CONSTRUCTION TRAFFIC MANAGEMENT PLAN

12-20 Berry Road & 11-19 Holdsworth Avenue, St Leonards

Reference: 21.519r02v03
Date: June 2022

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DOCUMENT VERIFICATION

Job Number	21.519			
Project	12-20 Berry Road & 11-19 Holdsworth Avenue, St Leonards			
Client	Aqualand			
Revision	Date	Prepared By	Checked By	Signed
v03	15/06/2022	Hasnat Khan	Hayden Dimitrovski	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Hayden Dimitrovski	**Certificate No.**	TCT 0028714

CONTENTS

1. INTRODUCTION

TRAFFIX has been commissioned by Aqualand to undertake a Construction Traffic Management Plan (CTMP) in support of a development application (DA) relating to a proposed residential, child care and community hall development at 12-20 Berry Road & 11-19 Holdsworth Avenue, St Leonards . The development is located within the Lane Cove Municipal Council Local Government Area (LGA) and has been assessed under that Council's controls.

A detailed Construction Traffic Management Plan (CTMP) will be prepared and submitted to Council, in response to any Conditions of Consent stipulated following approval of the development. The below commentary addresses the overall management principles for the site during the construction process. It is noted that the preparation of a detailed CTMP requires significant input from the appointed builder and would heavily rely upon the construction methodology, which at this point cannot be confirmed.

This CTMP relates to the demolition, bulk excavation, structure, fitout and finishes stages of construction. It is noted that the following information is indicative and will be subject to change.

The report is structured as follows:

- Section 2: Outlines the PCTMP requirements
- Section 3: Documents existing traffic conditions
- Section 4: Describes the overall construction program
- Section 5: Describes the proposed traffic management arrangements
- Section 6: Concludes the report

2. CTMP REQUIREMENTS

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

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

It is noted that TRAFFIX is responsible for the preparation of this CTMP only and not for its implementation.

3. EXISTING CONDITIONS

3.1 Location and Site

The subject site is known as 12-20 Berry Road & 11-19 Holdsworth Avenue, St Leonards NSW 2065 and is located on the northern side of River Road, about 120 metres south of Marshall Avenue. It is also located about 425 metres west of St Leonards Railway Station and 5.1 kilometres northwest of the Sydney CBD.

The site has a total site area of approximately 5,015m^2 and consists of 10 residential dwellings. It has a eastern frontage of 76 metres to Holdsworth Avenue and a western frontage of 61 metres to Berry Road. It is bounded to the north, south by residential developments.

Vehicular access to the site is currently provided via driveways to the residential properties along Holdsworth Avenue and Berry Road.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.

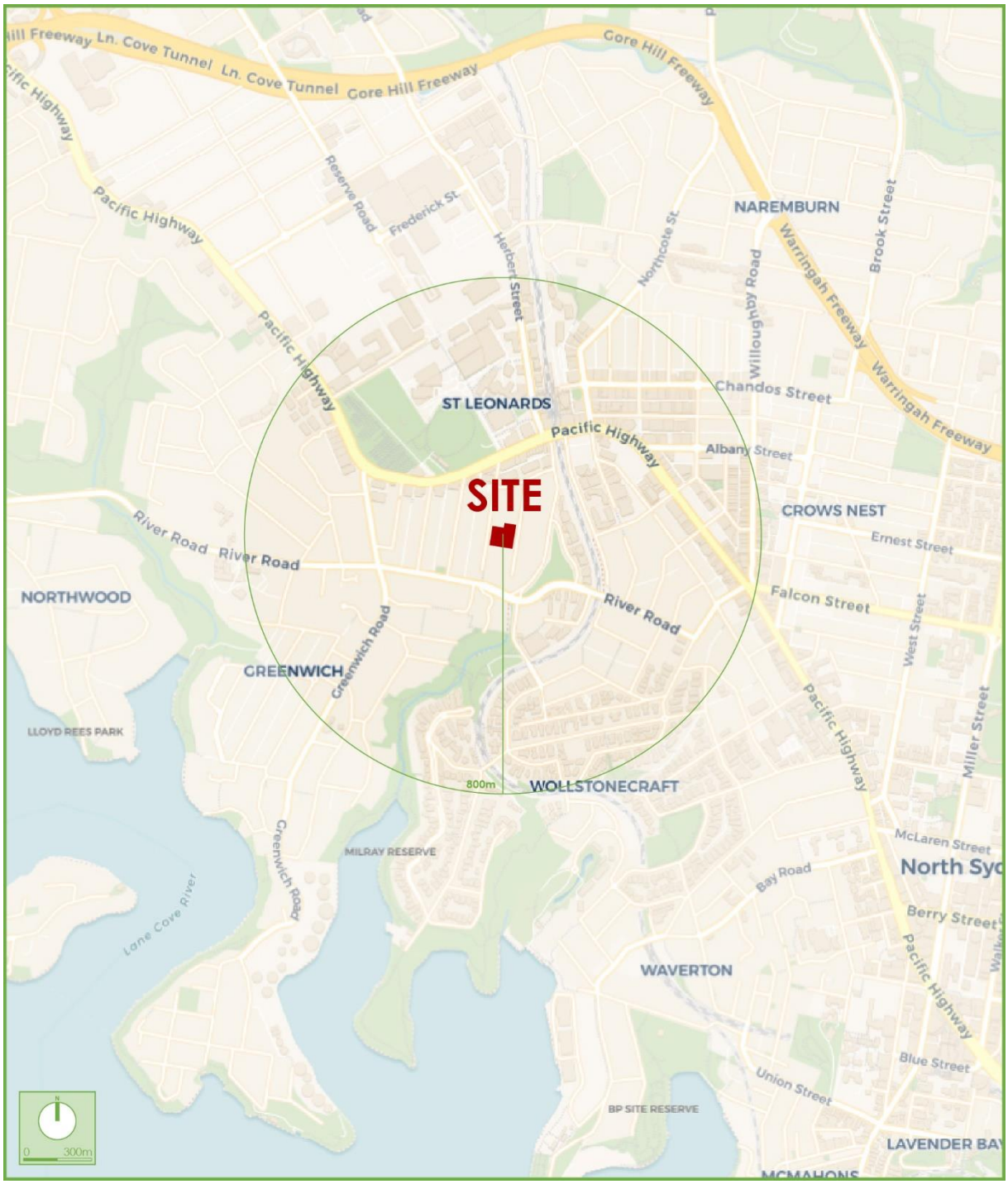


Figure 1: Location Plan

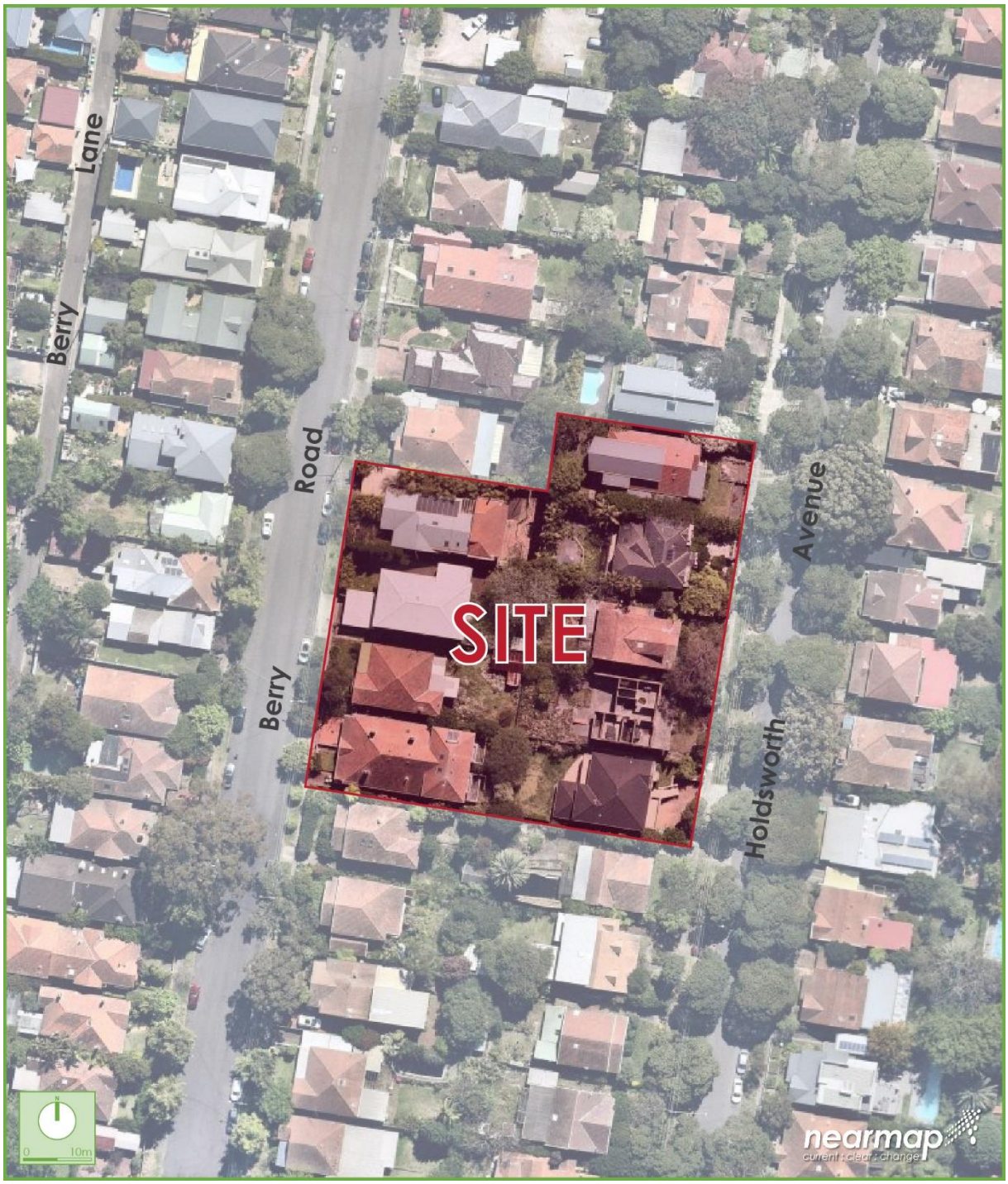


Figure 2: Site Plan

3.2 Road Network

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

- Pacific Highway: an RMS Highway (HW 10) that traverses north-south between the Queensland border in the north and Bradfield Highway in the south. Pacific Highway accommodates three (3) lanes of traffic in each direction with a T3 transit lane on the northern kerbside lane in the morning peak and clearway in the southern kerbside lane in the evening peak. It is subject to a 60km/h speed zoning. Within the vicinity of the site, Pacific Highway permits time limited kerbside parking on the southern kerbside only outside of clearway restrictions.
- Marshall Avenue: a local road that traverses east west between Canberra Avenue in the east and Berry Road in the west. Marshall Avenue has a speed limit of 50 km/h and accommodates a single lane of traffic in each direction. Within the vicinity of the site, Marshall Avenue permits time limited kerbside parking along both kerbsides.
- Berry Road: a local road that traverses north-south between Pacific Highway in the north and a cul de sac in the south. Berry Road generally accommodates a single of traffic in each direction and is subject to a 50km/h speed zoning. Within the vicinity of the site, kerbside parking is permitted along both kerbsides of Berry Road.
- Holdsworth Avenue: a local road that traverses north-south between Marshall Avenue in the north and a cul de sac in the south. Holdsworth Avenue generally accommodates a single of traffic in each direction and is subject to a 50km/h speed zoning. Within the vicinity of the site, kerbside parking is permitted along both kerbsides of Holdsworth Avenue

It can be seen from **Figure 3** that the site is conveniently located with respect to the Pacific Highway, the major arterial road servicing the region.

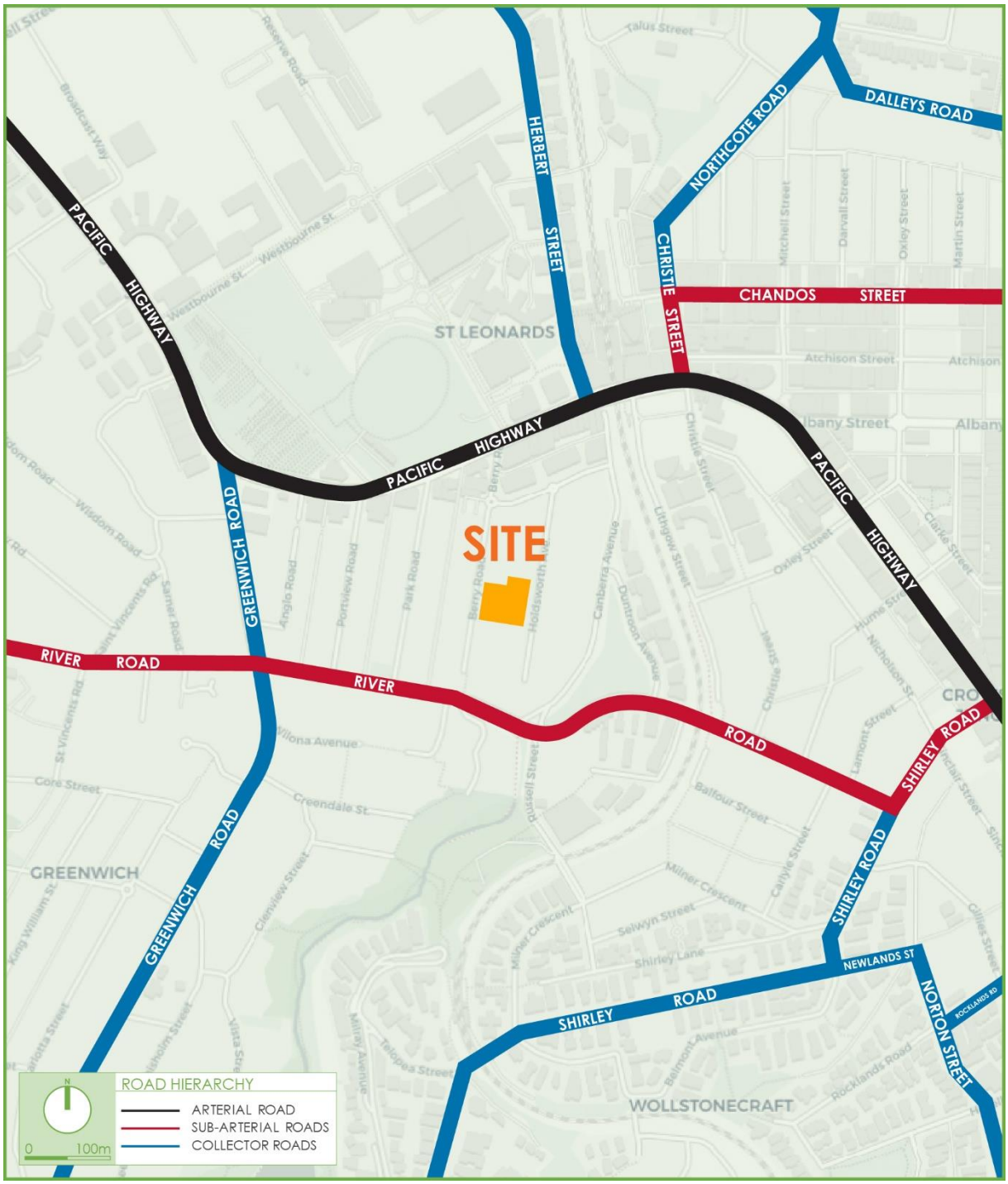


Figure 3: Road Hierarchy

3.3 Public Transport

The existing bus services that operate in the locality are shown in **Figure 4**. It is evident that the development benefits from good bus services with bus stops in either direction being situated within 400 metres of the site along River Road. These bus services are presented in Figure 4 and are summarised as follows:

- 114 – Balmoral to Royal North Shore Hospital
- 114 – Manly to Chatswood
- 200 – Bondi Junction to Gore Hill
- 252 – Gladesville to City King Street Wharf
- 254 – Riverview to McMahons Point
- 261 – Lane Cove to City King Street Wharf
- 265 – Lane Cove to North Sydney
- 286 – Denistone East to Milsons Point
- 287 – Ryde to Milsons Point
- 290 – Epping to City Erskine St
- 291 – Epping to McMahons Point
- 320 – Green Square to Gore Hill
- 602X – Bella Vista Station to North Sydney (Express Service)
- 612X – Castle Hill to North Sydney (Express Service)
- 622 – Dural to Milsons Point

St Leonards Railway Station is located approximately 470 metres north of the site with Wollstonecraft Railway Station 700 metres south of the site. These stations provide services on the, T1 North Shore and Western Line, T2 Northern Line and Central Coast and Newcastle Intercity Line connecting the site to the Chatswood, North Sydney, Sydney CBD and the wider rail network.

It is evident that the site is serviced by excellent public transport options providing workers with an alternative and sustainable transport mode over private vehicle use.

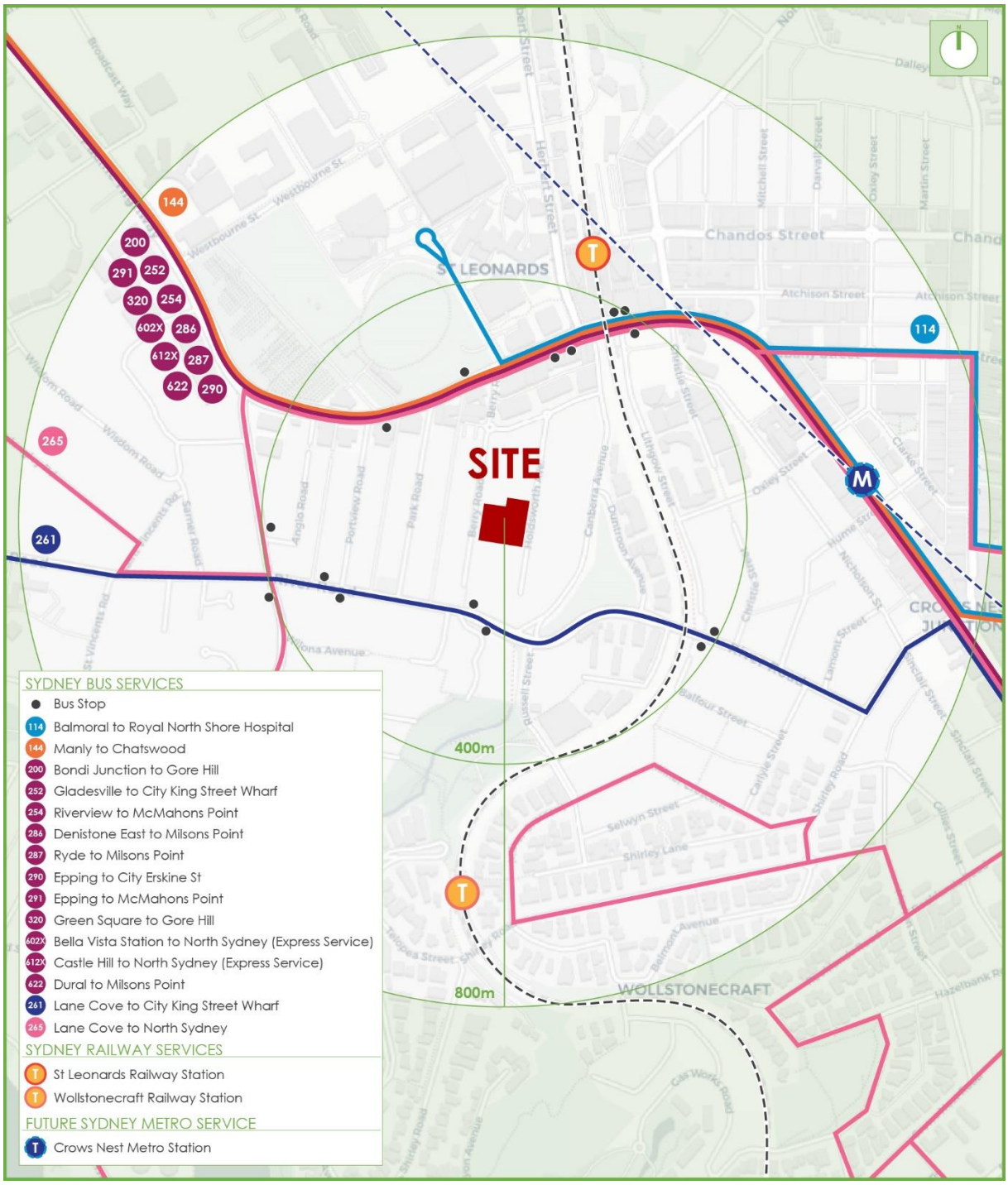


Figure 4: Public Transport

4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Times of Operation

The total construction period will be confirmed once the Notice of Determination is provided. However, the anticipated hours of operation are summarised as follows:

- Monday to Friday 7:00am to 6:00pm;
- Saturday 7:00am to 1:00pm; and
- Sunday or Public Holiday No building activities are to be carried out at any time.

4.2 Overview of Construction Works

The anticipated truck volumes will be provided in detail during CC stage with the final CTMP. The anticipated period of each stage of construction will be confirmed after a builder is appointed. Reference should be made to the Site Establishment Plans provided in **Appendix A**. The general overview of works is summarised below.

4.2.1 Demolition

The maximum sized truck to be utilised during this stage is anticipated to be 19.6m truck and dogs. It is proposed that all demolition works will occur within the site, with access provided via the proposed entry at the Berry Road frontage and exit via the Holdsworth Avenue frontage.

The number of truck movements and number of workers on site for this stage of development will be confirmed at a later stage.

4.2.2 Bulk Excavation Stage

The maximum sized truck to be utilised during this stage is anticipated to be 19.6m truck and dogs. It is proposed that all bulk excavation works will occur within the site, with access provided via the Holdsworth Avenue frontage.

The number of truck movements and number of workers on site for this stage of development will be confirmed at a later stage.

4.2.3 Structure Stage

The maximum sized truck to be utilised during this stage is anticipated to be 12.5m heavy rigid vehicles. It is proposed that all structural works will occur within the site and the works zones along Berry Road and Holdsworth Avenue frontages.

The number of truck movements and number of workers on site for this stage of development will be confirmed at a later stage.

4.2.4 Fitout and Finishes Stage

The maximum sized truck to be utilised during this stage is anticipated to be 12.5m heavy rigid vehicles. It is proposed that all structural works will occur within the site and the works zones along Berry Road and Holdsworth Avenue frontages.

The number of truck movements and number of workers on site for this stage of development will be confirmed at a later stage.

4.3 Truck Routes

It is noted that all truck routes will start or finish on the Pacific Highway or River Road. A swept path analysis has been undertaken for the maximum sized vehicles demonstrating satisfactory entry and egress movements at the site access. This analysis is provided in **Appendix B**.

4.3.1 Demolition Truck Routes

The proposed demolition truck route is presented in **Figure 4**, with the route summarised as follows:

- Routes to the subject site (IN):
  1. Trucks will arrive from the Pacific Highway northbound or southbound.
  2. Turn left into Berry Road.
  3. Continue on to Berry Road and turn left into site.
- Routes from the subject site (All vehicles):
  1. Trucks will turn left from subject site onto Holdsworth Avenue northbound.
  2. Turn right on to Marshall Avenue
  3. Turn right on to Canberra Avenue
  4. Turn left on to River Road

- Routes from the subject site (MRV Only):

1. Trucks will turn left from subject site onto Holdsworth Avenue northbound.
2. Turn left on to Marshall Avenue.
3. Turn right on to Berry Road.
4. Turn left or right on to Pacific Highway.

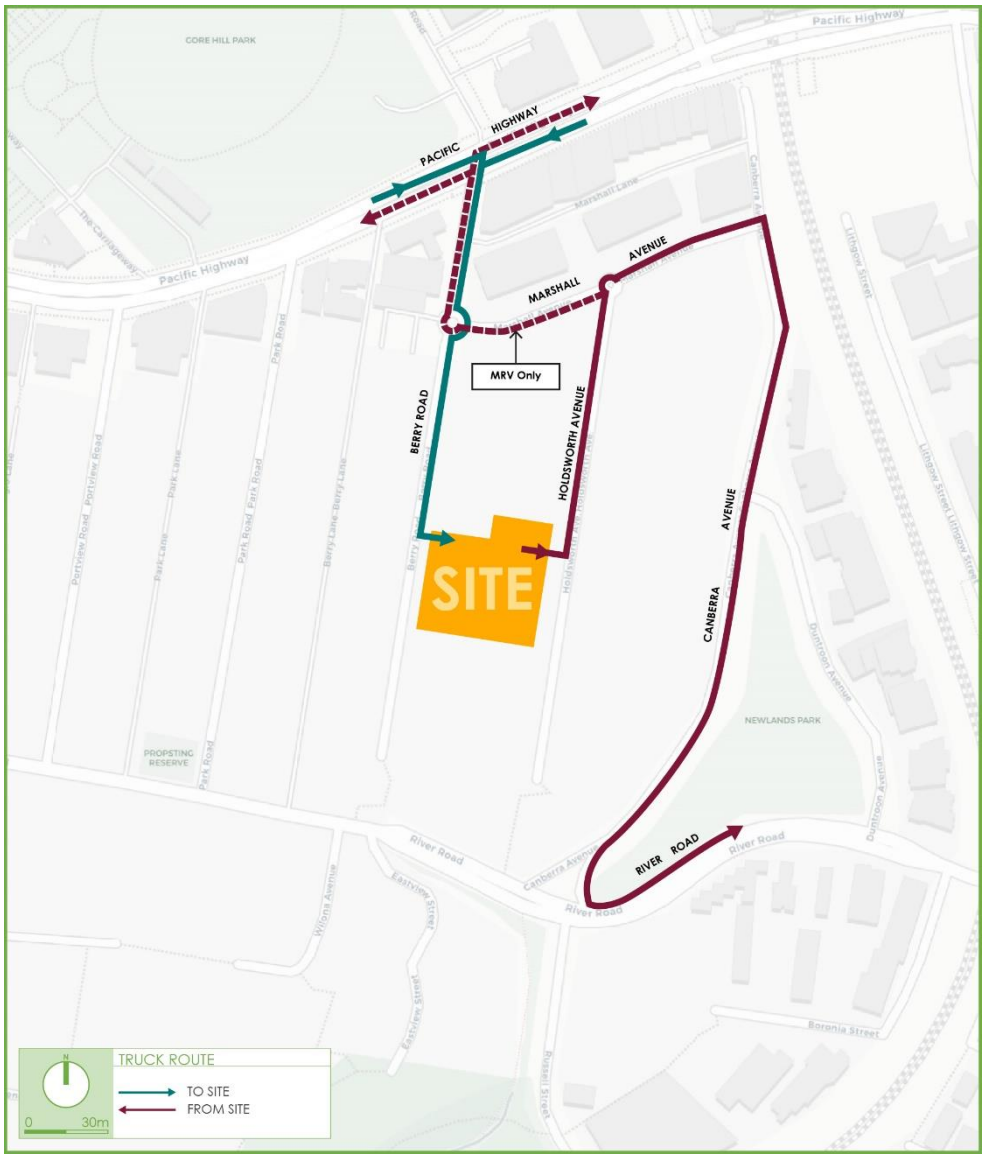


Figure 5: Demolition Truck Route

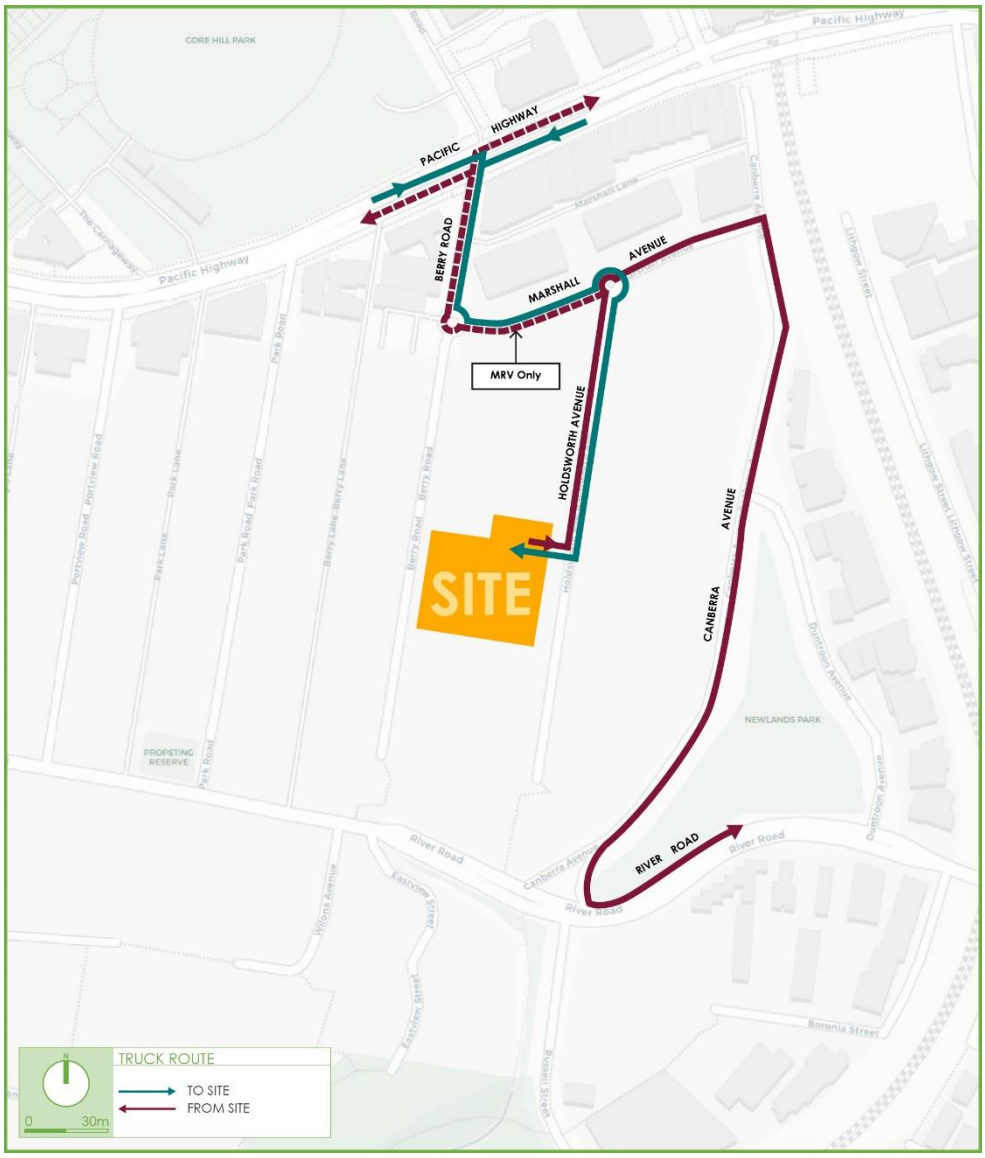


Figure 6: Excavation Truck Route

4.3.2 Excavation Truck Routes

The proposed excavation truck route is presented in **Figure 6**, with the route summarised as follows:

- Routes to the subject site (IN):
  1. Trucks will arrive from the Pacific Highway northbound or southbound.
  2. Turn left into Berry Road.
  3. Turn left into Marshall Avenue
  4. Turn right into Holdsworth Avenue
  3. Turn right into site.

- Routes from the subject site (OUT):
  1. Trucks will turn left from subject site onto Holdsworth Avenue northbound.
  2. Turn right on to Marshall Avenue
  3. Turn right on to Canberra Avenue
  4. Turn left or on to River Road
- Routes from the subject site (MRV Only):
  1. Trucks will turn left from subject site onto Holdsworth Avenue northbound.
  2. Turn left on to Marshall Avenue.
  3. Turn right on to Berry Road.
  4. Turn left or right on to Pacific Highway.

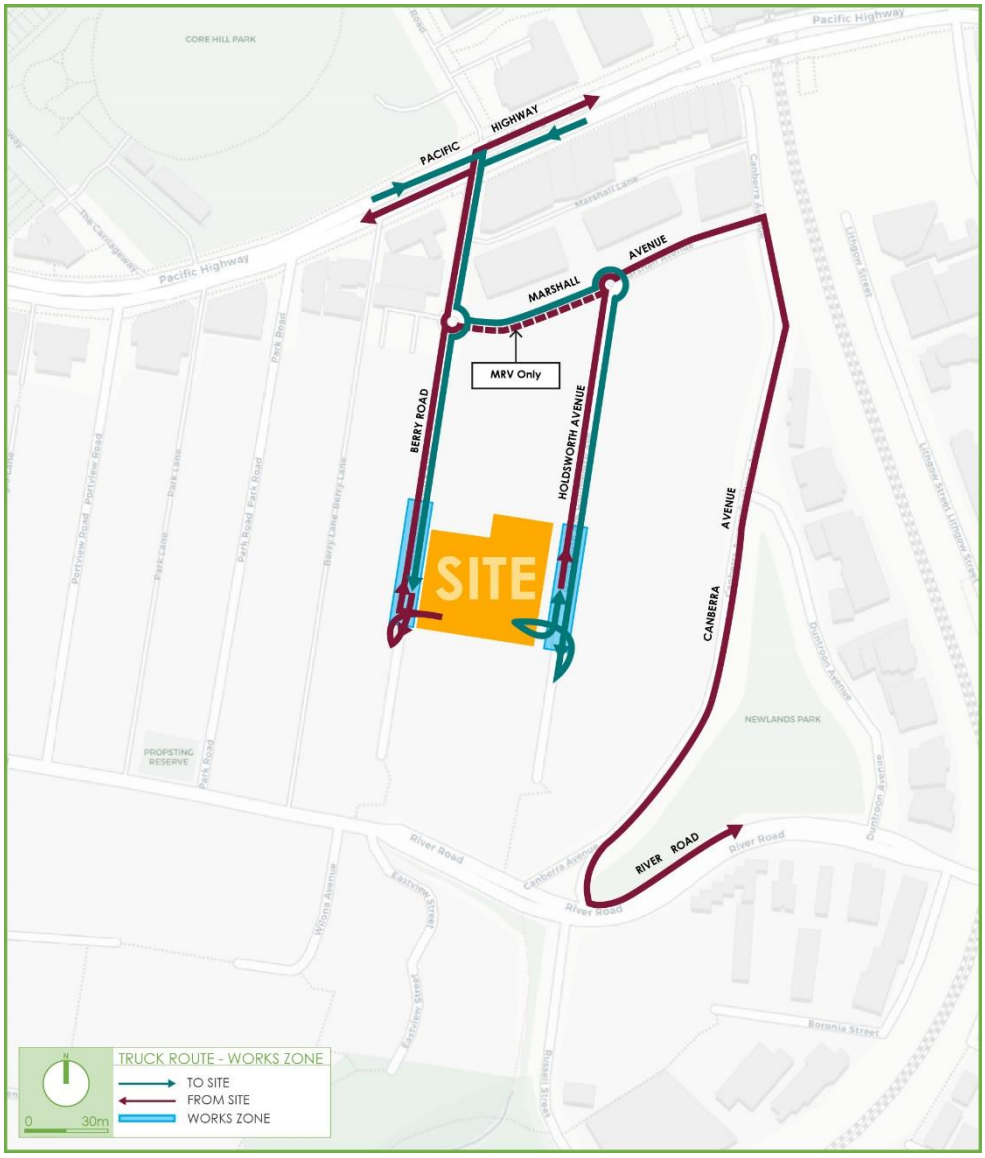


Figure 7: Structure Truck Route

4.3.3 Structure Truck Routes

The proposed excavation truck route is presented in **Figure 7**, with the route summarised as follows:

- Routes to the Berry WZ (IN):
  1. Trucks will arrive from the Pacific Highway northbound or southbound.
  2. Turn left into Berry Road.
  3. Turn into the Works Zone.
- Routes from the Berry WZ (OUT):
  1. Trucks will exit the works zone on to Berry Road and reverse into the on-site turning area.
  2. Turn right on to Berry Road
  3. Turn left or right on to Pacific Highway
- Routes to the Holdsworth WZ (IN):
  1. Trucks will arrive from the Pacific Highway northbound or southbound.
  2. Turn left into Berry Road.
  3. Turn left into Marshall Avenue
  4. Turn right into Holdsworth Avenue
  5. Reverse into the turning area on-site.
  6. Turn left into Holdsworth Avenue
  3. Turn into the Works Zone.
- Routes from the Holdsworth WZ (OUT):
  1. Trucks will exit the Works Zone onto Holdsworth Avenue northbound.
  2. Turn right on to Marshall Avenue
  3. Turn right on to Canberra Avenue
  4. Turn left or on to River Road
- Routes from the Holdsworth WZ (MRV Only):
  1. Trucks will exit the Works Zone onto Holdsworth Avenue northbound.
  2. Turn left on to Marshall Avenue.
  3. Turn right on to Berry Road.
  4. Turn left or right on to Pacific Highway.

4.4 Vehicle Access

All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site when required and when there is sufficient capacity to accommodate the proposed trucks. No trucks will be allowed to queue in public roadways during construction.

4.5 Road Alignment Works

To allow larger vehicles to access the site some minor amendment to the roundabout medians are required to allow trucks to access the development. The following amendments have been identified based on the swept path analysis provided in **Appendix B**:

- The median on the Marshall Avenue approach to its intersection with Berry Road is to be removed to allow trucks to enter Marshall Avenue from the Pacific Highway.
- The median on the eastern approach of Marshall Avenue to its intersection with Holdsworth Avenue is to be cut back to allow for vehicles to turn right out of Holdsworth Avenue and exit via River Road.

All changes to the road network will be restored to the original condition once construction is completed. This is considered an appropriate solution to construction vehicle access particularly as a number of neighbouring developments will also be under construction in the next few years. Therefore, the changes proposed as part of the construction methodology for this project may assist with access for other developments under construction. In addition, allowing for larger vehicles with minor amendments to the intersections will reduce the number of truck movements during excavation and the timeframe of these works which will minimise the overall impact of construction on other road users and surrounding residents.

4.6 Pedestrian Control

Construction fencing will surround all construction areas during demolition and excavation with Class A pedestrian hoarding provided along the pedestrian footpath for the length of the site's boundary along Berry Road and Holdsworth Avenue. During structure and fitout stages Class B hoarding will eb provided along both frontages.

4.7 Traffic Control Plans

The TCP included in **Appendix C** demonstrate the proposed signage to be adopted during all stages of construction.

- TCP01: Demolition Works
- TCP02: Excavation Works
- TCP03: Structure, Fit-out and Finishes Works

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

4.8 Employee Vehicles

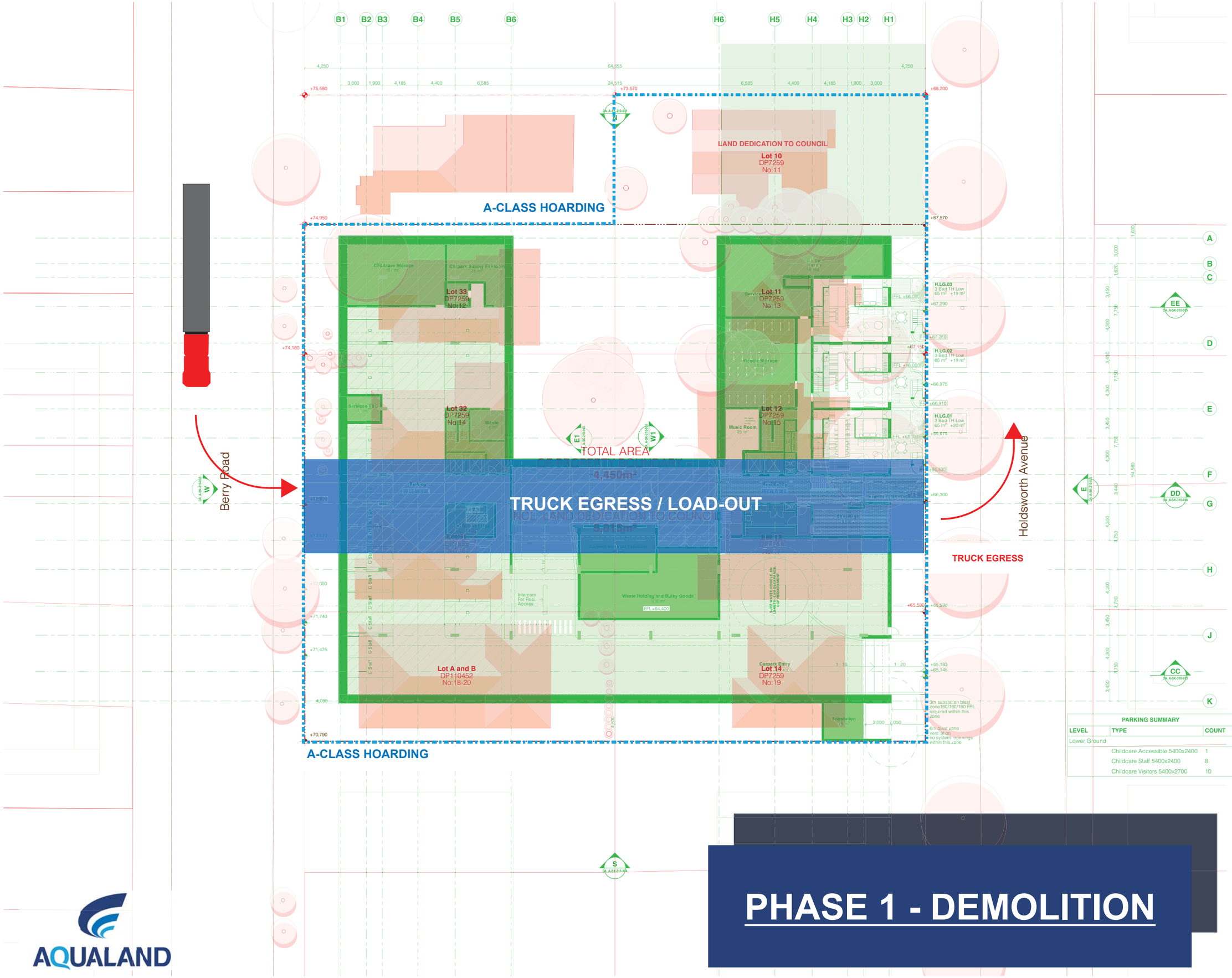
Parking will be limited on-site during construction with no vehicles permitted to parking within the Works Zone. In addition, the parking within the vicinity of the site is under time restrictions which will not allow for workers to park their vehicles during the day. As such construction workers are encouraged to use public transport with the site being conveniently located near St Leonards station and the bus routes along the Pacific Highway. As construction progresses, workers will be permitted to park within the on-site car park. As such, there is expected to be no impact on the on-street parking provision in the area.

5. CONCLUSION

This report is preliminary in nature and it is emphasised that it will be subject to change once the notice of determine is provided and a builder is appointed. The preliminary plan outlined above is considered satisfactory and will minimise any disruptions to the neighbouring developments. This plan meets all requirements of the RMS *Traffic Control at Work Sites Manual* and is recommended for adoption.

APPENDIX A

Site Establishment Plans



SILVESTER FULLER

PRELIMINARY DESIGN

Rev	Date	Description	By	Chk.
01	29/10/2021	For Information	RK CN TC	HS
02	26/11/2021	For Information	TC	HS
03	03/12/2021	For Information	RK TC	HS
04	21/12/2021	Concept Design	TC	HS
05	02/02/2022	For Coordination	TC SV	HS

KEY:

= Proposed structure by Dunnings to be reviewed with Architect

= Potential Service/Storage Mezzanine

Note: Mechanical and Electrical spatials to be reviewed by consultants.Hydraulic spatials to be provided by consultant

Design Architect
SILVESTER FULLER

Documentation Architect
Webber

Town Planner
GYDE Consulting

Landscape Architect
RPS Group

Structural Engineer
Dunnings Consulting

Services Engineer
Shelmerdines

Vertical Transport
LCI Consultants

Waste Constultant
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Access Consultant
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Date	Scale	Sheet Size
02.02.22	1:200	A1

Drawn	Chk.	Project #
TC SV	HS	152

Project
Berry Holdsworth
12-20 Berry Road & 11-19 Holdsworth Avenue
St Leonards South NSW 2065 Australia

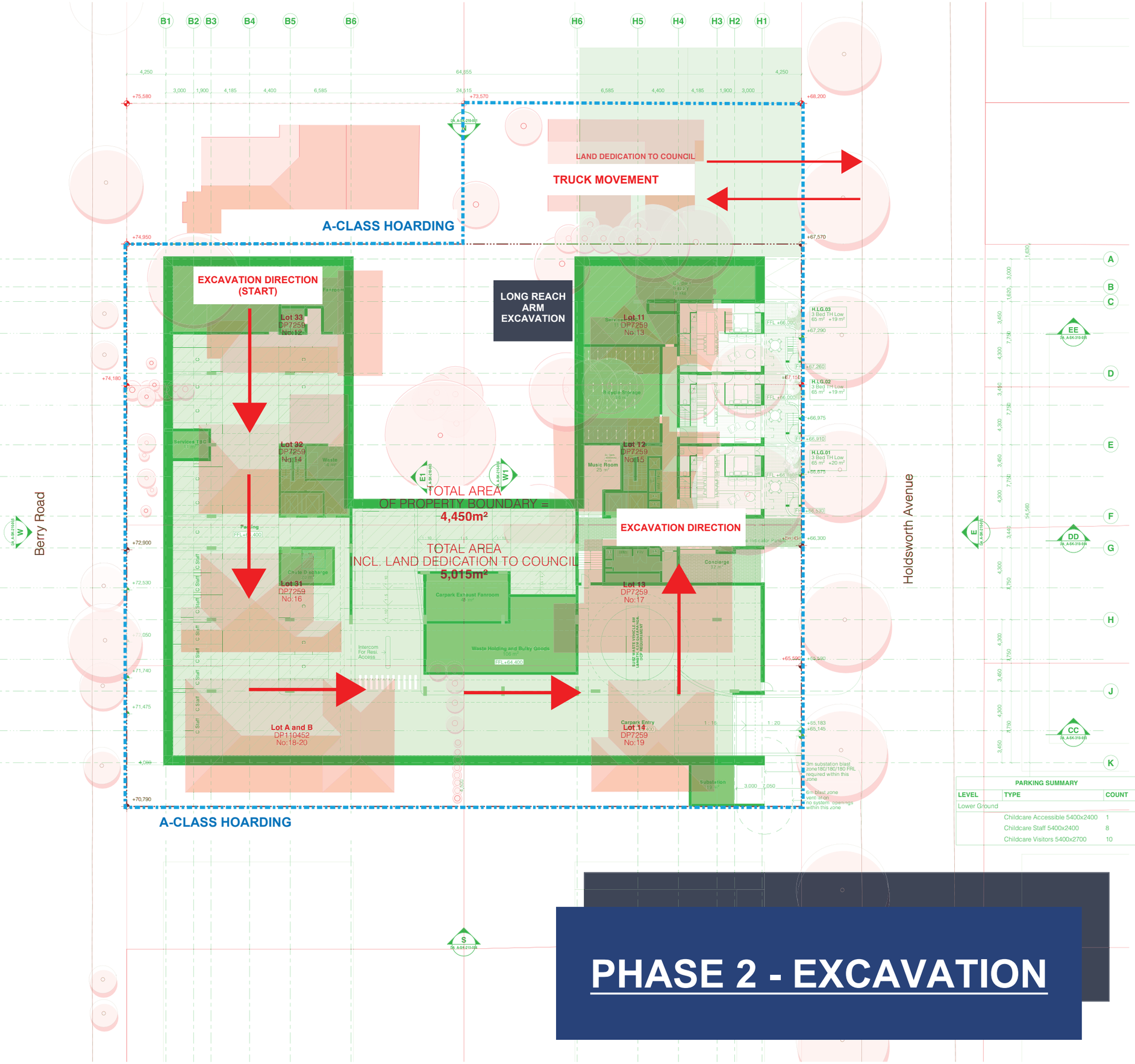
Drawing Name
SITE PLAN
Plan Existing

Drawing #
DA_A-SK-100-000

Revision
05

AQUALAND

PHASE 1 - DEMOLITION



PARKING SUMMARY		
LEVEL	TYPE	COUNT
Lower Ground		
	Childcare Accessible 5400x2400	1
	Childcare Staff 5400x2400	8
	Childcare Visitors 5400x2700	10

PHASE 2 - EXCAVATION

AQUALAND

SILVESTER FULLER

Design subject to resolution of services and structural co-ordination, BCA review and planning advice

PRELIMINARY DESIGN

Rev	Date	Description	By	Chk.
01	29/10/2021	For Information	RK CN TC	HS
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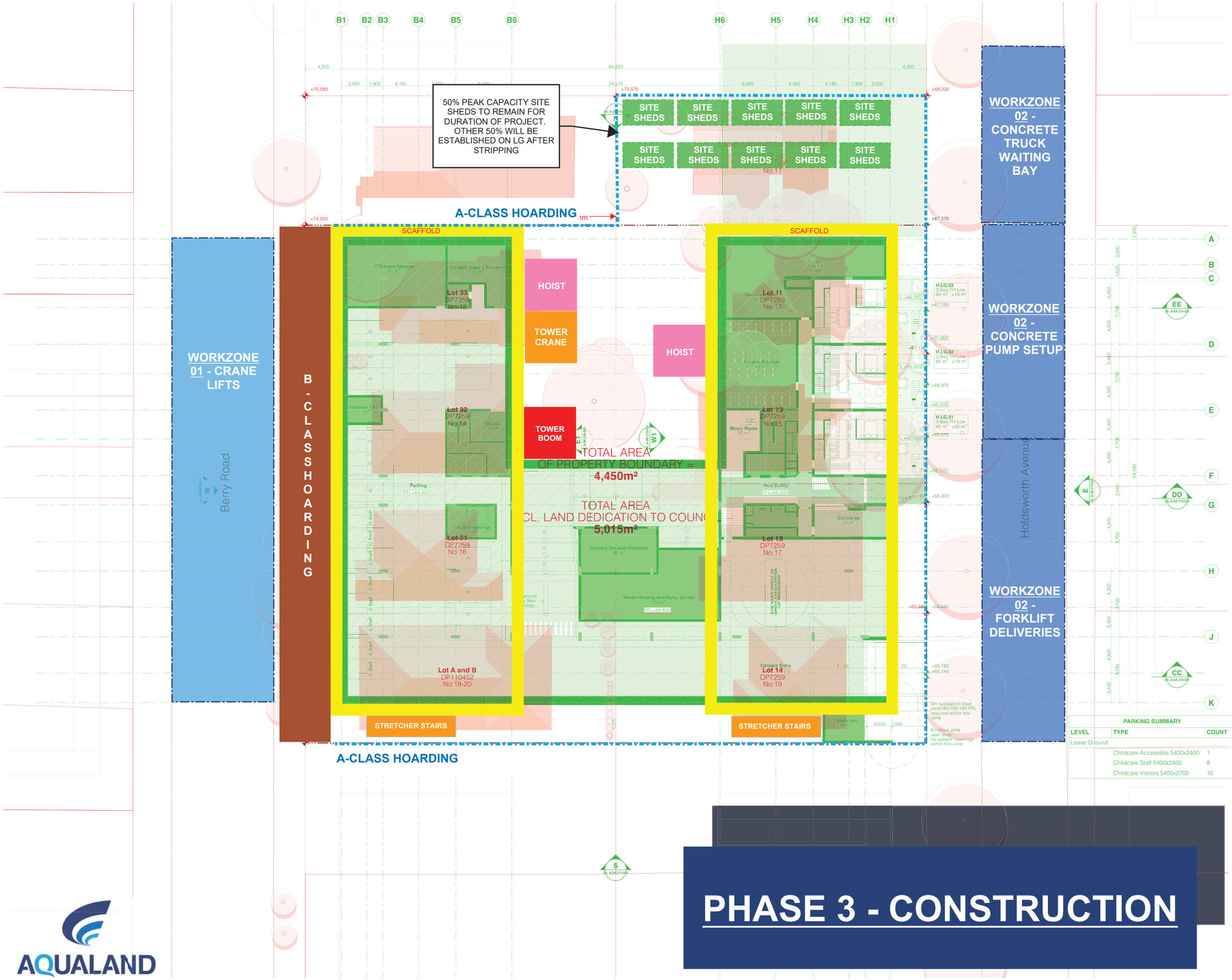

PARKING SUMMARY		
LEVEL	TYPE	COUNT
Lower Ground		
	Childcare Accessible 5400x2400	1
	Childcare Staff 5400x2400	8
	Childcare Visitors 5400x2700	10

PHASE 3 - CONSTRUCTION

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PRELIMINARY DESIGN

Rev	Date	Description	By	Chk.
01	29/10/2021	For Information	RK CN TC	HS
02	26/11/2021	For Information	TC	HS
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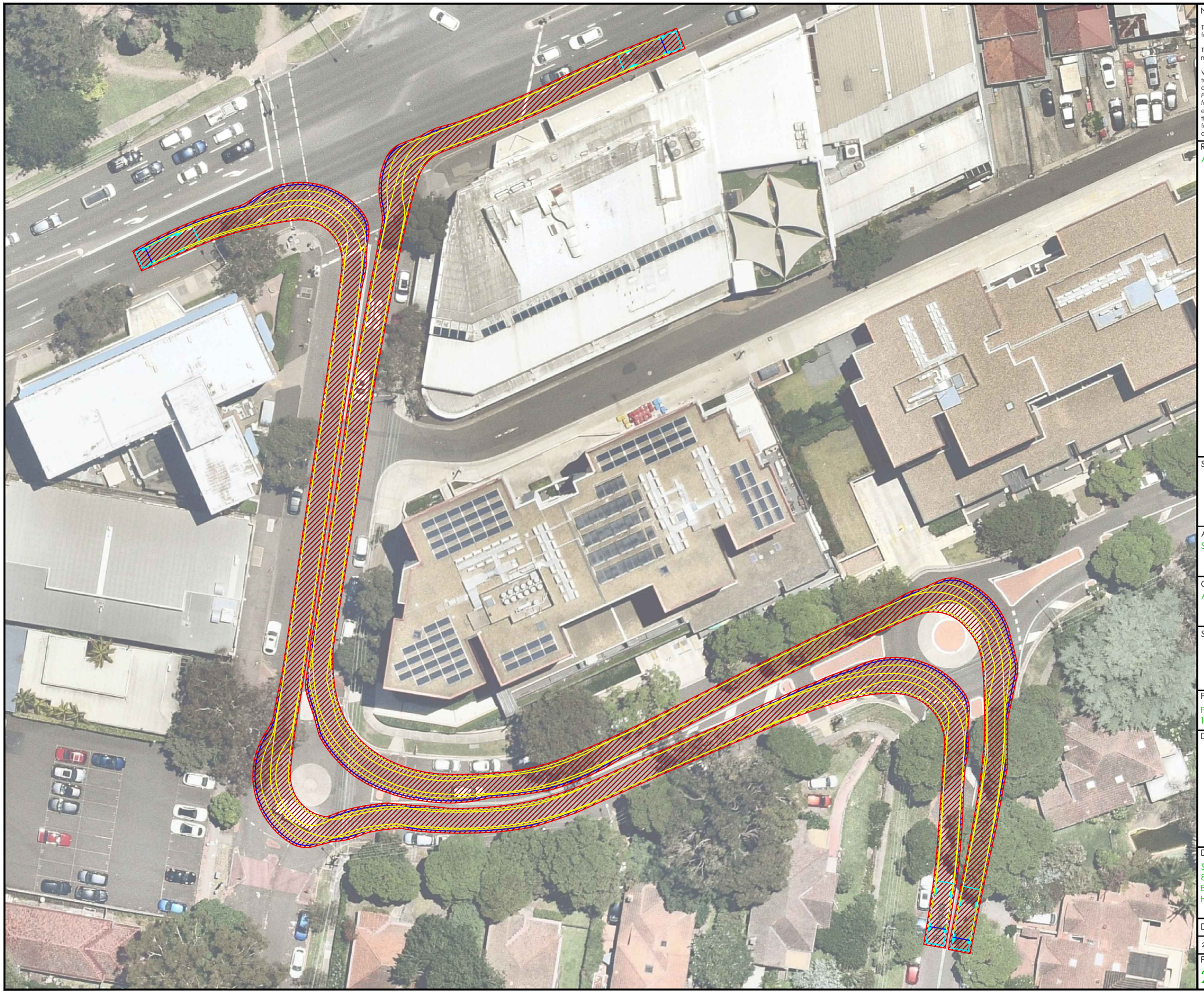
12-20 Berry Road & 11-19 Holdsworth Avenue
St Leonards South NSW 2065 Australia

Drawing Name
SITE PLAN
Plan Existing

Drawing # DA_A-SK-100-000
Revision 05

APPENDIX B

Swept Path Analysis



Notes:

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

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

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	14-04-22

Swept Path Legend

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

Architect
Silvester Fuller

Client
Aqualand

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3

Project Description
Proposed Mixed Use Development
10-20 Berry Rd and 11-19 Holdsworth Ave St Leonards

Drawing Prepared By

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Strawberry Hills, NSW 2012

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Drawing Title
Swept Path Analysis
8.8m Medium Rigid Vehicle
Entry and Exit of Holdsworth Avenue via Pacfic Highway, Berry Road and Marshall Avenue

Drawn:	Checked:	Date:
HD	-	14-04-22

21.519d04v01 TRAFFIX CTMP Swept Paths.dwg

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

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Swept Path Legend

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

Architect
Silvester Fuller

Client
Aqualand

Scale / Plan Orientation

0 5 10 15 20m
1:500 @ A3

Project Description
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Drawing Prepared By

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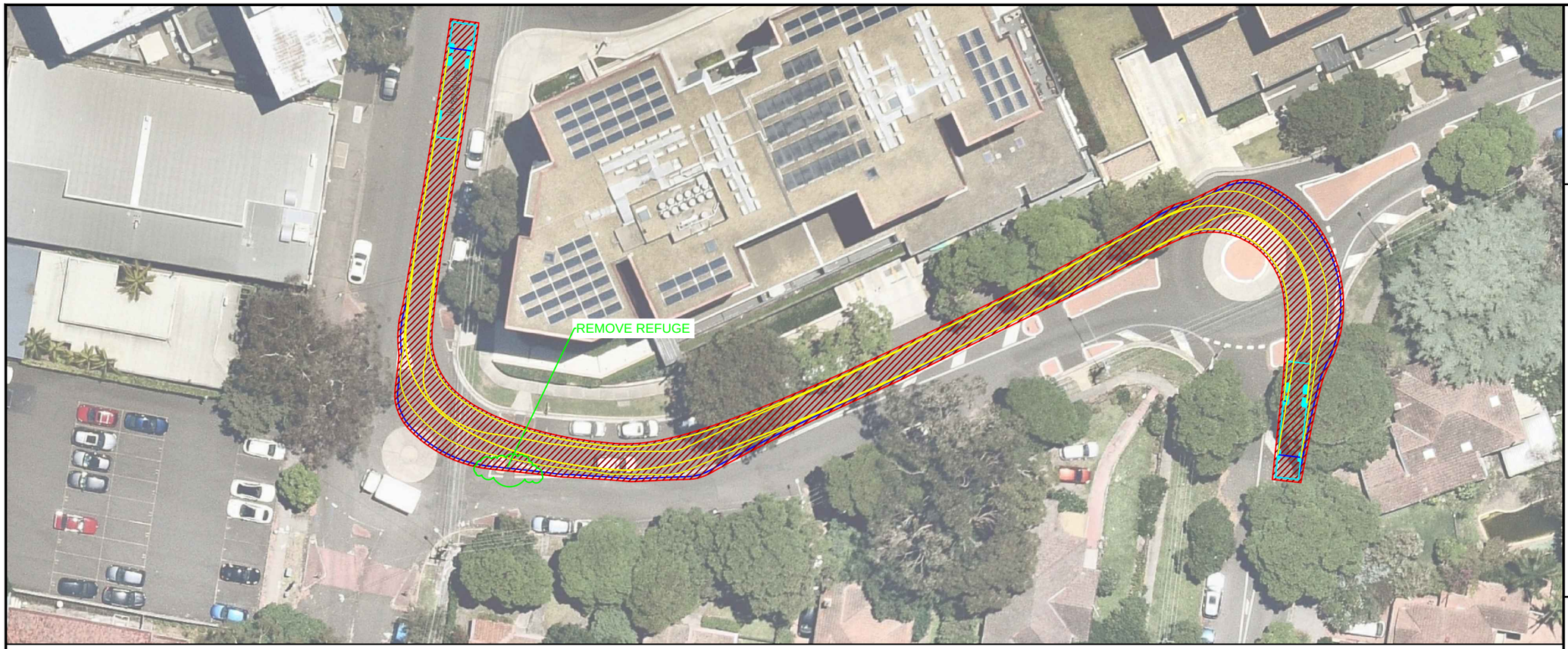
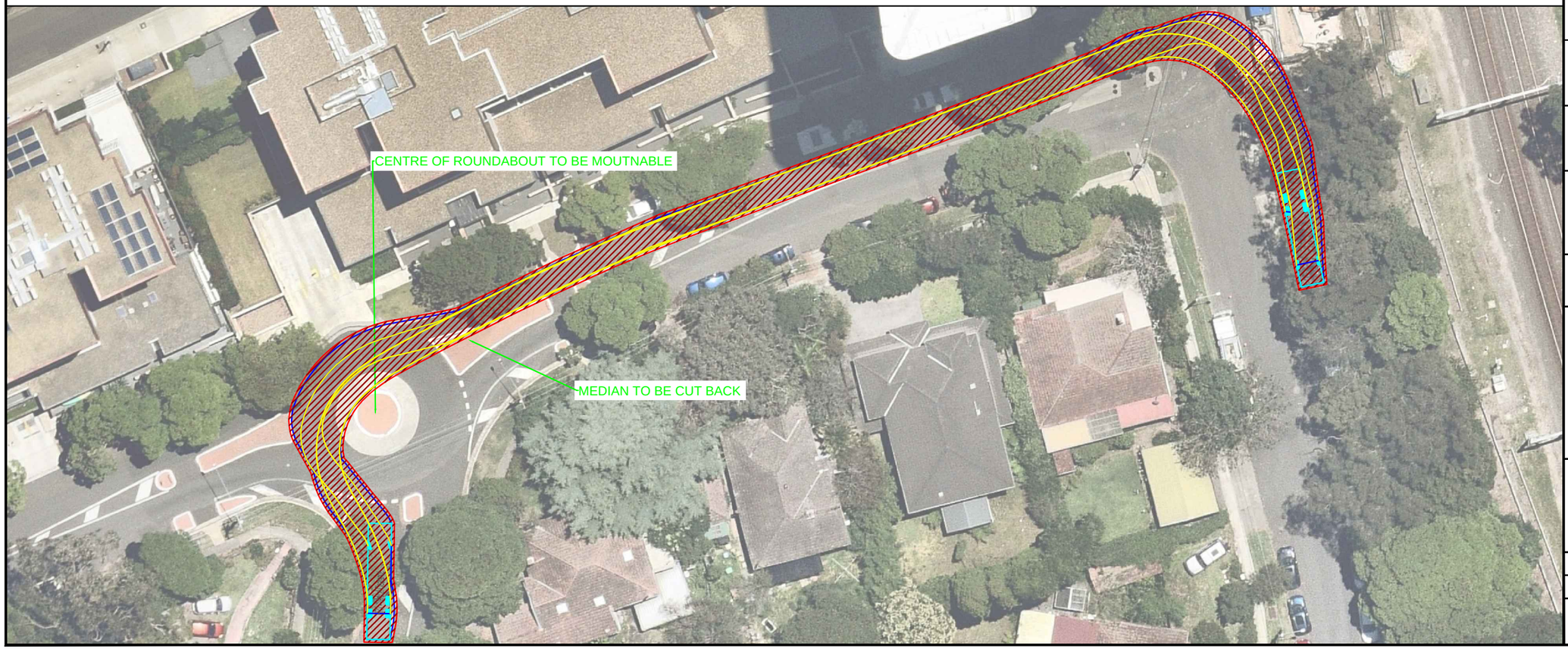
Drawing Title
Swept Path Analysis
12.5m Heavy Rigid Vehicle
Entry and Exit of Berry Road

Drawn:	Checked:	Date:
HD	-	14-04-22

21.519d04v01 TRAFFIX CTMP Swept Paths.dwg

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





Notes:

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

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	14-04-22

Swept Path Legend

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

Architect
Silvester Fuller

Client
Aqualand

Scale / Plan Orientation

0 5 10 15 20m
1:500 @ A3

Project Description
Proposed Mixed Use Development
10-20 Berry Rd and 11-19 Holdsworth Ave St Leonards

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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Strawberry Hills, NSW 2012

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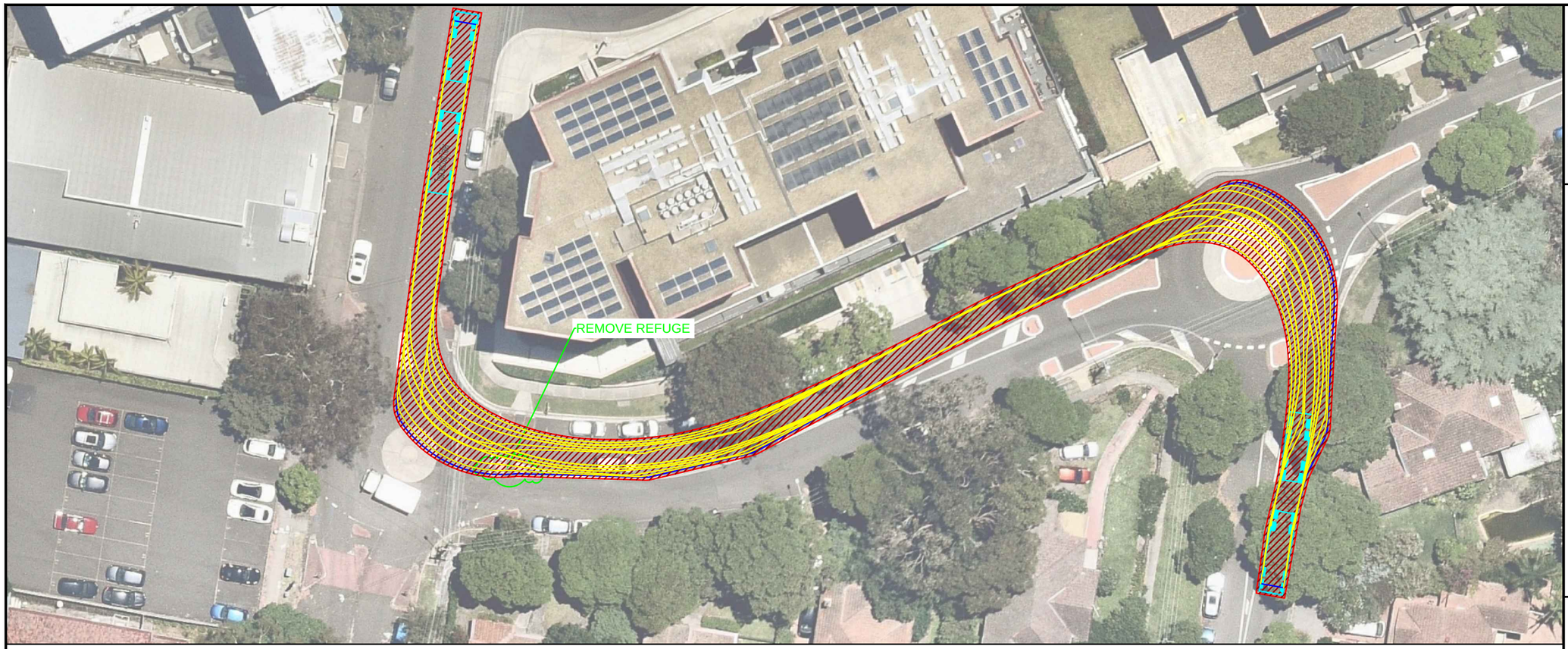
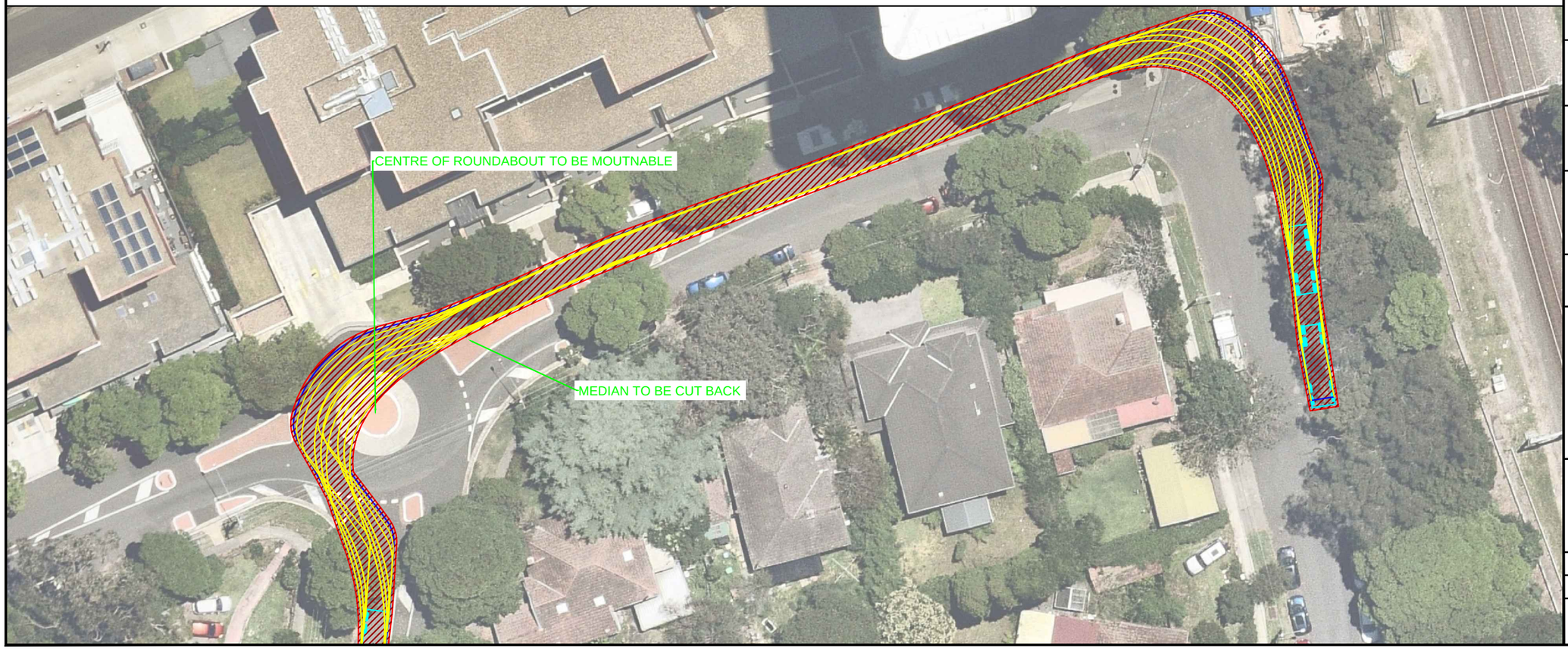
Drawing Title
Swept Path Analysis
12.5m Heavy Rigid Vehicle
Top: Entry to Holdsworth Avenue
Bottom: Exit of Holdsworth Avenue

Drawn:	Checked:	Date:
HD	-	14-04-22

21.519d04v01 TRAFFIX CTMP Swept Paths.dwg

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





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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	14-04-22

Swept Path Legend

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

Architect
Silvester Fuller

Client
Aqualand

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3

Project Description
Proposed Mixed Use Development
10-20 Berry Rd and 11-19 Holdsworth Ave St Leonards

Drawing Prepared By

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TRAFFIC & TRANSPORT PLANNERS

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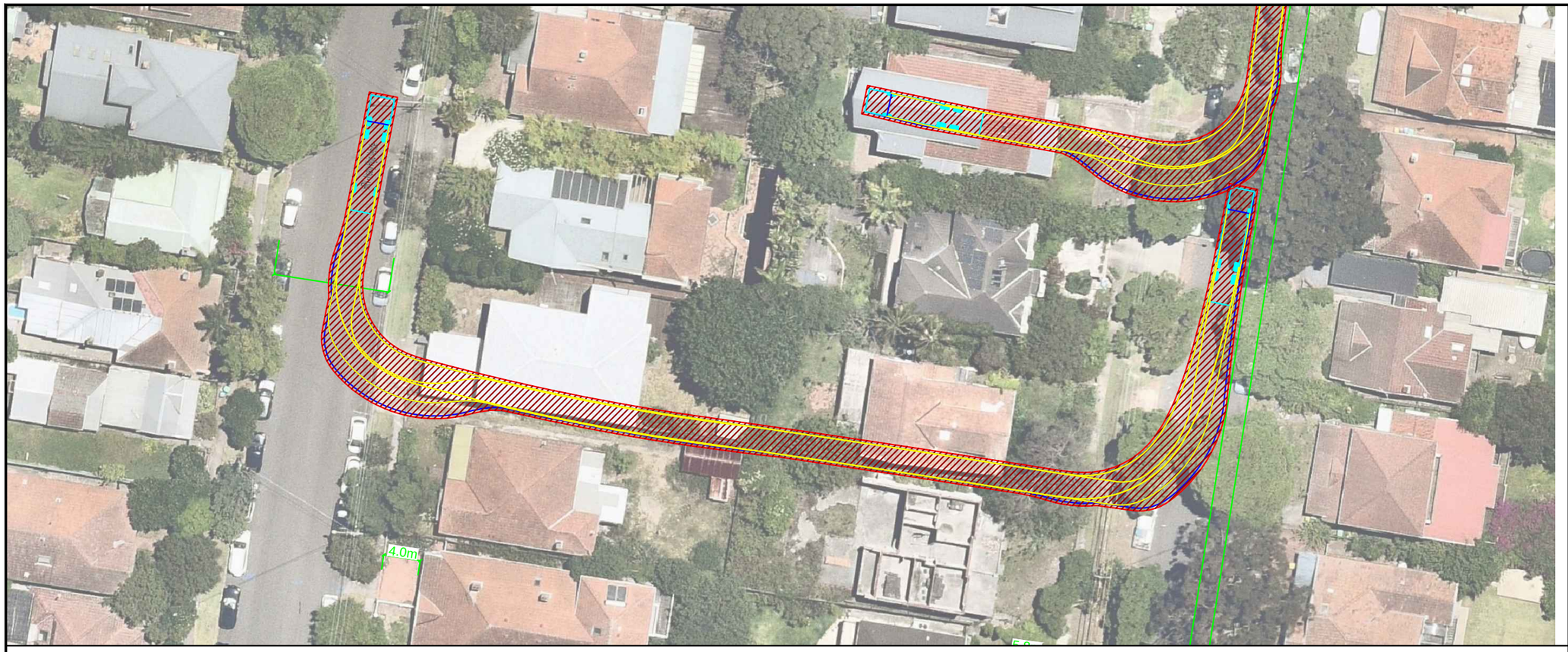
Drawing Title
Swept Path Analysis
Truck and Dog
Top: Entry to Holdsworth Avenue
Bottom: Exit of Holdsworth Avenue

Drawn:	Checked:	Date:
HD	-	14-04-22

21.519d04v01 TRAFFIX CTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
21.519	CTMP	TX.04	A



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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	14-04-22

Swept Path Legend

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

Architect
Silvester Fuller

Client
Aqualand

Scale / Plan Orientation

0 5 10 15 20m
1:500 @ A3

Project Description
Proposed Mixed Use Development
10-20 Berry Rd and 11-19 Holdsworth Ave St Leonards

Drawing Prepared By

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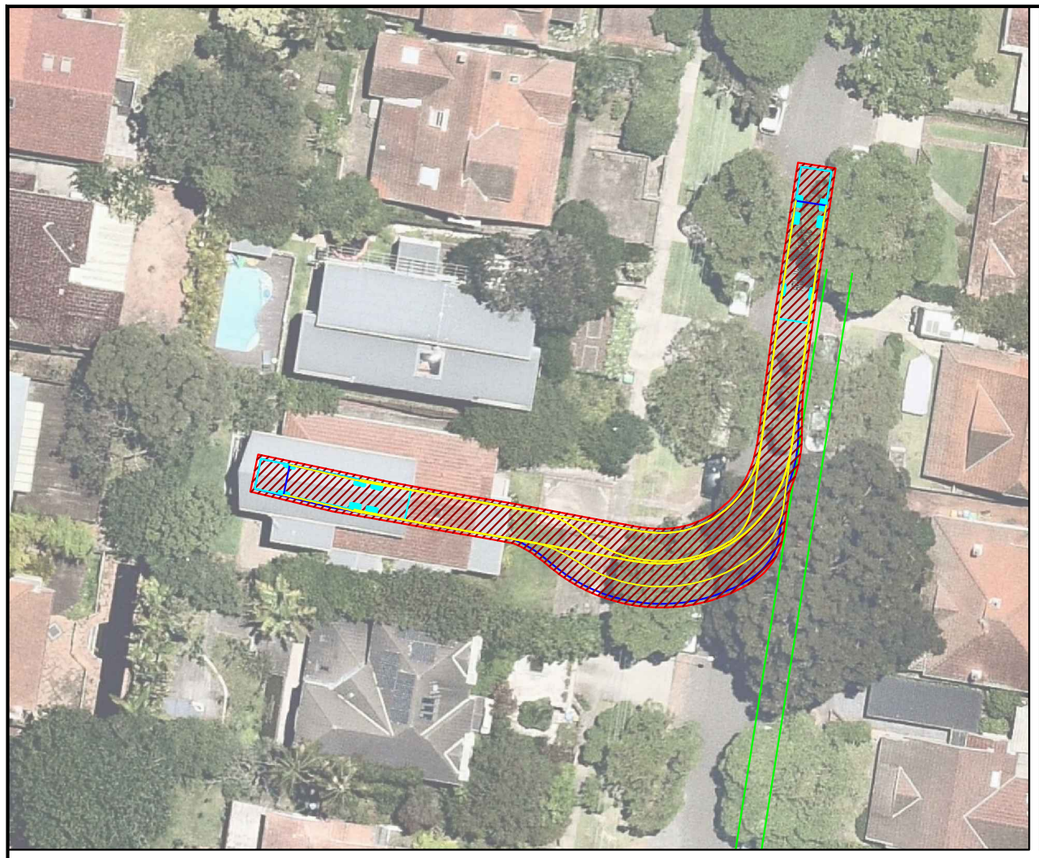
w: www.traffix.com.au

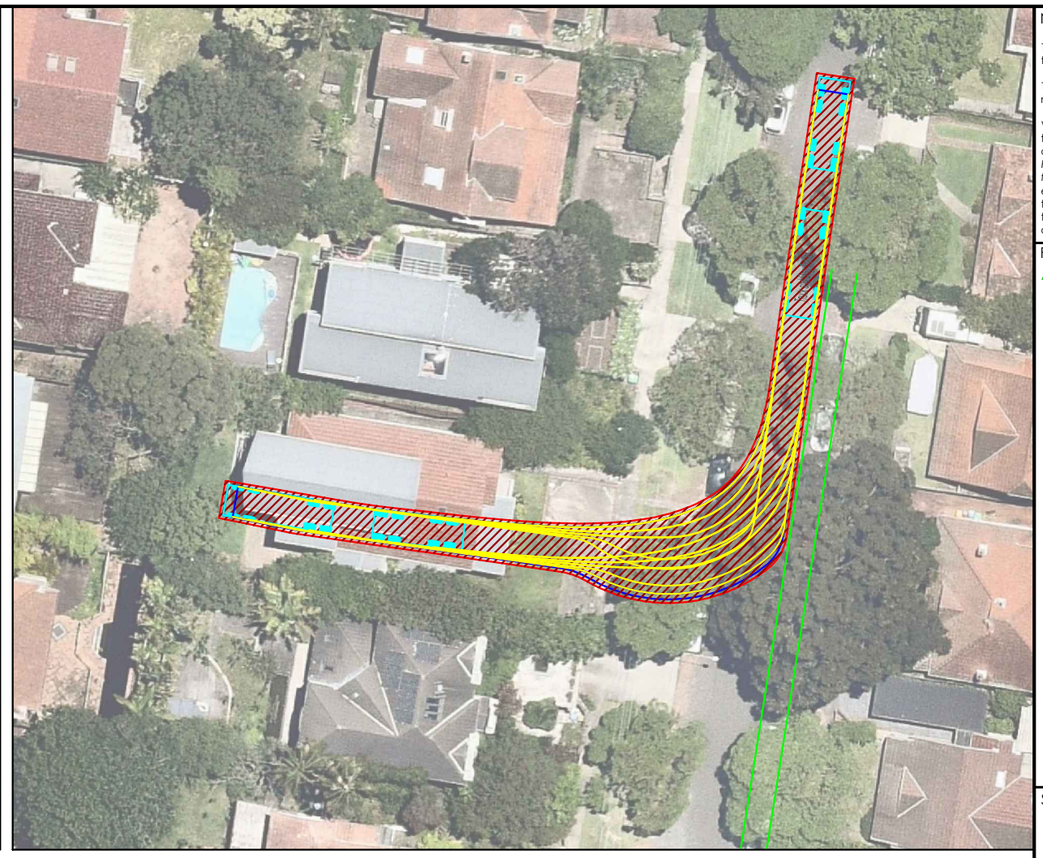
Drawing Title
Swept Path Analysis
12.5m Heavy Rigid Vehicle
Top: HRV Drive Through Site
Bottom: HRV Three Point Turn on-site

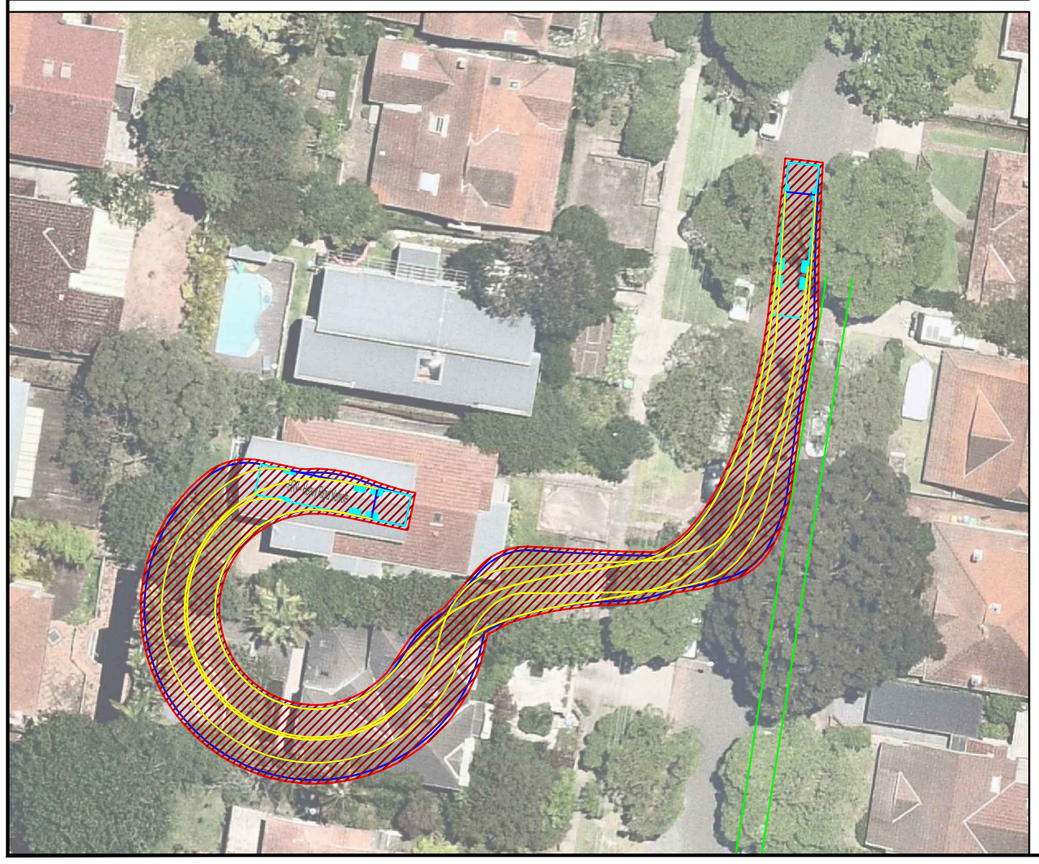
Drawn:	Checked:	Date:
HD	-	14-04-22

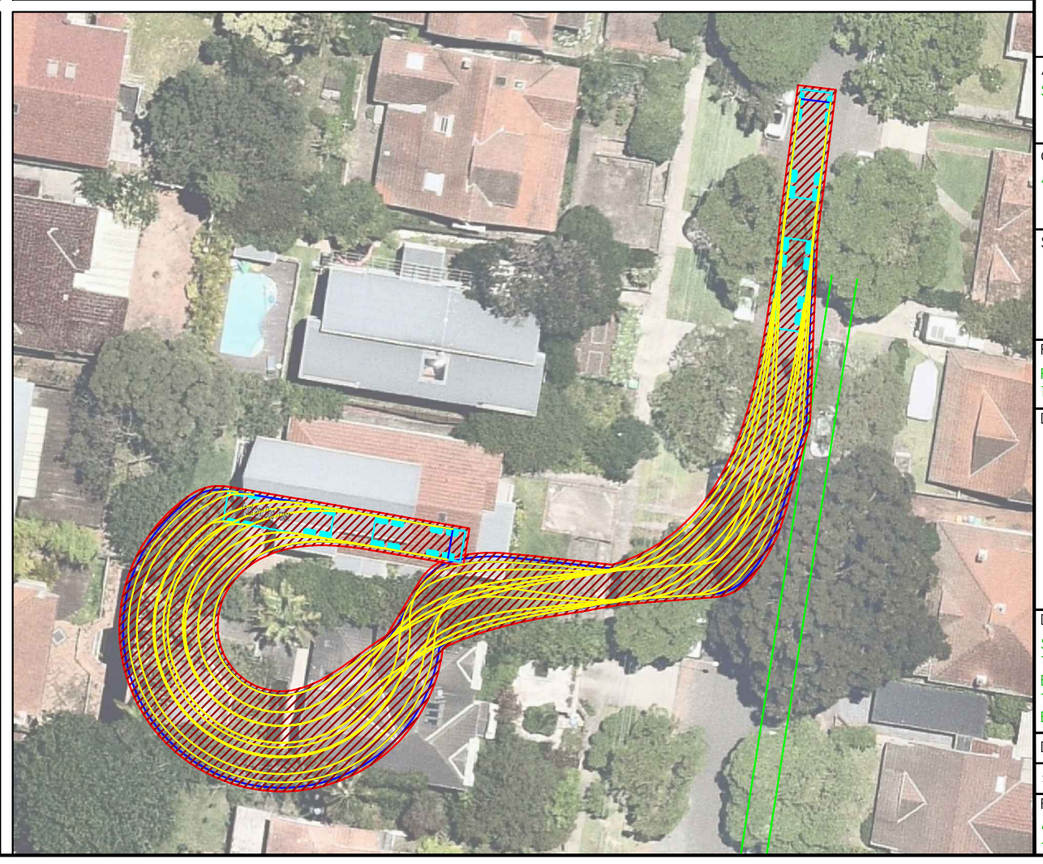
21.519d04v01 TRAFFIX CTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
21.519	CTMP	TX.05	A









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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	14-04-22

Swept Path Legend

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

Architect
Silvester Fuller

Client
Aqualand

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3

Project Description
Proposed Mixed Use Development
10-20 Berry Rd and 11-19 Holdsworth Ave St Leonards

Drawing Prepared By

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Drawing Title
Swept Path Analysis
Top Left : HRV entering site
Bottom Left : HRV exiting site
Top Right: Truck and Dog entering site
Bottom Right: Turck and Dog exiting site

Drawn:	Checked:	Date:
HD	-	14-04-22

21.519d04v01 TRAFFIX CTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
21.519	CTMP	TX.06	A

APPENDIX C

Traffic Control Plans

VALUE OF DIMENSION "D"

Speed of Traffic (km/h)	Dimension "D" (m)
45 or less	0-5
46 – 55	15
56 – 65	45
Greater than 65 km/h	Equal to speed of traffic in km/h

Note:
Berry Road - 50 km/h
Holdsworth Avenue - 50 km/h

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info@traffix.com.au

LEGEND
→ Truck Movements to Site
← Truck Movements from Site

NOTES
- Plan not to scale.
- All signage dimension D shall comply with the minimum requirements of AS 1742.3 Cl 4.1.5 as per TCAWS 2018 (2.11).
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

PROJECT
10-20 BERRY RD & 11-19 HOLDSWORTH AVE.
ST LEONARDS

PROJECT NUMBER
21.519

DATE
13.04.2022

CLIENT
AQUALAND

TCP 01
DEMOLITION STAGE

PREPARED BY
HAYDEN DIMITROVSKI

APPROVED BY
HAYDEN DIMITROVSKI

SAFEWORK NSW CARD NUMBER
TCT0028714

SIGNATURE

VALUE OF DIMENSION "D"

Speed of Traffic (km/h)	Dimension "D" (m)
45 or less	0-5
46 – 55	15
56 – 65	45
Greater than 65 km/h	Equal to speed of traffic in km/h

Note:
Berry Road - 50 km/h
Holdsworth Avenue - 50 km/h

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TRAFFIC AND TRANSPORT PLANNERS

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LEGEND
Truck Movements to Site
Truck Movements from Site

NOTES
- Plan not to scale.
- All signage dimension D shall comply with the minimum requirements of AS 1742.3 Cl 4.1.5 as per TCAWS 2018 (2.11).
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

PROJECT
10-20 BERRY RD & 11-19 HOLDSWORTH AVE. ST LEONARDS

PROJECT NUMBER
21.519

DATE
13.04.2022

CLIENT
AQUALAND

TCP 02
EXCAVATION STAGE

PREPARED BY
HAYDEN DIMITROVSKI

APPROVED BY
HAYDEN DIMITROVSKI

SAFEWORK NSW CARD NUMBER
TCT0028714

SIGNATURE

VALUE OF DIMENSION "D"

Speed of Traffic (km/h)	Dimension "D" (m)
45 or less	0-5
46 – 55	15
56 – 65	45
Greater than 65 km/h	Equal to speed of traffic in km/h

Note:
Berry Road - 50 km/h
Holdsworth Avenue - 50 km/h

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info@traffix.com.au

LEGEND
Works Zone
B-Class Hoarding

NOTES
- Plan not to scale.
- All signage dimension D shall comply with the minimum requirements of AS 1742.3 Cl 4.1.5 as per TCAWS 2018 (2.11).
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

PROJECT
10-20 BERRY RD & 11-19 HOLDSWORTH AVE. ST LEONARDS

PROJECT NUMBER
21.519

DATE
13.04.2022

CLIENT
AQUALAND

TCP 03
STRUCTURE, FITOUT AND FINISHES STAGES

PREPARED BY
HAYDEN DIMITROVSKI

APPROVED BY
HAYDEN DIMITROVSKI

SAFEWORK NSW CARD NUMBER
TCT0028714

SIGNATURE