

Construction Traffic Management Plan

33-35 Fairlight Street and 10-12 Clifford Avenue,
Fairlight

24070

Prepared for
Allen Group Developments

10 December 2024



Contact Information

Genesis Traffic	Suite 3, 53 Grandview Street, Pymble
	www.genesistraffic.com.au
	ABN 34 660 055 532
Email	bernard@genesistraffic.com.au
Approved By	Bernard Lo
Signature	

Document Information

Report	Construction Traffic Management Plan
Client	Allen Group Developments
Architect	Platform Architects
Project Location	33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight
Council	Northern Beaches Council
Job Number	24070
Date	10/12/2024

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	25/11/2024	Draft	AX	BL
2	5/12/2024	Final Draft	LN	BL
3	9/12/2024	Final Draft	LN	BL
4	10/12/2024	Final	LN	BL



Table of Contents

1	Introduction	5
1.1	Background	5
1.2	Scope of Works	5
1.3	Reference Documents	6
2	Proposed Development	7
3	Existing Conditions	8
3.1	Site and Surrounding Context	8
3.2	Road Network	9
3.3	Traffic Controls	10
3.4	Public Transport Services	11
3.5	Existing Traffic Conditions	12
4	Construction Traffic Management	13
4.1	Site Contact	13
4.2	Construction Program	13
4.3	Work Hour	13
4.4	Truck Manoeuvre / Site Access	14
4.5	Truck Route	15
4.6	Site Setout	16
4.7	Fencing/Perimeter Separation	16
4.8	Materials Handling	16
4.9	Works Zone	17
4.10	Pedestrian Movement Plan (PMP)	17
4.11	Traffic Guidance Scheme	17
4.12	Construction Worker Parking	17
4.13	Site Induction	18
4.14	Protection of Adjoining Properties and Public Assets	18
4.15	Other Construction Management Principles	18
5	Work Impact	20
5.1	Public Notification & Communication	20



5.2	Spoil Management	20
5.3	Road Serviceability	20
5.4	Impact on Public Transport Services	20
5.5	Impact on Emergency Vehicle Access	20

Attachments

Attachment 1 Architectural Plan

Attachment 2 Traffic Guidance Scheme (TGS), Vehicle Management Plan (VMP) and Pedestrian Management Plan (PMP)

Attachment 3 Swept Path Analysis

Tables

Table 1-1	Consent Condition Requirements	Error! Bookmark not defined.
Table 3-1	Surrounding Road Network	9
Table 3-2	Surrounding Traffic Controls	10
Table 3-3	Bus Services Provision	12
Table 4-1	Contact Details	13
Table 4-2	Works Program	13
Table 4-3	Works Zone	17

Figures

Figure 1-1	Site	5
Figure 3-1	Site Context	8
Figure 3-2	Road Network	9
Figure 3-3	Local Public Transport Locations	11
Figure 4-1	Truck Route	15
Figure 4-2	Site Setup	16

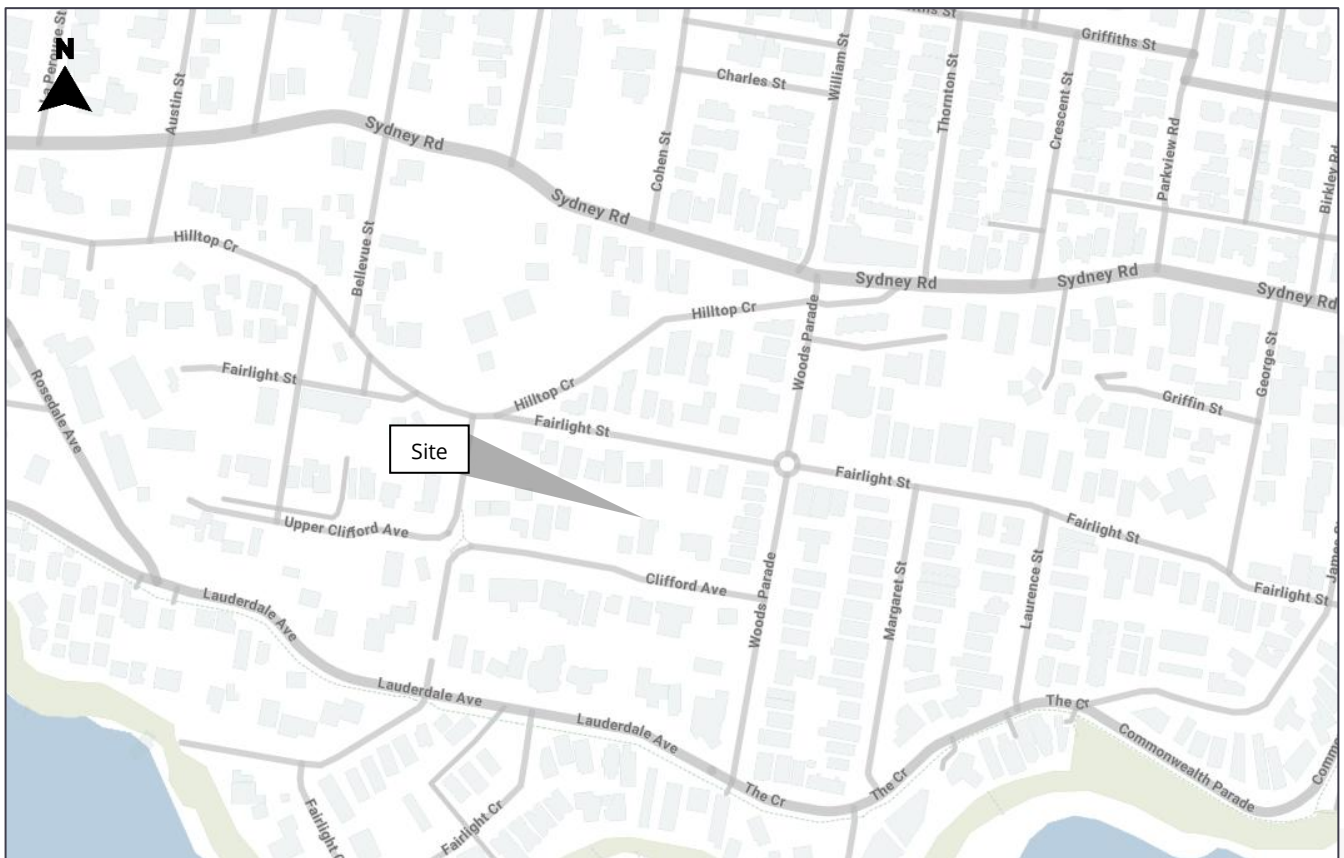


1 Introduction

1.1 Background

This report has been prepared as part of a Development Application process at 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight (Figure 1-1).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to satisfy the Lodgement Requirements from Northern Beaches Council, reproduced below:

Construction Traffic Management Plan

A Construction Traffic Management Plan must be prepared for constrained sites where access is difficult or for large projects that generate large volumes of construction traffic.



The plan is to include the impacts the proposal will have on the local road network. The plan must provide a description of the construction works, the traffic impacts on the local area and how these impacts will be addressed.

1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Traffic Control at Worksites Technical Manual, TfNSW (Issue 6.1, 2022)





2 Proposed Development

The proposed development scheme involves a residential development with 15 apartments that now consolidates 4 sites with frontages to Fairlight Street and Clifford Avenue. Basement carpark will be provided onsite and accessed via Clifford Avenue.

Details of the proposed development scheme are indicated in the architectural plans reproduced in part in **Attachment 1**.





3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lot 8B, 9B and 20B in DP3742 and SP20752, located at 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight. The site occupies an area of 2,345m² and has frontages to Fairlight Street and Clifford Avenue. The site is occupied by 4 single dwellings at present, with vehicle access points located at Fairlight Street and Clifford Avenue. The site falls steeply from the north (Fairlight Street) to the south (Clifford Avenue).

Figure 3-1 Site Context



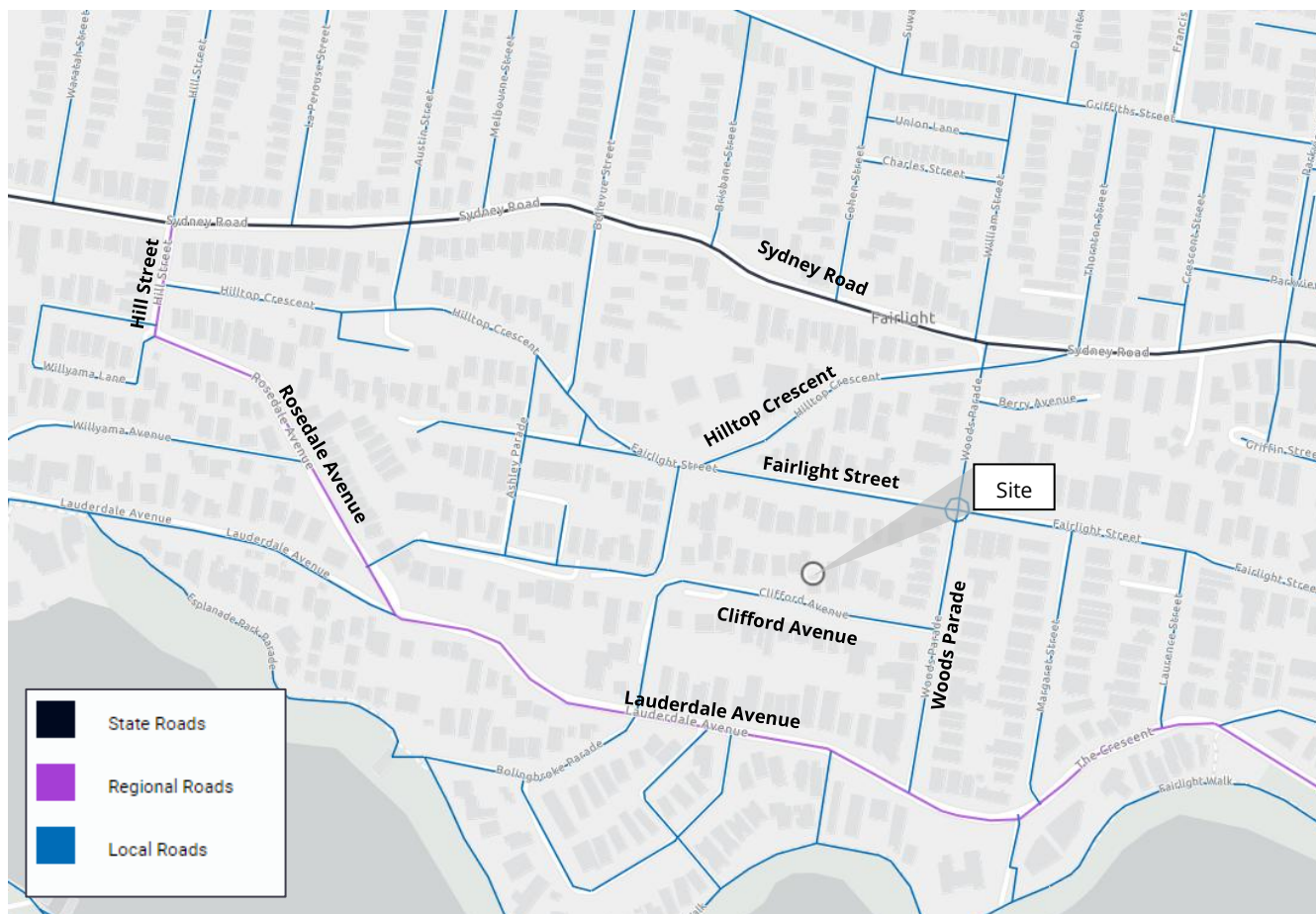
Source: Metromap (Modified by Genesis Traffic)



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Sydney Road	<ul style="list-style-type: none"> • State Road • Speed limit 60km/h • 2 lanes in each direction • No Stopping restriction along both sides of the street
Hill Street	<ul style="list-style-type: none"> • Regional Road • Speed limit 50km/h • 2 lanes in each direction • Unrestricted on-street parking along both sides of the street



Rosedale Avenue	<ul style="list-style-type: none"> · Regional Road · 1 lane in each direction · Unrestricted on-street parking along both sides of the street
Lauderdale Avenue	<ul style="list-style-type: none"> · Regional Road · Speed limit 50km/h · 1 lane in each direction · No Stopping restriction and Time restricted (2P) on-street parking along both sides of the street
Hilltop Crescent	<ul style="list-style-type: none"> · Local Road · Speed limit 50km/h · 1 lane in each direction · Unrestricted on-street parking along both sides of the street
Woods Parade	<ul style="list-style-type: none"> · Local Road · Speed limit 50km/h · 1 lane in each direction · Time restricted (2P) on-street parking along both sides of the street
Fairlight Street	<ul style="list-style-type: none"> · Local Road · 1 lane in each direction · Time restricted (2P) on-street parking along both sides of the street
Clifford Avenue	<ul style="list-style-type: none"> · Local Road (no through road) · 1 lane in each direction · Time restricted (2P) on-street parking along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site are detailed in Table 3-2:

Table 3-2 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	<ul style="list-style-type: none"> · Intersection of Hill Street and Sydney Road
Roundabout	<ul style="list-style-type: none"> · Intersection of Fairlight Street and Woods Parade
Give-way / Stop Control	<ul style="list-style-type: none"> · Intersections of: <ul style="list-style-type: none"> ○ Woods Parade and Sydney Road ○ Rosedale Avenue and Lauderdale Avenue

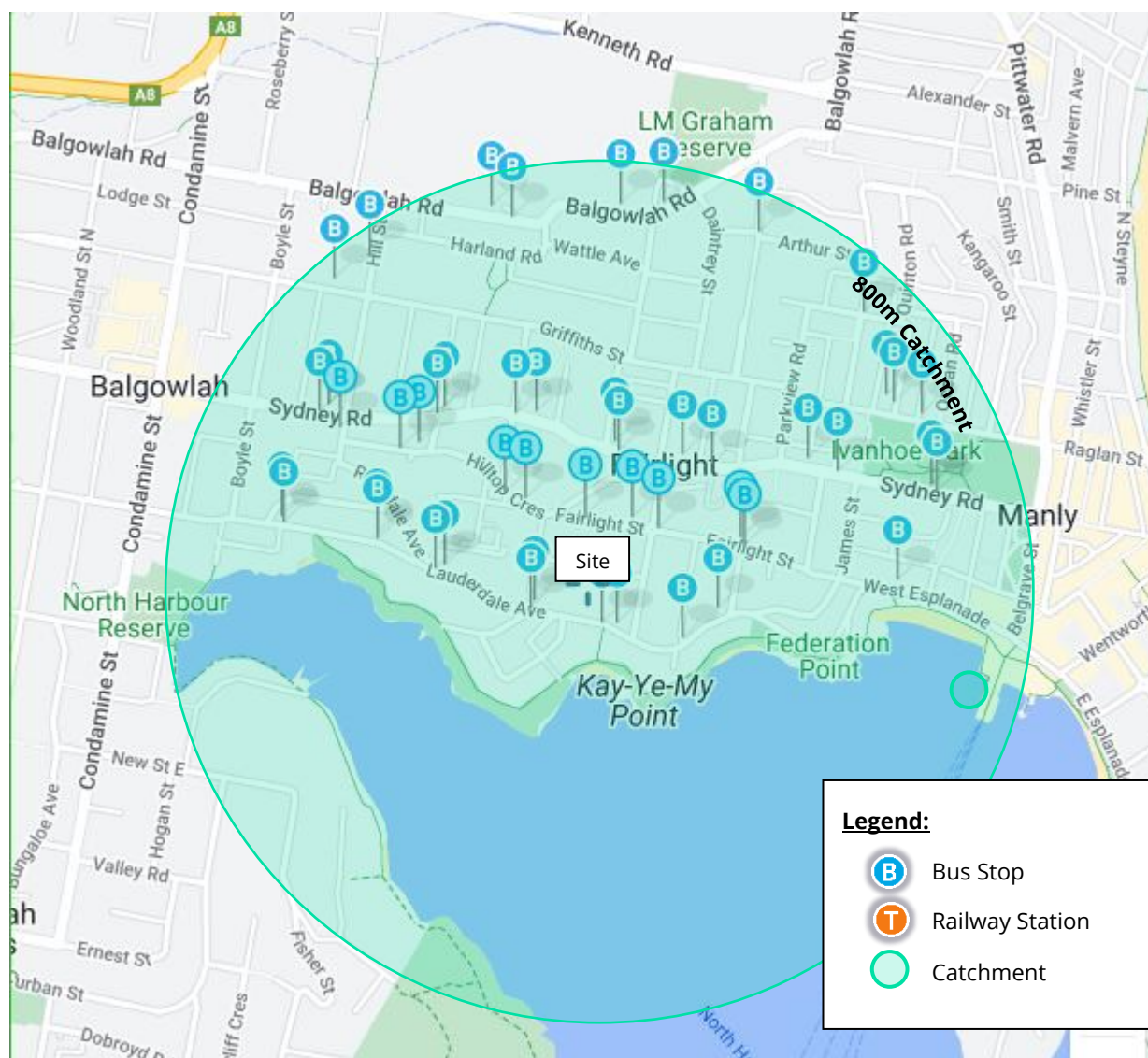


	○ Clifford Avenue and Woods Parade
No Right Turn	· From Rosedale Avenue to Lauderdale Avenue

3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Google Map (Modified by Genesis Traffic)

Bus

Local bus services are within walking distance (260m to the nearest bus stop) of the site, as follows (Table 3-3).



Table 3-3 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
141	Austlink to Manly via Frenchs Forest & Seaforth	1-2 trips per hour
142	Allambie Heights to Manly	1-4 trips per hour
144	Manly to Chatswood via St Leonards	7 trips per hour
144N	Manly to North Sydney (Night Service)	1 trip per hour
150X	Manly to Milsons Point (Express Service)	4-5 trips per hour
162	Seaforth to Manly	1 trip per hour
170X	Manly to City Wynyard (Express Service)	3-4 trips per hour

3.5 Existing Traffic Conditions

Observation of traffic operations in the vicinity of the site indicates a moderate traffic demand but satisfactory operating circumstance during the peak periods. Immediately near the site, traffic access and turning movements on Fairlight Street and Clifford Avenue are not subject to perceptible delays. There is no apparent capacity constraint in the immediate local road network.



4 Construction Traffic Management

4.1 Site Contact

The contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is provided below (Table 4-1).

Table 4-1 Contact Details

Details	
Name	Andrea Giuffrida
Contact No.	0423 034 934
Email:	Andrea.giuffrida@lordsgroup.com.au

4.2 Construction Program

Table 4-2 summarises the envisaged truck visitation levels for each work phase.

Table 4-2 Works Program

Phase	Program	Largest Type of Truck	Estimated Trips per Day	Estimated Period (Weeks)
1	Site Establishment	6.4m SRV	2-3	1
2	Demolition (Early Demolition)	20m T&D (8.8m MRV)	10	16
3	Excavation / Earthworks	20m T&D	10-18	16
4	Construction / Concrete Pouring	12.5m HRV	20	20
5	Fitout	12.5m HRV	10	16

Abbreviation:

T&D = Truck and Dog

HRV = Heavy Rigid Vehicle

MRV = Medium Rigid Vehicle

SRV = Small Rigid Vehicle

4.3 Work Hour

The construction hours will accord with the consent condition.



4.4 Truck Manoeuvre / Site Access

Site Preparation / Early Demolition Stage

Fairlight Street:

- Smaller trucks will reverse into the site using the existing driveway, load demolished materials within the site, and depart in a forward manner.

Clifford Avenue:

- Trucks will stop within the Works Zone on Clifford Avenue for loading out over approximately 4 weeks until trucks can access the site (reverse-in and forward-out).
- A stand plant permit will be required for mobile crane operation to place an excavator on-site.

Demolition Stage

Once the site is prepared for truck access, trucks will approach the site via Clifford Avenue in a reverse manner, load materials and depart in a forward manner.

Excavation Stage

For the first 4 weeks, trucks will continue to approach and depart the site via Clifford Avenue in the same manner as the demolition stage. Once the site can accommodate internal truck turnaround, all truck movements will transition to a forward-in and forward-out arrangement.

Construction and Fitout Stage

- Fairlight Street: Trucks will rely on the Works Zone along the site frontage.
- Clifford Avenue: Trucks up to 8.8m long MRV can utilise the constructed driveway on Clifford Avenue in a reverse-in and forward-out movement for loading/unloading activities within the site. Any trucks longer than 8.8m MRV will rely on the Works Zone.

Note: All necessary oversized mobile crane/truck access will be subject to a separate permit issued by the Council before the planned event. Where reversing is necessary, all such vehicle movements should be undertaken under the supervision of accredited traffic controllers.

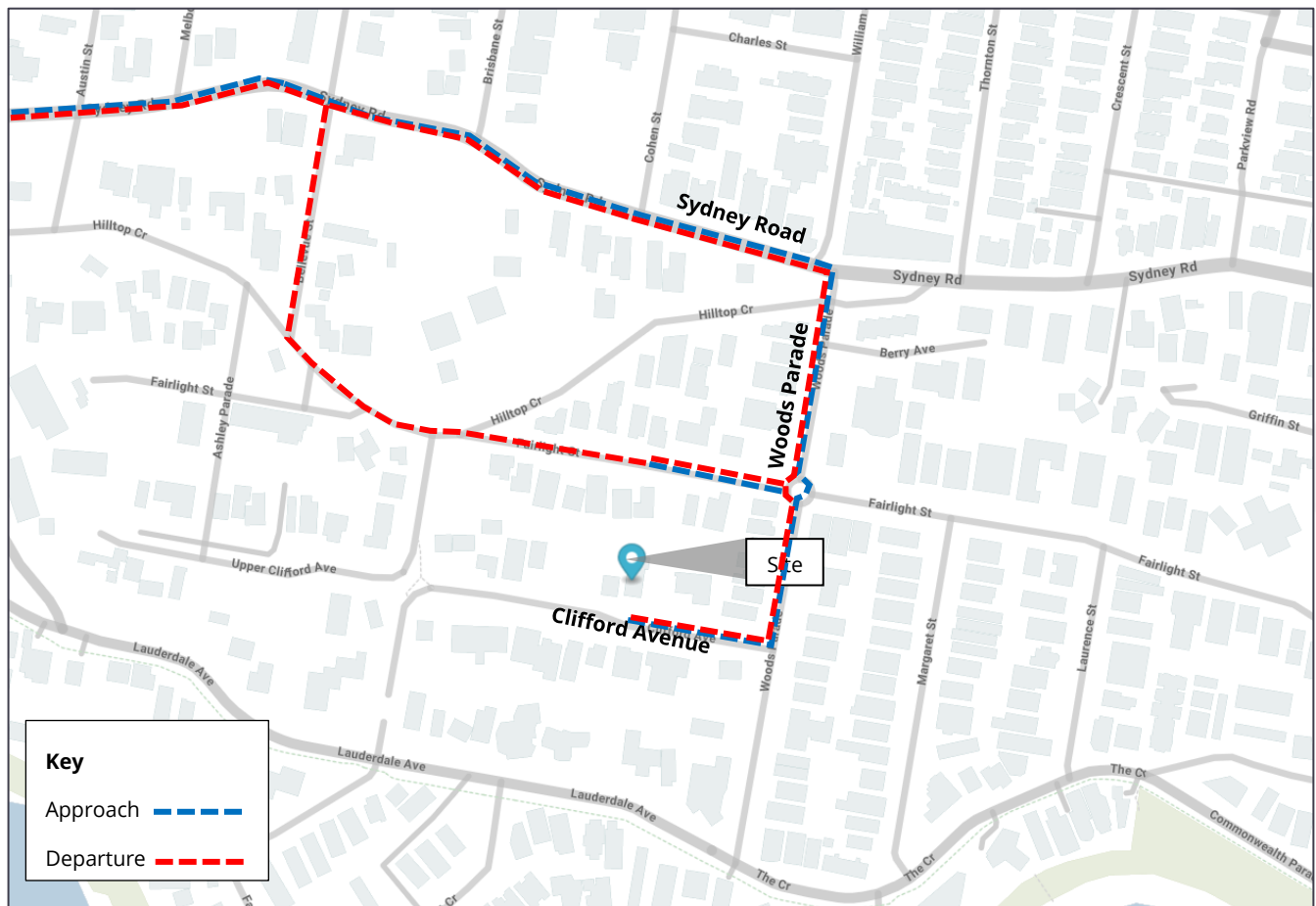
The manner in which vehicles access and depart the site is shown in detail on the Vehicle Movement Plan (VMP) in **Attachment 2**, while detailed swept path analysis demonstrating the nominated truck movements at the site frontages are shown in **Attachment 3**.



4.5 Truck Route

Truck movements associated with the construction processes will approach and depart the site via Fairlight Street and Clifford Avenue, as illustrated in Figure 4-1. No queuing of heavy vehicles is to occur on the surrounding streets unless previously approved by the Council.

Figure 4-1 Truck Route



Source: Mecone (modified by Genesis Traffic)



4.6 Site Setout

A proposed site plan indicating the expected site access location, proposed truck loading area, site office, amenity and storage, are indicated in Figure 4-2.

Figure 4-2 Site Setup



Source: Metromap (modified by Genesis Traffic)

4.7 Fencing/Perimeter Separation

Class A fencing will be erected along the construction site perimeter to cordon off the site from pedestrian movements along site frontages and neighbouring properties where applicable.

4.8 Materials Handling

All materials must be loaded/off-loaded and stored within the site boundary at all times. During the excavation of the site, the excavated materials will be loaded/unloaded on site. No materials are to be stored outside the site boundary at any time.



4.9 Works Zone

Works Zone will be required on Clifford Avenue and Fairlight Street along site frontages at different stages throughout the construction. Table 4-3 outlines the requirements for the Works Zone at each phase.

Table 4-3 Works Zone

Phase	Program	Works Zone (Yes/No)	Length of the Works Zone
1	Site Establishment	Not required	-
2	Demolition (Early Demolition)	Yes, only during the early demolition stage on Clifford Avenue	9m
3	Excavation / Earthworks	Not required	-
4	Construction / Concrete Pouring	Yes, Clifford Avenue and Fairlight Street	20m each
5	Fitout	Yes, Clifford Avenue and Fairlight Street	20m each

4.10 Pedestrian Movement Plan (PMP)

In the event that Works Zone is required (early demolition, construction and fitout stages), pedestrian movements along the frontage footpath will be diverted to the opposite side of the street. In all other stages, pedestrian movements operate and maintain as per existing.

All construction-related traffic movements along the frontages will occur under the supervision of on-site trained personnel, with trucks escorted between the site access and associated frontage to ensure pedestrian safety. All trucks must always give-way to pedestrians on the footpath. Details of the Pedestrian Movement Plan (PMP) are provided in **Attachment 2**.

4.11 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) set out a suite of site traffic management principles in accordance with the TfNSW Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites must be undertaken with reference to Workcover requirements and the contractor's Constructions Workplace Health and Safety Manuals.

The TGSs have been prepared by a Certified Traffic Controller in accordance with Australian Standards 1742.3. The site- specific TGSs are reproduced in **Attachment 2**.

4.12 Construction Worker Parking

There will be no on-site car parking available for workers during the earlier construction stage. Once the internal driveway and basement car park are built (and when construction activity is most intensive), workers can park in the basement.



Some unrestricted on-street parking will be available along the surrounding local streets for the workers. Given the proximity of the site to high-frequency public transport services, all workers will be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site or to carpool wherever possible.

A tool drop-off and storage facility will be provided within the site. This would allow tradespeople to drop-off and store their tools and machinery, allowing them to use public transport to travel to/ from the site daily.

Workers will also be informed of appropriate tool/equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

4.13 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo formal 'site induction' processes and all inductions will be performed specifically to each trade according to SafeWork OH & S requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

4.14 Protection of Adjoining Properties and Public Assets

The contractor will liaise with the electricity network operator to ensure that tiger tails are fitted to the overhead powerlines on Fairlight Street. The temporary covers must be visually inspected by the operator prior to commencing work each day. The contractor will contact the operator if the tiger tails have moved to allow the operator to replace the cable covers in their correct position.

When working near overhead powerlines, the contractor will have to comply with Workcover and maintain the minimum safe approach distances defined in the code.

4.15 Other Construction Management Principles

1. Removed or damaged parking signs shall be replaced immediately.
2. Damaged trees shall be repaired / replaced to the satisfaction of Council.
3. Traffic and pedestrian control shall be in accordance with the TfNSW Traffic Control at Work Sites Technical Manual and Australian Standard AS1742.3 – Manual of uniform traffic control devices - Part 3 Traffic control for works on roads.
4. Reserving of on-street parking shall not occur without prior Council approval. All on-street parking spaces outside the site are to remain available for the use by the general public during the approved work hours unless Council signage is installed to the contrary.



5. Barricades, delineators (including bollards, witches hats, barrier boards etc.) shall not be placed in the kerbside parking lane outside or adjacent to the site to reserve on street parking spaces without the prior approval of Council.
6. A separate application to and approval from Council will be submitted for occupation of any road related area (traffic and parking lanes, verge, footpath etc.).





5 Work Impact

5.1 Public Notification & Communication

The nominated contractor shall prepare notification letters to advise the following neighbouring properties of the proposed construction works and timing thereof. A minimum notice period of 14 days shall be applicable for all external communications.

The nominated contractor shall also engage with the surrounding building teams at the time of construction to establish the extent of truck delivery movements with an aim to minimise overlapping movements on the same routes.

The following addresses will be notified by letterbox drop prior to the start of works, providing information relating to the project schedule:

Adjacent to the site	31, 37 Fairlight Street & 8,14 Clifford Avenue
Opposite the site	48, 50 Fairlight Street & 7,9 Clifford Avenue

5.2 Spoil Management

Wheel wash station will be positioned at the entry/exit points to ensure that soil/excavated materials are not transported on wheels or tracks of vehicles or plant and deposited on surrounding roadways. All arriving and departing construction vehicles are to have their loads covered during demolition and excavation.

5.3 Road Serviceability

The nominated contractor will be responsible for ensuring that the road pavement, kerb, and gutter along each road frontage shall remain in clean and serviceable states during the course of the construction at no cost to Council.

5.4 Impact on Public Transport Services

The nominated heavy vehicle haulage routes will largely be limited to State Roads and Regional Roads which are designed to accommodate heavy vehicle movements. As such, there will be no adverse impact on existing public transport services.

While the nominated truck routes will overlap with bus routes during the construction period, it is not expected that estimated truck movements would have no material effect on the existing bus services.

5.5 Impact on Emergency Vehicle Access

A site personnel will be on-site regularly with contact details prominently displayed and visible from the road frontage. Access to the site and neighbouring sites by emergency vehicles would not be affected by the



construction activities. There will be no adverse impact on emergency vehicle access to the site or other neighbouring properties as a result of the proposed activities.

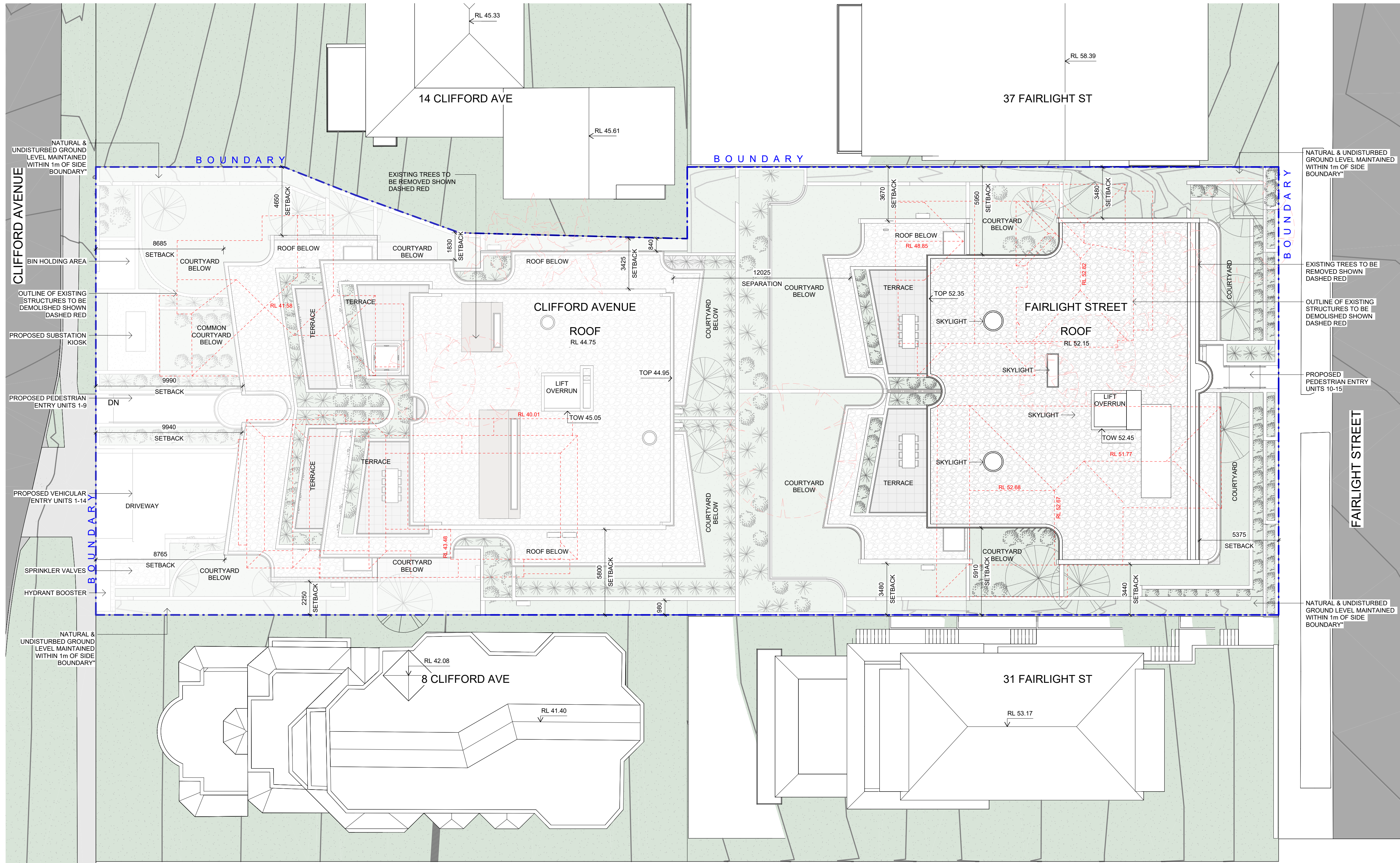




Attachment 1

Architectural Plans





FOR DEVELOPMENT
APPLICATION

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.
- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.
THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF THE AUTHOR, AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE EXPRESS AUTHORITY OF PLATFORM ARCHITECTS PTY LTD.

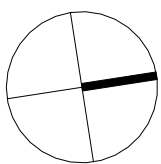
REVISION	DATE	DESCRIPTION	BY
P1	15/10/2024	ISSUE TO CONSULTANTS	RB
P2	04/11/2024	ISSUE TO CONSULTANTS	JS
P3	02/12/2024	ISSUE TO CONSULTANTS	JS
A	05/12/2024	FOR DEVELOPMENT APPLICATION	JS

REVISION NOTES



2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759
Nominated Architect:
Bridie Gough 8280

MULTI-RESIDENTIAL DEVELOPMENT
33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS



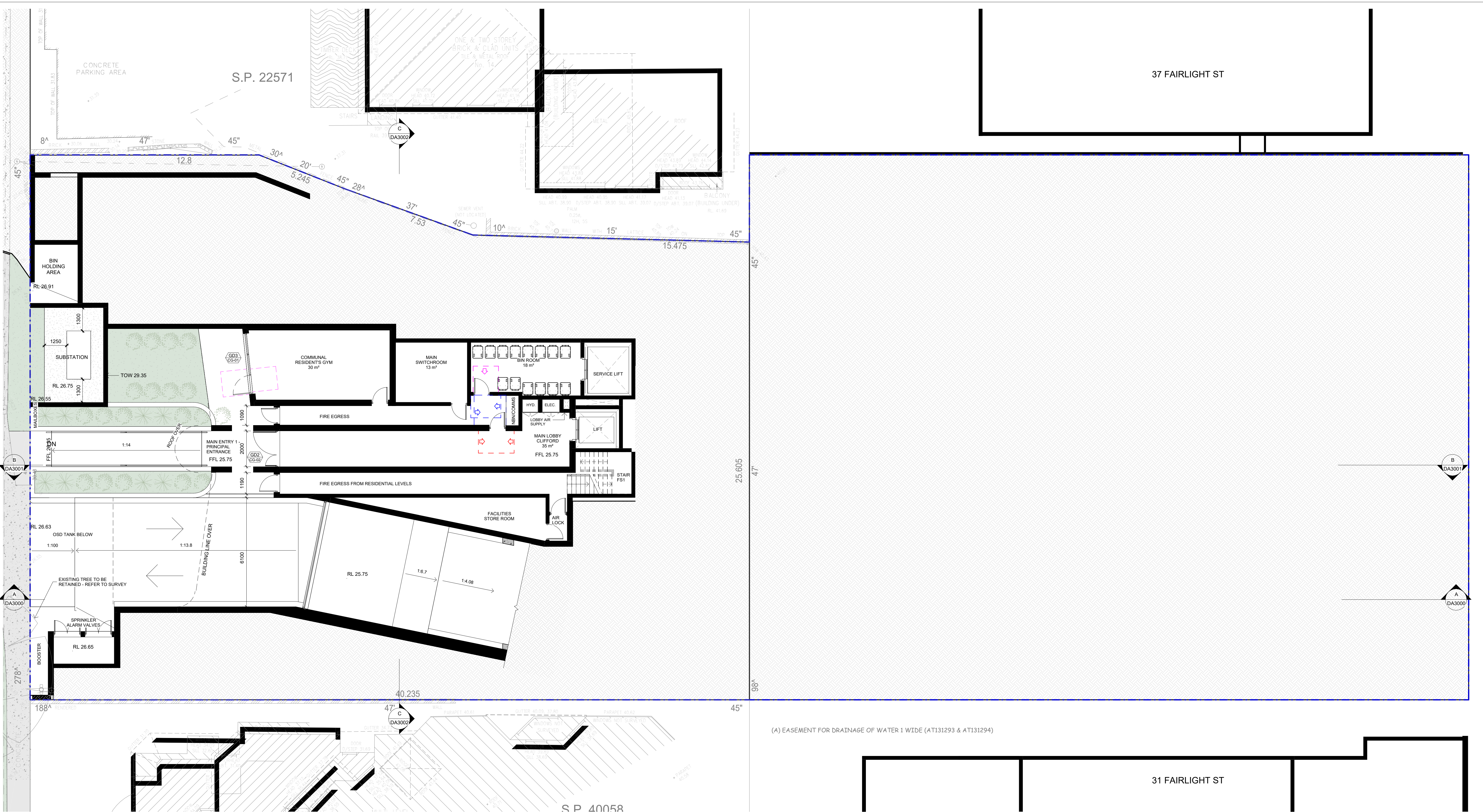
DRAWING TITLE
Site Plan

SCALE
1 : 150

STATUS
PRELIMINARY

NUMBER
DA0100

PROJECT
FSF2
REVISION
A



1 GROUND FLOOR CLIFFORD AVE

1 : 100

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.

- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.

THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF THE AUTHOR, AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE EXPRESS AUTHORITY OF PLATFORM ARCHITECTS PTY LTD.

REVISION	DATE	DESCRIPTION	BY
P1	04/09/2024	ISSUE TO CONSULTANTS	RB
P2	15/10/2024	ISSUE TO CONSULTANTS	RB
P3	01/11/2024	ISSUE TO CONSULTANTS	JS
P4	02/12/2024	ISSUE TO CONSULTANTS	JS
A	03/12/2024	FOR DEVELOPMENT APPLICATION	JS

REVISION NOTES



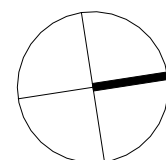
2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759

Nominated Architect:
Bridie Gough 8280

MULTI-RESIDENTIAL DEVELOPMENT

33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094

ALLEN GROUP DEVELOPMENTS



DRAWING TITLE
Ground Floor Clifford Ave

SCALE
1 : 100

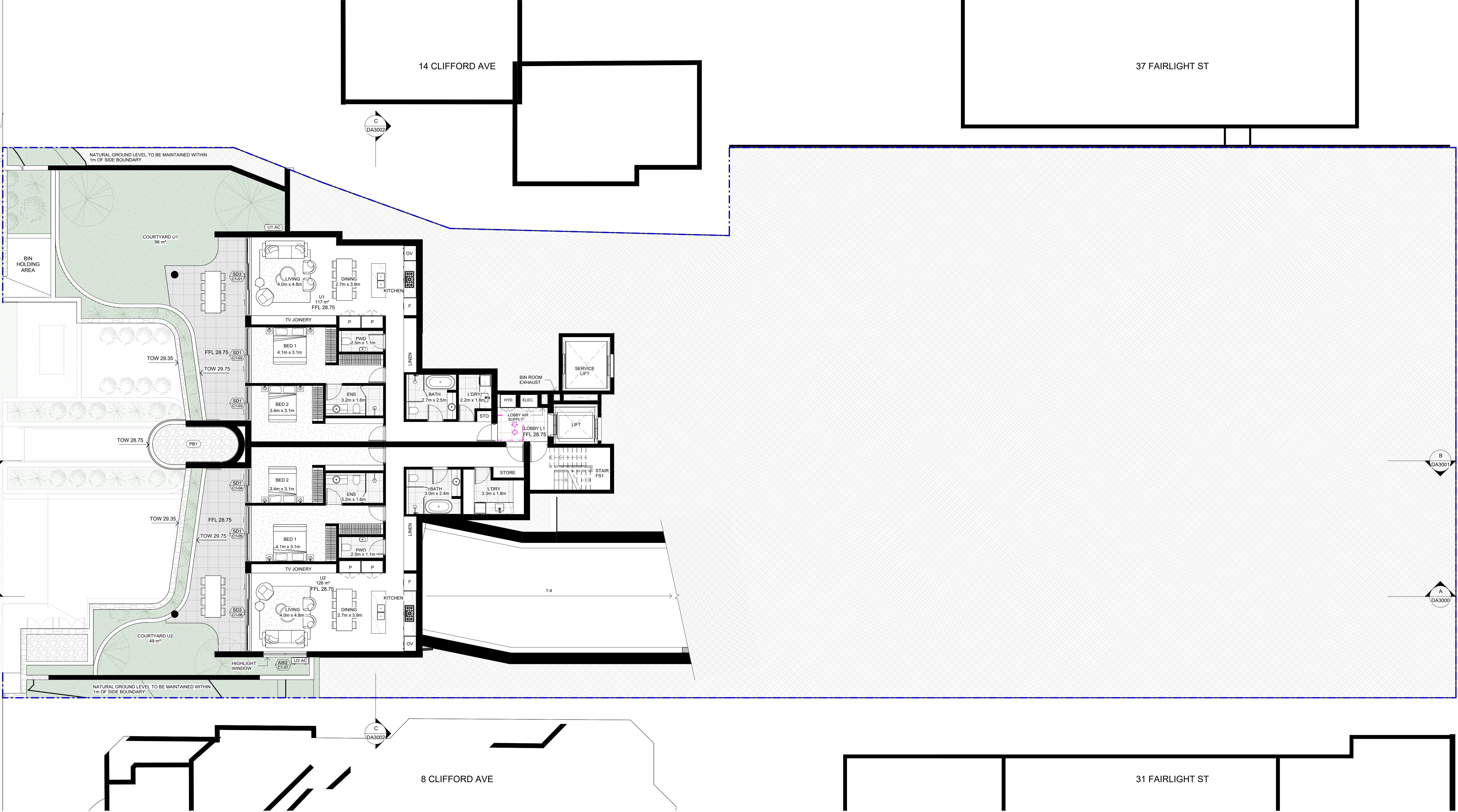
STATUS
PRELIMINARY

NUMBER
DA1000

PROJECT
FSF2

REVISION
A

FOR DEVELOPMENT
APPLICATION



1 LEVEL 1 CLIFFORD AVE
1 : 100

FOR DEVELOPMENT
APPLICATION

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE
DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH
CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.
- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.
THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF THE AUTHOR, AND MUST NOT BE
REPRODUCED, COPIED OR USED WITHOUT THE EXPRESS AUTHORITY OF PLATFORM ARCHITECTS
PTY LTD.

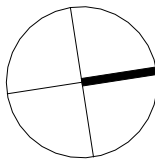
REVISION	DATE	DESCRIPTION	BY
P1	04/09/2024	ISSUE TO CONSULTANTS	RB
P2	15/10/2024	ISSUE TO CONSULTANTS	RB
P3	01/11/2024	ISSUE TO CONSULTANTS	JS
P4	02/12/2024	ISSUE TO CONSULTANTS	JS
A	05/12/2024	FOR DEVELOPMENT APPLICATION	JS

REVISION NOTES



2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759
Nominated Architect:
Bridie Gough 8280

MULTI-RESIDENTIAL DEVELOPMENT
33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS



DRAWING TITLE
Level 1 Clifford Ave

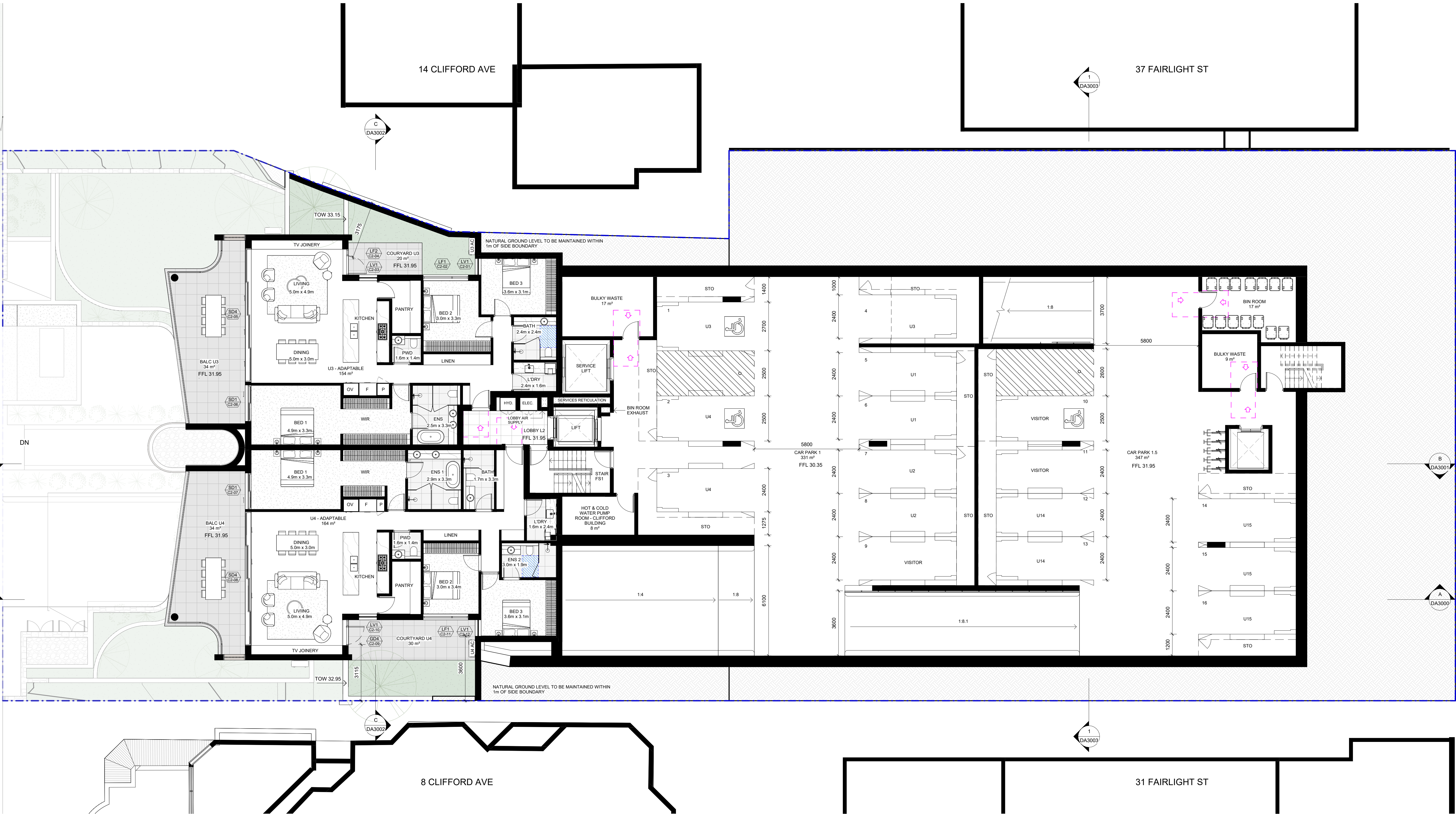
PROJECT
FSF2

SCALE
1 : 100

STATUS
PRELIMINARY

NUMBER
DA1001

REVISION
A



1 LEVEL 2 CLIFFORD AVE
1 : 100

FOR DEVELOPMENT
APPLICATION

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE
DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH
CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.
- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.
THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF THE AUTHOR, AND MUST NOT BE
REPRODUCED, COPIED OR USED WITHOUT THE EXPRESS AUTHORITY OF PLATFORM ARCHITECTS
PTY LTD.

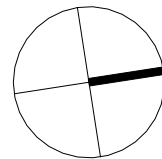
REVISION	DATE	DESCRIPTION	BY
P1	04/09/2024	ISSUE TO CONSULTANTS	RB
P2	15/10/2024	ISSUE TO CONSULTANTS	RB
P3	01/11/2024	ISSUE TO CONSULTANTS	JS
P4	02/12/2024	ISSUE TO CONSULTANTS	JS
A	05/12/2024	FOR DEVELOPMENT APPLICATION	JS

REVISION NOTES



2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759
Nominated Architect:
Bridie Gough 8280

MULTI-RESIDENTIAL DEVELOPMENT
33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS



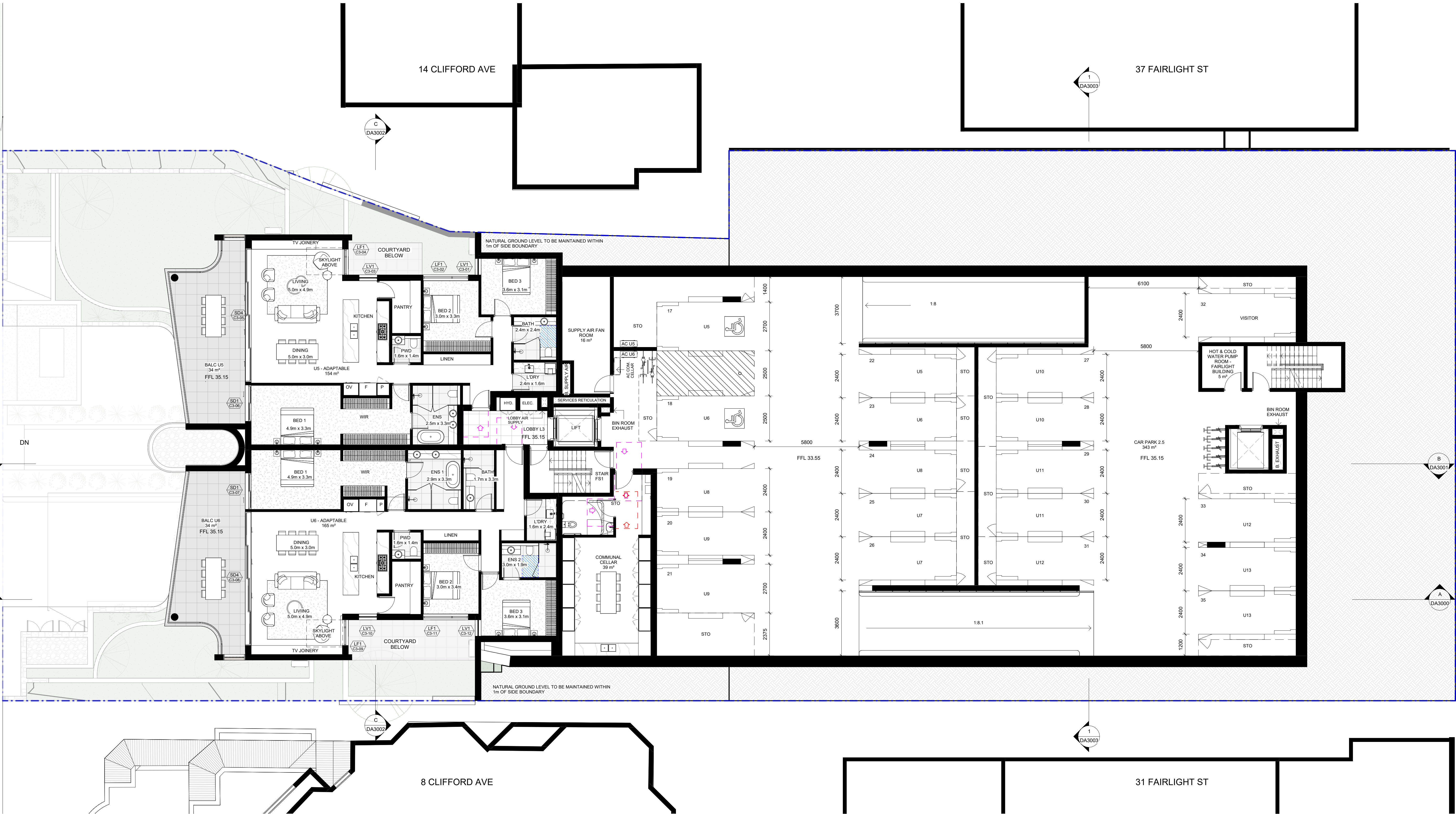
DRAWING TITLE
Level 2 Clifford Ave

SCALE
1 : 100

STATUS
PRELIMINARY

NUMBER
DA1002

PROJECT
FSF2
REVISION
A



1 LEVEL 3 CLIFFORD AVE
1 : 100

FOR DEVELOPMENT
APPLICATION

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE
DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH
CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.
- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.
THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF THE AUTHOR, AND MUST NOT BE
REPRODUCED, COPIED OR USED WITHOUT THE EXPRESS AUTHORITY OF PLATFORM ARCHITECTS
PTY LTD.

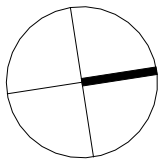
REVISION	DATE	DESCRIPTION	BY
P1	04/09/2024	ISSUE TO CONSULTANTS	RB
P2	15/10/2024	ISSUE TO CONSULTANTS	RB
P3	01/11/2024	ISSUE TO CONSULTANTS	JS
P4	06/11/2024	ISSUE TO CONSULTANTS	JS
P5	02/12/2024	ISSUE TO CONSULTANTS	JS
A	05/12/2024	FOR DEVELOPMENT APPLICATION	JS

REVISION NOTES



2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759
Nominated Architect:
Bridie Gough 8280

MULTI-RESIDENTIAL DEVELOPMENT
33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS



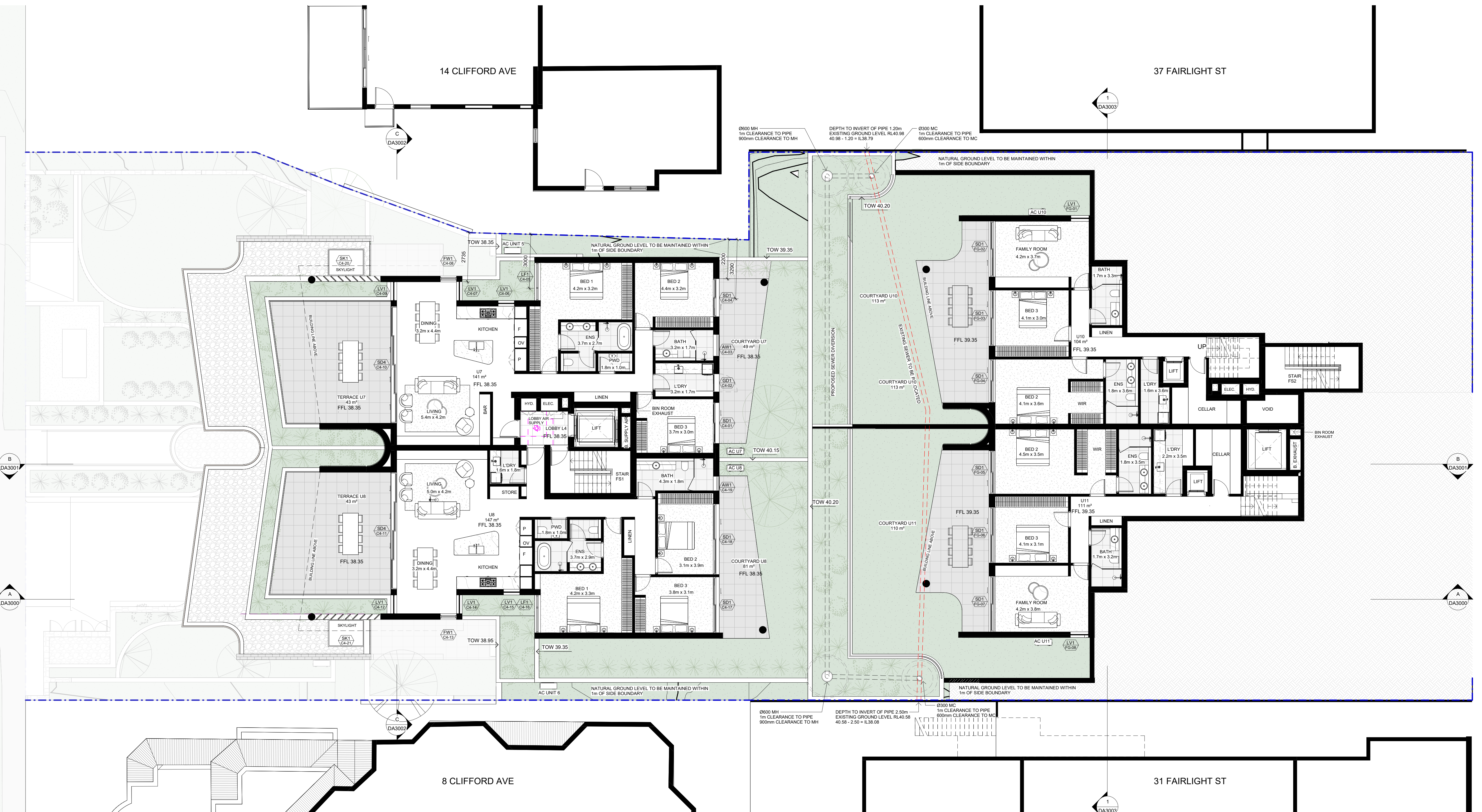
DRAWING TITLE
Level 3 Clifford Ave

SCALE
1 : 100

STATUS
PRELIMINARY

NUMBER
DA1003

PROJECT
FSF2
REVISION
A



1 LEVEL 4 CLIFFORD AVE + GROUND FLOOR FAIRLIGHT ST
1 : 100

FOR DEVELOPMENT
APPLICATION

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE
DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH
CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.
- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.
THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF THE AUTHOR, AND MUST NOT BE
REPRODUCED, COPIED OR USED WITHOUT THE EXPRESS AUTHORITY OF PLATFORM ARCHITECTS
PTY LTD.

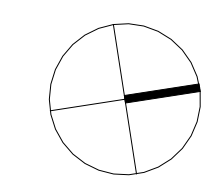
REVISION	DATE	DESCRIPTION	BY
P1	04/09/2024	ISSUE TO CONSULTANTS	RB
P2	15/10/2024	ISSUE TO CONSULTANTS	RB
P3	01/11/2024	ISSUE TO CONSULTANTS	JS
P4	06/11/2024	ISSUE TO CONSULTANTS	JS
P5	02/12/2024	ISSUE TO CONSULTANTS	JS
A	05/12/2024	FOR DEVELOPMENT APPLICATION	JS

REVISION NOTES

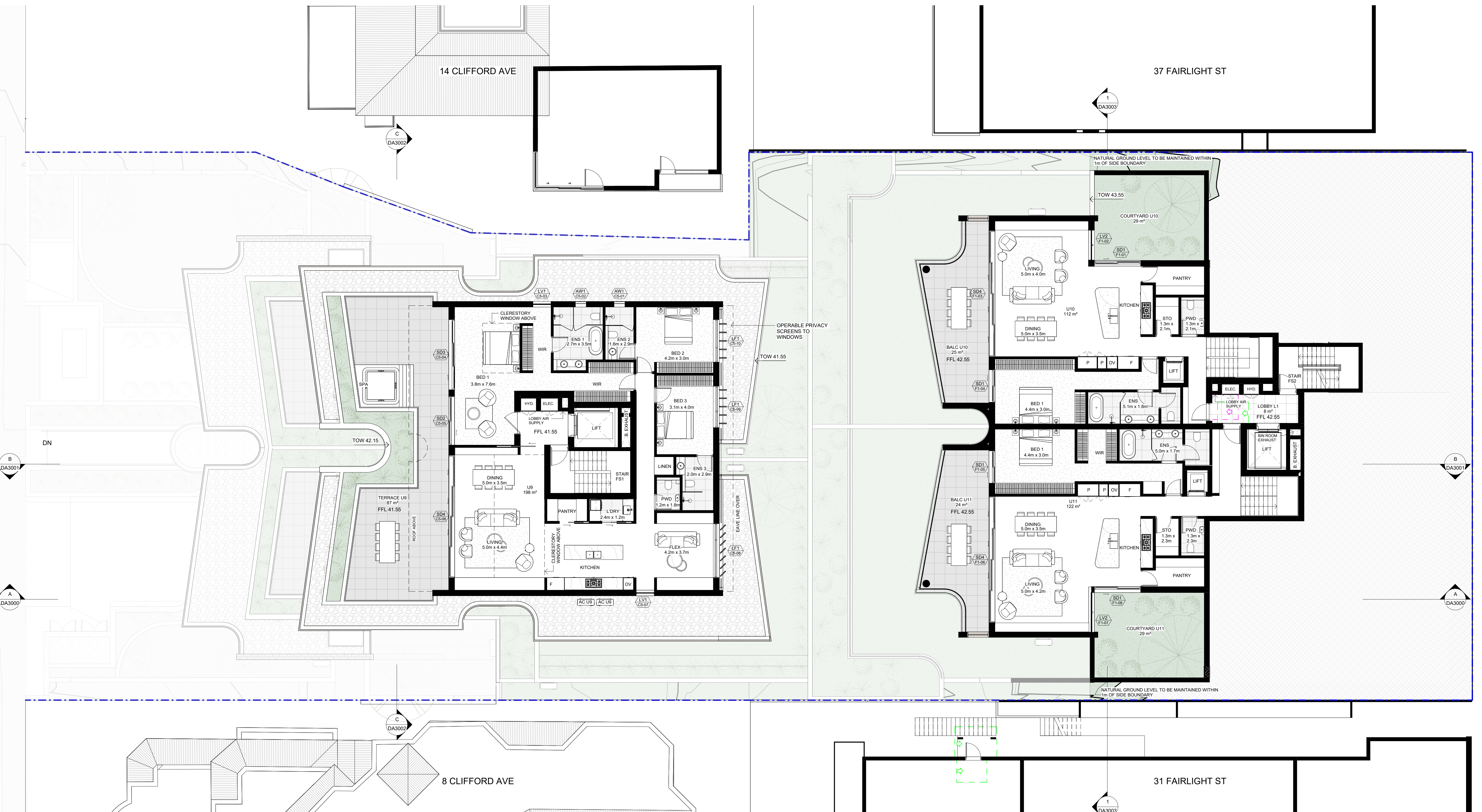


2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759
Nominated Architect:
Bridie Gough 8280

MULTI-RESIDENTIAL DEVELOPMENT
33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS



DRAWING TITLE			PROJECT
Level 4 Clifford Ave + Ground Floor Fairlight St			FSF2
SCALE	STATUS	NUMBER	REVISION
1 : 100	PRELIMINARY	DA1004	A



1 LEVEL 5 CLIFFORD AVE + LEVEL 1 FAIRLIGHT ST
1 : 100

FOR DEVELOPMENT APPLICATION

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.
- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.
THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF THE AUTHOR, AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE EXPRESS AUTHORITY OF PLATFORM ARCHITECTS PTY LTD.

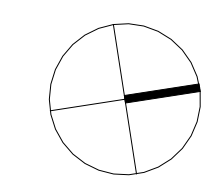
REVISION	DATE	DESCRIPTION	BY
P1	04/09/2024	ISSUE TO CONSULTANTS	RB
P2	15/10/2024	ISSUE TO CONSULTANTS	RB
P3	01/11/2024	ISSUE TO CONSULTANTS	JS
P4	06/11/2024	ISSUE TO CONSULTANTS	JS
P5	02/12/2024	ISSUE TO CONSULTANTS	JS
A	05/12/2024	FOR DEVELOPMENT APPLICATION	JS

REVISION NOTES



2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759
Nominated Architect:
Bridie Gough 8280

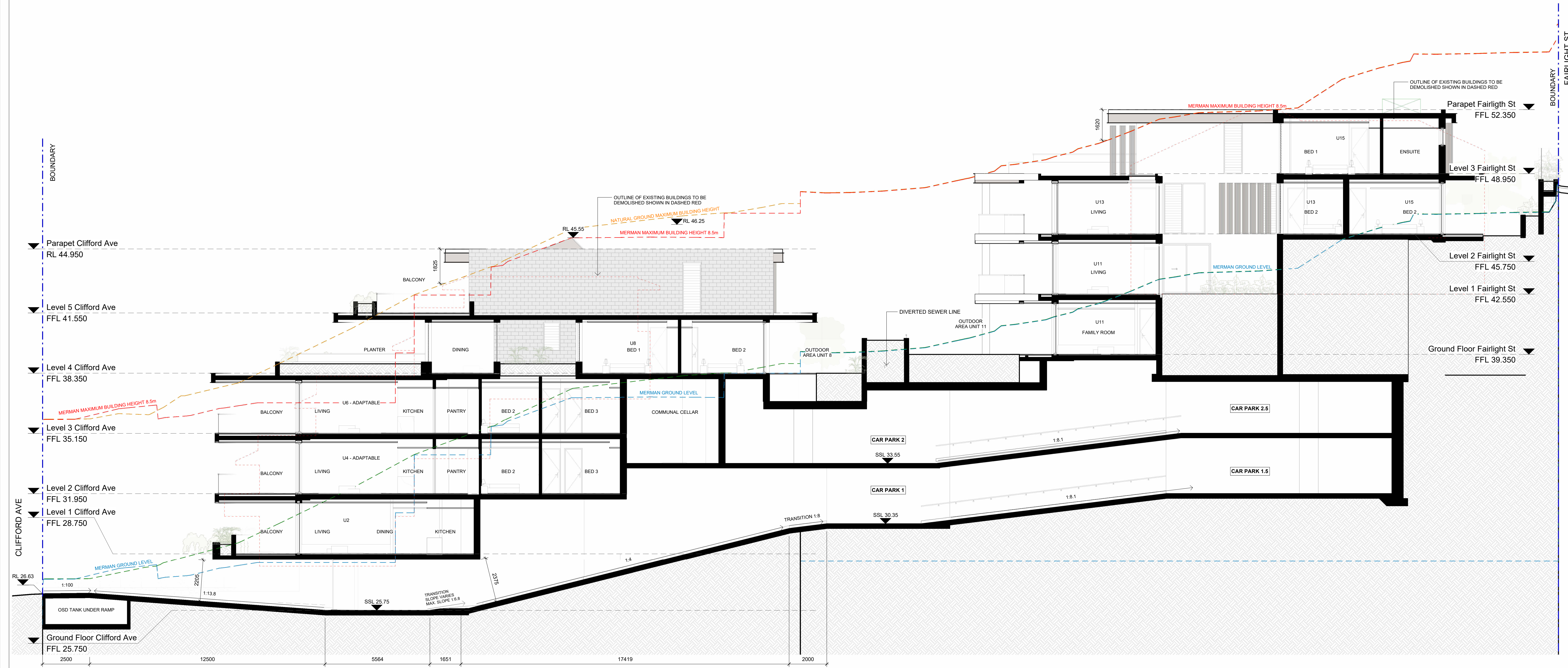
MULTI-RESIDENTIAL DEVELOPMENT
33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS



DRAWING TITLE			PROJECT
Level 5 Clifford Ave + Level 1 Fairlight St			FSF2
SCALE	STATUS	NUMBER	REVISION
1 : 100	PRELIMINARY	DA1005	A

LEGEND - SECTIONS

- MERMAN MAXIMUM BUILDING HEIGHT
- NATURAL GROUND MAXIMUM BUILDING HEIGHT
- NATURAL GROUND LEVEL
- MERMAN GROUND LEVEL
- EXISTING BUILDINGS TO BE DEMOLISHED



A SECTION AA
1 : 100

**FOR DEVELOPMENT
APPLICATION**

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.
- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.
THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF THE AUTHOR, AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE EXPRESS AUTHORITY OF PLATFORM ARCHITECTS PTY LTD.

REVISION	DATE	DESCRIPTION	BY
P1	04/09/2024	ISSUE TO CONSULTANTS	RB
P2	15/10/2024	ISSUE TO CONSULTANTS	RB
P3	01/11/2024	ISSUE TO CONSULTANTS	JS
P4	02/12/2024	ISSUE TO CONSULTANTS	JS
A	05/12/2024	FOR DEVELOPMENT APPLICATION	JS

REVISION NOTES



2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759
Nominated Architect:
Bridie Gough 8280

MULTI-RESIDENTIAL DEVELOPMENT
33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS

DRAWING TITLE
Sections AA

PROJECT
FSF2

SCALE
1 : 100

STATUS
PRELIMINARY

NUMBER
DA3000

REVISION
A



Attachment 2

Traffic Guidance Scheme (TGS)

Vehicle Movement Plan (VMP)

Pedestrian Movement Plan (PMP)



LEGEND:

WORK SITE

A-CLASS HOARDING

SITE ACCESS

WORK ZONE

PEDESTRIAN MOVEMENT

TfNSW ACCREDITED TRAFFIC CONTROLLER

SITE PERSONNEL

SIGNS

CONSTRUCTION VEHICLE ACCESS

CONSTRUCTION VEHICLE EGRESS

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED
"PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"
CARD NO. TCT1029978
DATE OF ISSUE: 19/09/2022
PREPARE A WORK ZONE TMP CARD
YI YUN NG

- NOTES:
1. ALL SIGNS SHALL BE MINIMUM SIZE A.

2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.

3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.

4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.

5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.

6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.

7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.

8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" TICKET TO ENSURE THE FOLLOWING:

- THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.

- VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.

- AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.

9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.

10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.

11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.

12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.

13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.

14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.

15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT
PROPOSED MIXED-USE DEVELOPMENT
TRAFFIC GUIDANCE SCHEME - TRUCK ACCESS DURING EARLY DEMOLITION

DRAWING REF NO. 24070-V1.3-TGS

SHEET NO. 01 OF 03

ISSUE DATE 9 December 2024

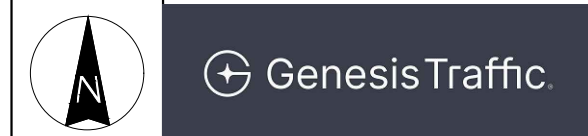
DESIGNED BY
A.XIA

REVIEWED BY
B.LO

SCALE
A3

0 10.0 20.0

1:1000



LEGEND:

WORK SITE

A-CLASS HOARDING

SITE ACCESS

WORK ZONE

PEDESTRIAN MOVEMENT

TfNSW ACCREDITED TRAFFIC CONTROLLER

SITE PERSONNEL

SIGNS

CONSTRUCTION VEHICLE ACCESS

CONSTRUCTION VEHICLE EGRESS

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CARD NO. TCT1029978
DATE OF ISSUE: 19/09/2022
PREPARE A WORK ZONE TMP CARD
YI YUN NG

- NOTES:
1. ALL SIGNS SHALL BE MINIMUM SIZE A.

2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.

3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.

4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.

5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.

6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.

7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.

8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" TICKET TO ENSURE THE FOLLOWING:

- THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.

- VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.

- AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.

9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.

10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.

11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.

12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.

13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.

14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.

15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



6:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight Drawings\DA\CTMP_24070-V1.3-TGS.dwg
Plotted by Liam McKenna

LEGEND:

- WORK SITE
- A-CLASS HOARDING
- SITE ACCESS
- WORK ZONE
- PEDESTRIAN MOVEMENT
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- SITE PERSONNEL
- SIGNS
- CONSTRUCTION VEHICLE ACCESS
- CONSTRUCTION VEHICLE EGRESS

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CARD NO. TCT1029978
DATE OF ISSUE: 19/09/2022
PREPARE A WORK ZONE TMP CARD
YI YUN NG

- NOTES:**
- ALL SIGNS SHALL BE MINIMUM SIZE A.
 - ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
 - LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 - ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
 - ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 - THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 - THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
 - IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
 - ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 - IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
 - WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.
 - ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 - NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 - ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
 - ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT
PROPOSED MIXED-USE DEVELOPMENT
TRAFFIC GUIDANCE SCHEME - TRUCK ACCESS DURING CONSTRUCTION AND FITOUT

DRAWING REF NO. 24070-V1.3-TGS

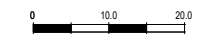
SHEET NO. 03 OF 03

ISSUE DATE 9 December 2024

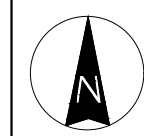
DESIGNED BY
A.XIA

REVIEWED BY
B.LO

SCALE
A3



1:1000



GenesisTraffic



Attachment 3

Swept Path Analysis





PROJECT
33-35 FAIRLIGHT STREET
AND 10-12 CLIFFORD
AVENUE, FAIRLIGHT

TITLE
OVERVIEW

EARLY DEMOLITION

SCALE
A3
1:2000
0 20.0 40.0

DESIGNED BY
A.XIA, L.MRKONJA

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24070 - 33-35 FAIRLIGHT
STREET AND 10-12 CLIFFORD AVENUE,
FAIRLIGHT\DRAWINGS\DA\20241101

ISSUE DATE
9 December 2024

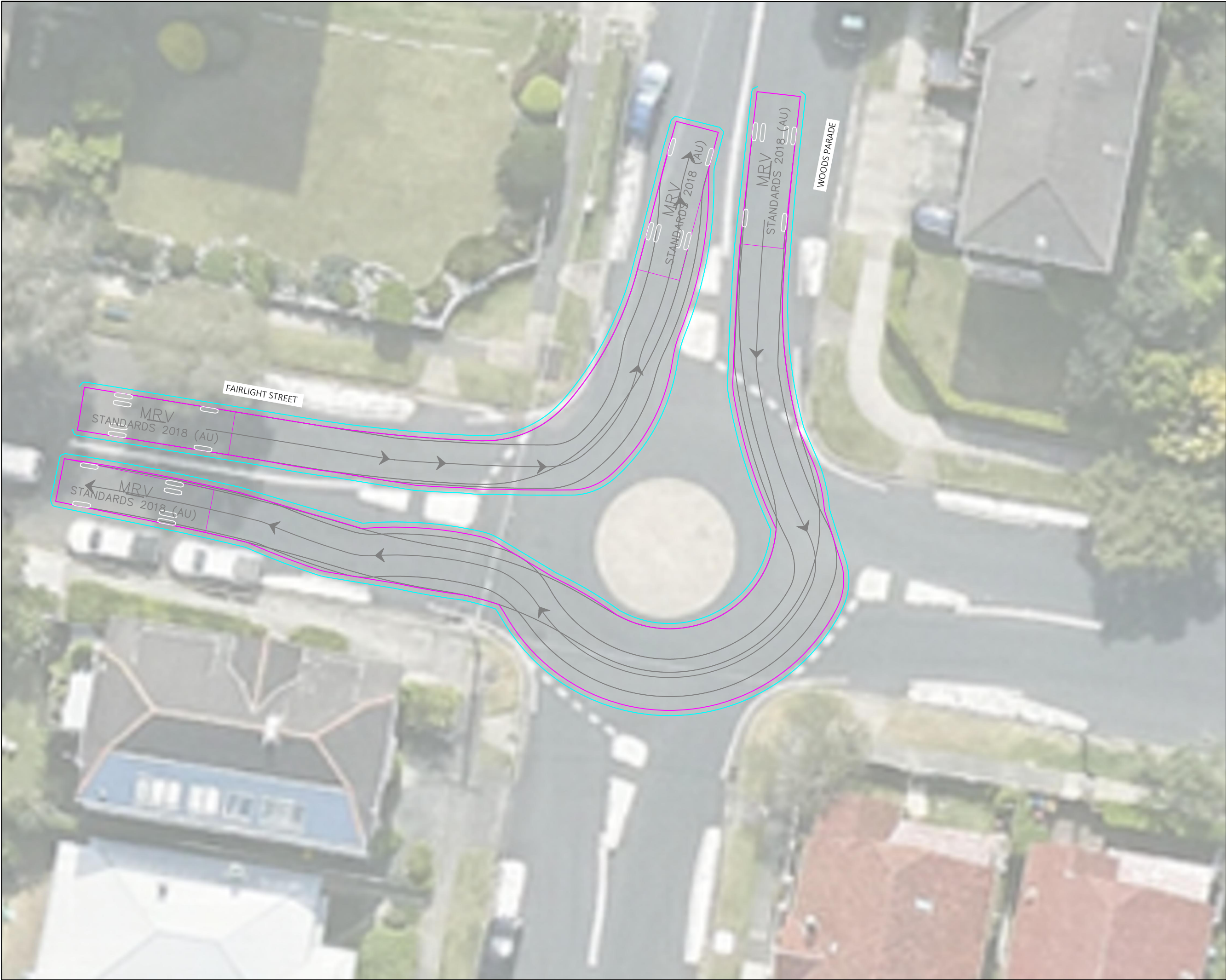
SHEET NO.
01 OF 14

DRAWING REF NO.
24070-V1.2-SP-CTMP

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004

G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by Liam Mrkonja

G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by Liam Mkonja



PROJECT

**33-35 FAIRLIGHT STREET
AND 10-12 CLIFFORD
AVENUE, FAIRLIGHT**

TITLE

SWEPT PATH ASSESSMENT

TRUCKS APPROACH FROM
WOODS PARADE TO
FAIRLIGHT STREET

EARLY DEMOLITION

SCALE
A3
1:200
0 2.0 4.0

DESIGNED BY
A.XIA, L.MRKONJA

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):

G:\2024\24070 - 33-35 FAIRLIGHT
STREET AND 10-12 CLIFFORD AVENUE,
FAIRLIGHT\DRAWINGS\DA\20241101

ISSUE DATE
9 December 2024

SHEET NO.
02 OF 14

DRAWING REF NO.
24070-V1.2-SP-CTMP

LEGENDS/NOTES

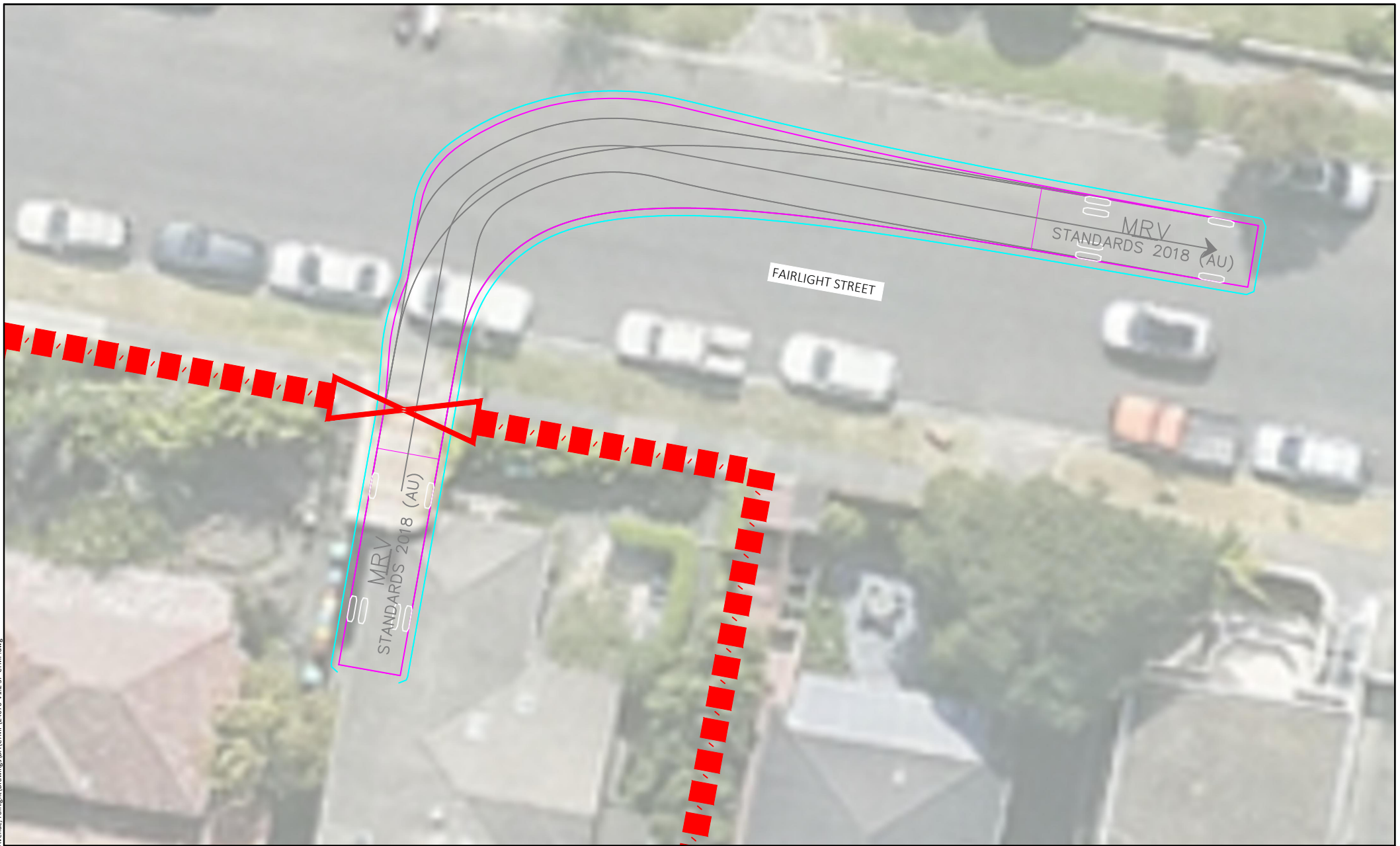
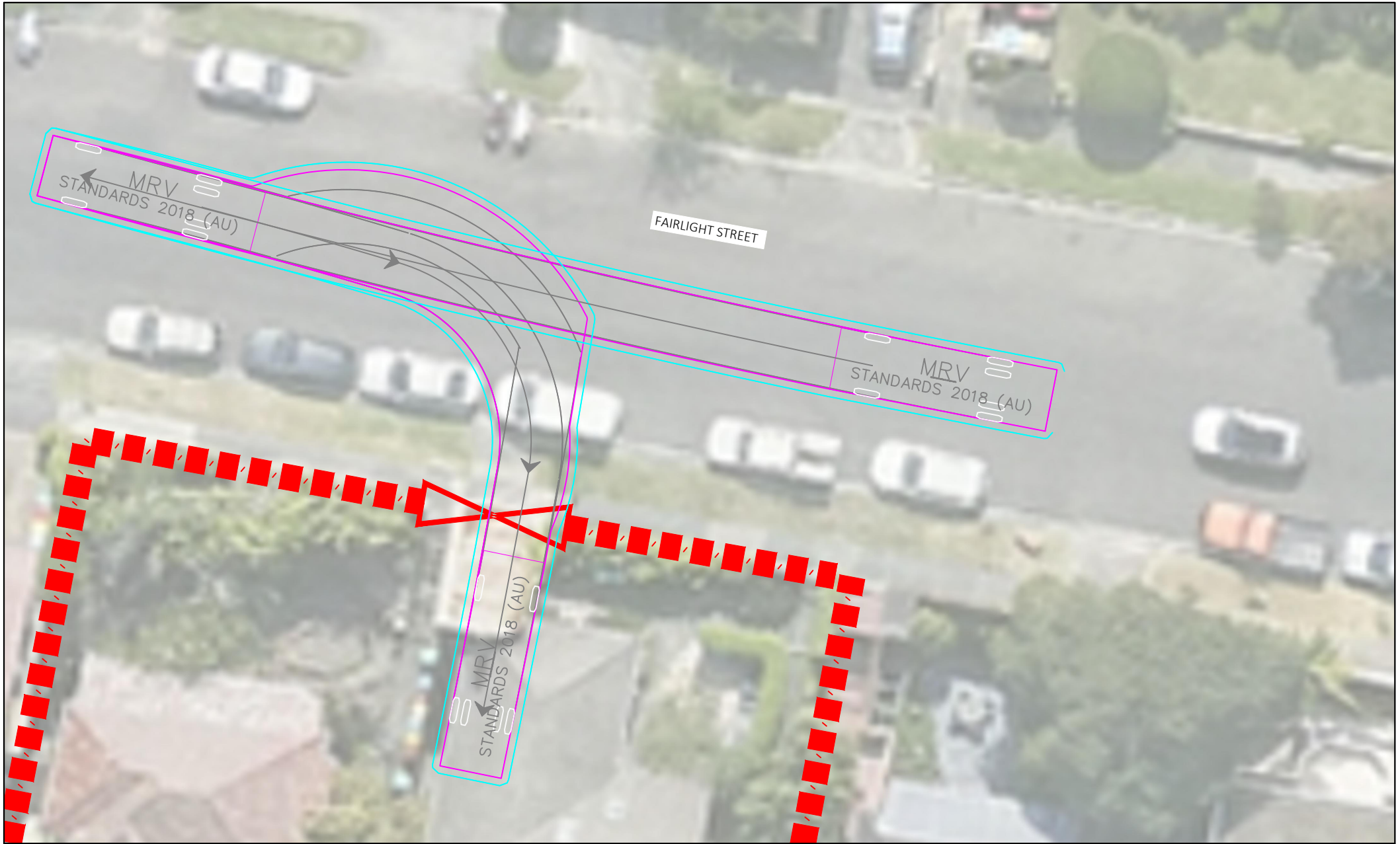
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

MRV

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

meters



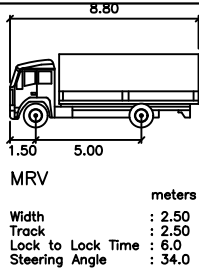
G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by: Liam Mkrkonja

SWEPT PATH ASSESSMENT
TRUCKS APPROACH FROM
FAIRLIGHT STREET TO THE SITE
EARLY DEMOLITION

SHEET NO. 03 OF 14 ISSUE DATE 9 December 2024

LEGENDS/NOTES

SWEPT PATH KEY:	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY



PROJECT
**33-35 FAIRLIGHT STREET AND 10-12
CLIFFORD AVENUE, FAIRLIGHT**



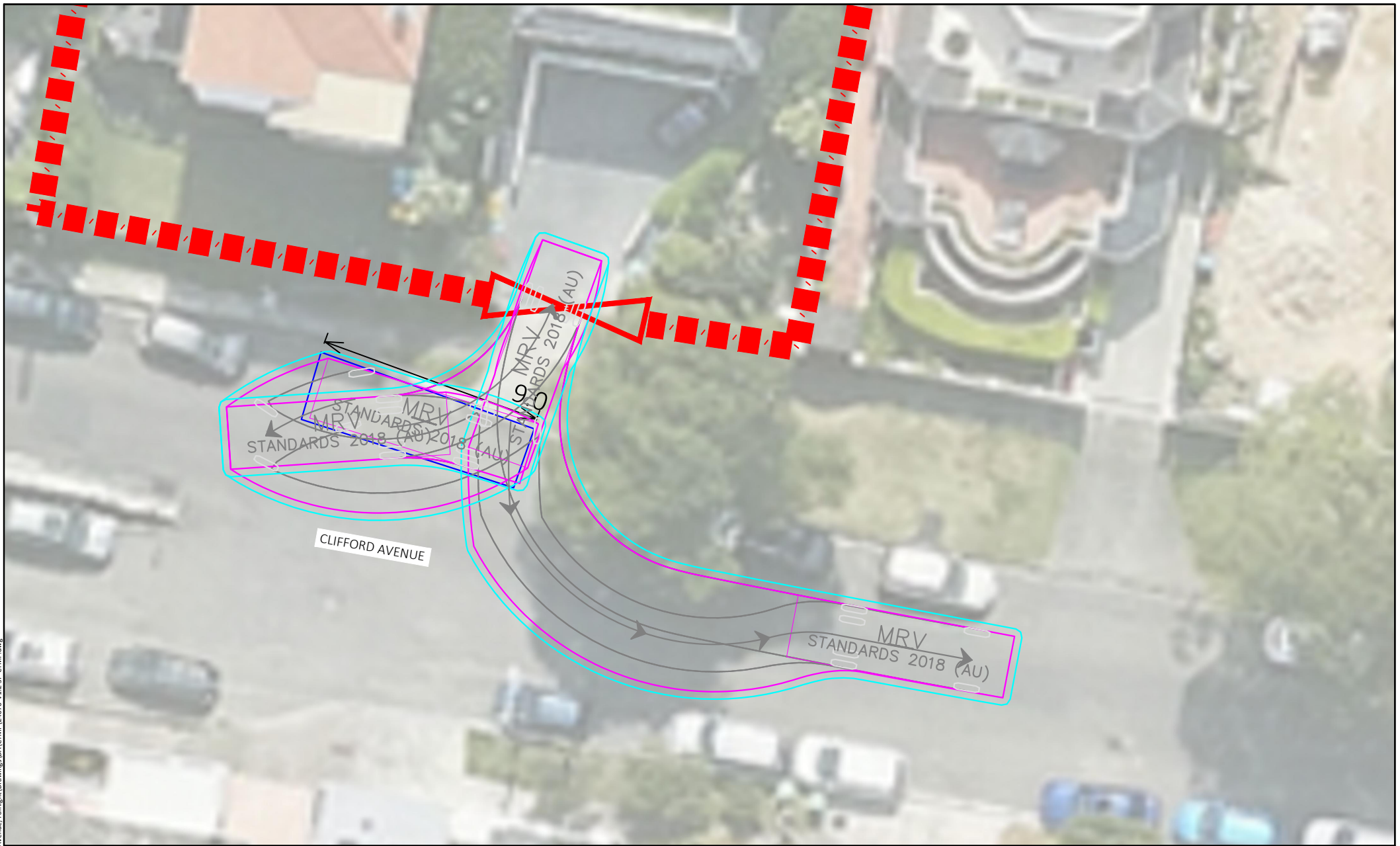
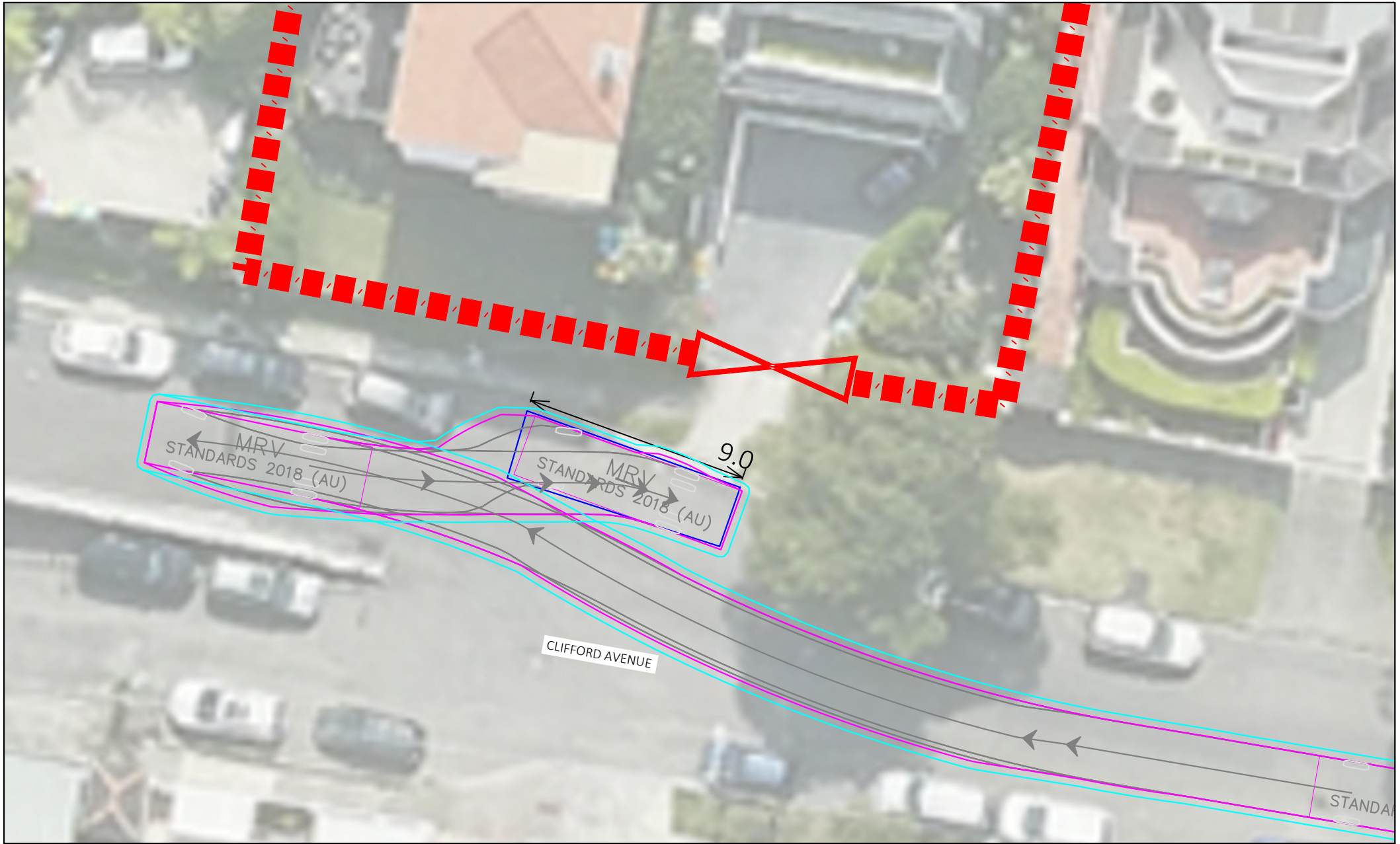
DRAWING REFERENCE (SOURCE):
G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12
CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241101

DRAWING REFERENCE NO. 24070-V1.2-SP-CTMP

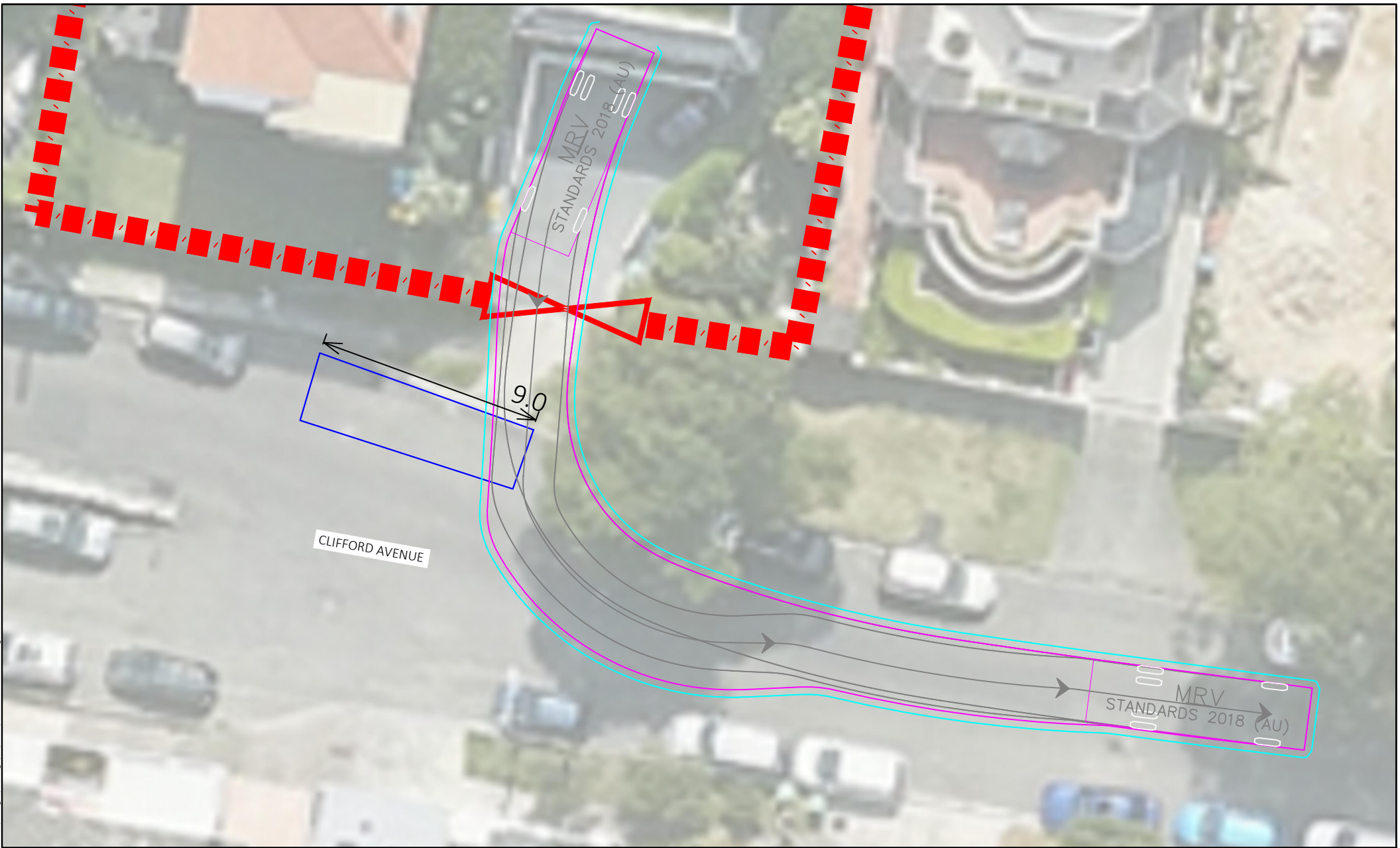
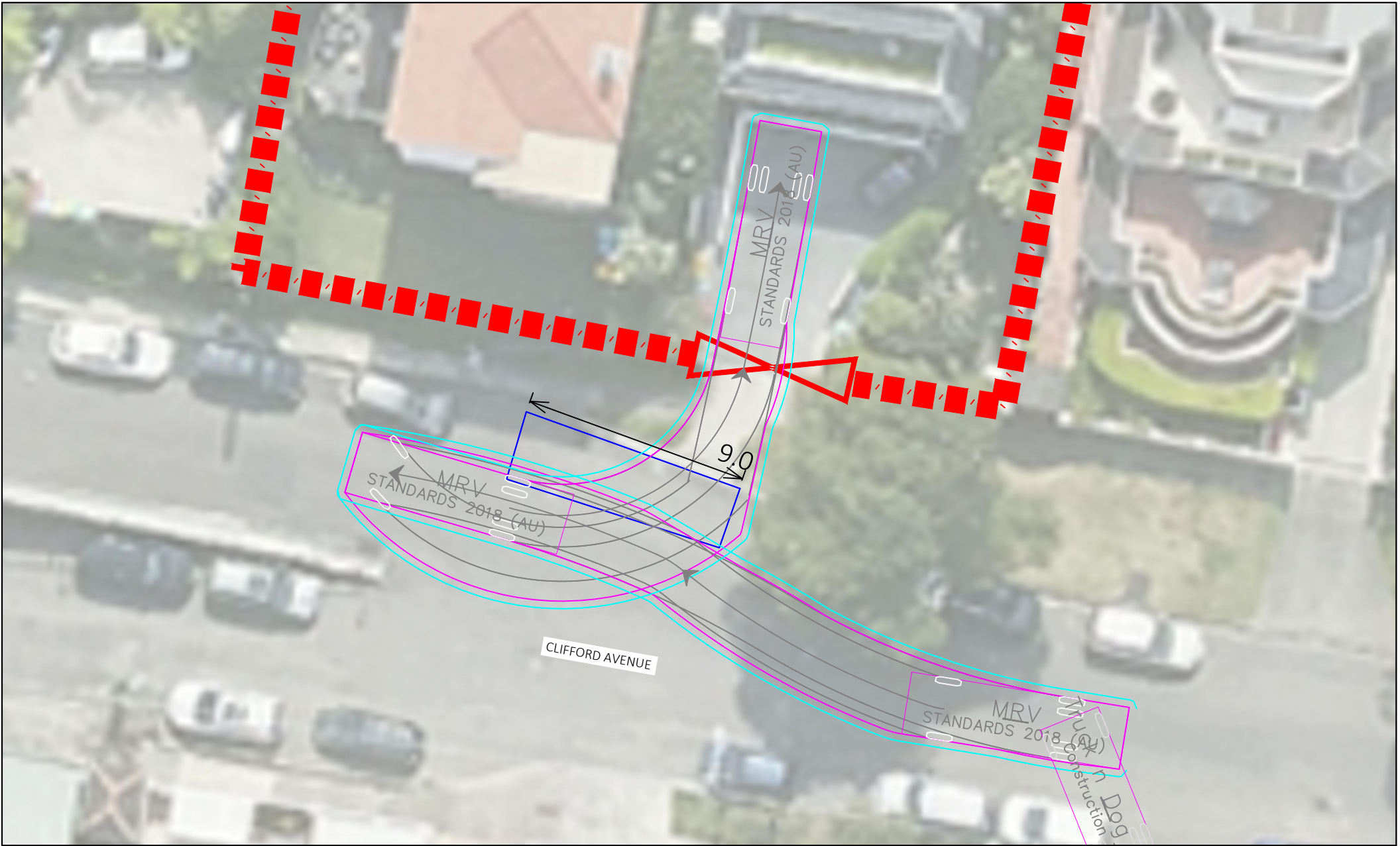
SCALE 0 2.0 4.0 1:200
A3

DESIGNED BY
A.XIA, L.MRKONJA

REVIEWED BY
B.LO

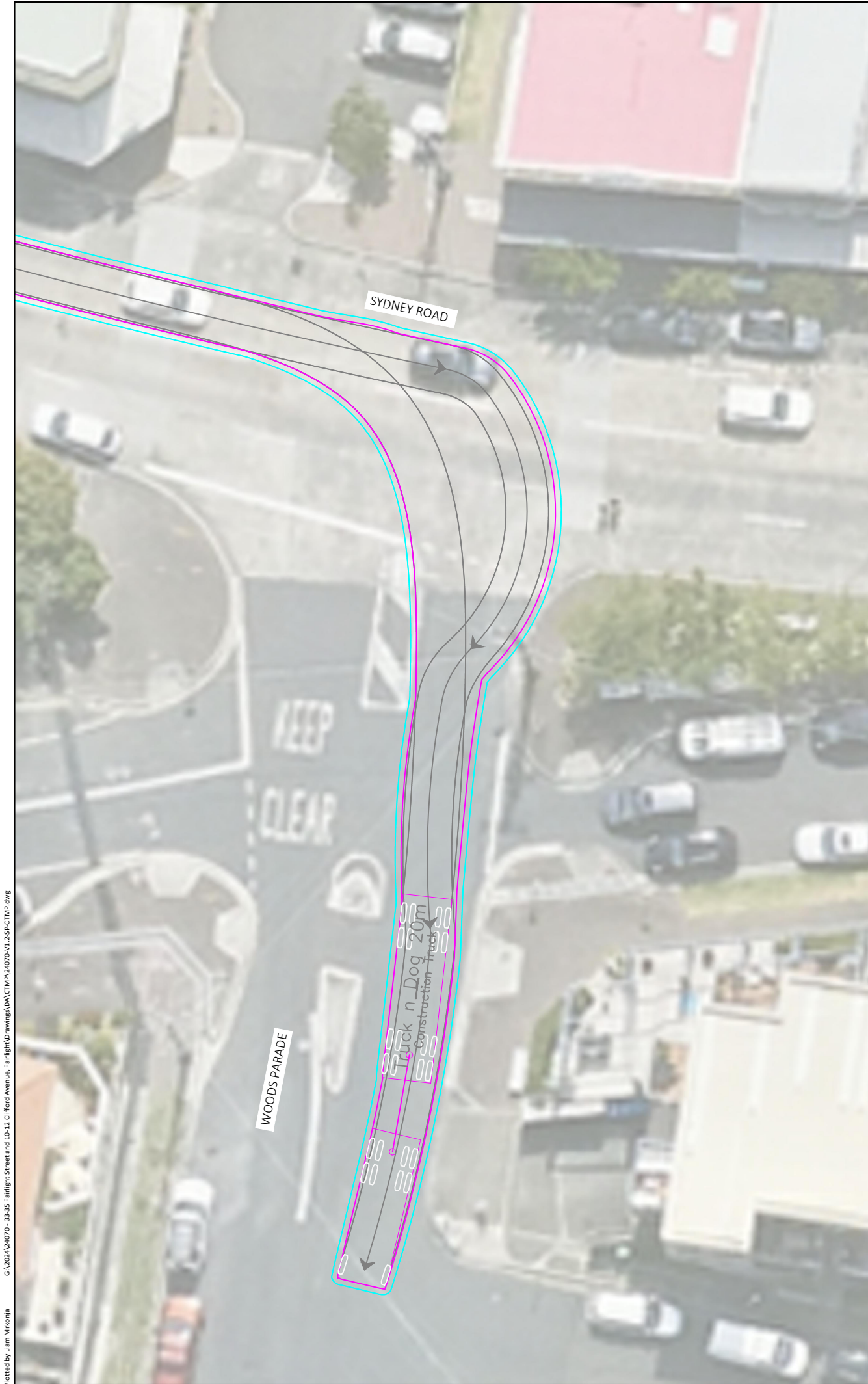


<p>SWEPT PATH ASSESSMENT</p> <p>TRUCK APPROACH FROM CLIFFORD AVENUE FOR 3-POINT TURN</p> <p>EARLY DEMOLITION</p>		<p>LEGENDS/NOTES</p> <div><p>SWEPT PATH KEY:</p><ul style="list-style-type: none">— VEHICLE CENTRE LINE- - - VEHICLE TYRE PATH— VEHICLE BODY PATH- - - 300mm CLEARANCE FROM VEHICLE BODY</div> <div><p>MRV</p><p>Width : 2.50 meters</p><p>Track : 2.50</p><p>Lock to Lock Time : 6.0</p><p>Steering Angle : 34.0</p></div>	
<p>SHEET NO. 04 OF 14</p> <p>ISSUE DATE 9 December 2024</p>			
<p>PROJECT</p> <p>33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT</p>		<p>DRAWING REFERENCE (SOURCE):</p> <p>G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241101</p>	<p>SCALE</p> <p>A3</p> <p>0 2.0 4.0 1:200</p>
		<p>DRAWING REFERENCE NO. 24070-V1.2-SP-CTMP</p>	<p>DESIGNED BY</p> <p>A.XIA, L.MRKONJA</p> <p>REVIEWED BY</p> <p>B.LO</p>



<p>SWEPT PATH ASSESSMENT</p> <p>TRUCKS APPROACH FROM CLIFFORD AVENUE TO THE SITE</p> <p>DEMOLITION AND EARLY EXCAVATION</p>		<p>LEGENDS/NOTES</p> <div><p>SWEPT PATH KEY:</p><ul style="list-style-type: none">— VEHICLE CENTRE LINE- - - VEHICLE TYRE PATH— VEHICLE BODY PATH- - - 300mm CLEARANCE FROM VEHICLE BODY</div> <div><p>MRV</p><p>Width : 8.80 Track : 5.00 Lock to Lock Time : 6.0 Steering Angle : 34.0</p></div>	
<p>SHEET NO. 05 OF 14</p> <p>ISSUE DATE 9 December 2024</p>		<p>PROJECT</p> <p>33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT</p>	
		<p>DRAWING REFERENCE (SOURCE):</p> <p>G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241101</p> <p>DRAWING REFERENCE NO. 24070-V1.2-SP-CTMP</p>	<p>SCALE</p> <p>A3</p> <p>0 2.0 4.0 1:200</p> <p>DESIGNED BY</p> <p>A.XIA, L.MRKONJA</p> <p>REVIEWED BY</p> <p>B.LO</p>

G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by: Liam Mkrkonja



PROJECT

**33-35 FAIRLIGHT STREET
AND 10-12 CLIFFORD
AVENUE, FAIRLIGHT**

TITLE

SWEPT PATH ASSESSMENT

TRUCKS APPROACH FROM
SYDNEY ROAD TO WOODS
PARADE

EXCAVATION

SCALE
A3
1:250
0 2.5 5.0

DESIGNED BY
A.XIA, L.MRKONJA

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):

G:\2024\24070 - 33-35 FAIRLIGHT
STREET AND 10-12 CLIFFORD AVENUE,
FAIRLIGHT\DRAWINGS\DA\20241101

ISSUE DATE
9 December 2024

SHEET NO.
06 OF 14

DRAWING REF NO.
24070-V1.2-SP-CTMP

LEGENDS/NOTES

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

Truck n Dog 20m

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 34.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

MRV

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

G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by Liam Mkonja

G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by Liam Mkonja



PROJECT

**33-35 FAIRLIGHT STREET
AND 10-12 CLIFFORD
AVENUE, FAIRLIGHT**

TITLE

SWEPT PATH ASSESSMENT

TRUCKS APPROACH AND
DEPART ROUNDABOUT

EXCAVATION

SCALE
A3
1:250
0 2.5 5.0

DESIGNED BY
A.XIA, L.MRKONJA

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):

G:\2024\24070 - 33-35 FAIRLIGHT
STREET AND 10-12 CLIFFORD AVENUE,
FAIRLIGHT\DRAWINGS\DA\20241101

ISSUE DATE
9 December 2024

SHEET NO.
07 OF 14

DRAWING REF NO.
24070-V1.2-SP-CTMP

LEGENDS/NOTES

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

Truck n Dog 20m

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 34.0
First Unit Track	: 2.50	Articulating Angle	: 30.0
Trolley Track	: 2.50		



SWEPT PATH ASSESSMENT

TRUCKS APPROACH FROM WOODS PARADE TO CLIFFORD AVENUE

EXCAVATION

SHEET NO. 08 OF 14

ISSUE DATE 9 December 2024

LEGENDS/NOTES

SWEPT PATH KEY:

— VEHICLE CENTRE LINE

--- VEHICLE TYRE PATH

— VEHICLE BODY PATH

--- 300mm CLEARANCE FROM VEHICLE BODY

7.83

9.40

1.30

0.74

5.45

0.72

5.00

6.50

Truck n_Dog 20m

First Unit Width : 2.50

Trailer Width : 2.50

First Unit Track : 2.50

Trailer Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 34.0

Articulating Angle : 70.0

PROJECT

33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT

N

DRAWING REFERENCE (SOURCE):

G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241101

DRAWING REFERENCE NO.

24070-V1.2-SP-CTMP

SCALE

A3

0

2.5

5.0

1:250

DESIGNED BY

A.XIA, L.MRKONJA

REVIEWED BY

B.LO

G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by: Liam Mkrkonja



G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by: Liam Mkrkonja

SWEPT PATH ASSESSMENT

TRUCKS APPROACH FROM CLIFFORD AVENUE TO THE SITE

EXCAVATION

SHEET NO. 09 OF 14

ISSUE DATE 9 December 2024

LEGENDS/NOTES

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

Truck n_Dog 20m

7.83 9.40 1.30

0.74 5.45 0.72 5.00 6.50

First Unit Width : 2.50
Trailer Width : 2.50
First Unit Track : 2.50
Trailer Track : 2.50

Lock to Lock Time : 8.0
Steering Angle : 54.0
Articulating Angle : 70.0



PROJECT
33-35 FAIRLIGHT STREET AND 10-12
CLIFFORD AVENUE, FAIRLIGHT



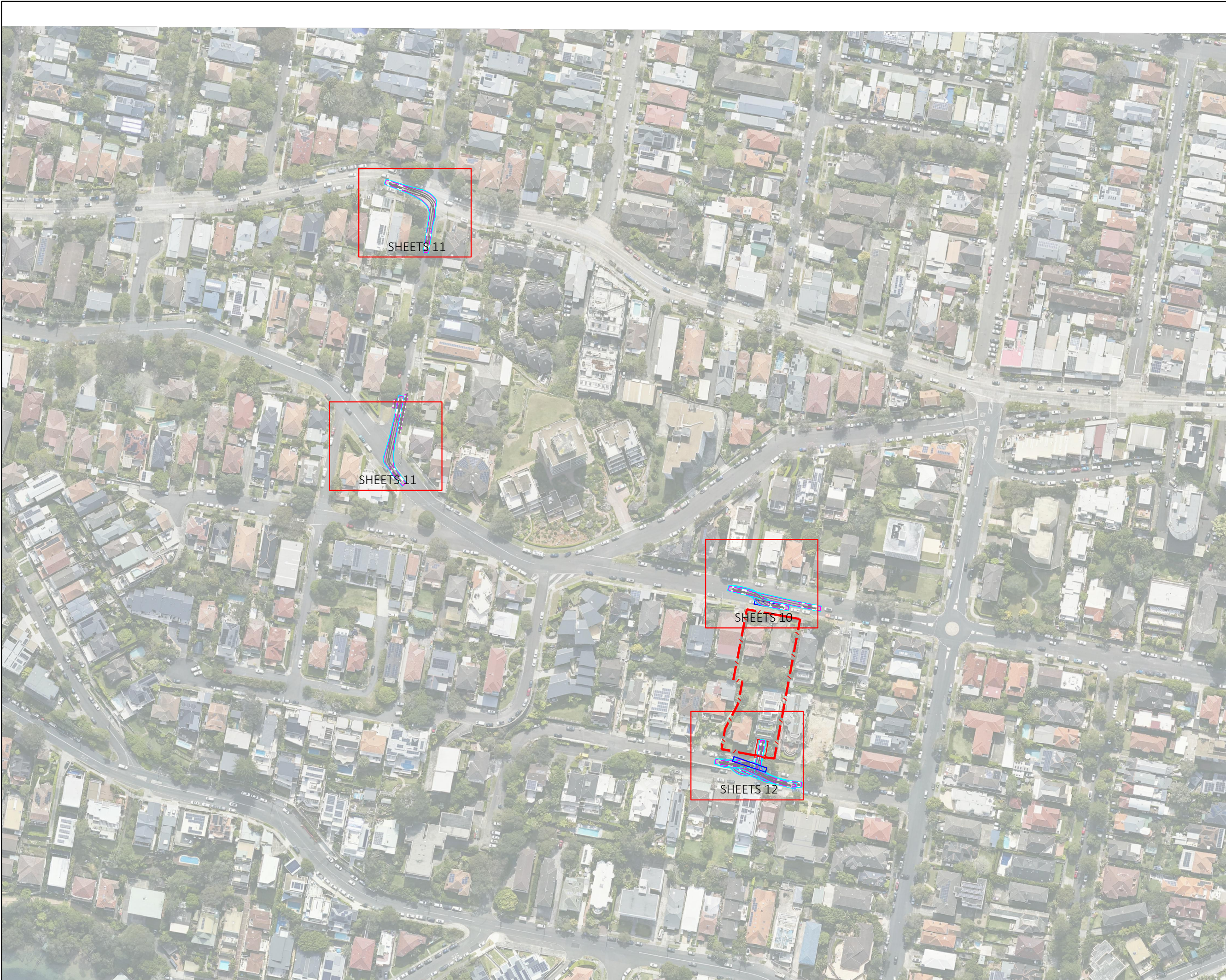
DRAWING REFERENCE (SOURCE):
G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12
CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241101

DRAWING REFERENCE NO. 24070-V1.2-SP-CTMP

SCALE 0 2.5 5.0 1:250
A3

DESIGNED BY
A.XIA, L.MRKONJA

REVIEWED BY
B.LO



PROJECT

33-35 FAIRLIGHT STREET
AND 10-12 CLIFFORD
AVENUE, FAIRLIGHT

TITLE

OVERVIEW

CONSTRUCTION AND
FITOUT

N

SCALE

A3

1:2000

0

20.0

40.0

DESIGNED BY

A.XIA, L.MRKONJA

REVIEWED BY

B.LO

DRAWING REFERENCE (SOURCE):

G:\2024\24070 - 33-35 FAIRLIGHT
STREET AND 10-12 CLIFFORD AVENUE,
FAIRLIGHT\DRAWINGS\DA\20241101

ISSUE DATE

9 December 2024

SHEET NO.

10 OF 14

DRAWING REF NO.

24070-V1.2-SP-CTMP

-

MAXIMUM CHANGE IN GRADE
FOR CARS SHOULD BE 1:8 OVER
2m

-

MINIMUM HEIGHT CLEARANCE
OF 2.2m (TO SERVICES AND
STRUCTURE) SHOULD BE
PROVIDED ABOVE
CIRCULATION AISLES AND
PARKING SPACES

-

MINIMUM HEIGHT CLEARANCE
OF 2.5m (TO SERVICES AND
STRUCTURE) SHOULD BE
PROVIDED ABOVE ACCESSIBLE
PARKING SPACES

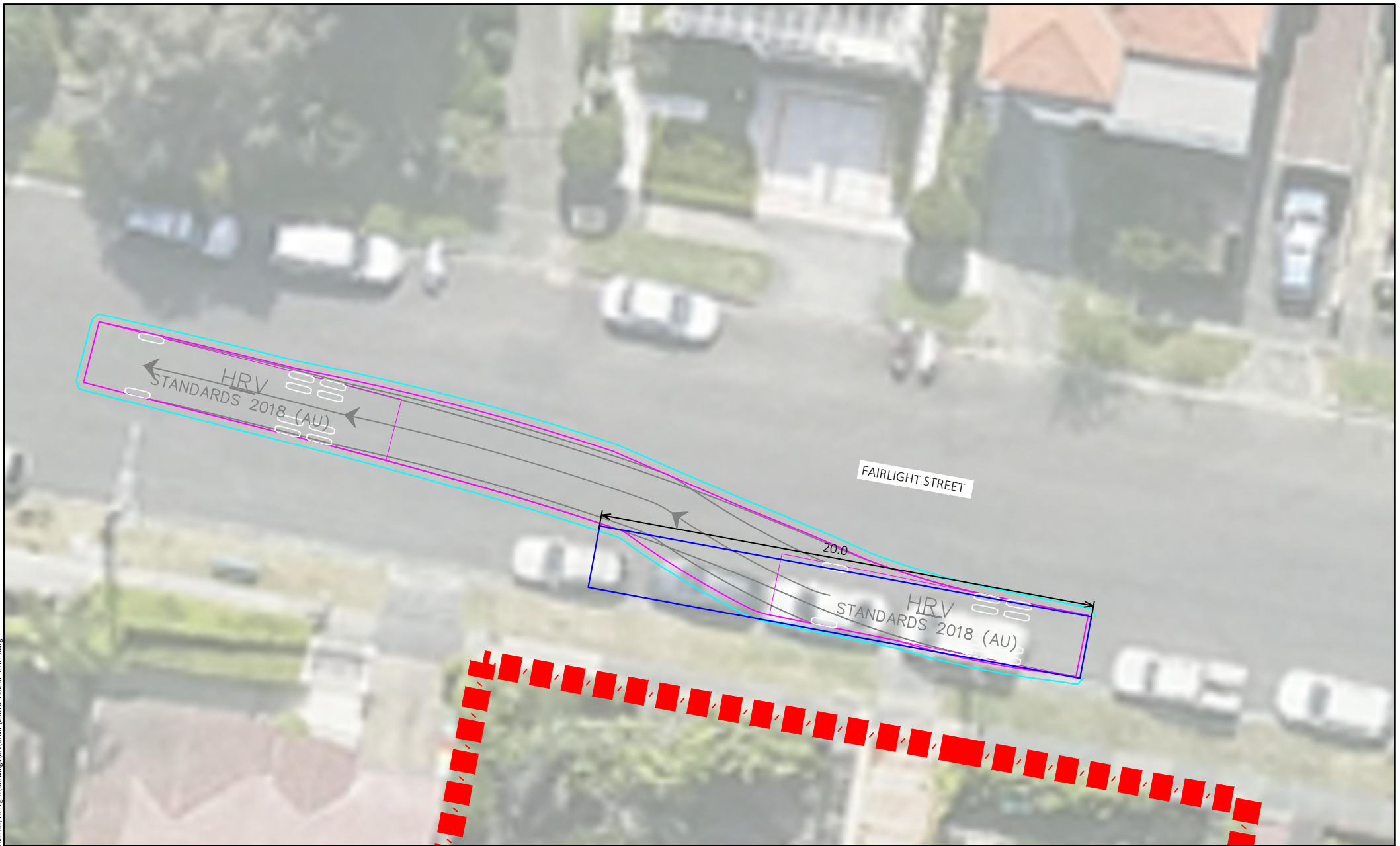
-

MINIMUM HEIGHT CLEARANCE
OF 4.5m (TO SERVICES AND
STRUCTURE) SHOULD BE
PROVIDED ABOVE SERVICE
VEHICLE ACCESS ROADWAYS
AND LOADING DOCKS

-

HEIGHT CLEARANCE ABOVE A
SAG CHANGE IN GRADES
SHOULD BE MEASURED IN
ACCORDANCE WITH FIGURE 5.3
AS2890.1:2004

G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by: Liam Mrkonja



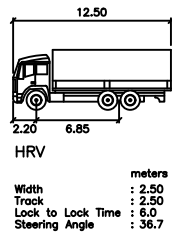
G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by: Liam Mkonja

SWEPT PATH ASSESSMENT
TRUCKS APPROACH FROM
FAIRLIGHT STREET TO THE SITE
CONSTRUCTION AND FITOUT

SHEET NO. 11 OF 14 ISSUE DATE 9 December 2024

LEGENDS/NOTES

SWEPT PATH KEY:	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY



PROJECT
**33-35 FAIRLIGHT STREET AND 10-12
CLIFFORD AVENUE, FAIRLIGHT**



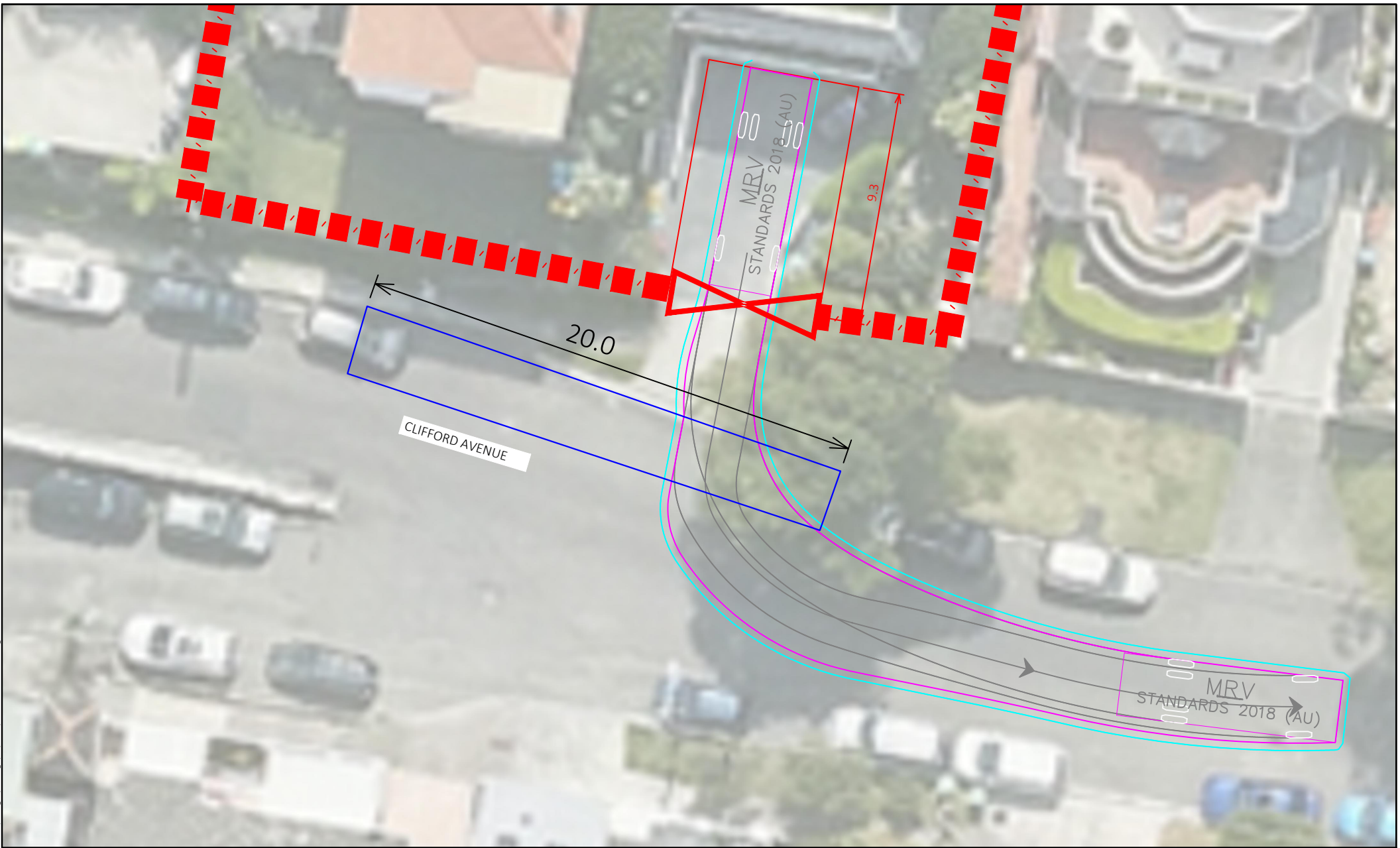
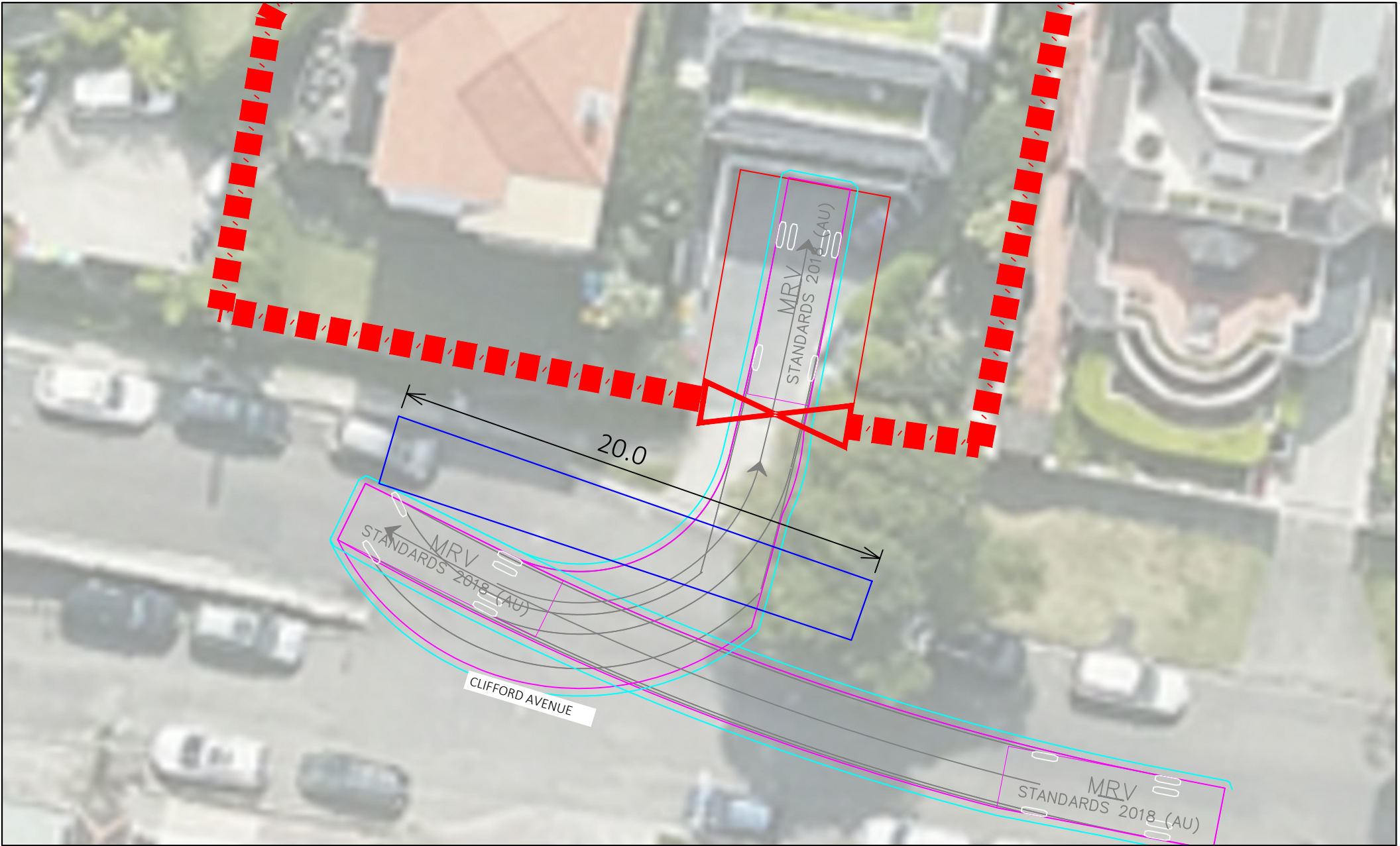
DRAWING REFERENCE (SOURCE):
G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12
CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241101

DRAWING REFERENCE NO. 24070-V1.2-SP-CTMP

SCALE 0 2.0 4.0 1:200
A3

DESIGNED BY
A.XIA, L.MRKONJA

REVIEWED BY
B.LO



SWEPT PATH ASSESSMENT

TRUCKS APPROACH FROM
CLIFFORD AVENUE TO THE SITE

CONSTRUCTION AND FITOUT

SHEET NO. 13 OF 14

ISSUE DATE 9 December 2024

LEGENDS/NOTES

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

MRV

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

meters

DRAWING REFERENCE (SOURCE):
G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12
CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241101

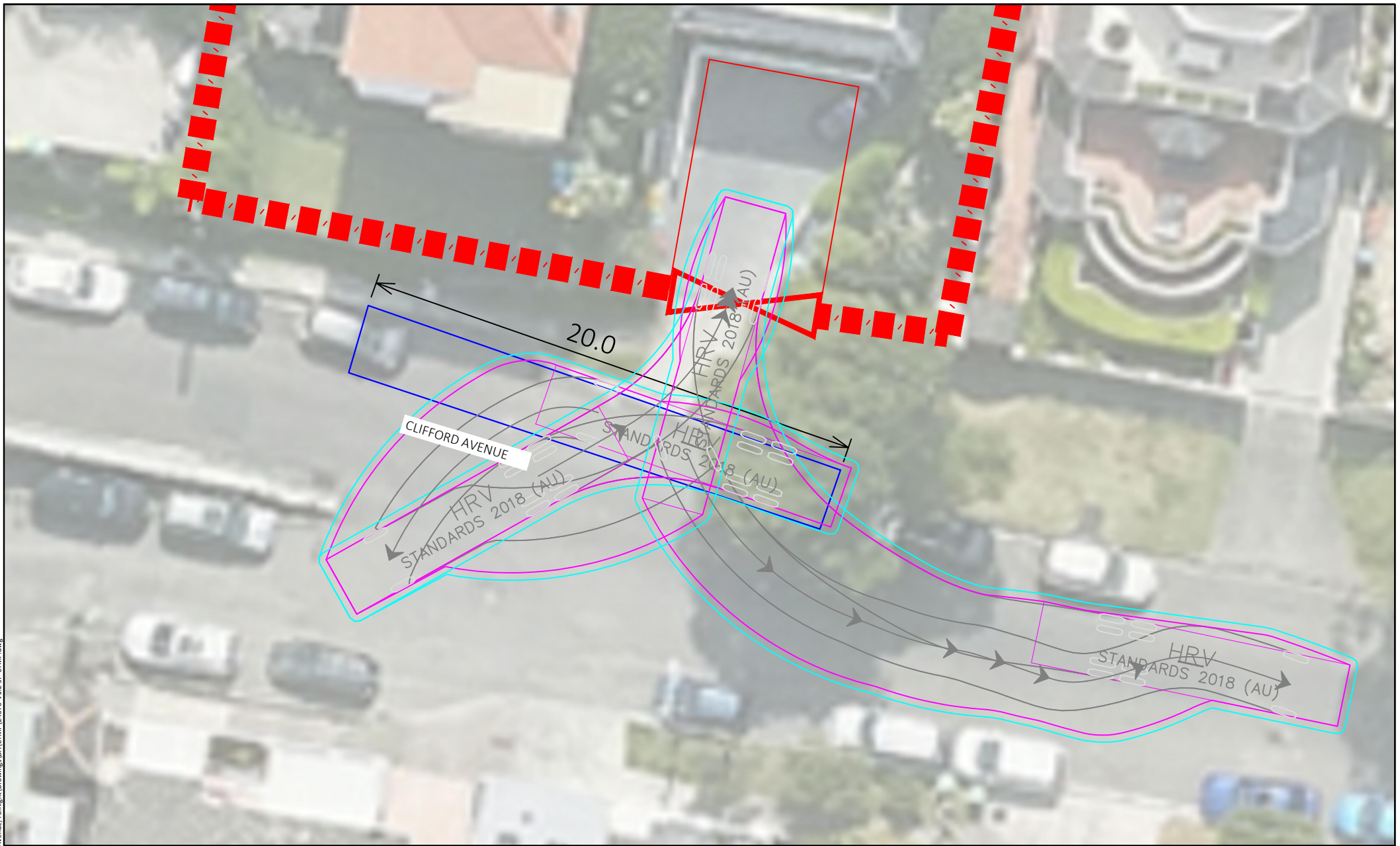
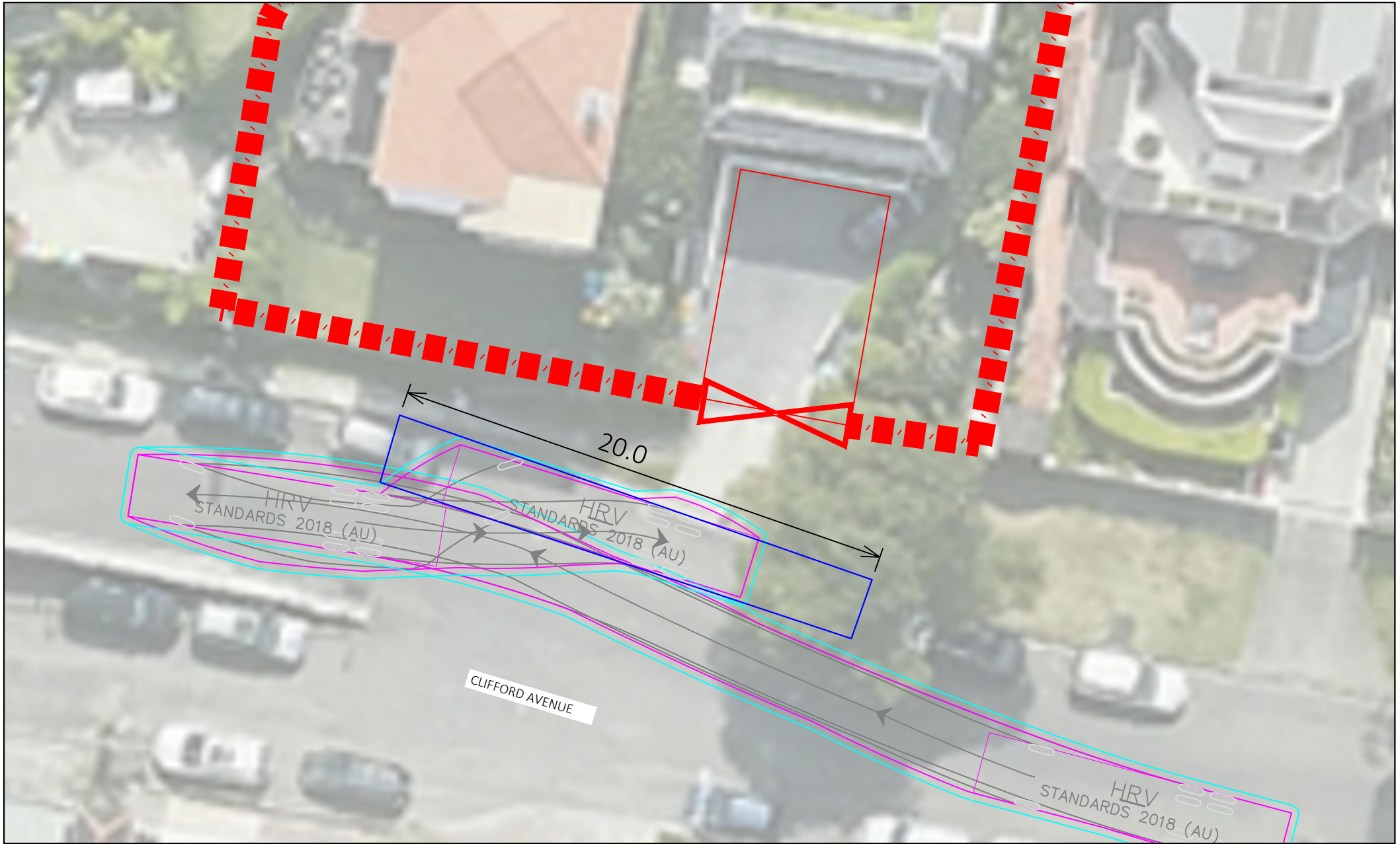
DRAWING REFERENCE NO. 24070-V1.2-SP-CTMP

SCALE 0 2.0 4.0 1:200

DESIGNED BY
A.XIA, L.MRKONJA

REVIEWED BY
B.LO

G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by: Liam Mkrkonja



SWEPT PATH ASSESSMENT

TRUCKS APPROACH FROM CLIFFORD AVENUE TO THE SITE

CONSTRUCTION AND FITOUT

SHEET NO. 14 OF 14

ISSUE DATE 9 December 2024

PROJECT

33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT

N

DRAWING REFERENCE (SOURCE):

G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241101

DRAWING REFERENCE NO.

24070-V1.2-SP-CTMP

SCALE

A3

0 2.0 4.0

1:200

DESIGNED BY

A.XIA, L.MRKONJA

REVIEWED BY

B.LO

12.50

2.20 6.85

HRV

Width : 2.50

Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 36.7

SWEPT PATH KEY:

— VEHICLE CENTRE LINE

--- VEHICLE TYRE PATH

— VEHICLE BODY PATH

--- 300mm CLEARANCE FROM VEHICLE BODY

G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\CTMP\24070-V1.2-SP-CTMP.dwg
Plotted by: Liam Mkrkonja



Better Developments with
Genesis Traffic