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CONSTRUCTION TRAFFIC MANAGEMENT PLAN

231 Whale Beach Road, Whale Beach

Prepared by LEXPOL GROUP PTY LTD for
LESLIE CASSAR

28 March 2025

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1 INTRODUCTION

This document has been prepared by Lexpol Group Pty Ltd (LG) who is soon to be engaged as the Builder for the owners of 231 Whale Beach Rd Whale Beach. This document has been prepared in conjunction with various consultants and Subcontractors in order to satisfy condition 17 of Northern Beaches Council Development Consent REV2021/0034. Approval was granted by LEC on 11 April 2024.

The project at 231 Whale Beach Rd, requires careful planning to ensure that the project delivery minimises its impact on neighbouring properties, council adjoining land and the general public surrounding the site. This document demonstrates how this will occur.

2 DEMONSTRATION WITH COMPLIANCE TO CONDITION 17

The items set out below demonstrates compliance with each of the consent conditions list under condition 17.

Consent Condition 17 Item 1

"The proposed phases of construction works on the site, and the expected duration of each construction phase"

Issue	Description	Duration
Demolition/Ground Works	Demolition and all ground works	38 weeks
Sub Structure	Services rough-in, footings basement works upto ground floor	10 weeks

Issue	Description	Duration
Super Structure	All structural slabs, walls to the roof	50 weeks
Façade Finishes	Off form concrete, Face brickwork, windows/ doors, louvres screens	10 weeks
External Works	External finishes including all the associated landscape works	10 weeks

Consent Condition 17 Item 2

"The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken"

Setout below is an extensive explanation of the key phases and sequence of works proposed by Lexpol Group. *Note, all images are diagrammatic only.*

Early Works

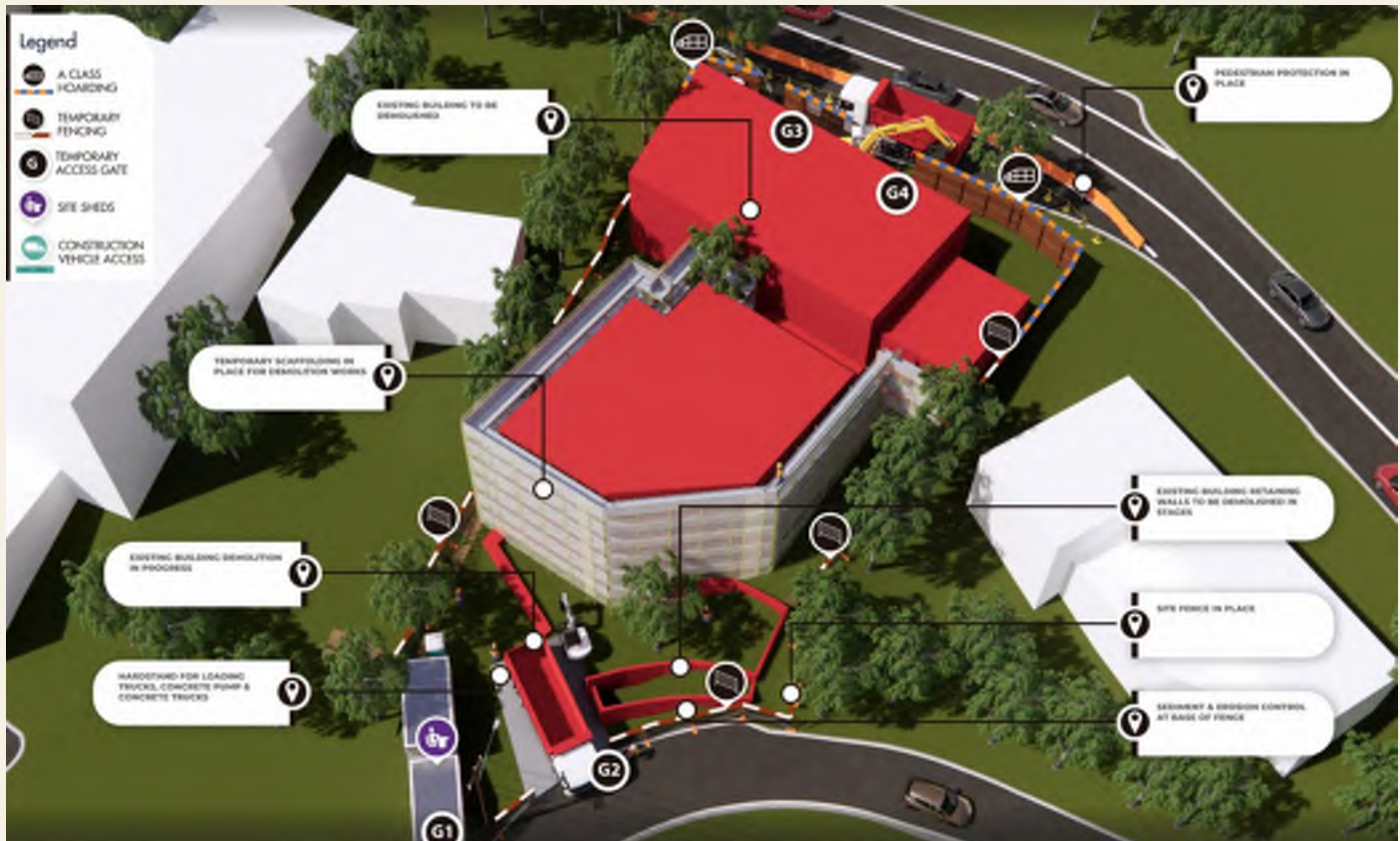
Upon taking possession of the site LG will review existing fencing and adapt and / or supplement as necessary to ensure fully compliant construction site separation from the public.

Early structural and Services contractors will access the site via Gate 3 & 4 from Whale Beach Rd, for plant and vehicles and access to site amenities and site offices.

The hoarding at Whale Beach Rd will in part, be setup on council land to enable the piling for the substation area and associated future works.

The existing buildings will be carefully demolished which will occur predominately by hand, due to the building's instability. The lower existing retaining walls will also be carefully removed by hand which enables the excavator to setup safe platforms ahead of the piling rig.

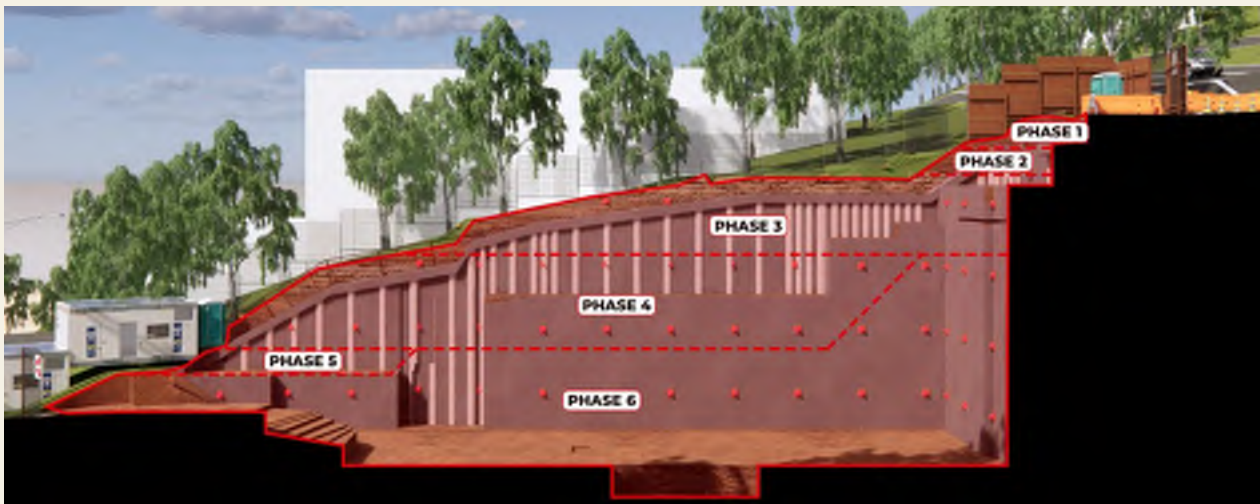
All truck movements at this stage will occur from the top of the site until demo is complete and the excavation works commences. Temporary services will also be setup at this stage.



Groundwork

After the completion of the demolition to the existing buildings, careful consideration will take place to commence the perimeter piling and shoring wall works. This will include periodic inspections from the geo-tech and structural engineer as the ground conditions are carefully exposed. Each of the boundaries has degraded fences or retaining walls which may require temporary support. Depending on the conditions, piling works are expected to commence the on the western boundary followed by the northern boundary and the southern boundary. This will be the sequence typically for the piling, capping beam, shoring wall and temporary ground anchors.

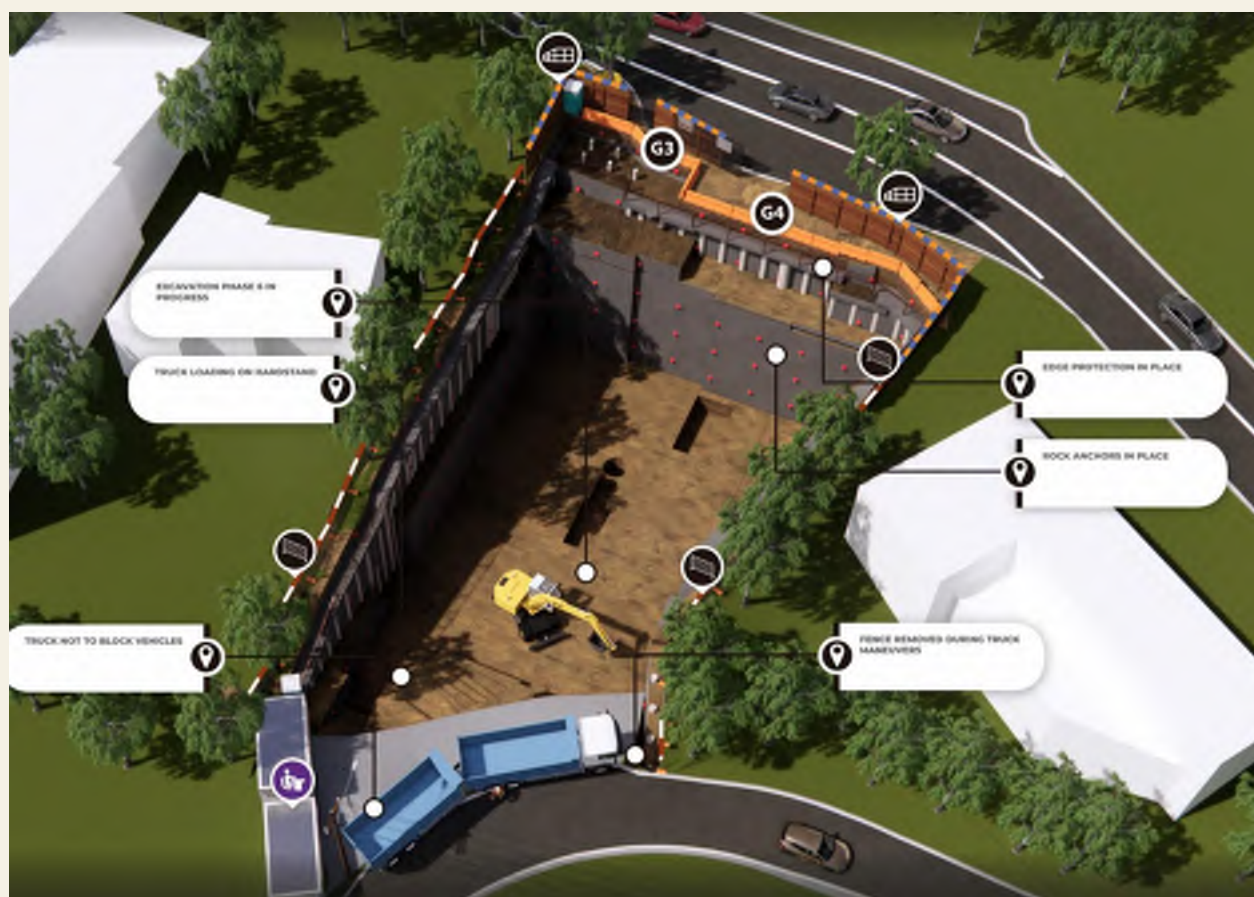
Carefully the excavator and piling rig will move towards the eastern boundary ensuring stability is maintained. The works to the NE corner on Surf Rd will need to be delicately executed to ensure stability is maintained. Once the shoring wall works are complete in this area, the excavation can commence which will open the Surf Rd hardstand/loading area for all future truck and concrete works.



As the works progress, subject to approval, temporary ground anchors will be installed on the Southern, Western and Northern boundaries.

An earth ramp will be created on the southern boundary which allows access to the Surf Rd gate where all material will be loaded into truck and trailers for most part and 8 to 10 wheelers periodically.



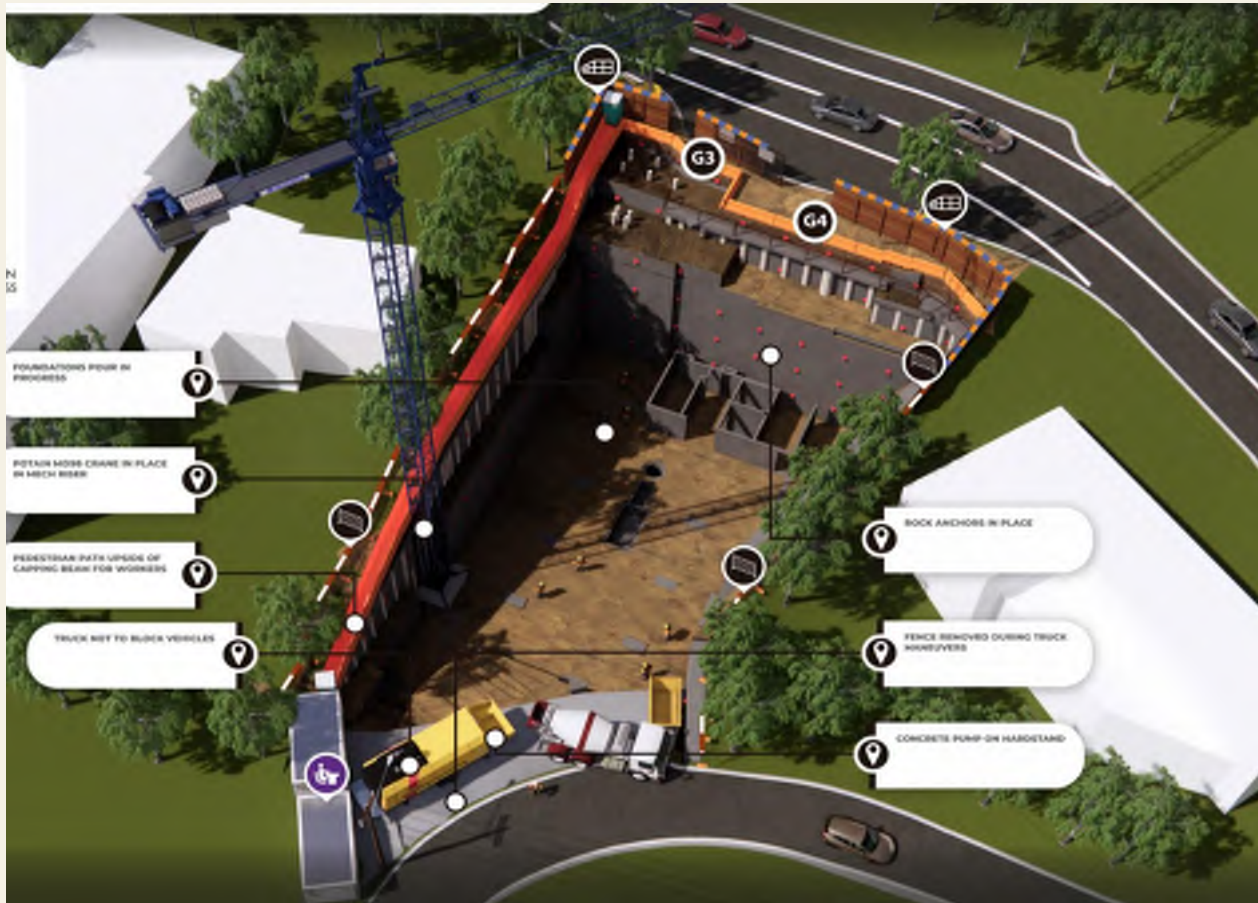


Substructure and Superstructure

Substructure will commence following the progressive completion of groundworks. Substructure works entail the completion of footings, lift pits and in-ground tanks. This is followed by columns and walls up to ground floor. After the basement walls have been poured, the drainage channel between the rock and slab edge will be formed and poured. The basement slab is intended to be poured after the structure is complete which allows the early commencement of the ground floor works. This is also important as it allows the basement floor finishes to not be damaged during the structural stage of the project. Most material will be stored in the basement during the project due to the limited storage available.

Once the ground floor/transfer slab is complete, this is where the superstructure will commence. The superstructure comprises one distinct building, situated between Whale Beach and Surf Rd. The building is made up of conventionally formed slabs from basement to the roof top with preformed walls and a combination of face brick, Class 2 off-form concrete and block walls.

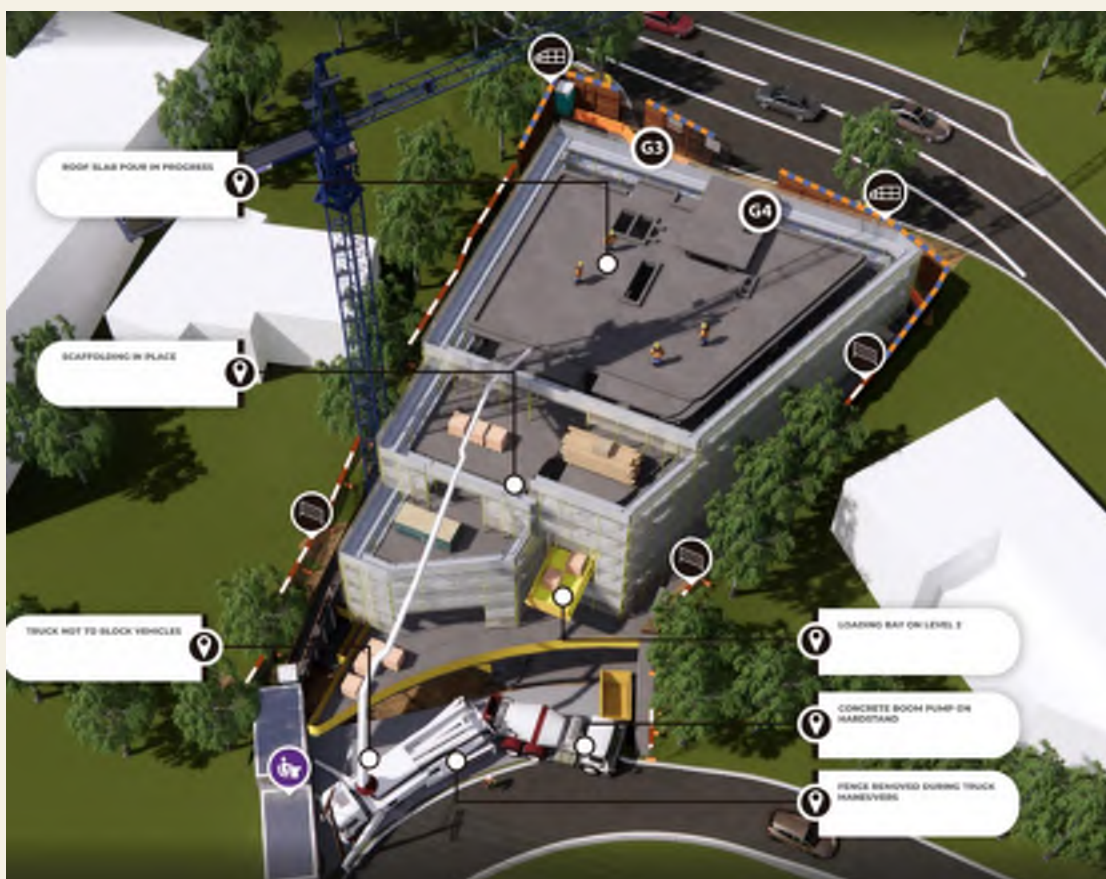
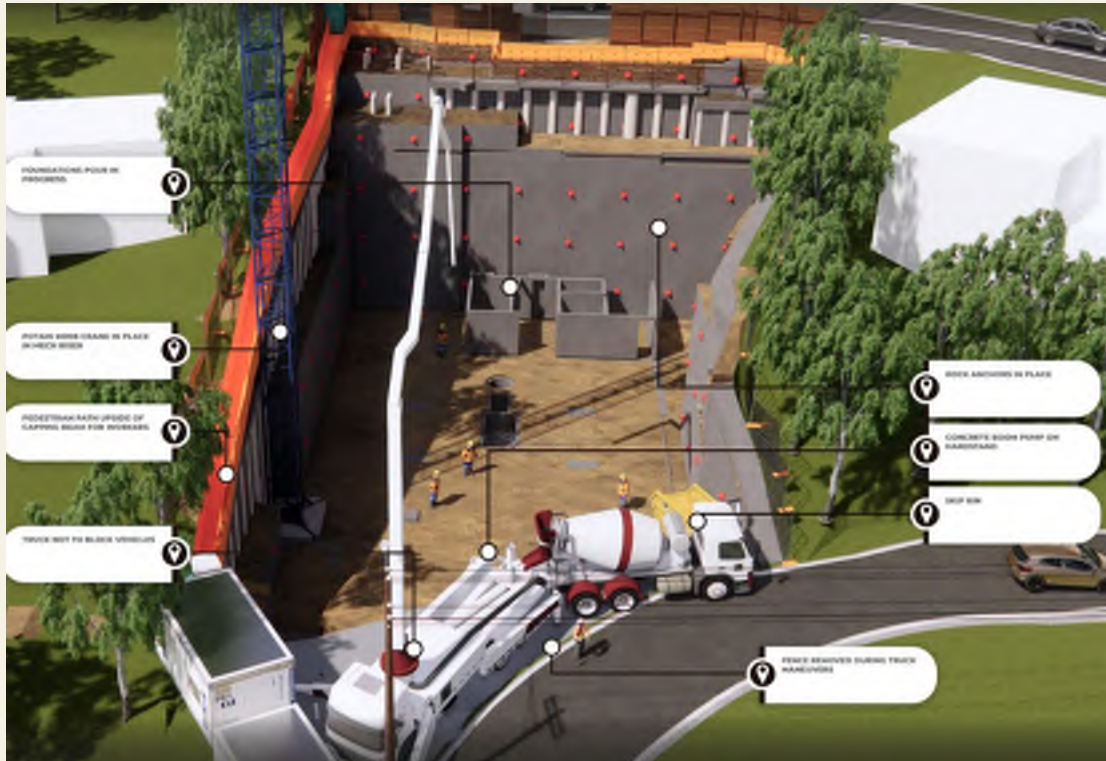
All concrete pours will occur from the Gate 1 entry on a hardstand. It is known that access is tight here so it will be likely the fences will need to be installed and removed on concrete pour days. We envisage the road to be clear at all times.



Materials handling will be managed by a site fixed tower crane. This will be site up prior to the commencement of the ground floor works. The proposed crane a MDT98 has been selected to ensure adequate lifting is achievable from both Whale Beach Rd and Surf Rd. We are assuming will obtain air space approvals from neighbours noting one air space approval has already been granted. We have strategically located the crane in a mechanical shaft in the south corner as this gains the best site coverage but limits the air space over properties across from the site which is the least obtrusive option for the local community. A Manitou / Forklift maybe required to assist with loading and unloading of trucks in the loading areas.

Loading bays will be use off the balconies other than Level 2 which will require a loading platform.

Concrete slabs generally will be poured and back propped until the minimum strength is reached with propping removal sequences (and pour breaks) agreed with the structural engineer. The staging of the concrete works will initially be programmed based on the design documents. It is likely that each level will be achieved in a single pour.



Each building will be surrounded by scaffolding, shrouded as required by chain wire and shade cloth both for safe use and control of dust and debris. The scaffolding will be erected progressively as the structure rises and dismantled as the facade finishes are completed from top to bottom.



External façade

External masonry works and windows will commence following the clearing of formwork from the leading edge. Loading bays for material handling will be installed. The façade cladding generally will be commence after the completion of the structure. This allows sufficient time for concrete cure, removal of props and scaffold, and generally cleanup of the façade zone.

Façade installation (including balconies) is generally installed as the building rises floor by floor, and once the façade reaches the highest level, finishing and patching works are carried out from the top floors down. This allows the protective scaffolding to be dismantled progressively on the way down, in tandem with the completed façade.

The class 2 off-form work is to be an integral part of this project.



Services/Finishes/Fit-off

Once formwork is removed from a typical floor, and masonry works are well under way, the high level services rough-in will commence. Services rough-in typically commences in conjunction with the facade works as the two tasks have minimal impact on each other subsequently productivity is improved and the ability to complete the work areas is not compromised.

In addition, the facade finishes do not require significant landing areas and handling space on typical floors allowing these works to coordinate effectively with each other.

The sequence of works will follow the logic established during the superstructure construction.

An inspection of both in-wall and in-ceiling services rough-in shall be carried out prior to the closure of these elements. The inspection shall include sign off from all services trades verifying the satisfactory completion of their own works as well as other fit out trades.

The retail spaces and amenities are to be left as "Cold Shell" spaces meaning the service provisions will be in place but no rough in or finishes work will be carried out for Lexpols Contract works.

Concurrently, finishes including external landscaping work and commissioning will take place till project completion.

Consent Condition 17 Item 3

"Make provision for all construction materials to be stored on site, at all times"

All construction materials will be contained and stored on site at all times. Most materials will need to be stored in the basement due to limited space.

Consent Condition 17 Item 4

"The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period"

Given the projects footprint assumes most the site, storage areas will be limited and may vary due to the project conditions. Generally, there will be an excavation stockpile on the southeastern area of the site during the excavation phase. During the main construction works, where practical, most material stored will be in the basement levels. A skip bin will be located on the Surf Rd end on the north-eastern corner.



Consent Condition 17 Item 5

"The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed"

A Traffic Management Plan has been prepared by Secure Traffic Solutions to deal with the items listed above. The intention of this plan is to detail all vehicular and pedestrian traffic movement on the project.

Refer to Appendix A TMP and Appendix B CMP.

LG will ensure that the adjacent roadways and verges are kept clean, well delineated, and signposted and that the fencing is maintained in sound and secure condition. The planning of all site works and deliveries will ensure traffic is not hindered in any way.

The site will be enclosed with temporary fences to the North, East and Southern elevation whilst the Western Elevation will be enclosed with an A Class Hoarding, so that all access is strictly controlled. Initially there will be 1 operable gate from Whale Beach Rd (Gate #4) for vehicular and pedestrian access but as the work proceeds, Gate #1 and Gate #2 on Surf Rd will be in place for main vehicular movement for deliveries and site pedestrian access. Gate #3 and Gate #4 will be used as required during the works. This will provide flexibility in traffic management and general site access. Refer to Appendix B which details the site set up.

Consent Condition 17 Item 6

"The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site"

Refer to Appendix A TMP and Appendix B CMP.

Loading and unloading of the demolition phase/Excavation Phase 1 for the upper half of the site (Whale Beach Rd) will be from the existing driveway at Gate 4. This is the closest access to the upper level and will be the safest and cleanest way for this level. The machinery can be offloading from Whale Beach Rd.

It is proposed that the excavators will be loaded from Surf Rd for the works to the southern end of the site.

Demolition and excavation for the lower half of the site will be from the newly cut in driveway from Surf Rd. The intention will be to stockpile all building waste/spoil on the site and co-ordinate truck movements accordingly. It is proposed that trucks will be loading building waste and spoil from within the site on the newly cut in driveway. Crushed material will be placed on the entire new driveway to minimise and dirt leaving the site.

Upon completion of the demolition phase, Shoring works will commence including drilling piles and capping beam. Bulk excavation down to first lift will occur to allow shotcrete and rock anchors. This will progress in this sequence till the basement level.

The proposed site fixed crane is a Potain MDT98 with a 40m radius. This is a remote-controlled crane and doesn't require cabin access. The crane will be in place for circa 50 to 60 weeks. The installation/demobilisation of the crane is proposed to occur on the grass area south east of the site. This will be done during a week day. The crane will be the main means of material handling for all large bulky items and building material. Once the crane is no longer needed, the crane will be dismantled and remaining smaller finishes material can be walked in.

Consent Condition 17 Item 7

"Make provision for parking onsite. All Staff and Contractors are to use the basement parking once available"

Due to the site constraints and limited storage for all materials, there will be no parking available on site. Staff and Construction workers will be encouraged where possible to carpool and take public transport. Otherwise, they will park respectfully nearby to the site.

It will also be part of Lexpol Groups induction to ensure any Staff or Construction worker keeps the noise down and respects the community.

Consent Condition 17 Item 8

"Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior"

- Vehicles to stand within the site boundary or approved Works Zone only.
- Drivers are to contact the site prior to turning from Barrenjoey Road to ensure there is adequate space to avoid queuing.

Consent Condition 17 Item 9

"Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian traffic"

A Traffic Management Plan has been prepared by Secure Traffic Solutions to deal with the items listed above. The intention of this plan is to detail all vehicular and pedestrian traffic movement related to the project.

Refer to Appendix A

Consent Condition 17 Item 10

"The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure"

Lexpol Group has already had preliminary meetings with the adjoining neighbours. As part of a commitment to keeping the neighbours and greater community well informed, we will create a WhatsApp group for those who want to participate. We will send out a notification within 14 days of commencing on site which will contain the contact information of the Lexpol Group project team as well as the request to be invited to the WhatsApp group.

Any changes to traffic conditions or major activities occurring on site will be communicated via the WhatsApp platform as well as letter drop, when necessary,

Consent Condition 17 Item 11

"Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees"

Refer to Appendix B

Site office and facilities

LG proposes to establish the site offices and facilities at the south east corner. As soon as is practicable, LG will relocate the sheds and facilities to the ground floor retail until project completion.

As the project work intensifies and the number of trades on site increases, shedding for an additional 40 personnel (in similar numbers to that above) will be incorporated into the site. These additional sheds are likely to be located in the structurally completed ground floor retail areas. Nearing completion of the construction works, the site compound will be progressively de-established, including temporary services, to allow for final landscaping and civil works to be completed.

Site Establishment

Site establishment will occur immediately after site possession. As seen below, careful consideration has been carried out for all the various stages of this project.



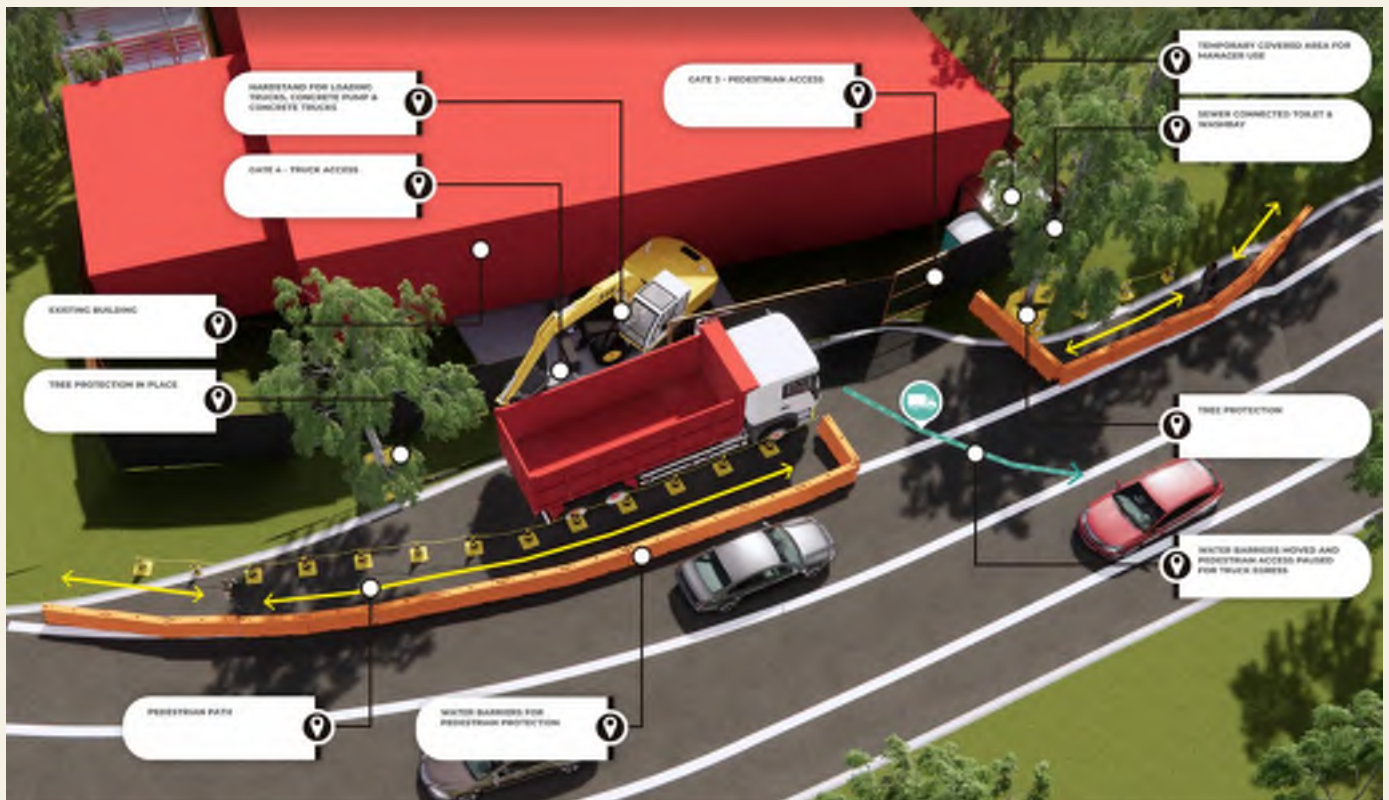
Vehicular and Pedestrian Access

At the Whale Beach Neighbour Centre project, we will ensure that the adjacent roadways and verges are kept clean, well delineated, and signposted and that the fencing is maintained in sound and secure condition. The planning of all site works and deliveries will ensure traffic is not hindered in any way.

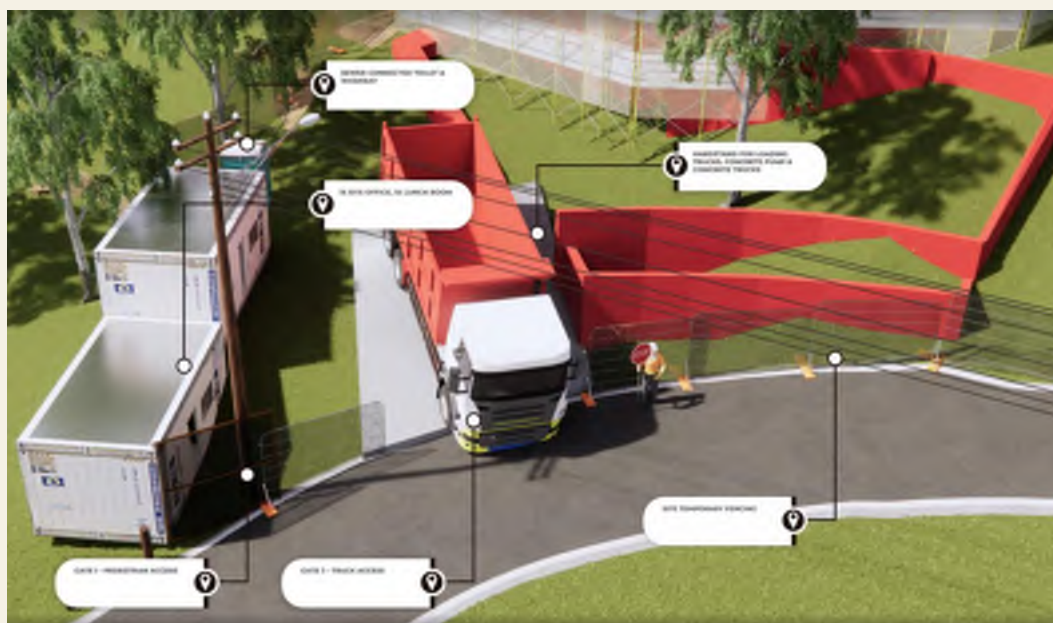
The site will be completely enclosed with fences and hoardings, so that all access is strictly controlled. There will be a pedestrian and vehicle gate at Whale Beach Rd. This will provide flexibility in traffic management and general site access. As the work proceeds, main site access will remain from Surf Rd for all vehicle and pedestrian access with only occasional access from Whale Beach Rd. This maintains security on site.

During the Demo and early excavation phase, most truck movement will occur from Whale Beach Rd via Gate 3. A diversion will be put in place for pedestrians within a loading zone at the front of the site, this will allow pedestrian access to remain un-interrupted during this critical stage. Trucks will enter and exit in a forward direction from the loading zone.

As the works progress & piling, Shoring & bulk excavation occurs, the main access will be via Surf Rd via Gates 1 and 2. This will be dependent on the removal of the dilapidated retaining wall on the NE boundary and safely installing the shoring wall which will open up the Surf Rd access point.



We have assumed it will be approved to allow Demolition/Excavation & Piling phase to be carried out using 8 Wheel trucks and Truck and Trailers. Traffic controllers will be deployed as required to manage the construction, pedestrian and public traffic movements. Major deliveries will be handled from within the site as will major pours as much as possible.



Consent Condition 17 Item 12

"Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site"

The only known building site that Lexpol Group is currently aware that is under construction currently is at 24 The Strand Whale Beach. Lexpol Group has reached out to Alessi Constructions and have agreed we will have a pre-commencement meeting prior to Lexpol Group commencing any works on site. Meeting Minutes will be forwarded to council.

Consent Condition 17 Item 13

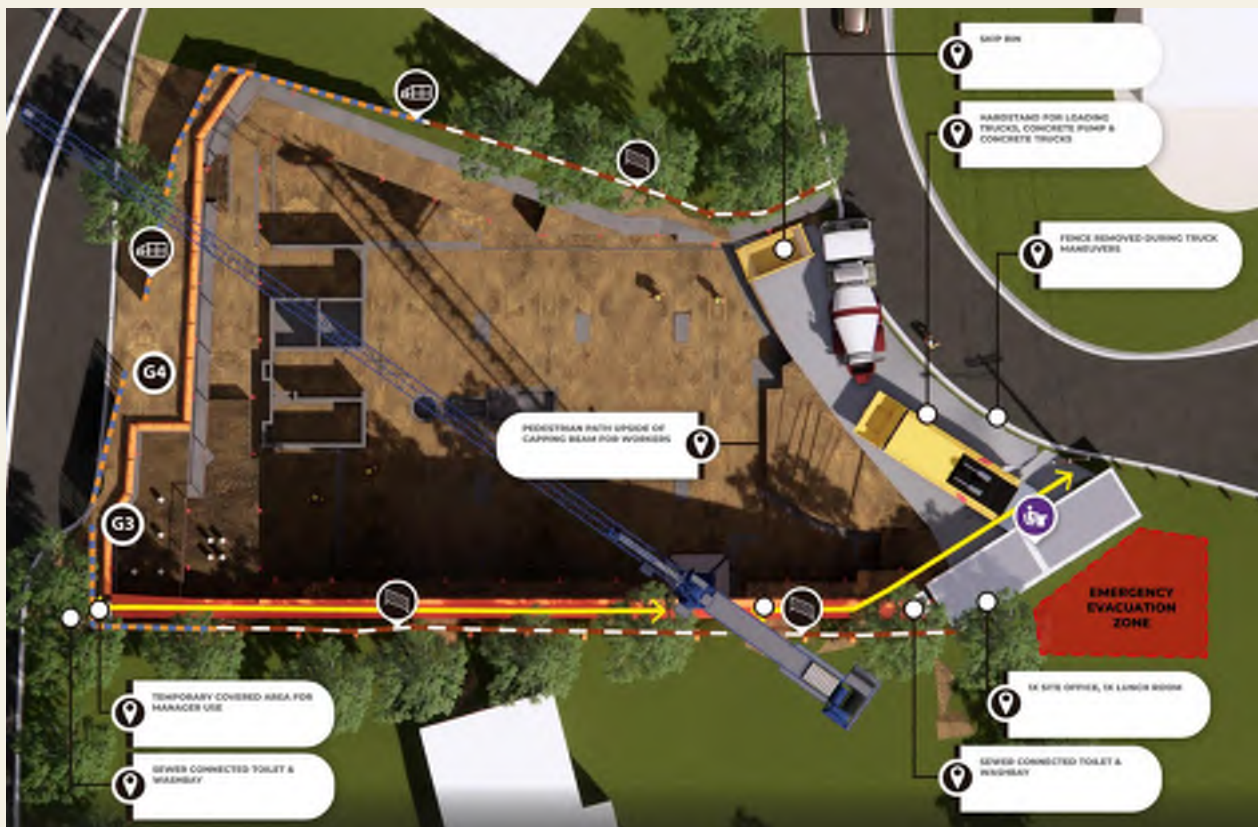
"The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site"

A hardstand area using recycled gravel will be in place at either Gate #2 (Surf Rd) or Gate 4 (Whale Beach Rd). Any washing down of wheels will be directed back into the site and treated accordingly. This area will be maintained throughout each of the relevant phases.

Early Works Phase



General Construction Phase



Consent Condition 17 Item 14

"Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council"

Roadways and footpaths will be kept in a serviceable condition throughout the construction works. Any reasonable make good due to a direct consequence of the construction works will be patched at no cost to council.

Consent Condition 17 Item 15

"The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent"

The current design includes for an internally braced structural wall system.

Lexpol Group have assumed that we will obtain Temporary Group Anchor approval from Council, No.229 Whale Beach Rd plus 233 Whale Beach Rd to install these anchors. This is a much safer option than an internally braced system. The internally braced option is much slower plus has a much higher risk factor given a large excavator needs to excavate in rock in and around the which will increase the likely hood of them being hit or damaged.

Lexpol group will be making application shortly to obtain approvals.

Consent Condition 17 Item 16

"Proposed protection for Council and adjoining properties"

During the Early Works Phase, a temporary fence will be erected around the sites boundary. A class A and Temporary fence will be in place during the construction works. This will be a Class A

to the Western Boundary at Whale Ebach and due to its limited access, A temporary fence will be located on the Northern, Eastern and Southern boundaries.

Any tree protection will be in accordance with the Arborist report.

All of council assets will be looked after during construction. Silt protection will also be installed to any stormwater drains. Refer Attachment B

General Construction Phase



Consent Condition 17 Item 17

"The location and operation of any on site crane"

Materials handling will be managed by a site fixed tower crane as this will have the least amount of impact on the neighbourhood. Other options such as a mobile crane have been considered, however, this would have significant traffic congestion on Whale Beach Rd and adjoining streets due to the constant stop/go restrictions when the mobile crane setup. We also had concerns about overhead power lines plus the truck loading zone would fall directly under the existing Willow Tree located on the north western corner of the site on Whale Beach Rd rendering it near

impossible to safely lift material off a truck using a mobile crane given the interference with the tree canopy.

We have selected a Potain MDT98 site fixed crane and have strategically located the crane in a mechanical shaft in the south corner of the site as this gains the best site coverage but also limits the number of neighbours the crane will need to slew over. Again, resulting in the least impact for the neighbours.

This crane will be site up during the inground basement works are occurring.

A site fixed crane is intended on being installed and dismantled from the grass area east of the site. This has been explained to Whale Beach SLSC who have deemed this to be acceptable as the alternative, would be a lot of traffic congestion on Whale Beach Rd.

Refer to Appendix C

The crane will operate during the DA working hours.

Lexpol Group have already held preliminary meetings with neighbours and have issued a Temporary Air Space Request letter which we are awaiting these to be signed and sent back.

Refer to Appendix D

3 ABOUT

Lexpol Group is a multi-award-winning, 4 Star Gold iCIRT rated, family builder motivated to create exquisitely refined luxury homes in Sydney. Our highly experienced and skilled team, work with integrity and honesty to maintain long standing relationships with our clients and ensure their vision is surpassed.

Lexpol Group has built multiple high-end residential projects in Sydney in suburbs such as Mosman, North Sydney, Clontarf, Dural, Castlecrag, Chatswood, Willoughby, Roseville ranging in value from between \$3 and \$25 million. The long-term business relationships we are maintaining with consultants, subcontractors and suppliers allows Lexpol Group to gain access to the most qualified and experienced people to deliver the highest quality buildings.

We are dedicated to completing projects on time and within budget with a primary focus on quality. We endeavour that what we build exceeds the needs and expectations of our clients and our buildings are built to last.



4 APPENDIX

Appendix A – Traffic Management Plan



Construction Traffic Management Plan

231 Whale Beach Road, Whale Beach

Mixed-Use Development

Prepared for: Leslie Cassar

Prepared By: Matthew Young
Prepare a Work Zone Traffic Management Plan
Certificate #: TCT0048974

Friday, 28 March 2025
Document Number: STS03-00 R1

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Rev	Date	Description
0	25/03/2025	Initial Submission
1	28/03/2025	Updated to suit client feedback

1 Project Details

1.1 Project Summary

Project: Mixed-Use Development

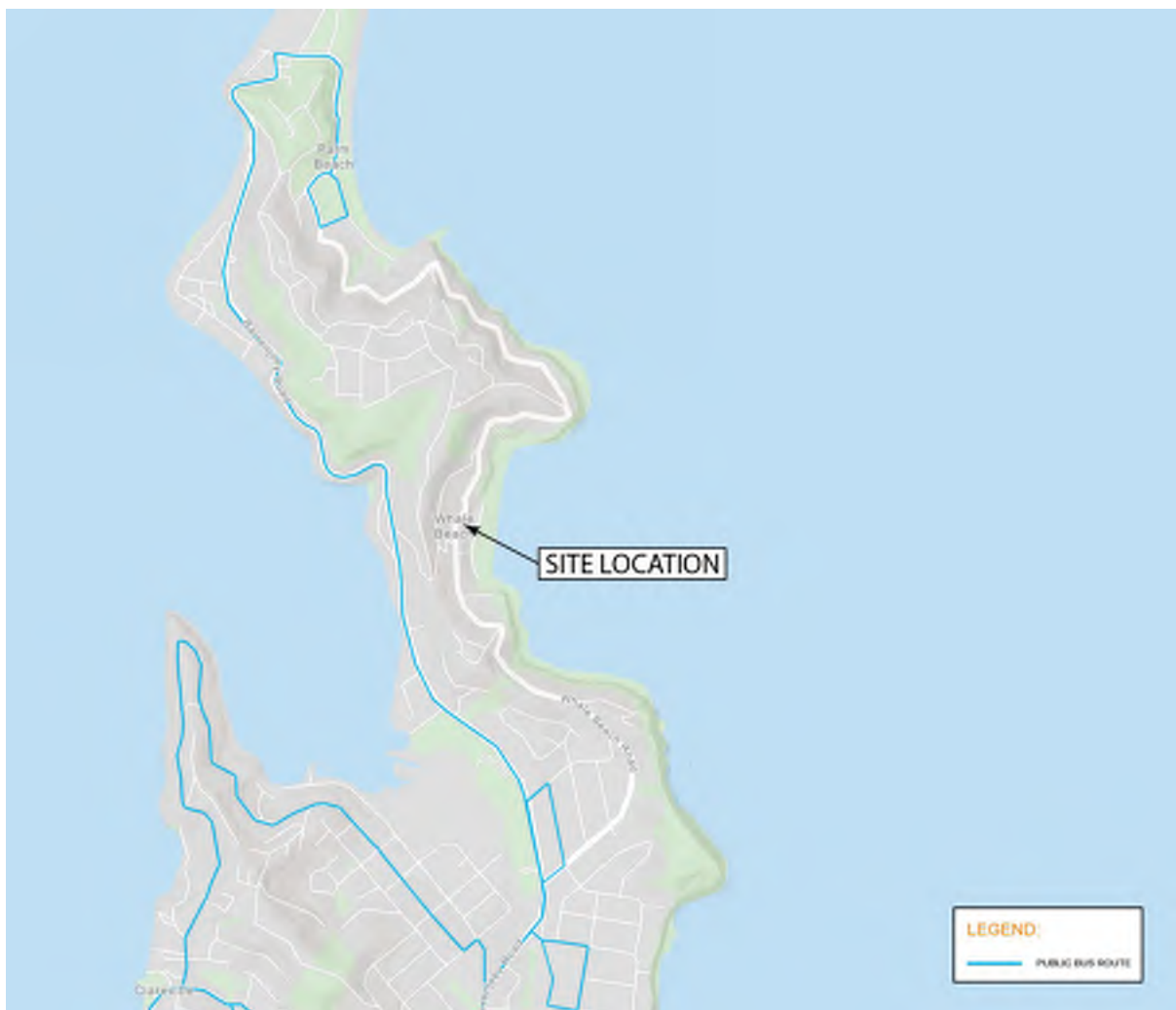
Location: 231 Whale Beach Road, Whale Beach NSW

Hours of Operation: Monday – Friday 7am – 5pm
 Saturday 8am – 1pm
 No work on Sunday or Public Holidays
 (as per condition 5a)

Scope of Works: Demolition works and construction of a Mixed-Use Development comprising Shop Top Housing and retail premises, with associated carparking, landscaping and strata subdivision.

This Construction Traffic Management Plan has been prepared to satisfy condition 17 contained within the DA (ref: REV2021/0034).

1.2 Location Map



1.3 DA Conditions

DA Conditions	Condition Addressed
17. Construction Traffic Management Plan As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate. Truck movements must be agreed with Council's Traffic Engineer prior to submission of the CTMP. The CTMP must address following:	CTMP prepared by a suitably qualified consultant Prepared by Matthew Young Prepare a Work Zone Traffic Management Plan Certificate #: TCT0048974
The proposed phases of construction works on the site, and the expected duration of each construction phase	Item 1.5 Program of Works
The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken	Item 1.5 Program of Works
Make provision for all construction materials to be stored on site, at all times	Items 3.2i) & 3.3i)
The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period ; The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed	Appendix A – Site Plans
The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site	Items 3.2d) & 3.3d)
Make provision for parking onsite. All Staff and Contractors are to use the basement parking once available	Item 1.6 Site Workers & Parking
Temporary truck standing / queuing locations in a public roadway/ domain in	Items 3.2e) & 3.3e)

the vicinity of the site are not permitted unless approved by Council prior	
Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian traffic	Appendix B – Traffic Control Plans
The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure	Section 4 – Notification Process
Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees	Appendix A – Site Plans
Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site	Section 5 Concurrent Works
The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site	Appendix C – Sediment Control Plan
Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve.	Item 1.5

The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent	Support methodology design by: PMI Structural Engineers: Thomas Williams 0449 998 503
Proposed protection for Council and adjoining properties	Item 1.7 Site Protection
The location and operation of any on site crane	Appendix A – Site Plans
The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.	Item 1.4 – Reference Documents
All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted. Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.	Noted

1.4 Reference Documents

This Construction Traffic Management Plan has been prepared in accordance with the following reference documents

Title	Version
Traffic Control at Worksites Technical Manual	v6.1, February 2022
Australian Standards 1742 – Manual of Uniform Traffic Control Devices	2003

1.5 Program of Works

This traffic management plan covers the stage(s) listed below, subsequent stages will require amendments and additional plans to be prepared.

Stages	Brief Description of The Works	Duration	Type of Trucks Used	The Number of Trucks per day
Demolition & Site Establishment	- Set up erosion and sediment control - Delivery of site amenities (portaloo, etc) - Install Tree Protection Zones - Demolition of structures - Tree removal (as approved)	8 Weeks	Heavy Rigid Vehicle (12.5m)	20 movements per day at peak.
Excavation and Shoring Wall	- Site strip and basement excavation - Piling / Shoring works - Off-site disposal for bulk excavation and detailed excavation material. - Concrete pours for basement shoring	30 Weeks	Truck and Dog (18.4m) Heavy Rigid Vehicle (12.5m)	12 movements per day – General days 25 movements on bulk load out days (1-2 days per week) Add 8-10 movements for concrete pour days (not generally carried out during bulk load out days)
Construction	- General construction activity for building structure (floor slabs, walls, etc.) - Delivery of materials required to construct proposed structures and fitout. - Associated landscaping - Concrete Pours for structure and landscaping works.	80 Weeks	Heavy Rigid Vehicle (12.5m) Medium Rigid Vehicle (8.8m) Trade Utes and Vans	8-10 movements per day – general deliveries. 16-20 movements on concrete pour days.

The roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.

1.6 Site Workers and Parking

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedure.

Stage	Number of Workers concurrently onsite	Parking Arrangements
Demolition	8	- Depending on conditions, parking may be available within the site boundary - An off-street parking facility - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.
Excavation and Shoring Wall	15	- Depending on conditions, parking may be available within the site boundary - An off-street parking facility - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.
Construction	30-40	- An off-street parking facility - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage. - Due to limited storage and site constraints, parking may be available within the basement but very limited.

1.7 Site Protection

Class A Hoarding along Whale Beach frontage with small return to the north and southern boundary. Temporary fencing used along the remaining site boundary to restrict public access and provide protection to surrounding properties.

2 Existing Conditions

2.1 Road Hierarchy

The NSW administrative road hierarchy comprises the following road classifications, that align with the generic road hierarchy as follows:

State Roads	Freeways and Primary Arterials (RMS Managed)
Regional Roads	Secondary or sub arterials (Council Managed, partly funded by the State)
Local Roads	Collector and local access roads (Council Managed)

Figure below shows the location of the site in the context of the local road hierarchy.



Source: TfNSW Road Network Classification

2.2 Road Network

Whale beach Road	
Road Classification	Local Road
Alignment	Northbound / Southbound
Number of Lanes (at site frontage)	2-way local road
Carriageway Type	Undivided
Carriageway Width	6.8m
Speed Limit	40km / hr
School Zone	No
Parking Controls	Generally no parking along the roadway, however, parallel parking permitted near the site where the road is wider.
Pedestrian Access	Footpath located along the site side of the roadway. No path of travel along the other side of Whale Beach Road.
Forms Site Frontage	Yes



Source: Google Maps

Surf Road	
Road Classification	Local Road
Alignment	Northbound / Southbound
Number of Lanes (at site frontage)	2-way local road
Carriageway Type	Undivided
Carriageway Width	4.7m
Speed Limit	40km / hr
School Zone	No
Parking Controls	No parking along both sides of the roadway.
Pedestrian Access	Footpath located along the eastern side of the roadway; however, footpath only travel approx. 70m from the Wale Beach Road intersection and ends around half-way down the road.
Forms Site Frontage	Yes



Source: Google Maps

2.3 Public Transport

Public Transport Access Overview



Source: TfNSW Trip Planner

2.3.1 Rail

Heavy Rail	N/A
Metro	N/A
Light Rail	N/A

2.3.2 Buses

Bus Stops	Closest public bus route stops along located along Barrenjoey Road. School Bus Routes has stops along Whale Beach Road including one opposite the site
Bus Zone	No Bus Zones along site frontages
Bus Lane	No Bus Lanes along site frontages
Bus Routes	Public bus routes along Barren Joey Road and school buses utilise Whale Beach Road

Bus Route Overview



Source: NSW Government Bus Route Map Website

2.3.3 Other

Taxi or Ride Sharing	No Taxi or Ride Sharing infrastructure along the site frontages
Car Share	No Car Sharing infrastructure along the site frontages
Ferry	N/A

3 Proposed Management of Construction Vehicles

3.1 General

- A schedule of site inductions shall be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations.

3.2 Demolition & Excavation Phases

a) Approach and Departure Routes

Whale Beach Road Access

- Approach Route – Traveling along Barrenjoey Road, continue onto Beach Road, turn right onto Palm Beach Road, turn left onto Florida Road, continue onto Whale Beach Road and then stand within the barricaded vehicle standing area in a forward-facing direction.
- Departure Route – In a forward-facing direction exit the vehicle standing area and continue south along Whale Beach Road and then turn left onto Barrenjoey Road.

Surf Road Access

- Approach Route 1 – Traveling along Barrenjoey Road, continue onto Beach Road, turn right onto Palm Beach Road, turn left onto Florida Road, continue onto Whale Beach Road, turn left onto Surf Road and then turn into the site.
- Approach Route 2 – Traveling along Barrenjoey Road, turn right onto Whale Beach Road, turn right onto Surf Road and then turn into the site.
- Departure Route 1 – Exit the site and travel north along Surf Road, turn right onto Whale Beach Road, continue onto Florida Road, turn right onto Palm Beach Road, turn left onto Ocean Road, continue onto Beach Road and then continue onto Barrenjoey Road.
- Departure Route 2 – Exit the site and travel north along Surf Road, turn left onto Whale Beach Road and then turn left onto Barrenjoey Road.

b) Site Access

- Vehicle access to the site via Surf Road.

c) Vehicle movements within the site

- Limited access within the site boundary via the Surf Road access point.

d) Loading and Unloading of Vehicles

- All vehicles to be loaded and unloaded within the site area, directly in-front or within a barricaded vehicle standing area along the Whale Beach Road frontage.

e) Vehicle Queuing

- Vehicles to stand within the site boundary or barricaded vehicle standing area along Whale Beach Road.
- Drivers are to contact the site prior to turning from Barrenjoey Road to ensure there is adequate space.

f) Removal of material from site

- Vehicles are to be loaded within site boundaries with crushed aggregate and/or shaker grid to be installed prior to exit point once hardstand area is removed.
- Vehicles inspected prior to leaving the site and cleaned as required to minimise contamination of surrounding roadways.
- Where water is used for cleaning vehicles, appropriate sediment control measures will be taken to ensure untreated water is not allowed to directly enter the storm water system.

g) Works Zone

- Works Zone proposed along the Whale Beach site frontage.

- h) Standing Plant
 - All equipment to be used within the site boundary only.
- i) Storage for Material, Waste and Equipment
 - All storage to be located within the site boundaries only.
- j) Pedestrian Management
 - Pedestrian access past the site as per existing conditions along the concrete footpath
 - Boundary fencing installed around the site boundary as required to restrict public access.
- k) Traffic Lanes
 - 2-way access maintained along Whale Beach Road and Surf Road past the site.
 - Whale beach Road Access – Southbound traffic held for short periods by onsite traffic controller to facilitate site vehicle ingress and egress from the standing area along the site frontage. Normal conditions restored at other times.
 - Surf Road Access – Eastbound traffic to be held for short periods by onsite traffic controller to allow site vehicles to reverse into the site. Normal conditions restored at other times.

3.3 Construction Phase

a) Approach and Departure Routes

Surf Road Access

- Approach Route 1 – Traveling along Barrenjoey Road, continue onto Beach Road, turn right onto Palm Beach Road, turn left onto Florida Road, continue onto Whale Beach Road, turn left onto Surf Road and then turn into the site.
 - Approach Route 2 – Traveling along Barrenjoey Road, turn right onto Whale Beach Road, turn right onto Surf Road and then turn into the site.
 - Departure Route 1 – Exit the site and travel north along Surf Road, turn right onto Whale Beach Road, continue onto Florida Road, turn right onto Palm Beach Road, turn left onto Ocean Road, continue onto Beach Road and then continue onto Barrenjoey Road.
 - Departure Route 2 – Exit the site and travel north along Surf Road, turn left onto Whale Beach Road and then turn left onto Barrenjoey Road.
- b) Site Access
- Vehicle access limited to the rear of the site due to excavation footprint.
 - Traffic management to be installed as per TCP in appendix B as vehicles need to reverse into the site.
 - Suitable vehicles may use the basement once its construction is complete.
- c) Vehicle movements within the site
- Suitable vehicles may use the basement once its construction is complete.
- d) Loading and Unloading of Vehicles
- All vehicles to be loaded and unloaded from within the site area, directly in-front.
- e) Vehicle Queuing
- Vehicles to stand within the site boundary or approved Works Zone only.
 - Drivers are to contact the site prior to turning from Barrenjoey Road to ensure there is adequate space.
- f) Works Zone.
- g) Standing Plant
- All equipment to be used within the site boundary, except during tower crane install and demobilisation (see TCP – appendix B).
 - Concrete pour from within site boundaries, see Appendix B for relevant TCP.

- h) Material Handling
 - Onsite tower crane installed for moving material and equipment between levels
 - Forklifts or similar plant to be used wholly within the site to load and unload vehicles as required.
- i) Storage for Material, Waste and Equipment
 - All storage to be located within the site boundaries only.
- j) Pedestrian Management
 - Pedestrian access past the site along Whale Beach Road maintained via temporary path of travel.
 - Pedestrian access along Surf Road maintained as per existing conditions with a traffic controller located at gate to manage pedestrian activity during vehicle ingress or egress.
 - Boundary fencing installed around the site boundary as required to restrict public access.
- k) Traffic Lanes
 - 2-way access maintained along Whale Beach Road and Surf Road past the site.
 - Surf Road Access – Eastbound traffic to be held for short periods by onsite traffic controller to allow site vehicles to reverse into the site. Normal conditions restored at other times.

4 Notification Process

Adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process via letterbox drop as required.

A minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

5 Concurrent Works

5.1 Liaise with concurrent works within a 250m radius of the site

Review of surrounding area



Project: Change of Use Development (from Shop to Restaurant) – MOD2020/0004

Address: 24 The Stand, Whale Beach

Builder: Alessi Design + Build

Site Contact: Connie – 02 9332 2727 / 0413 006 084 -

connie@alessidesignandbuild.com.au

Site to contact and coordinate with Connie when scheduling work activities with higher vehicle movements such as concrete pours / tower crane install, etc to ensure culminative impacts are reduced.

6 Impact Mitigation

Potential Impact Item	Mitigation Measures	Access Type	Responsible Parties
<i>Surrounding Properties</i>			
Access to surrounding properties	- Vehicle loading and unloading activities to occur within the site boundary or barricaded vehicle standing area along Whale Beach Road. Existing access points to be maintained throughout the project. - Safety barriers installed along Whale Beach Road to ensure access to the driveways on both sides of the site are maintained.	Existing conditions	All personnel associated with the site to ensure access points are kept clear
<i>Pedestrians</i>			
Access along footpaths	- Pedestrian access along the Whale Beach Road frontage to be maintained using a temporary path of travel along the shoulder. Walkway separated from the traffic lane using safety barriers. - Access along Surf Road maintained as per existing conditions with a traffic controller to assist when site vehicles are entering or exiting the site.	Managed access conditions	All personnel associated with the site to ensure walkway along Whale Beach Road is maintained. Traffic Controller at active site gate(s)
Pedestrian safety during site crane activity lifting over the footpath.	No lifting over existing footpaths or temporary walkways.	Existing path of travel maintained	Site to ensure crane movements do not travel outside of the site boundary
<i>Cyclists</i>			
Access along surrounding streets	Access along roadways maintained throughout the project	Existing path of travel maintained	Site to ensure existing access paths are maintained
<i>Local Traffic</i>			

Traffic movements – Whale Beach Road	Traffic lanes maintained as per existing conditions	2-way access maintained	Drivers to ensure access along the roadway is maintained
Traffic movements – Surf Road	Traffic lanes maintained as per existing conditions	Existing conditions	All personnel associated with the site to ensure Herring Road is unaffected by project
<i>Emergency Services</i>			
Emergency vehicle and personnel access and movement	- Vehicle loading and unloading activities to occur within the site boundary or managed vehicle standing area, maintaining existing access points to surrounding properties. - Pedestrian access maintained past the site. 2-way access maintained along Whale Beach Road and Surf Road	Existing conditions	All site personnel to ensure footpath and traffic access is kept clear.
<i>Public Transport</i>			
Patron access to public transport infrastructure	- Existing public bus routes unaffected by the project. - Access to the existing School Bus Stops along Whale Beach Road maintained as per existing conditions.	Existing conditions	All personnel associated with the site to ensure existing access is maintained
Bus service operation	Existing routes to operate as per existing conditions	Existing Conditions	All personnel associated with the site to ensure existing access is maintained.

Appendix A – Site Plans

- STS03-01 – Approach and Departure Routes - All Phases
- STS03-02 – Site Overview – Demolition Phase
- STS03-03 – Site Overview – Excavation Phase 1
- STS03-04 – Site Overview – Excavation Phases 2 - 6
- STS03-05 – Site Overview – Construction Phase

Appendix B – Traffic Control Plans

- STS03-06 – Site Access – Demolition Phase
- STS03-07 – Site Access – Excavation Phase 1
- STS03-08 – Site Access – Excavation Phases 2 - 6
- STS03-09 – Site Access – Construction Phase
- STS03-10 – Concrete Pour – Construction Phase
- STS03-11 – Tower Crane Install / Dismantle

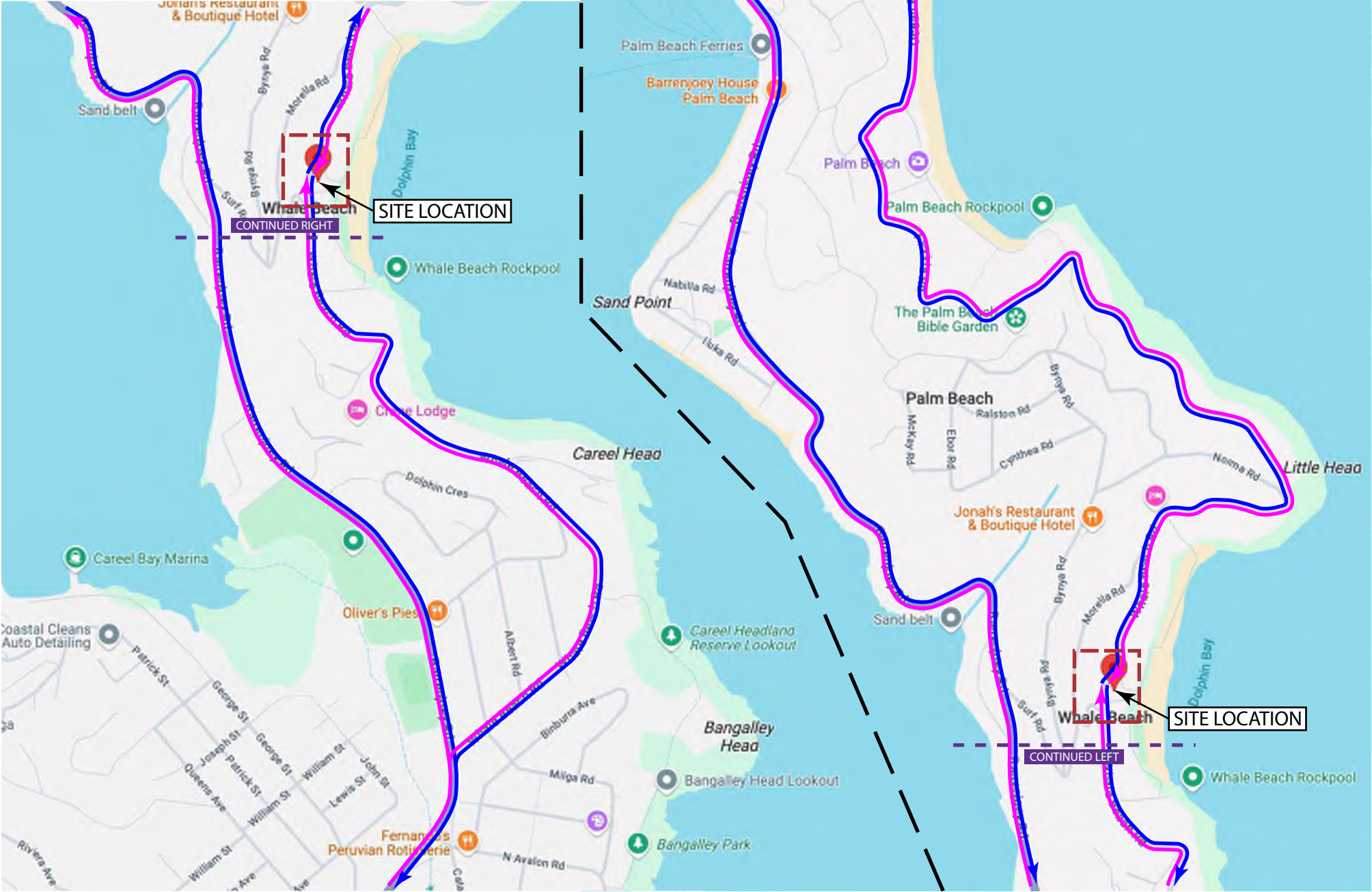
Appendix C – Other Documents

- Sediment Control Plan

Appendix A

APPROACH AND DEPARTURE ROUTES

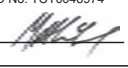
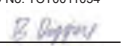
ALL PHASES



- LEGEND:**
- SITE BOUNDARY
 - SITE APPROACH ROUTE
 - SITE DEPARTURE ROUTE

Project/Event:	MIXED-USE DEVELOPMENT			
Location:	231 WHALE BEACH ROAD, WHALE BEACH NSW			
Client :	LESLIE CASSAR			
Plan No.	STS03-01	B	Date:	28TH MARCH 2025
SCALE: NOT TO SCALE				



PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974
SIGNED: 
APPROVED BY: BRIDGET DIGGINS
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0011034
SIGNED: 

DATE	DESCRIPTION
	E
	D
	C
28/03/2025	B CTMP R1
24/03/2025	A INITIAL SUBMISSION

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper	
All purposes on residential or commercial streets	<=50	4	Approach speed (km/h) Traffic control at start Lateral shift taper Merge taper	< 45	15	0	15
Center-line on approach to Traffic Controller position	All Cases	4					
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24					
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18					
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18					
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24					
Merge tapers	51-70 / >70	9 / 12					
Lateral shift tapers	51-70 / >70	12 / 18					
Protecting freshly painted lines	51-70 / >70	24 / 60					
FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180	

SITE OVERVIEW
DEMOLITION PHASE

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- SITE SHEDS AND AMENITIES
- TEMPORARY SITE FENCING
- A-CLASS HOARDING
- VEHICLE STANDING
- TREE PROTECTION ZONE
- SAFETY BARRIER
- SAFETY BARRIER END TREATMENT
- SITE GATE
- PEDESTRIAN BARRIER
- PEDESTRIAN ROUTE

DRIVEWAY ACCESS
MAINTAINED

DRIVEWAY ACCESS
MAINTAINED

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www.securetrafficsolutions.com.au
Secure Traffic Solutions - PO Box 760, Manly NSW 1655

Project/Event:	MIXED-USE DEVELOPMENT				
Location:	231 WHALE BEACH ROAD, WHALE BEACH NSW				
Client :	LESLIE CASSAR				
Plan No.	STS03-02	B	Date:	28TH MARCH 2025	
SCALE: NOT TO SCALE					



PREPARED BY: MATTHEW YOUNG
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TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

SIGNED:

APPROVED BY: BRIDGET DIGGINS
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0011034

SIGNED:

DATE		DESCRIPTION
	E	
	D	
	C	
28/03/2025	B	CTMP R1
24/03/2025	A	INITIAL SUBMISSION

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper	
All purposes on residential or commercial streets	<=50	4	Approach speed (km/h) Traffic control at start Lateral shift taper Merge taper				
Center-line on approach to Traffic Controller position	All Cases	4					
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24		< 45	15	0	15
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18		46-55	15	15	30
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18		56-65	30	30	60
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24		66-75	N/A	70	115
Merge tapers	51-70 / >70	9 / 12		76-85	N/A	80	130
Lateral shift tapers	51-70 / >70	12 / 18		86-95	N/A	90	145
Protecting freshly painted lines	51-70 / >70	24 / 60		96-105	N/A	100	160
FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180	

LEGEND:

TRAFFIC FLOW

SITE BOUNDARY

SITE SHEDS AND AMENITIES

TEMPORARY SITE FENCING

A-CLASS HOARDING

TREE PROTECTION ZONE

VEHICLE STANDING

SAFETY BARRIER

SAFETY BARRIER END TREATMENT

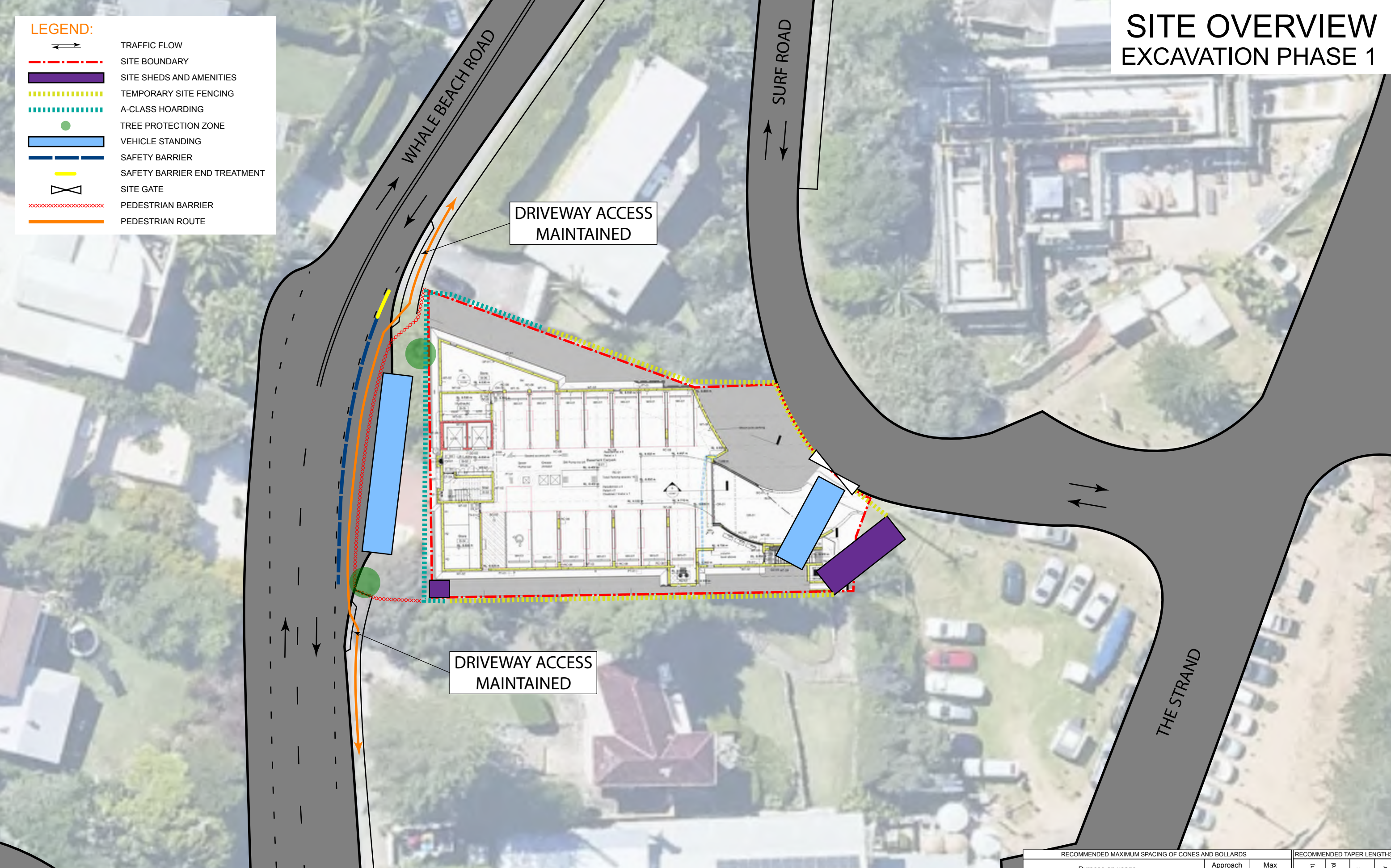
SITE GATE

PEDESTRIAN BARRIER

PEDESTRIAN ROUTE

SITE OVERVIEW

EXCAVATION PHASE 1



 0416 430 138 www.securetrafficsolutions.com.au Secure Traffic Solutions - PO Box 760, Manly NSW 1655	Project/Event:		MIXED-USE DEVELOPMENT					PREPARED BY: MATTHEW YOUNG PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0048974 SIGNED:  APPROVED BY: BRIDGET DIGGINS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0011034 SIGNED: 	DATE	DESCRIPTION		Purpose an usage		Speed (km/h)	Spacing (m)	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper		
	Location:		231 WHALE BEACH ROAD, WHALE BEACH NSW							E		All purposes on residential or commercial streets	<=50	4							
	Client :		LESLIE CASSAR							D		Center-line on approach to Traffic Controller position	All Cases	4							
	Plan No.		STS03-03	B	Date:	28TH MARCH 2025				C		Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45		15	0	15		
	SCALE: NOT TO SCALE										Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15		15	30			
											separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30		30	60			
											adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A		70	115			
									Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130						
								Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145							
								Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160							
								24/03/2025		A	INITIAL SUBMISSION		FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO					> 105	N/A	110	180

SITE OVERVIEW
EXCAVATION PHASES 2-6

LEGEND:

- 
- TRAFFIC FLOW



SITE BOUNDARY



SITE SHEDS AND AMENITIES



TEMPORARY SITE FENCING



A-CLASS HOARDING



TREE PROTECTION ZONE



VEHICLE STANDING

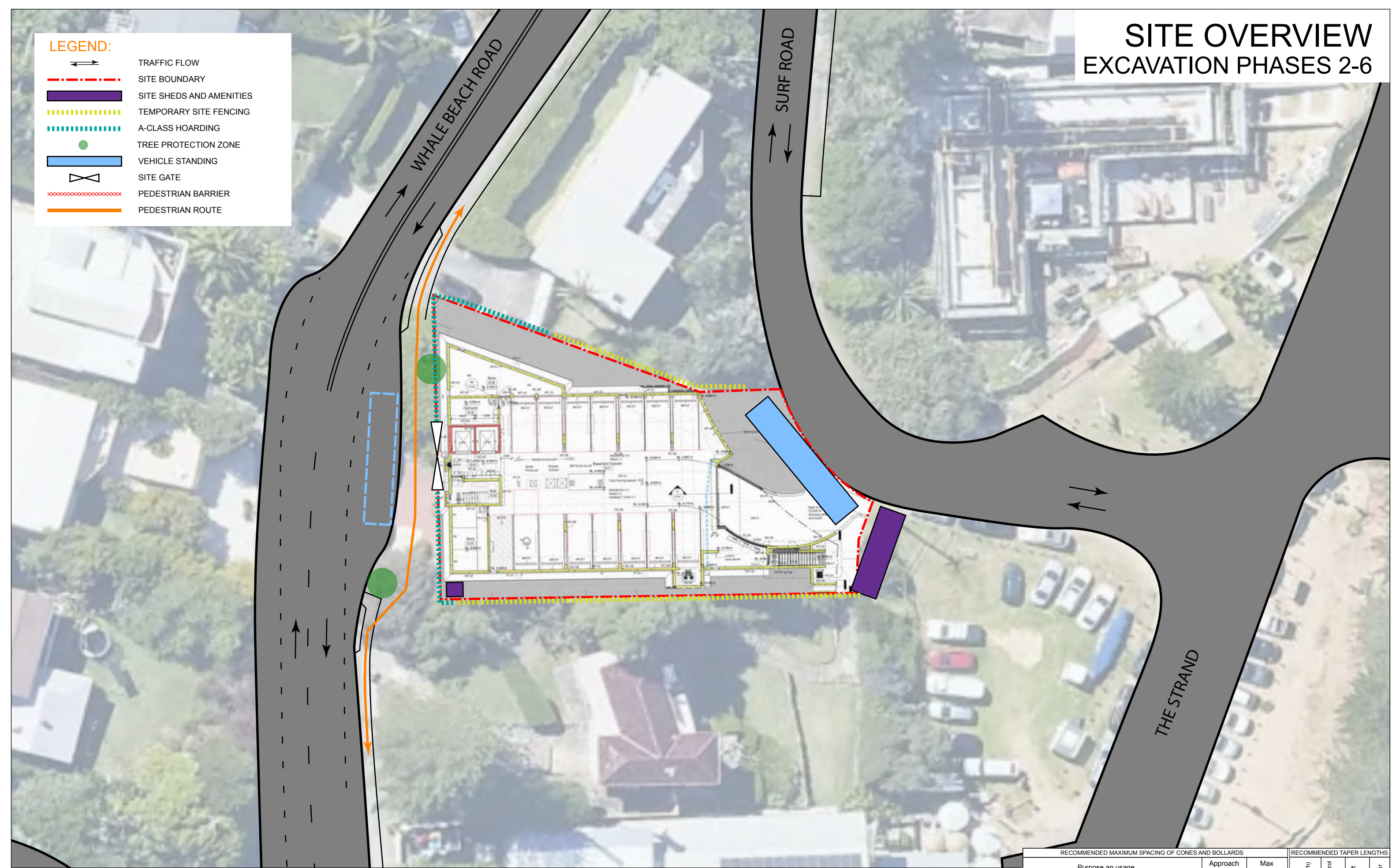


SITE GATE



PEDESTRIAN BARRIER



PEDESTRIAN ROUTE

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	RECOMMENDED TAPER LENGTHS			
			Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	<=50	4	< 45	15	0	15
Center-line on approach to Traffic Controller position	All Cases	4				
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separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115
Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130
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Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180



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Secure Traffic Solutions - PO Box 760, Manly NSW 1655

Project/Event:	MIXED-USE DEVELOPMENT				
Location:	231 WHALE BEACH ROAD, WHALE BEACH NSW				
Client :	LESLIE CASSAR				
Plan No.	STS03-04	B	Date:	28TH MARCH 2025	
SCALE: NOT TO SCALE					

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

SIGNED: 

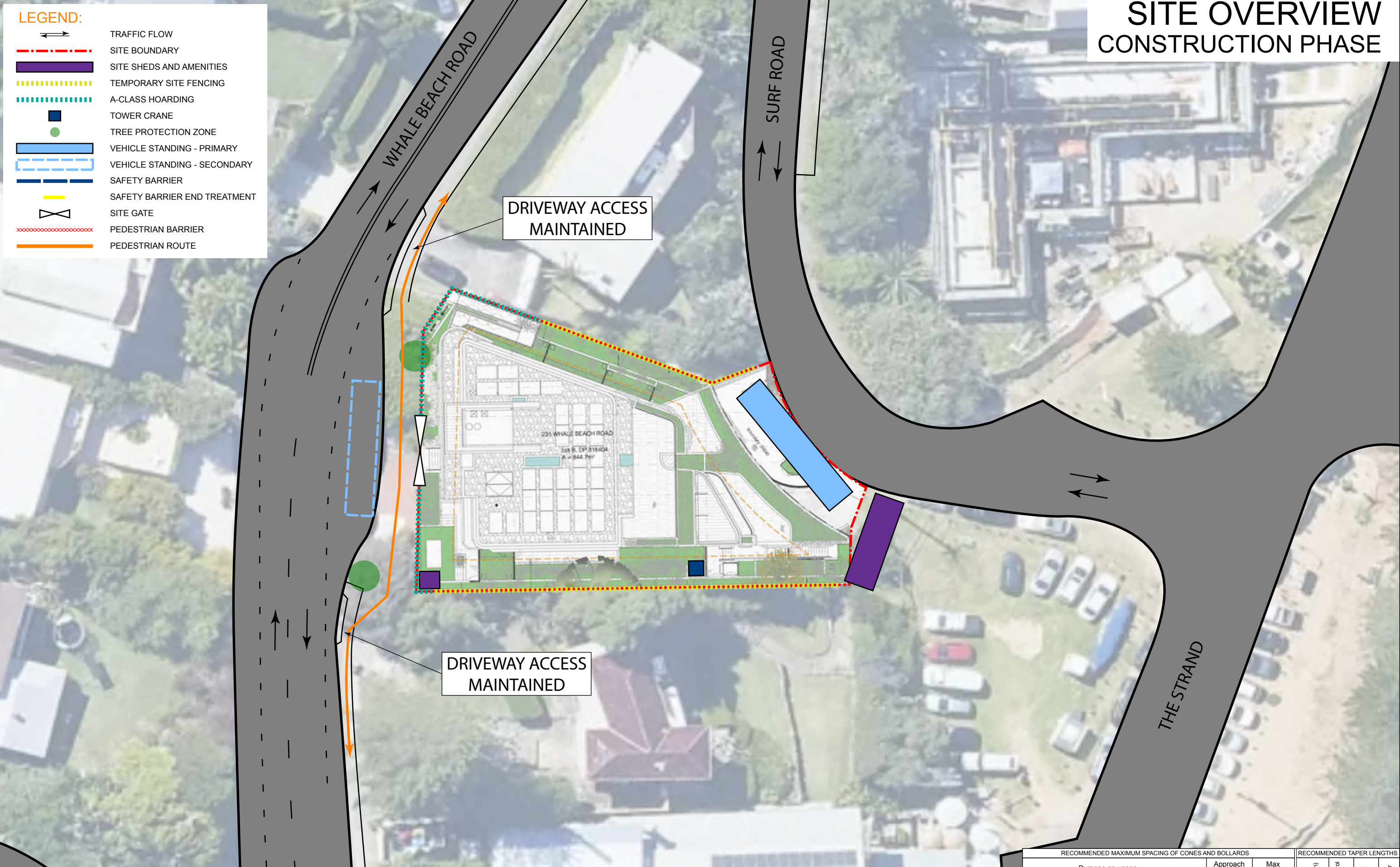
APPROVED BY: BRIDGET DIGGINS
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0011034

SIGNED: 

DATE	DESCRIPTION
	E
	D
	C
28/03/2025	B CTMP R1
24/03/2025	A INITIAL SUBMISSION

THE STRAND

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPER LENGTHS			
Approach	Max	1	2	3	4
Approach 1	10m	1.5m	2.0m	2.5m	3.0m
Approach 2	15m	2.0m	2.5m	3.0m	3.5m
Approach 3	20m	2.5m	3.0m	3.5m	4.0m
Approach 4	25m	3.0m	3.5m	4.0m	4.5m



RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS			
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper
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separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115
Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130
Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145
Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180

Appendix B

LEGEND:

- 
- TRAFFIC FLOW



SITE BOUNDARY



SITE SHEDS AND AMENITIES



TEMPORARY SITE FENCING



A-CLASS HOARDING



VEHICLE STANDING



SAFETY BARRIER



SAFETY BARRIER END TREATMENT



SITE GATE



PEDESTRIAN BARRIER



PEDESTRIAN ROUTE



TRAFFIC CONTROLLER



TRAFFIC CONTROLLER



TRAFFIC CONTROLLER



TRAFFIC CONTROLLER



TRAFFIC CONTROLLER



TRAFFIC CONTROLLER



TRAFFIC CONTROLLER



TRAFFIC CONTROLLER



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TRAFFIC CONTROLLER

TRAFFIC GUIDANCE SCHEME
SITE ACCESS - DEMOLITION PHASE

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. TRAFFIC LANES ALONG WHALE BEACH ROAD PAST THE SITE AS PER EXISTING CONDITIONS.
5. 2-WAY ACCESS MAINTAINED ALONG SURF ROAD.
6. TRAFFIC CONTROLLER TO ASSIST SITE VEHICLES TO ACCESS THE BARRICADED SHOULDER AREA BEING USED FOR LOADING AND UNLOADING.
7. TRAFFIC CONTROLLER TO ASSIST SITE VEHICLES ACCESS THE SITE. SOUTHBOUND TRAFFIC ALONG SURF ROAD TO BE HELD FOR SHORT PERIODS TO ALLOW SITE VEHICLES TO REVERSE INTO THE SITE.
8. PEDESTRIAN ACCESS MAINTAINED ALONG WHALE BEACH ROAD VIA A TEMPORARY PATH OF TRAVEL USING THE SHOULDER PAST THE SITE. PEDESTRIANS ARE SEPARATED FROM THE TRAFFIC LANE USING SAFETY BARRIERS.

DRIVEWAY ACCESS
MAINTAINED

DRIVEWAY ACCESS
MAINTAINED



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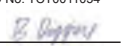
Project/Event:	MIXED-USE DEVELOPMENT			
Location:	231 WHALE BEACH ROAD, WHALE BEACH NSW			
Client :	LESLIE CASSAR			
Plan No.	STS03-06	B	Date:	28TH MARCH 2025
SCALE: NOT TO SCALE				



PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

SIGNED: 

APPROVED BY: BRIDGET DIGGINS
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0011034

SIGNED: 

DATE	DESCRIPTION
E	
D	
C	
28/03/2025	B CTMP R1
24/03/2025	A INITIAL SUBMISSION

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS			
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	<=50	4	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper
Center-line on approach to Traffic Controller position	All Cases	4				
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115
Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130
Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145
Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180

TRAFFIC GUIDANCE SCHEME

SITE ACCESS - EXCAVATION PHASE 1

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- SITE SHEDS AND AMENITIES
- TEMPORARY SITE FENCING
- A-CLASS HOARDING
- TREE PROTECTION ZONE
- VEHICLE STANDING
- SAFETY BARRIER
- SAFETY BARRIER END TREATMENT
- SITE GATE
- PEDESTRIAN BARRIER
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER

NOTES:

- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
 - ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
 - SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
 - TRAFFIC LANES ALONG WHALE BEACH ROAD PAST THE SITE AS PER EXISTING CONDITIONS.
- TRAFFIC CONTROLLER TO ASSIST SITE VEHICLES TO ACCESS THE BARRICADED SHOULDER AREA BEING USED FOR LOADING AND UNLOADING.
- 2-WAY ACCESS MAINTAINED ALONG SURF ROAD.
- TRAFFIC CONTROLLER TO ASSIST SITE VEHICLES ACCESS THE SITE. SOUTHBOUND TRAFFIC ALONG SURF ROAD TO BE HELD FOR SHORT PERIODS TO ALLOW SITE VEHICLES TO REVERSE INTO THE SITE.
- PEDESTRIAN ACCESS MAINTAINED ALONG WHALE BEACH ROAD VIA A TEMPORARY PATH OF TRAVEL USING THE SHOULDER PAST THE SITE. PEDESTRIANS ARE SEPARATED FROM THE TRAFFIC LANE USING SAFETY BARRIERS.

DRIVEWAY ACCESS MAINTAINED

DRIVEWAY ACCESS MAINTAINED



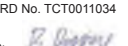
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Secure Traffic Solutions - PO Box 760, Manly NSW 1655

Project/Event:	MIXED-USE DEVELOPMENT			
Location:	231 WHALE BEACH ROAD, WHALE BEACH NSW			
Client :	LESLIE CASSAR			
Plan No.	STS03-07	B	Date:	28TH MARCH 2025
SCALE: NOT TO SCALE				

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

SIGNED: 

APPROVED BY: BRIDGET DIGGINS
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0011034

SIGNED: 

DATE	DESCRIPTION
	E
	D
	C
28/03/2025	B CTMP R1
24/03/2025	A INITIAL SUBMISSION

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper	
All purposes on residential or commercial streets	<=50	4					
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FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180	

TRAFFIC CONTROLLER



DATE		DESCRIPTION
	E	
	D	
	C	
28/03/2025	B	CTMP R1
24/03/2025	A	INITIAL SUBMISSION

LEGEND:

TRAFFIC FLOW

SITE BOUNDARY

SITE SHEDS AND AMENITIES

TEMPORARY SITE FENCING

A-CLASS HOARDING

TREE PROTECTION ZONE

VEHICLE STANDING - PRIMARY

VEHICLE STANDING - SECONDARY

SITE GATE

PEDESTRIAN BARRIER

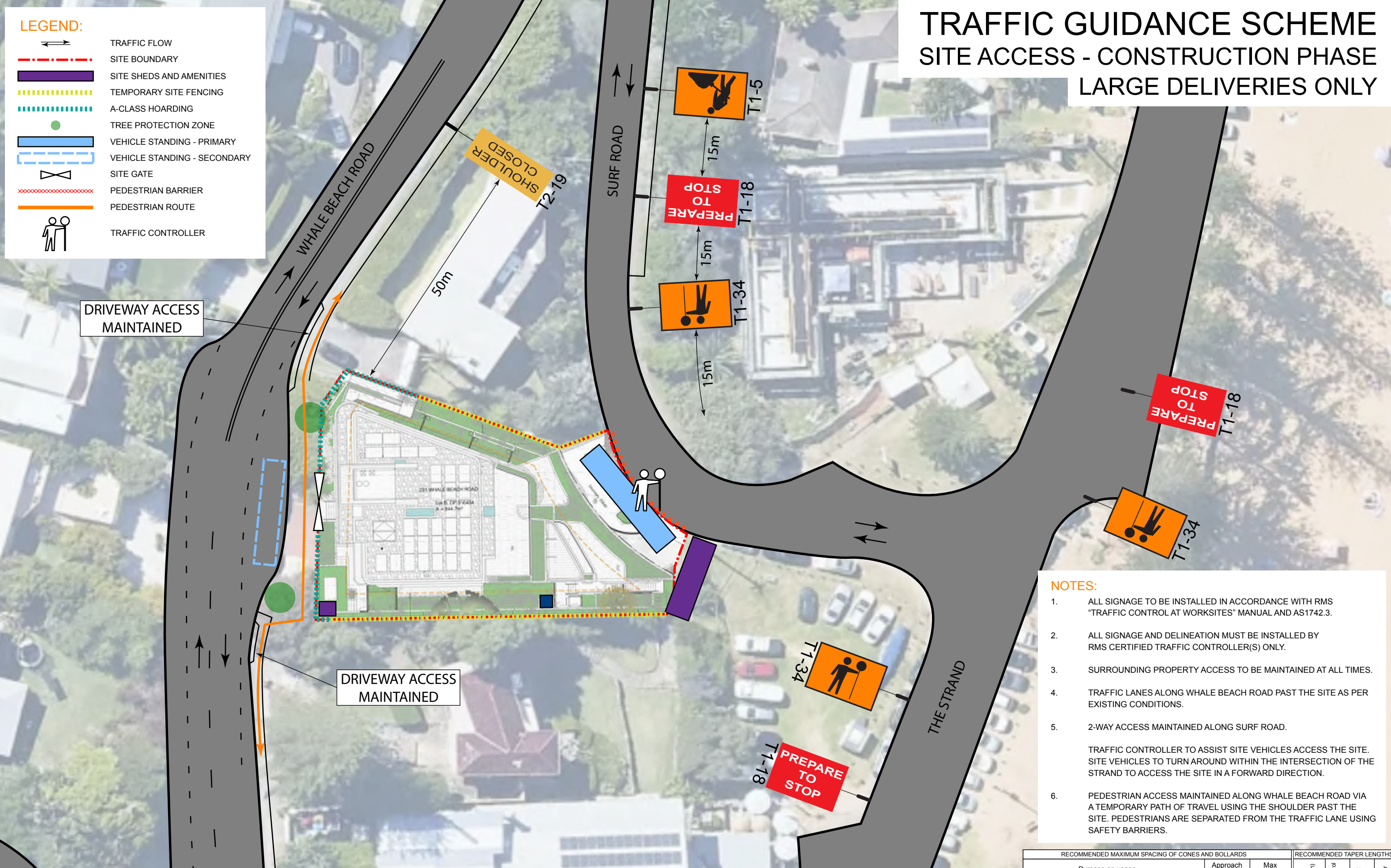
PEDESTRIAN ROUTE

TRAFFIC CONTROLLER

TRAFFIC GUIDANCE SCHEME

SITE ACCESS - CONSTRUCTION PHASE

LARGE DELIVERIES ONLY



- NOTES:
1.

ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
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3.

SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4.

TRAFFIC LANES ALONG WHALE BEACH ROAD PAST THE SITE AS PER EXISTING CONDITIONS.
5.

2-WAY ACCESS MAINTAINED ALONG SURF ROAD.
6.

PEDESTRIAN ACCESS MAINTAINED ALONG WHALE BEACH ROAD VIA A TEMPORARY PATH OF TRAVEL USING THE SHOULDER PAST THE SITE. PEDESTRIANS ARE SEPARATED FROM THE TRAFFIC LANE USING SAFETY BARRIERS.

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Project/Event:

MIXED-USE DEVELOPMENT

Location:

231 WHALE BEACH ROAD, WHALE BEACH NSW

Client :

LESLIE CASSAR

Plan No.

STS03-09

B

Date:

28TH MARCH 2025

SCALE: NOT TO SCALE

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974
SIGNED:

APPROVED BY: BRIDGET DIGGINS
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0011034
SIGNED:

DATE

DESCRIPTION

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D

C

28/03/2025

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CTMP R1

24/03/2025

A

INITIAL SUBMISSION

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				
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SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4.

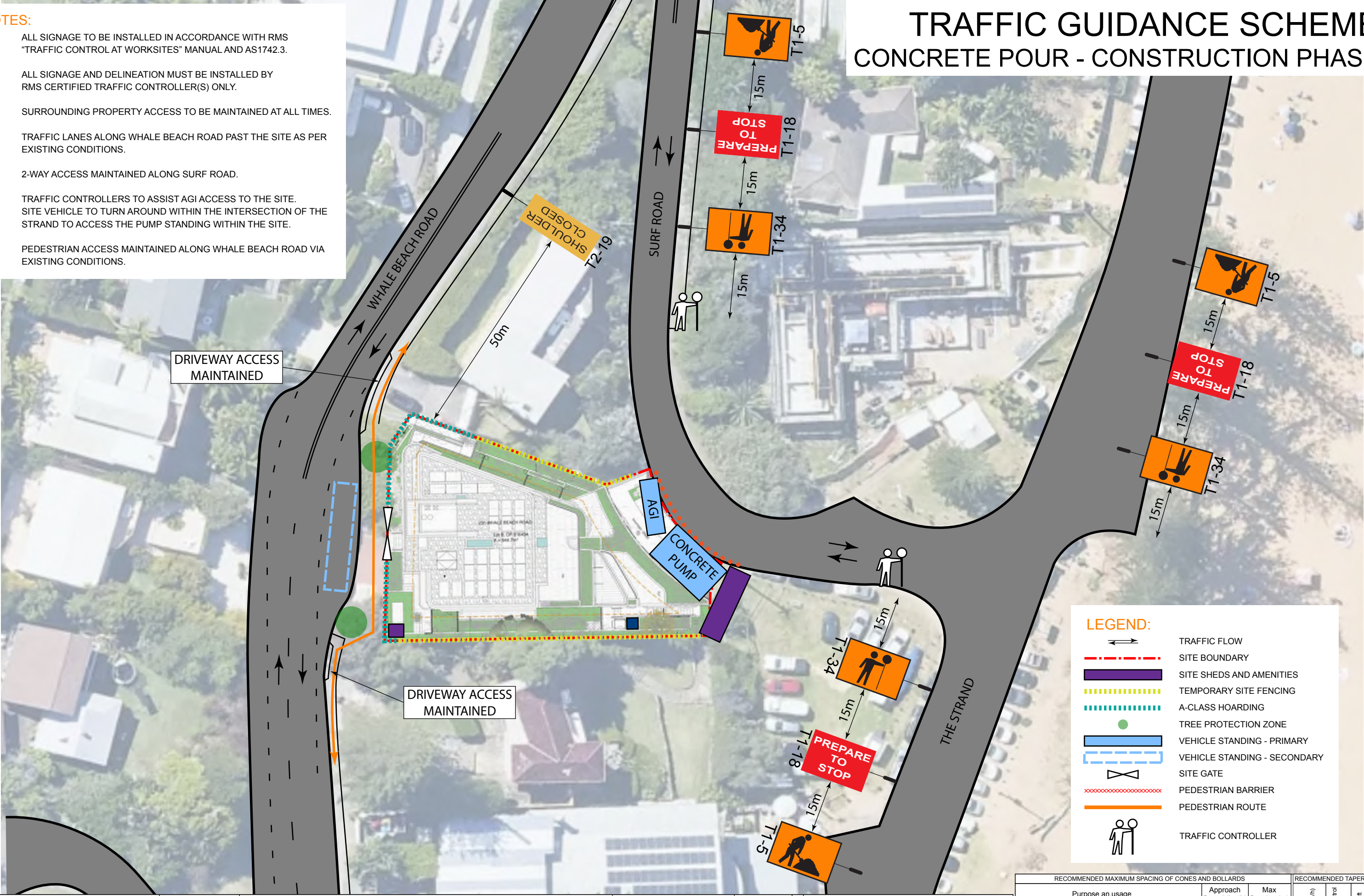
TRAFFIC LANES ALONG WHALE BEACH ROAD PAST THE SITE AS PER EXISTING CONDITIONS.
5.

2-WAY ACCESS MAINTAINED ALONG SURF ROAD.
6.

PEDESTRIAN ACCESS MAINTAINED ALONG WHALE BEACH ROAD VIA EXISTING CONDITIONS.
- TRAFFIC CONTROLLERS TO ASSIST AGI ACCESS TO THE SITE.

SITE VEHICLE TO TURN AROUND WITHIN THE INTERSECTION OF THE STRAND TO ACCESS THE PUMP STANDING WITHIN THE SITE.

TRAFFIC GUIDANCE SCHEME
CONCRETE POUR - CONSTRUCTION PHASE



LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- SITE SHEDS AND AMENITIES
- TEMPORARY SITE FENCING
- A-CLASS HOARDING
- TREE PROTECTION ZONE
- VEHICLE STANDING - PRIMARY
- VEHICLE STANDING - SECONDARY
- SITE GATE
- PEDESTRIAN BARRIER
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER

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FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180	

Project/Event:	MIXED-USE DEVELOPMENT					
Location:	231 WHALE BEACH ROAD, WHALE BEACH NSW					
Client :	LESLIE CASSAR					
Plan No.	STS03-10	B	Date:	28TH MARCH 2025		
SCALE: NOT TO SCALE						

PREPARED BY: MATTHEW YOUNG

PREPARE A WORKZONE

TRAFFIC MANAGEMENT PLAN

CARD No. TCT0048974

SIGNED:

APPROVED BY: BRIDGET DIGGINS

PREPARE A WORKZONE

TRAFFIC MANAGEMENT PLAN

CARD No. TCT0011034

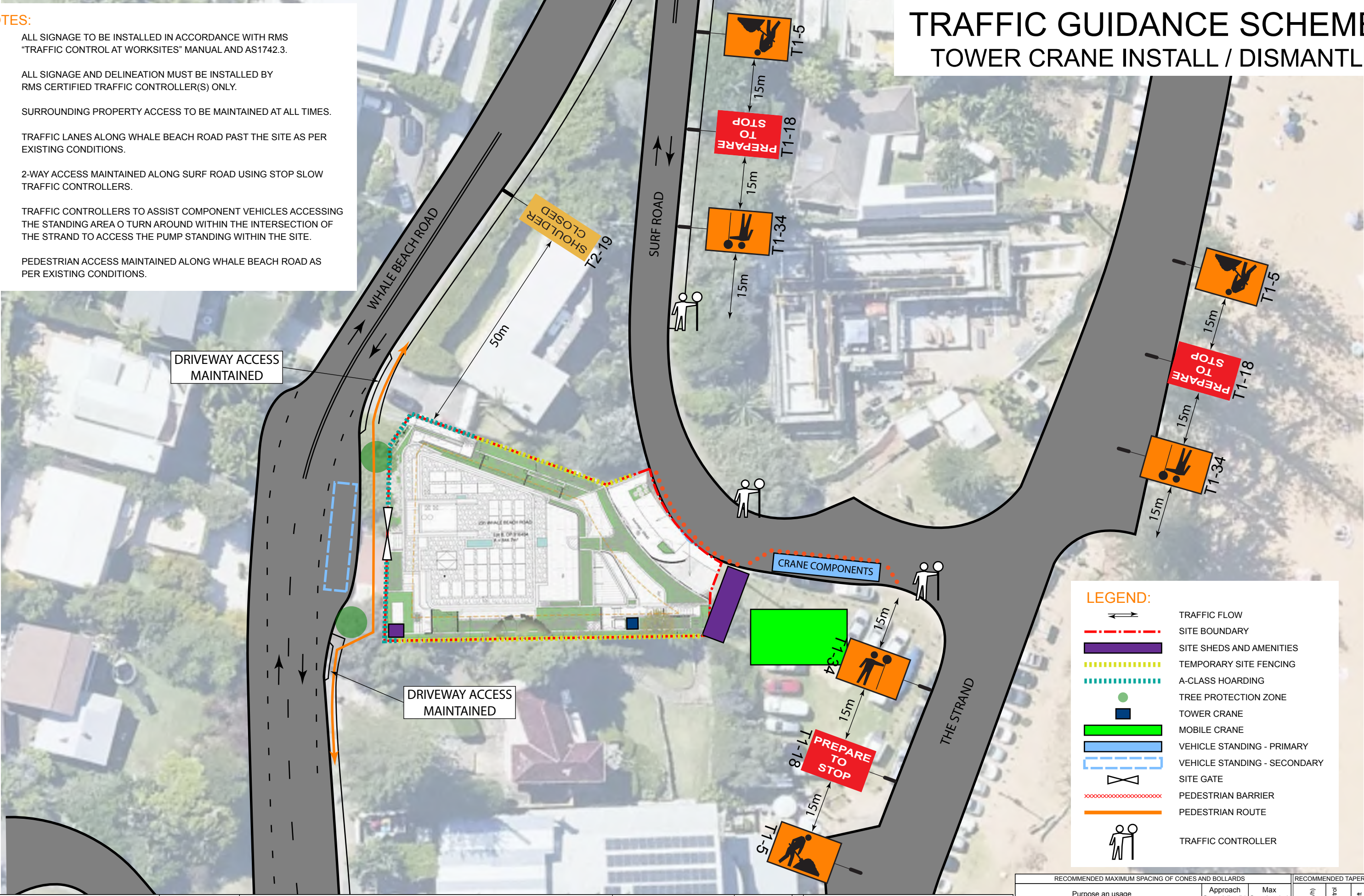
SIGNED:

DATE	DESCRIPTION
	E
	D
	C
28/03/2025	B CTMP R1
24/03/2025	A INITIAL SUBMISSION

NOTES:

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4. TRAFFIC LANES ALONG WHALE BEACH ROAD PAST THE SITE AS PER EXISTING CONDITIONS.
5. 2-WAY ACCESS MAINTAINED ALONG SURF ROAD USING STOP SLOW TRAFFIC CONTROLLERS.
- TRAFFIC CONTROLLERS TO ASSIST COMPONENT VEHICLES ACCESSING THE STANDING AREA O TURN AROUND WITHIN THE INTERSECTION OF THE STRAND TO ACCESS THE PUMP STANDING WITHIN THE SITE.
6. PEDESTRIAN ACCESS MAINTAINED ALONG WHALE BEACH ROAD AS PER EXISTING CONDITIONS.

TRAFFIC GUIDANCE SCHEME
TOWER CRANE INSTALL / DISMANTLE



LEGEND:

↔

TRAFFIC FLOW

SITE BOUNDARY

■

SITE SHEDS AND AMENITIES

TEMPORARY SITE FENCING

A-CLASS HOARDING

●

TREE PROTECTION ZONE

■

TOWER CRANE

■

MOBILE CRANE

■

VEHICLE STANDING - PRIMARY

■

VEHICLE STANDING - SECONDARY

⏏

SITE GATE

xxxxxxxxxxxxxxxxxxxx

PEDESTRIAN BARRIER

—

PEDESTRIAN ROUTE

🧑

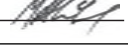
TRAFFIC CONTROLLER

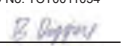
RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				
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Project/Event:	MIXED-USE DEVELOPMENT				
Location:	231 WHALE BEACH ROAD, WHALE BEACH NSW				
Client :	LESLIE CASSAR				
Plan No.	STS03-11	A	Date:	28TH MARCH 2025	
SCALE: NOT TO SCALE					

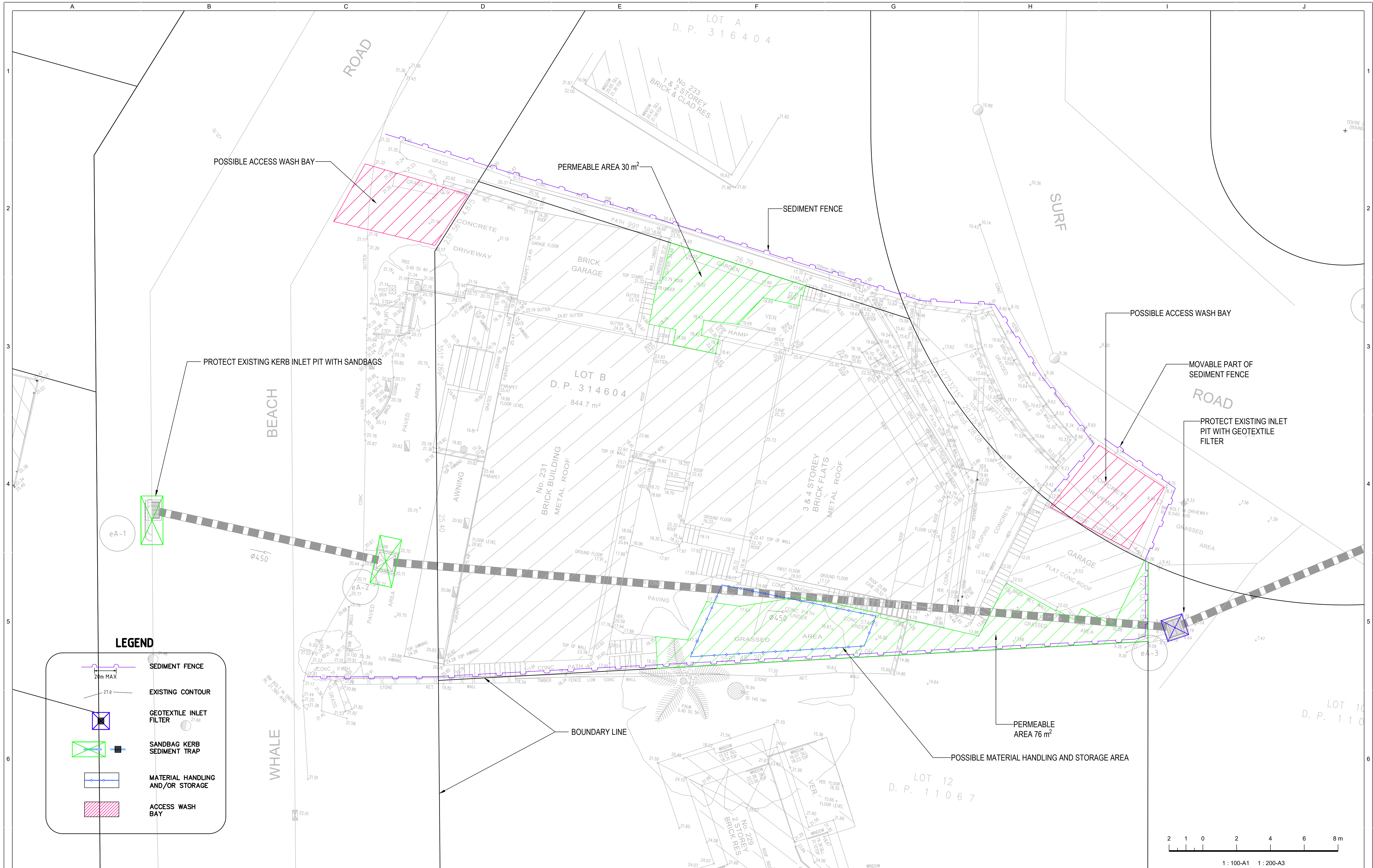
PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974
SIGNED: 

APPROVED BY: BRIDGET DIGGINS
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0011034
SIGNED: 



DATE		DESCRIPTION
E		
D		
C		
B		
28/03/2025	A	INITIAL SUBMISSION

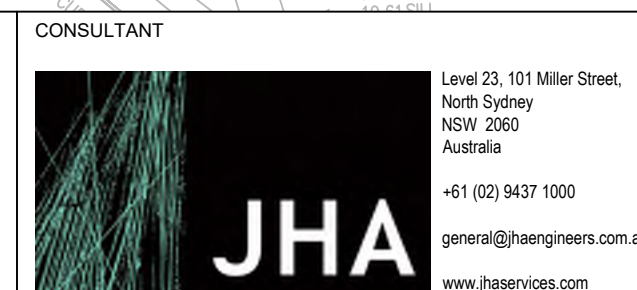
Appendix C



REVISIONS / AMENDMENTS				REVISIONS / AMENDMENTS			
Rev	Date	Description	Verified	Rev	Date	Description	Verified
P1	18.12.19	ISSUED FOR DA	J.S.		All dimensions to be verified on site/prior to commencement of on-site work and/or off-site prefabrication. Figured dimension to be taken in preference to scaled dimensions. This drawing is copyright and remains the property of J14 Consulting Engineers. Reproduction in whole or part of these drawings without written consent constitutes an infringement of copyright.		
P2	13.03.20	ISSUED FOR DA	J.S.				
P3	02.10.20	ISSUED FOR DA	J.S.				

CLIENT
L. CASSAR

ARCHITECT
RICHARD COLE
ARCHITECTURE



PROJECT

**WHALE BEACH
NEIGHBOURHOOD
DEVELOPMENT APPLICATION**

231 WHALE BEACH ROAD,
WHALE BEACH, NSW

TITLE
STORMWATER SERVICES
EXISTING GROUND LEVEL
SOIL AND EROSION CONTROL
LAYOUT PLAN

DA ISSUE NOT FOR CONSTRUCTION		
DRAWN CHECKED APPROVED CREATED JOB No.	J.S. J.S. J.S. 12/19 DRAWING No.	SCALE @ A1 1:100 REV
190351	C101	P3

Appendix B – Construction Management Plan

SITE ESTABLISHMENT - DEMOLITION

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

PEDESTRIAN PATH

WATER BARRIERS FOR
PEDESTRIAN PROTECTION

TEMPORARY CHAIN LINK
BARRIER

TEMPORARY COVERED AREA FOR
MANAGER USE

SEWER CONNECTED TOILET &
WASHBAY

TEMPORARY SCAFFOLD FOR
DEMOLITION WORKS

PEDESTRIAN ACCESS
UN-AFFECTED

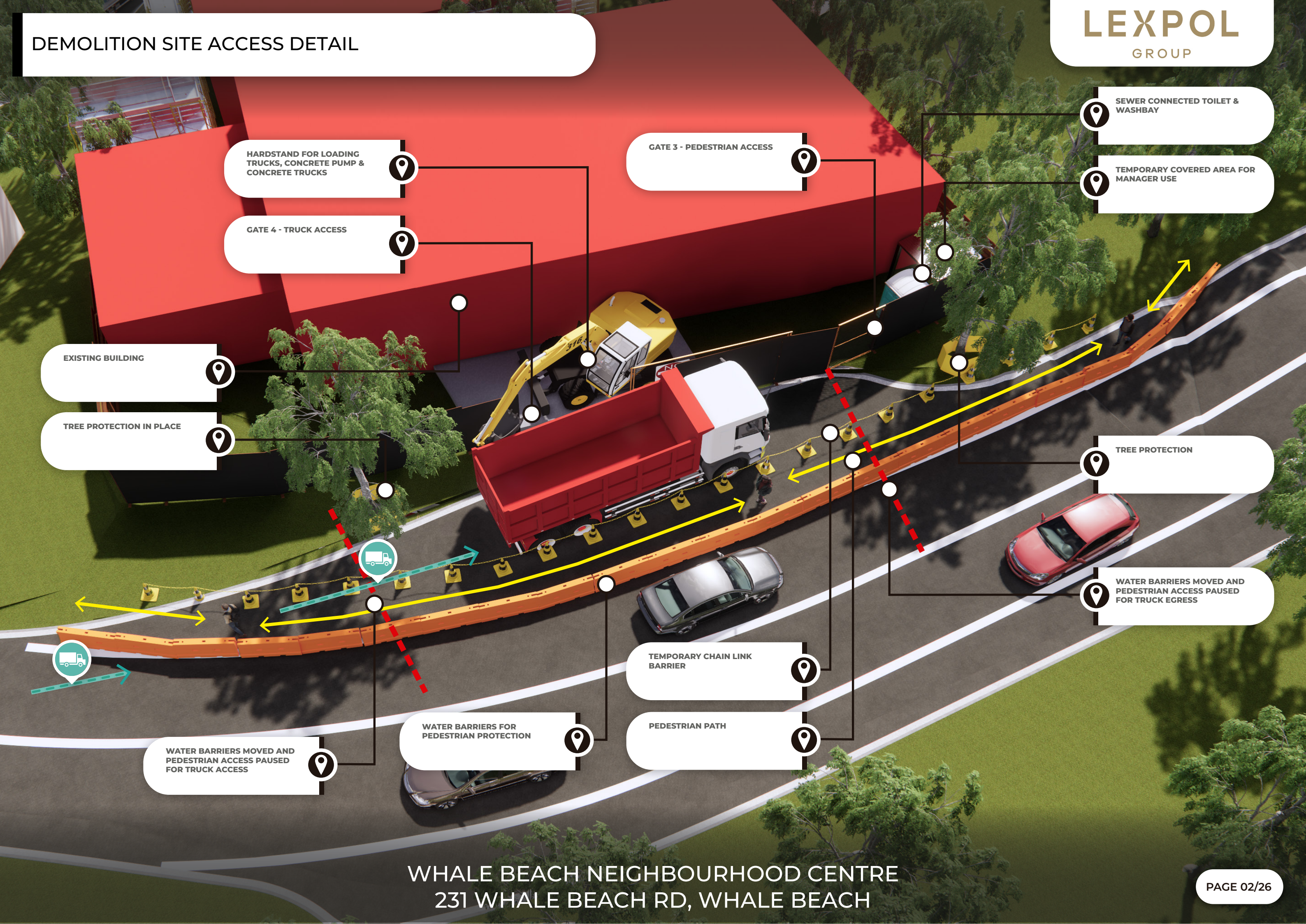
HARDSTAND FOR LOADING
TRUCKS, CONCRETE PUMP &
CONCRETE TRUCKS

EMERGENCY
EVACUATION
ZONE

1X SITE OFFICE, 1X LUNCH ROOM

SEWER CONNECTED TOILET &
WASHBAY

WHALE BEACH NEIGHBOURHOOD CENTRE
231 WHALE BEACH RD, WHALE BEACH



HARDSTAND FOR LOADING
TRUCKS, CONCRETE PUMP &
CONCRETE TRUCKS

GATE 3 - PEDESTRIAN ACCESS

SEWER CONNECTED TOILET &
WASHBAY

TEMPORARY COVERED AREA FOR
MANAGER USE

GATE 4 - TRUCK ACCESS

EXISTING BUILDING

TREE PROTECTION IN PLACE

TREE PROTECTION

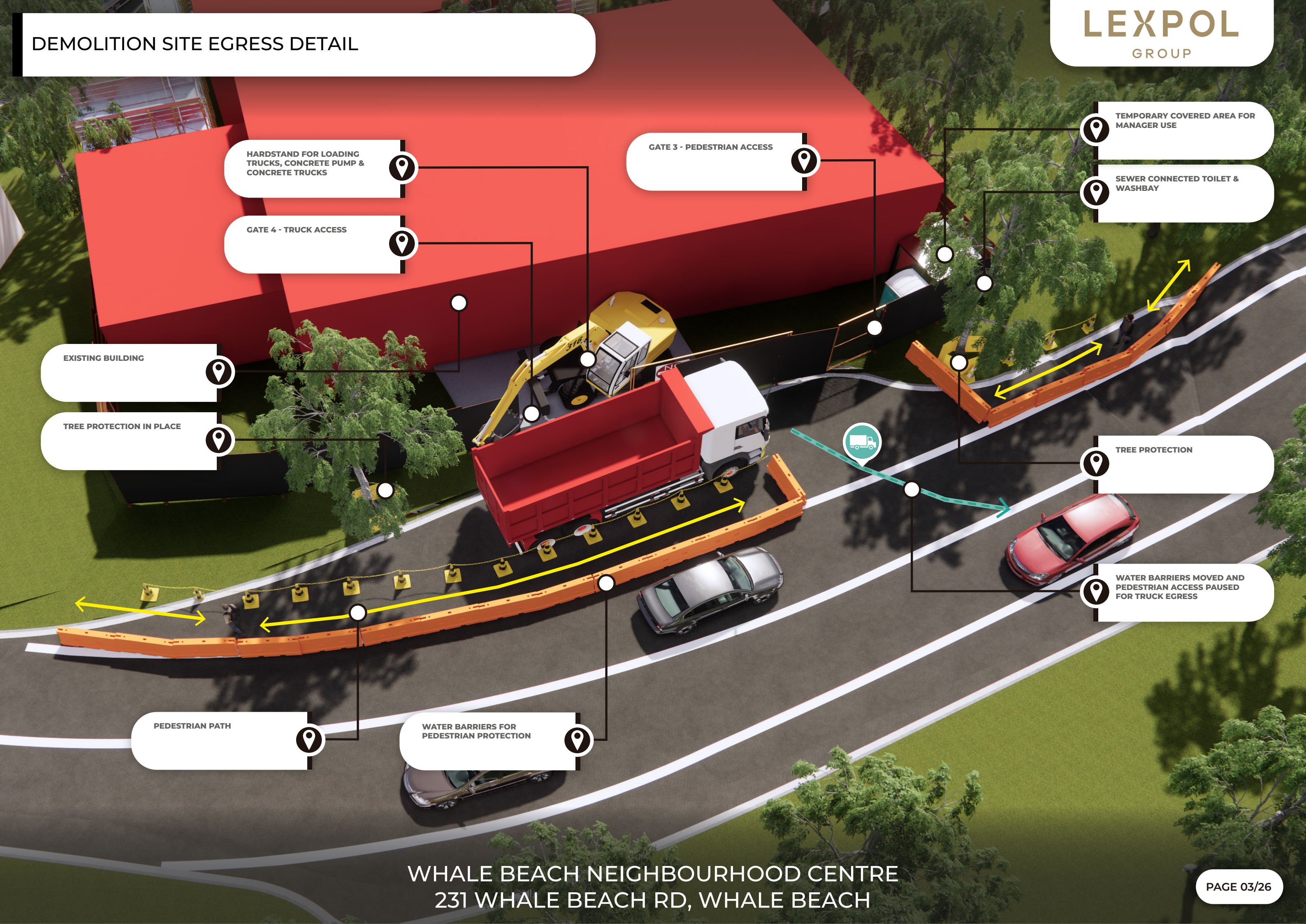
WATER BARRIERS MOVED AND
PEDESTRIAN ACCESS PAUSED
FOR TRUCK EGRESS

TEMPORARY CHAIN LINK
BARRIER

PEDESTRIAN PATH

WATER BARRIERS FOR
PEDESTRIAN PROTECTION

WATER BARRIERS MOVED AND
PEDESTRIAN ACCESS PAUSED
FOR TRUCK ACCESS



HARDSTAND FOR LOADING
TRUCKS, CONCRETE PUMP &
CONCRETE TRUCKS

GATE 3 - PEDESTRIAN ACCESS

TEMPORARY COVERED AREA FOR
MANAGER USE

SEWER CONNECTED TOILET &
WASHBAY

GATE 4 - TRUCK ACCESS

EXISTING BUILDING

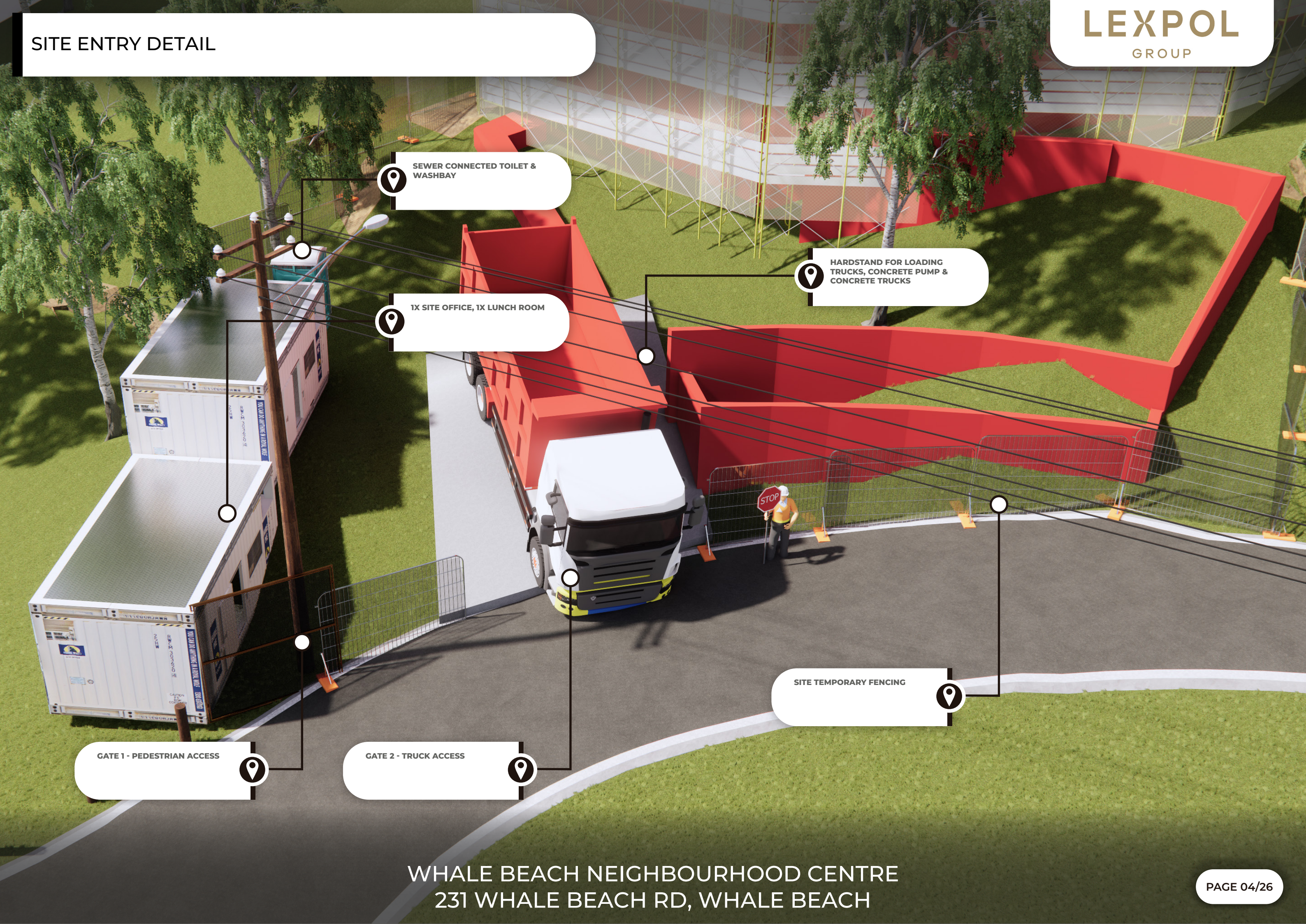
TREE PROTECTION IN PLACE

TREE PROTECTION

WATER BARRIERS MOVED AND
PEDESTRIAN ACCESS PAUSED
FOR TRUCK EGRESS

PEDESTRIAN PATH

WATER BARRIERS FOR
PEDESTRIAN PROTECTION



SEWER CONNECTED TOILET &
WASHBAY



1X SITE OFFICE, 1X LUNCH ROOM



HARDSTAND FOR LOADING
TRUCKS, CONCRETE PUMP &
CONCRETE TRUCKS



SITE TEMPORARY FENCING



GATE 1 - PEDESTRIAN ACCESS



GATE 2 - TRUCK ACCESS

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

EXISTING BUILDING TO BE DEMOLISHED

TEMPORARY SCAFFOLDING IN PLACE FOR DEMOLITION WORKS

EXISTING BUILDING DEMOLITION IN PROGRESS

HARDSTAND FOR LOADING TRUCKS, CONCRETE PUMP & CONCRETE TRUCKS

PEDESTRIAN PROTECTION IN PLACE

EXISTING BUILDING RETAINING WALLS TO BE DEMOLISHED IN STAGES

SITE FENCE IN PLACE

SEDIMENT & EROSION CONTROL AT BASE OF FENCE

WHALE BEACH NEIGHBOURHOOD CENTRE
231 WHALE BEACH RD, WHALE BEACH

STAGED BULK EXCAVATION & PILING

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

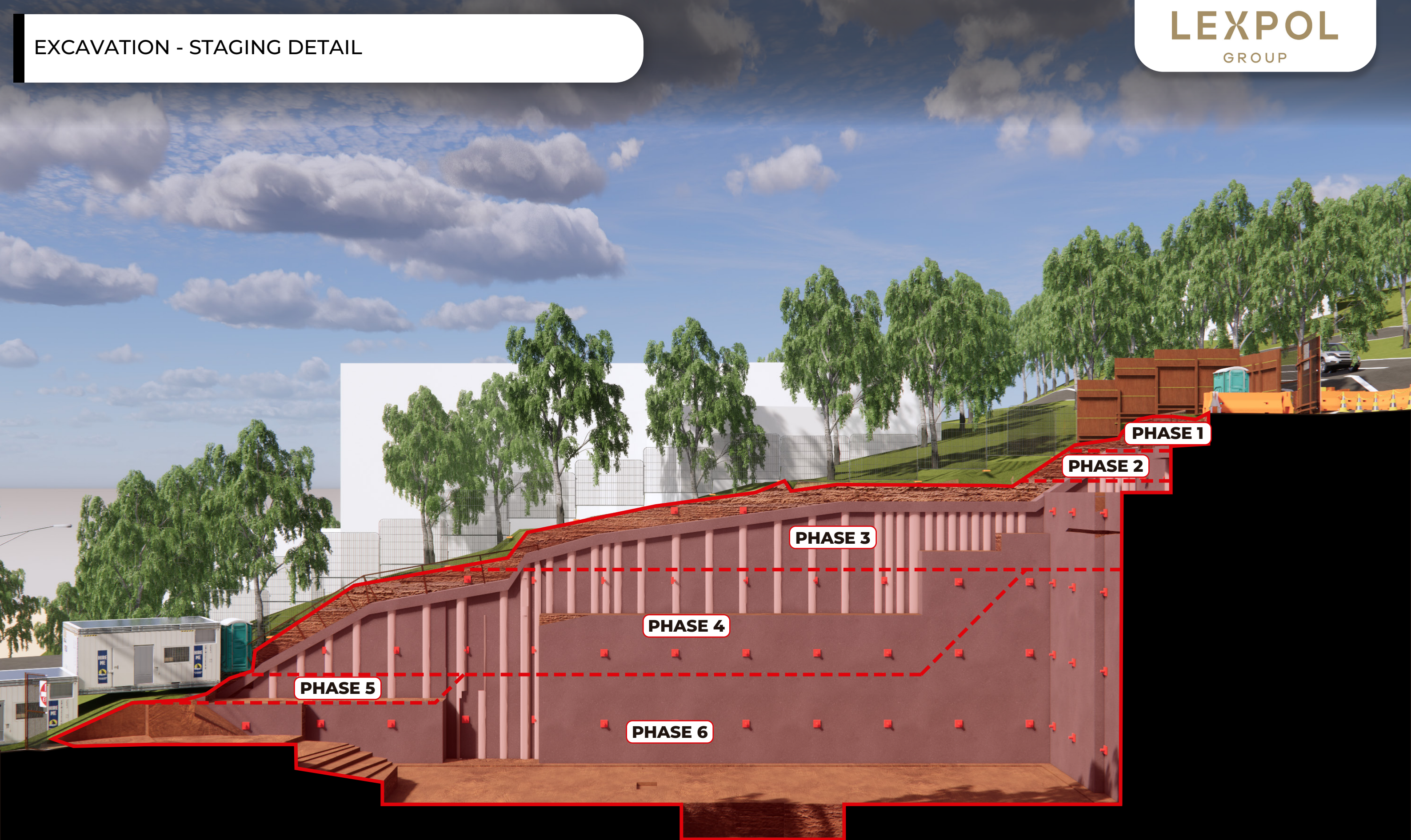
TEMPORARY COVERED AREA FOR
MANAGER USE

EARTH RAMP IN PLACE

TRUCK LOADING IN PROGRESS

PILING WORKS IN PROGRESS
STARTING FROM THIS CORNER,
WEST BOUNDARY, NORTHERN
BOUNDARY & SOUTHERN
BOUNDARY

WHALE BEACH NEIGHBOURHOOD CENTRE
231 WHALE BEACH RD, WHALE BEACH



Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

EXCAVATION PHASE 1 IN PROGRESS

TRUCK LOADING ON HARDSTAND

EDGE PROTECTION IN PLACE

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

EXCAVATION PHASE 2 IN PROGRESS

TRUCK LOADING ON HARDSTAND

TRUCK NOT TO BLOCK VEHICLES

EDGE PROTECTION IN PLACE

FENCE REMOVED DURING TRUCK MANEUVERS

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

EXCAVATION PHASE 3 IN PROGRESS

TRUCK LOADING ON HARDSTAND

TRUCK NOT TO BLOCK VEHICLES

G3

G4

EDGE PROTECTION IN PLACE

ROCK ANCHORS IN PLACE

FENCE REMOVED DURING TRUCK MANEUVERS

WHALE BEACH NEIGHBOURHOOD CENTRE
231 WHALE BEACH RD, WHALE BEACH

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

EXCAVATION PHASE 4 IN PROGRESS

TRUCK LOADING ON HARDSTAND

TRUCK NOT TO BLOCK VEHICLES

EDGE PROTECTION IN PLACE

ROCK ANCHORS IN PLACE

FENCE REMOVED DURING TRUCK MANEUVERS

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

EXCAVATION PHASE 5 IN PROGRESS

TRUCK LOADING ON HARDSTAND

TRUCK NOT TO BLOCK VEHICLES

G3

G4

EDGE PROTECTION IN PLACE

ROCK ANCHORS IN PLACE

FENCE REMOVED DURING TRUCK MANEUVERS

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

EXCAVATION PHASE 6 IN PROGRESS

TRUCK LOADING ON HARDSTAND

TRUCK NOT TO BLOCK VEHICLES

EDGE PROTECTION IN PLACE

ROCK ANCHORS IN PLACE

FENCE REMOVED DURING TRUCK MANEUVERS

SITE ESTABLISHMENT - STRUCTURAL WORKS

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS



SKIP BIN

HARDSTAND FOR LOADING
TRUCKS, CONCRETE PUMP &
CONCRETE TRUCKS

FENCE REMOVED DURING TRUCK
MANEUVERS

PEDESTRIAN PATH UPSIDE OF
CAPPING BEAM FOR WORKERS

EMERGENCY
EVACUATION
ZONE

1X SITE OFFICE, 1X LUNCH ROOM

SEWER CONNECTED TOILET &
WASHBAY

TEMPORARY COVERED AREA FOR
MANAGER USE

SEWER CONNECTED TOILET &
WASHBAY

WHALE BEACH NEIGHBOURHOOD CENTRE
231 WHALE BEACH RD, WHALE BEACH

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

FOUNDATIONS POUR IN PROGRESS

POTAIN MD98 CRANE IN PLACE IN MECH RISER

PEDESTRIAN PATH UPSIDE OF CAPPING BEAM FOR WORKERS

TRUCK NOT TO BLOCK VEHICLES

ROCK ANCHORS IN PLACE

FENCE REMOVED DURING TRUCK MANEUVERS

CONCRETE PUMP ON HARDSTAND

WHALE BEACH NEIGHBOURHOOD CENTRE
231 WHALE BEACH RD, WHALE BEACH

FOUNDATIONS POUR IN
PROGRESS

POTAIN MD98 CRANE IN PLACE
IN MECH RISER

PEDESTRIAN PATH UPSIDE OF
CAPPING BEAM FOR WORKERS

TRUCK NOT TO BLOCK VEHICLES

ROCK ANCHORS IN PLACE

CONCRETE BOOM PUMP ON
HARDSTAND

SKIP BIN

FENCE REMOVED DURING TRUCK
MANEUVERS

MAIN STRUCTURE - SLAB ON GROUND

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

SLAB ON GROUND POUR IN PROGRESS

EDGE PROTECTION ON SLAB

PEDESTRIAN PATH UPSIDE OF CAPPING BEAM FOR WORKERS

TRUCK NOT TO BLOCK VEHICLES

ROCK ANCHORS IN PLACE

FENCE REMOVED DURING TRUCK MANEUVERS

CONCRETE BOOM PUMP ON HARDSTAND

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

LEVEL 1 SLAB POUR IN PROGRESS

EDGE PROTECTION ON SLAB

PEDESTRIAN PATH UPSIDE OF CAPPING BEAM FOR WORKERS

TRUCK NOT TO BLOCK VEHICLES

FENCE REMOVED DURING TRUCK MANEUVERS

CONCRETE BOOM PUMP ON HARDSTAND

EDGE PROTECTION IN PLACE

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

LEVEL 2 SLAB POUR IN PROGRESS

SCAFFOLDING IN PLACE

PEDESTRIAN PATH UPSIDE OF CAPPING BEAM FOR WORKERS

TRUCK NOT TO BLOCK VEHICLES

FENCE REMOVED DURING TRUCK MANEUVERS

CONCRETE BOOM PUMP ON HARDSTAND

EDGE PROTECTION IN PLACE

G3

G4

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

LEVEL 3 SLAB POUR IN PROGRESS

SCAFFOLDING IN PLACE

PEDESTRIAN PATH UPSIDE OF CAPPING BEAM FOR WORKERS

TRUCK NOT TO BLOCK VEHICLES

FENCE REMOVED DURING TRUCK MANEUVERS

CONCRETE BOOM PUMP ON HARDSTAND

EDGE PROTECTION IN PLACE

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

LEVEL 4 SLAB POUR IN PROGRESS

SCAFFOLDING IN PLACE

PEDESTRIAN PATH UPSIDE OF CAPPING BEAM FOR WORKERS

TRUCK NOT TO BLOCK VEHICLES

FENCE REMOVED DURING TRUCK MANEUVERS

CONCRETE BOOM PUMP ON HARDSTAND

EDGE PROTECTION IN PLACE

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

ROOF SLAB POUR IN PROGRESS

SCAFFOLDING IN PLACE

TRUCK NOT TO BLOCK VEHICLES

LOADING BAY ON LEVEL 2

CONCRETE BOOM PUMP ON HARDSTAND

FENCE REMOVED DURING TRUCK MANEUVERS

LEVEL 4 MATERIALS LOADING
ZONE

LEVEL 3 MATERIALS LOADING
ZONE, UNTIL AWNING IS
INSTALLED, THEN LOADING
FROM WHALE BEACH RD

EDGE PROTECTION IN PLACE 1M

LEVEL 1 MATERIALS LOADING
ZONE

LOADING BAY ON LEVEL 2

ACCESS TO GF FOR MATERIALS
LOADING

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

CONCRETE STRUCTURE
COMPLETE

FACADE WORKS IN PROGRESS,
SCAFFOLD IN PLACE FOR
AWNING WORKS

8M TRUCK FOR GENERAL
DELIVERIES

LOADING BAY ON LEVEL 2

WHALE BEACH NEIGHBOURHOOD CENTRE
231 WHALE BEACH RD, WHALE BEACH

Legend

-  A CLASS HOARDING
-  TEMPORARY FENCING
-  TEMPORARY ACCESS GATE
-  SITE SHEDS
-  CONSTRUCTION VEHICLE ACCESS

FACADE WORKS COMPLETE,
SCAFFOLD DEMOBILISED

FITOUT IN PROGRESS

WHALE BEACH NEIGHBOURHOOD CENTRE
231 WHALE BEACH RD, WHALE BEACH



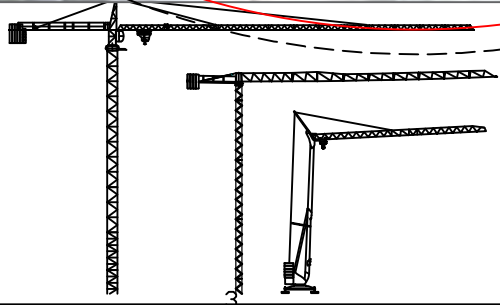
WHALE BEACH NEIGHBOURHOOD CENTRE
231 WHALE BEACH RD, WHALE BEACH

Appendix C – Site Fixed Crane Diagrams



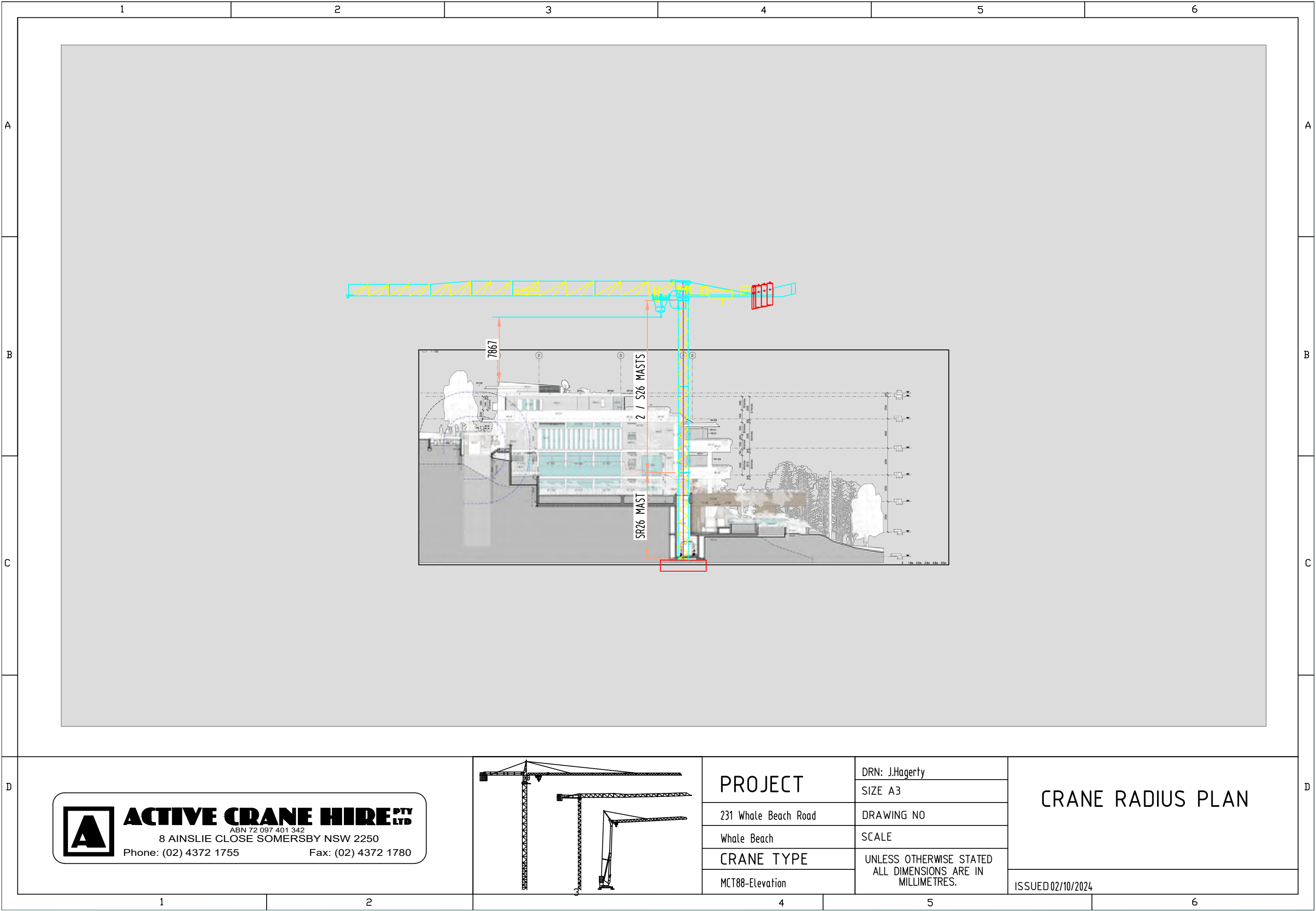


ACTIVE CRANE HIRE
PTY LTD
ABN 72 097 401 342
8 AINSLIE CLOSE SOMERSBY NSW 2250
Phone: (02) 4372 1755 Fax: (02) 4372 1780



PROJECT	DRN: J.Hagerty
	SIZE A3
	DRAWING NO
231 Whale Beach Road	SCALE 1:400
Whale Beach	UNLESS OTHERWISE STATED ALL DIMENSIONS ARE IN MILLIMETRES.
CRANE TYPE	
MDT98	

CRANE RADIUS PLAN	
ISSUED 02/10/2024	



Appendix D – Mobile Crane Set Up For Crane Installation

RIGGING ARRANGEMENT MAY BE
ADJUSTED ON SITE BY SUITABLY
TICKETED BORGER RIGGER



LEXPOL

GROUP

