Eurobodalla Regional Hospital

Construction Pedestrian and Traffic Management Plan

Final Report

Prepared for: Multiplex

Date: 22 August 2024

Ref: 300305039

Stantec Australia Pty Ltd
Level 9, The Forum, 203 Pacific Highway, St Leonards, NSW 2065

Stantec

Revision

Revision	Date	Comment	Prepared By	Approved By
A	7 June 2024	Final	William Xie	Karen McNatty
B	18 June 2024	Final – minor amendments	William Xie	Karen McNatty
C	26 June 2024	Final – amendments to address Transport for NSW comments on site compound	William Xie	Karen McNatty
D	01 July 2024	Final – minor amendments	William Xie	Karen McNatty
E	9 August 2024	Final – amendments based on proposed road corridor changes along Princes Highway	William Xie	Karen McNatty
E	22 August 2024	Final – minor amendments	William Xie	Karen McNatty

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Karen McNatty

For and on behalf of

Stantec Australia Pty Ltd

L9, 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

CONTENTS

CONSTRUCTION PEDESTRIAN AND TRAFFIC MANAGEMENT PLAN

Eurobodalla Regional Hospital

Appendices

1. Introduction

1.1 Background

Stantec has been engaged to prepare a Construction and Pedestrian Traffic Management Plan (CPTMP) for the proposed Eurobodalla Regional Hospital development. The CPTMP examines the impacts of construction works on the surrounding transport network and details the proposed construction traffic and pedestrian management measures to ensure all works stages can be delivered within the surrounding road network.

This document has been drafted as a specific response to:

- SSD-56989722 (24 May 2024) Clause B16
- REF 05/2023/A Mitigation Measure 17; and
- The Traffic Management Measure within Appendix 1 of the Addendum Review of Environmental Factors, Version 2, dated 14/11/2023.

In this regard, the overarching principles of traffic management for this site during the construction activity have been considered, including:

- providing an appropriate and convenient environment for pedestrians
- minimising the impact on pedestrian and cyclist movements
- maintaining appropriate public transport access
- minimising the loss of parking
- maintaining access to/ from adjacent buildings
- restricting construction vehicle movements to designated routes to/ from the site
- managing and control construction vehicle activity near the site
- carrying out construction activity in accordance with Council's approved hours of works.

This report has been prepared by qualified transport consultants who hold the SafeWork NSW Traffic Control Work Training Card. Details of the accredited consultants are provided below:

- William Xie – Authorisation No. TCT1055001.
- Karen McNatty – Authorisation No. TCT1055005.

1.2 References

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

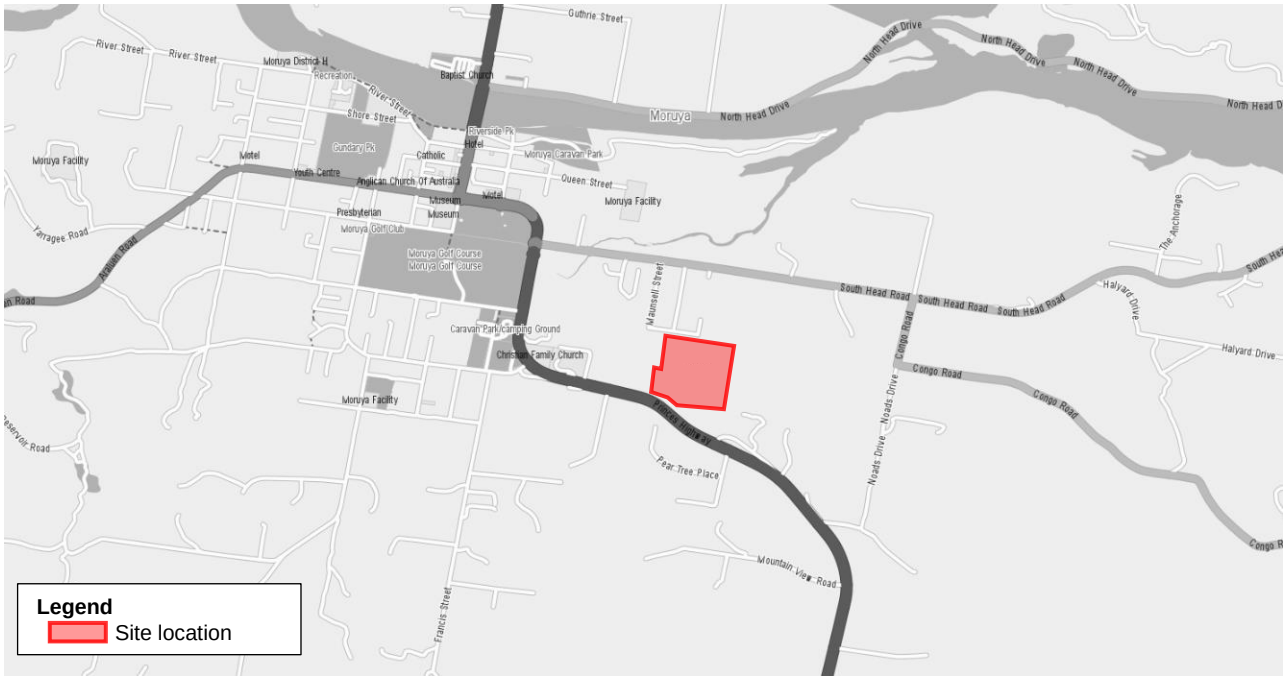
- Traffic Control at Work Sites Technical Manual, Transport for NSW, February 2022
- Australian Standard AS1742.3:2019 'Manual of Uniform Traffic Control Devices – Traffic control for works on roads
- Austroads Guide to Temporary Traffic Management series (2021)
- other documents and data as referenced in this report.

2. Existing Conditions

2.1 Location

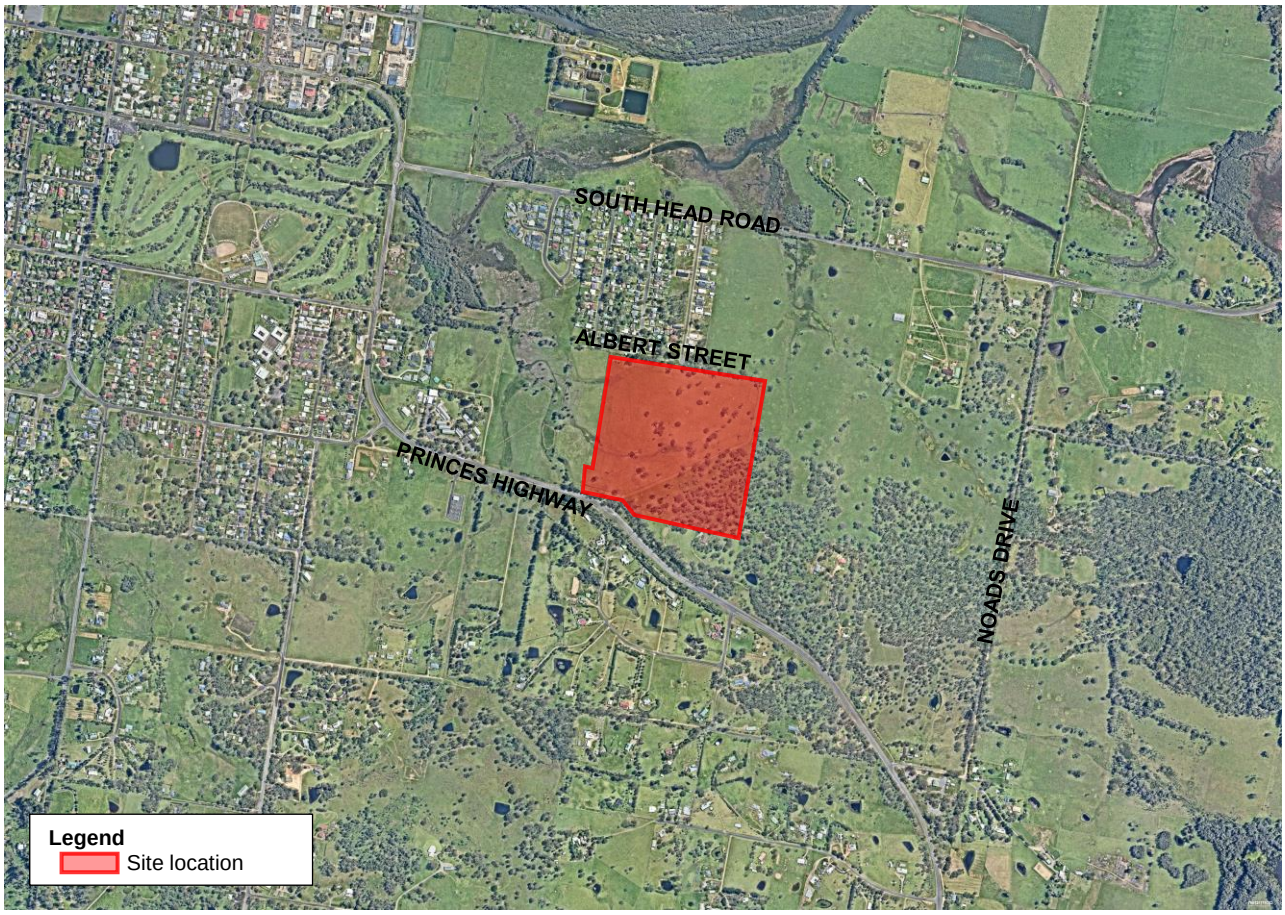
The site is located at lot 2 in DP1281576 in Moruya with an area of approximately 219,000 square metres and frontage of some 170 metres to the Princes Highway. The site is currently vacant, with surrounding properties mostly comprising of rural residential lots. The Moruya town centre is located approximately two kilometres northwest of the site. The site location and its surroundings are shown in Figure 2.1 and Figure 2.2.

Figure 2.1: Subject Site and Its Environs



Base image source: Sydway

Figure 2.2: Aerial View



Base image source: Nearmap

2.2 Road Network

Princes Highway and Albert Street front the southern and northern frontages of the site respectively.

Princes Highway is a State Road aligned in the east-west direction along the southern frontage of the site. It is a two-way road with one lane in each direction within a 11-metre-wide carriageway and has a posted speed limit of 100km/h adjacent to the site. Approximately two-metre-wide shoulders are provided directly adjacent to the travel lanes.

Noads Drive is a Local Road with the majority of the road being gravel and aligned in the north-south direction east of the site, there is however a sealed section aligned in the east-west direction south of the site close to the intersection of the Princes Highway.

South Head Road is a Local Road aligned in the east-west direction north of the site. It is a two-way road with one lane in each direction within a 11-metre-wide carriageway and has a posted speed limit of 70km/h reducing to 50km/h on approach to the intersection of South Head Road and Princes Highway. Shoulders of variable width, approximately between one and three metres are provided directly adjacent to the travel lanes.

Albert Street is a Local Road aligned in the east-west direction along the northern frontage of the site. It is a two-way undivided road with one lane in each direction within a seven-metre-wide carriageway and has a posted speed limit of 50km/h. The extent of the sealed section of road along Albert Street is noted to be between Maunsell Street and Keightley Street.

2.3 Public Transport

There is limited public transport services close to the site. The closest bus stop is located west of the site, some 500 metres from the site within the TAFE site. One bus service, the 860 operates, noting that it only operates occasionally, with two afternoon services on weekday afternoons.

2.4 Pedestrian and Cycling Infrastructure

There is limited pedestrian and cycling infrastructure close to the site. There are no footpaths along Princes Highway and Albert Street adjacent to the site.

In terms of cycling, there is no cycling infrastructure along Princes Highway and Albert Street adjacent to the site. There are some shared paths west of the site which connect the adjacent TAFE site to the Moruya town centre further northwest of the site. There is also a shared path north of the site along South Head Road, connecting the town centre along Princes Highway to South Head Road up to the intersection of South Head Road and Caswell Street.

3. Overview of Construction Activities

3.1 Project Overview

The project involves earthworks and construction of a hospital development on the site. Furthermore, it will involve earthworks and construction of a roundabout along Princes Highway which will provide the ultimate access arrangement for the site. It should be noted that the construction pedestrian and traffic management plan (CPTMP) for the initial roundabout works is documented separately by another consultant.

The commencement dates for construction works are to be finalised by Multiplex, with expected duration of the project stages detailed in Table 3.1.

Table 3.1: Project Stages

Stage	Duration
Stage 1 – Early works	2-3 months
Stage 2 – Main works (civil works, substructure and superstructure)	2-3 months
Stage 3 – Initial roundabout works	6 months
Stage 4 – Final roundabout works, building fit-out and landscaping	12 months

It is to be noted prior to stage 1, works will be undertaken to construct an auxiliary left turn (AUL) lane, enabling access into the site. Additional commentary on such works can be found in a separate management plan by Attcall Civil Contractors.

Commentary relating to stage 3 can be found in a separate CTPMP prepared by others.

3.2 Work Hours

Work associated with the development will be carried out in accordance with the Council approved work hours, as follows:

- Monday to Friday 7:00am to 6:00pm
- Saturday 8:00am to 1:00pm
- Sunday / Public Holiday no work

Multiplex will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval from Council.

3.3 Construction Worker Parking

There are expected to be up to around 300 construction workers on-site per day during peak activity. On average, there will be approximately 150 construction workers on-site per day across the duration of the project. The expected worker vehicle volumes are expected to be as follows:

- Stage 1 – 50 workers
- Stage 2 – 150 workers
- Stage 4 – 300 workers

The site will have a dedicated area for on-site construction worker parking which is documented in Figure 3.1. Where possible, workers will be encouraged to carpool and appropriate arrangements should be made for equipment/ tool storage on-site.

Figure 3.1: Construction parking

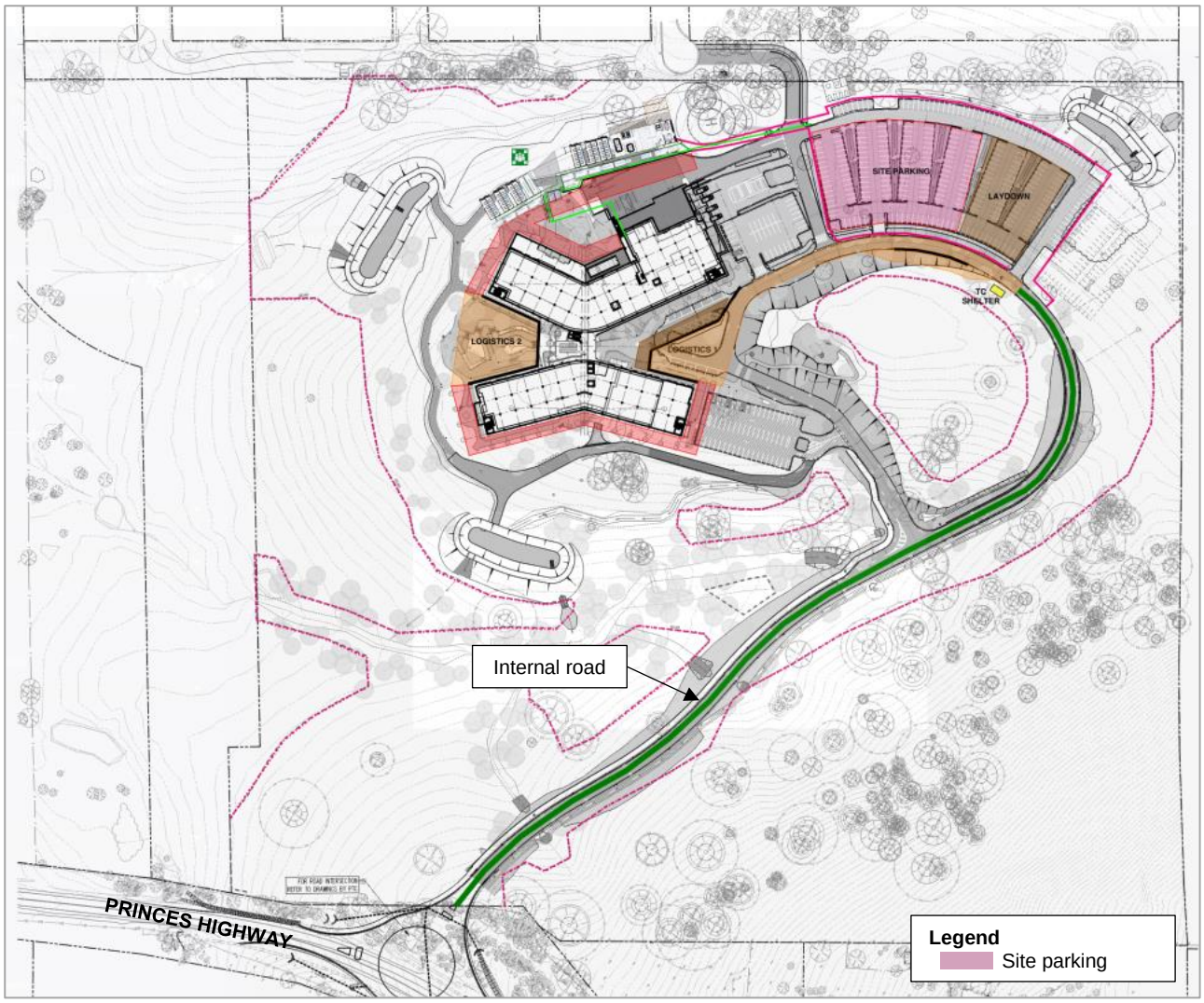


Image source: Multiplex

3.4 Site Access and Loading

3.4.1 General Access and Loading

During stages 1 and 2, it is expected that vehicles will access the site via a left-in left-out arrangement along Princes Highway, with the site access located around the location of the existing site access. This access will connect to a temporary road within the site that is to be constructed during this stage. With this temporary road, vehicles can access load, unload and turn around within the site and exit the site via the same access. A desktop sightline assessment has been completed showing adequate sightlines for exiting vehicles, which is documented in Appendix D.

As discussed, commentary for stage 3 – the construction of the roundabout will be documented by others and form a separate CPTMP.

Access during stage 4 will be via the northern leg of the constructed roundabout along the Princes Highway. As such, all movements will be enabled for access and egress to and from the site.

Vehicle swept path assessment showing construction vehicles accessing and egressing the site are shown in Appendix A.

3.4.2 Auxiliary Left Turn Lane

Construction of a AUL lane is proposed prior to stage 1 to enable access into and out of the site for construction vehicles. The AUL lane has been designed by others, with the length of the lane maximised against existing constraints along Princes Highway. Most notably, a guard rail and creek are located west of the site access which restricts the available length of the AUL lane into the site, as documented in Figure 3.2. As such, a 40 metre long AUL lane is proposed.

Figure 3.2: Existing constraints for AUL lane

Image source: Google Street View, dated March 2024

This design is generally deemed appropriate when considering that as part of the general traffic guidance scheme (TGS), which is documented in Appendix B, warning signs will be provided on approach to the site access warning of trucks and general construction vehicles turning into and out of site. Such signage will advise eastbound drivers along Princes Highway on approach to the site access of a changed environment with construction vehicles entering and exiting site. Furthermore, workers and truck drivers will be made aware and be familiar with the site such that they will know to reduce their speed on approach to the site access.

Figure 3.3 shows the AUL lane along Princes Highway.

It is noted however, that the existing speed limit changes from 80 km/h to 100 km/h around 300 metres west of the site access. As part of the development and construction of a roundabout at the site access the speed limit is proposed to be permanently reduced to 80 km/h through to the eastern side of the new roundabout. It is therefore recommended that the speed limit be temporarily reduced to 80 km/h from the commencement of the Stage 1 works to improve safety around the construction access and in preparation for the changed future road environment. This is outlined in the TGS prepared for Stage 1 and 2 in Appendix B.

Figure 3.3: Proposed AUL lane

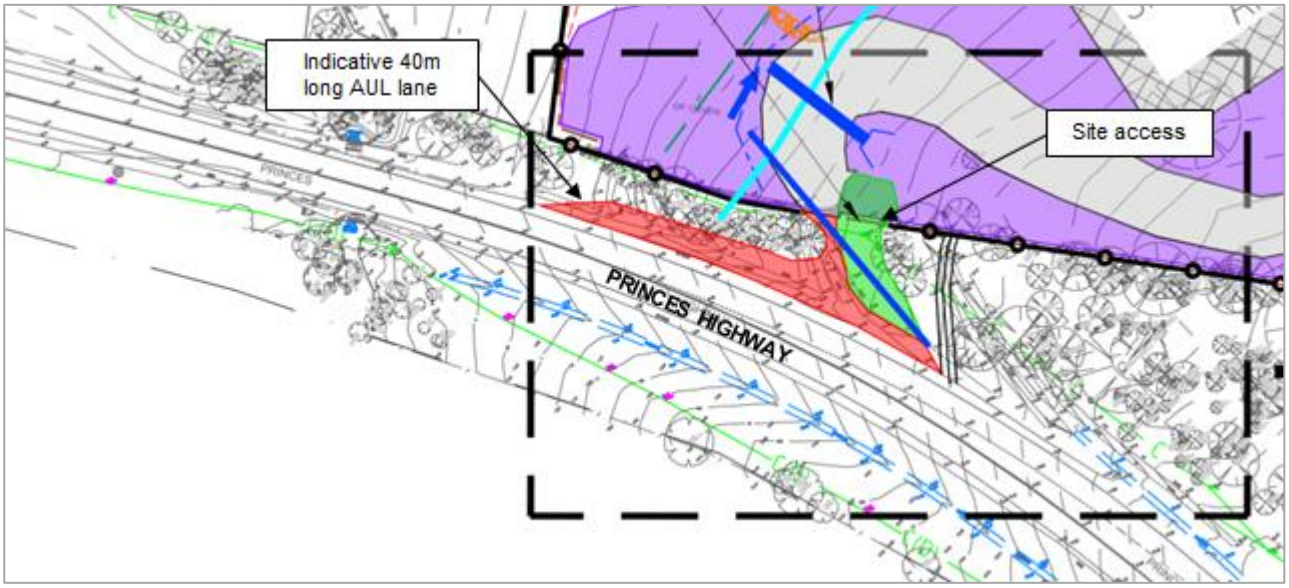


Image source: Drawing ERH-TTW-CI-DWG-00530, revision 01, dated 3 May 2024, by TTW

The AUL lane will be provided prior to the commencement of works on site given the volume of workers expected to access the site. It is expected that it will be a temporary arrangement provided until the roundabout is constructed.

3.5 Princes Highway Temporary Road Corridor Changes

As part of the proposed works for Eurobodalla Regional Hospital, a series of changes are proposed along Princes Highway near the site, which include:

- A reduction in the speed limit to 60km/h along Princes Highway on approach to the site. This 60km/h zone extends from circa 150 metres north of the Bergalia Street/ Princes Highway intersection until circa 100 metres south of the Noads Drive/ Princes Highway intersection.
- A lane realignment at the site frontage extending out south-east, where the through lane is converted to an acceleration lane adjacent to the site access, allowing heavy vehicles to accelerate sufficiently outside of the site and to then merge with the general through traffic further south along Princes Highway.
- Alterations to signage and linemarking within the road corridor which corresponds to the proposed changes above.

It is understood that these changes are proposed from the start of the project, after the construction of the auxiliary left turn lane into the site, up until the completion of the roundabout on Princes Highway. Concept plans in Appendix B show the proposed changes documented above.

3.6 On-Street Works Zone

The construction activities do not require use of an on-street work zone.

3.7 Construction Heavy Vehicle Volumes

Construction vehicles used for construction activity will primarily include vehicles up to 12.5-metre-long heavy rigid vehicles (HRV), 18.1-metre-long truck and dogs and 20-metre-long semi-trailers. During stage 1, the largest vehicle expected would be a 12.5m HRV, while for the remaining stages the largest vehicle would be 20m semi-trailers.

The expected heavy vehicle volumes are expected to be as follows:

- Stage 1 – average of 20 per day, up to 50 per day
- Stage 2 – average of 30 per day, up to 85 per day
- Stage 4 – average of 20 per day, up to 50 per day

Concrete pour days are expected to generate the highest volume of heavy vehicles and in such days, the delivery timing should be managed to avoid peak periods.

3.8 Construction Light Vehicle Volumes

It is expected that on average around 150 workers would be on site, with up to 300 during peak periods. It is expected that construction workers would mostly arrive before the surrounding road network peak period and depart before the evening peak period. However, on average and considering a worst case scenario there could be up to 150 vehicles arriving to the site in the AM and 150 vehicles departing the site in the PM. It is expected that workers will arrive and depart outside the general road network peak (e.g. arrive prior 7am and depart around 6pm) to avoid the general peak periods.

3.9 Cumulative Construction Traffic Generation

The estimated number of construction vehicles per day during the various stages are detailed in Table 3.2 and Table 3.3.

Table 3.2: Daily construction traffic volumes – stages 1 & 2

Vehicle type	Total peak vehicle movements per day	Total peak vehicle movements per hour
Light vehicles	150	150
Heavy vehicles	85	8
Total	**235**	**158**

Table 3.3: Daily construction traffic volumes – stage 4

Vehicle type	Total peak vehicle movements per day	Total peak vehicle movements per hour
Light vehicles	300	300
Heavy vehicles	85	8
Total	**385**	**308**

Table 3.2 shows that during peak construction in stages 1 and 2, there could be up to a total of 235 vehicles arriving and departing the site during the day, with up to 158 during the PM peak hour. Table 3.3 shows that during peak construction there could be up to a total of 385 vehicles arriving and departing the site during the day, with up to 308 during the PM peak hour.

The traffic impact of such construction vehicle volumes on the surrounding road network is discussed further in Section 4.6.

3.10 Haulage Routes

3.10.1 Overview

Truck movements will be restricted to designated routes and confined to the State and Regional roads. 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 truck routes to/ from the site.

The directional distribution and assignment of traffic generated by the construction works will be influenced by a number of factors, particularly the origin/ destination of materials, configuration of access points to the site and the surrounding arterial road network.

Figure 3.4,

Figure 3.5 and Figure 3.6 provide a summary of the construction vehicle routes available to/ from the site with all truck drivers to be advised of routes, noting all routes will involve access and egress to/ from Princes Highway. The access arrangement will be a left-in and left-out only. The approach and departure routes are detailed as follows:

Approach Routes

- North: Princes Highway
- South:
  - For 20 metre semi-trailers and 12.5 metre heavy rigid vehicles: Princes Highway, with vehicles turning around at the intersection of Princes Highway/ Campbell Street/ Vulcan Street to head eastbound along Princes Highway to the site.
  - For 18.1 metre truck and dogs and 9.8 metre concrete trucks: Princes Highway, with vehicles turning around at the intersection of Princes Highway/ South Head Road to head eastbound along Princes Highway to the site.

Figure 3.4: Approach routes for 20 metre semi-trailers and 12.5 metre heavy rigid vehicles

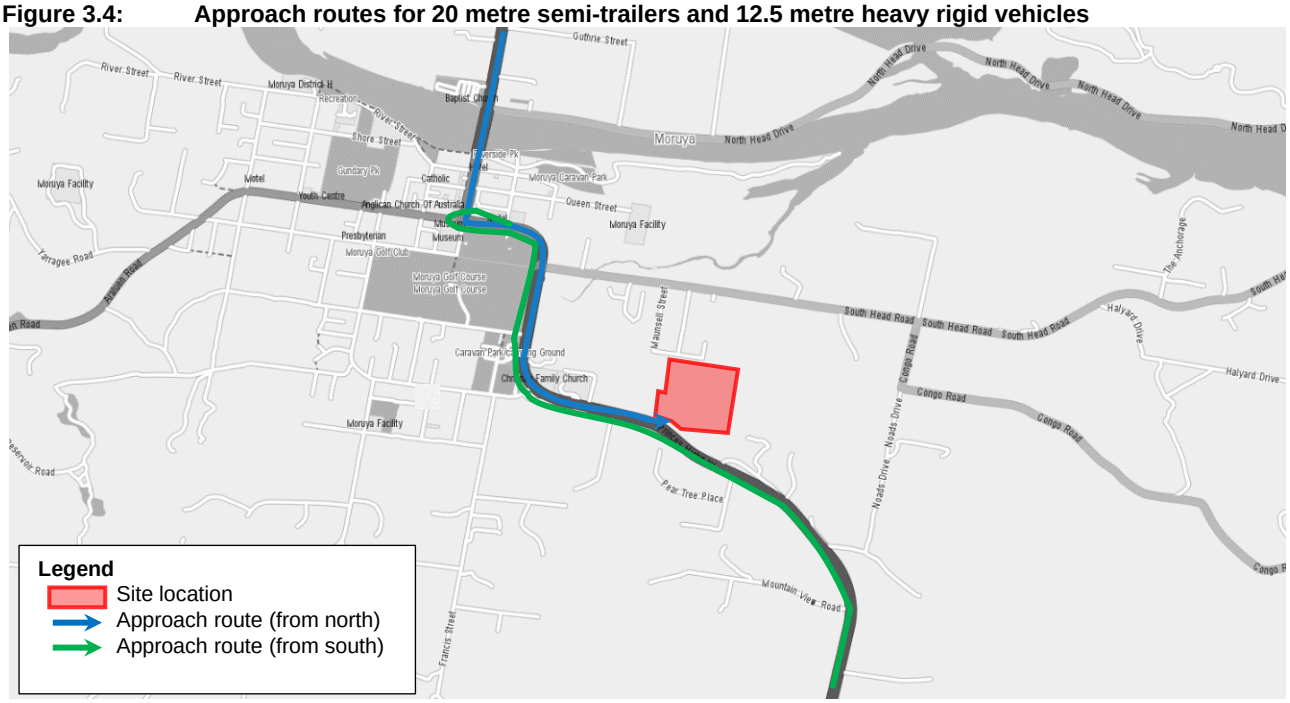


Image source: Sydway

Figure 3.5: Approach routes for 18.1 metre truck and dogs and 9.8 metre concrete trucks

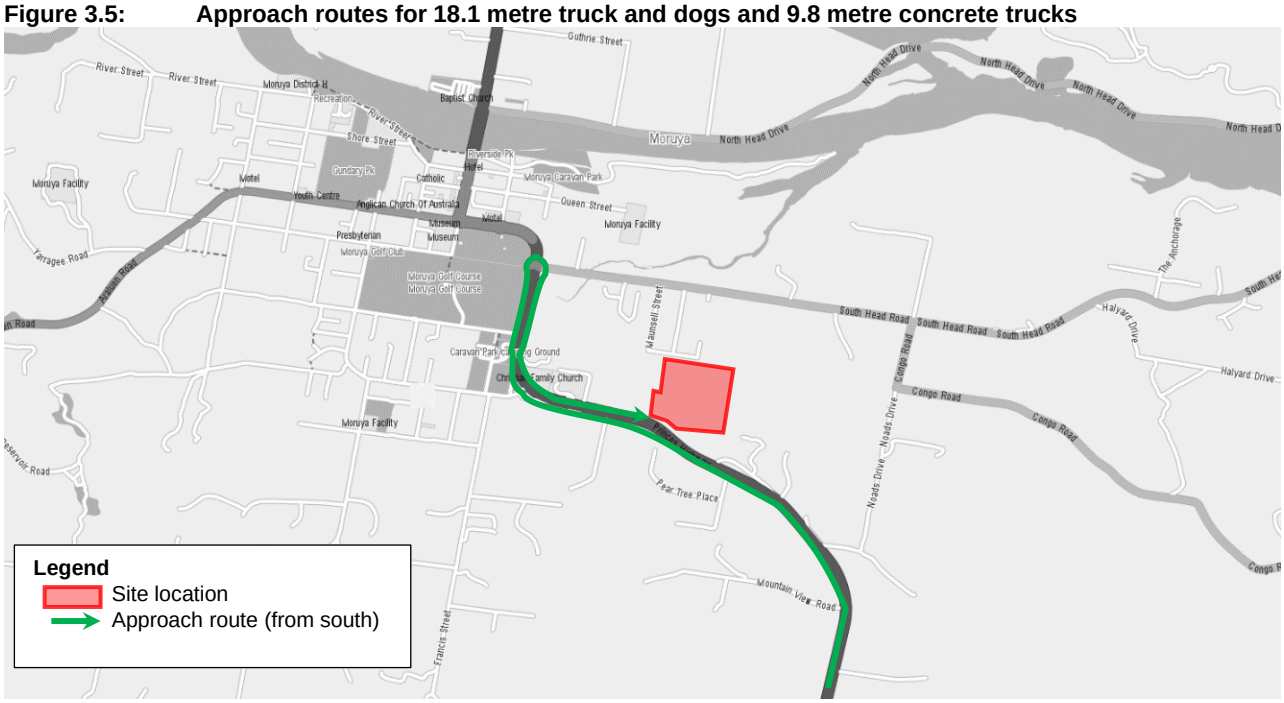


Image source: Sydway

Departure Routes

- North: Princes Highway, Noads Drive with vehicles turning around at a Transport for NSW site compound located at 16 Noads Drive, to go north along Princes Highway
- South: Princes Highway

Figure 3.6: Departure routes

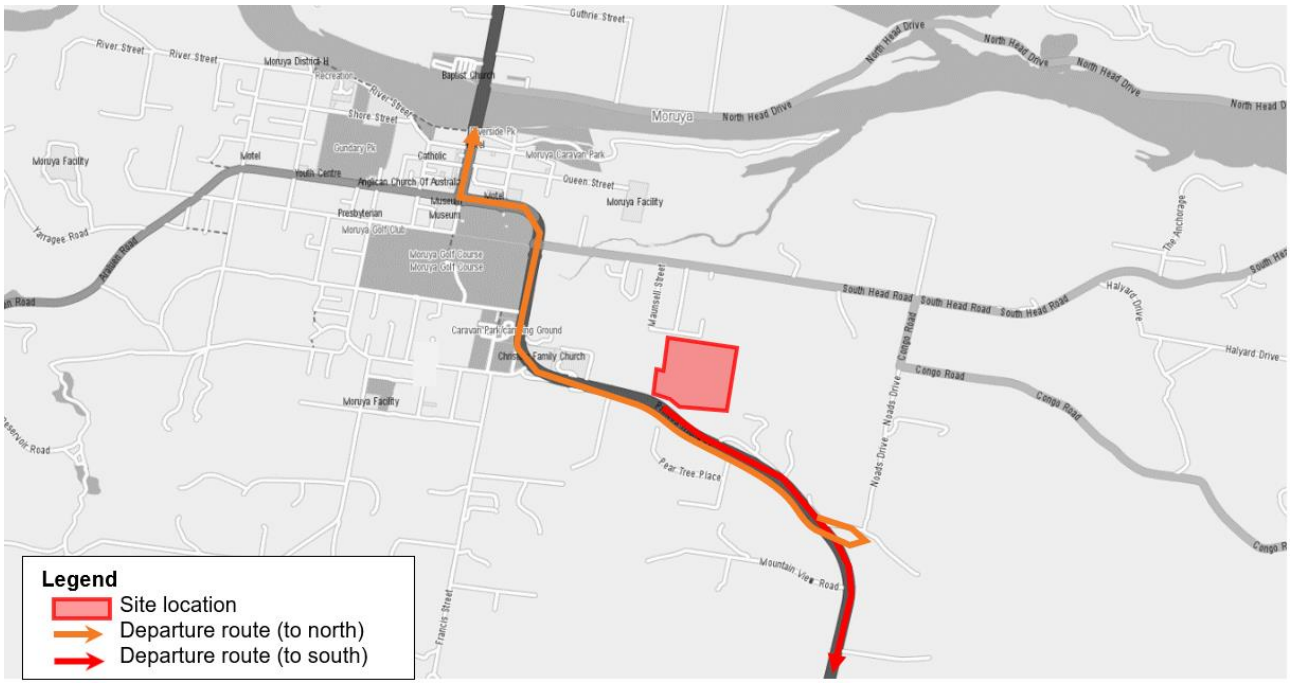


Image source: Sydway

3.10.2 Turnaround Facility Transport for NSW Site Compound

Multiplex with permission from Transport for NSW, are proposing to use a site compound located at 17 Noads Drive as a turnaround facility to facilitate the left in/ left out only site access arrangements. This will allow vehicles departing the site to use of the facility to turn around, construction vehicles would then turn right out of Noads Drive and north on the Princes Highway.

A desktop sightline assessment has been undertaken for the intersection of Noads Drive and Princes Highway, for vehicles turning right out of Noads Drive (provided in Appendix D). The SISD looking north from the intersection is around 180 metres and looking south is around 380 metres. The SISD requirements of Austroads Guide to Road Design Part 4A, and with the consideration of an approach speed of 90km/h, the required SISD would be 214 metres. Given the insufficient sight distance looking north towards southbound vehicles along Princes Highway, consideration should be given to Austroads guidelines which recommend that a stop control is advised where sight visibility is poor. As such, it is recommended that Noads Drive be upgraded to a stop control, with a stop sign and a stop line to replace the give way sign. Concept plans for this arrangement are documented in Appendix B.

4. Construction Traffic Management

4.1 Swept Path Analysis

A swept path assessment has been completed for the largest construction vehicle anticipated for the proposed works, including 9.8 metre concrete trucks, 12.5m heavy rigid vehicles (HRVs), 18.1 metre truck and dog combinations and 20 metre semi-trailers. The swept path assessment is provided in Appendix A.

In regard to the use of the Transport for NSW site compound as a turnaround facility, it should be noted that stockpiles and any other relevant obstructions should be clear of the swept paths documented.

4.2 Traffic Guidance Scheme (TGS)

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

Overview Traffic Guidance Schemes (previously known as Traffic Control Plans), provided in Appendix B, includes 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 fencing 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.

The TGS for the AUL lane construction works has been documented in a management plan completed by Attcall Civil Contractors which is shown in Appendix C. Stantec have also documented a TGS for this stage, and some consideration should be given into reducing the speed limit gradually in increments, as shown in Appendix B.

After the construction of the AUL lane and prior to the roundabout works, the TGS details advance warning signage for trucks turning will be provided on the eastbound approach to the site access along the Princes Highway. As access is restricted to left in and left out only there will be no impact to westbound traffic at the site access location.

Stage 3 requirements will be documented separately by another consultant, and it is expected that no TGS is required for stage 4 given that the roundabout will be constructed.

4.3 General Requirements

In accordance with Transport for NSW requirements, all vehicles transporting loose materials will be required to have the entire load covered and/ or secured to prevent excess dust or debris being deposited on to the roadway during travel to and from the site. The contractor should monitor the roads leading to and from the site and take all necessary steps to clean any debris deposited by construction vehicles.

Vehicles operating to, from and within the site shall do so in a manner which does not create unreasonable or unnecessary noise or vibration.

No tracked vehicles will be permitted on any paved roads. Public roads and access points should not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

4.4 Pedestrian and Cyclist Management

It is expected that there would be no management measures that need to be implemented due to the lack of pedestrian and cycling infrastructure directly adjacent or in proximity to the site.

4.5 Public Transport Impacts

The construction activities are not expected to impact existing public transport services near the site. Based on the TTIA.

4.6 Traffic Impacts

4.6.1 Overview

As discussed, during the PM peak, up to 308 vehicle movements can be expected at the site access during stage 4 which is noted to generate the most construction traffic. Based on the TTIA, the traffic assessment generally indicates that the site access/ Princes Highway intersection operates generally with spare capacity during the PM peak period. The TTIA shows that the 286 vehicle movements would be generated from the development during the in the PM peak period. Given that the amount of vehicle movements associated with construction traffic during the peak hour is similar to the expected development traffic, it is expected that the intersection will still operate with spare capacity.

For stages 1 and 2, the construction traffic will be limited to left-in, left-out. Given the additional vehicle volumes are less than the proposed future operational traffic volumes, the construction traffic is expected to be accommodated in the surrounding road network.

It should be noted that the above assessment considers the worst case scenario where the peak hour of construction vehicle movements aligns with the peak hour of the surrounding road network. As discussed, management measures to ensure construction vehicles to arrive and depart outside of the surrounding road network peak (as much as practicable) will assist to minimise the construction traffic impact. Notwithstanding, the general traffic impact of construction can be accommodated within the wider road network without any notable negative impacts.

4.6.2 Transport for NSW Site Compound Considerations

The use of the Transport for NSW site compound is expected to be largely limited to construction heavy vehicles, with the peak hour volumes at eight heavy vehicle movements (one movement every 7 to 8 minutes), which is considered be minimal. Light vehicles are noted to have other options for departure such as using Noads Drive and South Head Road and will not necessarily use the compound.

Considering the above, traffic modelling is not considered necessary particularly when also noting the management measures to be implemented.

4.7 Emergency Vehicle Access

The construction works are not expected to impact on emergency vehicle movements within the local road network nor limit access to neighbouring sites by emergency vehicles.

4.8 Traffic Movements in Adjoining Areas

No adverse effects are expected from the movement of heavy vehicles through adjacent council areas.

4.9 Existing and Future Developments

No known construction projects will be occurring close to the site.

4.10 Site Induction

All workers employed on site would be required to undergo a site induction.

The induction would include:

- permitted truck routes to and from the work site
- standard environmental, Work Health and Safety, and driver protocols
- pedestrian management and associated requirements
- emergency procedures
- agreed work hours.

4.11 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 certification in accordance with the ‘Traffic Control at Work Sites’ manual.

4.12 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. 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. Driver Code of Conduct

5.1 Context and Purpose

The below driver code of conduct should be adhered to by construction vehicle drivers in order to:

- Minimise the impacts of earthworks and construction on the local and regional road network
- Minimise conflicts with other road users
- Minimise road traffic noise
- Ensure truck drivers use specified routes

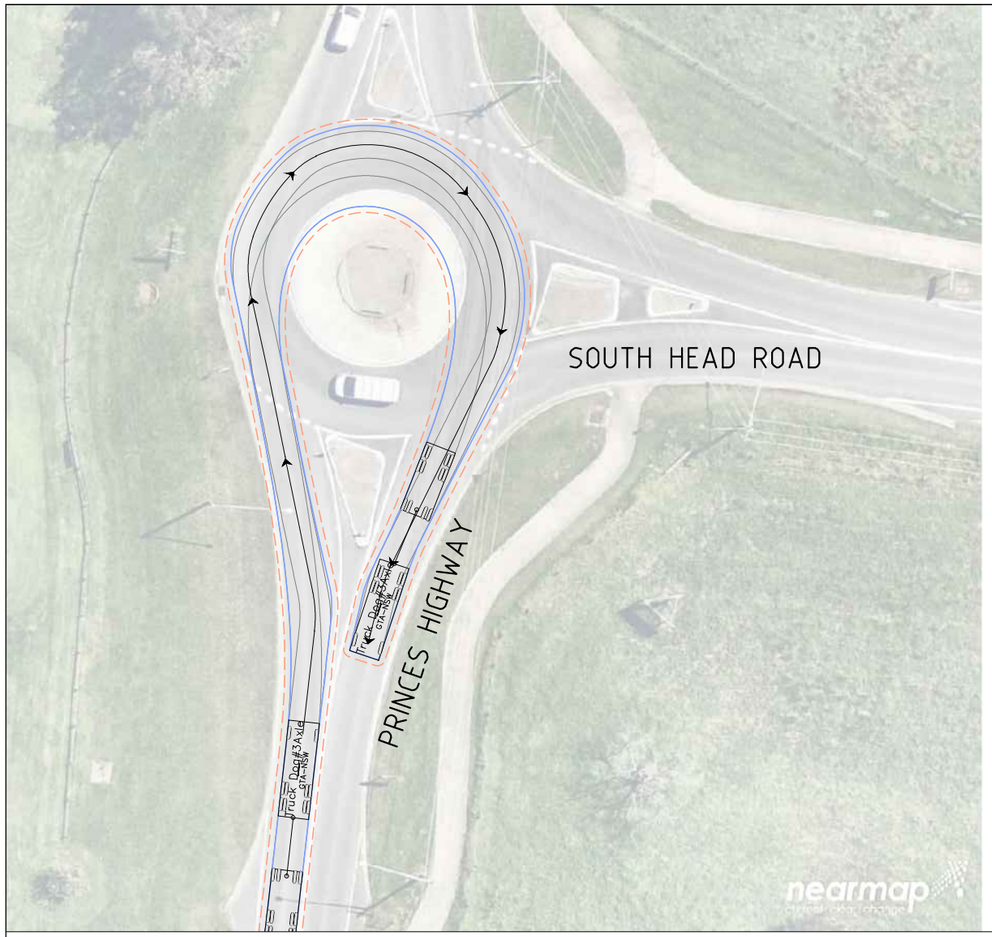
5.2 General Requirements

- As a driver you are required to know and comply with all the road rules pertaining to your vehicle.
- You are expected to hold a valid driver's licence for the class of the vehicle you are operating.
- A briefing package is to be sent to all drivers to ensure that they are aware of all relevant protocol, as well as general access and egress arrangements for the site.
- Participate in regular toolbox meetings with appropriate and qualified person.
- Promote road safety and obey all NSW Road Rules.
- Drivers must comply with the haulage routes identified in this CTPMP. This ensures vehicles adhere to main roads to minimise impact on suburban streets and road network.
- Noise minimisation techniques are encouraged when approaching and leaving the site to reduce the impact on residents, occupants of the Hospital buildings and surrounding businesses.
- You are to operate the vehicle in a safe manner within and outside the construction site and comply with the direction of authorised site personnel while inside the site.
- Additional care is to be taken by drivers in wet weather to ensure the safety of other vehicles, pedestrians and themselves.
- All deliveries will be booked in with the Site Manager/ Foreman for a dedicated time slot agreed 24 hours in advance. Any deliveries not pre-booked will not be accepted and instructed to return to their respective yard.

5.3 Other Considerations

- Speed Limits – All heavy vehicle drivers are to observe the posted speed limits, within or outside of the construction site. Keep in mind that there are changes in traffic conditions and altered speed limits are posted on approach to the site.
- Driver Fatigue – Driver fatigue is a road safety hazard and one of the biggest causes of crashes especially for heavy vehicle drivers. All drivers have a duty to not drive a vehicle while impaired by fatigue.
- Covering Loads – Transport for NSW requires all load covers to secure and contain all materials within the vehicle and trailer.
- Heavy Vehicle Interval – To increase road safety, heavy vehicles leaving the construction site should be separated, as far as practicable, a minimum of a 10-minute interval.
- Vehicle Breakdowns – In the case of a breakdown, the vehicle must be towed to the nearest breakdown point as soon as possible and reported to the Service NSW Transport Management Centre (131 700).
- Site Access – All trucks leaving and entering the site are to do so in a forward motion, unless specifically outlined within an approved traffic management plan and traffic control measures in place.
- Drugs and Alcohol – Drivers will be randomly tested of drugs and alcohol.
- Use of Transport for NSW Site Compound – All drivers are to be notified of the Transport for NSW site compound at 17 Noads Drive to be used for vehicles to turn around to head north and will be instructed to not U-turn on Noads Drive.

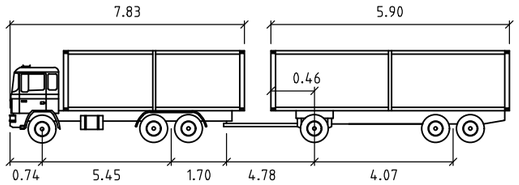
Appendix A. Swept Path Analysis



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



TRUCK AND DOG 18.1m

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

Concrete - 10x4 - 9.75m

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 3.8
Steering Angle	: 32.6

CIVIL BASE IN GREEN, SURVEY BASE IN GRAY
DRAWING Eurobodalla Hospital_Civil design_231114.dwg
REVISION -
BY TTW
RECEIVED 16.11.2023

DRAWING 231030_Civil Model2.dwg
REVISION -
BY TTW
RECEIVED 30.10.2023

AERIAL IMAGERY FROM NEARMAP
DATED 22.01.2024

Stantec

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.

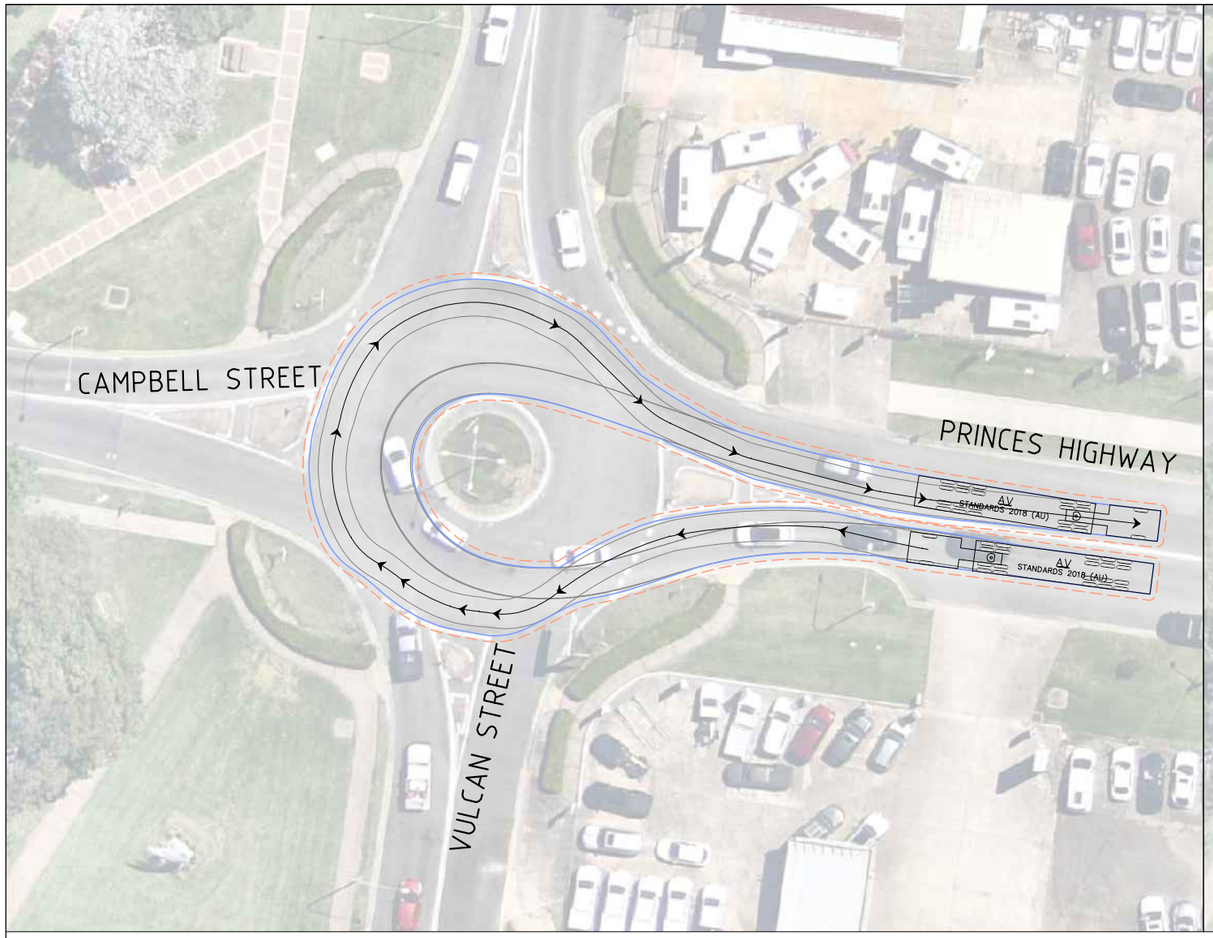
DESIGNED W. XIE
DESIGN CHECK K. McNATTY
APPROVED BY K. McNATTY
DATE ISSUED 01 JULY 2024

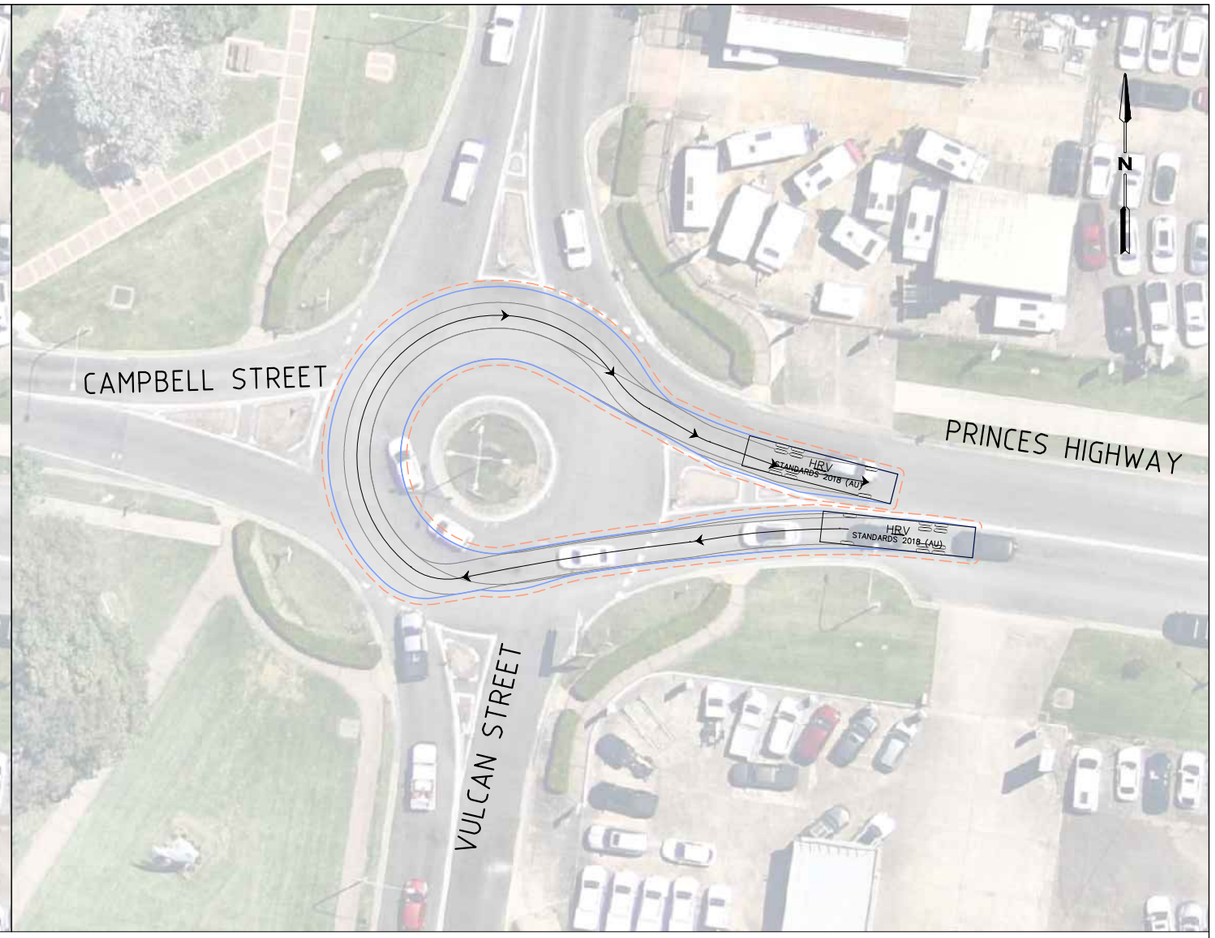
SCALE A3 0 2.5 5 10 1:500
CAD FILE NO. 300305039-03-P3.DWG

EUROBODALLA REGIONAL HOSPITAL

PRINCES HWY/ SOUTH HEAD RD, MORUYA
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-01 SHEET 01 OF 10 ISSUE P3

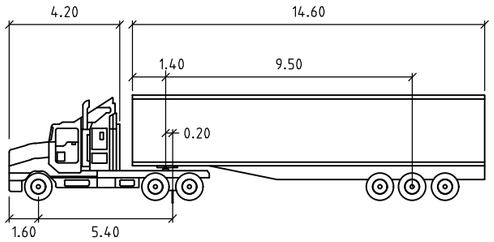




SWEPT PATH KEY

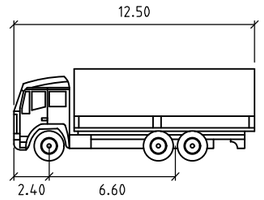
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



AV AS2890.2 20m

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		



HRV

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

Stantec

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 W. XIE	DESIGN CHECK K. McNATTY
APPROVED BY K. McNATTY	DATE ISSUED 01 JULY 2024

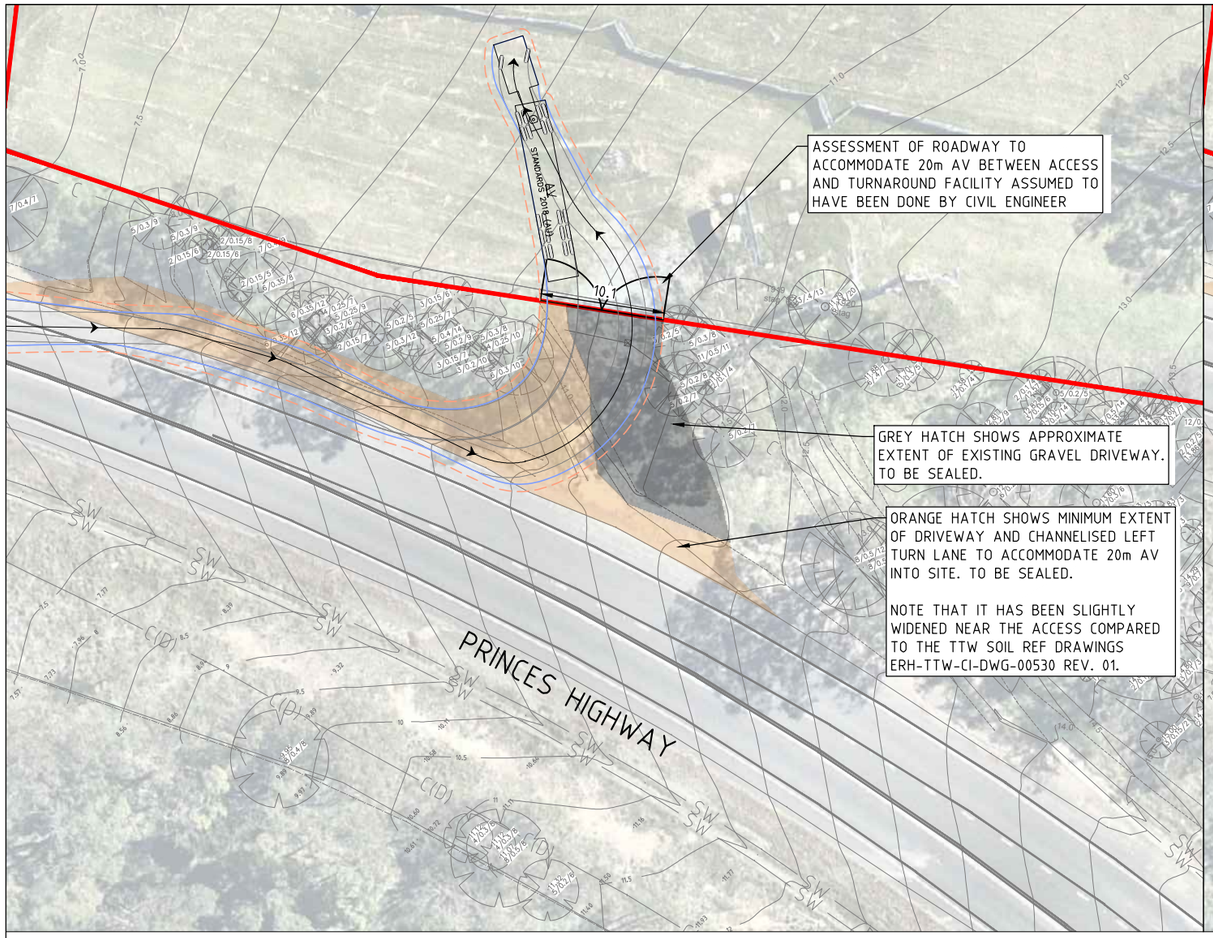
SCALE A3 0 2.5 5 10 1:500

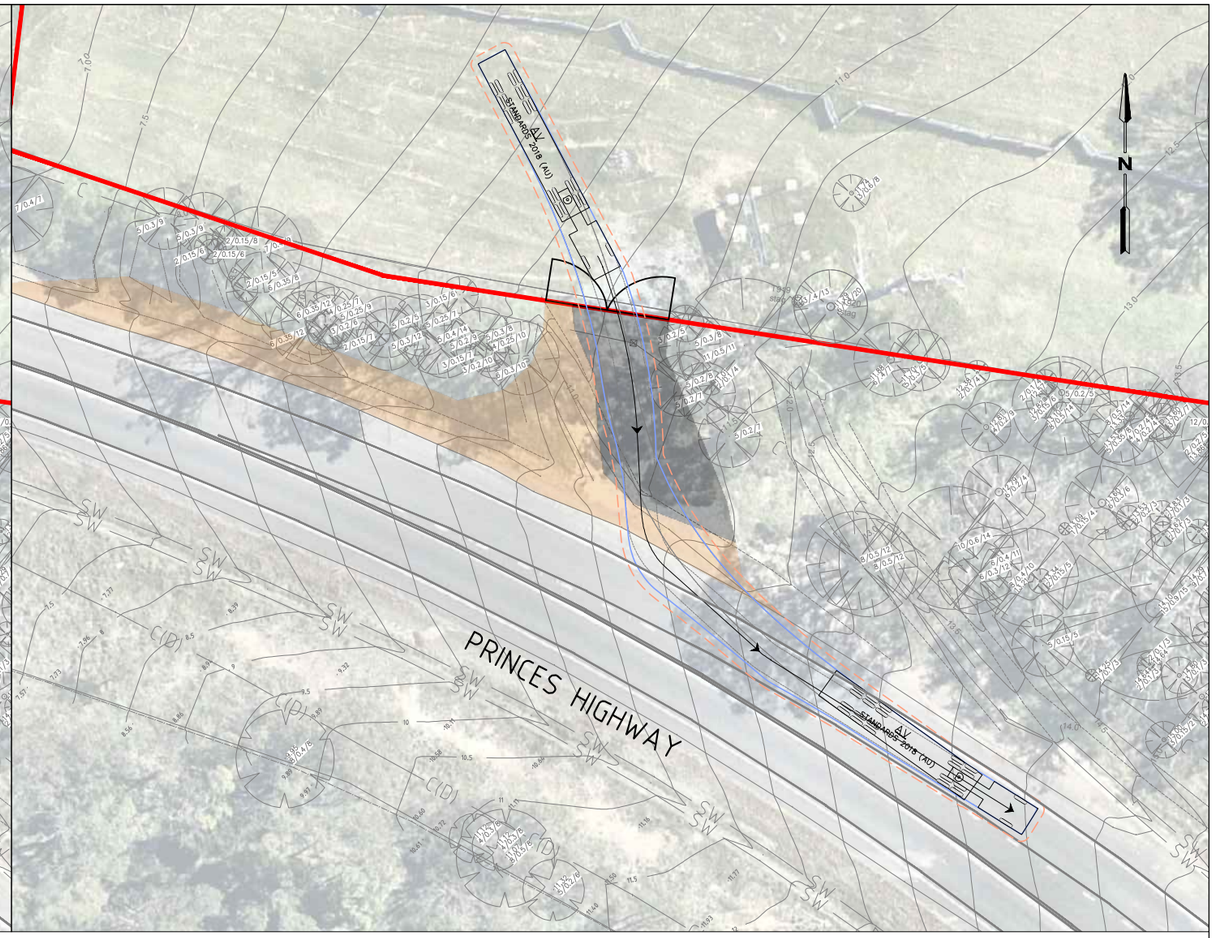
CAD FILE NO. 300305039-03-P3.DWG

EUROBODALLA REGIONAL HOSPITAL

CAMPBELL ST/ VULCAN ST/ PRINCES HWY, MORUYA
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-02 SHEET 02 OF 10 ISSUE P3

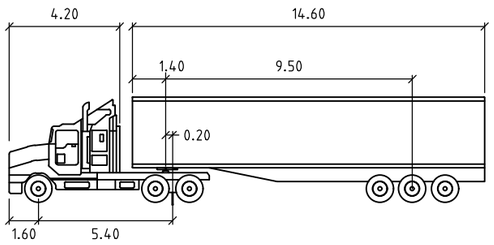




SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



AV AS2890.2 20m

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

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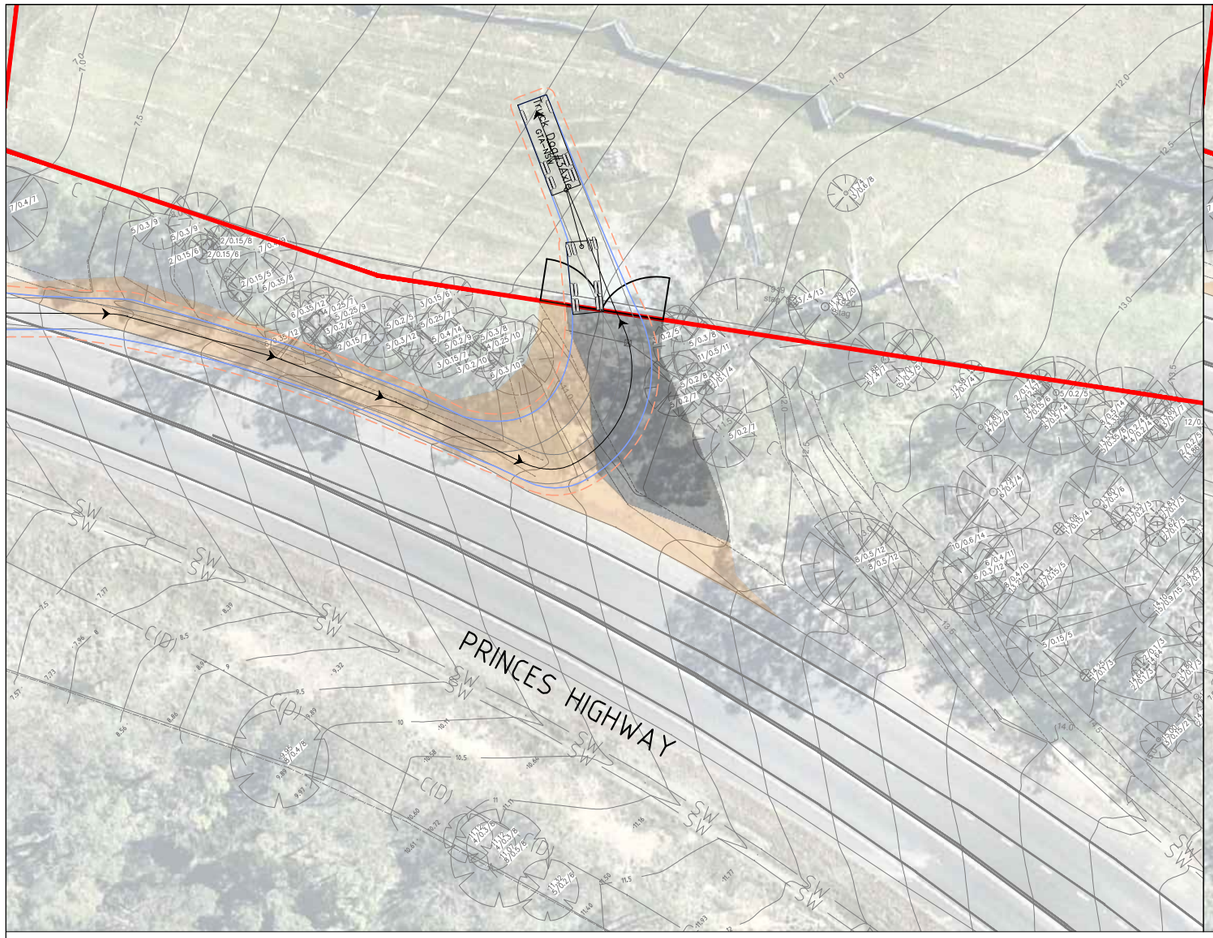
SCALE A3 0 2.5 5 10 1:500

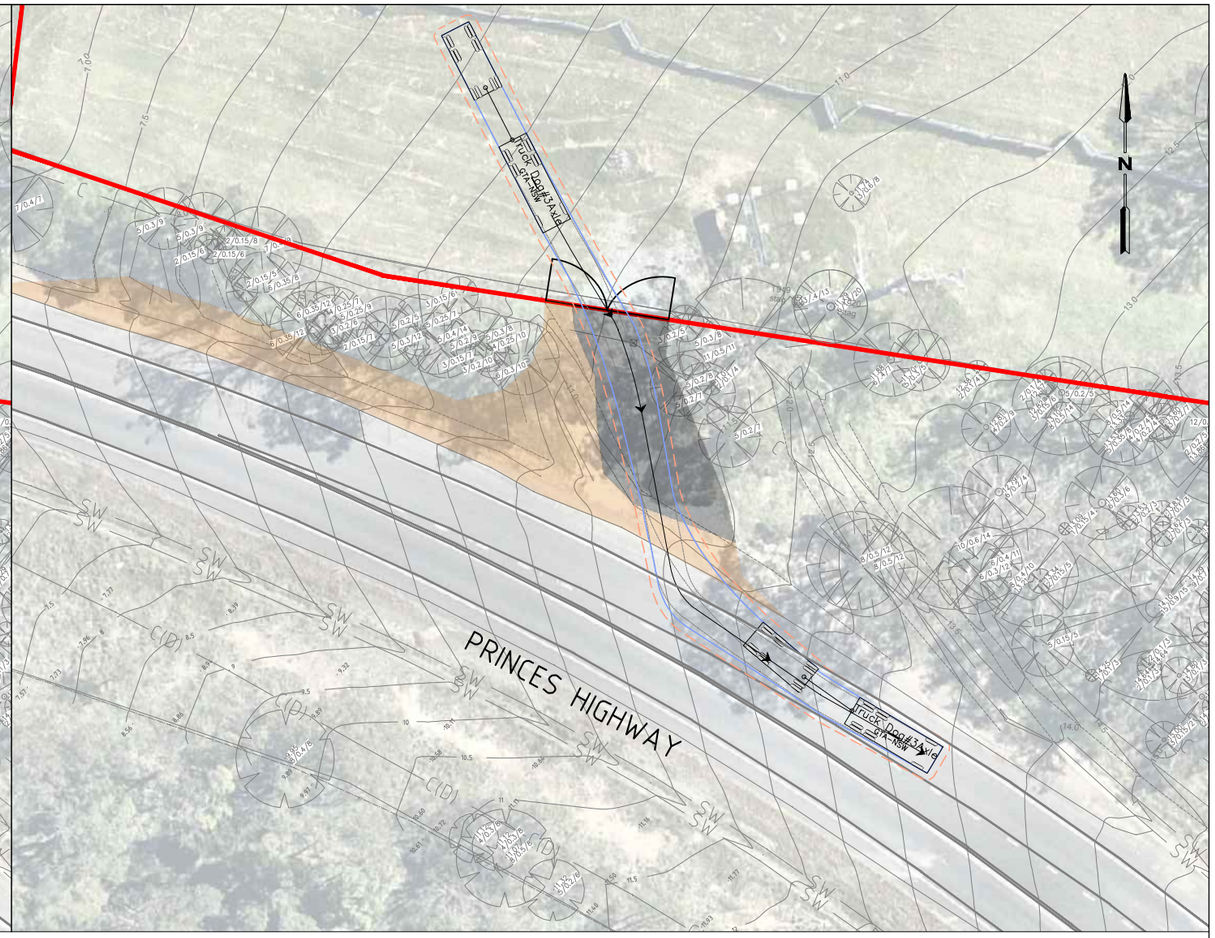
CAD FILE NO. 300305039-03-P3.DWG

EUROBODALLA REGIONAL HOSPITAL

VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-03 SHEET 03 OF 10 ISSUE P3

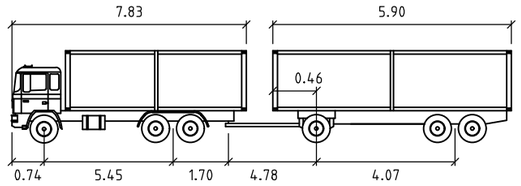




SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



TRUCK AND DOG 18.1m

meters

First Unit Width	:	2.50	Lock to Lock Time	:	6.0
Trailer Width	:	2.50	Steering Angle	:	36.9
First Unit Track	:	2.50	Articulating Angle	:	70.0
Trailer Track	:	2.50			

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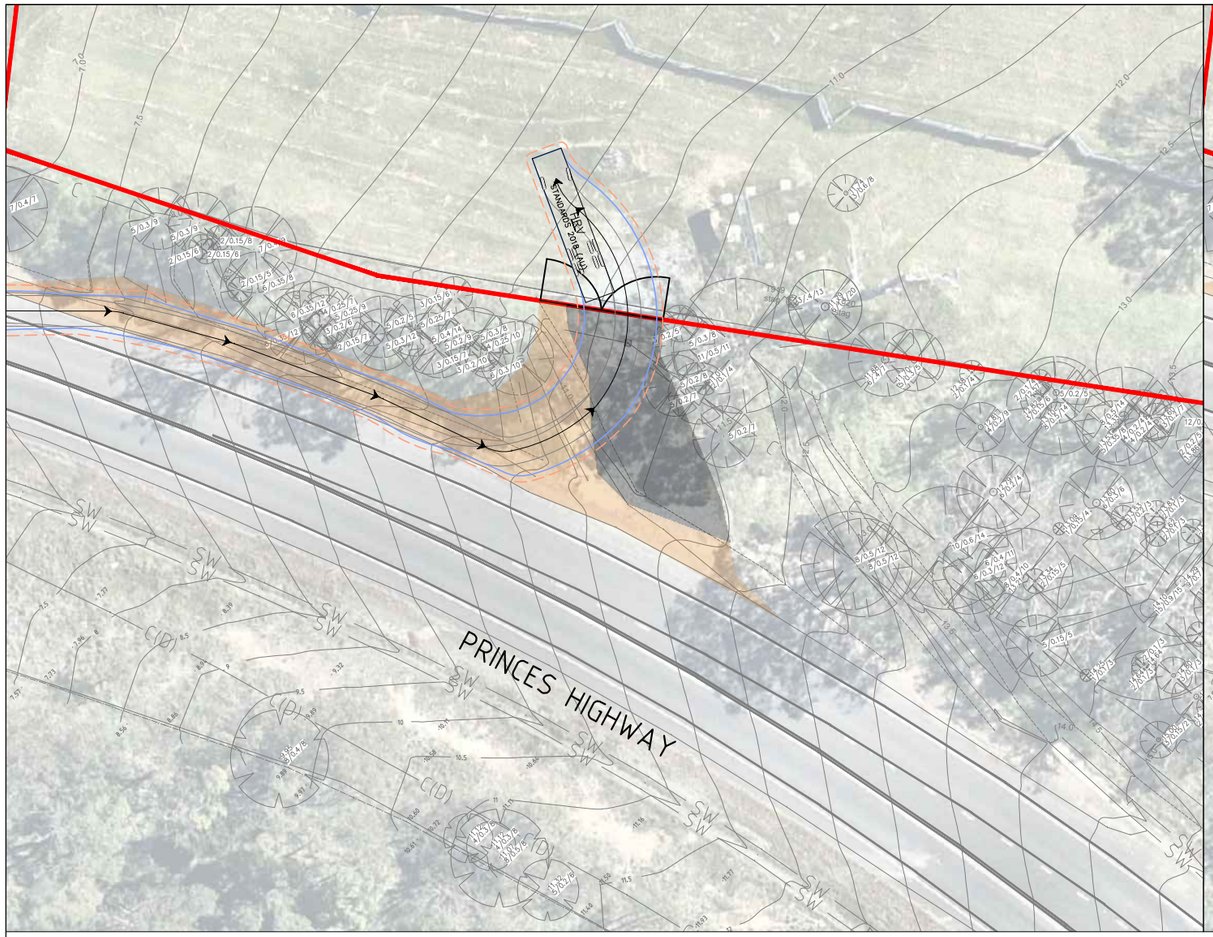
SCALE A3 0 2.5 5 10 1:500

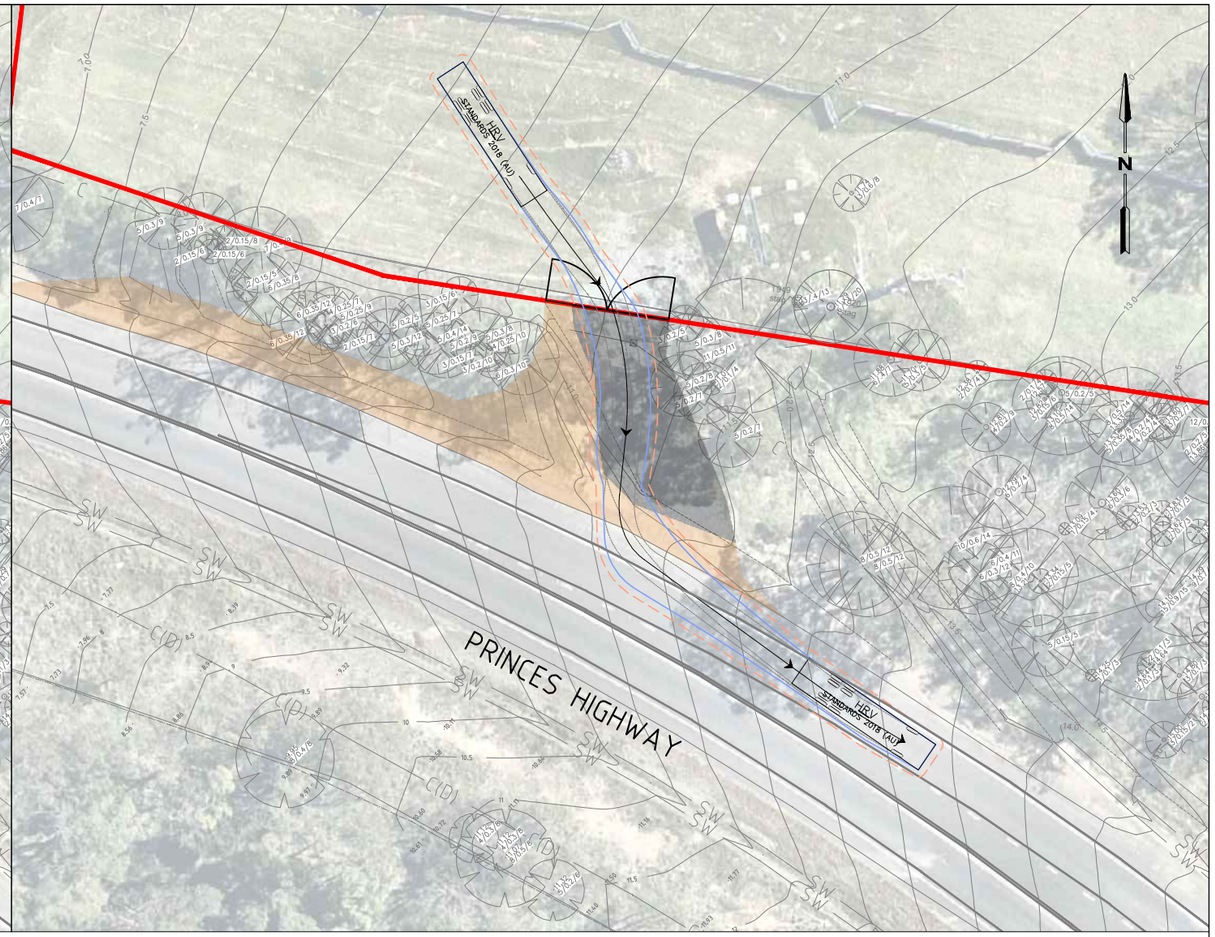
CAD FILE NO. 300305039-03-P3.DWG

EUROBODALLA REGIONAL HOSPITAL

VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-04 SHEET 04 OF 10 ISSUE P3

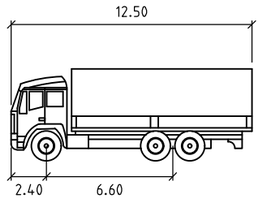




SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



HRV

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

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APPROVED BY K. McNATTY	DATE ISSUED 01 JULY 2024

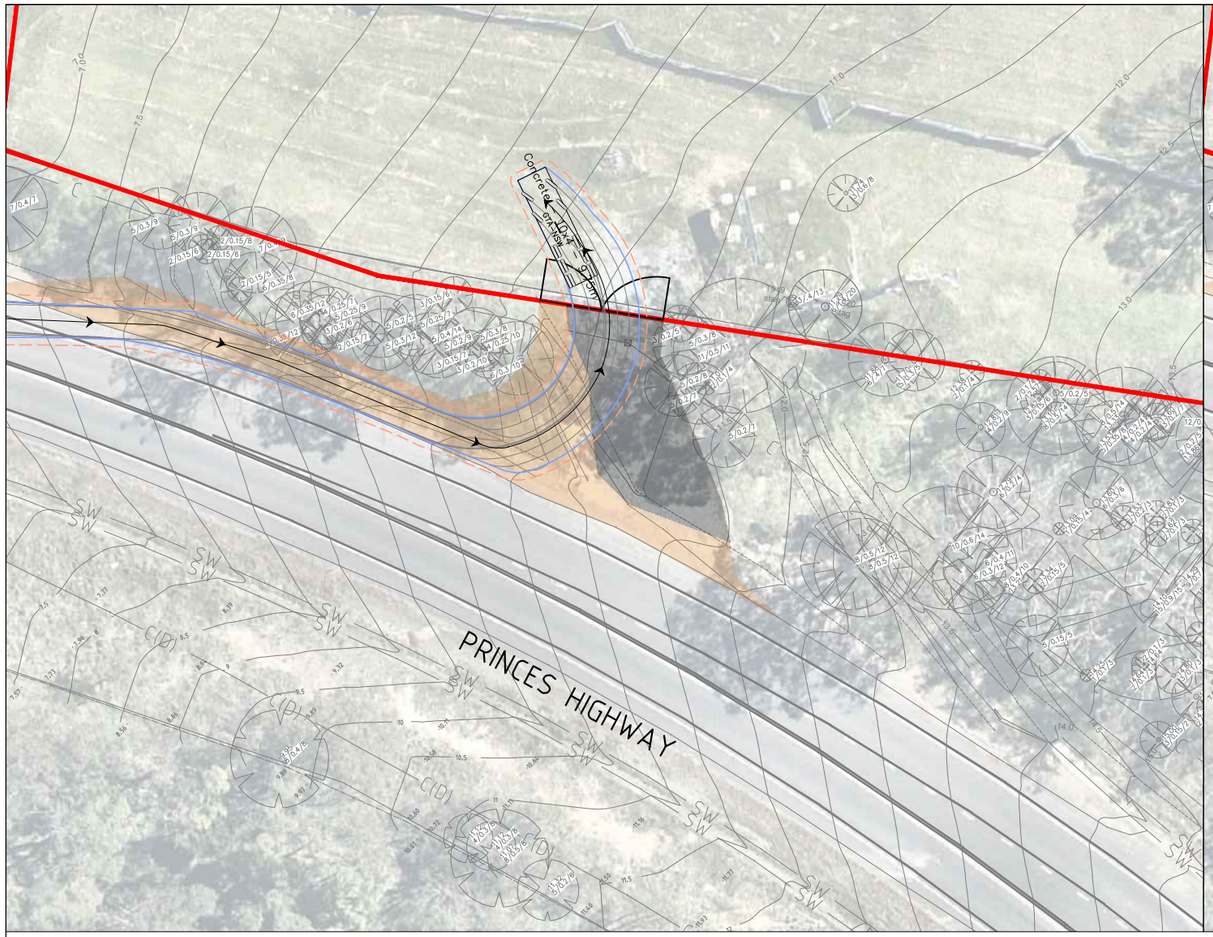
SCALE A3 0 2.5 5 10 1:500

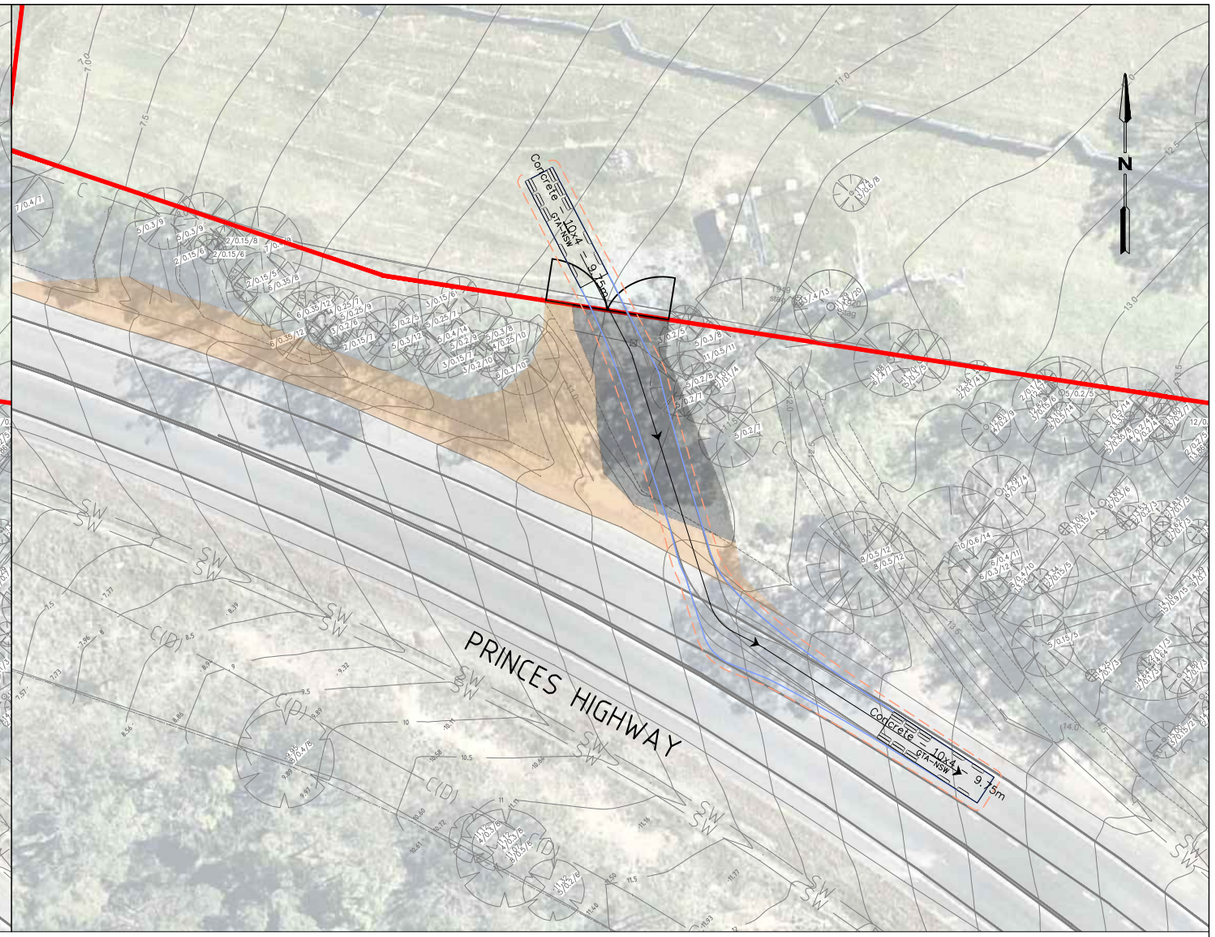
CAD FILE NO. 300305039-03-P3.DWG

EUROBODALLA REGIONAL HOSPITAL

VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-05 SHEET 05 OF 10 ISSUE P3





SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

Concrete - 10x4 - 9.75m

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 3.8
Steering Angle	: 32.6

Stantec

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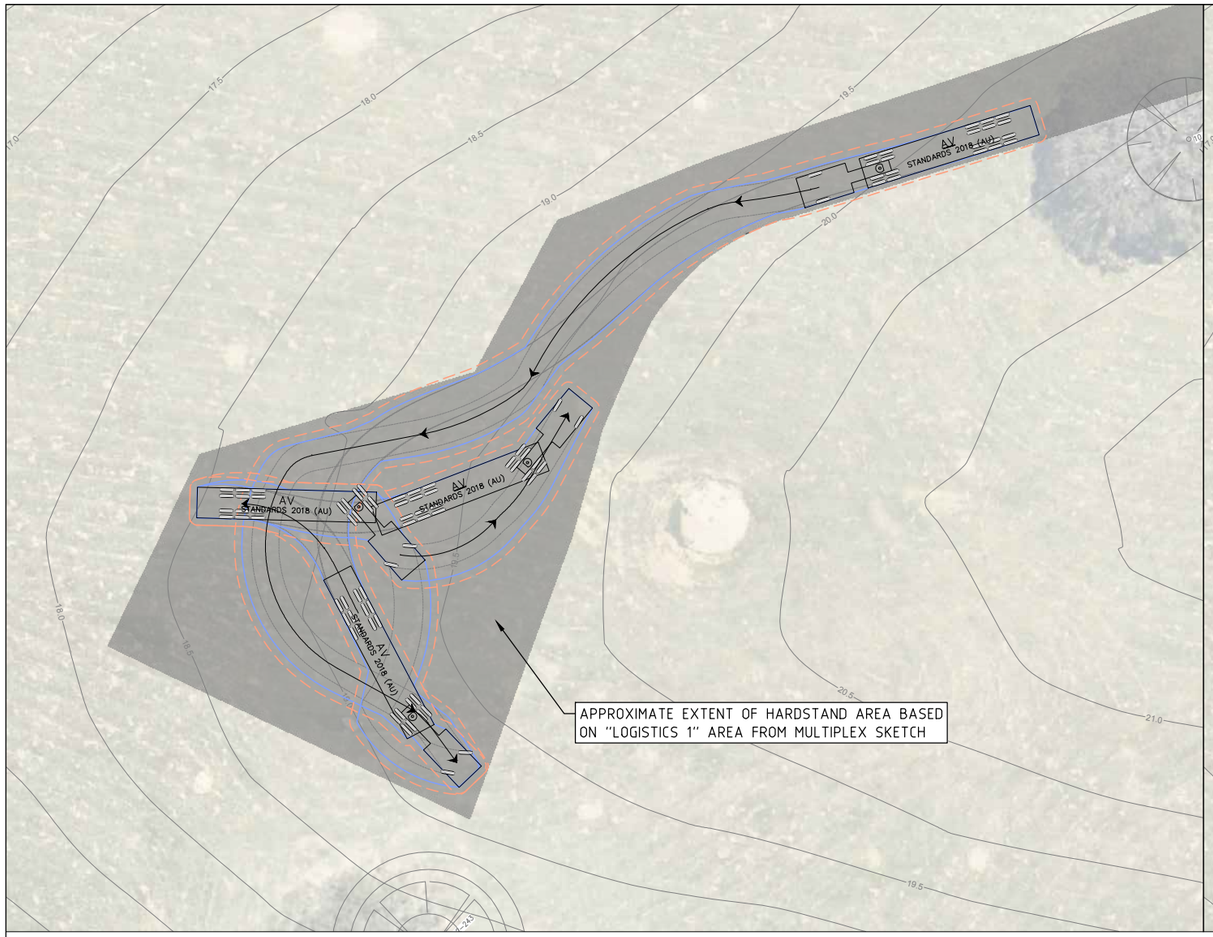
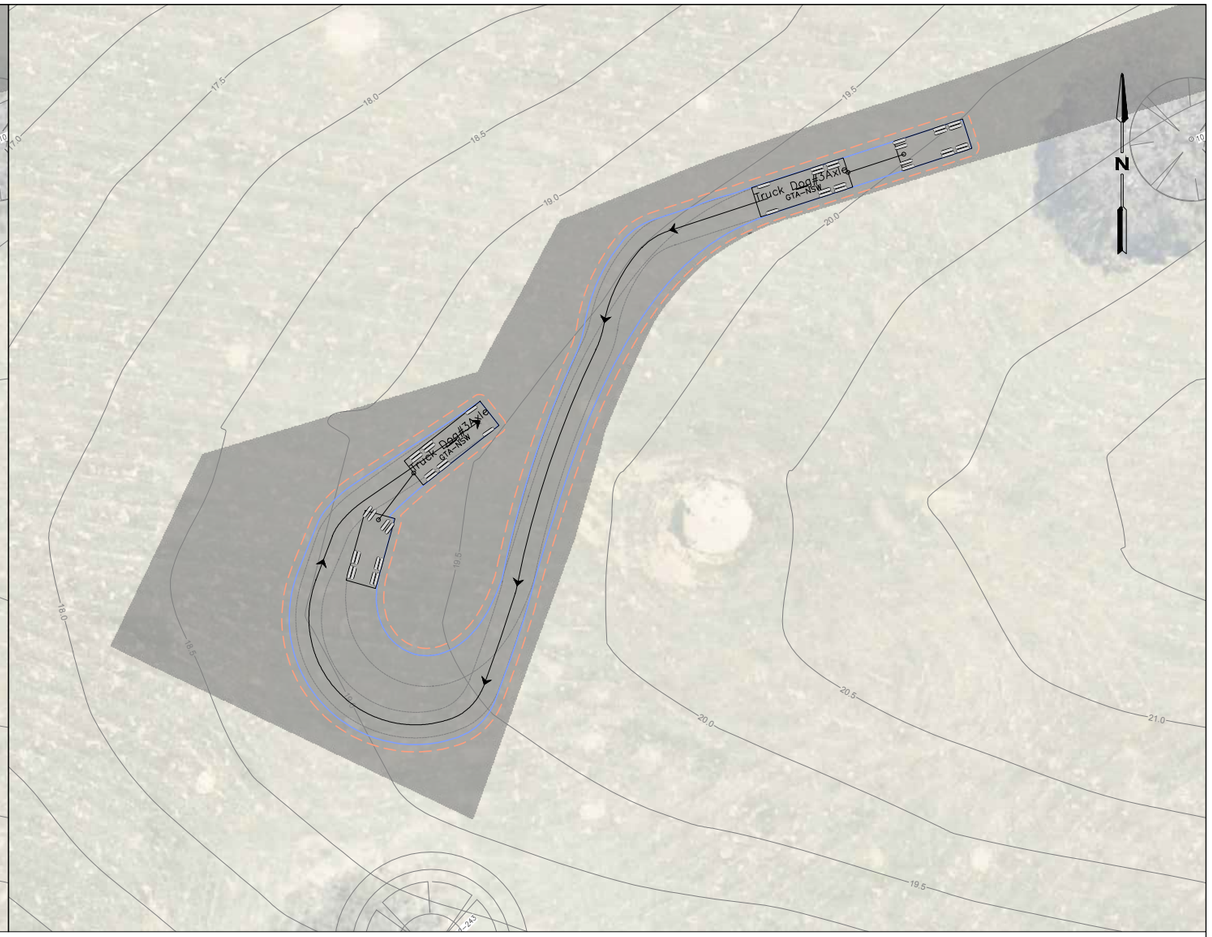
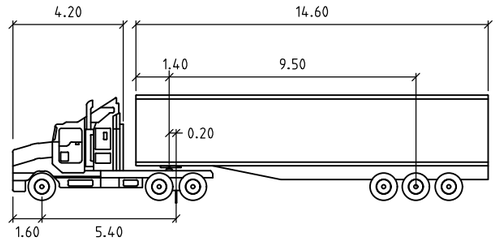
EUROBODALLA REGIONAL HOSPITAL

VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-06 SHEET 06 OF 10 ISSUE P3







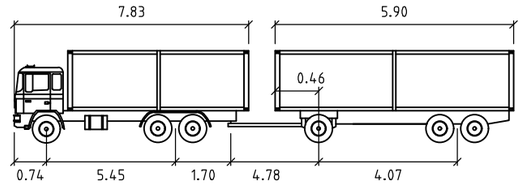
AV AS2890.2 20m

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



TRUCK AND DOG 18.1m

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

Stantec

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APPROVED BY K. McNATTY	DATE ISSUED 01 JULY 2024

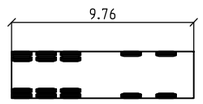
SCALE A3 0 2.5 5 10 1:500

CAD FILE NO. 300305039-03-P3.DWG

EUROBODALLA REGIONAL HOSPITAL

VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-07 SHEET 07 OF 10 ISSUE P3



Concrete - 10x4 - 9.75m

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 3.8
Steering Angle	: 32.6

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

Stantec

PRELIMINARY PLAN
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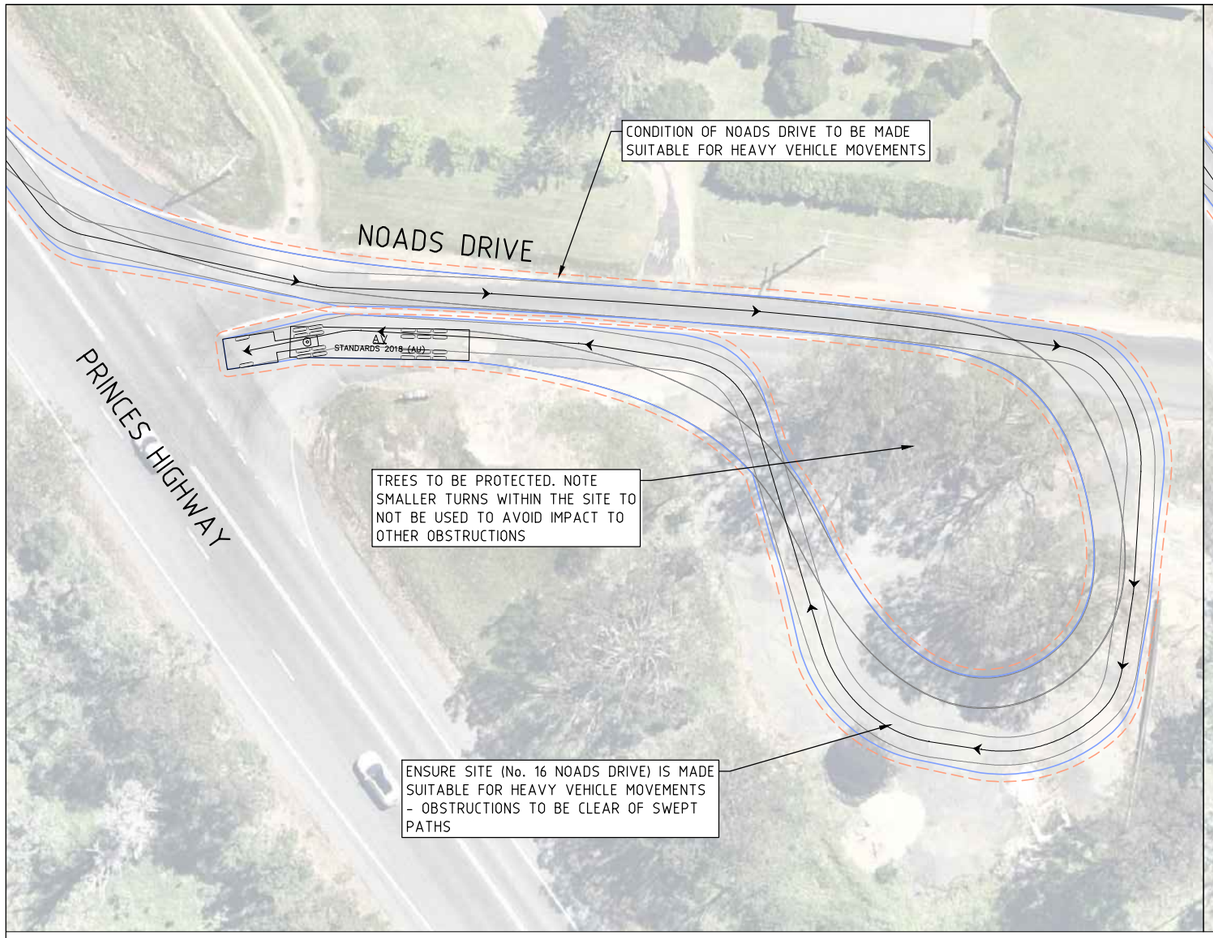
SCALE A3 0 2.5 5 10 1:500

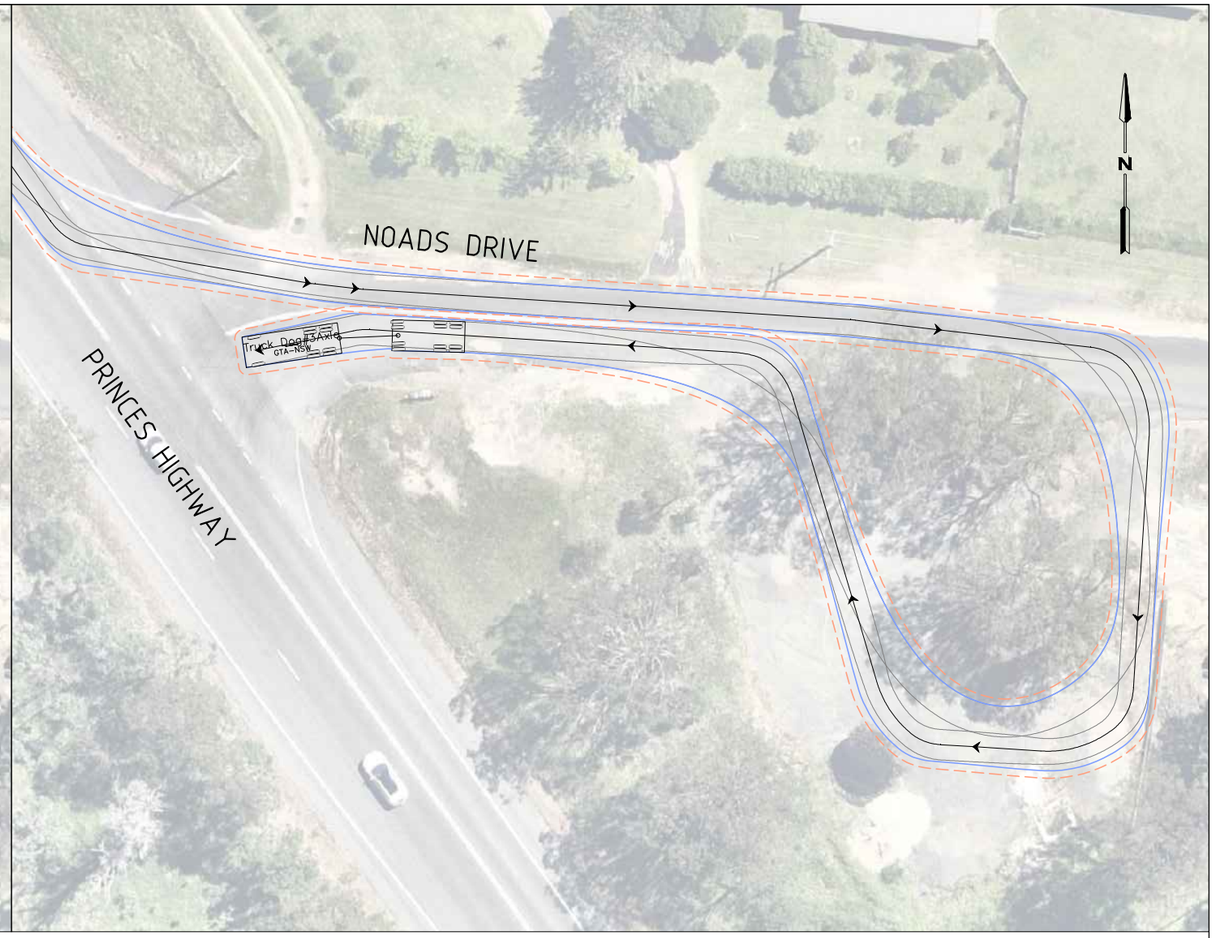
CAD FILE NO. 300305039-03-P3.DWG

EUROBODALLA REGIONAL HOSPITAL

VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-08 SHEET 08 OF 10 ISSUE P3

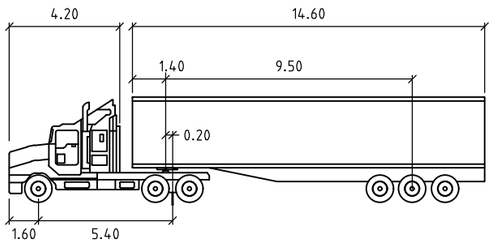




SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



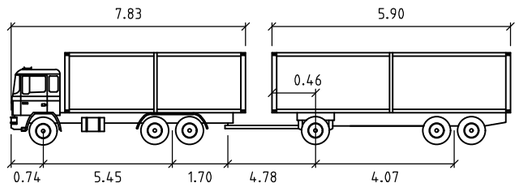
AV AS2890.2 20m

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



TRUCK AND DOG 18.1m

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

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APPROVED BY K. McNATTY	DATE ISSUED 01 JULY 2024

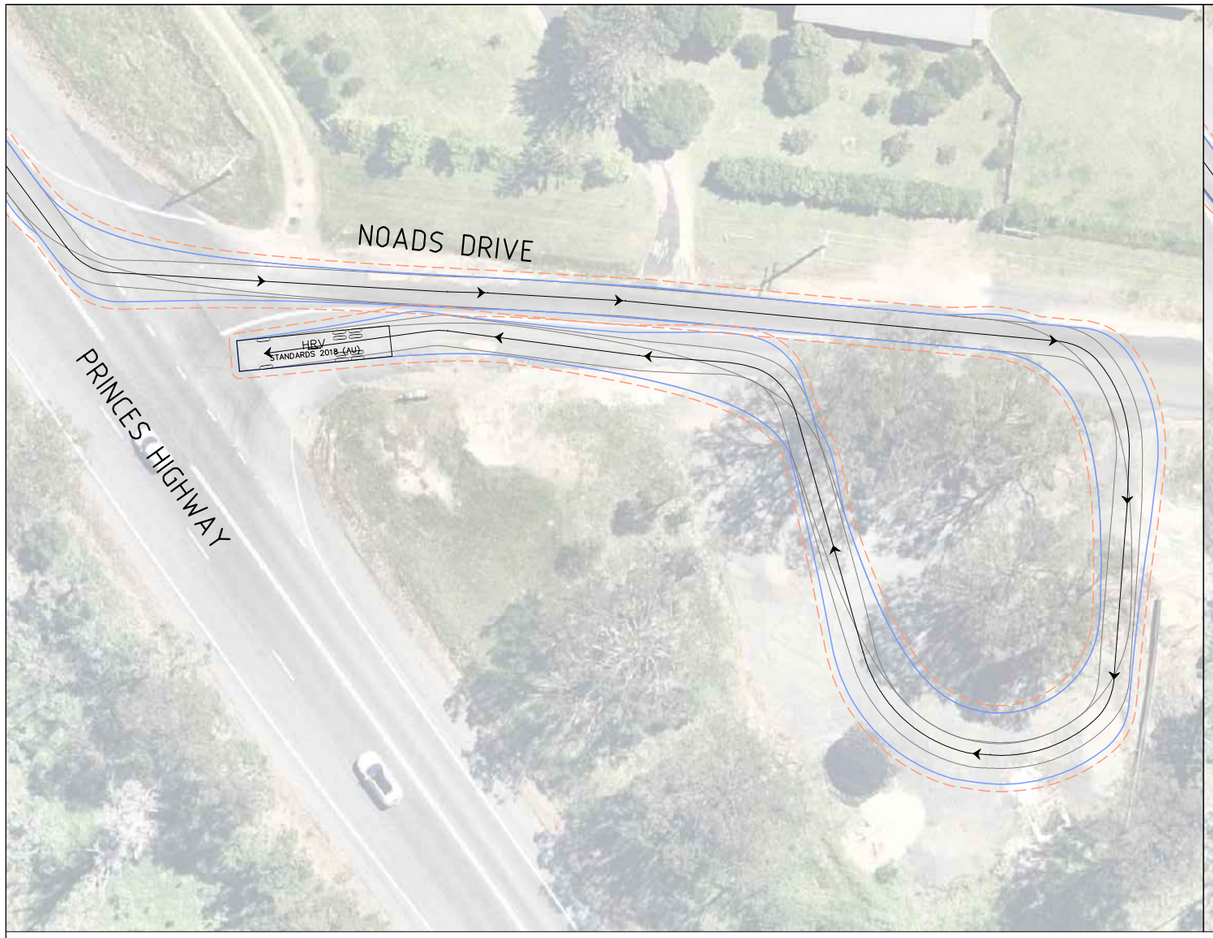
SCALE A3 0 2.5 5 10 1:500

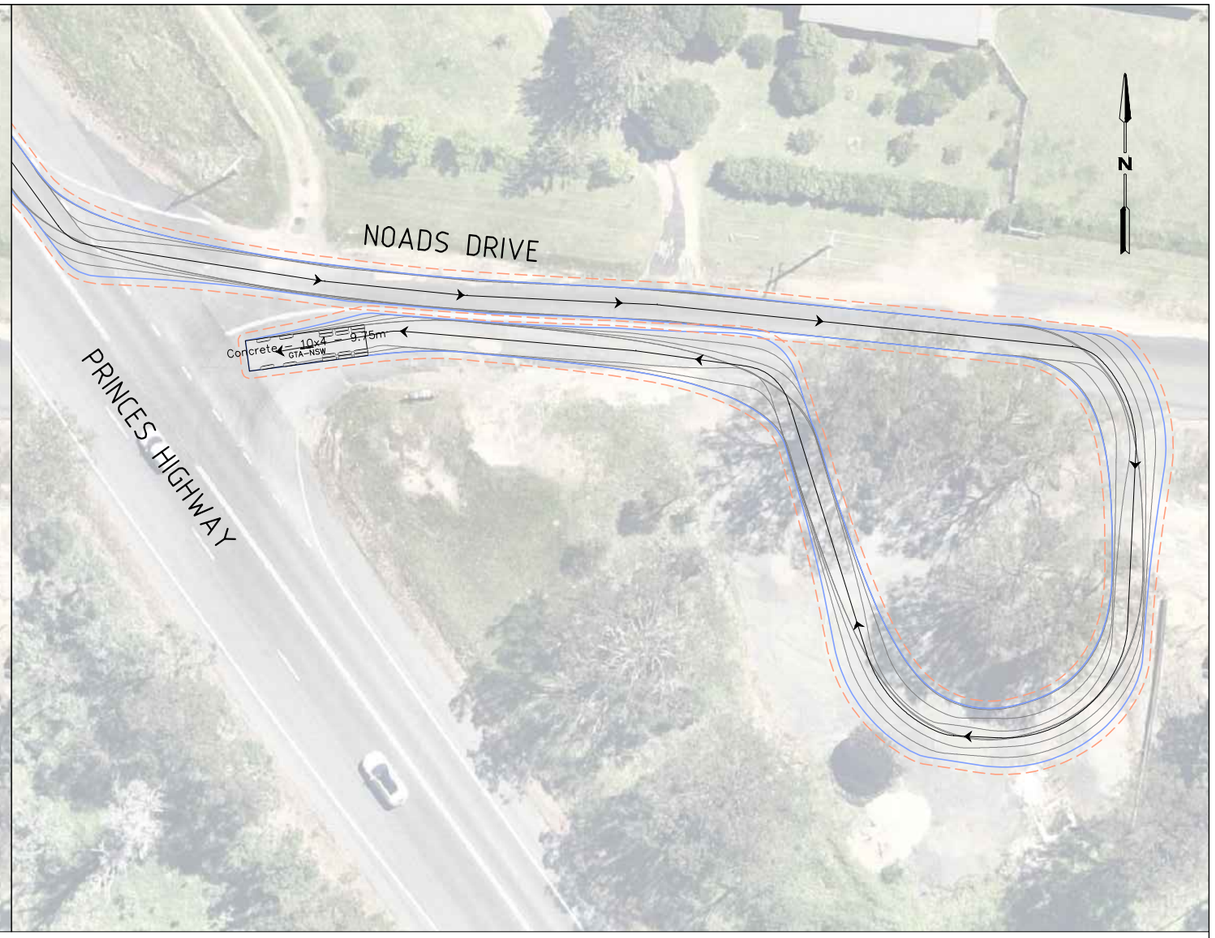
CAD FILE NO. 300305039-03-P3.DWG

EUROBODALLA REGIONAL HOSPITAL

16 NOADS DRIVE, MORUYA (SITE COMPOUND)
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-09 SHEET 09 OF 10 ISSUE P3

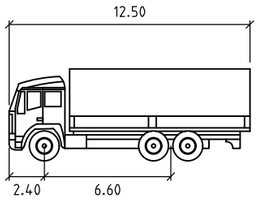




SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



HRV

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

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

Concrete - 10x4 - 9.75m

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 3.8
Steering Angle	: 32.6

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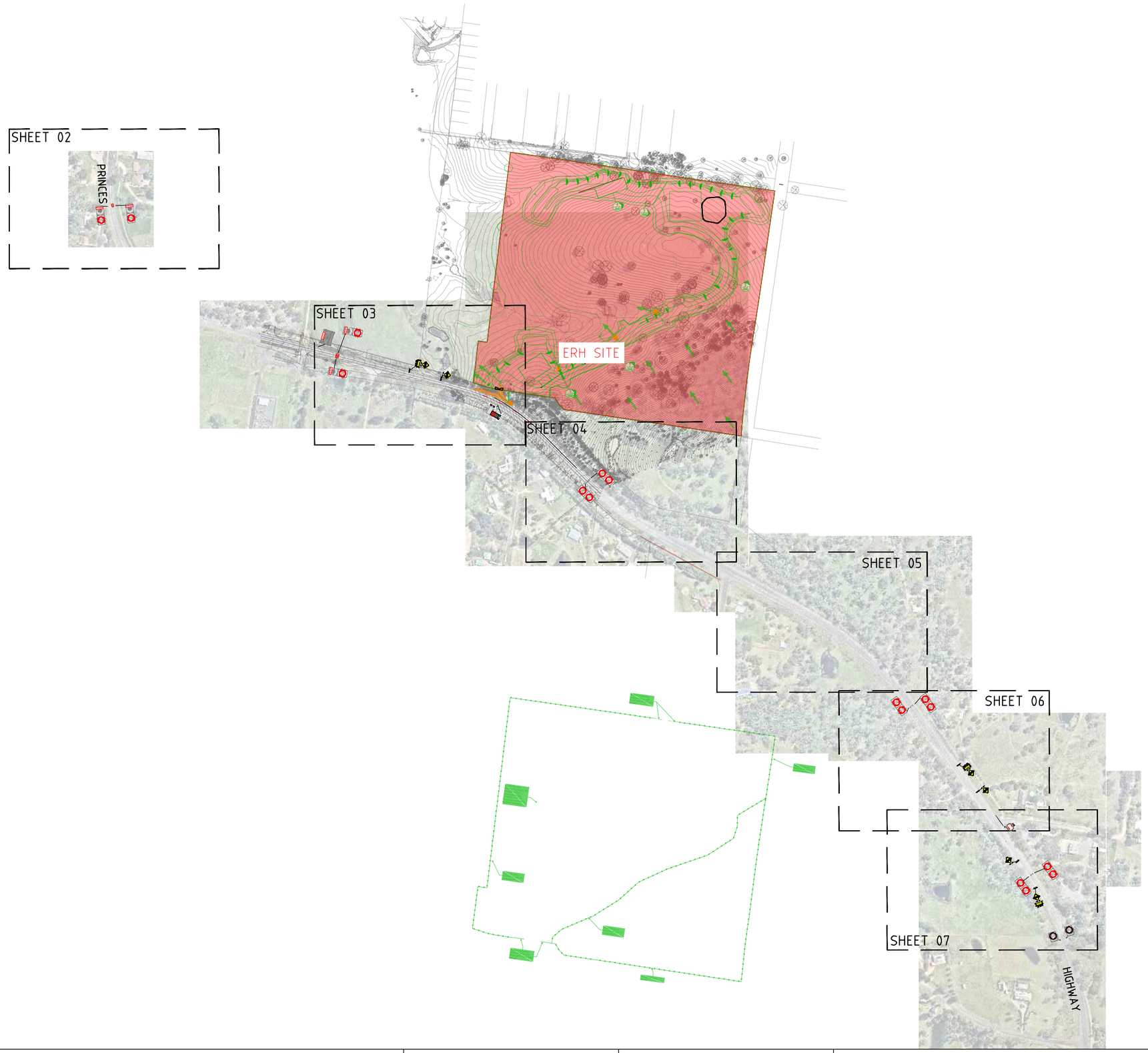
CAD FILE NO. 300305039-03-P3.DWG

EUROBODALLA REGIONAL HOSPITAL

16 NOADS DRIVE, MORUYA (SITE COMPOUND)
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305039-03-10 SHEET 10 OF 10 ISSUE P3

Appendix B. Princes Highway Temporary Corridor Changes and Traffic Guidance Schemes



CIVIL PLANS IN GREEN, SURVEY IN GREY
DRAWING ERH-TTW-CI-DWG-005
REVISION 01
BY TTW
DATED 03.05.2024

AERIAL IMAGERY FROM NEARMAP
DATED 22.01.2024

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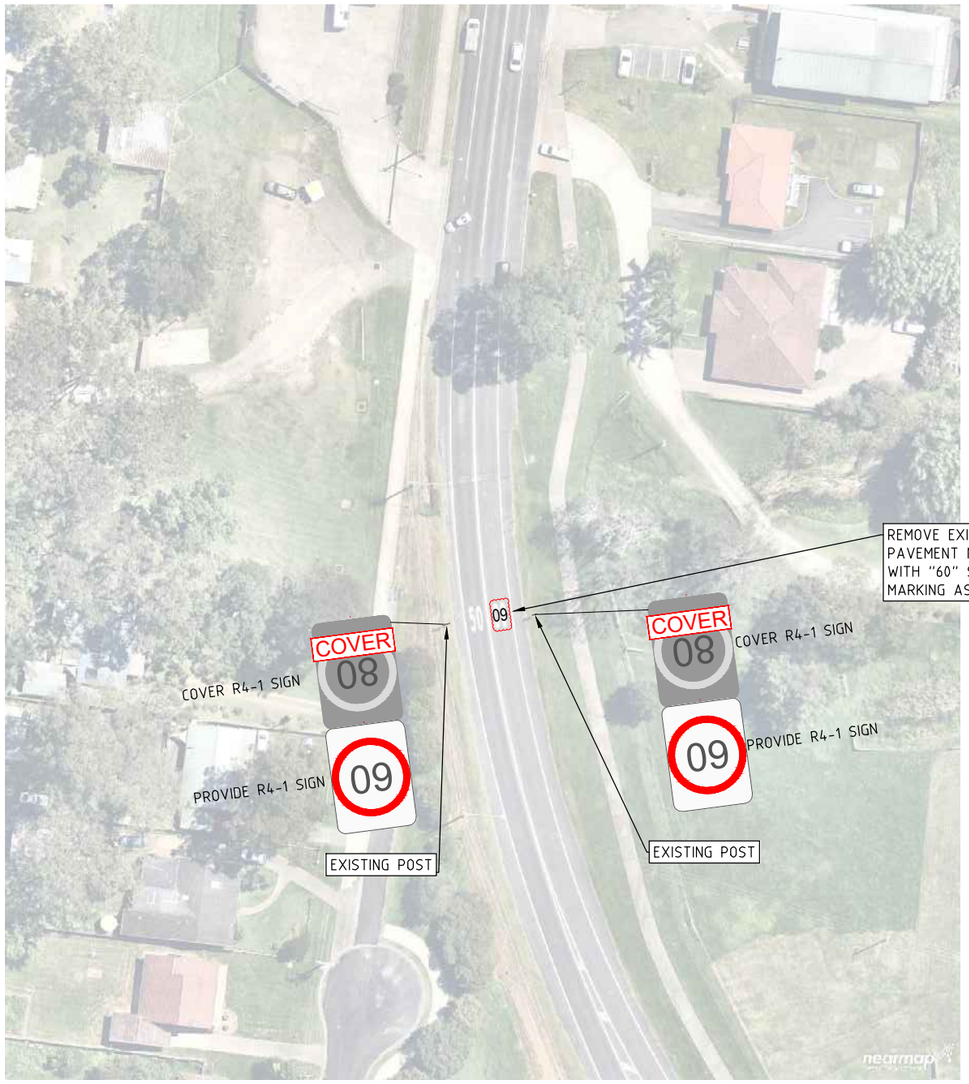
APPROVED BY K. McNATTY	DATE ISSUED 8 AUGUST 2024

SCALE A3 - N/A

CAD FILE NO. 300305039-06-P2.DWG

EUROBODALLA REGIONAL HOSPITAL
PROPOSED ROAD CORRIDOR MODIFICATIONS
PRINCES HIGHWAY, MORUYA
CONCEPT LAYOUT - OVERVIEW PLAN

DRAWING NO. 300305039-06-01 SHEET 01 OF 07 ISSUE P2



N

\\AU2012-NTAP01_CIFS02\SHARED_PROJECTS\300305039\TECHNICAL\DRAWINGS\300305039-06-P2.DWG PLOTTED BY XIE, WILLIAM ON 08/08/2024 AT 08:15

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APPROVED BY K. McNATTY	DATE ISSUED 8 AUGUST 2024

SCALE A3 0 5 10 20 1:1000

CAD FILE NO. 300305039-06-P2.DWG

EUROBODALLA REGIONAL HOSPITAL
PROPOSED ROAD CORRIDOR MODIFICATIONS
PRINCES HIGHWAY, MORUYA
CONCEPT LAYOUT

DRAWING NO. 300305039-06-02 SHEET 02 OF 07 ISSUE P2

COVER G9-37 SIGN

OVERTAKING LANE 300m AHEAD

COVER

COVER R4-1 SIGN

COVER

100

PROVIDE R4-1 SIGN

60

EXISTING POST

REMOVE EXISTING "100" SPEED LIMIT PAVEMENT MARKINGS AND REPLACE WITH "60" SPEED LIMIT PAVEMENT MARKING AS PER TfNSW STANDARDS

HIGHWAY

60

09

EXISTING POST

COVER

100

60

COVER R4-1 SIGN

PROVIDE R4-1 SIGN

EXISTING POST

REMOVE EXISTING "80" SPEED LIMIT PAVEMENT MARKINGS AND REPLACE WITH "60" SPEED LIMIT PAVEMENT MARKING AS PER TfNSW STANDARDS

W8-20N

120m ON LEFT

W5-22

60

W5-22

PRINCES HIGHWAY

60

PRINCES

HIGHWAY

N

ERH SITE

EXISTING POST & SIGN

HIGHWAY

R2-6N

NO RIGHT TURN

3.9

3.5

R2-6N

PROVIDE R2-6N SIGN

TEMPORARY DRIVEWAY ACCESS (ORANGE HATCH) AS PER TTW CIVIL DRAWINGS

REMOVE EXISTING C1 LINEMARKING AS SHOWN

NOTES:

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CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED:
- PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN

AND IS SUITABLY EXPERIENCED TO DESIGN, SELECT AND MODIFY TRAFFIC CONTROL PLANS

CERTIFICATE NO: TCT1055005
PREPARE A WORK ZONE TMP CARD
KAREN McNATTY

LEGEND

WORK SITE

SIGN POST

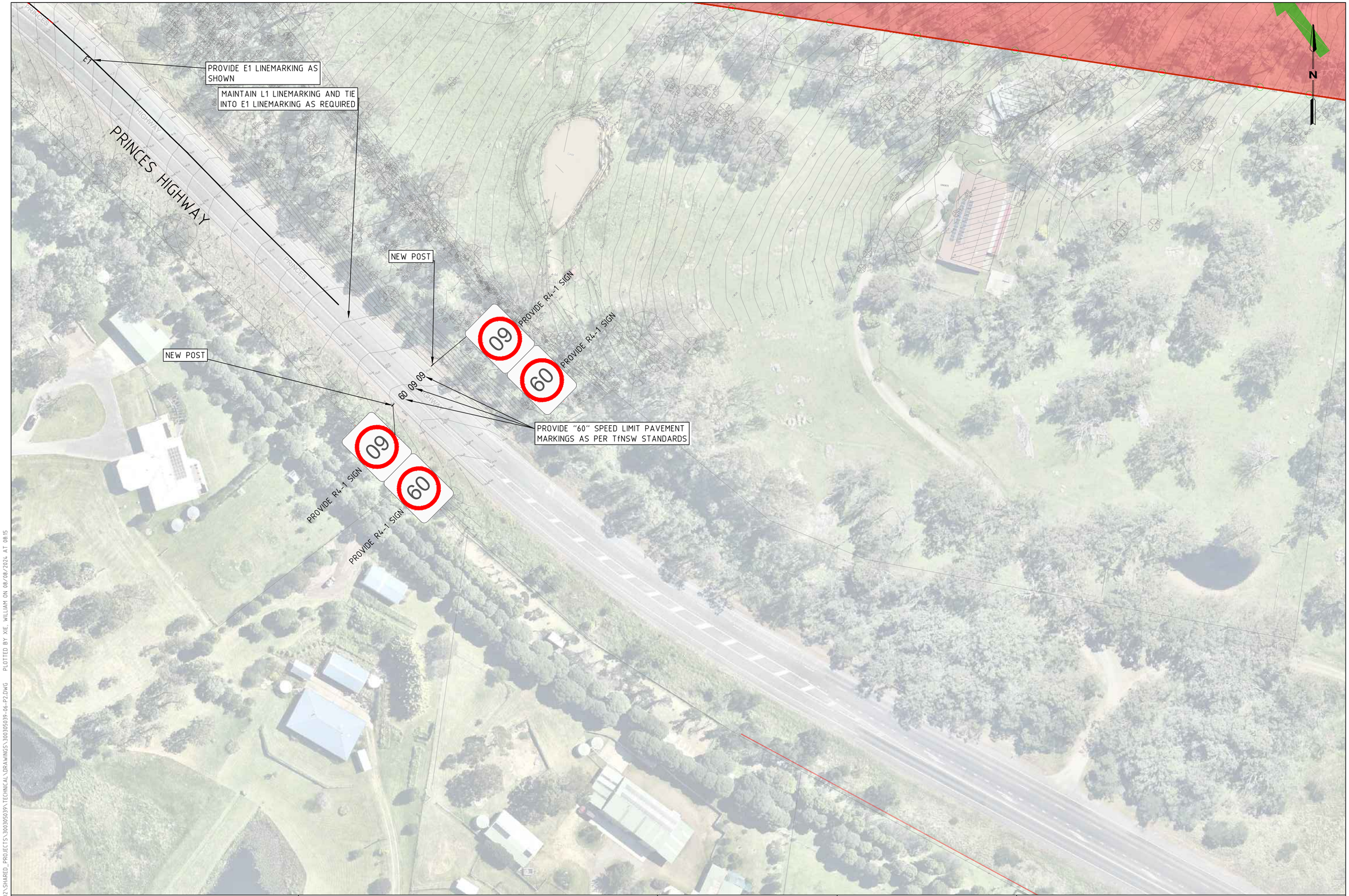
CONSTRUCTION ACCESS GATE

Stantec

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 W. XIE	DESIGN CHECK K. McNATTY	SCALE A3 0 5 10 20 1:1000	EUROBODALLA REGIONAL HOSPITAL PROPOSED ROAD CORRIDOR MODIFICATIONS PRINCES HIGHWAY, MORUYA CONCEPT LAYOUT & TRAFFIC GUIDANCE SCHEME
APPROVED BY K. McNATTY	DATE ISSUED 8 AUGUST 2024	CAD FILE NO. 300305039-06-P2.DWG	DRAWING NO. 300305039-06-03 SHEET 03 OF 07 ISSUE P2



\\AU2012-NTAP01_CIFS02\SHARED_PROJECTS\300305039\TECHNICAL\DRAWINGS\300305039-06-P2.DWG PLOTTED BY XIE, WILLIAM ON 08/08/2024 AT 08:15

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PRELIMINARY PLAN
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APPROVED BY K. McNATTY	DATE ISSUED 8 AUGUST 2024

SCALE A3 0 5 10 20 1:1000

CAD FILE NO. 300305039-06-P2.DWG

EUROBODALLA REGIONAL HOSPITAL
PROPOSED ROAD CORRIDOR MODIFICATIONS
PRINCES HIGHWAY, MORUYA
CONCEPT LAYOUT

DRAWING NO. 300305039-06-04 SHEET 04 OF 07 ISSUE P2

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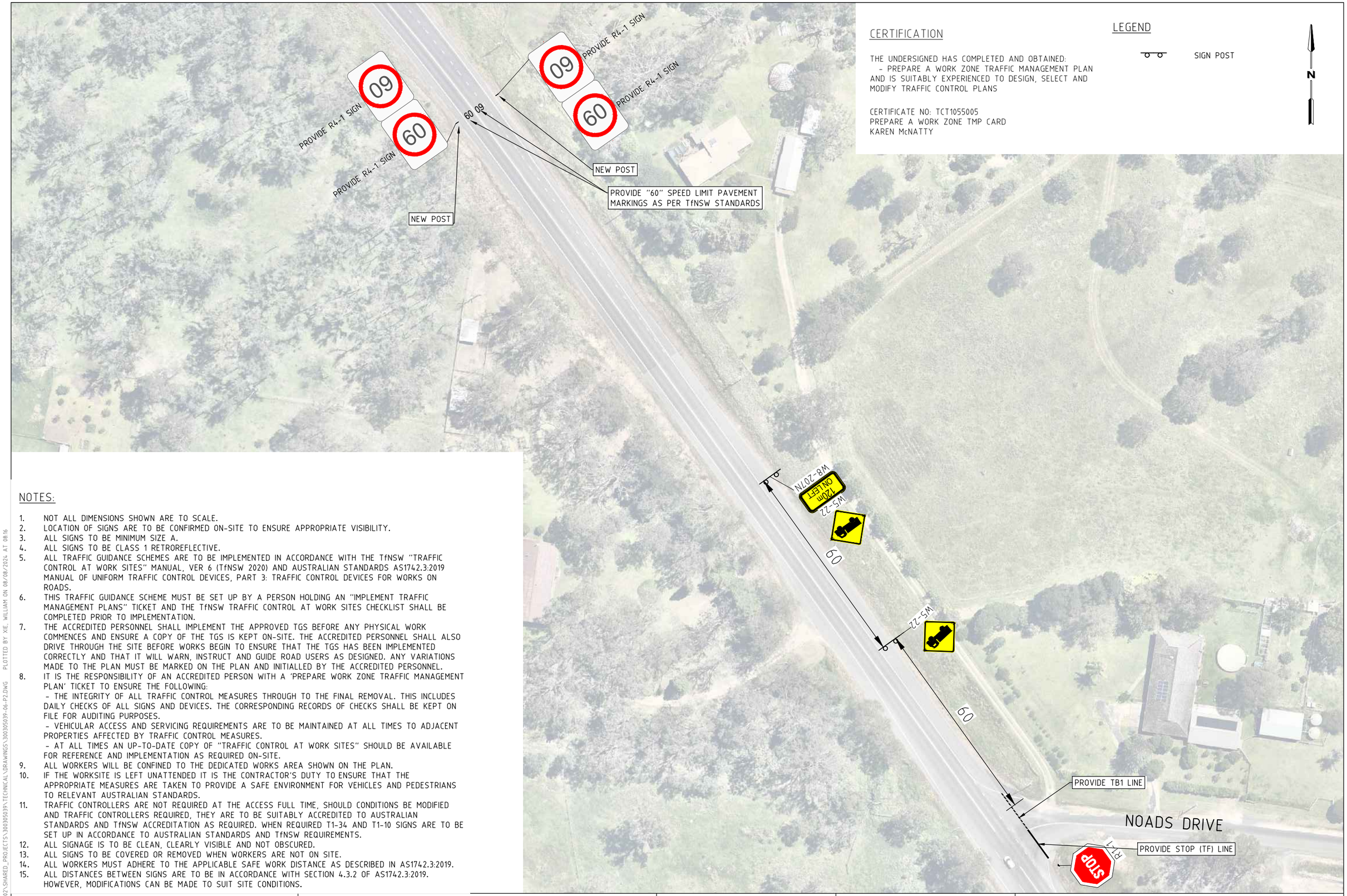
APPROVED BY K. McNATTY	DATE ISSUED 8 AUGUST 2024

SCALE A3 0 5 10 20 1:1000

CAD FILE NO. 300305039-06-P2.DWG

EUROBODALLA REGIONAL HOSPITAL
PROPOSED ROAD CORRIDOR MODIFICATIONS
PRINCES HIGHWAY, MORUYA
CONCEPT LAYOUT

DRAWING NO. 300305039-06-05 SHEET 05 OF 07 ISSUE P2



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CERTIFICATE NO: TCT1055005
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KAREN McNATTY

LEGEND

SIGN POST

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Stantec

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
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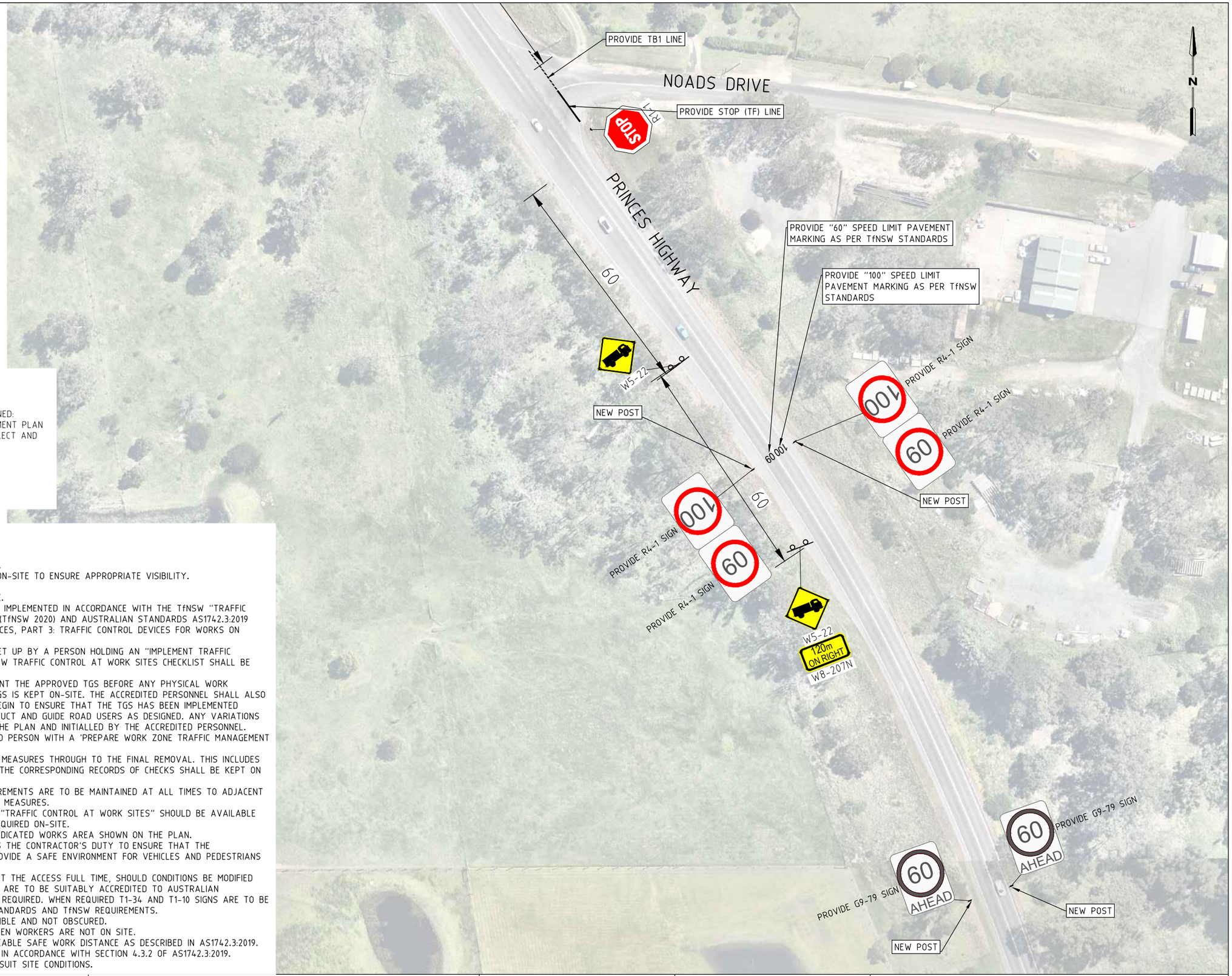
DESIGNED	W. XIE
DESIGN CHECK	K. McNATTY
APPROVED BY	K. McNATTY
DATE ISSUED	8 AUGUST 2024

SCALE A3 0 5 10 20 1:1000

CAD FILE NO. 300305039-06-P2.DWG

EUROBODALLA REGIONAL HOSPITAL
PROPOSED ROAD CORRIDOR MODIFICATIONS
PRINCES HIGHWAY, MORUYA
CONCEPT LAYOUT & TRAFFIC GUIDANCE SCHEME

DRAWING NO. 300305039-06-06 SHEET 06 OF 07 ISSUE P2



LEGEND

SIGN POST

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CERTIFICATE NO: TCT1055005
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KAREN McNATTY

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Stantec

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DESIGNED W. XIE	DESIGN CHECK K. McNATTY
APPROVED BY K. McNATTY	DATE ISSUED 8 AUGUST 2024

SCALE A3 0 5 10 20 1:1000
CAD FILE NO. 300305039-06-P2.DWG

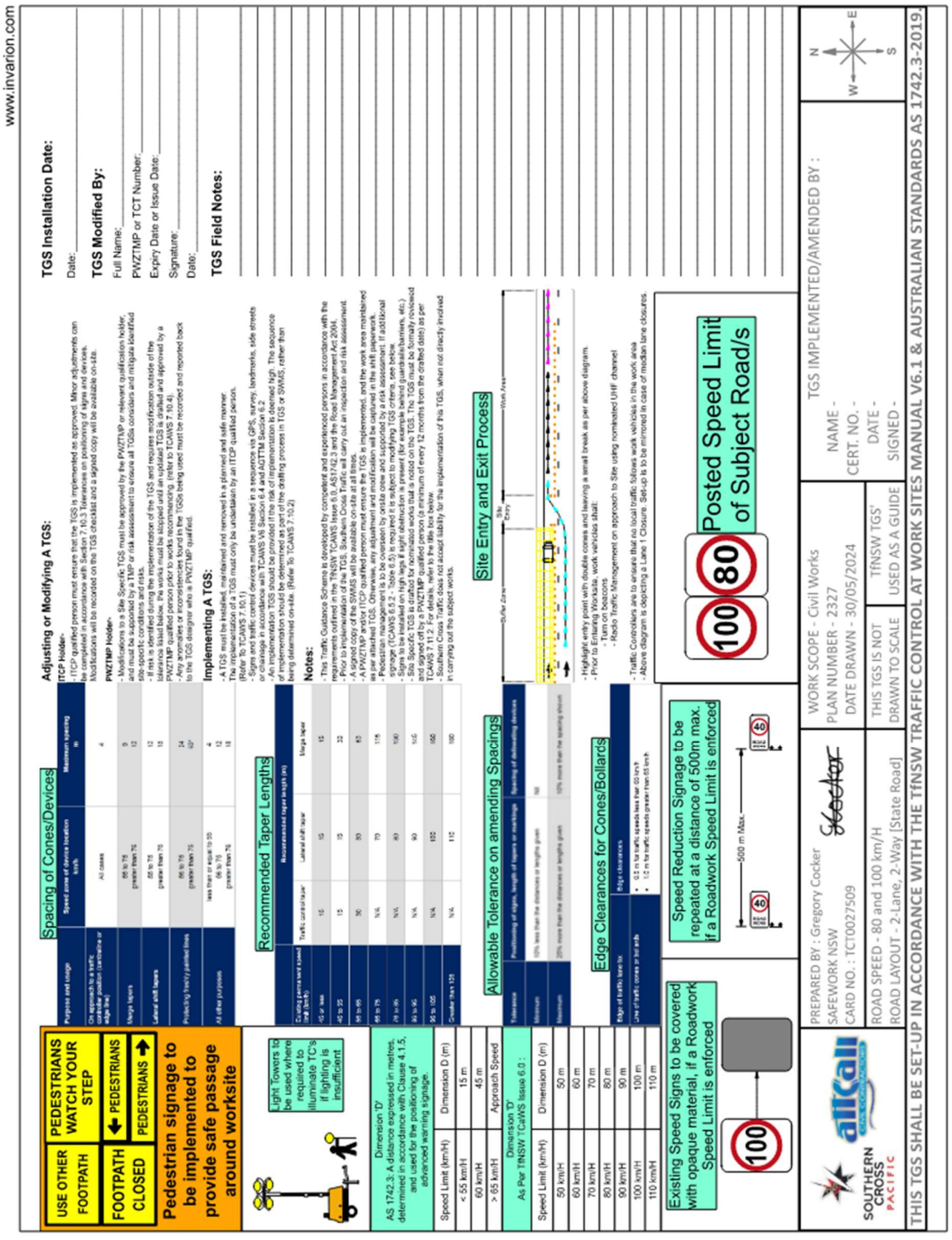
EUROBODALLA REGIONAL HOSPITAL
PROPOSED ROAD CORRIDOR MODIFICATIONS
PRINCES HIGHWAY, MORUYA
CONCEPT LAYOUT & TRAFFIC GUIDANCE SCHEME

DRAWING NO. 300305039-06-07 SHEET 07 OF 07 ISSUE P2

Appendix C. Attcall Civil Contractors Traffic Control Plan

Attcall Civil Contractors Pty Ltd
ABN 58 135 193 001 ACN 135 193 001
2 Smeaton Grange Rd, Smeaton Grange NSW
PO Box 486 Narellan LPO NSW 2567
Telephone: (02) 4647 8683
civil@attcall.com.au

APPENDIX B – TRAFFIC CONTROL PLAN



Attcall Civil Contractors Pty Ltd
ABN 58 135 193 001 ACN 135 193 001
2 Smeaton Grange Rd, Smeaton Grange NSW
PO Box 486 Narellan LPO NSW 2567
Telephone: (02) 4647 8683
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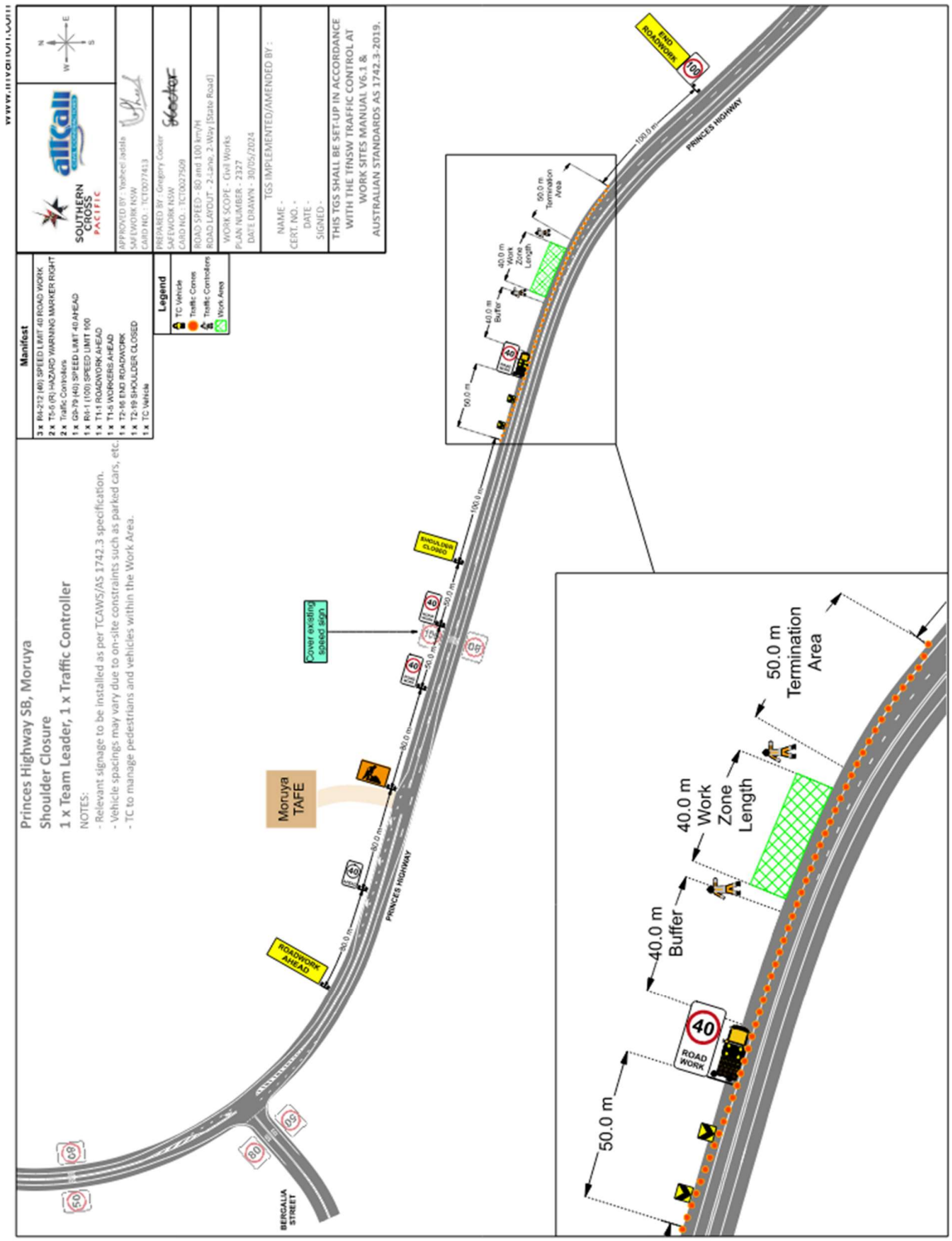

Revision History					
Document ref:	PLAN – 06.03.02.03 - Demolition Plan	Revision:	2.0		
Document owner:	Group HSEQ Manager			Last review date:	06/09/2021
Approved by:	Group General Manager	Date:	06/09/2021	Next review date:	06/09/2024
	This document cannot be modified without approval of the Director				Page 20 of 22

Appendix D. Sightline Assessment

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
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DESIGNED W. XIE	DESIGN CHECK K. McNATTY
APPROVED BY K. McNATTY	DATE ISSUED 29 MAY2024

SCALE A3 0 10 20 40 1:2000

CAD FILE NO. 300305039-02-P2.DWG

EUROBODALLA REGIONAL HOSPITAL
CONSTRUCTION SITE ACCESS - PRINCES HIGHWAY
SCENARIO 1 - NO ROADWORKS
SIGHTLINE ASSESSMENT

DRAWING NO. 300305039-02-01 SHEET 01 OF 03 ISSUE P2

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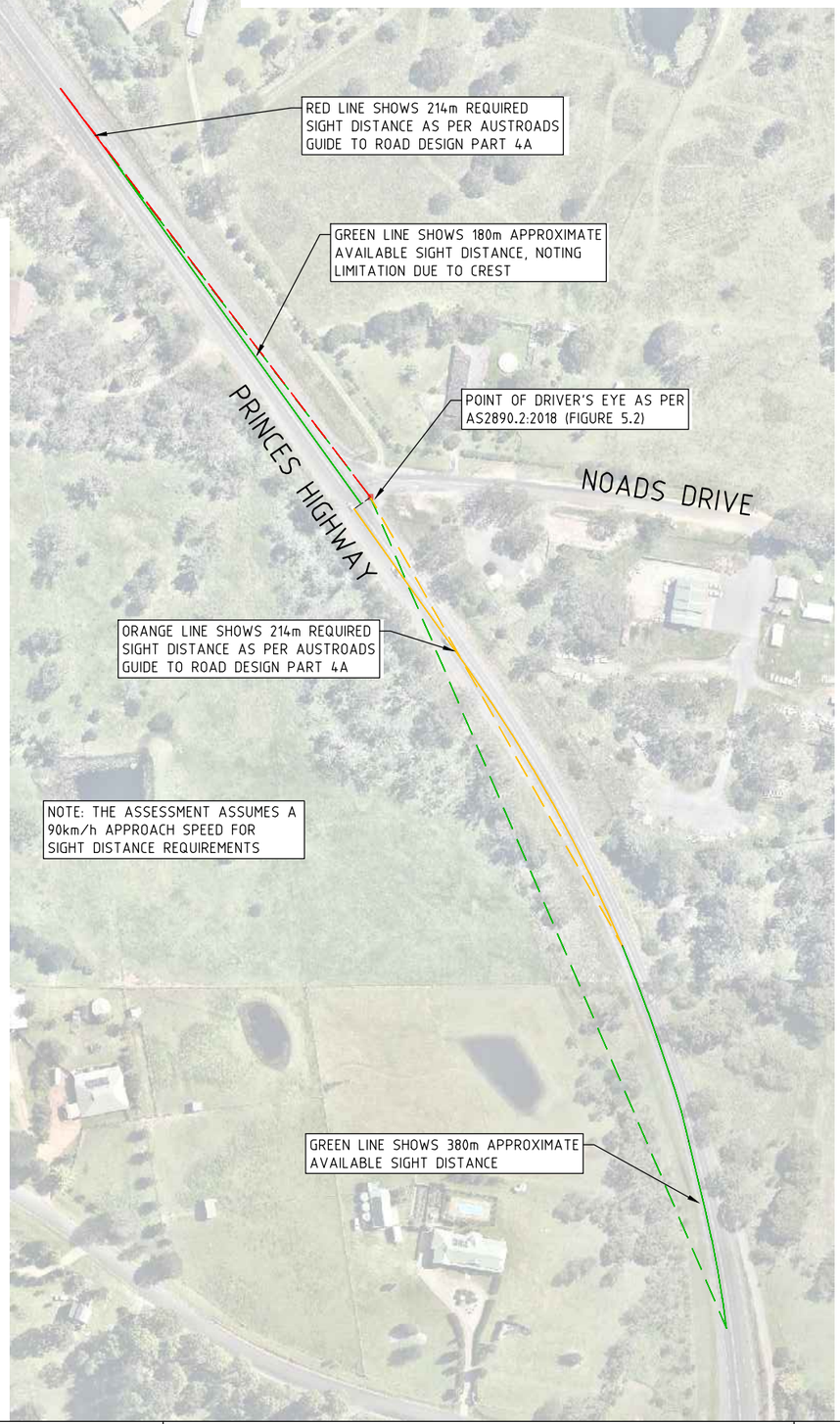
SCALE A3 0 10 20 40 1:2000

CAD FILE NO. 300305039-02-P2.DWG

EUROBODALLA REGIONAL HOSPITAL
CONSTRUCTION SITE ACCESS - PRINCES HIGHWAY
SCENARIO 2 - ROADWORKS
SIGHTLINE ASSESSMENT

DRAWING NO. 300305039-02-02 SHEET 02 OF 03 ISSUE P2



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DESIGNED W. XIE	DESIGN CHECK K. McNATTY
APPROVED BY K. McNATTY	DATE ISSUED 21 JUNE 2024

SCALE A3 0 12.5 25 50 1:2500

CAD FILE NO. 300305039-02-P2.DWG

EUROBODALLA REGIONAL HOSPITAL
NOADS DRIVE/ PRINCES HIGHWAY

SIGHTLINE ASSESSMENT

DRAWING NO. 300305039-02-03 SHEET 03 OF 03 ISSUE P2

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Stantec

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