
Sutherland Public School Hall Upgrade

Preliminary Construction Traffic Management Plan

Prepared for: Department of Education

Ref: 300305639 | Date: 6 February 2025



Revision

Revision	Date	Comment	Prepared By	Approved By
A	18 December 2024	Draft for review	S. Hong	D. Salangsang
B	19 December 2024	Final	S. Hong	D. Salangsang
C	6 February 2025	Final	S. Hong	D. Salangsang

Dave Salangsang

For and on behalf of

Stantec Australia Pty Ltd

Level 9, 203 Pacific Highway, St Leonards NSW 2065

Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea, and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Limitations

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1. Introduction

1.1 Purpose of this Report

Stantec was commissioned by School Infrastructure NSW (SINSW) to prepare a Preliminary Construction Traffic Management Plan (CTMP) to support a Review of environmental Factors for a new school hall, pursuant to Part 5 of the *Environmental Planning and Assessment Act* (EP&A Act).

This report provides an overview of the expected construction works for the purpose of a Preliminary Construction Traffic Management Plan (CTMP). A detailed CTMP will be prepared once the contractor is appointed.

This preliminary CTMP examines the impacts of construction works on the surrounding transport network and details the proposed construction traffic management measures to ensure all works stages can be accommodated by the surrounding road network.

This report has been prepared in accordance with the *Guidelines for Division 5.1 assessments* (the Guidelines) by the Department of Planning, Housing and Infrastructure. It examines and considers the relevant environmental factors in the Guidelines and Section 170, Section 171 and Section 171A of the EP&A Regulation.

This report has been prepared by engineers who hold the SafeWork NSW Traffic Control Work – Prepare Work Zones Training Card. Details of the accredited engineers are provided below:

- Sunny Hong – Authorisation No. (TCT1055004)
- Dave Salangsang – Authorisation No. (TCT1055006)

1.2 Background

The proposed construction of a new school hall at the school is in alignment with the NSW Government's 2023–24 Budget, which has allocated \$8.8 billion to fund the development and upgrading of schools across the state. This funding initiative reflects the government's commitment to investing in educational infrastructure to support growing communities and provide access to world-class public education. As part of this broader strategy, the proposed upgrades at the School aim to cater to the evolving needs of its student population and the wider school community.

1.3 Site Description

The site accommodates the Sutherland Public School which is located at 38-54 Eton Street, Sutherland, NSW 2232. The Sutherland Public School is approximately 1.35 hectares in area and is made up of the following 16 allotments:

- Lot 1 DP6600
- Lot 2 DP6600
- Lot 3 DP6600
- Lot 4 DP6600
- Lot 5 DP6600
- Lot 6 DP6600
- Lot 7 DP6600
- Lot 8 DP6600
- Lot 9 DP6600.
- Lot 10 DP6600
- Lot 5 Section 45 DP802
- Lot 6 Section 45 DP802
- Lot 7 Section 45 DP802
- Lot 8 Section 45 DP802
- Lot 9 Section 45 DP802



- Lot 10 Section 45 DP802

The proposed school hall is located within Lot 6, 7 and 8 DP 802 and has an area of approximately 957 sqm. Refer to Figure 1.

Vehicular access to the site is provided from Eton Street, Flora Street, and Merton Street, with parking spaces available along the northern and western sides of the site. Service vehicles and waste collection access the site through the Merton Street gate, which is located near the existing toilet block.

The site is currently zoned as SP2 Infrastructure (Educational Establishment) in the *Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015)*. The site has a street frontage to Flora Street to the north, Merton Street to the east, President Avenue to the south and Eton Street to the west. These local roads include footpaths, street lighting and street trees along all frontages.

The area of works currently includes Block J, steel awning for existing COLA, a garden bed, trees, four car parking spaces and covered walkway structures which are proposed to be demolished to accommodate the new school hall.

Figure 1: Subject site



Source: Mosaic (Mecone)

1.4 Relevant Legislation & Guidelines

In preparing this report, reference has been made to the following:

- Traffic Control at Work Sites Technical Manual, TfNSW, February 2022
- Australian Standard AS1742.3:2019 'Manual of Uniform Traffic Control Devices – Traffic control for works on roads
- Austroads Guide to Temporary Traffic Management series (2021)
- Contract preliminaries (Section 4.1)
- DPHI Guidelines for Division 5.1 assessments Consideration of environmental factors for Schools (Addendum Oct 2024)
- Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP TI)

2.2 Road Network

2.2.1 Road Hierarchy

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW) is responsible for funding, prioritising, and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility to high accessibility and low mobility. These road classes are:

- **Arterial Roads** – Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.
- **Sub-Arterial Roads** – Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).
- **Collector Roads** – Provide connectivity between local sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day.
- **Local Roads** – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

2.2.2 Adjoining Roads

The roads surrounding the site are classified according to the functional hierarchy described in Table 1 and shown in Figure 3.

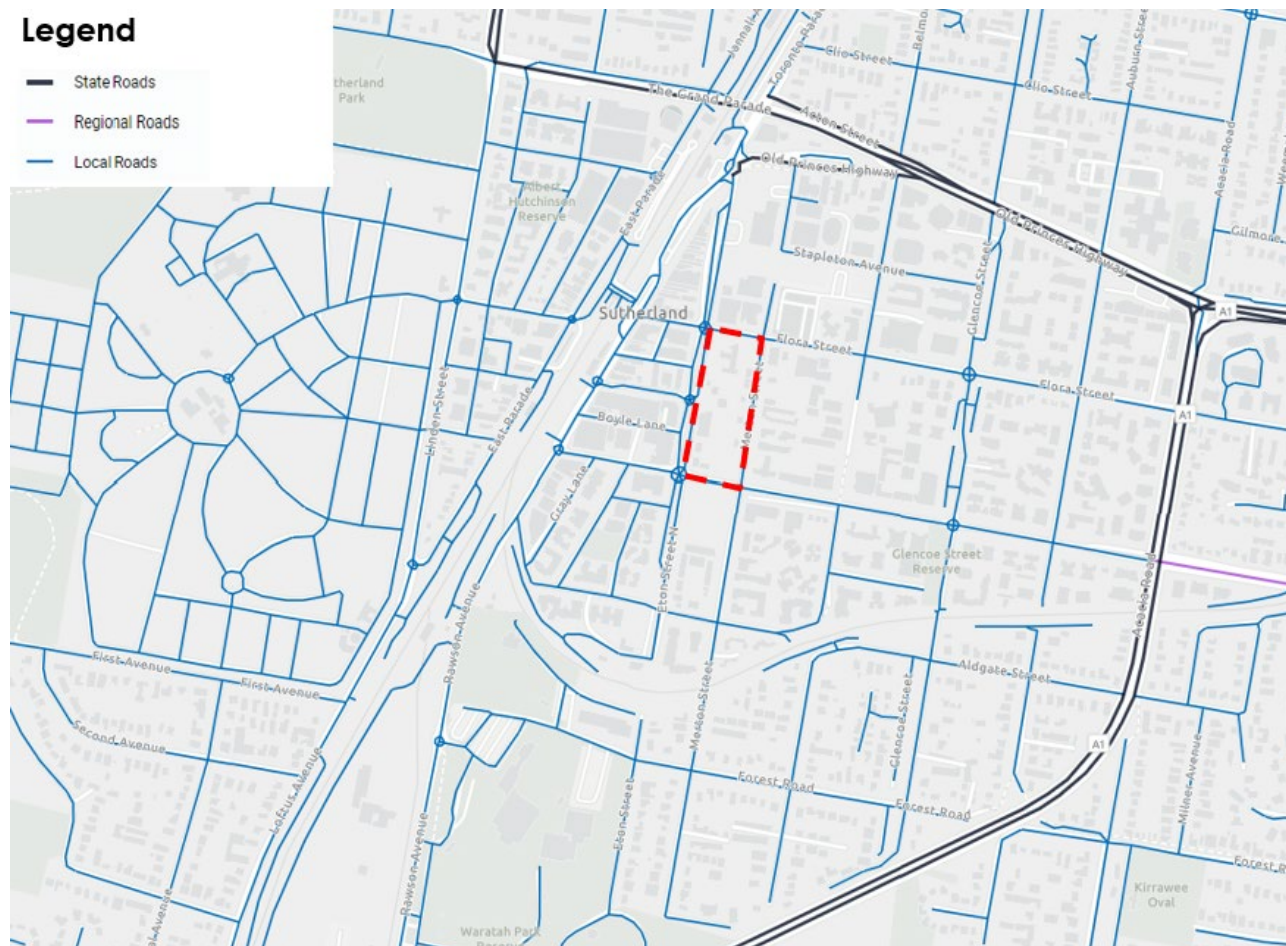
Table 1: Adjoining Roads

Street	Hierarchy	Description
Eton Street	Local Road	Two-way road with one lane of traffic in each direction. Perpendicular parking is provided along either side of the northbound lane. The speed limit is 50 kilometres per hour but 40 kilometres per hour school zone is enforced during standard school zone hours.
Flora Street	Local Road	Two-way road with one lane of traffic in each direction. Parking is generally permitted in kerbside areas but not along the site frontage which is restricted as a bus zone. The speed limit is 50 kilometres per hour but 40 kilometres per hour school zone is enforced during standard school zone hours.
President Avenue	Local Road	Two-way road with one lane of traffic in each direction. Parking is generally permitted in kerbside areas. The speed limit is 50 kilometres per hour but 40 kilometres per hour school zone is enforced during standard school zone hours.
Merton Street	Local Road	Two-way road with one lane of traffic in each direction. Parking is generally permitted in kerbside areas (perpendicular spaces are provided along the site frontage). The speed limit is 50 kilometres per hour but 40 kilometres per hour school zone is enforced during standard school zone hours.
Old Princes Highway	Collector Road/ Arterial Road	Old Princes Highway is a collector road through the Sutherland Town Centre and then transitions into an arterial road as it becomes a state road when connecting onto The Grand Parade. Through the Sutherland Town Centre, Old Princes Highway is a two-way road with one lane of traffic in each direction. Parking is generally permitted in kerbside areas. The speed limit is 50 kilometres per hour.



Street	Hierarchy	Description
Princes Highway	Arterial Road	Two-way road with two to three lanes of traffic in each direction. Parking is not permitted in kerbside areas. The speed limit is 70 kilometres per hour.

Figure 3: Road hierarchy surrounding the site



Base image source: TfNSW Road Network Classifications

2.2.3 On-street parking

On-street car parking near the site is typically time restricted during both weekdays and weekends. The on-street parking conditions within the immediate vicinity of the site comprises of the following:

- **Flora Street:**
 - 1P 8:30am-6pm Mon-Fri & 8:30am-12:30pm Sat
 - 2P 8:30am-6pm Mon-Fri & 8:30am-12:30pm Sat
- **Eton Street:**
 - 1P 8:30am-6pm Mon-Fri & 8:30am-12:30pm Sat
 - 4P 8:30am-6pm Mon-Fri
- **President Avenue:**
 - Unrestricted
- **Merton Street:**
 - 4P 8:30am-6pm Mon-Fri
 - 4P 9:30am-2:30pm Mon-Fri

2.3 Public Transport

2.3.1 Rail

Sutherland Train Station is located approximately 300m walking distance from the site (approx. 4-minute walk). The station is serviced by the T4 Eastern Suburbs & Illawarra Line. The rail network context is shown in Figure 4.

The station provides a high level of service for people accessing various locations, with frequent, direct services to/ from Sydney CBD, Hurstville, Cronulla and Bondi Junction. Train frequencies occur every 3-5 minutes during peak period.

Figure 4: Sydney rail network map



Source: Transport for NSW (2024)

2.3.2 Buses

Numerous bus stops are located close to the site, with buses serving a variety of destinations across the southern Sydney region. A summary of where bus routes operate in the greater area are shown in Figure 5.



Figure 5: Bus network map



Source: Transport for NSW (2024)

Frequency of bus services within the immediate vicinity of the area are generally between 30 minutes to an hour throughout the weekday and weekends.

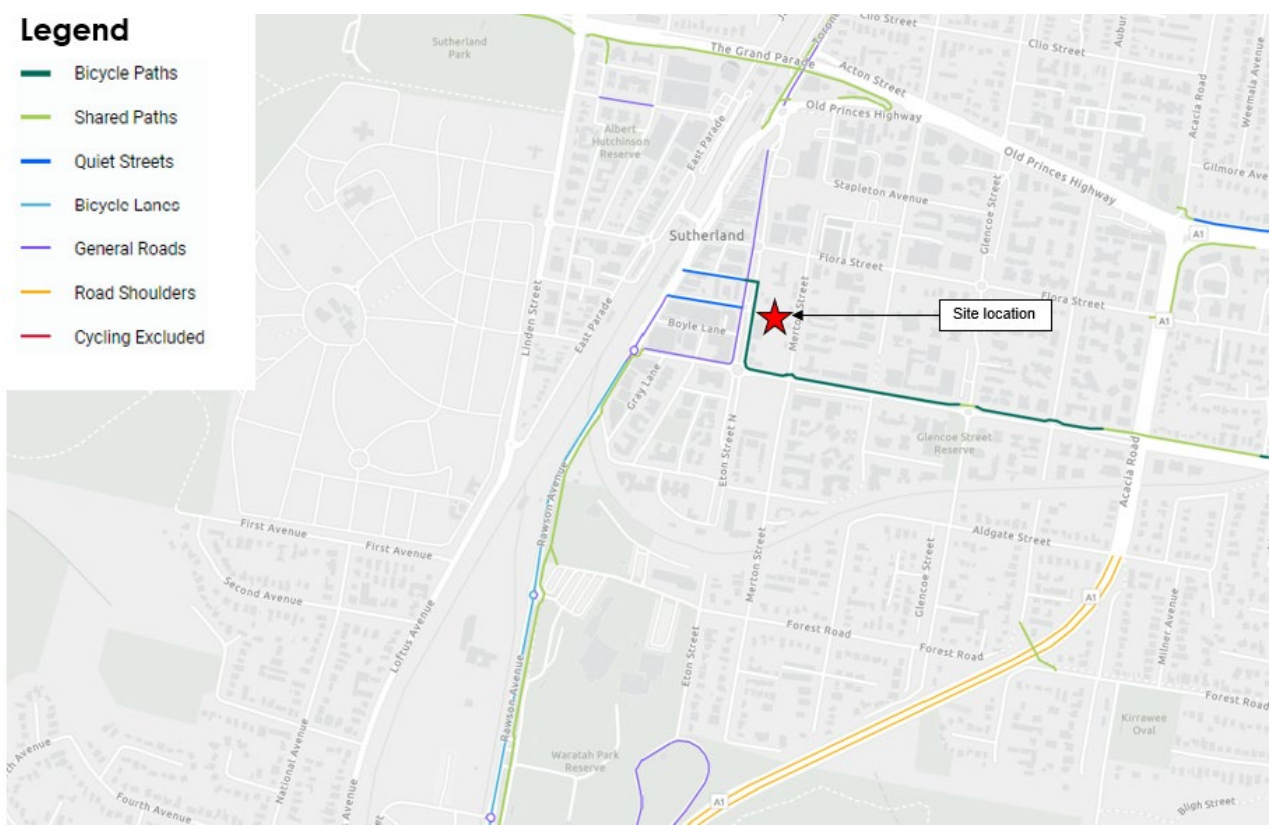
2.4 Pedestrian Infrastructure

The site is currently well serviced by existing footpaths along both sides of the surrounding roads, particularly between the Sutherland Train Station and town centre. Considering the site is adjacent to the commercial centre, the level of pedestrian amenity within the surrounding road network is good, with pedestrian infrastructure (footpaths, kerb ramps, street crossings) complemented with tree planting and street lighting.

2.5 Cycle Infrastructure

There is a formal dedicated bi-directional bicycle path along the northern side of President Avenue, along the site frontage, and the eastern side of Eton Road. This bicycle path provides connection to the Sutherland Town Centre and the shared paths along Old Princes Highway. Cyclists are able to travel to the north along The Grand Parade and Oakwood Street via the existing shared paths. The existing cycling network is shown in Figure 6.

Figure 6: Sutherland cycling network and infrastructure.



Source: North Sydney Cycling Guide and Map, accessed June 2023

3. Overview of Construction Activities

3.1 Project Overview

This provides an overview of the expected construction works for the purpose of a preliminary CTMP. A detailed CTMP will be prepared once the contractor is appointed.

The demolition and construction works will be carried out over one continuous period (i.e. not staged). The estimated construction period is approximately 12 months (August 2025 to August 2026).

3.2 Site Contact Details

Details of the nominated site contact would be included in the future detailed CTMP prior to the commencement of construction.

3.3 Work Hours

All construction works associated with the development will be carried during hours of works typically permissible by Sutherland Shire Council:

- Monday to Friday: 7:00am to 6:00pm
- Saturdays: 8:00am to 1:00pm
- Sundays and Public Holidays: No works

The above working hours are preliminary and subject to the working hours granted under the authority approval process.

3.4 The Site

For the purpose of a preliminary CTMP, the site will be screened appropriately to protect the school occupants and the public, including vehicles, against site activities, dust, dirt and water. It is noted that this is indicative and that the appointed contractor will refine the arrangement plans based on their methodology. Indicative site arrangement plans are included in Appendix A.

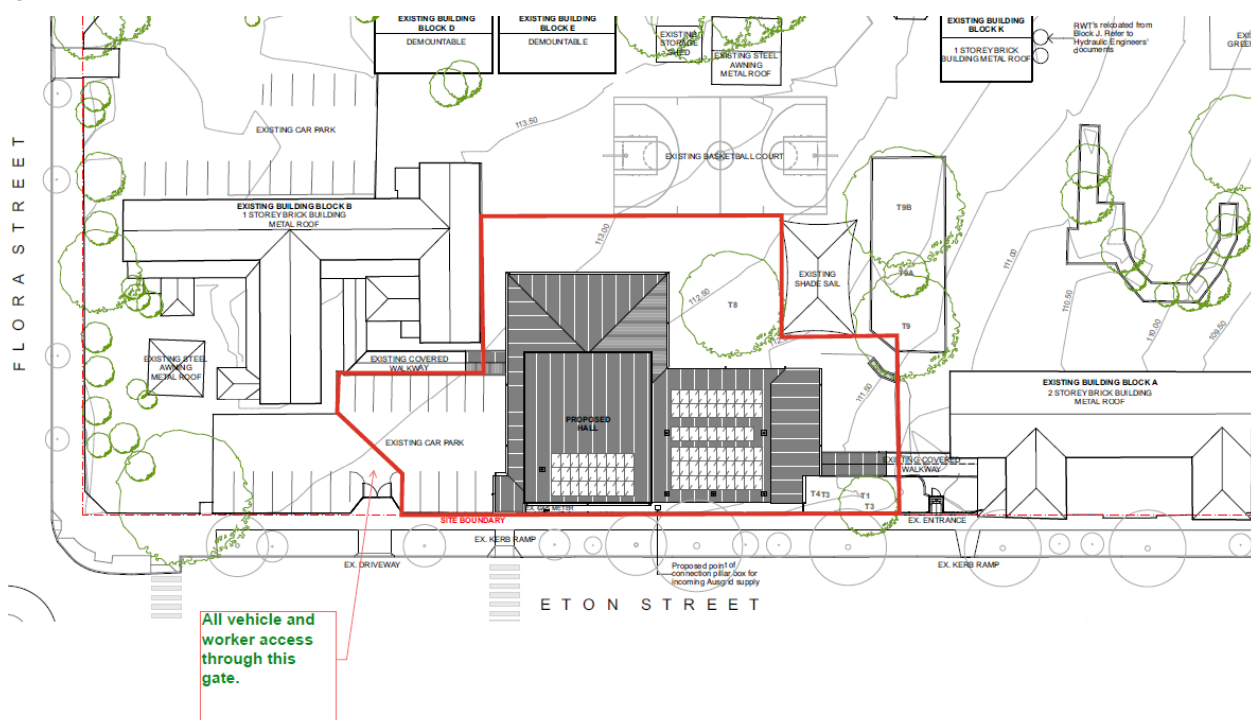
Detailed construction site plans, showing site fencing, vehicle access points, site offices, amenities, tool and material storage areas and the on-street Works Zones (if required) will be included in the detailed CTMP post authority approval, once a contractor is appointed.

3.5 Site Access and Loading

All demolition and construction vehicles and contractor vehicles will access the site via the existing driveway along Eton Street, as shown in Figure 7 (also included in Appendix A).



Figure 7: Proposed construction and worker vehicle access



The construction works are expected to be completed using mainly smaller vehicles including Small Rigid Vehicles (SRV) and Medium Rigid Vehicles (MRV) which will be able to enter and exit the site in a forward direction, although the MRV may slightly mount the existing blister island when exiting the site. Larger vehicles such as Heavy Rigid Vehicles (HRV) and Articulated Vehicles (AV) may be required for infrequent major delivery of plants (excavators, piling rigs etc.) and larger materials. This will be required to be completed along Eton Street, as these larger vehicles will not be able to enter and exit the site in a forward direction and will need to be completed outside of peak periods.

All vehicles will enter and exit the site and Works Zone, along Eton Street, in a forward direction. Swept path assessment of an SRV and MRV are included in Appendix B.

It is recommended that a spotter is stationed at the site access to manage vehicle access.

Queuing or marshalling of construction vehicles will not be permitted on public roads, with call-up procedures to be put in place to manage arrivals.

3.6 Number of Construction Workers

The number of construction personnel is unknown at this stage, however, based on similar sites it is estimated that the peak number of construction workers on site will be approximately 30-40 people, whilst the average will be approximately 20 people.

3.7 Construction Traffic Volumes

3.7.1 Construction Heavy Vehicle Volumes

The construction vehicle volume is unknown at this stage, however, based on similar sites it is estimated that during peak activities there will be approximately five to six vehicles per hour and a daily volume of 20 vehicles.

Construction vehicle movements will be prohibited during the school drop-off and pick-up periods.

3.7.2 Construction Contractor Vehicle Volumes

There will be no on-site parking available for construction workers who will be encouraged to use public or active transport modes, considering the proximity of the site to Sutherland Train Station and surrounding bus services. It is recommended that the site makes provision for a toolbox storage area to further encourage and make it easier for construction workers to use alternative modes of transport.

Whilst there will be some construction workers who are required to drive to/ from the site, the traffic generated by the construction workers (light vehicles) is expected to be minimal and can be managed appropriately by the main contractor.

3.8 Construction Vehicle Routes

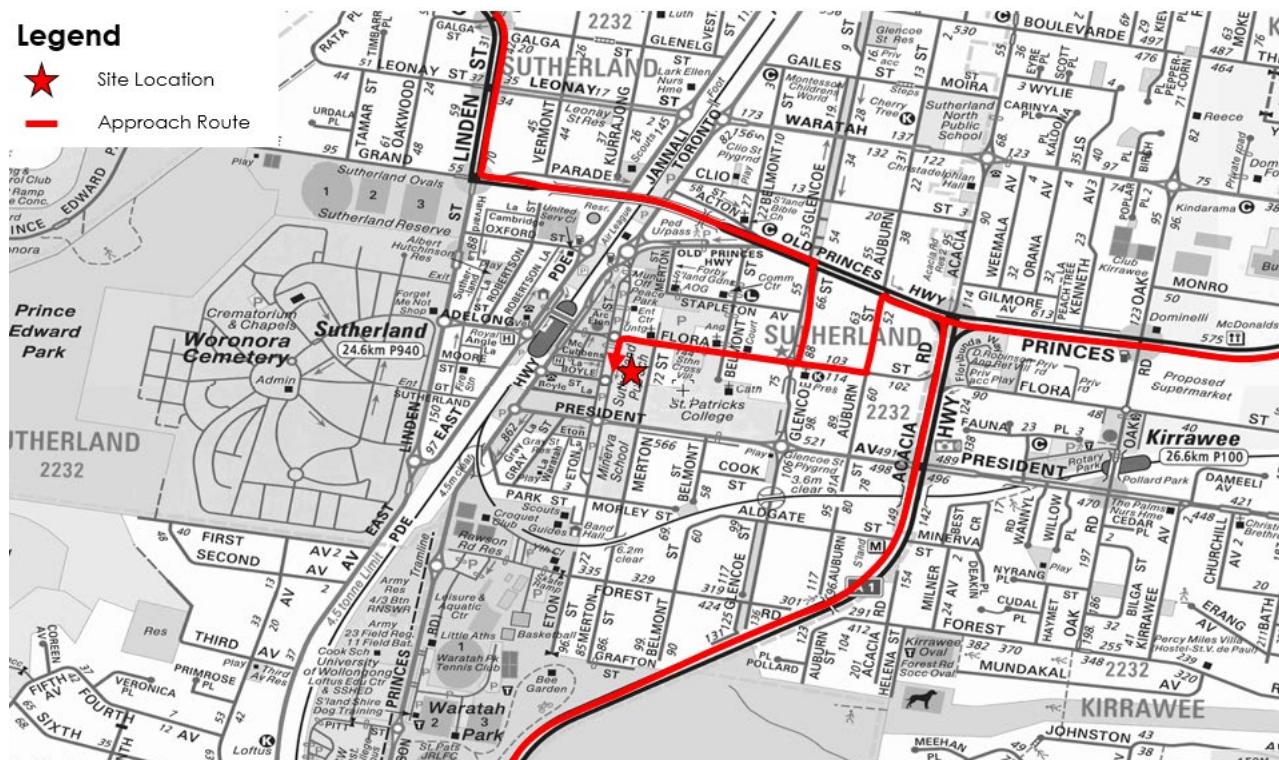
Truck movements will be restricted to designated routes and confined to the State and Regional roads where possible. Truck routes to/ from the site have been identified with the aim of minimising the impact of construction traffic on local residential roads near the site. Truck drivers will be advised of the designated routes during the site induction.

The directional distribution and assignment of traffic generated by the construction works will be influenced by several factors, particularly the origin/ destination of materials, configuration of access points to the site, school drop-off and pick-up periods and the surrounding arterial road network.

The proposed construction vehicle haulage routes are illustrated in Figure 8 and Figure 9.

1. **Site approach routes (Figure 8):** Vehicles will approach the site via the State Roads including Princes Highway, Old Princes Highway/ The Grand Parade. Vehicles approaching the site from the east or south will turn left into Auburn Street, turn right onto Flora Street and then turn left onto Eton Street. Vehicle approaching the site from the west will turn right onto Glencoe Street, turn right onto Flora Street and then turn left onto Eton Street.
2. **Site departure routes (Figure 9):** Vehicles will depart by turning left out of the site onto Eton Street, then turning left onto President Avenue and then turning onto Princes Highway.

Figure 8: Construction vehicle approach route



Base image source: <http://www.street-directory.com.au/>

4. Construction Traffic Management

4.1 Traffic Guidance Schemes

Detailed information for work site operations is contained in the Traffic Control at Work Sites Technical Manual (TfNSW, 2022). The control of traffic at work sites must be undertaken with reference to SafeWork requirements and any other Workplace Health and Safety manuals.

Traffic Guidance Schemes (also known as Traffic Control Plans), should include the following considerations:

- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site.
- Pedestrians, cyclists and all passing vehicles will maintain priority.
- Clear definition of the work site boundary to be provided by erection of Class A hoardings around the site boundaries.
- All signage will be clean, clearly visible and not obscured.
- All construction vehicle activity will be minimised during peak periods, where possible.

An indicative TGS is included in Appendix C.

The following will need to be noted when preparing and reading TGSs:

- Location of signs are to be confirmed on-site to ensure appropriate visibility.
- All signs are to be minimum size A.
- All signs are to be Class 1 retroreflective.
- All TGSs are to be implemented in accordance with the latest TfNSW “Traffic Control at Work Sites” manual and Australian Standards AS1742.3:2019.
- All TGSs must be set up by a person holding an “Implement Traffic Management Plans” ticket and the TfNSW Traffic Control at Work Sites Checklist shall be completed prior to implementation.
- The accredited personnel shall implement the approved TGS before any physical work commences and ensure a copy of the TGS is kept on-site. The accredited personnel shall also drive through the site before works begin to ensure that the TGS has been implemented correctly. Any variations made to the plan must be marked on the plan and initialled by the accredited personnel.
- It is the responsibility of the accredited person with a “Prepare Work Zone Traffic Management Plan” ticket to ensure the following:
 - The integrity of all traffic control measures through to the final removal. This includes daily checks of all signs and devices. The corresponding records of checks shall be kept on file for auditing purposes.
 - At all times, and up-to-date copy of the “Traffic Control at Work Sites” manual should be available for reference and implementation as required on-site.
- All workers will be confined to the dedicated works area shown on the plan.
- If the worksite is left unattended, it is the contractor's duty to ensure that the appropriate measures are taken to provide a safe environment for vehicles and pedestrians.
- All signage is to be clean, clearly visible and not obscured.
- Roadwork signs are to be covered or removed when workers are not on site.
- Traffic controller (T1-34) and Prepare to Stop (T1-18) signs, if required, are to be covered or removed when traffic controllers are not on site.
- All workers must adhere to the applicable safe work distance as described in AS1742.3:2019.
- All distances between signs are to be in accordance with Section 4.3.2 of AS1742.3:2019. However, modifications can be made to suit site conditions.



4.2 Parking Impact

As aforementioned, the site will not provide any on-site parking spaces for construction workers; they will be encouraged to use alternative modes of transport. The proximity of Sutherland Train Station and various surrounding bus services makes the site accessible via public transport.

As outlined in Section 2.2.3, kerbside parking within the surrounding road network is generally time restricted, varying from one to four hours. There are some unrestricted parking spaces along Eton Street and beyond the immediate roads fronting the site, however, workers will be encouraged to use alternative modes of transport.

A portion of the existing school staff car park, adjacent to the construction site, will be used as the contractor's compound which will include the site office, amenities, material set down area, lunchroom and changerooms. This will result in the loss of approximately 14 staff parking spaces. Staff will be able to continue to use the western car park which is accessible via Flora Street.

4.3 Pedestrian and Cyclist Impact

The site will be screened appropriately to protect the school occupants and the public, including vehicles, against site activities, dust, dirt and water. Access for the school staff and students to the operational parts of the school will be maintained with construction vehicle movements prohibited during drop-off and pick-up periods.

The existing footpath and cycleway along the Eton Street frontage will be maintained at all times as the contractor will ensure that all materials will be stored within the site, there will be no footpath or cycle path closure expected for the duration of the works, and the footpath and cycle path will be swept throughout duration of the works. Pedestrians and cyclists may be held for very short periods to ensure safety when trucks are entering or leaving the site but will not be stopped in anticipation or for extended periods.

As such, the construction activities are expected to have minimal impact on pedestrians and cyclists.

4.4 Public Transport Impact

To accommodate the Works Zone along the Eton Street frontage, the existing bus stop 2232200 will need to be temporarily closed for the duration of Works Zone hours. This bus stop services routes 961, 963, 965, 991, 993 and is also used for school buses during drop-off and pick-up periods. It is noted that bus stop 2232126 is located approximately 50 metres walking distance along Flora Street, and services the same routes. As such, the temporary closure of bus stop 2232200 during the Works Zone hours is expected to be minor. Moreover, construction vehicle movements will be prohibited during school drop-off and pick-up periods, and as such, the Works Zone will have no impact on school bus activities.

The main contractor will need to work with TfNSW, Sydney Buses and Sutherland Public School to manage the temporary closure of bus stop 2232200 during the Works Zone hours.

4.5 Emergency Vehicle Access

The construction works will have no impact on emergency vehicle access. In the event that an emergency vehicle is required to access the site, all construction work will be stopped.

Emergency vehicles shall not, under any circumstances, be stopped to allow trucks to enter or leave the site.

4.6 Other Considerations

4.6.1 Truck Operations

All construction heavy vehicle drivers will be made aware of the following rules:

- All large vehicle movements are prohibited during the drop-off and pick-up periods.
- All drivers are to follow NSW road rules at all times.
- All loose materials are to be covered entirely and secured.
- Any emergencies (i.e. road deposits caused by site vehicles) shall be communicated to the lead contractors.
- Any road deposits caused by site vehicles shall be removed at the expense of the contractor.
- Drivers are to follow the proposed haulage routes.
- Drivers must ensure that the vehicles do not create unreasonable noise or vibration.



4.6.2 Site Induction

All workers will be required to undertake a site induction before commencing work. The induction will include, but not limited to:

- General policies and procedures
- Emergency procedures
- OH&S policies and requirements
- Driver protocols
- Permitted construction vehicle routes
- Key personnel contact details
- Travel options

4.6.3 Workplace Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and covered by adequate and appropriate insurances. All traffic control personnel will be required to hold SafeWork NSW accreditation in accordance with the 'Traffic Control at Work Sites' manual.

4.6.4 Site Inspections and Record Keeping

The construction work would be monitored to ensure that it proceeds as set out in the projects' Construction Management Plan and the Contract Preliminaries Section 4.8 which requires the Contractor to facilitate a monthly meeting with the Principal and project stakeholders to review the Traffic Management Plan and associated operational impacts. At this meeting, the parties will undertake a revised assessment of key risks and remedial actions to be taken on potential issues include site accessibility, safety and overall traffic management.

Inspections would be completed on a regular basis to ensure that conditions accord with those stipulated in the plan with no potential hazards. Any possible adverse impacts would be recorded and dealt with should they arise.

5. Mitigation Measures

The following mitigation measures are proposed from a traffic and parking perspective:

Table 2: Mitigation Measures

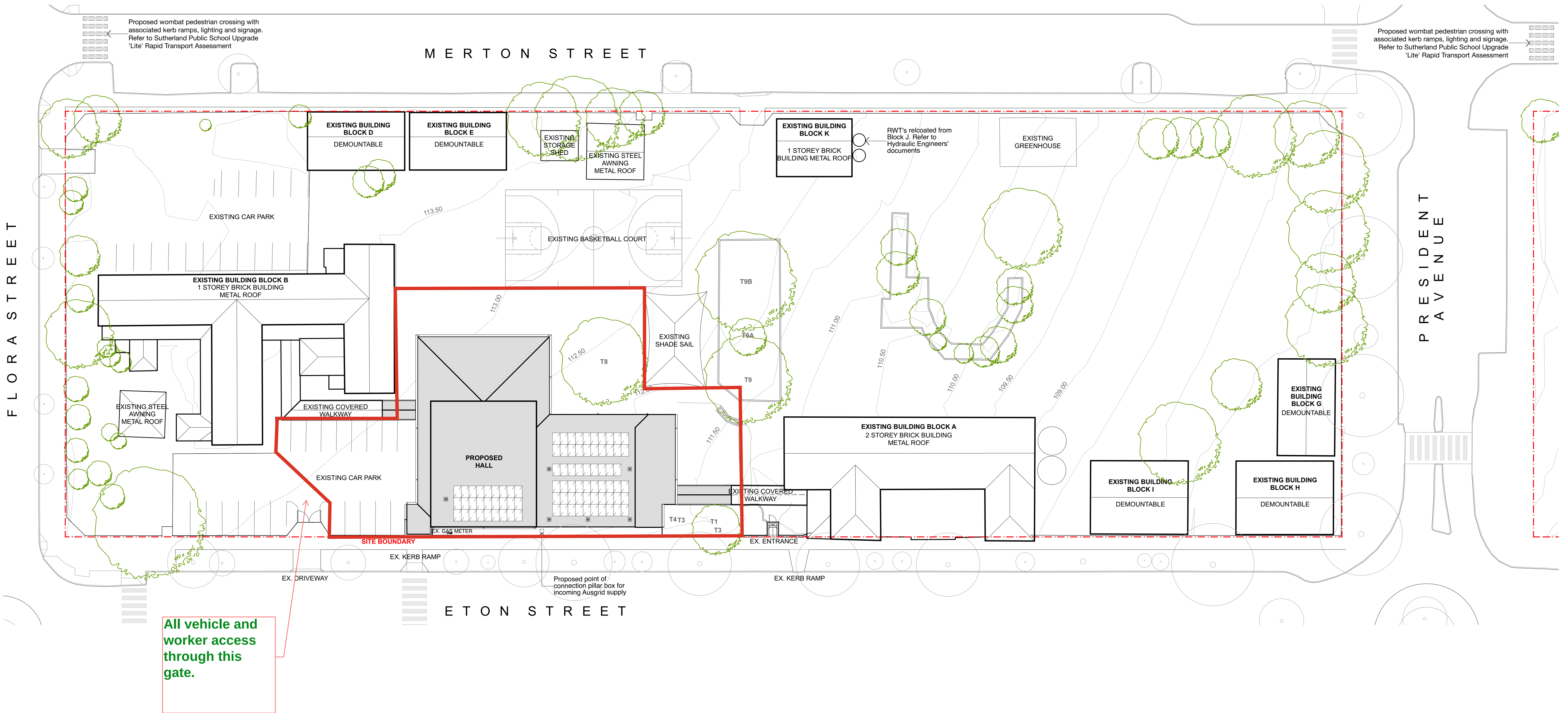
Proposed Mitigation Measures	Timing & Approvals
A detailed Construction Traffic Management Plan be prepared prior to the commencement of construction works	This is a standard practice and typically included in Conditions of Consents
Construction vehicles accessing the site be limited to 8.8m long Medium Rigid Vehicles (MRV). Any vehicles larger than a MRV (i.e. 12.5m long Heavy Rigid Vehicles (HRV)) will require driveway and gate widening and removal of existing traffic blisters along Eton Street	To be further investigated by the contractor prior to construction. Temporary removal of existing blisters will require approval from Council.
Any vehicles larger than a MRV will require a Works Zone along the Eton Street frontage.	To be further investigated by the contractor prior to construction. Works Zone will require approval from Council. Works Zone along Eton Street may also require temporary closure of Bus Stop 2232200 which will require coordination and approval from bus authority.
Provide tool storage areas to allow workers to store their tools/ materials overnight, making it easier to travel via alternative modes of transport (i.e. public transport)	To be further investigated by the contractor prior to construction.

Appendix A. Indicative Site Plans



NOTE:

Refer to drawing A-900 COLA Relocation - Principle Priced Option



General Notes

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Nominated Architect (NSW) - John Baker 3552

Rev	Date	Issue
02	18/9/2024	For TSG Review
03	11/10/2024	For Concept Design
04	28/10/2024	For Coordination
05	18/11/2024	For Coordination
06	6/12/2024	For Coordination

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Scale at A1
1:300

Date
6/12/2024

North



Drawn
AL, SB

Project Address

38-54 Eton Street, Sutherland
NSW 2232

Checked
AK, JB

Status

Not for Construction

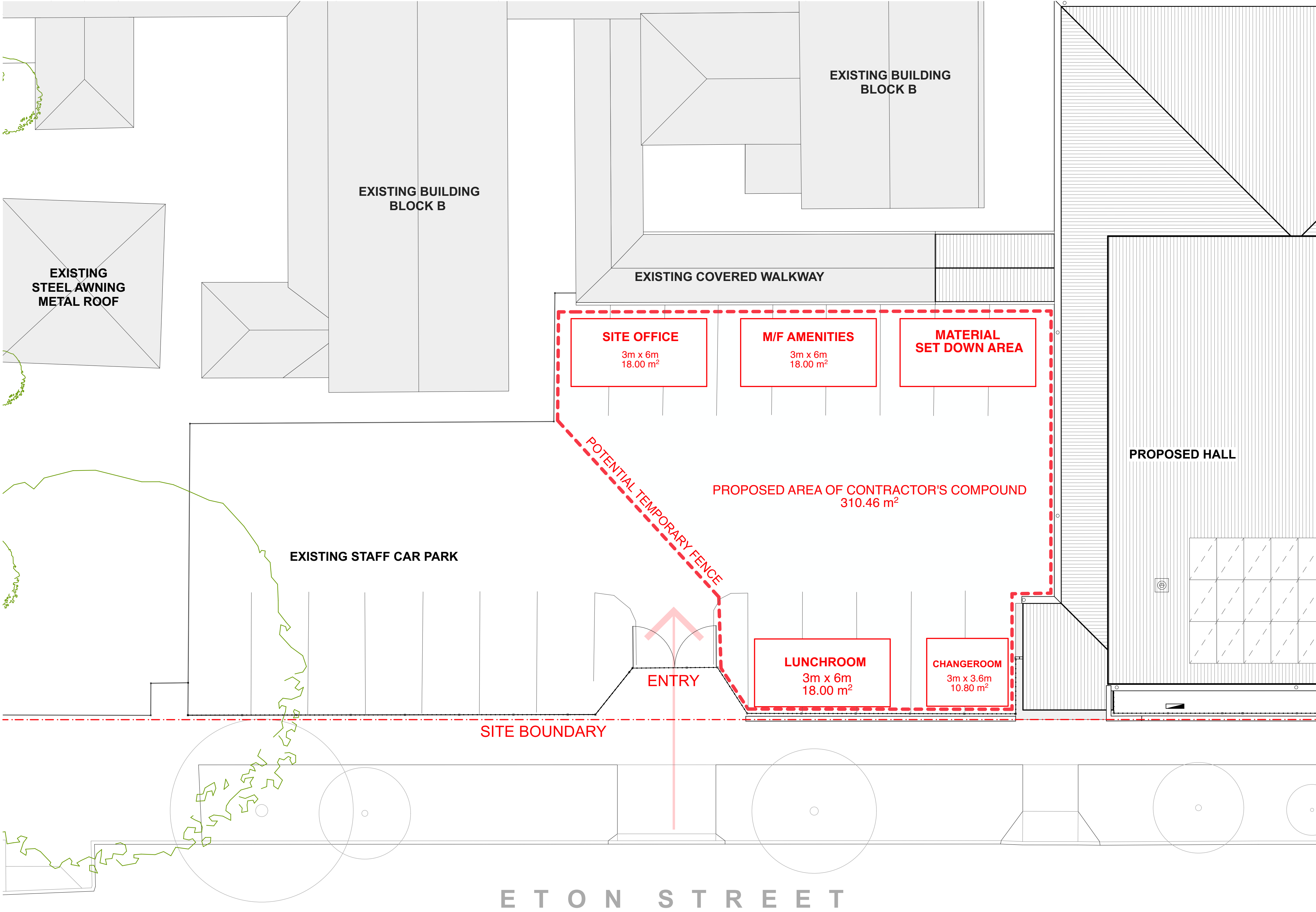
Drawing

Site Plan

Project No.
24014

Revision
06

Drawing No.
A-005



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Scale at A1
1:100

Date
10/12/2024

North



Drawn
AL, SB

Project Address
38-54 Eton Street, Sutherland
NSW 2232

Checked AK, JB	Status Not for Construction
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Drawing
Contractors Compound

Project No. 24014	Revision	Drawing No. SK-200
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Appendix B. Swept Paths

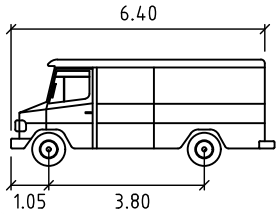




\\AU2012-NTAP01\CF502\SHARED_PROJECTS\300305639\TECHNICAL\DRAWINGS\300305639-01-P1.DWG PLOTTED BY CHENG, DARREN ON 17/12/2024 AT 15:41

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
-  IN  OUT
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5 km/h



SRV

Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.0



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

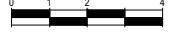
WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
D. CHENG

APPROVED BY
D. SALANGSANG

DESIGN CHECK
S. HONG

DATE ISSUED
17 DECEMBER 2024

SCALE
A3  1:200

CAD FILE NO.
300305639-01-P1.DWG

SUTHERLAND PUBLIC SCHOOL

**ETON STREET ENTRANCE
SWEPT PATHS (SRV)**



\\AU2012-NTAP01\CF502\SHARED_PROJECTS\300305639\TECHNICAL\DRAWINGS\300305639-01-P1.DWG PLOTTED BY CHENG, DARREN ON 17/12/2024 AT 15:41

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5 km/h

MRV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

meters



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S. HONG

DATE ISSUED
17 DECEMBER 2024

SCALE
A3 1:200

CAD FILE NO.
300305639-01-P1.DWG

SUTHERLAND PUBLIC SCHOOL

**ETON STREET ENTRANCE
SWEPT PATHS (MRV)**

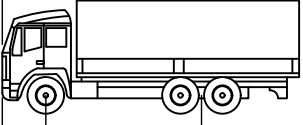
DRAWING NO. 300305639-01-02 SHEET 02 OF 03 ISSUE P1



\\AU2012-NTAP01\CF502\SHARED_PROJECTS\300305639\TECHNICAL\DRAWINGS\300305639-01-P1.DWG PLOTTED BY CHENG, DARREN ON 17/12/2024 AT 15:41

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
-   VEHICLE BODY PATH
- IN OUT
- - - 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5 km/h



HRV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 35.2

meters



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
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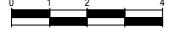
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DESIGNED
D. CHENG

APPROVED BY
D. SALANGSANG

DESIGN CHECK
S. HONG

DATE ISSUED
17 DECEMBER 2024

SCALE
A3  1:200

CAD FILE NO.
300305639-01-P1.DWG

SUTHERLAND PUBLIC SCHOOL

**ETON STREET ENTRANCE
SWEPT PATHS (HRV)**

DRAWING NO. 300305639-01-03 SHEET 03 OF 03 ISSUE P1

Appendix C. Indicative Traffic Guidance Scheme



\\AU2012-NTAP01\CF502\SHARED_PROJECTS\300305639\TECHNICAL\DRAWINGS\300305639-02-P1.DWG PLOTTED BY CHENG, DARREN ON 17/12/2024 AT 15:49



NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
5. ALL TRAFFIC GUIDANCE SCHEMES ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC GUIDANCE SCHEME MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TGS BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TGS IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TGS HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSON WITH A 'PREPARE WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
11. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
12. ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 4.3.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

LEGEND

-  WORK SITE
-  SIGN POST
-  CONSTRUCTION ACCESS GATE

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED A PREPARE A WORK TRAFFIC MANAGEMENT PLAN AND IS SUITABLY EXPERIENCED TO DESIGN, SELECT AND MODIFY TRAFFIC CONTROL PLANS.

CERTIFICATE NO. TCT1055004 PREPARE A WORK ZONE TMP CARD
SUNNY HONG



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D. SALANGSANG

DESIGN CHECK
S. HONG

DATE ISSUED
17 DECEMBER 2024

SCALE
A3

CAD FILE NO.
300305639-02-P1.DWG

SUTHERLAND PUBLIC SCHOOL

ETON STREET ENTRANCE
TRAFFIC GUIDANCE SCHEME

DRAWING NO. 300305639-02-01 SHEET 01 OF 01 ISSUE P1



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