50km/h	2	Not permitted
Malcolm Street	Local Road	E-W	50km/h	2	Permitted

2.5.3 Public Transport, Pedestrian and Cycling Facilities

The area is serviced with bilateral bus stops outside the site's frontage. These stops service Route 155 – Bayview Garden Village to Narrabeen every 30 minutes.

2.5.4 Pedestrian and Active Transport

Footpaths are available on both sides of Ocean Street, and on the southern side of Malcolm Street.

Bicycle facilities are provided through the site. This is shown in Figure 2.2.



Figure 2.2: Bicycle Map (Source: Northern Beaches Council, July 2023)

3 Construction Traffic Management

3.1 General

Traffic management for the site has been configured to ensure that workers can undertake construction works safely, at all times, by separating workers and public road users. Contractors are responsible for the demolition and excavation work and the building contractor is responsible for construction management and shall establish and maintain the Construction Traffic Management Plan for this project and shall be responsible for its ongoing effectiveness, including the control of all quality, environmental and safety aspects that may apply to traffic control measures.

The Traffic Control Plans (TCPs) produced as part of this CTMP shall be implemented by appropriately qualified and authorised traffic controllers only. Traffic controllers must have completed RMS (formerly RTA) accredited courses for traffic controllers and must wear yellow vest with the words Authorised Traffic Controller. Reflective white overalls with reflective bands must be worn at night.

All signs and devices shall be placed in accordance with the TCP prior to works starting and in clear view of public road users to inform and guide road users to pass the site. All devices and signs shall then be removed upon the completion of the works.

The road reserves bordering the site must not be obstructed by any materials, vehicles, refuse, skips or the like without prior approval of Council.

3.2 Potential Traffic Impacts

A summary of potential traffic impacts for the site are listed below:

- Potential impact on local commercial and residential road users.
- Construction sites within the vicinity of the site,
- Duration of the project,
- Short term activities such as floating machinery to the site,
- Access, egress and parking in and near the worksite by employees and visitors,
- Pedestrian movements,
- Heavy vehicles parking in and around worksite,
- Vehicles depositing spoil on public roads,
- Loading and unloading, including construction work zones,
- Truck/vehicle turning movements,
- Disruption of established traffic movements or patterns,
- Traffic interference in peak times (morning and afternoon),
- Interference to public transport services,
- Traffic volumes including nearby school, industrial, commercial, retail and residential developments.

3.3 Construction Site Plan

The site management plan for different stages of the construction works at **Appendix A** shows the proposed locations of trucks entry/exit, and landing platform within the site, location of other plants and equipment, material storage area and staff parking within the site.

3.4 Construction Vehicles

The vehicles shown in **Table 3.1** are likely to be required for the demolition and construction activities.

Table 3.1: Indicative construction schedule and required plant / vehicles

1. Construction Activity	2. Period	3. Frequency	4. Vehicles
Stage 1 – Extension of Ground Floor	4 - 5 months	10 times /day maximum	12.5m long Heavy Rigid Trucks (HRV)
Stage 2 – Internal Refurbishment and Finishing	4- 6 weeks	10 times /day maximum	12.5m long Heavy Rigid Trucks (HRV)
Stage 3 – Conversion of Existing Balcony	6 months	10 times /day maximum	12.5m long Heavy Rigid Trucks (HRV)

The type and nature of activities involved in the demolition and construction work will only generate limited vehicle movements. All removal and delivery of plant or demolished materials will be timed to occur outside of the peak traffic periods to minimise any delays in the area. No significant heavy vehicles are required for the demolition and construction works. The largest size of the construction vehicle proposed is a 12.5m HRV. However, if larger than articulated vehicles are to be used specific approval for a one-off occasion will be assessed and planned as required.

3.5 Vehicular Access

Access to the construction site for smaller vehicles, floating concrete pumps and HRVs will be via the existing access as per **Appendix C**. During construction, approximately eight car parking spaces would have to be reserved for truck turning.

3.6 Loading and Unloading Locations

Similarly, loading and unloading will occur exclusively on-site.

3.7 Vehicular Access Route

All vehicle access routes have been assessed from NSW Higher Mass Limit (HML) maps, which outlined state roads which are approved for vehicles up to 26.0m B-Doubles.

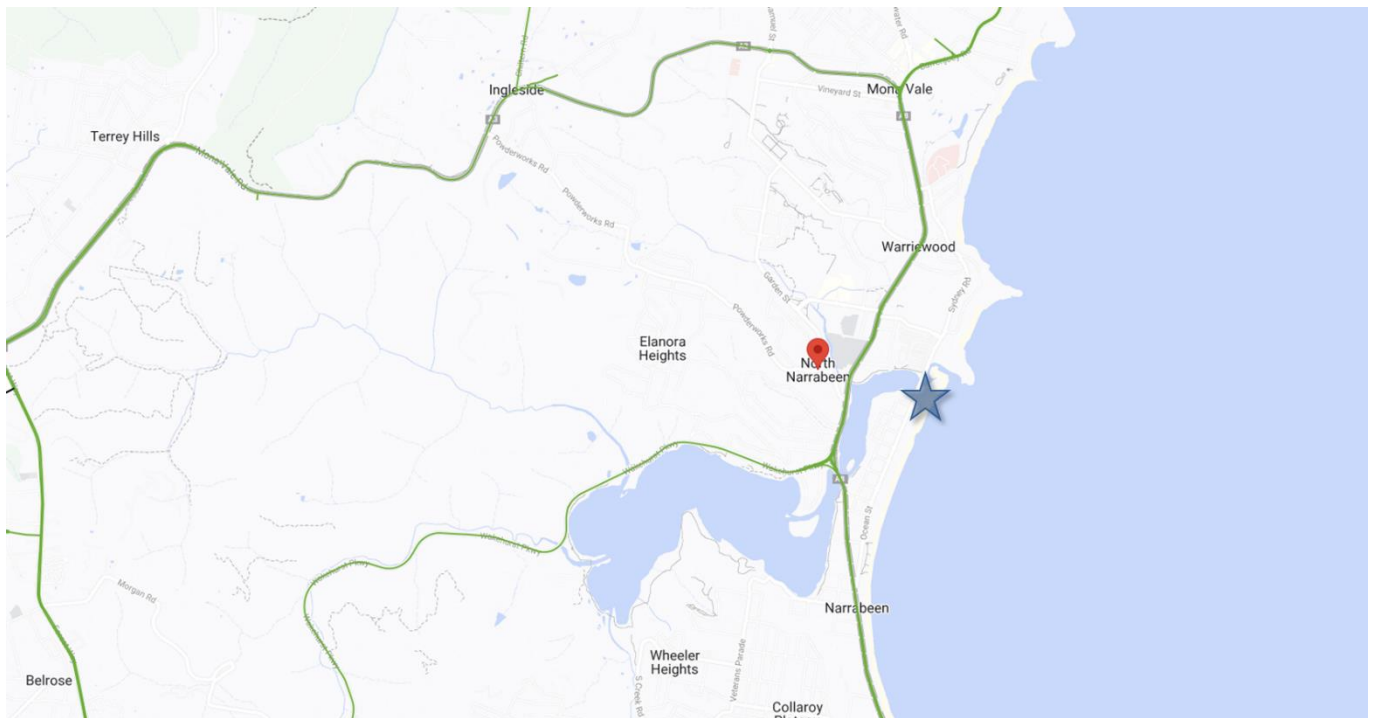


Figure 3.1: NSW HML Roads near site

A Vehicle Movement Plan (VMP) reflecting the proposed haulage routes for a 12.5m HRV is shown below and can be found in **Appendix B**.

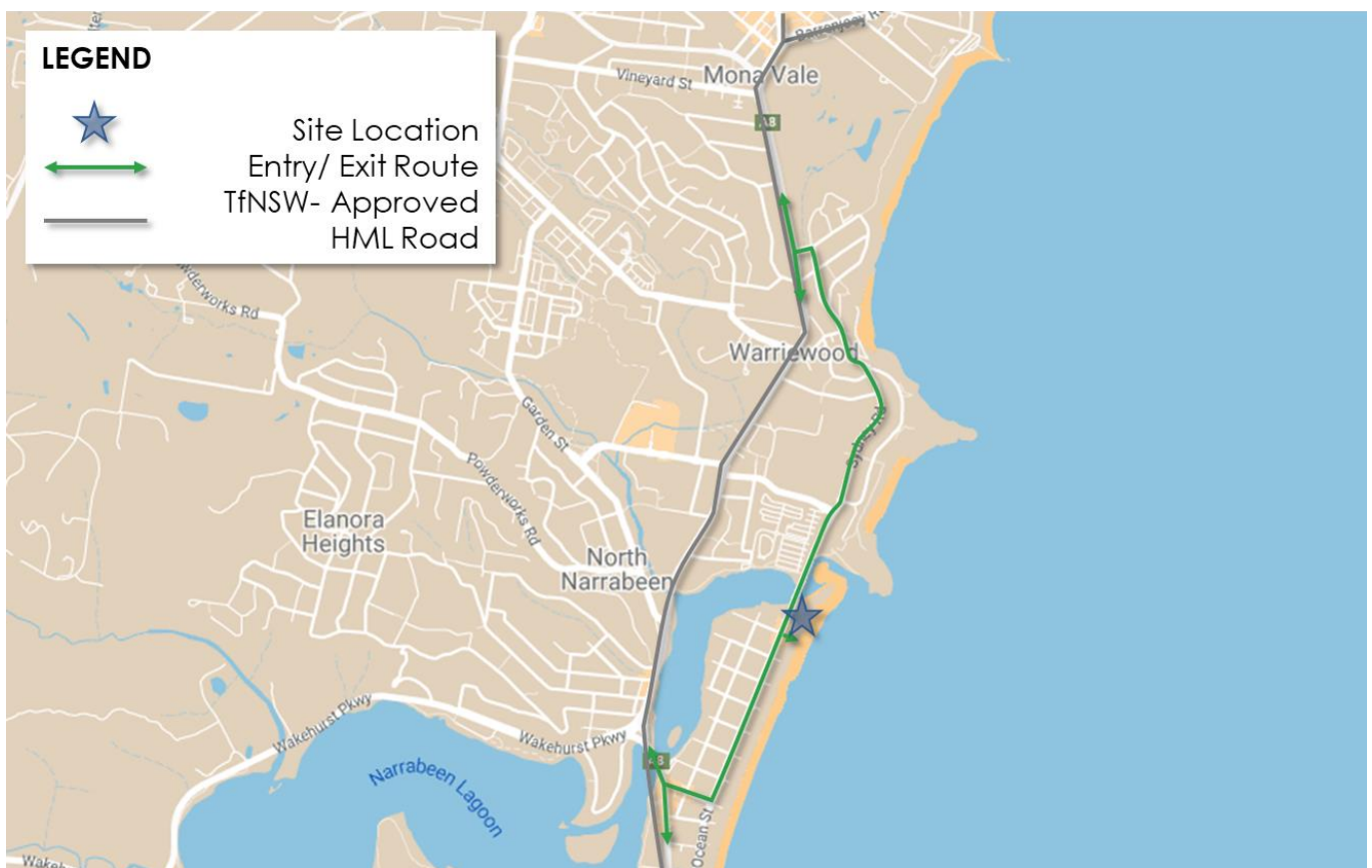


Figure 3.2: Proposed HRV Access Route

This plan shows the proposed construction vehicle routes to and from the site through the road network. The VMP shows that trucks can access the site either from the north or the south, via either Coronation Street or Waterloo Street.

For vehicles entering/ exiting from the north, the following route has been proposed:

- North Entry:
 - Turn left/ right from Pittwater Road onto Coronation Street
 - Turn right onto Melbourne Avenue, Melbourne Avenue becomes Narrabeen Park Parade,
 - Turn right onto Sydney Road, Sydney Road becomes Ocean Street
 - Turn left at the roundabout onto Malcolm Street
- North Exit:
 - Turn right from Malcolm Street onto Ocean Street
 - Ocean Street becomes Sydney Road, turn left from Sydney Road onto Narrabeen Park Parade
 - Narrabeen Park Parade becomes Melbourne Avenue, turn left onto Coronation Street
 - Turn left/ right from Coronation Street onto Pittwater Road

For vehicles entering/ exiting from the south, the following route has been proposed:

- South Entry:
 - Turn left/ right from Pittwater Road onto Waterloo Street
 - Turn left from Waterloo Street onto Ocean Street
 - Turn right at the roundabout onto Malcolm Street
- South Exit:
 - Turn left from Malcolm Street onto Ocean Street
 - Turn right from Ocean Street to Waterloo Street
 - Turn left/ right from Waterloo Street onto Pittwater Road

A swept path analysis was undertaken to check HRV's can use the proposed route. The swept path analysis is contained within **Appendix C** of this report. The swept path diagram demonstrated that HRVs could manoeuvre safely and efficiently along the proposed haulages routes without any constraints.

4 Safeguard and Mitigation Measures

4.1 Construction Work Zone

No construction/demolition activity is proposed within the road reserves surrounding the construction site. No construction works zones are required.

4.2 Traffic Control Plans

Arrangements for warning traffic and guiding traffic around and/or past the worksite are also shown in Traffic Control Plan (TCP) in **Appendix D**.

Qualified traffic controllers will be employed to guide the vehicle egress and stop pedestrians/vehicles if required as per the Traffic Control Plan (TCP) in **Appendix D**.

Pedestrians/cyclists may be held only for very short periods to ensure safety when trucks are leaving or entering BUT must NOT be stopped pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not construction vehicles**.

Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way**.

In the implementation of the TCP the following steps should be undertaken:

1. Place all signs, devices and control measures,
2. Complete a Location Risk Assessment (as per Traffic Control at Work site (TCAW) manual) and identify any modifications that may be required,
3. Drive through and around the site to make sure the TCP is effective,
4. Record implementation, risk assessment and any modifications, and
5. Monitor conditions and record observations.

Where required the TCP may be changed/updated as necessary to reflect changes in traffic flow or work practices by an appropriately qualified traffic control designer only.

Minor modifications to the TCP which have been identified in a Location Risk Assessment can be made by a person with a current "Prepare Work Zone TMP" qualification. Should the TCP be changed all relevant permits and details are to be forwarded to the PCA/Council as required.

4.3 Construction Worker Parking Strategy

While working outside of the seasonal peak, construction workers should have no issue using the existing on-site parking. However, parking for the construction workers will be provided onsite as shown in the site management plan in **Appendix A**.

4.4 Pedestrian Separation

The site boundaries will be fenced, and the access will be gated. Noting the building is far away from the site boundary and building works are unlikely to present any disruption or danger on the boundary of the site.

4.5 Traffic Management Strategy

Table 4.1 on the following page summarises the identified potential traffic impacts for this worksite and describes the control measures to be implemented to address each impact.

It is recommended that an Emergency Plan is considered by the project manager of the site in case of emergency, including the response of traffic emergencies such as accidents or unplanned disruptions.

The local community, road users and other stakeholders shall be kept informed of changed traffic conditions where required by Council.

Seven (7) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

Heavy vehicle movements are to be minimised during the commuter peak periods where possible to minimise potential conflicts with commuter traffic and pedestrian movement to and from the commuter car parks.

Table 4.1: Traffic Management Strategy

Potential Impact	Impact Assessment	Control Measure
Potential impact to the commercial, retail and residential developments in the vicinity of the site. Duration of project.	Heavy vehicle traffic movements through Ocean Street	Any potential conflicts in Ocean Street are to be minimised through provision of Traffic Controllers providing right of access to local traffic where required. Location Risk Assessments are to be undertaken to enable safe access and from the site.
Floating machinery to the site	In/out of the site.	Swept path analysis showing suitable turning movements (See Appendix C).
Construction Parking Strategy	Possible impact on residents, visitors and commercial/industrial developments in the vicinity of the site.	Parking on-site can easily be accommodated in the off-season. Eight car parking spaces need to be reserved for truck turning, but this should impose no significant effect on operation during the off-season.
Travel Management Strategy	Reduce the impact on construction parking by minimising commuter trips.	Workers will be notified of available local public transport services.
Vehicles leaving the site	Depositing spoil on roadways.	Where sediment is tracked onto the road it is to be swept up immediately.
Pedestrian management	Pedestrians walking around construction zone.	Pedestrian pathways will not be obstructed around the perimeter of the site.
Disruption of established traffic movements or patterns, Traffic interference in peak times (morning and afternoon)	Heavy vehicle traffic through the following local streets, particularly in morning and afternoon peaks with residents entering and exiting: • Coronation Street • Melbourne Avenue • Narrabeen Park Parade • Sydney Road • Ocean Street • Waterloo Street	Where possible construction vehicle movements will be kept to a minimum during local peak traffic AM/PM periods to ensure that existing traffic flows are not disrupted.

5 Impact on Traffic and Transport Operation

This section reports on the impacts of the construction activities on traffic and transport operations in the road network. As no demolition and construction works will be carried out within the road reserve, the impact on traffic flow in the surrounding road network would be minimal.

5.1 Parking

No on-street parking impact is anticipated as part of construction parking nor any works zones.

5.2 Heavy Construction Vehicles

The largest heavy vehicle proposed to be used is a 12.5m Heavy Rigid Vehicle (HRV). It is noted that no significant geometrical constraints were found at any of the proposed access or egress routes which would affect the access of heavy vehicles. Swept paths for HRVs along the proposed haulage routes can be found in **Appendix C**.

The Vehicle Movement Plan (VMP) is attached at **Appendix B** of this report. This plan shows the proposed construction vehicle routes to and from the site through the road network. The VMP shows that HRVs travelling to the site can access the site via Coronation Street, Melbourne Avenue, Narrabeen Park Parade, Sydney Road, Ocean Street and Waterloo St.

5.3 Pedestrians

Pedestrian movements fronting the construction site will not be impacted as no works are to be undertaken within the road reserve.

5.4 Cyclists

No nearby cycle paths will be impacted by the construction activity.

5.5 Emergency Services

The construction activity will have no impact on emergency vehicle routes.

5.6 Cumulative Impact on Surrounding Construction Sites

Currently there is no other major construction sites in the vicinity of the development site. The cumulative construction activities for different stages of the development have been considered and the CTMP has addressed the worst-case scenario.

6 Monitoring and Performance

6.1 General

Regular monitoring of the performance of the Construction Pedestrian and Traffic Management Plan (CPTMP) to confirm the effectiveness of methods, equipment and controls shall be undertaken. This shall also include review of location and effectiveness of traffic management and TCP signposting. Observations shall be recorded by the supervisor/contractor's and opportunities for improvement recommended to the Project Manager.

6.2 Records

The following records shall be kept as evidence of the design, implementation and performance of the CPTMP:

1. Qualifications
 - RMS accredited Traffic Control Plan designers
 - RMS accredited Traffic Controllers
2. Principal Contractor's meetings minutes with Principal Contractor(s) from adjoining sites
3. TCP approval
4. Temporary speed zone approval (if applicable)
5. Community consultation (where required by Council) including provision of:
 - Letters
 - Handouts
 - Maps and plans
6. Location Risk assessment and any modifications
7. Confirmation of implementation and start of works
8. Monitoring reports
9. Incident reports and corrective action

7 Conclusion

This Construction Pedestrian and Traffic Management Plan (CPTMP) details traffic management procedures and systems for the proposed upgrade of the north Narrabeen Surf Life-Saving Club.

Potential traffic impacts have been identified locally with control measures specified to address these impacts.

Traffic Control Plan (TCP) has been prepared showing appropriate traffic control devices to be implemented for the duration of the proposed works.

A Vehicle Movement Plan (VMP) have been prepared showing the proposed truck haulage and delivery routes to and from the site.

A swept path analysis has been undertaken for the site and shows that Heavy Rigid Vehicles (HRV's) can safely manoeuvre in and out of the site.

This Construction Pedestrian and Traffic Management Plan has been prepared to mitigate the potential negative impacts of the proposed site works on existing properties and local streets during the excavation and construction stages of the proposal.

Appendix A – Site Management Plan



SITE MANAGEMENT PLAN

Date: 17/08/2023
 Author: Abdun Noor(Safework NSW Card # TCT0000005)
 Project: North Narrabeen SLSC
 Client: Northern Beaches Council
SITE MANAGEMENT PLAN



**BARKER
RYAN
STEWART**

TOTAL PROJECT SOLUTIONS

ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

SYDNEY P: 02 9659 0005 CENTRAL COAST P: 02 4325 5255	HUNTER P: 02 4966 8388 S.E. QLD P: 07 5582 6555
---	--

www.brs.com.au
mail@brs.com.au

ABN: 26 134 067 842

Appendix B – Vehicle Movement Plan



REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	14/08/23



**BARKER
RYAN
STEWART**

TOTAL PROJECT SOLUTIONS

ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

SYDNEY
P: 02 9559 0005
CENTRAL COAST
P: 02 4325 5255

HUNTER
P: 02 4966 8388
S.E. QLD
P: 07 5582 6555

www.brs.com.au
mail@brs.com.au

ABN: 25 134 067 842

Client:

NORTHERN BEACHES
COUNCIL

**NORTH NARRABEEN SLSC
SWEPT PATHS
VEHICLE MOVEMENT PLAN**

230478-TR1-06

Designed: JH
Drawn: JH
Checked: AN

Scales: Plan -
Horiz. -
Vert. -
X-Sect. -

Datum: A.H.D.

Plan No.
230478-TR1-06

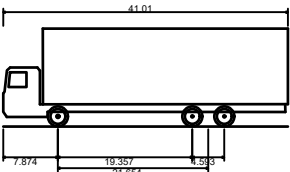
File Ref.
230478

REV.
A

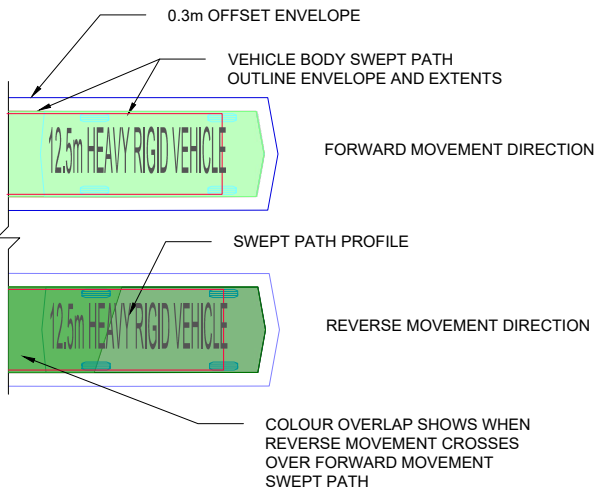
Appendix C – Swept Path Analysis



LEGEND



HRV - Heavy Rigid Vehicle
Overall Length 41.01m
Overall Width 8.20m
Overall Body Height 14.10m
Min Body Ground Clearance 1.36m
Track Width 8.20m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 41.01m



PLAN
SCALE 1:500



REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	14/08/23



TOTAL PROJECT SOLUTIONS
ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

SYDNEY P: 02 9659 0005
CENTRAL COAST P: 02 4966 8388
S.E. QLD P: 02 4325 5255

HUNTER P: 02 4966 8388
S.E. QLD P: 07 5582 6555

www.brs.com.au
mail@brs.com.au
ABN: 26 134 067 842

Client:

NORTHERN BEACHES
COUNCIL

NORTH NARRABEEN SLSC
SWEPT PATHS
PITWATER RD, CORONATION ST AND MELBOURNE AVE
230478-TR1-01

Designed: JH
Drawn: JH
Checked: AN

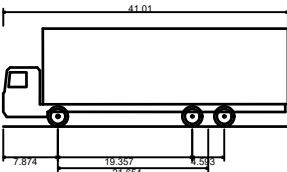
Scales: Plan -
Horiz. -
Vert. -
X-Sect. -

Datum: A.H.D.

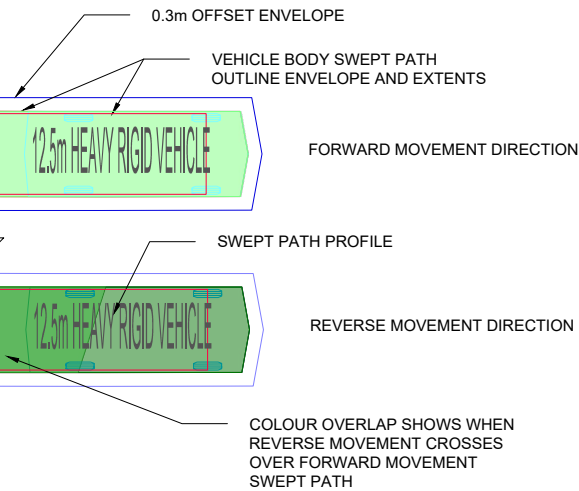
Plan No.
230478-TR1-01
File Ref.
230478
REV.
A



LEGEND



HRV - Heavy Rigid Vehicle
Overall Length 41.010m
Overall Width 8.202m
Overall Body Height 14.106m
Min Body Ground Clearance 1.369m
Track Width 8.202m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 41.010m



PLAN
SCALE 1:500



REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	14/08/23



SYDNEY
P: 02 9659 0005
CENTRAL COAST
P: 02 4325 5255

HUNTER
P: 02 4966 8388
S.E. QLD
P: 07 5582 6555

www.brs.com.au
mail@brs.com.au
ABN: 26 134 067 842

Client:

NORTHERN BEACHES
COUNCIL

NORTH NARRABEEN SLSC
SWEPT PATHS
MALCOLM ST AND OCEAN ST
230478-TR1-02

Designed: JH
Drawn: JH
Checked: AN

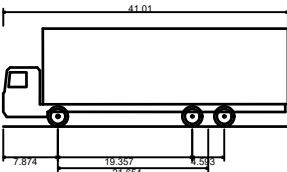
Scales: Plan -
Horiz. -
Vert. -
X-Sect. -

Datum: A.H.D.

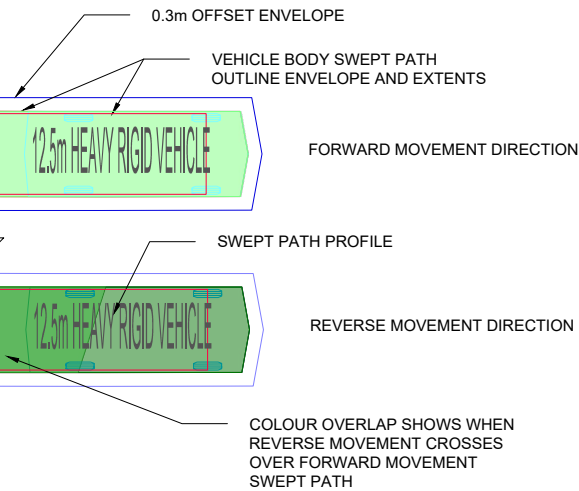
Plan No.
230478-TR1-02
File Ref.
230478
REV.
A



LEGEND



HRV - Heavy Rigid Vehicle
Overall Length 41.010ft
Overall Width 8.202ft
Overall Body Height 14.106ft
Min Body Ground Clearance 1.369ft
Track Width 8.202ft
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 41.010ft



PLAN
SCALE 1:500



REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	14/08/23



SYDNEY P: 02 9659 0005
CENTRAL COAST P: 02 4325 5255
HUNTER P: 02 4966 8388
S.E. QLD P: 07 5582 6555

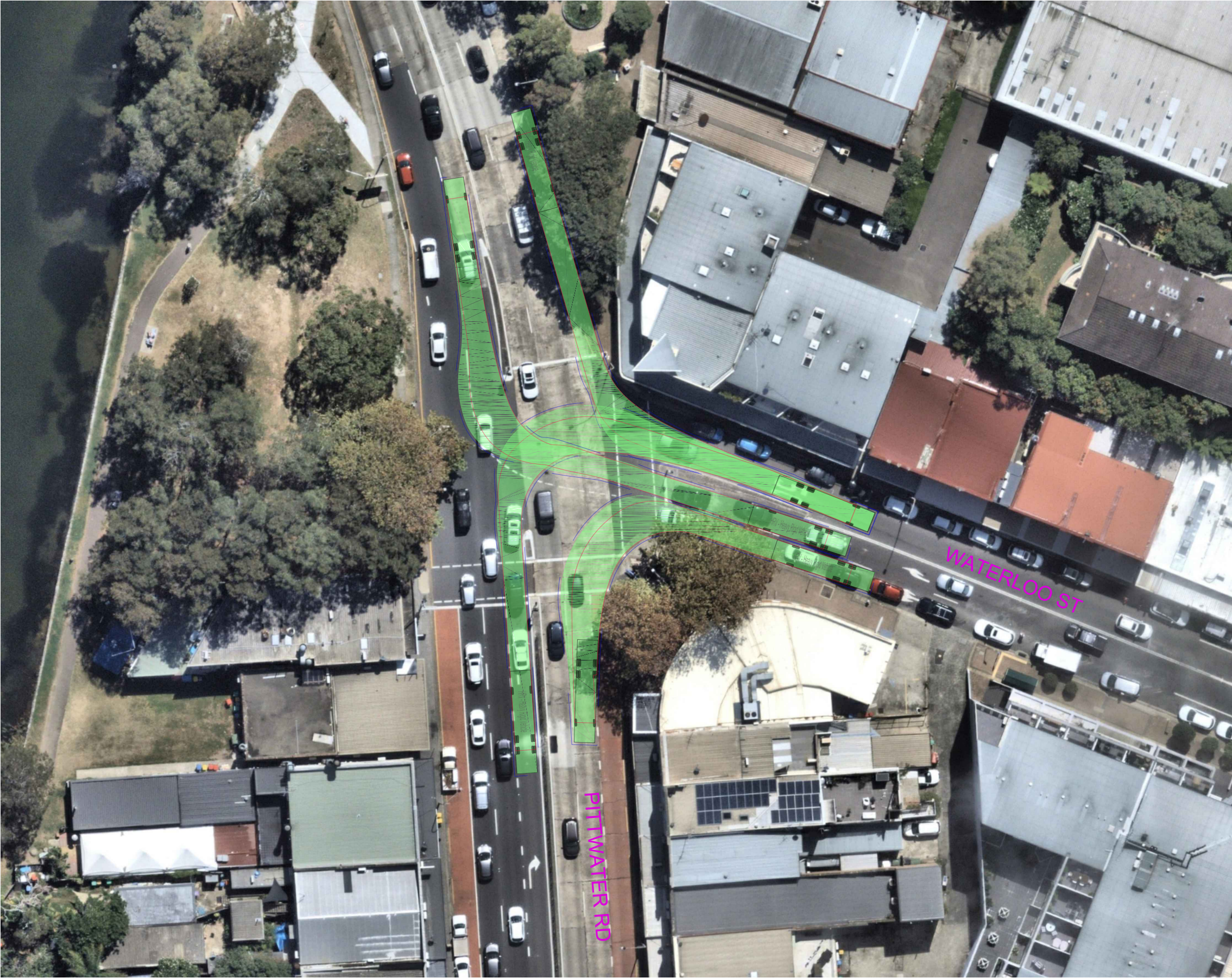
Client:
NORTHERN BEACHES COUNCIL

NORTH NARRABEEN SLSC
SWEPT PATHS
OCEAN ST AND WATERLOO ST
230478-TR1-03

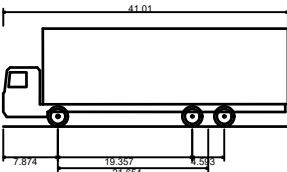
Designed: JH
Drawn: JH
Checked: AN

Scales: Plan -
Horiz. -
Vert. -
X-Sect. -
Datum: A.H.D.

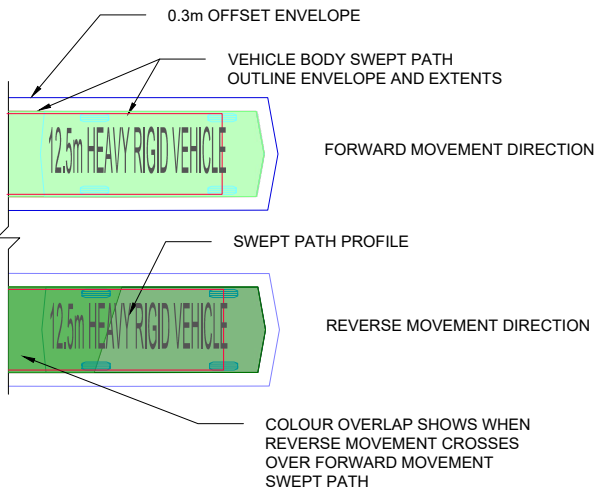
Plan No.
230478-TR1-03
File Ref.
230478
REV.
A



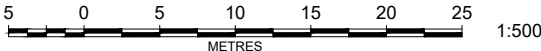
LEGEND



HRV - Heavy Rigid Vehicle
Overall Length 41.010ft
Overall Width 8.202ft
Overall Body Height 14.106ft
Min Body Ground Clearance 1.369ft
Track Width 8.202ft
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 41.010ft



PLAN
SCALE 1:500



REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	14/08/23



SYDNEY
P: 02 9659 0005
CENTRAL COAST
P: 02 4325 5255

HUNTER
P: 02 4966 8388
S.E. QLD
P: 07 5582 6555

www.brs.com.au
mail@brs.com.au
ABN: 26 134 067 842

Client:

NORTHERN BEACHES
COUNCIL

NORTH NARRABEEN SLSC
SWEPT PATHS
PITWATER RD AND WATERLOO ST
230478-TR1-04

Designed: JH
Drawn: JH
Checked: AN

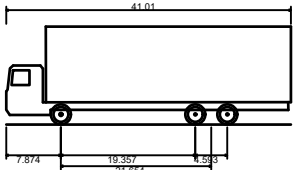
Scales: Plan -
Horiz. -
Vert. -
X-Sect. -

Datum: A.H.D.

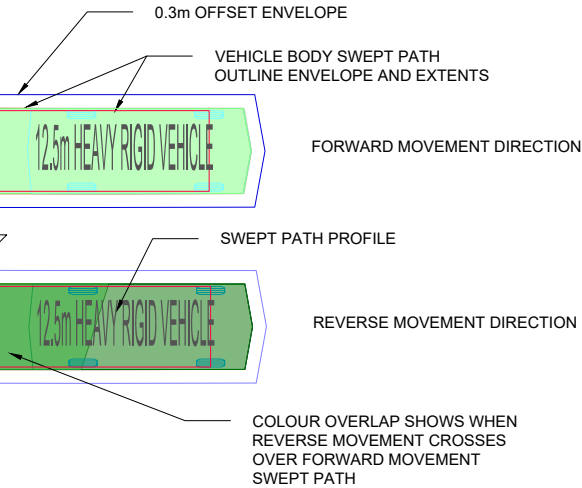
Plan No.
230478-TR1-04
File Ref.
230478
REV.
A



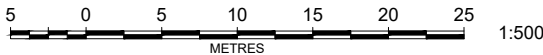
LEGEND



HRV - Heavy Rigid Vehicle
Overall Length 41.01m
Overall Width 8.20m
Overall Body Height 14.10m
Min Body Ground Clearance 1.36m
Track Width 8.20m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 41.01m



PLAN
SCALE 1:500



REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	14/08/23



SYDNEY P: 02 9659 0005
CENTRAL COAST P: 02 4966 8388
S.E. QLD P: 02 4325 5255
HUNTER S.E. QLD P: 07 5582 6555
www.brs.com.au
mail@brs.com.au
ABN: 26 134 067 842

Client:
NORTHERN BEACHES COUNCIL

NORTH NARRABEEN SLSC
SWEPT PATHS
SITE TURNING
230478-TR1-05

Designed: JH
Drawn: JH
Checked: AN

Scales: Plan -
Horiz. -
Vert. -
X-Sect. -
Datum: A.H.D.

Plan No.
230478-TR1-05
File Ref.
230478
REV.
A

Appendix D – Traffic Control Plans (TCP)

1. All signs to be in accordance with The NSW Traffic Control at Worksites Manual 2018 and AS1742.3
2. All signs to be installed and maintained by TfNSW Accredited Traffic Controllers.
3. The sign locations are indicative and should be placed where they are neither obstructed by other signs nor obstructing other signs.



NSW
GOVERNMENT

SafeWork NSW

**WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK**

SYDNEY
P: 02 9659 0005
CENTRAL COAST
P: 02 4325 5255

HUNTER
P: 02 4966 8388
S.E. QLD
P: 07 5582 6555



BARKER
RYAN
STEWART

www.brs.com.au
mail@brs.com.au
ABN: 26 134 067 842

NEW SOUTH WALES

Date: 17/08/2023
Author: Abdun Noor(Safework NSW Card # TCT0000005)
Project: North Narrabeen SLSC
Client: Northern Beaches Council
Traffic Guidance Scheme

TGS Vehicle