



CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Kogarah War Memorial Swimming Pool
78 Carwar Avenue, Carss Park

Reference: 20.374r02v04
Date: March 2021

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DOCUMENT VERIFICATION

Job Number	20.374			
Project	Kogarah War Memorial Swimming Pool			
Client	SJB Planning			
Revision	Date	Prepared By	Checked By	Signed
v04	09/03/2021	Neil Caga	Vince Doan	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Vince Doan	Certificate No.	0052002098

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- Appendix A: Site Establishment Plan
- Appendix B: Swept Path Analysis
- Appendix C: Traffic Control Plans



1. INTRODUCTION

TRAFFIX has been commissioned by SJB Planning to prepare a Construction Traffic Management Plan (CTMP) for the demolition of existing pool and ancillary structures, tree removal, remediation of contaminated land, earthworks and associated landscaping of Kogarah War Memorial Swimming Pool at 78 Carwar Avenue, Carss Park. This report documents the construction traffic management arrangements, methodology and traffic/amenity impacts associated with the demolition and remedial construction works.

This report should be read in conjunction with the Construction Management Plan prepared separately by Willow Frank Consulting, noting that a comprehensive CTMP can be prepared upon approval of the development in response to the DA Conditions of Consent and once a builder has been appointed to determine the exact methodology.

The report is structured as follows:

-) Section 2: Outlines the CTMP 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

2.1 Traffic Control Plan

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

-) All signs are to be placed where clear visibility is available;
-) Installations should be checked intermittently during the course of the day/s; and
-) A Roads and Maritime Services (RMS) certified Traffic Controller shall be on-site during work hours to supervise vehicle and pedestrian movements.

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

2.2 Development Consent

In addition to the above, it is noted that SJB Planning have requested a CTMP be prepared and included within the DA package for the development, with construction works proposed to be undertaken during a 3-4 month period..



3. EXISTING CONDITIONS

3.1 Location and Site

The subject site known as the Kogarah War Memorial Swimming Pool at 78 Carwar Avenue, Carss Park is located approximately 7.4 kilometres southwest of the Sydney Airport. More specifically, it is situated adjacent the Carss Park Flats carpark and approximately 70 metres north of the Carss Cottage Museum at Carss Point. The site legally forms part or all of the following:

-) Lot 1 in DP125981;
-) Lot 376 in DP1118749;
-) Lot 511 in DP752056; and
-) Unreserved Crown Land.

Vehicular access to the site is currently provided to the Carss Park Flats public carpark situated to the immediate west of the site and is accessible via Carwar Avenue through separated entry and egress vehicular accesses.

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

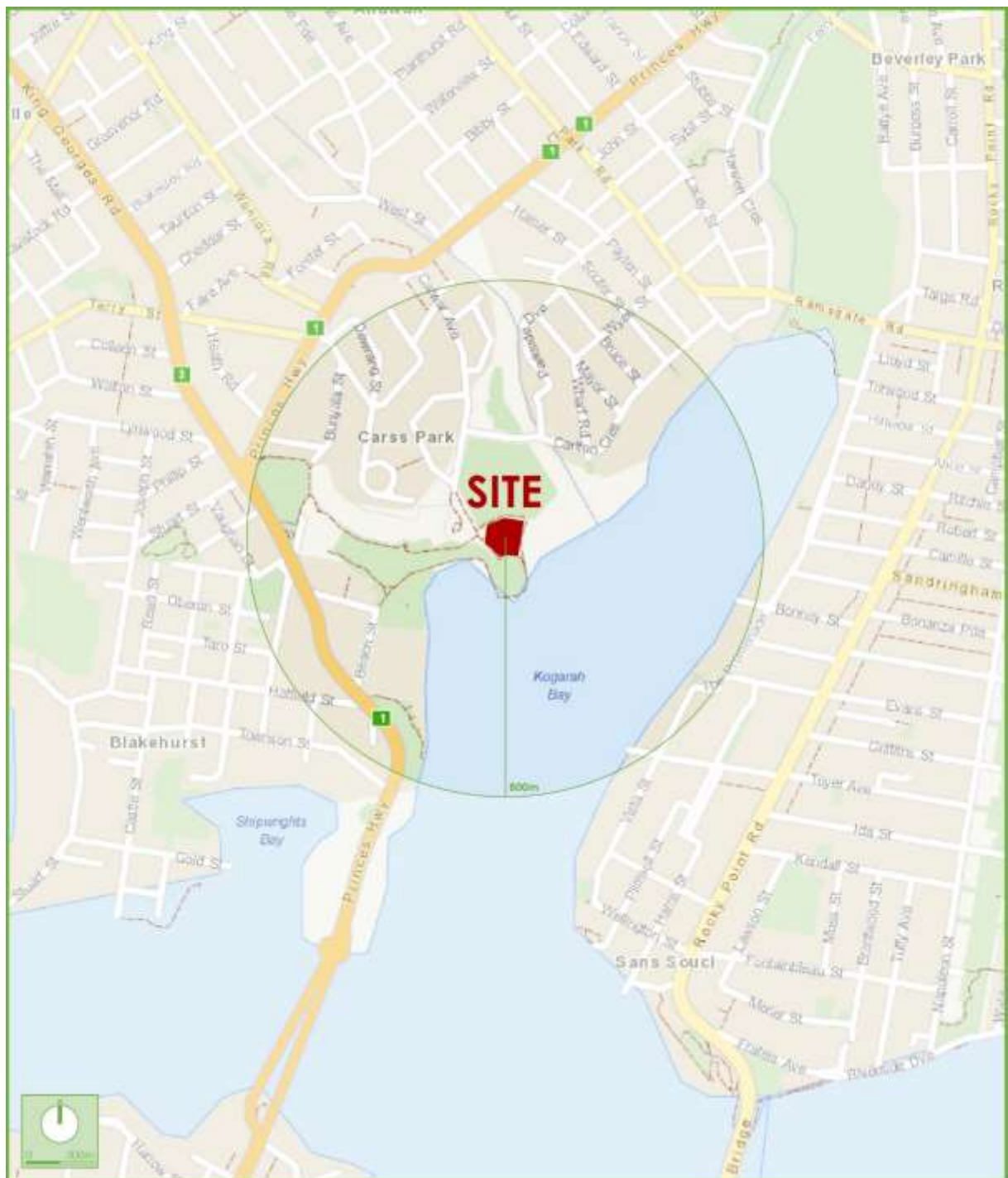


Figure 1: Location Plan



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:

-) Princes Highway: an RMS Highway (HW 1) that generally traverses north-south between Broadway in the north and the Victorian Border in the south. Within the vicinity of the site, it is subject to 70km/h speed zoning and accommodates three (3) northbound and (2) southbound lanes of traffic. Princes Highway is an RMS approved 26.0 metre B-Double route.
-) King Georges Road: forms part of an RMS Main Road (MR 200) that generally traverses north-south between Wiley Avenue in the north and the Princes Highway in the south. Within the vicinity of the site, it is subject to 70km/h speed zoning and accommodates three (3) lanes of traffic in each direction. King Georges Road is an RMS approved 26.0 metre B-Double route.
-) Carwar Avenue: a local road that traverses north-south between the Princes Highway in the north and Carss Point in the south. Within the vicinity of the site it is subject to 25km/h speed zoning and accommodates a single lane of traffic in each direction. Carwar Avenue generally provides kerbside on-street parking, with line-marked kerbside parking provided adjacent the Carss Park Flats public carpark.

It can be seen from Figure 3 that the site is conveniently located with respect to the main arterial road network servicing the region, being the Princes Highway. As such, construction vehicles are able to utilise RMS approved 26.0m B-Double routes to access the site.

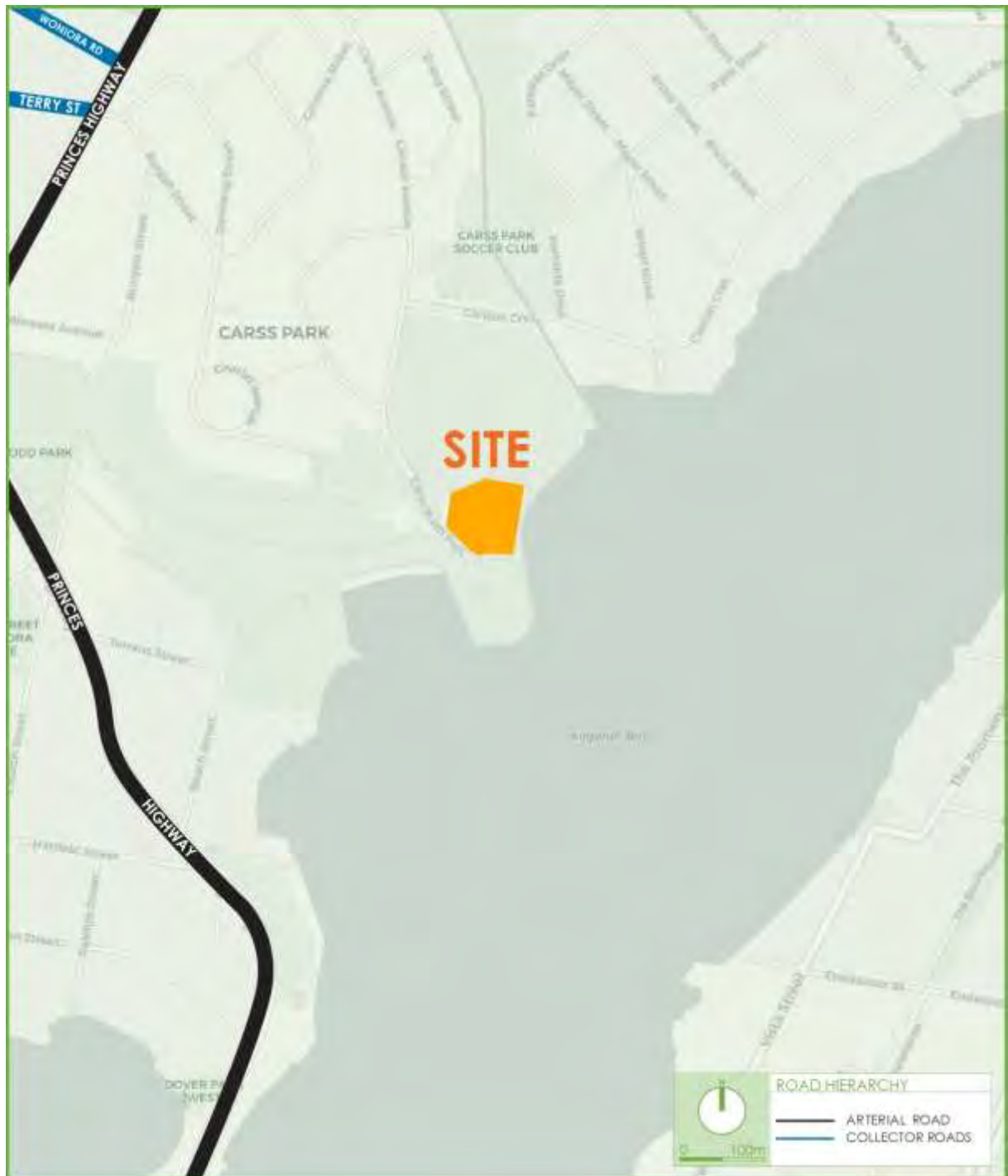


Figure 3: Road Hierarchy

3.3 Public Transport

The subject site is located within optimal walking distance (400 metres) of various bus stops along Carlton Crescent as presented in Figure 4 below. These bus stops provide services along the 985 bus route between Kogarah and Hurstville via Carss Park.

This main bus route is typically serviced every 20 minutes on weekdays and also provides connections to Hurstville and Kogarah Railway Stations, which in turn provide access to the wider public transport network along the T4 (Eastern Suburbs and Illawarra Line) and South Coast Line.



Figure 4: Public Transport



4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Times of Operation

The total construction period is anticipated to occur over 3-4 months. The hours of operation will be in accordance with the DA Consent Conditions, which is envisaged to be:

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

4.2 Site Establishment Plan

Reference should be made to the Site Establishment Plan presented in Appendix A, which outlines the indicative locations of:

-) Sheds, amenities, material storage and waste management areas;
-) Loading / unloading area within the Carss Park Flats public carpark; and
-) Perimeter site fencing, gates and construction vehicle access.

4.3 Overview of Construction Works

This CTMP has been prepared for the demolition and civil stages of construction, inclusively. This stage and associated remedial works are anticipated to occur over a 3-4 month period (subject to approval) and will involve a maximum workforce of 15 people on-site at any one time. The maximum sized trucks to be utilised throughout this stage will be 17.0m long truck and dog trailers and 12.5m long heavy rigid vehicles (HRVs). It is proposed that all demolition and remedial works will occur within the site, with vehicular access provided via the separated entry and egress accesses in the south of the Carss Park Flats public carpark off Carwar Avenue.

The demolition and civil stages of construction are estimated to have an average of 20 truck movements per day (20 in, 20 out) which equates to 2-3 trucks every hour. Accordingly, this volume is considered negligible and will have minimal impacts on the surrounding amenities and road network.



5. TRAFFIC MANAGEMENT ARRANGEMENTS

5.1 Truck Routes

The proposed truck routes make use of the RMS approved 26.0 metre B-Double roads (Princes Highway and King Georges Road), with a copy of the routes provided to all drivers prior to attending the site. A swept path analysis has been undertaken for the maximum sized vehicles demonstrating satisfactory movements at the vehicular access and critical intersection of the truck route. This analysis is provided in Appendix B for reference.

The proposed truck route is presented in Figure 5, with the route summarised as follows:

-) Routes to the subject site (IN):
 1. Trucks will arrive on Princes Highway, eastbound.
 2. Turn right onto Carwar Avenue, southbound.
 3. Turn left at the Carss Park Flats public carpark.
-) Routes from the subject site (OUT):
 1. Trucks will depart the Carss Park Flats public carpark.
 2. Continue along onto Carwar Avenue, northbound.
 3. Turn left on Princes Highway.

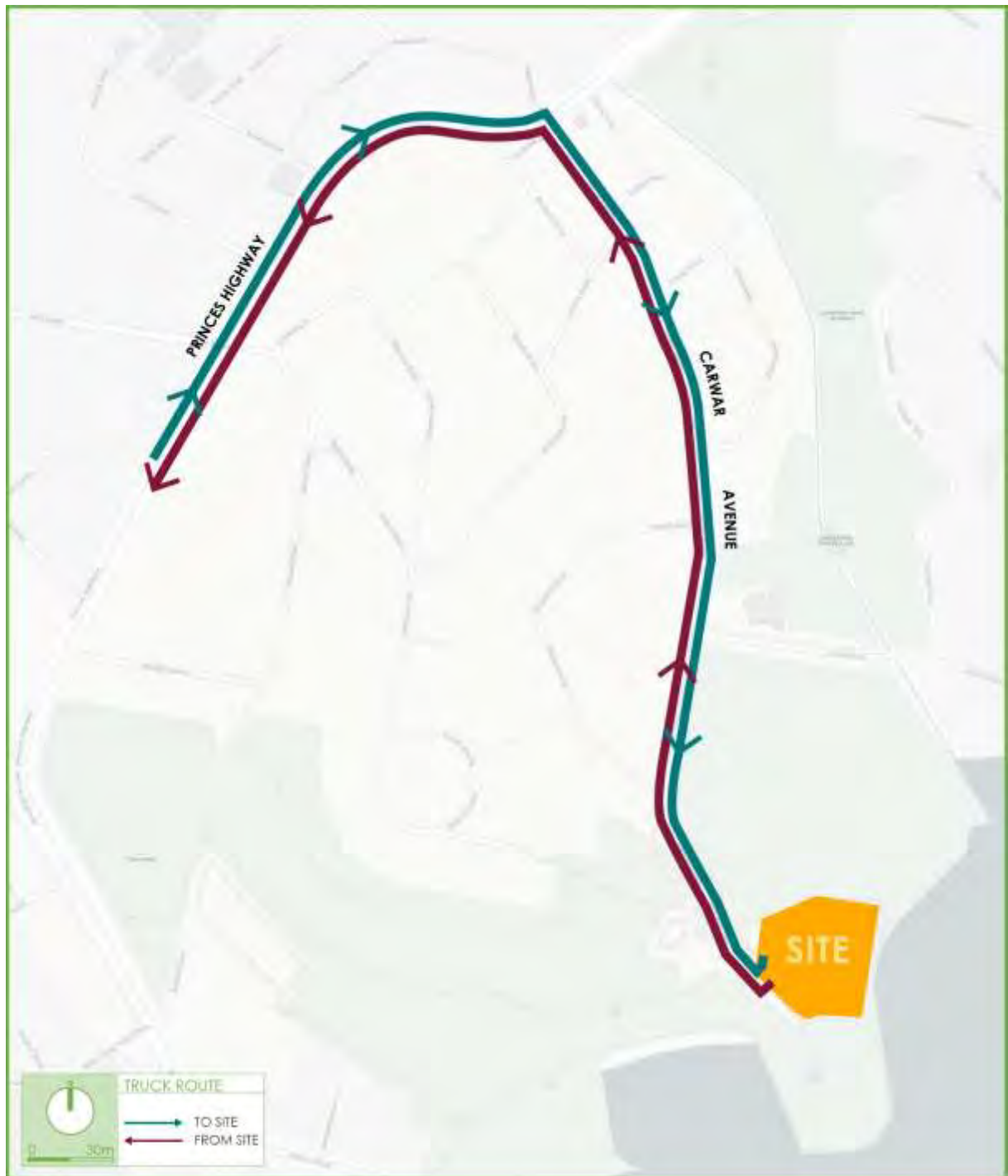


Figure 5: Truck Routes



5.2 Trucks Arrivals

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, noting that potential conflicts at the vehicular access is considered highly unlikely, given a minimal average truck volume of 2-3 vehicles per hour.

This management of loading / unloading or deliveries is envisaged to be the same throughout the demolition and civil stages of construction and will ensure no trucks would be required to queue along Carwar Avenue or park on-street. It should be noted that the hardstand carpark area has sufficient room to accommodate the estimated truck volume of 2-3 vehicles per hour.

5.3 Vehicle Access

Construction vehicles will be required to access the site via the existing Carss Park Flats public carpark off Carwar Avenue. A swept path analysis has been conducted demonstrating satisfactory vehicle entry and egress movements of the largest anticipated vehicles to be accommodated on-site. This analysis has been provided in Appendix B for reference.

5.4 Pedestrian Control

Pedestrian access surrounding the site will be managed safely throughout all construction works, with site fencing proposed to be installed around the site and Carss Park Flats public carpark.

5.5 Employee Vehicles

All construction workers will be permitted to park on-site during the demolition stage of construction. This is considered appropriate given the minimal number of workers anticipated on-site, being a maximum of 15 people at any given time.

5.6 Traffic Control Plan

The TCP included in Appendix C demonstrates the proposed signage to be adopted during the demolition stage, noting that copies of the TCP are to be kept on-site at all times.

The TCP has been designed in accordance with the requirements of the RMS *Traffic Control at Work Sites Manual* and is recommended for adoption.



6. CONCLUSION

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

APPENDIX A

Site Establishment Plan

TREE SCHEDULE															
NO.	TRUNK DIA.	HEIGHT	SPR.	NO.	TRUNK DIA.	HEIGHT	SPR.	NO.	TRUNK DIA.	HEIGHT	SPR.	NO.	TRUNK DIA.	HEIGHT	SPR.
1	0.9	25	18	33	0.3	6	4	65	0.3	4	5				
2	0.6	20	12	34	0.3	6	4	66	0.9	25	18				
3	0.9	20	18	35	0.3	6	4	67	0.9	25	18				
4	0.7	20	18	36	0.3	6	4	68	0.9	25	18				
5	0.6	25	12	37	0.3	6	4	69	0.9	25	18				
6	0.9	20	12	38	0.3	6	4	70	0.9	25	18				
7	0.3	6	5	39	0.3	6	4	71	0.9	25	18				
8	0.5	15	8	40	0.3	6	4	72	0.9	25	18				
9	0.9	18	15	41	0.3	6	4	73	0.9	25	18				
10	0.6	20	10	42	0.3	6	4	74	0.3	5	3				
11	0.3	8	4	43	0.3	6	4	75	0.3	5	3				
12	0.8	20	12	44	0.3	6	4	76	0.3	5	3				
13	0.5	20	12	45	0.3	6	4	77	1.0	10	15				
14	0.5	8	6	46	0.3	6	4	78	0.5	8	5				
15	0.4	8	5	47	0.3	6	4	79	0.4	8	5				
16	0.6	10	8	48	0.3	6	4	80	0.3	7	5				
17	0.3	15	10	49	0.3	6	4	81	0.3	6	5				
18	0.3	12	8	50	0.3	6	4	82	0.3	6	6				
19	0.4	12	8	51	0.3	6	4	83	0.4	12	6				
20	0.6	12	10	52	0.3	6	4	84	0.6	12	5				
21	0.2	5	4	53	0.3	6	4	85	0.2	5	5				
22	0.9	20	20	54	0.3	6	4	86	0.3	5	5				
23	0.8	20	20	55	0.3	6	4	87	0.8	10	10				
24	0.8	20	20	56	0.3	6	4	88	0.5	12	7				
25	0.4	12	8	57	0.3	6	4	89	0.5	12	7				
26	0.3	6	3	58	0.3	6	4	90	0.5	12	7				
27	0.9	20	20	59	0.3	6	4	91	0.5	12	7				
28	0.3	8	5	60	0.3	6	4	92	0.5	12	7				
29	0.3	8	5	61	0.3	6	4	93	0.5	12	7				
30	0.3	8	5	62	0.3	6	4	94	0.3	8	5				
31	1.2	25	20	63	0.2	3	2	95	0.4	10	7				
32	1.2	25	20	64	0.5	4	8	96	0.4	10	7				
								97	0.25	6	6				

- NOTES
- MAP & SURVEY GRANTS TO THE CLIENT NAMED A LICENCE TO USE THE INFORMATION HEREON FOR THE PURPOSE FOR WHICH MAP & SURVEY WERE ENGAGED TO PERFORM THE WORK. USE OF THIS PLAN AND INFORMATION FOR ANY OTHER PURPOSE IS NOT PERMITTED UNLESS WRITTEN APPROVAL HAS BEEN OBTAINED FROM MAP & SURVEY.
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 - THE ACCURACY OF THIS DATA MAY NOT BE SUITABLE FOR BUILDING PURPOSES AND THEREFORE SURVEY MARKS SHOULD BE PLACED PRIOR TO ANY CONSTRUCTION COMMENCING.
 - THESE NOTES ARE AN INTEGRAL PART OF THIS PLAN.

LEGEND	
	WATER MAIN
	TELSTRA PILLAR
	TELSTRA MARKER POST
	TELSTRA PIT
	TELEGRAPH POLE
	POWER POLE
	ELECTRICAL PILLAR
	POWER LIGHT POLE
	LIGHT POLE
	HYDRANT
	RECYCLED WATER
	WATER METER
	STOP VALVE
	WATER TAP
	GAS METER
	GAS DIRECTION MARKER
	GAS INSPECTION POINT
	SEWER MANHOLE
	SEWER VENT
	SEWER LAMPHOLE
	SEWER INSPECTION POINT
	SUBSOIL DRAIN
	STORMWATER PIT
	STORMWATER GRATE
	SURFACE INLET PIT
	LINTEL-KERB INLET PIT
	LINTEL-KERB INLET PIT WITH GRATE
	STORMWATER PIPE INCLUDING PIPE SIZE
	HEADWALL
	FIRE HYDRANT
	IRRIGATION PIT
	ELECTRICITY
	SEWER
	WATER
	COMMUNICATIONS
	GAS



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DRAWING TITLE
Site Feature & Level Survey

CLIENT
SJB Planning

REDUCTION RATIO
1:250 (A1)

SURVEYED/DRAWN
MS/MS

AMENDMENT

28.7.2020 - Preliminary Carpark Detail Only

DATUM
AHD

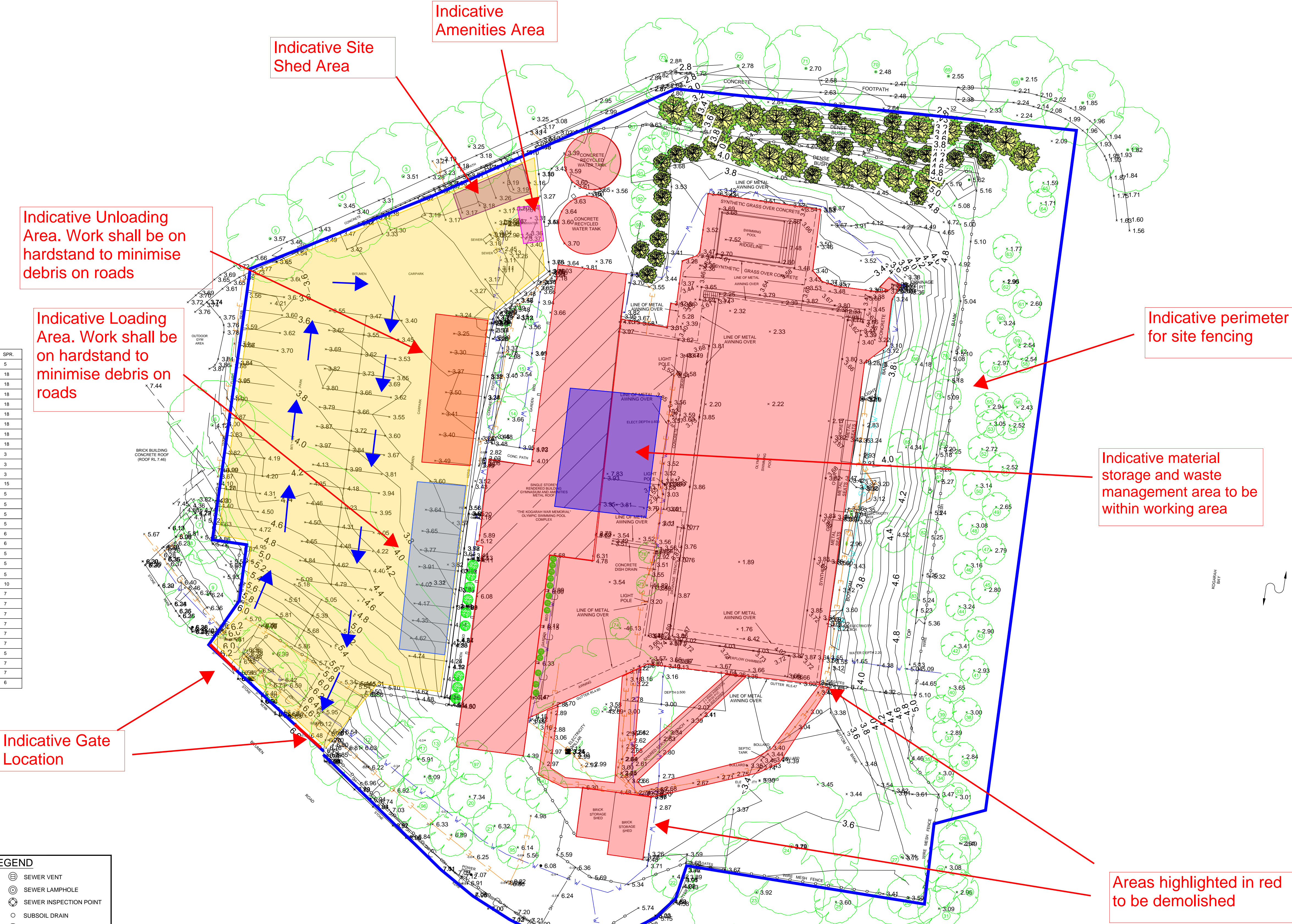
CHECKED
GW

10.8.2020 - Rev Issued

DATE
24.7.2020

REFERENCE
5104

SHEET 1 of 11



APPENDIX B

Swept Path Analysis



Notes:

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

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

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

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	NC	19-09-20

Swept Path Legend

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

Architect

Client

SJB Planning
Level 2, 490 Crown Street
SURRY HILLS NSW 2010


Scale / Plan Orientation

0 4 8 12 16m
1:400 @ A3

Project Description

Kogarah War Memorial Swimming Pool
78 Carwar Avenue, Carss Park NSW 2221

Drawing Prepared By



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Drawing Title

Swept Path Analysis - Site Access
Carss Park Flats Carpark
12.5m Heavy Rigid Vehicle
Vehicle Entry and Circulation Movements

Drawn:	NC	Checked:	VD	Date:	19-09-2020
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20.374d01v01 TRAFFIX [2020-09-17] - CTMP Swept Path Analysis.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
20.374	CTMP	TX.01	A



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A	Swept Path Analysis	NC	19-09-20

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- Clearance Envelope (300mm)

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0 4 8 12 16m
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Drawing Title

Swept Path Analysis - Site Access
Carss Park Flats Carpark
12.5m Heavy Rigid Vehicle
Vehicle Egress and Circulation Movements

Drawn:	NC	Checked:	VD	Date:	19-09-2020
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20.374	CTMP	TX.02	A



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A	Swept Path Analysis	NC	19-09-20

Swept Path Legend

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

Architect

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0 4 8 12 16m
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Drawing Title

Swept Path Analysis - Truck Routes
Princes Highway and Carwar Avenue
12.5m Heavy Rigid Vehicle
TOP: Entry Movement
BOTTOM: Egress Movement

Drawn:	NC	Checked:	VD	Date:	19-09-2020
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20.374d01v01 TRAFFIX [2020-09-17] - CTMP Swept Path Analysis.dwg

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20.374	CTMP	TX.03	A



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A	Swept Path Analysis	NC	25-09-20

Swept Path Legend

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Drawing Title

Swept Path Analysis - Site Access
Carss Park Flats Carpark
17.0m Truck and Dog Trailer
Vehicle Entry and Circulation Movements

Drawn:	NC	Checked:	VD	Date:	25-09-2020
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20.374d01v02 TRAFFIX [2020-09-17] - CTMP Swept Path Analysis.dwg

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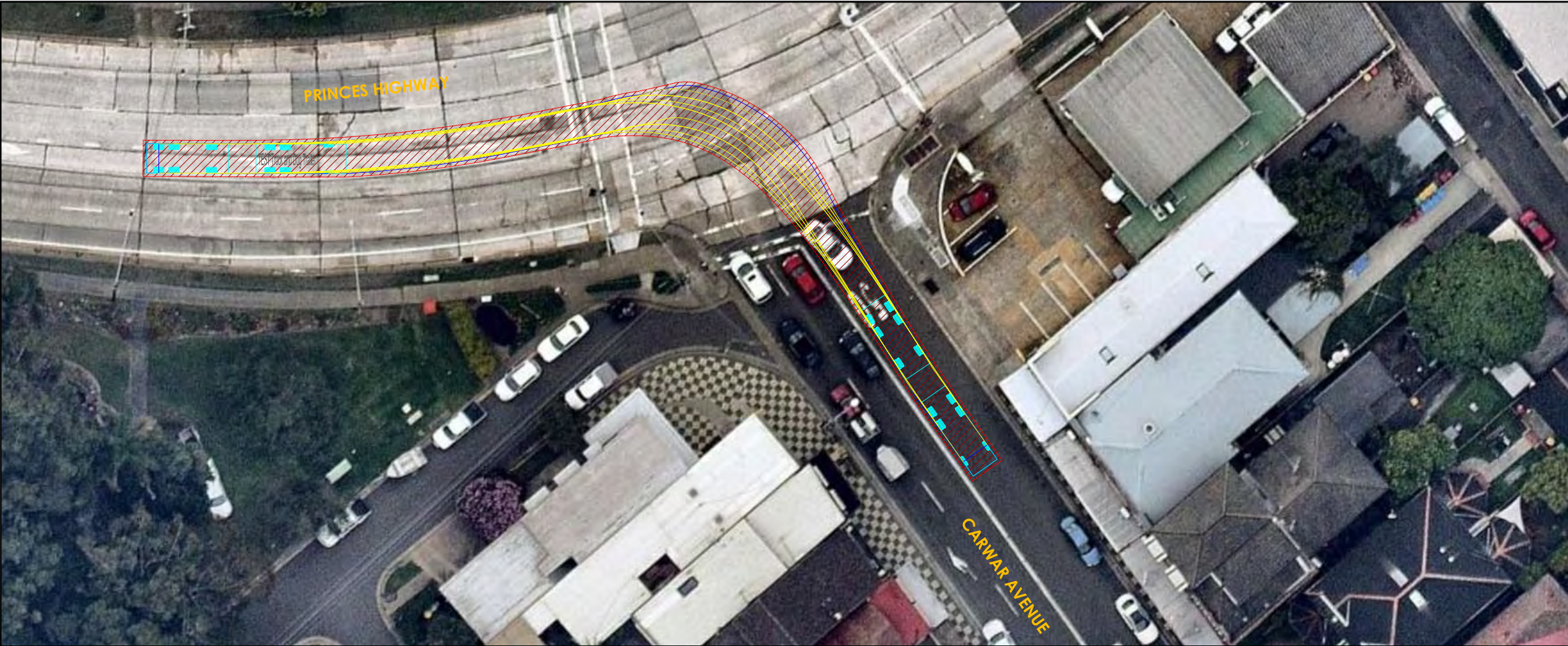
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17.0m Truck and Dog Trailer
Vehicle Egress and Circulation Movements

Drawn:	NC	Checked:	VD	Date:	25-09-2020
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This drawing is prepared for information purposes only. It is not to be used for construction.

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

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

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	NC	25-09-20

Swept Path Legend

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

Architect

Client

SJB Planning
Level 2, 490 Crown Street
SURRY HILLS NSW 2010


Scale / Plan Orientation

0 4 8 12 16m
1:400 @ A3

Project Description

Kogarah War Memorial Swimming Pool
78 Carwar Avenue, Carss Park NSW 2221

Drawing Prepared By



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Surry Hills, NSW 2010
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Drawing Title

Swept Path Analysis - Truck Routes
Princes Highway and Carwar Avenue
17.0m Truck and Dog Trailer
TOP: Entry Movement
BOTTOM: Egress Movement

Drawn:	NC	Checked:	VD	Date:	25-09-2020
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20.374d01v02 TRAFFIX [2020-09-17] - CTMP Swept Path Analysis.dwg

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




APPENDIX C

Traffic Control Plan

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

Legend

-  Gate
-  Site Fencing
-  Vehicular Movements



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

TCP 01 : Demolition Stage		Date:	24.09.2020	TRAFFIC & TRANSPORT PLANNERS Suite 2.08 50 Holt Street Surry Hills NSW 2010 (02) 8324 8700 info@traffix.com.au
Project:	Kogarah War Memorial Pool	Prepared By:	Neil Caga	
Project Number:	20.374	Approved By:	Vince Doan (0052002098)	
Client:	SJB Planning	Signature:	