

# Construction Traffic Management Plan

## Kingswood Public School

Prepared for NSW Department of Education (DoE) / 16 April 2025

241856 TAAA

## Contents

1.0	Introduction .....	5
1.1	Overview .....	5
1.2	Proposed Activity Description .....	5
2.0	Existing Conditions .....	6
2.1	Site Location .....	6
2.2	Road Network .....	7
2.2.1	State Roads .....	7
2.2.2	Local Roads .....	7
2.3	Active Transport .....	7
2.3.1	Walking .....	7
2.3.2	Cycling .....	8
2.4	Public Transport .....	8
2.5	Pick-up and Drop-off (PUDO) .....	8
2.6	Car Parking .....	8
3.0	Construction Overview .....	9
3.1	Construction Works .....	9
3.2	Site Layout and Access .....	9
3.3	Construction Activities .....	9
3.4	Hours of Operation .....	11
4.0	Construction Traffic Management .....	12
4.1	Construction Traffic Volumes .....	12
4.2	Construction Vehicle Types .....	12
4.3	Vehicle Routes .....	13
4.4	Vehicle Management .....	15
4.5	Works Zones .....	16
4.6	Contractor Parking .....	16
4.7	Swept Path Analysis .....	16
5.0	Project Impact .....	19
5.1	Local Traffic .....	19
5.2	Safety .....	19
5.2.1	Construction Vehicle Access Points .....	19
5.2.2	Construction Vehicle Routes and Intersections .....	19
5.2.3	Pedestrians .....	19

5.2.4 Cyclists .....	20
5.3 Parking .....	20
5.4 Pedestrians and Cyclists .....	20
5.5 Public Transport .....	20
5.6 PUDO .....	20
5.7 Public Infrastructure .....	20
5.8 Emergency Services .....	20
5.9 Cumulative Local Impact .....	20
5.10 Communicating Impacts .....	21
5.11 Code of Conduct (Construction Drivers) .....	21
5.12 Environmental Controls .....	21
5.13 Certificate and Approvals .....	21
5.14 Evaluation of Environmental Impacts .....	22
6.0 Mitigation Measures .....	23
Site Layout .....	25
Swept Path Analysis .....	26

Revision Register

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## 1.0 Introduction

### 1.1 Overview

This Construction Traffic Management Plan (CTMP) report has been prepared to accompany a Review of Environmental Factors (REF) for the Department of Education (DoE) for upgrades to Kingswood Public School (the activity) under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP TI).

This document has been prepared in accordance with the Guidelines for Division 5.1 assessments (the Guidelines) by the Department of Planning, Housing and Infrastructure.

This report examines and takes into account the relevant environmental factors in the Guidelines and Environmental Planning and Assessment Regulations 2021 under Section 170, Section 171 and Section 171A of the EP&A Regulation.

This CTMP addresses the proposed construction of the development, discusses the management of construction vehicles and activities and investigates the local traffic and safety conditions throughout the construction process.

The objective of this CTMP is to ensure safe and efficient movement of vehicles and pedestrians onto, off and around the site, whilst minimising and mitigating disruptions/impacts and maintaining a safe environment for both vehicular and pedestrian traffic external to the site during the construction process.

### 1.2 Proposed Activity Description

The proposed activity for upgrades to Kingswood Public School includes:

- One (1) new single storey classroom building comprising eight (8) general learning spaces (GLS), two (2) learning commons areas, two (2) multi-purpose spaces and a verandah along the eastern side of the building;
- The construction of a covered walkway that will provide a connection between the proposed classroom building and an existing covered outdoor learning area (COLA) to the north east of the proposed building; and
- Removal of existing portable classroom buildings containing ten (10) classrooms.

## 2.0 Existing Conditions

### 2.1 Site Location

The project site is located at 46-54 Second Avenue, Kingswood and is legally described as Lot 172 in Deposited Plan (DP) 839785. Kingswood Public School is located on the southern side of Second Avenue.

The site is primarily surrounded by residential buildings and is adjacent to Western Sydney University Kingswood to the east. The location of the site is shown in Figure 2.1 below.



**Figure 2.1: Existing Site**

## 2.2 Road Network

### 2.2.1 State Roads

**Great Western Highway** is a major arterial road located approximately 800 metres north of the school. It provides three lanes in each direction and functions as a key transport corridor for both local and regional traffic. The speed limit varies between 60–70 km/h, depending on the road section.

### 2.2.2 Local Roads

**Second Avenue** is designated as a local road, serving as the primary access route to Kingswood Public School. Second Ave is a two-lane, two-way road, with a speed limit of 50 km/h.

**Manning Street** is located north of the school, providing one lane in each direction with a speed limit of 50 km/h. On-street parking is available on this street.

**Edith Street** is located east of the school, providing one lane in each direction with a speed limit of 50 km/h. Parking is permitted on this street.

**Edna Street** is located west of the school, providing one lane in each direction with a speed limit of 50 km/h. Parking is permitted on this street.

**Jones Street** runs perpendicular to Second Ave and Manning St, providing one lane in each direction with a speed limit of 50 km/h and on-street parking available on both sides of the street.

**Dunstan Avenue** is located south of the school, linking residential streets and providing access to surrounding areas with a speed limit of 20 km/h.

**Grochowski Avenue** is located southwest of the school and provides one lane in each direction with a speed limit of 50 km/h. Generally, parking is not permitted on this street.

A summary of the road network is shown in Table 2.1.

**Table 2.1: Surrounding Road Network**

Road Name	Classification	Speed Limit	Road Geometry
<b>Great Western Highway</b>	State Road	60–70 km/h	3 lanes in each direction
<b>Second Avenue</b>	Local Road	50 km/h	1 lane in each direction
<b>Manning Street</b>	Local Road	50 km/h	1 lane in each direction
<b>Edith Street</b>	Local Road	50 km/h	1 lane in each direction
<b>Edna Street</b>	Local Road	50 km/h	1 lane in each direction
<b>Jones Street</b>	Local Road	50km/h	1 lane in each direction
<b>Dunstan Ave</b>	Local Road	20km/h	1 lane in each direction
<b>Grochowski Ave</b>	Local Road	50km/h	1 lane in each direction

## 2.3 Active Transport

### 2.3.1 Walking

Pedestrian access to Kingswood Public School is provided by footpaths and crossing points along Second Ave and Dunstan Ave. Additionally, a pedestrian footpath is available along the eastern side of Manning Street. Signage will be placed to direct pedestrians along safe routes around the site to avoid potential hazards from construction activities.

### **2.3.2 Cycling**

Cycling infrastructure in the vicinity of Kingswood Public School is limited, with no dedicated bike lanes, cyclists currently share the road with vehicles. During construction, considerations will be made to ensure cyclists can safely navigate around the site, with any necessary detours or alternate routes clearly marked.

## **2.4 Public Transport**

Kingswood Public School is well-served by public transport options, facilitating convenient access for students, staff, and visitors.

The nearest train station, Kingswood Station, is approximately a 4-minute drive from the school. It is part of the Sydney Trains T1 Western Line, offering frequent services to key destinations, including Parramatta, Central Station, and the Sydney CBD.

Several bus routes also serve the area, with the nearest bus stop located at Second Ave and Manning St, just a short walk from the school entrance.

Busways operates dedicated school bus services linking Kingswood Station with Kingswood Public School. Route 4113 provides a direct service between the station and the school.

The bus stop at Second Avenue and Anthony Crescent in Kingswood is serviced by the following routes:

- Route 775: Operating between Mount Druitt and Penrith via Erskine Park.
- Route 776: Connecting Mount Druitt and Penrith via St Clai

## **2.5 Pick-up and Drop-off (PUDO)**

Parents and guardians utilise Second Avenue and surrounding streets for student pick-up and drop-off.

## **2.6 Car Parking**

At-grade parking is situated along the western boundary of the school, providing 30 marked spaces.

On-street parking is generally permitted on the surrounding streets, with the exception of Dunstan Avenue.

## 3.0 Construction Overview

### 3.1 Construction Works

The construction works include:

- One (1) new single-storey classroom building comprising eight (8) general learning spaces (GLS), two (2) learning commons areas, two (2) multi-purpose spaces and a verandah along the eastern side of the building;
- The construction of a covered walkway that will provide a connection between the proposed classroom building and an existing covered outdoor learning area (COLA) to the northeast of the proposed building; and
- Removal of existing portable classroom buildings containing ten (10) classrooms.

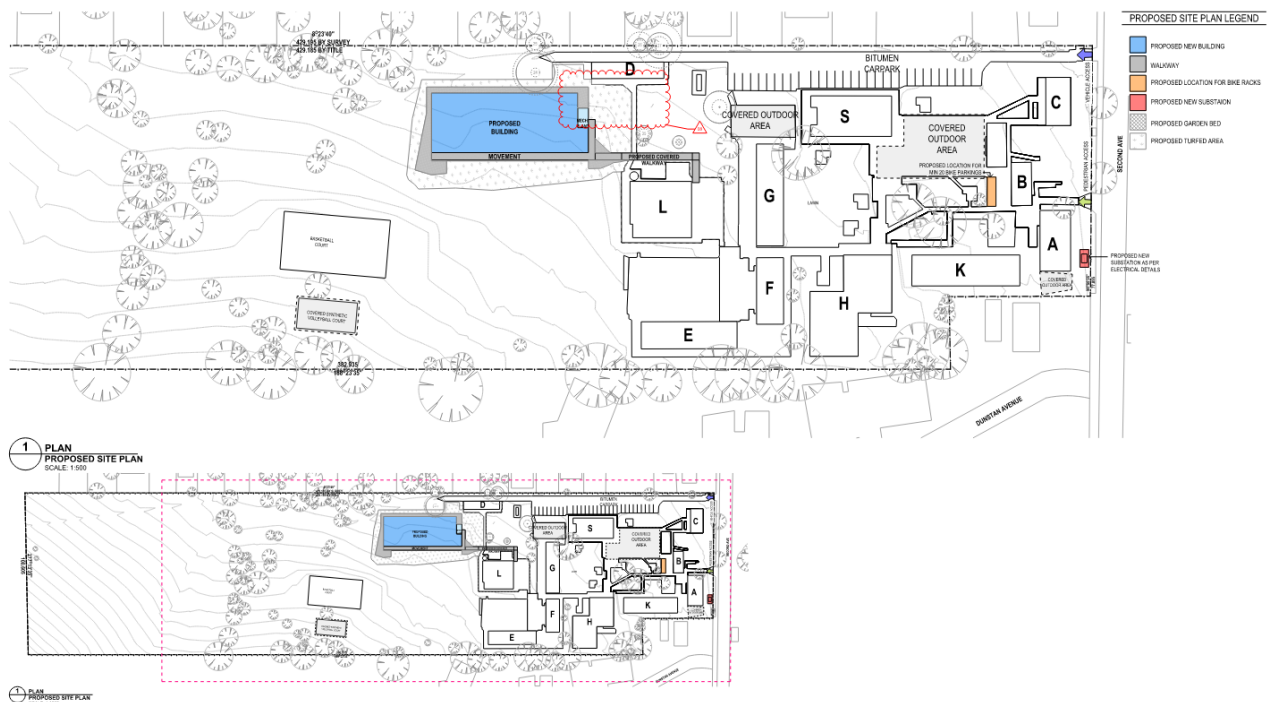


Figure 3.1: Proposed Site Plan

### 3.2 Site Layout and Access

The site fronts Second Avenue to the north, which is classified as a local road. A car park is positioned along the western boundary of the site and is accessed via the sole entrance on Second Avenue.

Turning path analysis has been conducted for small (SRV) and medium (MRV) rigid vehicles accessing the site and is attached to this report in Appendix B. The MRV can enter the site from the west without issue, and the SRV will have no impact on the site access.

### 3.3 Construction Activities

The construction program will be confirmed once the contractor is appointed. However, construction works are anticipated to commence in August 2025 and conclude by July 2026. The following scope of work includes:

- Pre-construction (prior to REF-approved works):



Removal of ten (10) existing temporary teaching spaces, including associated ancillary services and temporary pathways.

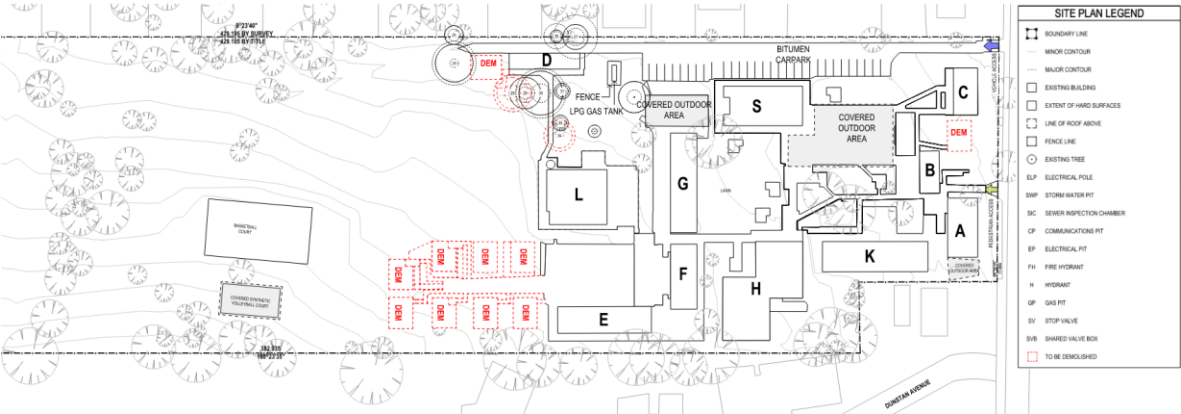


Figure 3.2: Pre-construction Works

- Construction Phase: Development of the new building as detailed in the approved plans.

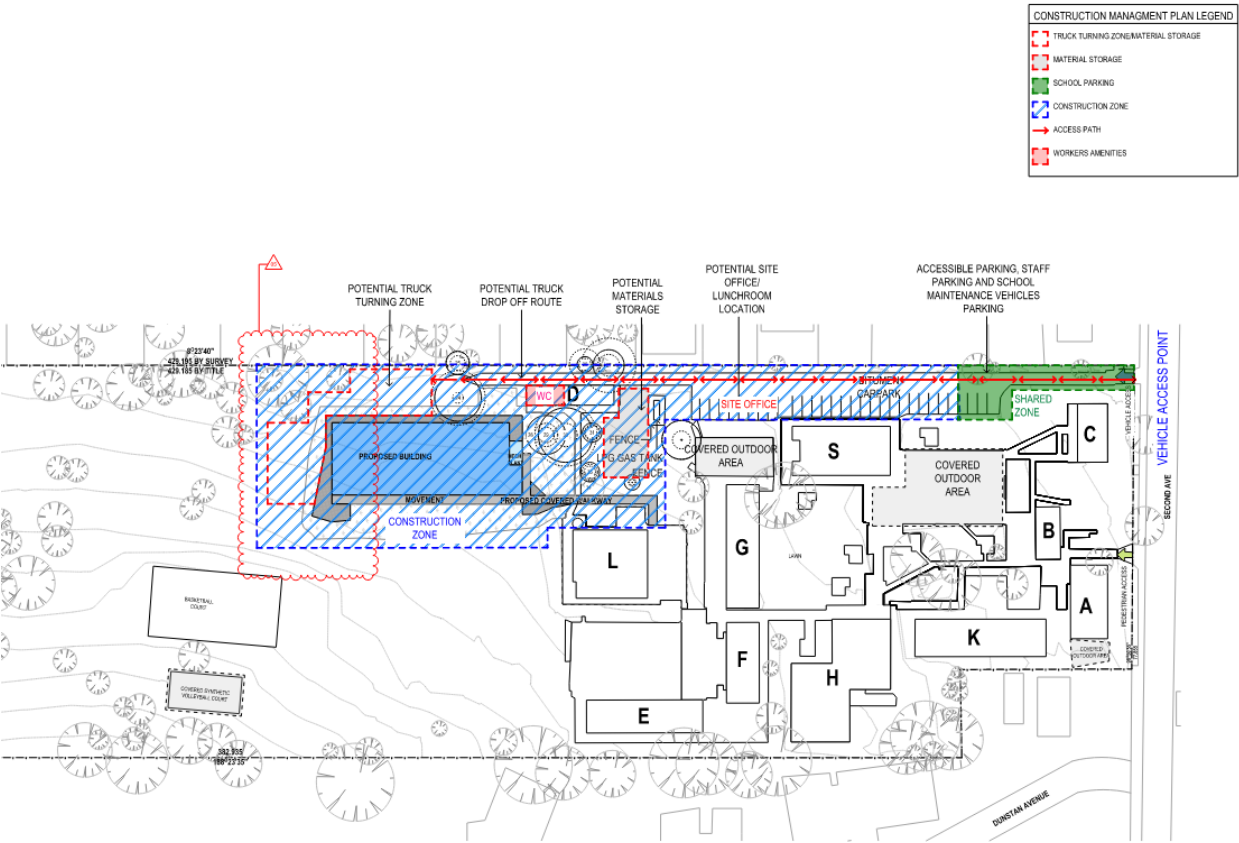


Figure 3.3: Construction Works

### 3.4 Hours of Operation

Construction hours for the works will comply with the conditions outlined in the REF consent and are expected to be as follows:

- Monday to Saturday                      7 am to 6 pm
- Saturday                                      8 am to 1 pm
- Sunday and public holidays              No Work Permitted

Vehicle movements are to be scheduled outside road network peak periods and outside of peak pick-up and drop-off times where possible, other than necessary deliveries.

It should be noted that no construction deliveries will be made outside of construction hours.

## 4.0 Construction Traffic Management

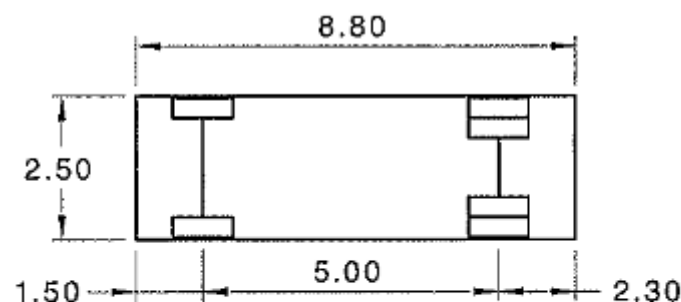
### 4.1 Construction Traffic Volumes

The delivery of material to and from the site will result in some generated traffic activity associated with the works. The estimated construction traffic volume for standard operations on similar projects typically ranges from 5 to 20 trucks per day during the initial construction period. Consequently, increased traffic associated with construction activities will have minor impacts on the existing road network.

Light vehicle traffic generation would be generally associated with construction staff movements to and from the site. Over the full period, the peak workforce represents the worst-case scenario for vehicle movements during the morning and the evening road network peak hour. The workforce arrival and departure periods are expected to be between 6:30 – 7 am and 6:00 – 6:30 pm representing the peak construction traffic periods. Workers should be encouraged to use alternative transport options (such as public transport and carpooling) and be mindful of noise when accessing the site and arriving and leaving the site outside of the construction hours.

### 4.2 Construction Vehicle Types

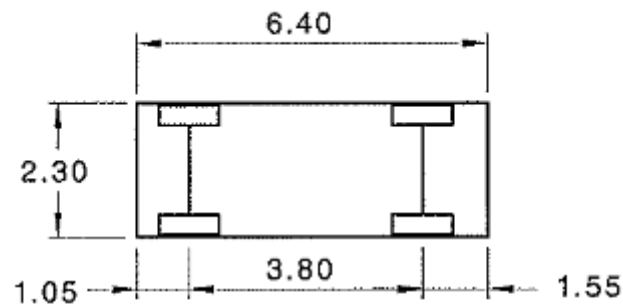
The largest trucks accessing the site during construction will be medium rigid vehicles (MRV). Other typical vehicles will include small rigid vehicles (SRV). Swept path analysis has been conducted for MRV and SRV and is attached in Appendix B, the configuration of an MRV and SRV is shown in Figure 4.1 and Figure 4.2.



(b) Medium rigid vehicle  
Clearance height 4.50  
Design turning radius 10.0

Figure 4.1: MRV Configuration





(a) Small rigid vehicle  
Clearance height 3.50  
Design turning radius 7.1

**Figure 4.2: SRV Configuration**

### 4.3 Vehicle Routes

Construction vehicles shall be directed to travel on the main road network except where required to reach the construction site. Access to and from the site for the MRV is restricted to right-in, right-out movements only, no access restriction is required for an SRV. The following routes have been identified for construction traffic access to and from the site.

- Approach
  - **From North:** The Northern Road → Richmond Road → Parker Street → Great Western Hwy → Bringelly Road → Second Avenue
  - **From South:** The Northern Road → Parker Street → Jamison Road → Bringelly Road → Second Avenue
  - **From East:** Great Western Hwy → Second Avenue
  - **From West:** Western Motorway → The Northern Road → Parker Street → Jamison Road → Bringelly Road → Second Avenue
- Departure
  - **To North:** Second Avenue → Bringelly Road → Great Western Hwy → Parker Street → Richmond Road → The Northern Road
  - **To South:** Second Avenue → Bringelly Road → Jamison Road → Parker Street → The Northern Road
  - **To East:** Second Avenue → Great Western Hwy
  - **To West:** Second Avenue → Bringelly Road → Jamison Road → Parker Street → The Northern Road → Western Motorway

The construction vehicle routes are illustrated in Figure 4.3 and Figure 4.4.

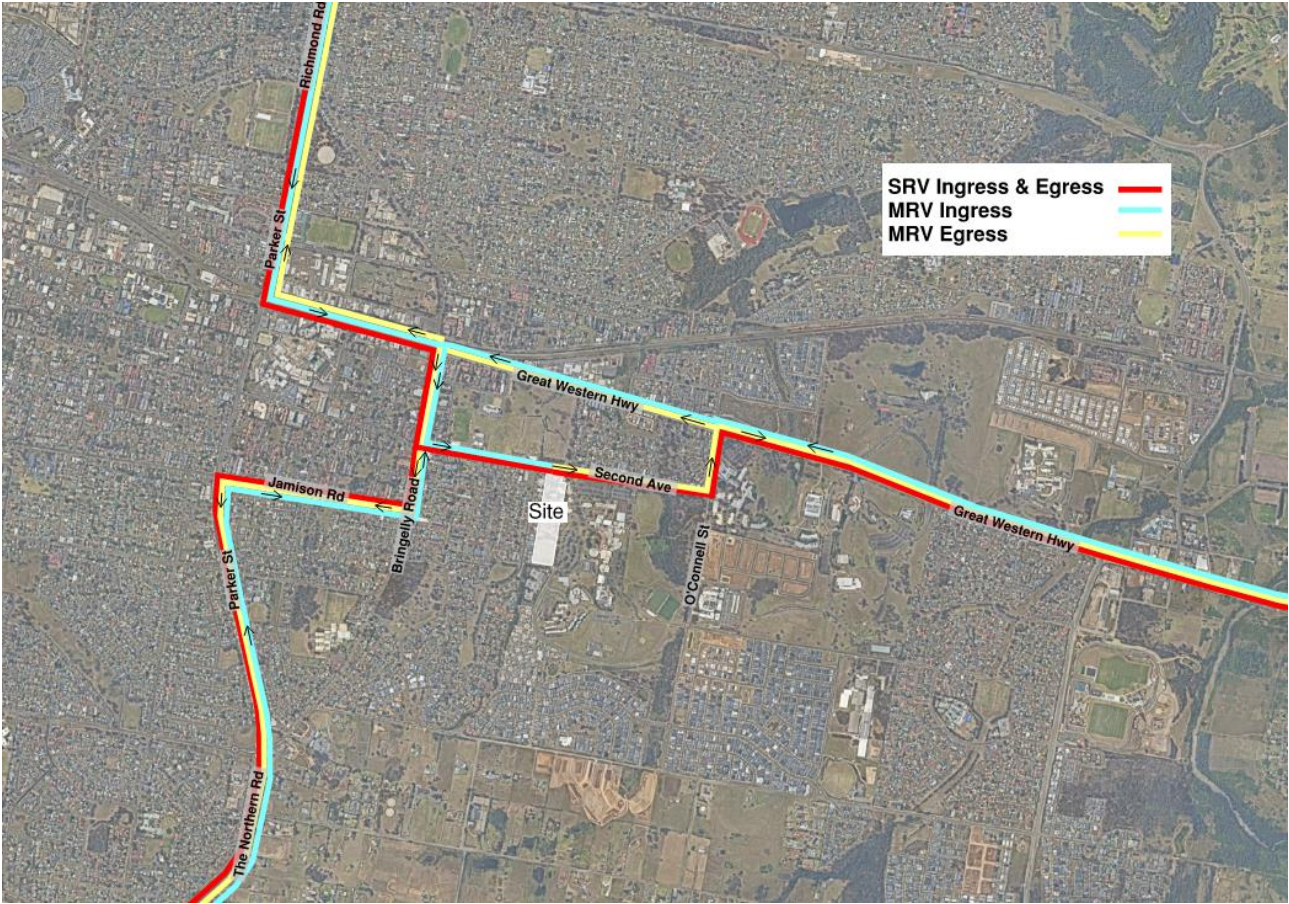
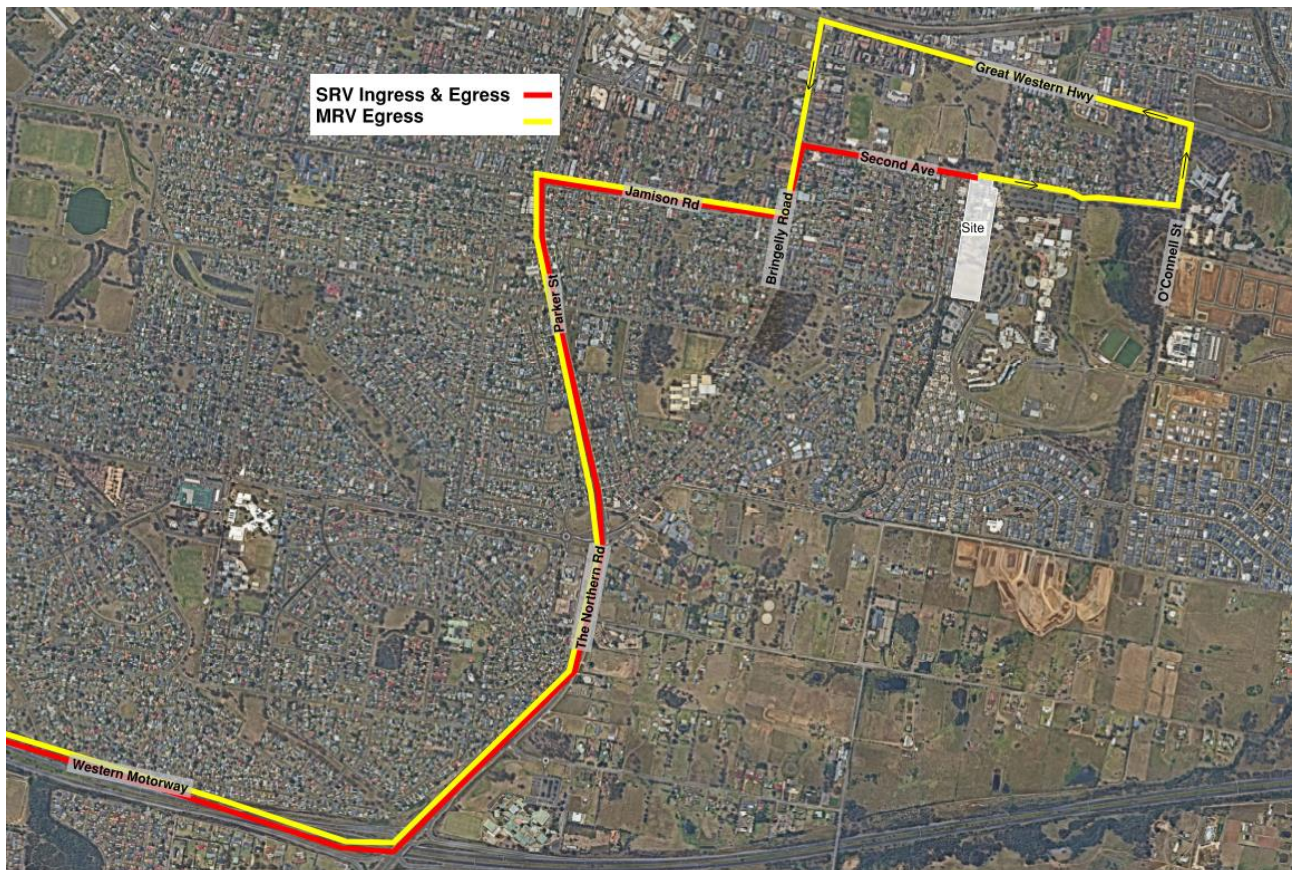


Figure 4.3: Construction Vehicle Routes (North, South and East)





**Figure 4.4: Construction Vehicle Routes (West)**

The above construction vehicle routes have been chosen to avoid local roads and school zones, where possible.

#### 4.4 Vehicle Management

Construction traffic vehicle volumes at the peak are expected to be in the range of 5-20 vehicles per day. These movements are expected to occur throughout the day and may involve vehicles such as concrete trucks or delivery trucks. Careful management of heavy construction vehicles exiting the site will ensure traffic safety.

During days of high estimated vehicle movements, communication between the site and incoming vehicles will be maintained to stagger the arrival of vehicles, in order for them to be accommodated within the worksite and to minimise traffic disruptions or idling on any public road.

Loading and unloading activities will occur within the site. All deliveries are to be made within the approved construction work hours. Truck movements to and from the site will be scheduled one hour before and after the AM and PM bell times, respectively and outside pick-up and drop-off times where possible to reduce impacts to the local and state road network.

Construction vehicle access point to the site will be secured to ensure no unauthorised or unsafe access is permitted for vehicles or pedestrians. All construction vehicles are to enter and exit the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller/s. Avoiding peak hours allows for minimal queueing of construction vehicles on the local roadway and prevents congestion in the neighbouring areas

Given the anticipated traffic volumes and the nature of the nominated construction vehicle routes, the construction work will have minimal impact on the surrounding roads as activities will be managed within the site boundary with trucks entering and exiting in a forward direction.

#### **4.5 Works Zones**

All loading and unloading activities will occur wholly within the site, no on-street Works Zone is proposed to facilitate the works.

#### **4.6 Contractor Parking**

Construction workers are to be encouraged to travel using alternative travel modes such as carpooling and public transport to decrease the parking demand. Further to this, the following mitigation measures are recommended to ensure traffic impacts are minimised:

- Workers to be provided with information on available public transport options and transport planning
- Workers recommended and reminded to carpool where possible
- Preferred parking locations should be advised to workers, to reduce impacts to residents for those workers that do choose to drive. Options for parking locations are detailed below.
- Workers are recommended to park away from the pick-up and drop-off areas to avoid additional congestion
- Workers must follow all on-street regulatory signage including drop-off and pick-up zones around the site

Where possible, it is advised that workers utilise parking within the site. No contractor parking is to occur within the existing pick-up and drop-off zone, the contractors are to utilise the available on-street parking.

Drivers must wait until a suitable gap in traffic allows them to enter or exit the site and this will occur under the supervision of accredited traffic controller(s).

#### **4.7 Swept Path Analysis**

Swept path analyses were conducted for both sites using a Medium Rigid Vehicle (MRV), and Small Rigid Vehicle (SRV) at the site access point at Second Avenue. The largest vehicle that could enter the site is MRV.

The MRV will be directed to enter the site by turning right from the west of Second Avenue, as shown in Figure 4.5.

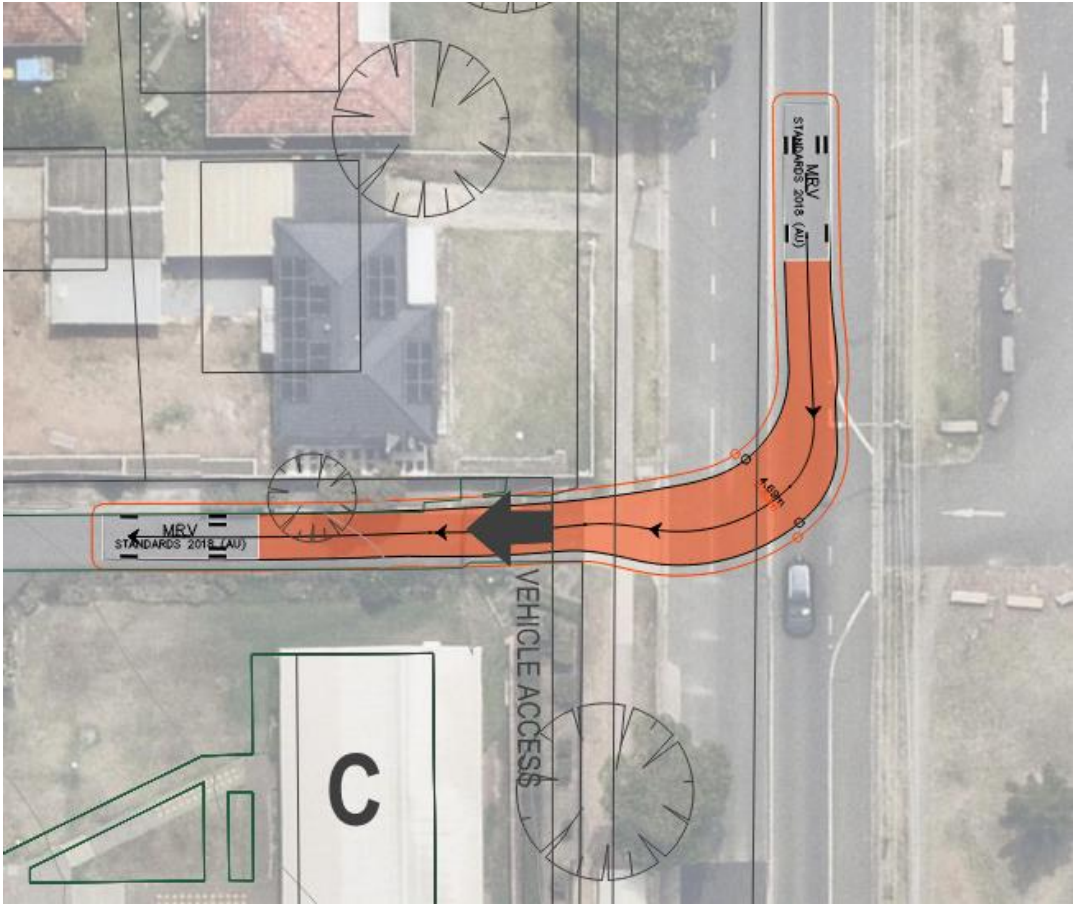


Figure 4.5: MRV Site Access

Both MRV and SRV vehicles can successfully navigate the site while avoiding trees, utilising the north-west section of the proposed building, as shown in Figure 4.6.



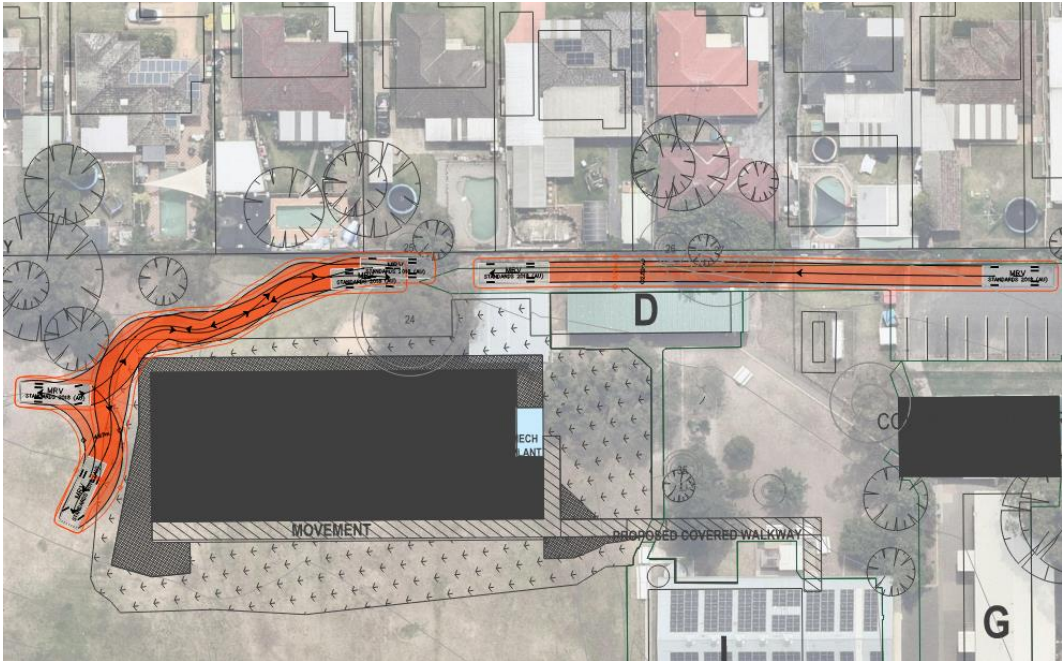


Figure 4.6: MRV Internal Circulation

Entry and exit for the MRV will be restricted to right-in, right-out movements, while the SRV can access, manoeuvre and exit the site from both the east and west without impacting the site access. Figure 4.8 shows the MRV exit turning right from the site.

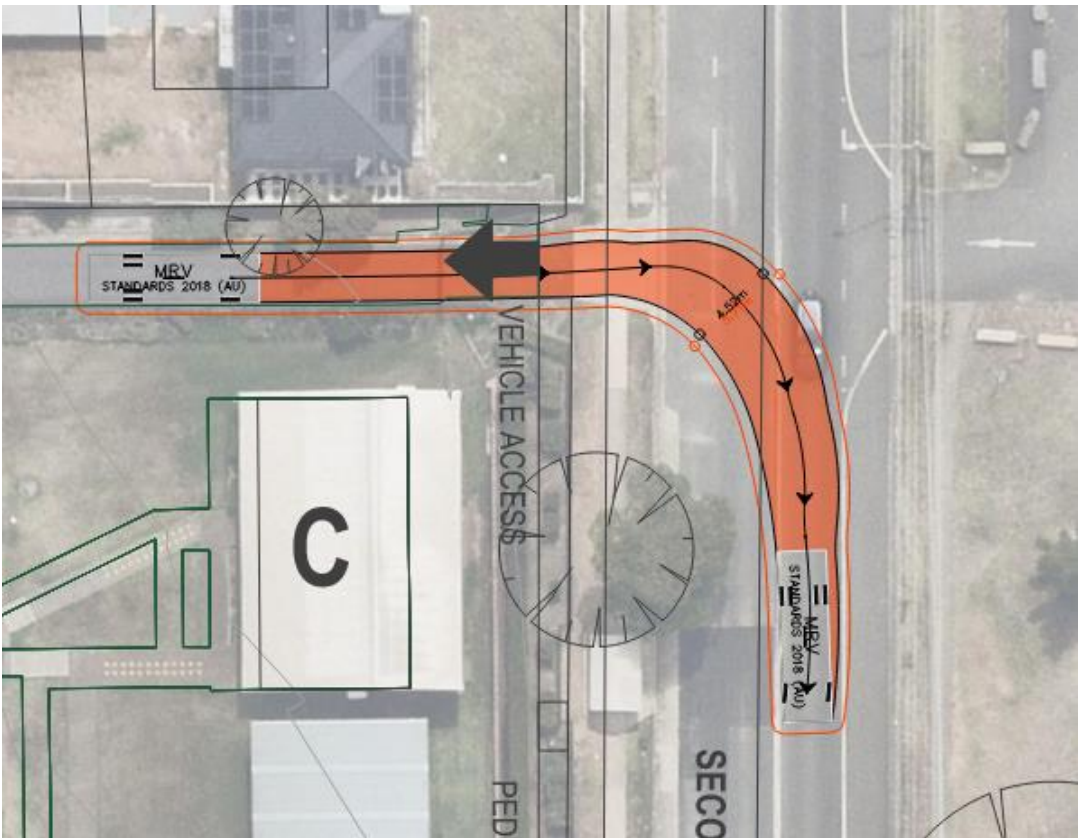


Figure 4.7: MRV Site Exit

## 5.0 Project Impact

### 5.1 Local Traffic

Local traffic patterns during construction are expected to remain consistent with the existing conditions. All external public roads will remain in operation at full capacity. Traffic impacts from the construction works are expected to be limited to the volume of construction vehicles only, with minimal contractor traffic. As previously discussed, truck movements to and from the site will be scheduled outside the network peak hours where possible which will reduce impacts to the surrounding road network. All deliveries and construction works are to take place within the site, with no impact to passing traffic.

If, upon arrival, a vehicle cannot be accommodated within the site, vehicles are not to queue on the roadway. In this instance, vehicles may be turned away and rescheduled if there is no suitable waiting area within the construction site. If recirculating to the site, vehicles shall only park legally in designated parking zones and in accordance with any relevant road rules, and only for as long as necessary. Vehicles are not to wait on public roads and deliveries must be scheduled accordingly.

### 5.2 Safety

#### 5.2.1 Construction Vehicle Access Points

Access to the site is only via Second Ave. It is recommended that construction vehicle access points to the site be secured by manned traffic control to ensure no unauthorised or unsafe access is permitted for vehicles or pedestrians. Traffic control will also enable safe pedestrian movements across the construction access driveway.

#### 5.2.2 Construction Vehicle Routes and Intersections

The state and regional road network is constructed to a high standard and would comfortably accommodate all construction vehicles. The state roads used to access the site include Great Western Highway, Parker Street, The Northern Road and Western Motorway.

**Table 5.1: Haulage Routes Intersection Summary**

Type of Intersection	Location
Signalised	(Bringelly Rd/Great Western Hwy), (Parker St/Great Western Hwy), (Parker St/Richmond Rd), (Great Western Hwy/O'Connell St), (Parker St/Jamison Rd), (The Northern Rd/Western Motorway)
Unsignalised	(Bringelly Rd/Jamison Rd)
Roundabout	(Second Ave/Bringelly Rd), (Second Ave/O'Connell St)

Signalised intersections have minimal safety concerns as all road users are managed in a safe and controlled manner.

#### 5.2.3 Pedestrians

Public pedestrian movements within the construction works area on-site shall be prohibited at all times during construction. The portion of the site undergoing construction will need to be secured from pedestrian access with fencing.

Appropriate pedestrian traffic measures will be in place such as signage, traffic controllers and barriers to control access. This will be detailed in a TGS that will be prepared for the site once a Contractor has been appointed.

The main pedestrian entry is separate from the vehicular entry and will remain open and unaffected during construction. Directional signage will be provided to guide pedestrians around the site and access will be maintained to adjacent operational buildings.

#### **5.2.4 Cyclists**

Signage will be installed on approach to warn both drivers and cyclists of the changed traffic conditions ahead. This is important for construction vehicle drivers and workers who are often unfamiliar with local traffic conditions and need to be prepared for the presence of cyclists.

### **5.3 Parking**

The works are expected to impact at-grade parking, primarily due to the work zone and the establishment of the site office, which will occupy 26 at-grade parking spaces.

Three spaces will remain dedicated for school use and disabled parking during construction. Staff parking will be arranged at the UWS campus to compensate for the removed spaces (26 spaces), alternatively, on-street parking is available.

### **5.4 Pedestrians and Cyclists**

The construction works will have no impact on pedestrian or cyclist movements externally, other than the construction driveway crossovers which will be fully traffic-controlled during all construction hours.

### **5.5 Public Transport**

No changes to local public transport routes and services are anticipated as a result of the construction. No impacts to the current public transport services is expected to occur during construction. There will be no change to the existing bus services south of the station due to construction works.

### **5.6 PUDO**

No on-street parking impacts are anticipated as the work would be carried out on-site, and consequently, no disruption to PUDO operations is expected. Temporary signage will be installed to clearly designate the PUDO area's location throughout the construction period.

### **5.7 Public Infrastructure**

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

### **5.8 Emergency Services**

The proposed traffic control arrangements do not propose the closure of any local roads. Any emergency vehicles requiring access to the site will do so via the available site access points. Emergency services access to the construction site will be facilitated as required in the event of an emergency.

### **5.9 Cumulative Local Impact**

There are no publicly available planned construction works in the vicinity of the site at this time during the delivery timeframes set for the construction of this project. Should construction works commence near the site, the site manager shall be responsible for liaising with the site manager of the nearby site. In particular, communication across sites should ensure:



- Overall project programs are to be identified and shared
- High-volume days or periods (such as concrete pours) are to be communicated, and where possible are to be coordinated to avoid excessive impact to the road network and commenced so as to complete works within the permitted construction hours
- Oversize / overmass delivery days are to be communicated, and where possible are to be coordinated to avoid excessive impact to the road network
- Traffic control measures (including Traffic Control Plans / Traffic Guidance Schemes) are to be shared if these may be relevant to construction vehicle routes for surrounding projects

## 5.10 Communicating Impacts

Prior to any site works taking place, notification of commencement of the works shall be distributed to the neighbourhood. Notification is to include information or comments.

It is the responsibility of the Contractor to prepare a communication strategy that will outline the most effective communication methods to ensure the community receives adequate information and that the road network is not disrupted by the changes in traffic patterns.

As part of the site induction procedures, all contractors will be made aware of this CTMP, the relevant Traffic Control Plans, and their responsibility to adhere to these plans.

## 5.11 Code of Conduct (Construction Drivers)

Management of vehicular access to and from the site is essential in order to maintain the safety of the general public as well as the labour force. The following code is to be implemented as a measure to maintain safety within and outside the boundaries of the site:

- Utilisation of only the designated transport routes.
- All oversized vehicles are required to have the relevant licences, permits and escorts required by the regulatory authorities, if required.
- All vehicle loads are to be appropriately secured and covered.
- Construction vehicle movements are to abide by finalised schedules as agreed by the relevant authorities.
- Drivers to operate during the specified working hours.

## 5.12 Environmental Controls

Construction vehicle wheels shall be cleaned prior to leaving the site to prevent transport of dust, dirt or gravel from the worksite onto the road network or pedestrian footpaths.

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

## 5.13 Certificate and Approvals

Approval may need to be obtained from TfNSW, Penrith City Council, and other relevant authorities. Approval may be required for items including, but not limited to:

- Road occupancy approvals
- Hoarding/fencing approvals
- Oversized vehicle use on local roads

Only certified personnel will be used on-site to implement, monitor and carry out the Traffic Control Plan.

Responsibility for acquiring the necessary certificates, permits and/or approvals rests with the Contractor and must be completed prior to the commencement of the associated works.

#### **5.14 Evaluation of Environmental Impacts**

The impact during construction is temporary. With the limited vehicle volumes and the mitigation measures discussed in the following section, the proposed works are not expected to have a significant effect on the environment.

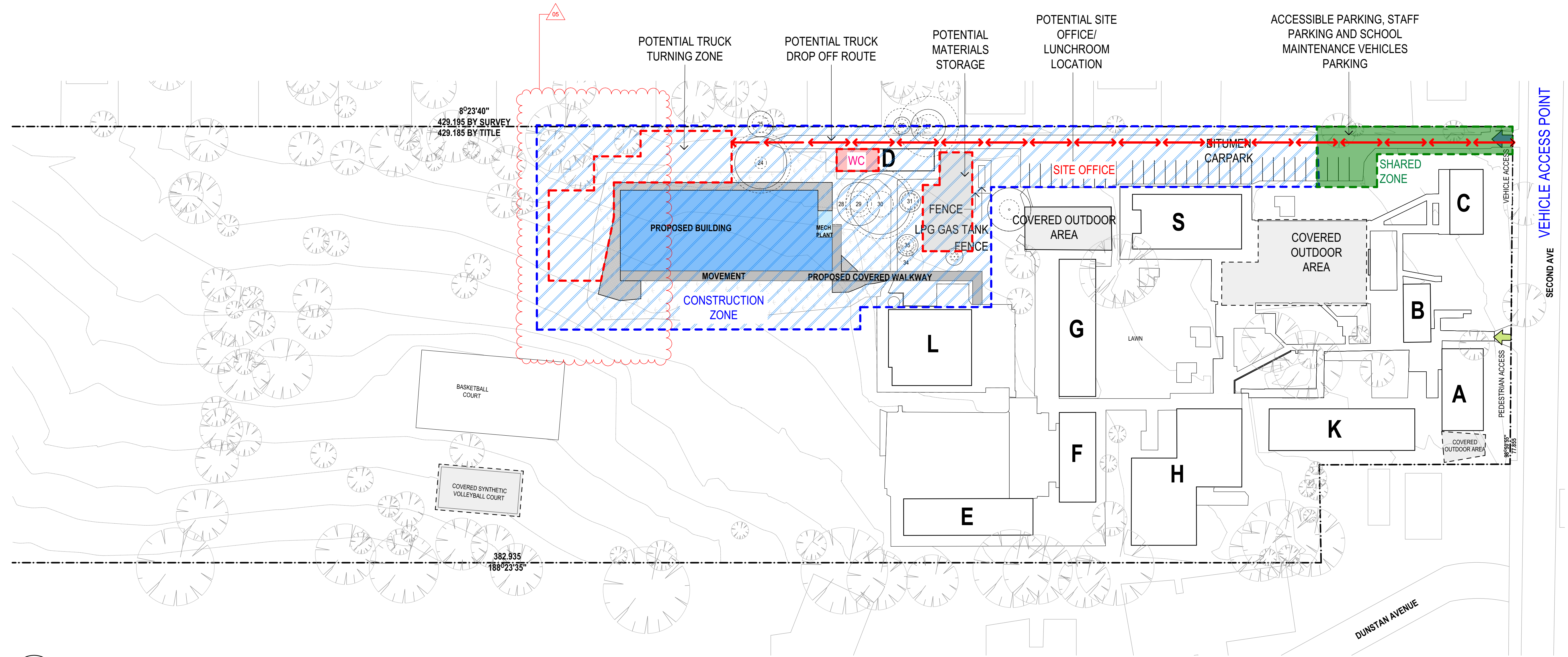
## 6.0 Mitigation Measures

Risk	When is the Mitigation Measure to be complied with	Mitigation Measure	Reason for Mitigation Measure
<b>Construction traffic interacting with the School traffic</b>	During works	Traffic controller to be implemented at the site entry points to manage construction traffic activity. Construction traffic and local traffic starts at 7am and construction traffic will continue to occur during permitted construction hours.	Construction traffic would interact with the local traffic
<b>General traffic/construction vehicle interaction</b>	During works	<p>Temporary signage and a communications plan are recommended to advise about changes in the area. This will be in accordance with the Community Communication Strategy and Traffic Guidance Schemes.</p> <p>Traffic guidance schemes to be prepared which include advanced warning signage showing that construction vehicles are active in the area.</p>	General public traffic would share the local roads with construction vehicles.
<b>Pedestrian activity near the construction site</b>	During works	All pedestrian desire lines adjacent to the site will be fully separated from the construction site by site fencing. Traffic movements into and out of the site access points are to provide full priority to pedestrian movements.	The construction site is within the School, high pedestrian activity is expected
<b>Construction vehicle access</b>	During works	Traffic controller(s) to assist with construction vehicle access during the construction period, with deliveries scheduled outside AM and PM bell times and outside PUDO peak times.	Site access is constrained

Risk	When is the Mitigation Measure to be complied with	Mitigation Measure	Reason for Mitigation Measure
Parking	During works	Three spaces will remain for school and disabled parking, with staff parking relocated to UWS and on-street parking is widely available near the site.	The construction works are expected to impact at-grade on-site parking

# Appendix A

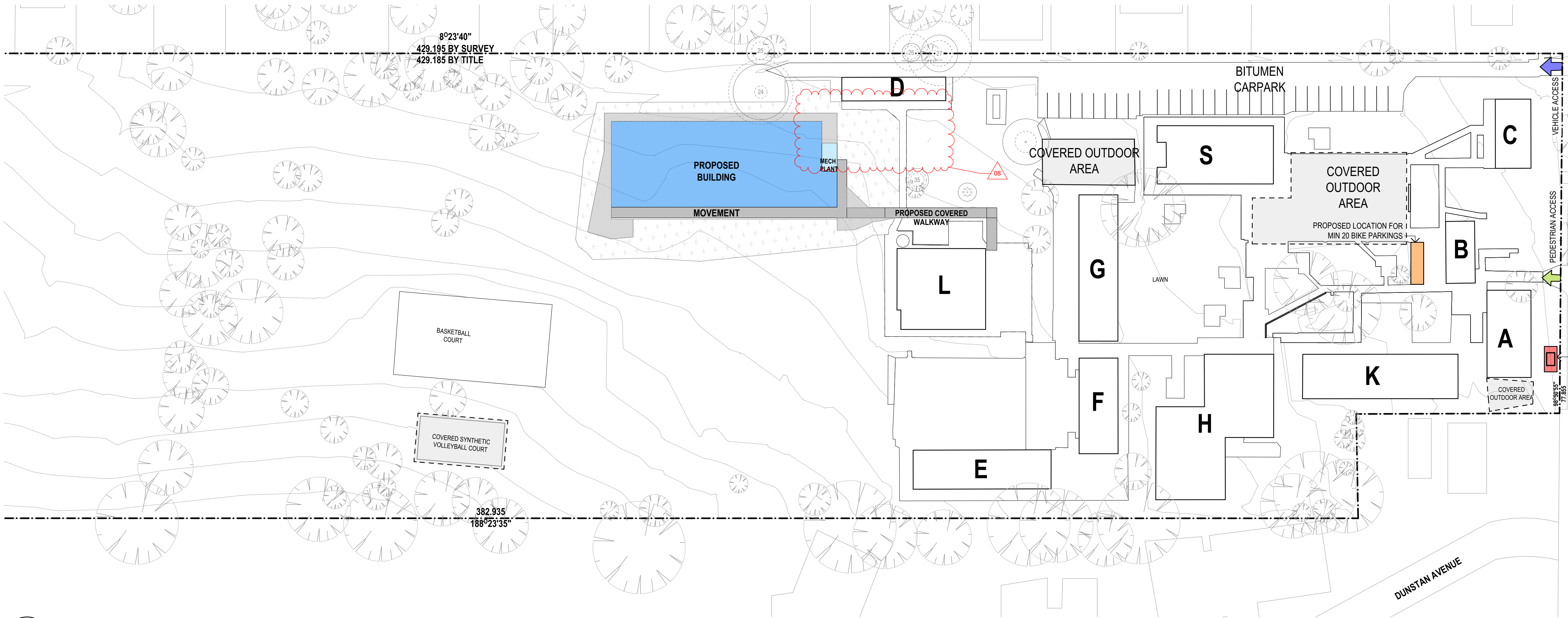
## Site Layout



100 150mm @ A1

DRAWING	<b>CONSTRUCTION MANAGEMENT STRATEGY</b>		
	<p>Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.</p>		
PROJECT NUMBER	DIRECTOR	CHECKED	
7068KW01	JW		
DRAWING NUMBER	REVISION		05
KIPS-FTA-00-00-DR-A-1650			



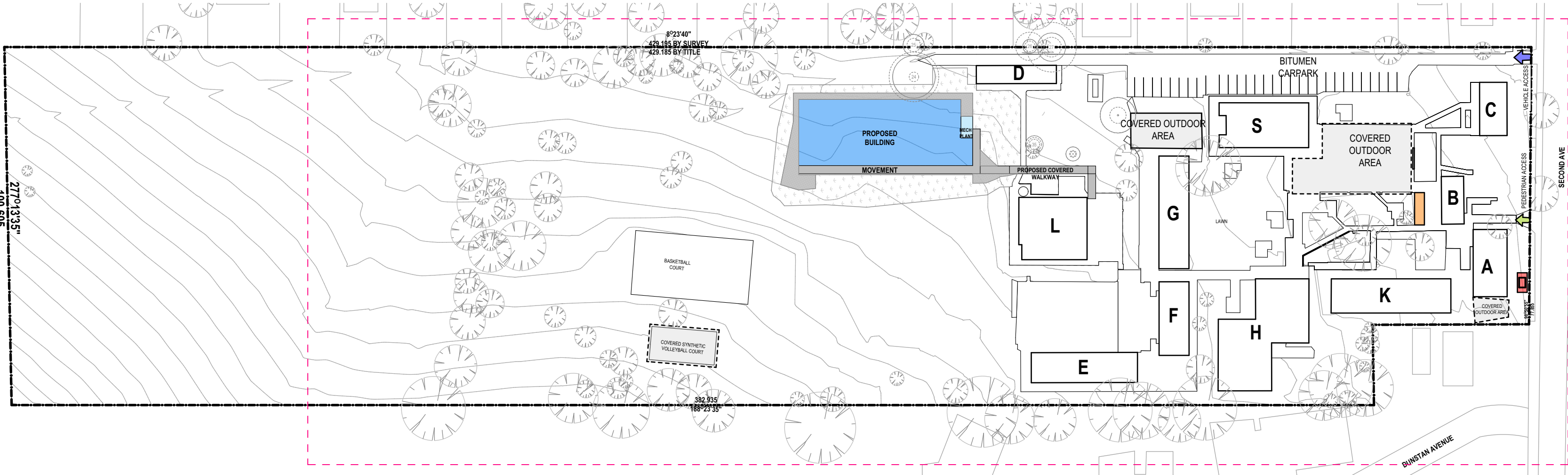


PROPOSED SITE PLAN LEGEND

- PROPOSED NEW BUILDING
- WALKWAY
- PROPOSED LOCATION FOR BIKE RACKS
- PROPOSED NEW SUBSTATION
- PROPOSED GARDEN BED
- PROPOSED TURFED AREA

PROPOSED NEW SUBSTATION AS PER ELECTRICAL DETAILS

1 PLAN  
PROPOSED SITE PLAN  
SCALE: 1:500



1 PLAN  
PROPOSED SITE PLAN  
SCALE: 1:1000

**fulton trotter**

ARCHITECTS BRISBANE SYDNEY  
[www.fultontrotter.com.au](http://www.fultontrotter.com.au)

SYDNEY Suite 904, Level 9, 28-36 Foveaux Street, Surry Hills, NSW 2010  
L (02) 8383 5151 e. [sydney@fultontrotter.com.au](mailto:sydney@fultontrotter.com.au)

Fulton Trotter Architects ACN 677 264 550 ABN 57 677 264 550  
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DIRECTORS			
Greg Isaac nra	NSW 6855	QLD 2500	
Justine Elzany nra		QLD 3313	
John Ward nra	NSW 8371	QLD 3847	
Katerina Diacopoulos nra	NSW 7434	QLD 4528	
Paul Skelton nra	VIC 18804	NSW 7180	QLD 4500
Ryan Loveday nra			

PHASE  
SCHEMATIC DESIGN  
SCHOOL INFRASTRUCTURE  
NSW

PROJECT CLIENT  
KINGSWOOD PUBLIC SCHOOL

ADDRESS  
46-54 SECOND AVENUE,  
KINGSWOOD, NSW

PROPOSED SITE PLAN

Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

PROJECT NUMBER

7068KW01

DIRECTOR

JW

DRAWING NUMBER

KIPS-FTA-00-00-DR-A-1101

CHECKED

NK

REVISION

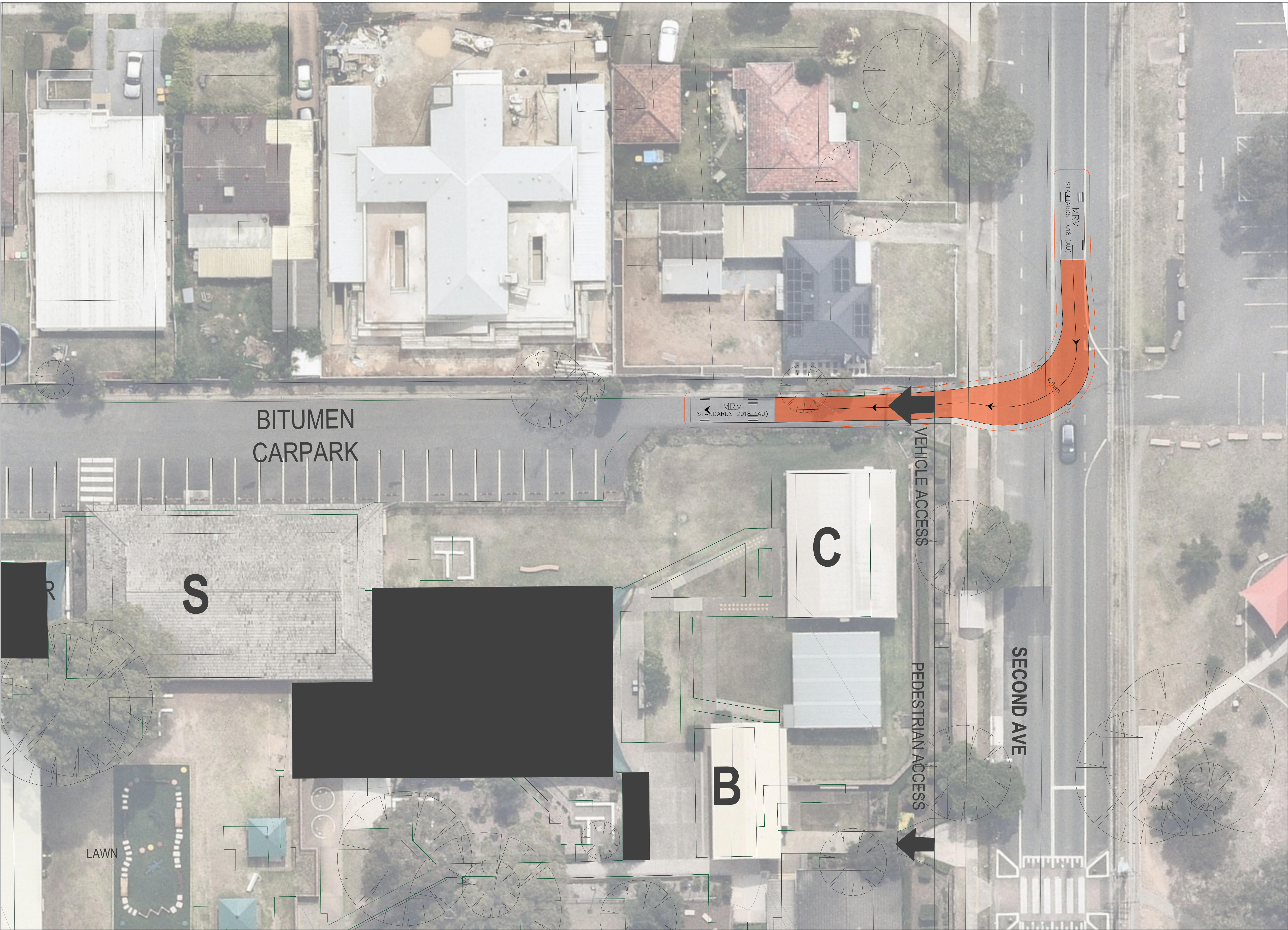
08

# Appendix B

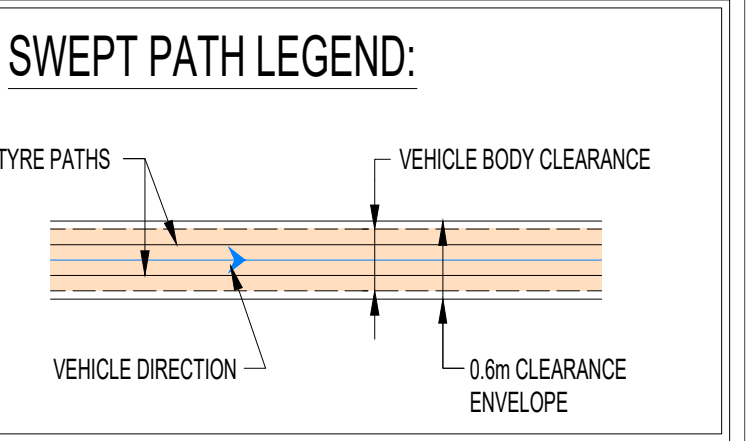
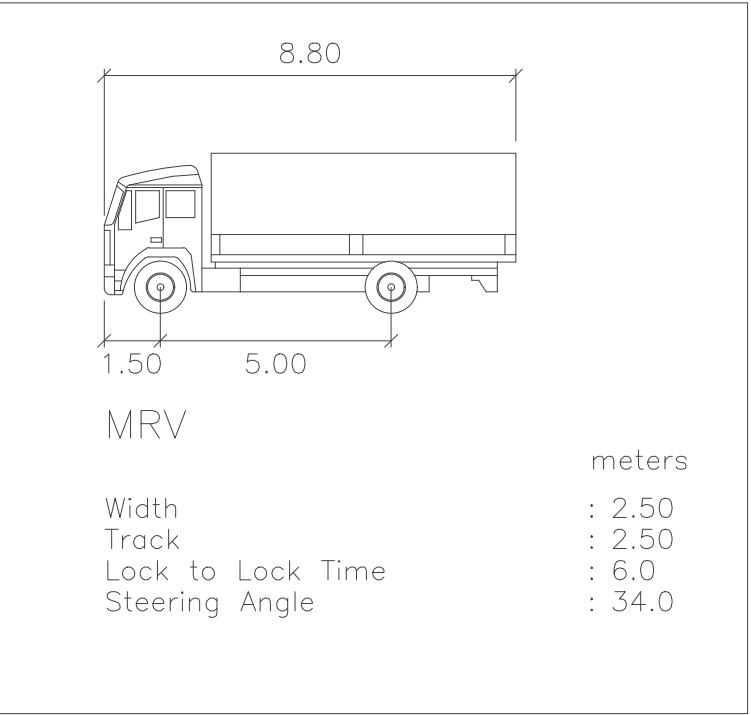
## Swept Path Analysis



Filename: SKT01.dwg - USER: ammans - Plot File Created: Feb 28, 2025 - 2:52pm



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**THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT NOTES ON DRAWING C01**



THIS DRAWING HAS BEEN PREPARED USING COLOUR

Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date
P1	TRUCK TURNING CIRCLES	AA	GC	20.01.25										

Architect  
**FULTON TROTTER**  
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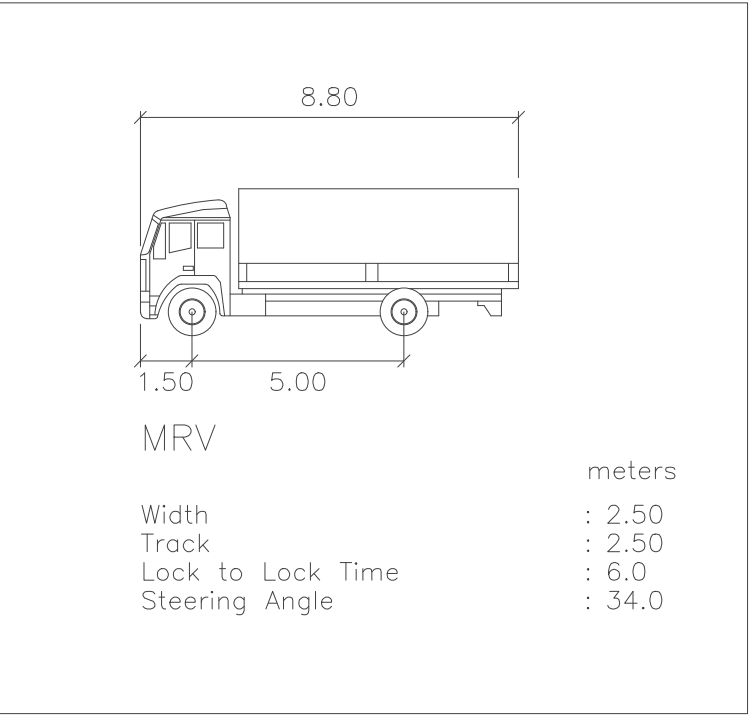
Engineer  
**TTW** **Structural Civil Traffic Façade**  
612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

Project  
**UPGRADES TO KINGSWOOD PUBLIC SCHOOL**

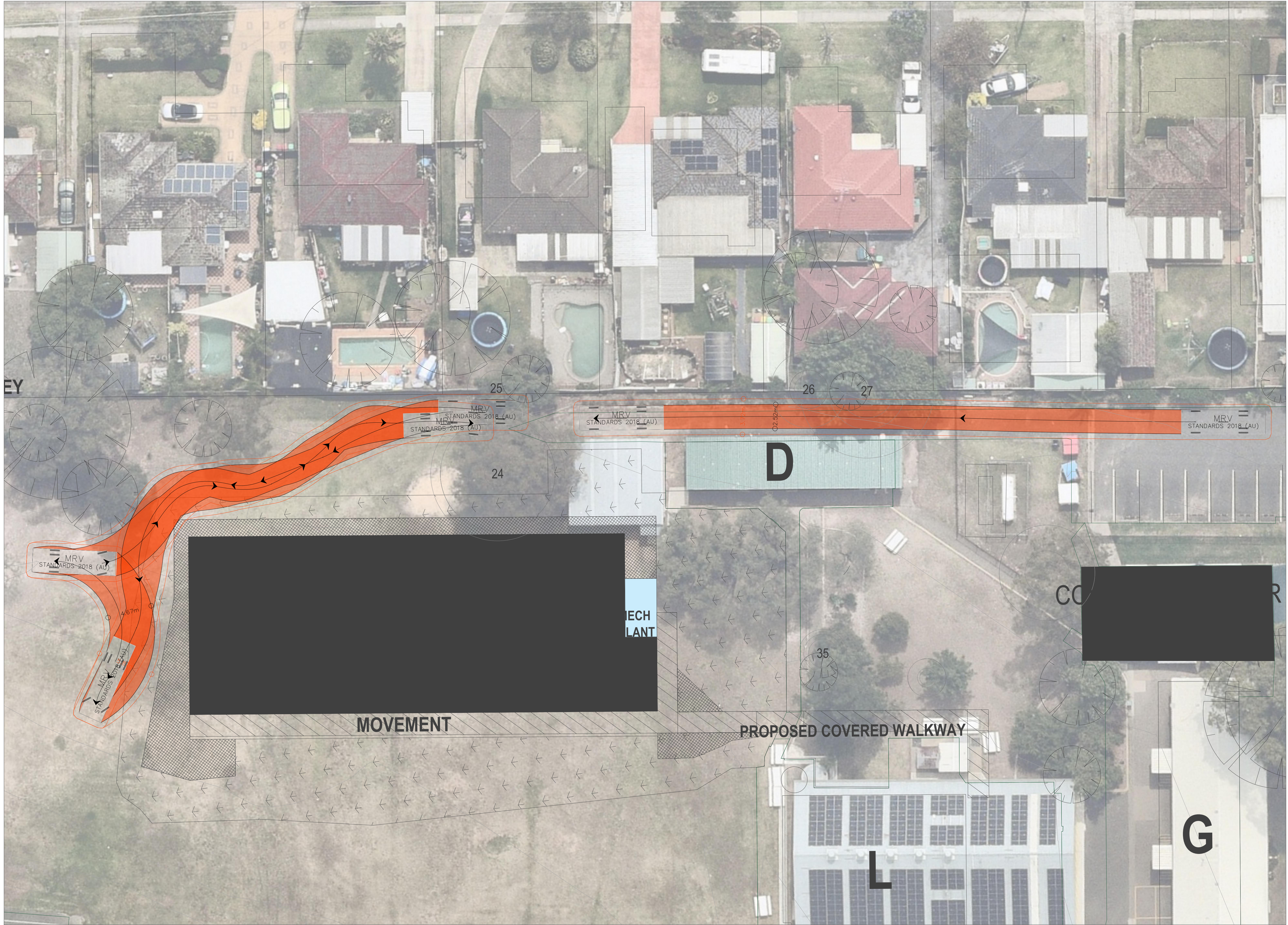
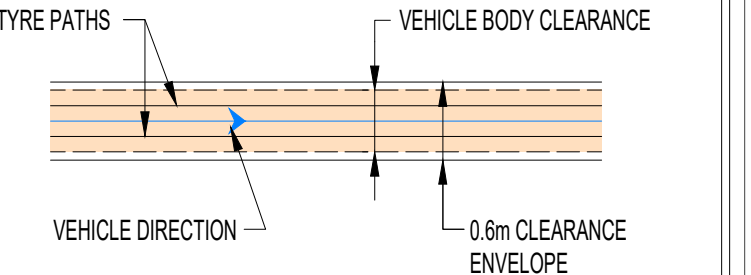
Sheet Subject  
**MRV SWEPT PATH (WEST) SITE ACCESS**

Scale : A1 1:200	Drawn AA	Authorised GC
Job No <b>241865</b>	Drawing No <b>SKT01</b>	Revision <b>P4</b>
Plot File Created: Feb 28, 2025 - 2:52pm		





SWEPT PATH LEGEND:



THIS DRAWING HAS BEEN PREPARED USING COLOUR

Filename: SKT01.dwg - USER: ammas - Plot File Created: Feb 28, 2025 - 2:53pm

Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date
P1	TRUCK TURNING CIRCLES	AA	GC	20.01.25										

Architect  
**FULTON TROTTER**  
Suite 904, Level 9, 28-36 Foveaux Street, Surry Hills, NSW 2010

Engineer  
**TTW** **Structural Civil Traffic Façade**  
612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

Project  
**UPGRADES TO KINGSWOOD PUBLIC SCHOOL**

Sheet Subject  
**MRV SWEEP PATH (EAST) INTERNAL CIRCULATION**

Scale : A1  
1:200

Drawn  
AA

Authorised  
GC

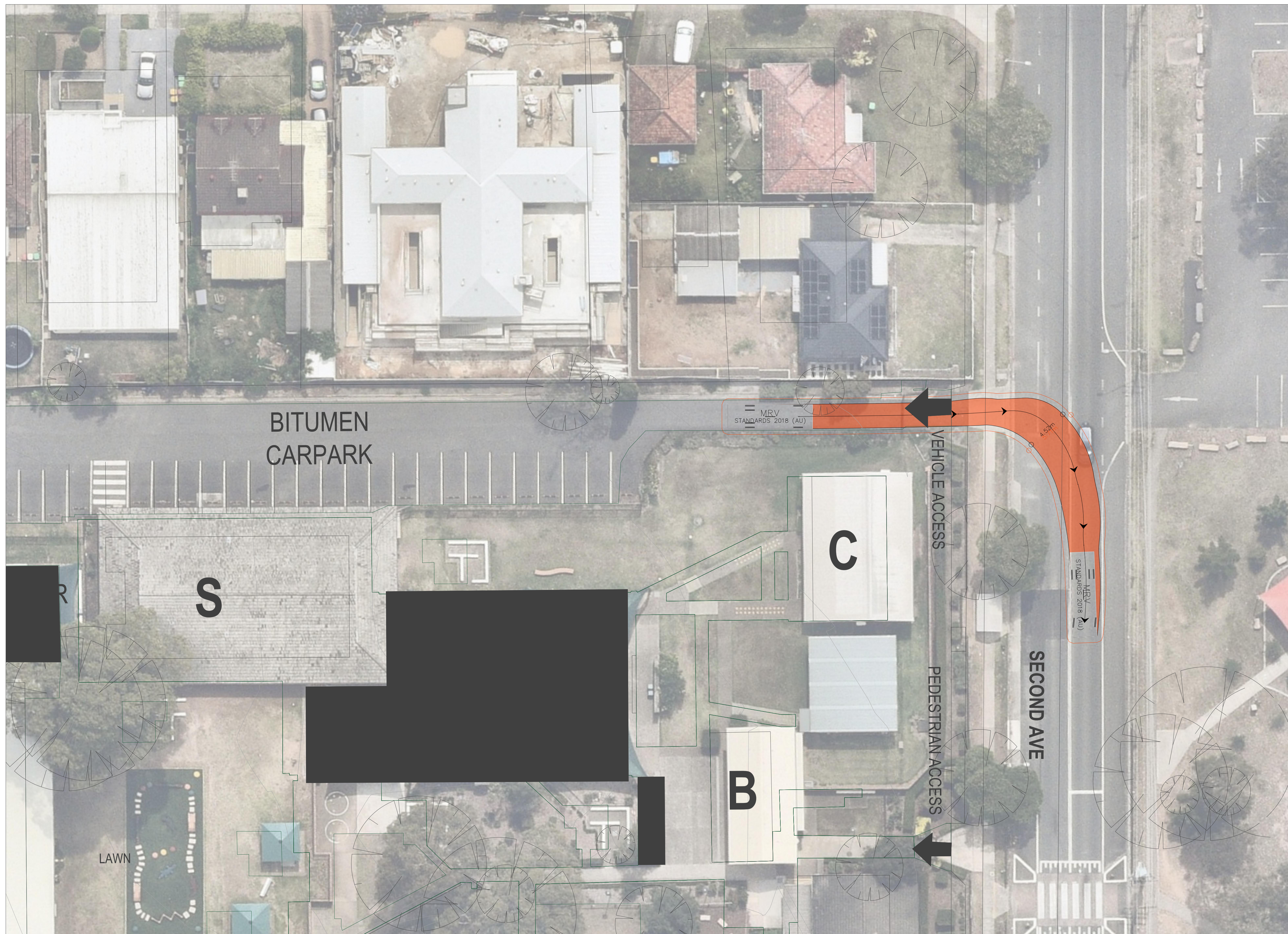
Job No  
**241865**


Drawing No  
**SKT01**

Revision  
**P2**

Plot File Created: Feb 28, 2025 - 2:53pm



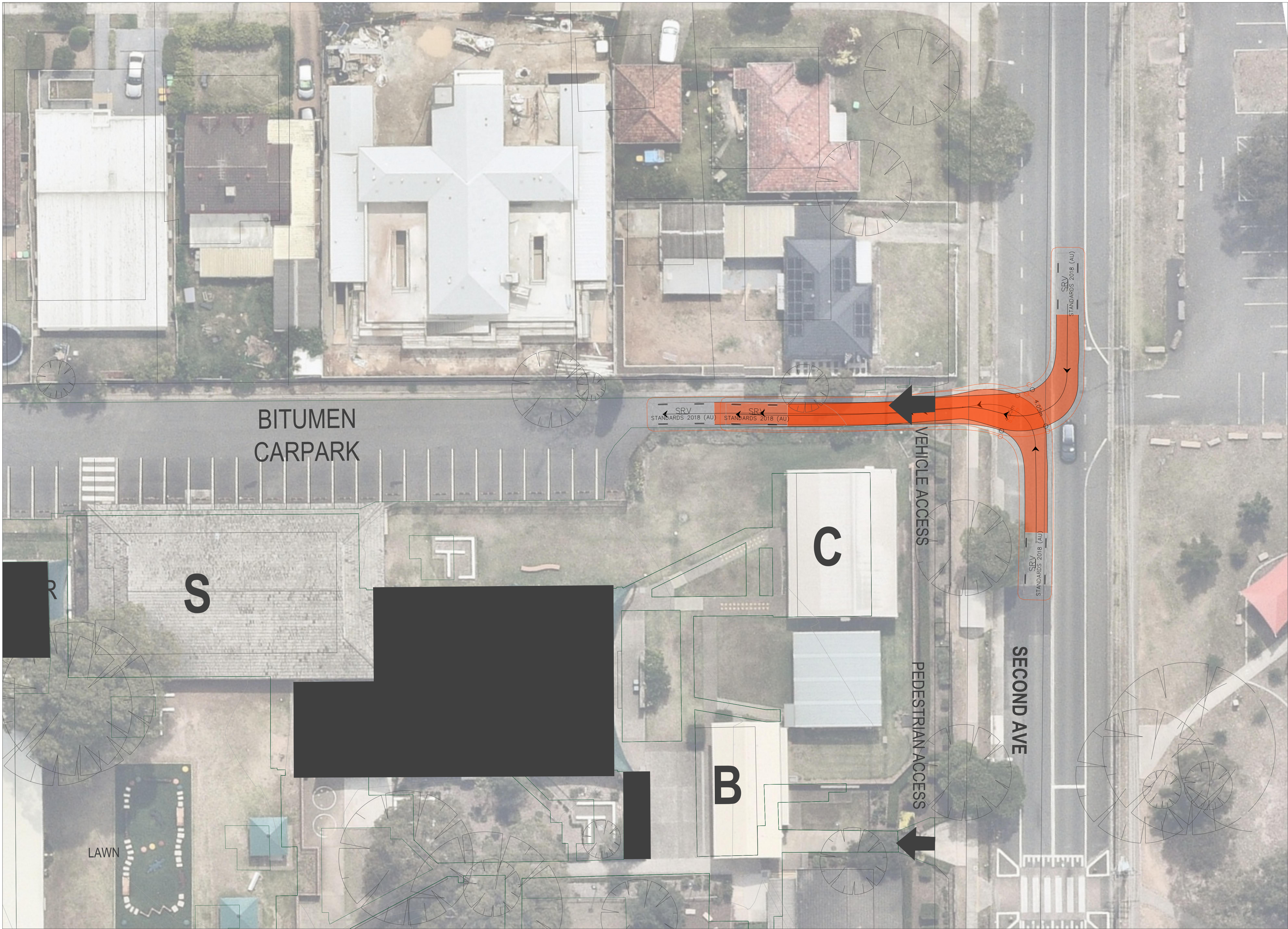


										Architect			Engineer			Project			Sheet Subject			Scale : A1 1:200		Drawn AA		Authorised GC	
										FULTON TROTTER Suite 904, Level 9, 28-36 Foveaux Street, Surry Hills, NSW 2010			 612 9439 7288   Level 6, 73 Miller Street, North Sydney, NSW 2060			UPGRADES TO KINGSWOOD PUBLIC SCHOOL			MRV SWEEP PATH SITE EXIT			Job No <b>241865</b>		Drawing No <b>SKT01</b>		Revision <b>P3</b>	
P3 TRUCK TURNING CIRCLES AA GC 20.01.25																											
P2 TRUCK TURNING CIRCLES AA GC 20.01.25																											
P1 TRUCK TURNING CIRCLES AA GC 20.01.25																											
Rev Description					Eng	Draft	Date	Rev Description			Eng	Draft	Date	Rev Description			Eng	Draft	Date								

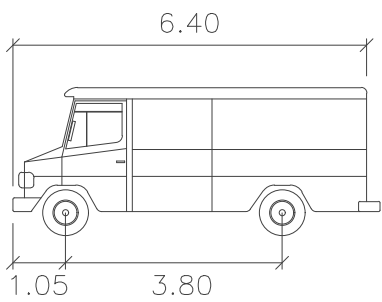
Plot File Created: Feb 28, 2025 - 2:54pm



Filename: SKT01.dwg - USER: ammas - Plot File Created: Feb 28, 2025 - 2:54pm



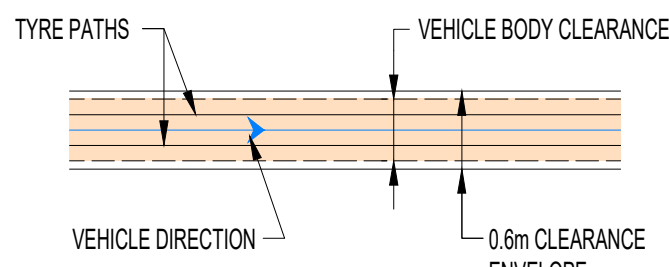
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SRV

Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

#### SWEPT PATH LEGEND:



THIS DRAWING HAS BEEN PREPARED USING COLOUR



Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date
P4	TRUCK TURNING CIRCLES	AA	GC	20.01.25										
P3	TRUCK TURNING CIRCLES	AA	GC	20.01.25										
P2	TRUCK TURNING CIRCLES	AA	GC	20.01.25										
P1	TRUCK TURNING CIRCLES	AA	GC	20.01.25										

Architect  
**FULTON TROTTER**  
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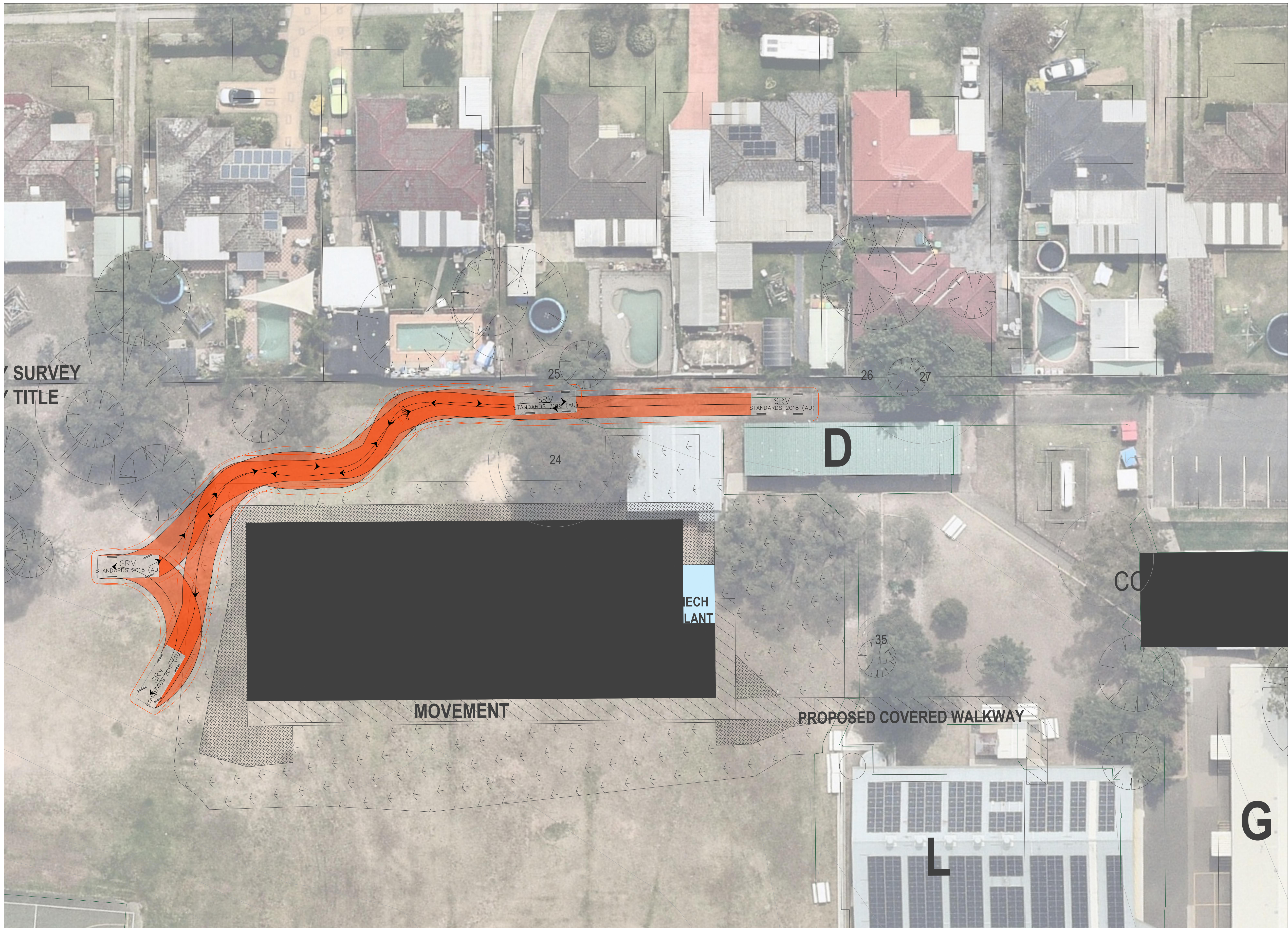
Engineer  
**TTW** **Structural Civil Traffic Façade**  
612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

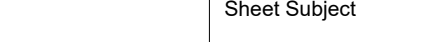
Project  
**UPGRADES TO KINGSWOOD PUBLIC SCHOOL**

Sheet Subject  
**SRV SWEPT PATH SITE ACCESS**

Scale : A1 1:200	Drawn AA	Authorised GC
Job No <b>241865</b>	Drawing No <b>SKT01</b>	Revision <b>P4</b>
Plot File Created: Feb 28, 2025 - 2:54pm		

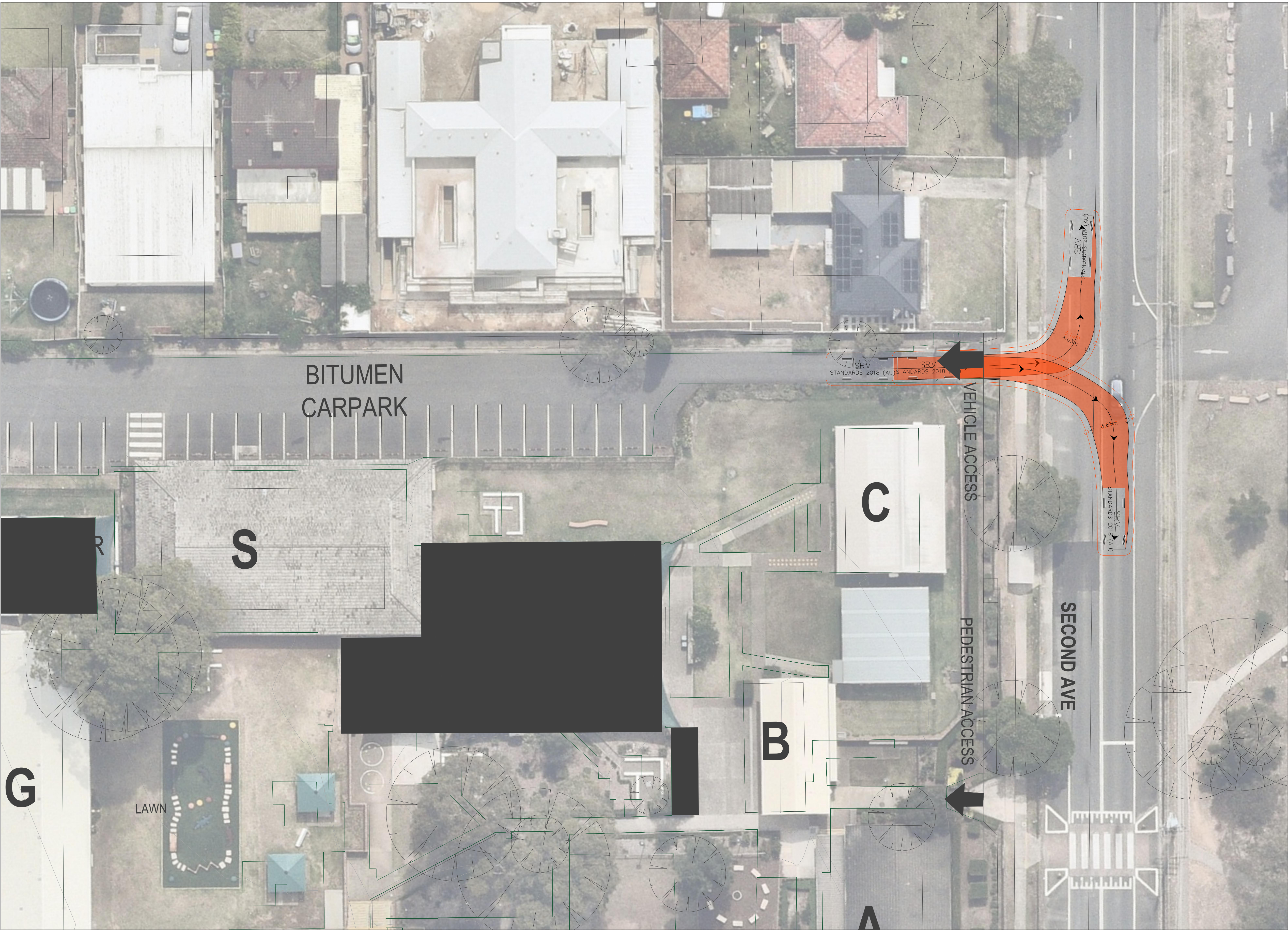




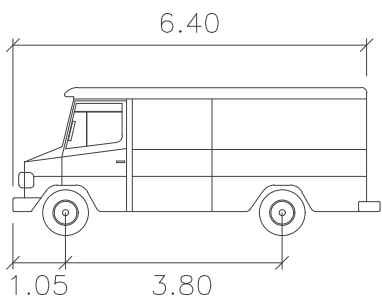
P5 TRUCK TURNING CIRCLES										AA		GC		20.01.25												Architect										Engineer										Project										Sheet Subject										Scale : 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Filename: SKT01.dwg - USER: ammas - Plot File Created: Feb 28, 2025 - 3:04pm



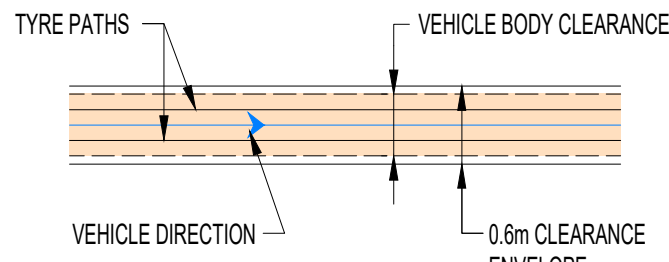
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SRV

Width	: 2.30	meters
Track	: 2.30	
Lock to Lock Time	: 6.0	
Steering Angle	: 38.1	

**SWEPT PATH LEGEND:**



THIS DRAWING HAS BEEN PREPARED USING COLOUR



P6	TRUCK TURNING CIRCLES	AA	GC	20.01.25					
P5	TRUCK TURNING CIRCLES	AA	GC	20.01.25					
P4	TRUCK TURNING CIRCLES	AA	GC	20.01.25					
P3	TRUCK TURNING CIRCLES	AA	GC	20.01.25					
P2	TRUCK TURNING CIRCLES	AA	GC	20.01.25					
P1	TRUCK TURNING CIRCLES	AA	GC	20.01.25					
Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date

Architect  
**FULTON TROTTER**  
Suite 904, Level 9, 28-36 Foveaux Street, Surry Hills, NSW 2010

Engineer

612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

Project  
**UPGRADES TO KINGSWOOD PUBLIC SCHOOL**

Sheet Subject  
**SRV SWEPT PATH (EAST) SITE ACCESS**

Scale : A1 1:200	Drawn AA	Authorised GC
Job No <b>241865</b>	Drawing No <b>SKT01</b>	Revision <b>P5</b>
Plot File Created: Feb 28, 2025 - 3:04pm		