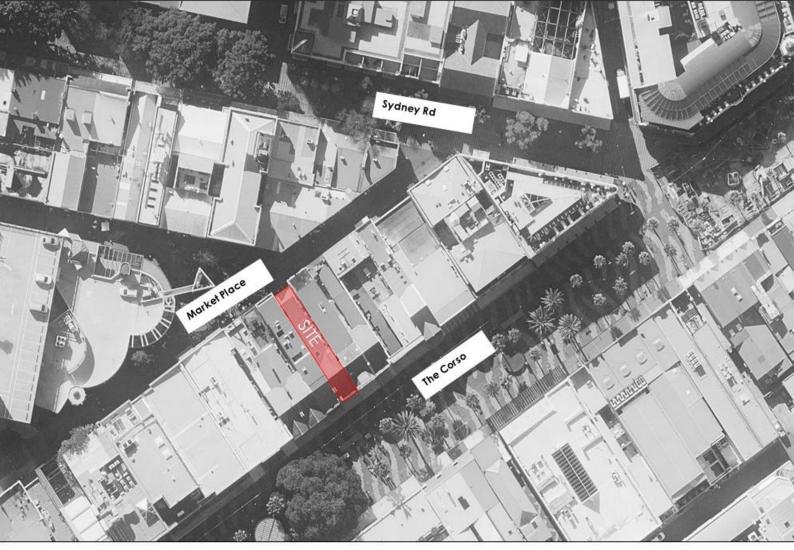


47 The Corso, Manly

Alterations and additions to an existing development

Construction Traffic Management Plan



Client // Mr I c c/- S Reference// N335 Date // 20/08

Mr Tarek Gergis c/- Sandbox Studio N335 20/08/24

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Appendix D – Traffic Guidance Scheme

Document Control

Internal Reference	N335	
Issue	A	20/08/24
Client Name	Mr Tarek Gergis c/- Sandbox Studio	

Revision Register

Issue	Date	Description	Prepared By	Approved By	Signed
A	20/08/24	For DA submission only	Syed Ali	Syed Ali	Au.

1. Introduction

1.1 Background

It is understood that a development application (DA2024/0919) is lodged with Northern Beaches Council (Council) for the proposed alterations and additions to the existing development at 47 The Corso, Manly.

Due to constrained construction vehicle access to the subject site, Council has requested a Construction Traffic Management Plan (CTMP) as part of the DA submission.

The owner of the property, Mr Tarek Gergis (Client), has commissioned Traffic and Transport Planning Solutions (TTPS) Pty Ltd to prepare a Construction Traffic Management Plan (CTMP) for the proposed works at the subject site.

1.2 Author Details

This CTMP has been prepared by a suitably qualified and experienced civil (traffic) engineer with 11 years of professional experience and holds the SafeWork NSW Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Syed Faizan Ali – card no. TCT0071340

1.3 Objectives

The primary objective of this CTMP is to ensure that the construction is completed in the best and safest practice manner with adherence to the guidelines and regulations of the authorities. This plan is to identify and define plans to:

- To minimise inconvenience to all residents and others
- To minimise the impact on local road use and avoid the use of transport-related operations inside peak road use times and school hours
- To ensure that local pedestrians are able to use footpaths or have suitable safe circulation routes clearly provided during construction.
- To complete the proposal without damaging any property, either of the property itself or of the adjoining owners
- To minimise dust and noise to safe and acceptable levels
- To remove spoil without creating health or safety issues
- To minimise the impact of the project on the public and the environment to reduce or eliminate the number of vehicles, pedestrians or environmental incidents



 Ensure that the construction process is safe, seamless and compliant with council, state and federal guidelines.



2. Existing Site and Proposed Development

2.1 Site Location

The subject site is located at 47 The Corso, Manly (Lot 6/-/DP26171). It is a rectangular lot with a total area of approximately 150m² and an approximately 5m long street frontages to The Corso to the south and Market Place to the north.

The site is currently zoned as Local Centre E1. Pedestrian access to the site is via a door opening through the Market Place frontage of the site. The existing development does not provide off-street car parking spaces. As such, regular vehicle access to the site is not practical, given both frontage roads are designated pedestrian zones only. The location of the site and its surrounding environs is shown in Figure 2.1.



Figure 2.1: Site Location

2.2 Proposed Works

The proposed works for the subject development include alterations and additions to an existing building, including the construction of an additional storey containing two new residential units, a roof terrace, a new retail tenancy facing Market Lane, and reconfiguring the existing floor area to include a studio and offices.

The proposed architectural plans prepared by **Sandbox Studio** are reproduced in Appendix A of this plan.



3. Existing Transport Conditions

3.1 Road Network

The surrounding road network includes:

The Corso

The Corso is a local road, and in the vicinity of the site, is aligned in a northeast and southwest direction. In the vicinity of the site, The Corso is a designated pedestrian zone that allows vehicle access between 5 a.m. and 8 a.m. only. The Corso has active street frontages with commercial shops, bars, cafes and restaurants located on both sides of the street. The street serves as a primary pedestrian thoroughfare between Manly Wharf and Manly Beach.

Market Lane

Market Lane is a local road that runs in a northeast and southwest direction parallel to The Corso and generally provides service access to the properties along The Corso. Like The Corso, Market Place is also a designated pedestrian zone and allows vehicle access between 5 a.m. and 8 a.m. only. Market Place also has an active street frontage with cafés and outdoor seating arrangements. The laneway also provides pedestrian access to Manly Library.

Whistler Street

Whistler Street is a local road and runs in a north-south direction. Whistler Street intersects with Market Place and allows vehicular access to Market Place and Council carpark at Whistler Street.



Figure 3.1 below shows the road network in the vicinity of the site.

Figure 3.1: Road network In the vicinity of the site



3.2 Public Transport Services

3.2.1 Train

The nearest available train station to the site is Circular Quay, which can be accessed by Ferry Service F1 (Manly), CCWM (Manly to City via Watsons Bay) and MFF (Manly Fast Ferry). Ferry Services are readily available and can be accessed via Manly Wharf.

Circular Quay Station is serviced by three major train services, namely T2 (Inner West and Leppington Line), T3 (Bankstown Line) and T8(Airport and South Line). The station provides the opportunity to connect with the wider Sydney Trains Network.

3.2.2 Ferry Services

Manly Wharf is located within a 300m radius and some 4 minutes walking distance from the subject site. Manly Wharf serves as a major public transport hub for the residents of Manly and its surrounds. The wharf is serviced by direct ferry route F1 (Manly to Circular Quay) with an average frequency of approximately 20 minutes during morning and afternoon peak periods.

3.2.3 Bus

Manly Town Centre is currently well-serviced by buses, providing a strong interchange between Bus and Ferry Services. The bus stands near Manly Wharf are located along East Esplanade and Belgrave Street. These bus stands are serviced by multiple express and regular bus services connecting the area with Northern Beaches suburbs and provide express connections to Sydney CBD.

Service frequency varies for each route and time of day; however, on average, service is due to arrive every 10 to 20 minutes in the morning and afternoon peak hours.

The location of bus stands and other support facilities around Manly Wharf is shown in the figure below, with details of bus routes outlined in Table 3.1 below.





Figure 3.2: Manly Wharf and nearby bus stand locations with other available support facilities Train and Ferry Services

Table 3.1: Bus routes	servicing bus	stands near	Manly Wharf
-----------------------	---------------	-------------	--------------------

Bus Routes	Bus Stand
161 (Manly to North Head (Loop Service))	С
162 (Seaforth to Manly)	С
166 (Frenches Forest to Manly via Dee Why Beach)	A
167 (Warringah Mall to Manly via South Curl Curl)	A
141 (Austlink to Manly via Frenchs Forest & Seaforth)	F
142 (Allambie Heights to Manly)	F
144 (Chatswood to Manly via St Leonards)	G
199 (Palm Beach to Manly via Mona Vale & Dee Why)	В
150X (Manly to Milsons Point (Express Service))	E
170X (Manly to City Wynyard (Express Service))	E

The maps of above discussed ferry, bus and train services are provided in Appendix B of this report.



4. Site Establishment and Construction Staging

4.1 Construction Site Layout

Based on the proposed construction staging, an indicative construction site layout has been provided in Figure 4.1. The site layout indicates the locations of:

- On-street loading/ unloading area suitable for Utility Vehicles (Utes), Vans and up to 8.8m long trucks via standing plant permit or as per road rules
- Dedicated on-site storage area
- Toilet
- Site Shed
- Waste Bin.

It is important to note that the location of the dedicated storage area, waste bin, toilet, and other relevant site amenities will be finalised upon the builder's appointment for construction works. The figure below only demonstrates an indicative site layout, which may change to suit site conditions and the appointed builder's requirements.

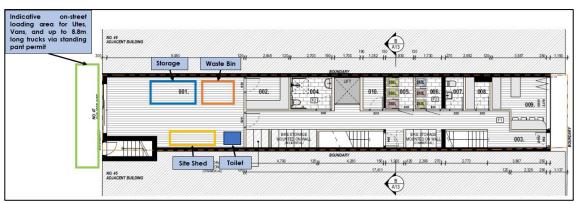


Figure 4.1: Proposed indicative construction site layout

4.2 Construction Stages and Scheduling

The proposed development is likely to commence in three work stages, as outlined in the table below. The proposed construction works are anticipated to be finished within 12 months time. This tentative timeline of the project may change subject to obtaining construction certification and completion of other relevant formalities prior to the construction.

A tentative program has been outlined in the table below, established for the completion of the various work processes.



Stage	Duration
Stage 1 – Site establishment and demolition	2 months
Stage 2 – Main build	6 months
Stage 3 – Fitout	4 months
Total	12 months

Table 4.1: Anticipated construction program

Stage 1 - Site establishment, demolition and excavation

This activity will involve site establishment, including demolition of the existing building and excavation works.

These works are anticipated to take up to 2 months. The transportation of the excavated material will generally be undertaken by trucks up to 8.8m long MRV with visitation no more than 3 times a day. All loading vehicles will service the site via the proposed on-street loading area under the management of a mobile traffic controller via a standing plant permit or as per road rules. The on-site trained personnel will temporarily hold pedestrian movements around the proposed on-street loading area to allow safe material handling between the site and the truck.

It is important to note that due to the vehicle access restriction on Market Lane, the construction trucks will only access the site between 5 a.m. and 8 a.m. In addition, due to the surrounding street limitations and imposed restrictions, up to 6m long trucks will only be able to service the site as per existing conditions. Trucks above 6m and up to 8.8m long MRV will require a Stand Plant or Implement Traffic Control Permit to service the site from the proposed on-street loading area. All trucks will turn left on the Market Lane and enter into a reverse manoeuvre prior to entering the shared zone of Market Lane. Details of truck access to the site are further provided in Section 5.3 of this report.

Outside of permitted hours, should a truck require access to the site, the builder will need to obtain a Stand Plant or Implement Traffic Control permit from Council.

During this stage, the number of workers on-site will be some 6 to 8 persons at any given time. Construction workers will not be allowed to park their work vehicles within the site. Given the site's proximity to the nearest bus stops, Manly Wharf and other available public transport services, all workers will be encouraged to use public transport to access the site or alternatively to carpool wherever possible. This will be incorporated into the site induction program.



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 or carpool on a daily basis. Bus, ferry, and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

Stage 2 – Main build

This phase of construction works includes the construction of the building structure.

The number of workers will be limited to a maximum of 8 to 10 workers at any given time.

Construction trucks will service the site in the same manner as in Stage 1 of the project. The number of construction trucks servicing the site during this stage will be limited to a maximum of 3 visitations per day and only occur between 5 a.m. and 8 a.m. Any truck access outside of the permitted hours will require Council's Stand Plant or Implement Traffic Control permit.

Stage 3 - Fitout

The fit-out process will take up to 4 months and will involve up to 8 persons on the site at any one time.

During this stage of work, truck visitation will only be minor, generally involving white goods deliveries, and it is anticipated to be 6 truck visitations in a week. Construction trucks will service the site in the same manner as in earlier stages of the project.



5. Construction Traffic Management Plan

5.1 Site Fencing

The builder is responsible for protecting the construction site with a chain wire fence and shade cloth along the site's frontage, with a gate provided at the site access point. All construction works (except for the public domain works) are contained within the site boundary. Safety for passing traffic and pedestrians will be maintained at all times.

5.2 Construction Vehicle Route

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, as much as possible, all construction vehicles will be restricted to the State and Regional Road network. Dedicated construction truck routes have been developed with the aim of providing the shortest distances to/from the arterial road network while minimising the impact of construction traffic on streets within the vicinity of the site. As such, the dedicated construction truck routes access to/from Whistler Street are illustrated in Figure 5.1 to Figure 5.2.



Figure 5.1: Proposed truck route (Inbound trucks up to 6m in length)





Figure 5.2: Proposed truck route (Inbound trucks up to 8.8m MRV)



Figure 5.3: Proposed truck route (Outbound trucks up to 6m in length)





Figure 5.4: Proposed truck route (Outbound trucks up to 8.8m MRV)

5.3 Construction Site Access

Construction vehicles, including utes, vans and trucks up to 8.8m long MRV, will service the site via the proposed on-street loading area along the site's rare frontage with Market Lane. It is noted that due to surrounding street limitations and posted restrictions, only up to 6m long trucks can service the site as per the existing conditions. However, if the contractor requires larger truck access, they can bring up to 8.8m long MRV trucks via proposed truck routes provided in Figure 5.2 and Figure 5.4. It is important to note that in order to service the site, an 8.8m long MRV truck will require Council's Stand Plant or Implement Traffic Control Permit due to the following reasons:

- An 8.8m long MRV will be required to exit Market Lane to Whistler Street in the opposing direction to the existing directional marking (see swept path assessment in Appendix C of this report).
- 8.8m long MRV trucks will bypass the existing posted restriction which only allows up to 6m long truck on the surrounding streets.

All trucks accessing the site will be required to turn around and enter in a reversing position before entering the shared zone of Market Lane. Trucks will reverse to the proposed onstreet loading area under the guidance of a mobile traffic controller. The swept path assessments in Appendix C demonstrate how an 8.8m long MRV truck will access the site.

As noted earlier, vehicular access to Market Place and The Corso is available only from 5



a.m. to 8 a.m. Given that, any construction traffic access outside of this time period would require separate approval from Council, which would require a Stand Plant or Implement Traffic Control permit.

5.4 Construction Traffic Volumes

Construction traffic will primarily include Utes and trucks up to 6m long and, at times, up to 8.8m long MRV trucks. Given the extent of the proposed construction works, it is anticipated that up to 3 trucks per day will visit the site. Trucks will generally access the site between 5:00 a.m. and 8:00 a.m.

The number of construction workers will be limited to an average of 6 to 8 personnel at any given time. As such, no on-site car parking spaces for workers will be provided.

5.5 Works Zone

Given the minor truck visitation associated with the construction activities, an on-street works zone is not required for this project. A separate application will be submitted to the Council to organise appropriate approvals for a works zone if required.

5.6 Cranage and Materials Handling

Due to the scale and nature of the project, there will be no on-site tower crane.

A mobile/portable crane/Hiab will be utilised for loading/unloading from/to trucks standing within the site during the construction stage.

All light materials will be loaded/unloaded directly to/from trucks using trolleys. All materials will be transported and stored on the site. All demolished and excavated materials will be removed from the site.

5.7 Site Working Hours

The construction works will only commence during the approved working hours outlined in the consent conditions from Council.

5.8 Construction Worker's Parking

No on-site parking will be provided for the construction workers. Given the site's proximity to the nearest bus stops, Manly Wharf and available public transport services, all workers will be encouraged to use public transport to access the site or to carpool wherever possible. This will be incorporated into the site induction program.

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 or carpool on a daily basis. Bus, train and ferry schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

5.9 Site Induction and Occupational Health and Safety

All workers and visitors employed on the site by the appointed contractor (including subcontractors) will be required to undergo a formal site induction process, and all the inductions will be performed specifically for each trade according to the occupational health and safety requirements of the New South Wales Work Cover Authority requirements.

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

5.10 Traffic Guidance Scheme

A Traffic Guidance Scheme (TGS) presents traffic management principles, with detailed information for worksite operations contained in the Traffic Control at Work Sites Technical Manual Version 6.1, dated 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 relevant to the proposed works in accordance with Australian Standards 1742.3 and TfNSW Traffic control at works sites (Technical Manual) are attached in Appendix D of this plan.

5.11 Oversized Vehicles

No oversized or over-massed vehicles will be required for the construction works.

For any special delivery that may require access to a larger size truck (e.g., delivery of an excavator, crane or a concrete pour), the builder will be responsible for submitting a separate application to the Council.

5.12 Road Serviceability

The contractor will be responsible for monitoring and ensuring that the road along The Corso and Market Place will remain in a serviceable state during the construction. Under the direction of Council, the contractor will restore any roadside facilities affected by the construction works (including footpaths, road pavement, etc.) to Council's satisfaction at no cost to Council.



5.13 Public Notification

The contractor will prepare notification letters, under the approval of Council, that would be dropped and emailed to adjoining property owners to advise of the timeframe of proposed construction works.



6. Construction Traffic Impacts

6.1 General Traffic

As articulated in the preceding section, the construction works will involve a variety of construction vehicles ranging from a normal utility vehicle up to an 8.8m long MRV truck.

The envisaged construction traffic movements vary from time to time, depending on a range of factors, including:

- Processes
- Weather
- Time of day

The movement of heavy vehicles will be no more than 3 truck visitations, which is likely to occur outside of peak traffic periods (i.e., in the early morning hours between 5:00 a.m. and 8:00 a.m. only). As such, construction traffic movements of this scale during early morning hours are likely to have minimal traffic impacts and associated road network delays.

Queuing of construction vehicles will not be permitted on the road network. In addition, workers typically begin and end their workday outside of network peak periods (i.e., 6:30 am – 3:30 pm).

With the above measures, this level of traffic movement is not expected to create any adverse impact on the surrounding road network.

6.2 Public Transport Services

Given the construction trucks will largely service this site in the early morning hours only, the impacts on public transport services will be minimal on the approach/departure routes.

While during the construction period, the truck route will overlap with the available bus routes in the vicinity, it is not expected that traffic generation of no more than 3 truck visits per day would be adverse to the efficiency of the existing bus service.

6.3 Pedestrians

As noted earlier, trucks will only access the site during the permitted hours of 5:00 a.m. and 8:00 a.m. only. Based on the proposed constructed scheme, a mobile traffic controller will always accompany a truck and guide the driver while reversing the truck to the proposed on-street loading area.



Given the existing trend of businesses along Market Lane and The Corso, the majority of the businesses commence their operations by 9 a.m. As such, It is anticipated that pedestrian movements during the permitted hours will be very limited and a mobile traffic controller will be able to guide trucks reversing to the site while minimising the risk of collision between trucks and pedestrians.

Outside of truck access hours, the proposed scope of works will largely be limited within the site boundary, and it will not impact the pedestrian activity along the Market Lane or The Corso.

6.4 Emergency Vehicle Access

The construction works would not affect access to the site and neighbouring properties by emergency vehicles. Emergency protocols on the site would require trained on-site personnel to assist with emergency access via Market Place. All truck movements to the site construction zone and the incident point would be suspended and cleared. Consequently, any potential impacts on emergency access would be effectively managed throughout the works. The liaison would be maintained with the ambulance, fire services, police and other emergency services agencies throughout the construction period, and a 24-hour contact would be made available for 'out-of-hours' emergencies and access. Due to the proposed construction activities, there would be no adverse impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties.

6.5 Neighbouring Properties

Access to neighbouring properties will be maintained at all times. Workers/ subcontractors will be directed not to park their vehicles in the driveways of the neighbouring properties. This will be incorporated into the site induction program. The contractor would take appropriate action if informed of this activity occurring.

6.6 Traffic Movements in Adjoining Council Areas

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

6.7 Temporary Road Closure

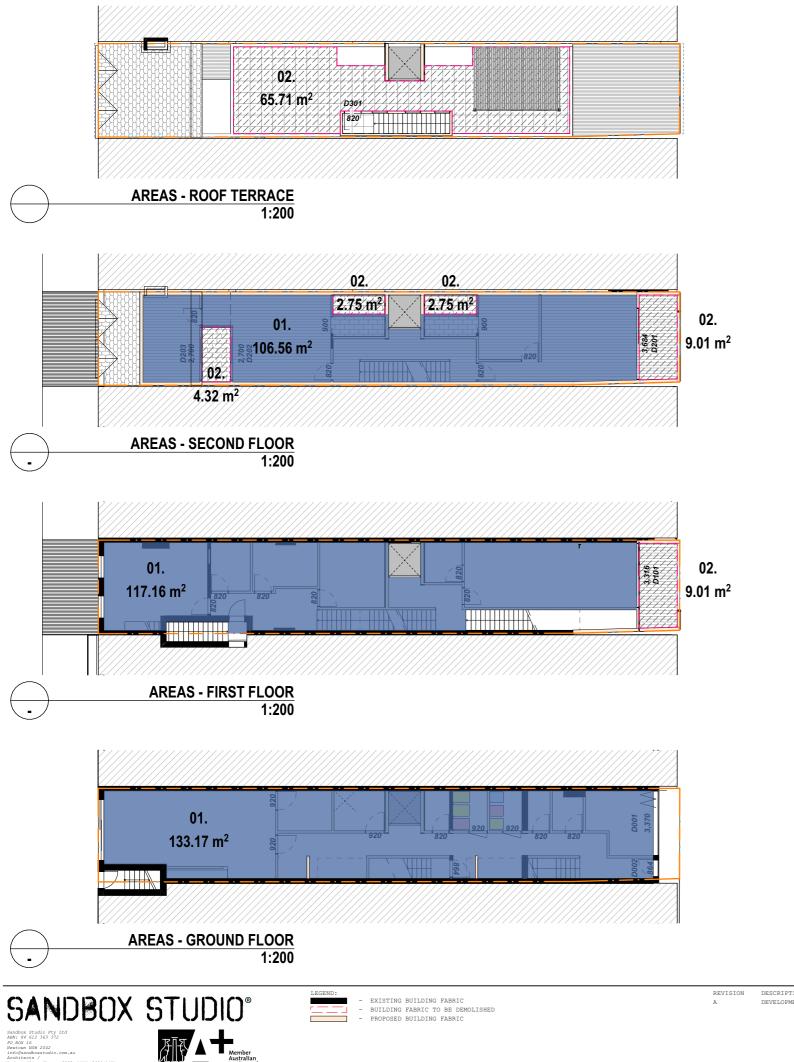
The proposed works would not be anticipated to require a road closure during the general construction activities.

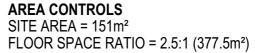


Appendix A

Proposed Architectural Plans







		PROPOSED AREAS
	01.	FLOOR AREA
222	02.	PRIVATE OPEN SPA

SION	DESCRIPTION	
	DEVELOPMENT	APPLICATION

DATE 08.07.2024

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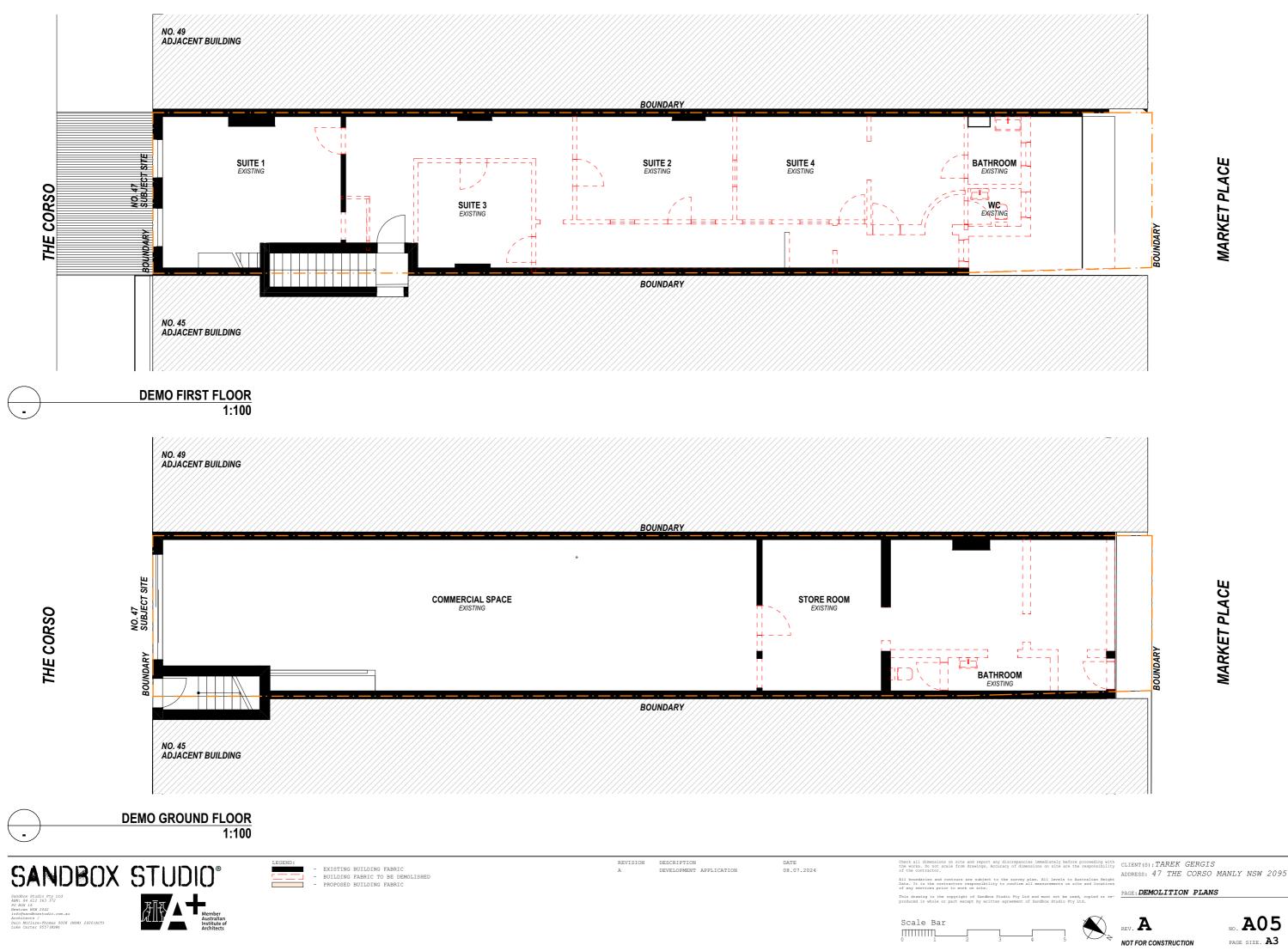


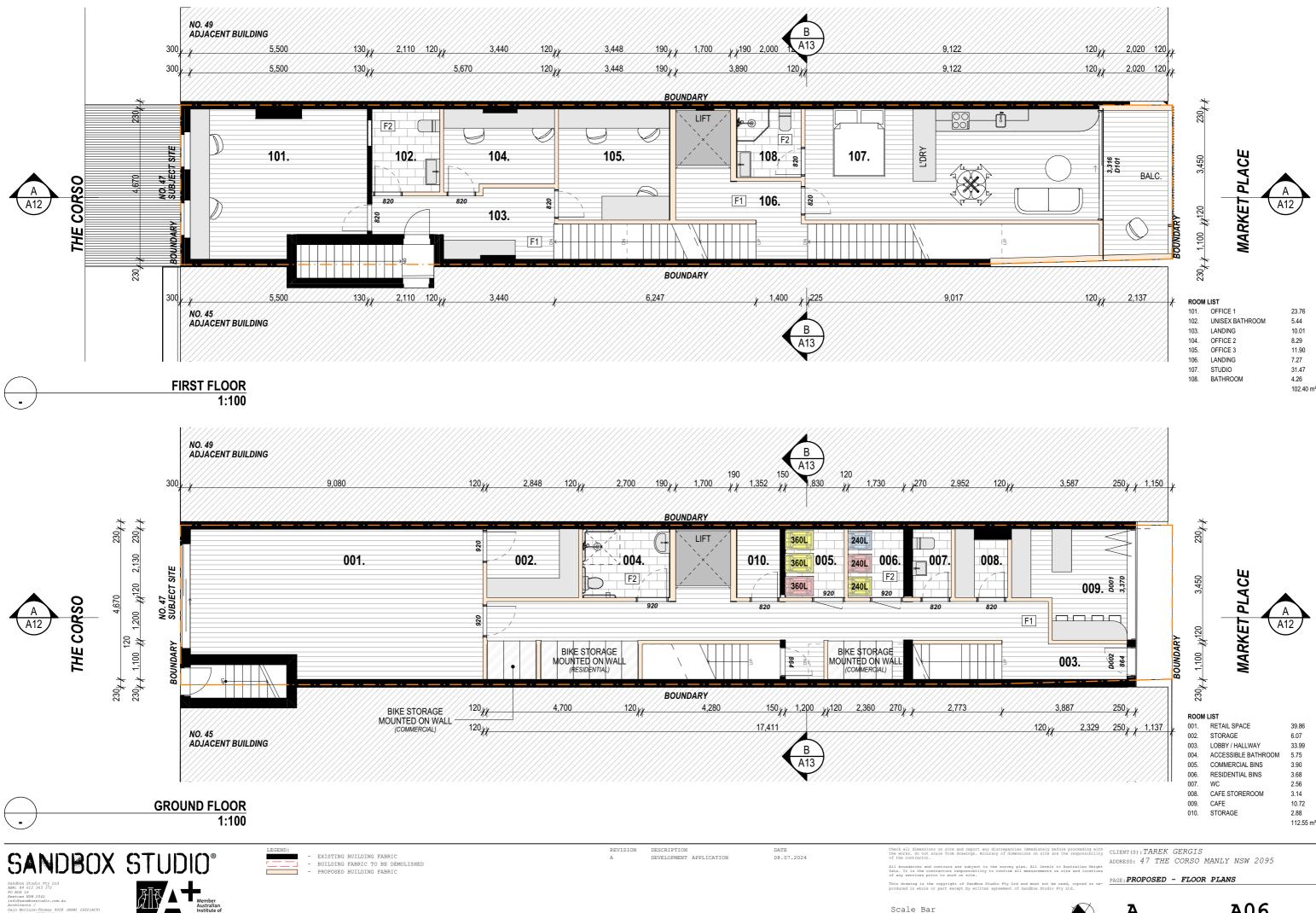








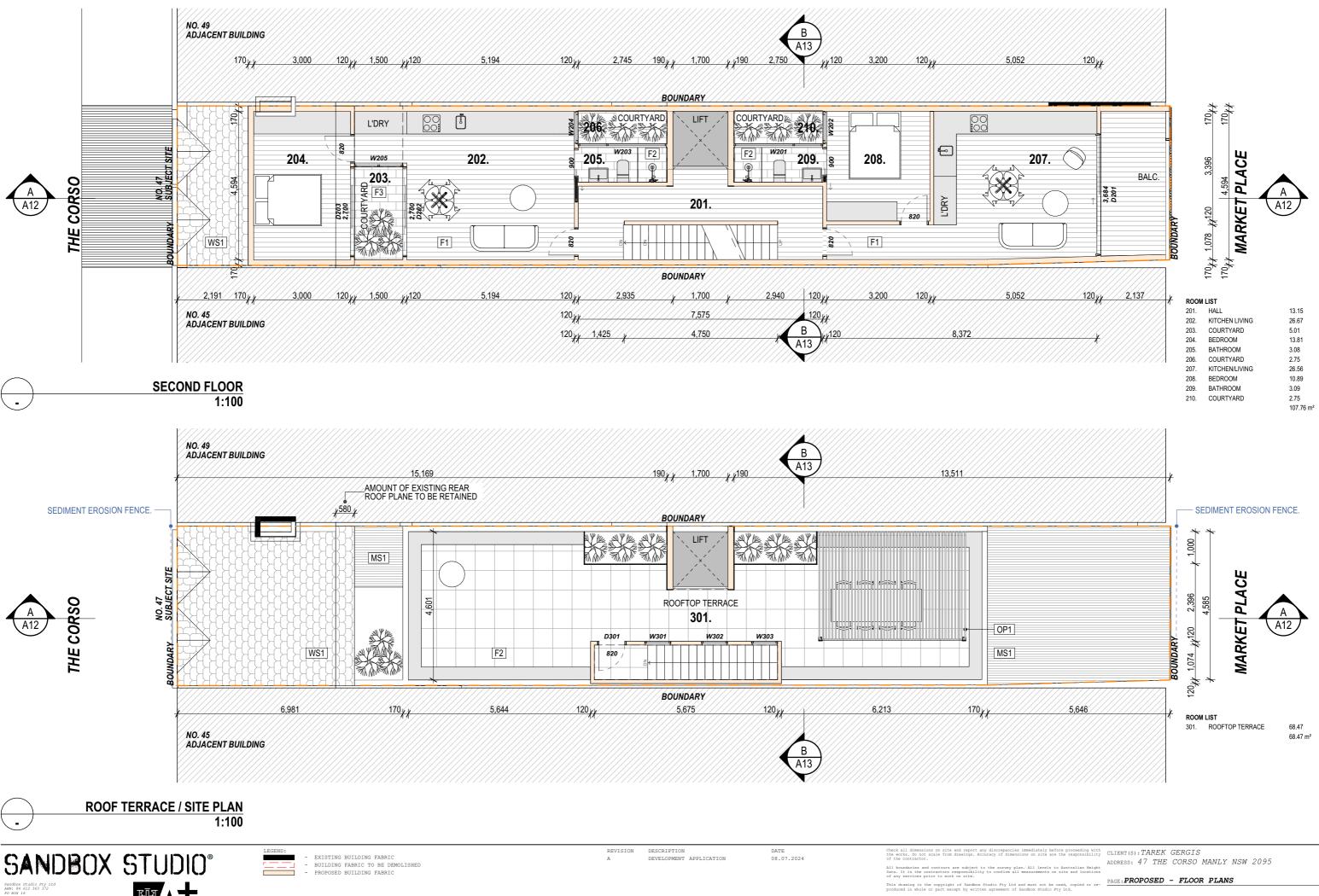


















Appendix B

Public Transport Provision





How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures at transportnsw.info

Real-time planning

You can plan your trip with real-time information using the Trip Planner or Departures at **transportnsw.info** or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick-up and arrival times
- · receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at transportnsw.info/apps

Accessible services

All ferries and new wharves on the network are wheelchair accessible. Wheelchair accessible wharves are indicated with a **B** icon on the map at the back of this timetable. However, some older wharves may not have the facilities you need. Visit **transportnsw.info** to find wharves with the facilities to help you get around. At low tide, ramp gradients increase. Wheelchair assistance may be required.

Who is providing my ferry services?

The ferry services shown in this timetable are run by Sydney Ferries.

Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.



Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel, and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, the Central Coast, the Hunter and the Illawarra.

Which Opal card is right for you?

Adult - Customers 16 years or older who are not entitled to any concessions and normally pay full fare.

Child/Youth – For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

Gold Senior/Pensioner - For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.

Concession – For eligible tertiary students, job seekers, apprentices and trainees.

How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign Q. To find your nearest retailer visit **transportnsw.info/opal**

If you are eligible to travel with concession fares, you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit **transportnsw.info/opal** for more information.

Contactless payments

If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at transportnsw.info/contactless

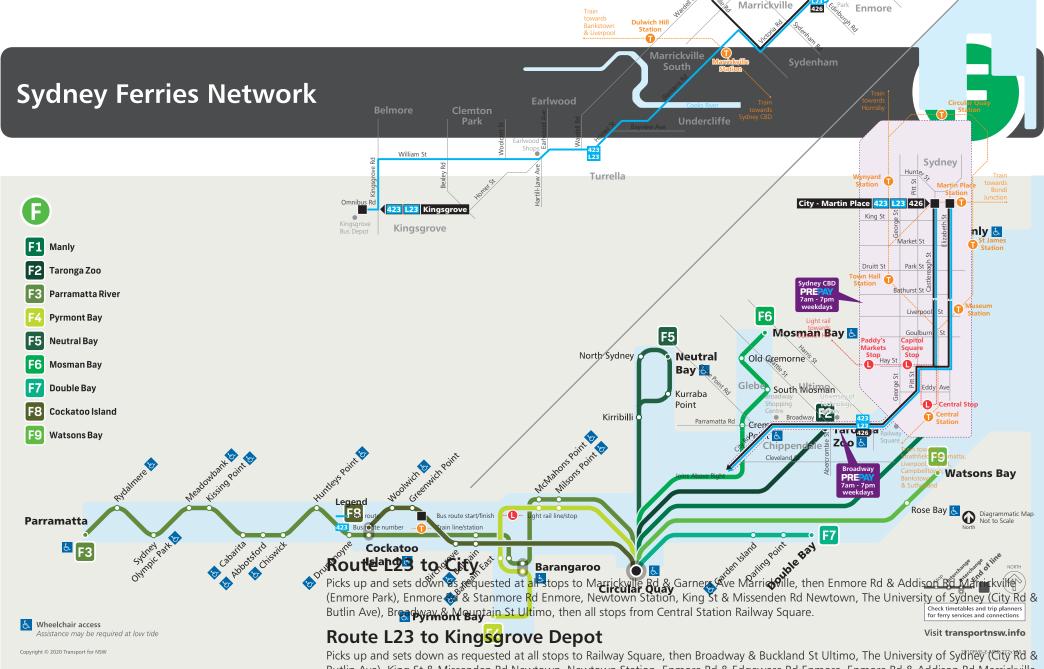
Explanation of definitions and symbols

At Circular Quay, departure or arrival wharf may change at short notice. Please check indicator boards and listen for announcements.

Image: Wheelchair AccessibleFWFreshwater FerryFFriday onlySaSaturday onlyESaEaster Saturday only

Manly Ferry gates close two minutes before scheduled departure times.

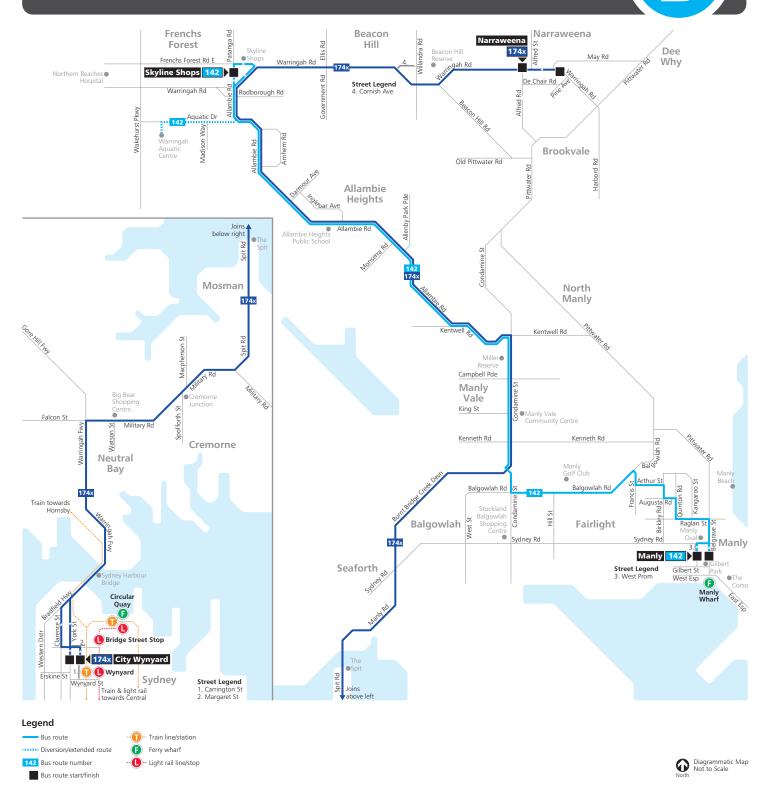




Picks up and sets down as requested at all stops to Railway Square, then Broadway & Buckland St Ultimo, The University of Sydney (City Rd & Butlin Ave), King St & Missenden Rd Newtown, Newtown Station, Enmore Rd & Edgeware Rd Enmore, Enmore Rd & Addison Rd Marrickville (Enmore Park), then all stops from Marrickville Rd & Illawarra Rd Marrickville.



Routes 142, 174x



Route 174x to City Wynyard

Picks up and sets down passengers at all stops to Kenneth Road Manly Vale, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

Route 174x to Narraweena

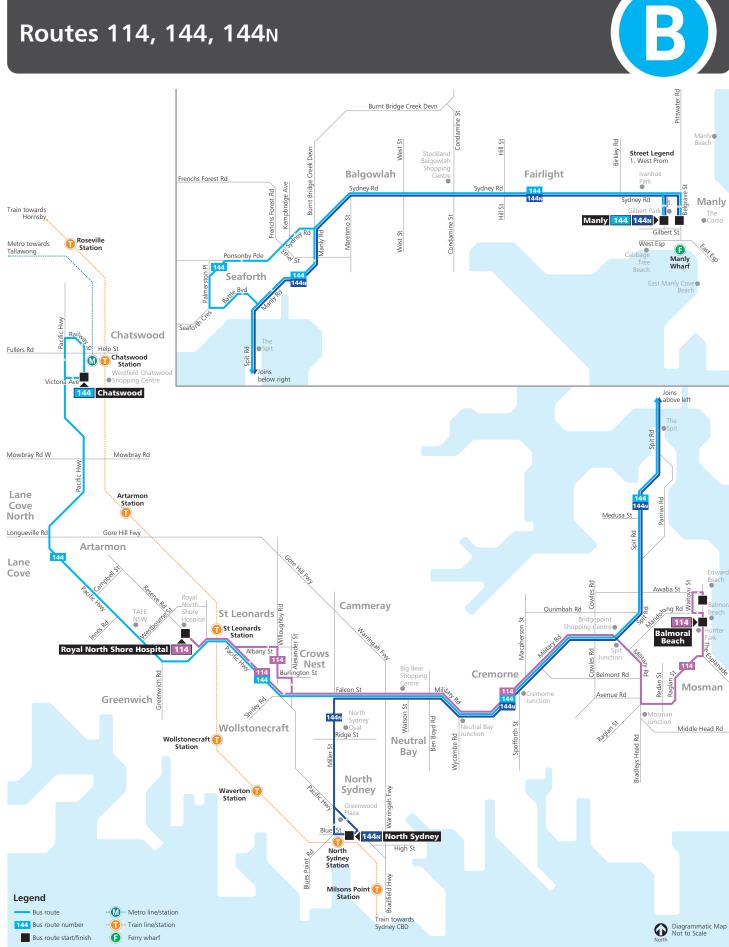
Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, Kenneth Road Manly Vale, then all stops.



transportnsw.info

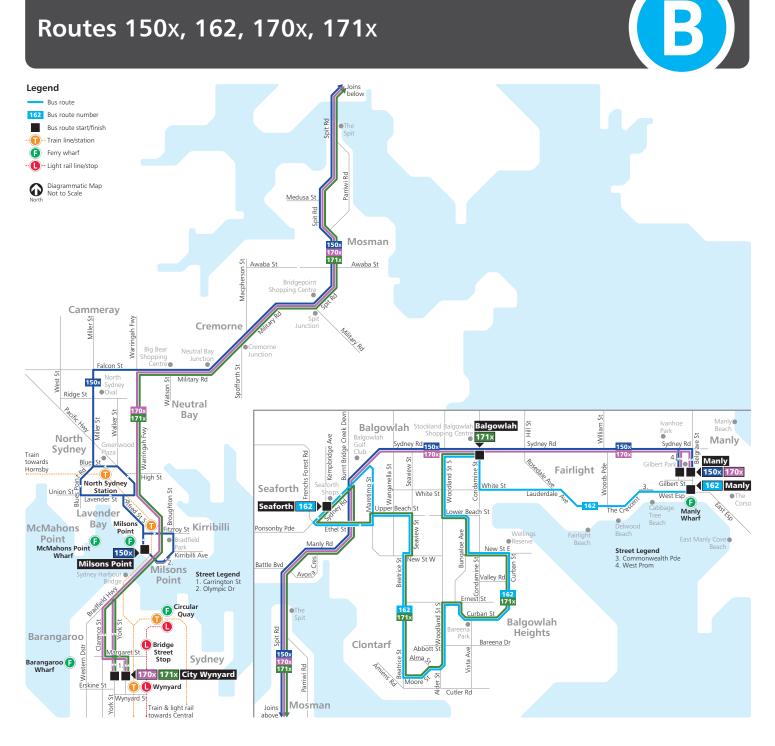
B

Routes 114, 144, 144N





Routes 150x, 162, 170x, 171x



Route 150x to Milsons Point

Picks up passengers only at Manly Wharf, then picks up and sets down passengers at all stops to Spit Junction, then Cremorne Junction, Watson Street (Neutral Bay), then all stops.

Route 170x to City Wynyard

Picks up and sets down passengers at all stops to Avona Crescent Seaforth, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

Route 171x to City Wynyard

Picks up and sets down passengers at all stops to Spit Junction, then Neutral Bay Junction, and Wynyard.



Route 150x to Manly

Picks up passengers only at Milsons Point Wharf, then picks up and sets down passengers at all stops to Big Bear (Neutral Bay), then Cremorne Junction, Spit Junction, then all stops.

Route 170x to Manly

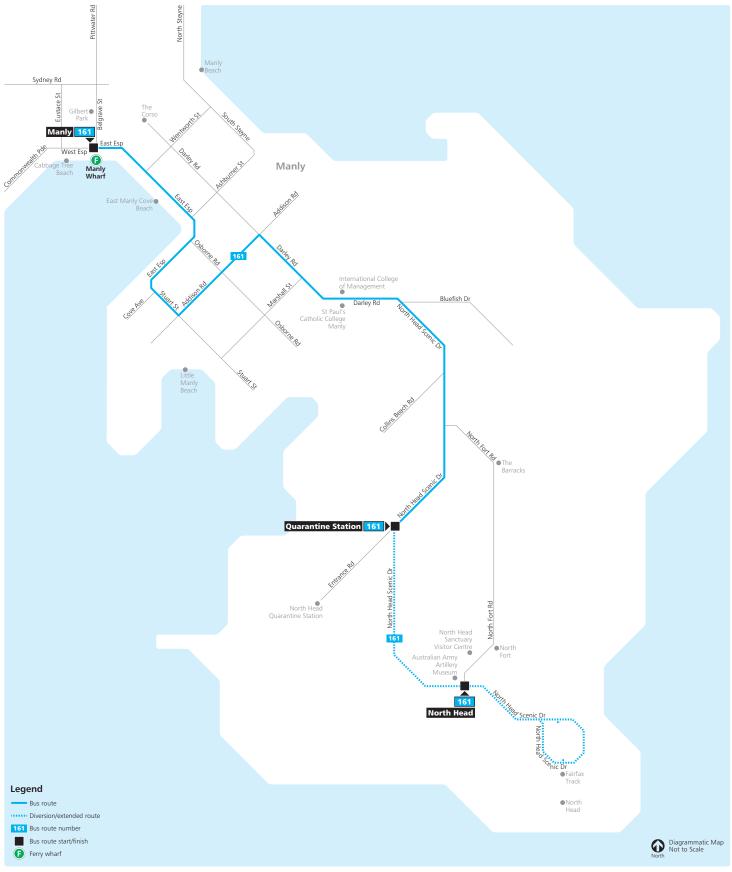
Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, then all stops from Avona Crescent Seaforth.

Route 171x to Balgowlah

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, then all stops.

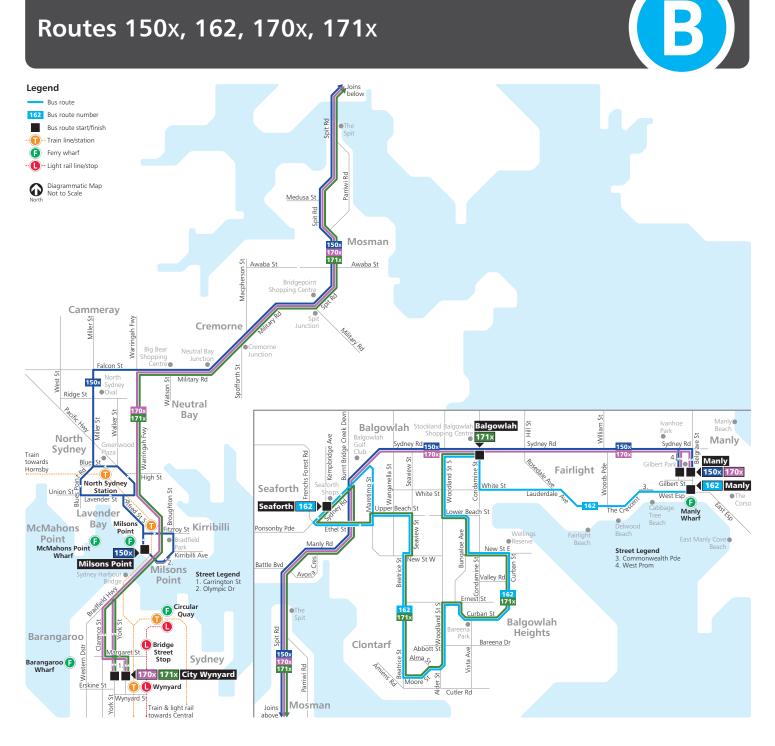
Route 161







Routes 150x, 162, 170x, 171x



Route 150x to Milsons Point

Picks up passengers only at Manly Wharf, then picks up and sets down passengers at all stops to Spit Junction, then Cremorne Junction, Watson Street (Neutral Bay), then all stops.

Route 170x to City Wynyard

Picks up and sets down passengers at all stops to Avona Crescent Seaforth, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

Route 171x to City Wynyard

Picks up and sets down passengers at all stops to Spit Junction, then Neutral Bay Junction, and Wynyard.



Route 150x to Manly

Picks up passengers only at Milsons Point Wharf, then picks up and sets down passengers at all stops to Big Bear (Neutral Bay), then Cremorne Junction, Spit Junction, then all stops.

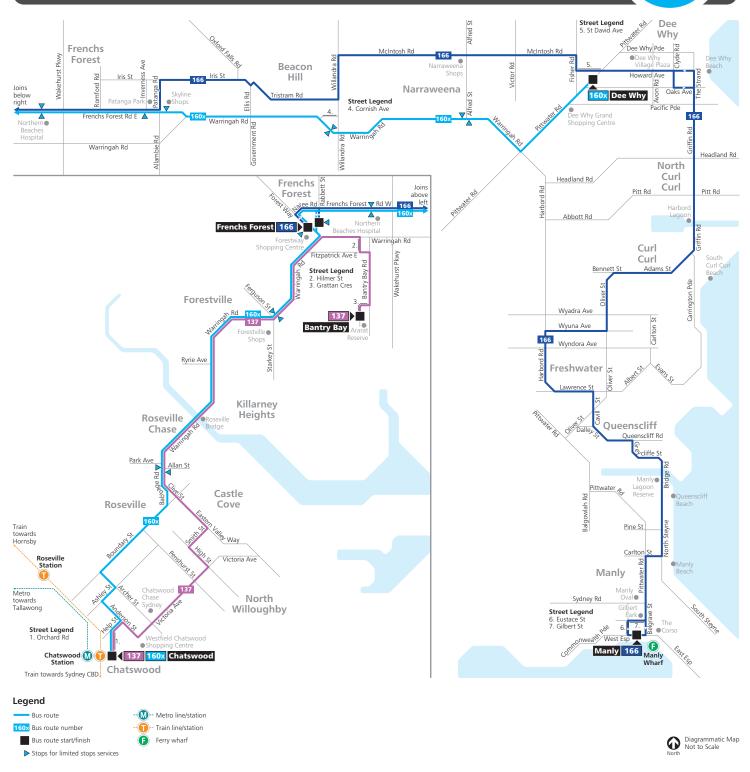
Route 170x to Manly

Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, then all stops from Avona Crescent Seaforth.

Route 171x to Balgowlah

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, then all stops.

Routes 137, 160x, 166



Route 160x to Dee Why

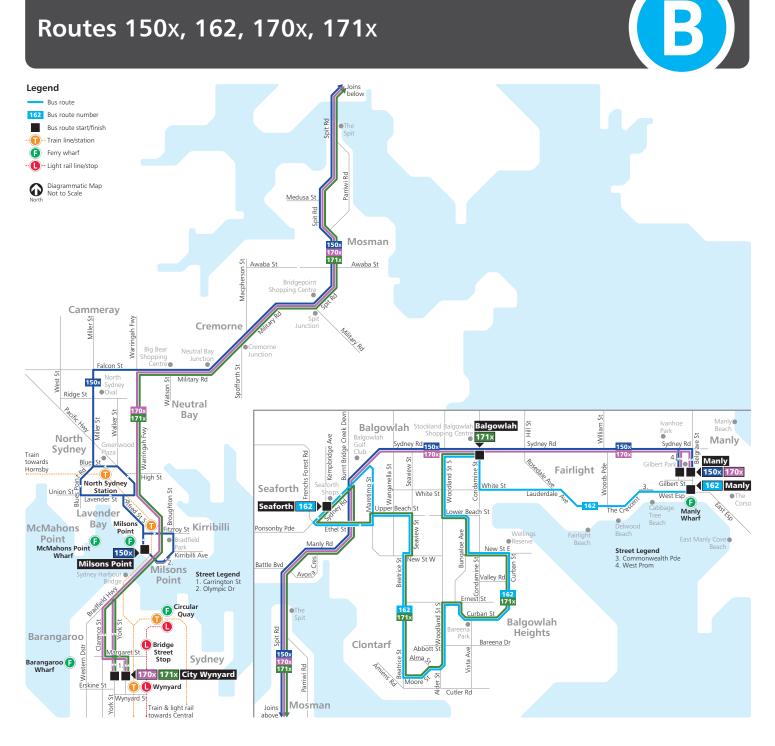
Picks up passengers only at Chatswood Interchange, then picks up and sets down passengers at Park Ave Roseville, Ferguson St Forestville, Forestway Shopping Centre, Northern Beaches Hospital, Skyline Shops, Willandra Rd Beacon Hill, Alfred St Narraweena, and Dee Why B-Line.

Route 160x to Chatswood

Picks up passengers only at Dee Why Shops, then picks up and sets down passengers at Alfred St Narraweena, Willandra Rd Beacon Hill, Skyline Shops, Northern Beaches Hospital, Forestway Shopping Centre, Starkey St Forestville, Allan St Roseville Chase, and Chatswood Interchange.



Routes 150x, 162, 170x, 171x



Route 150x to Milsons Point

Picks up passengers only at Manly Wharf, then picks up and sets down passengers at all stops to Spit Junction, then Cremorne Junction, Watson Street (Neutral Bay), then all stops.

Route 170x to City Wynyard

Picks up and sets down passengers at all stops to Avona Crescent Seaforth, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

Route 171x to City Wynyard

Picks up and sets down passengers at all stops to Spit Junction, then Neutral Bay Junction, and Wynyard.



Route 150x to Manly

Picks up passengers only at Milsons Point Wharf, then picks up and sets down passengers at all stops to Big Bear (Neutral Bay), then Cremorne Junction, Spit Junction, then all stops.

Route 170x to Manly

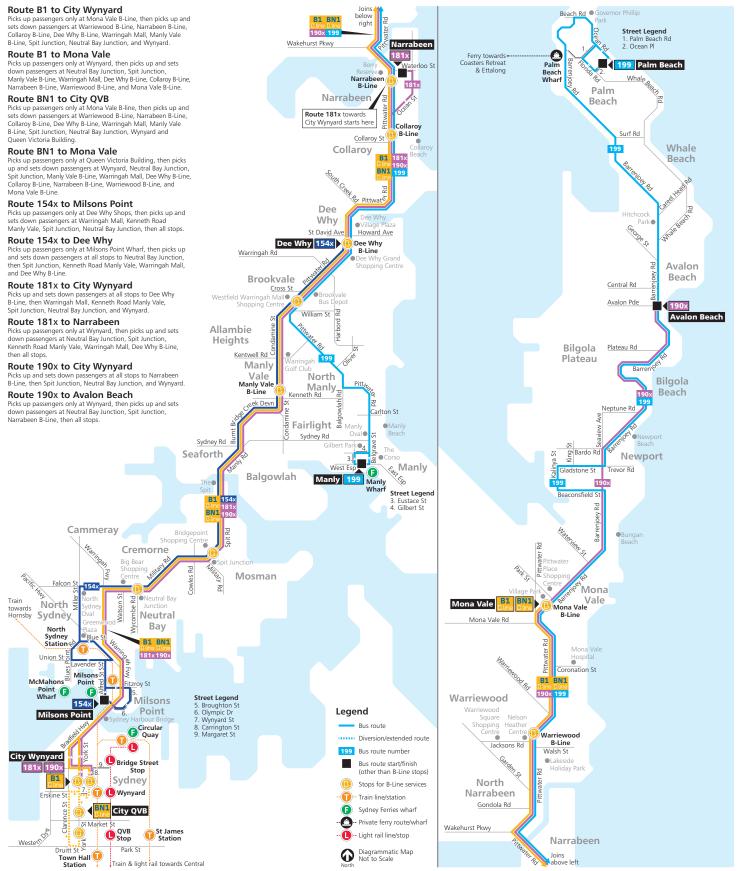
Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, then all stops from Avona Crescent Seaforth.

Route 171x to Balgowlah

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, then all stops.

Routes B1, BN1, 154x, 181x, 190x, 199

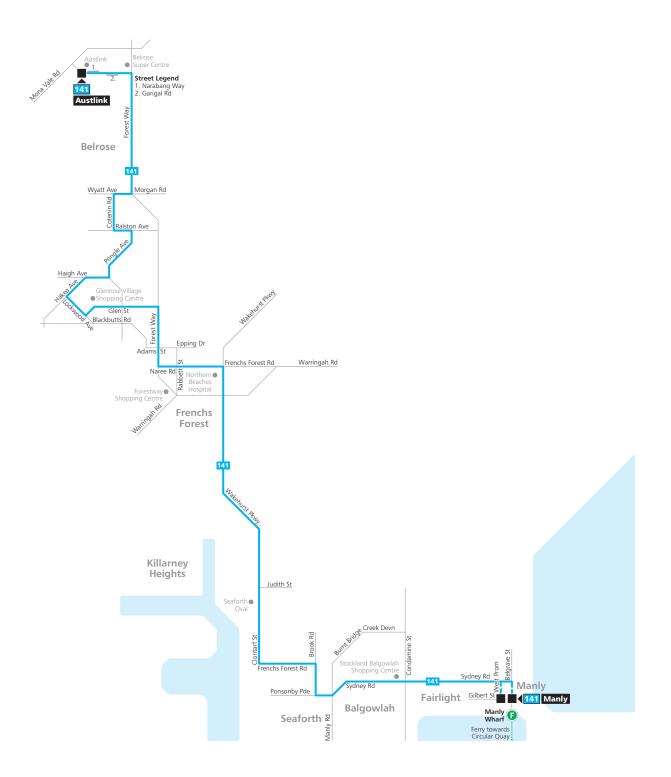






Route 141







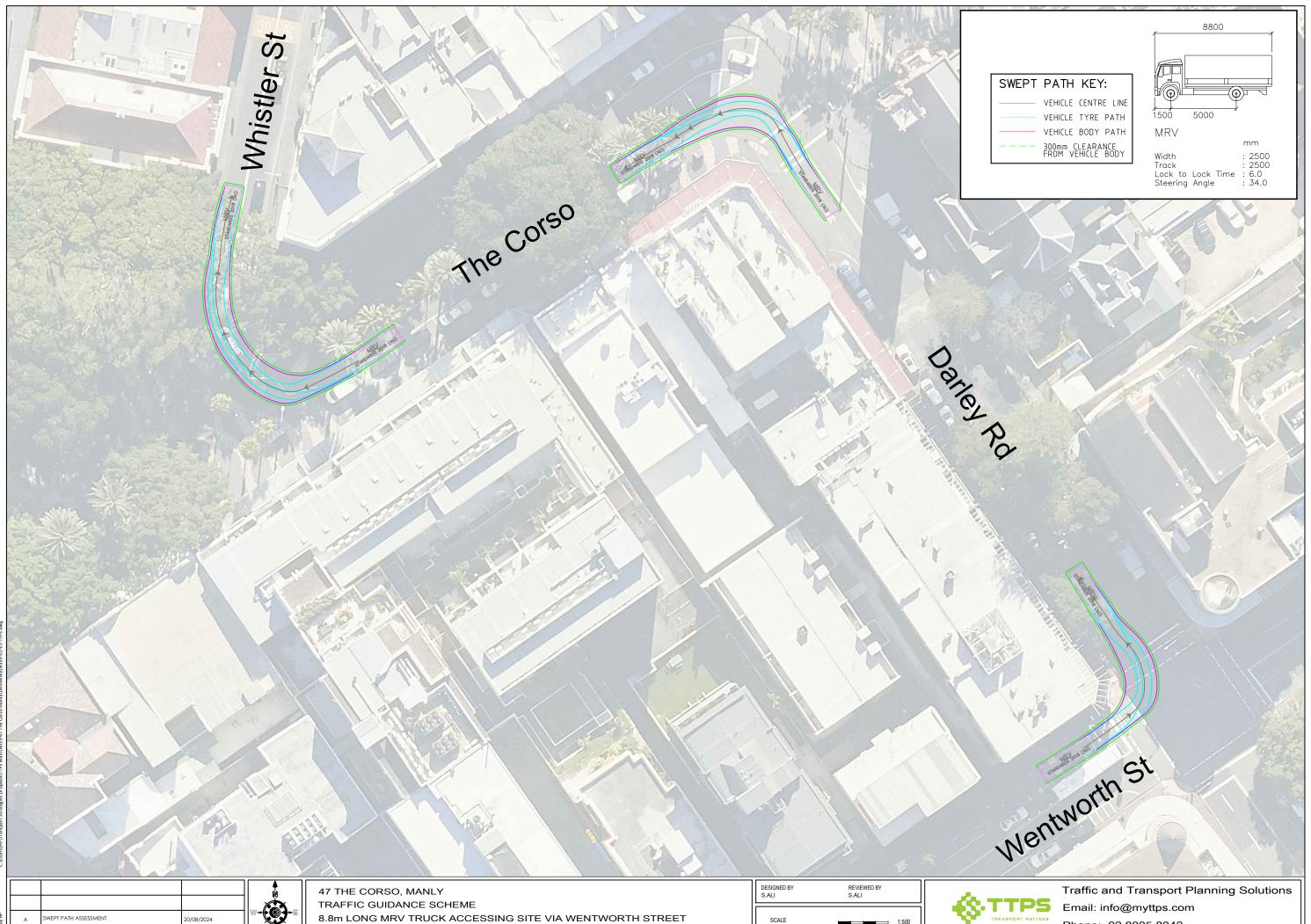
Diagrammatic Map Not to Scale



Appendix C

Swept Path Assessment

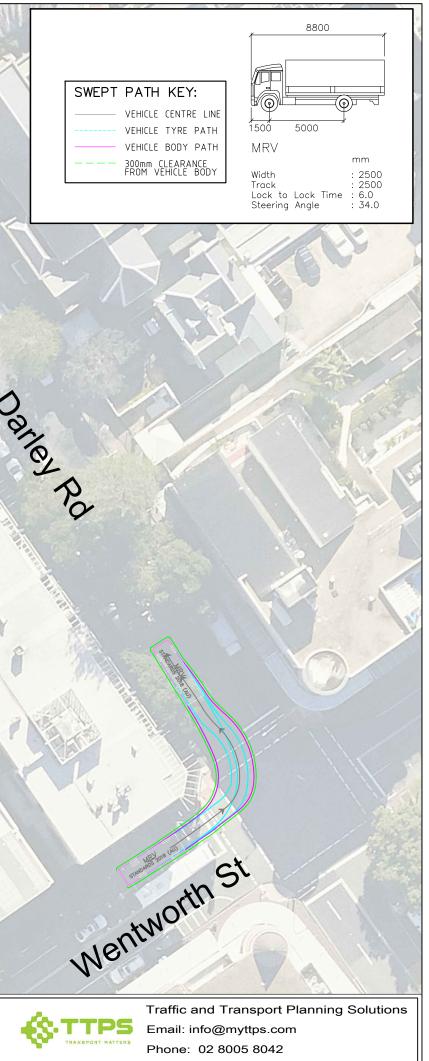


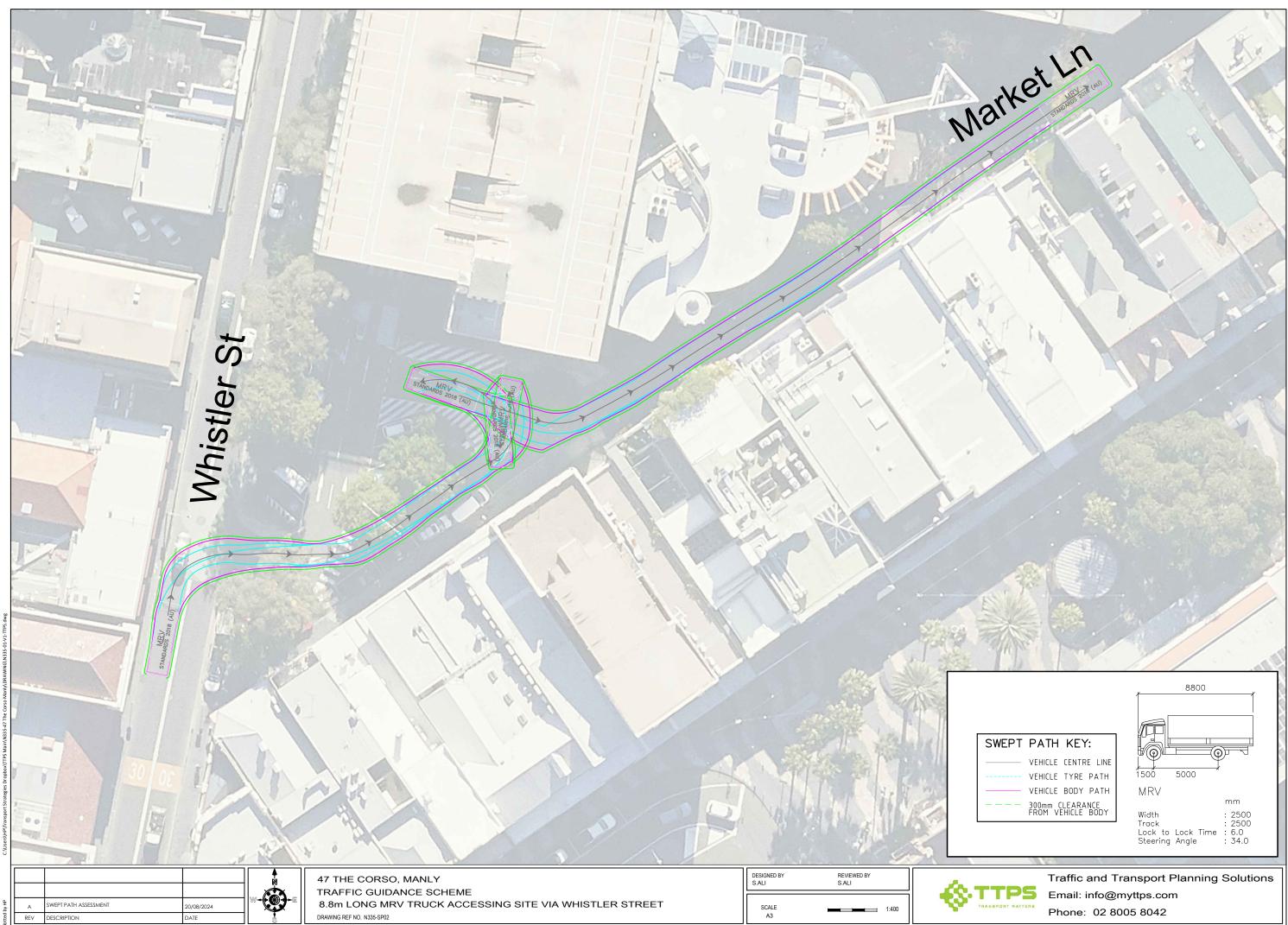


А	SWEPT PATH ASSESSMENT	20/08/2024
REV	DESCRIPTION	DATE

8.8m LONG MRV TRUCK ACCESSING SITE VIA WENTWORTH STREET DRAWING REF NO. N335-SP01

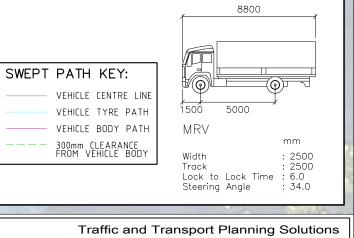
.1	S.ALI		
SCALE A3		1:500	





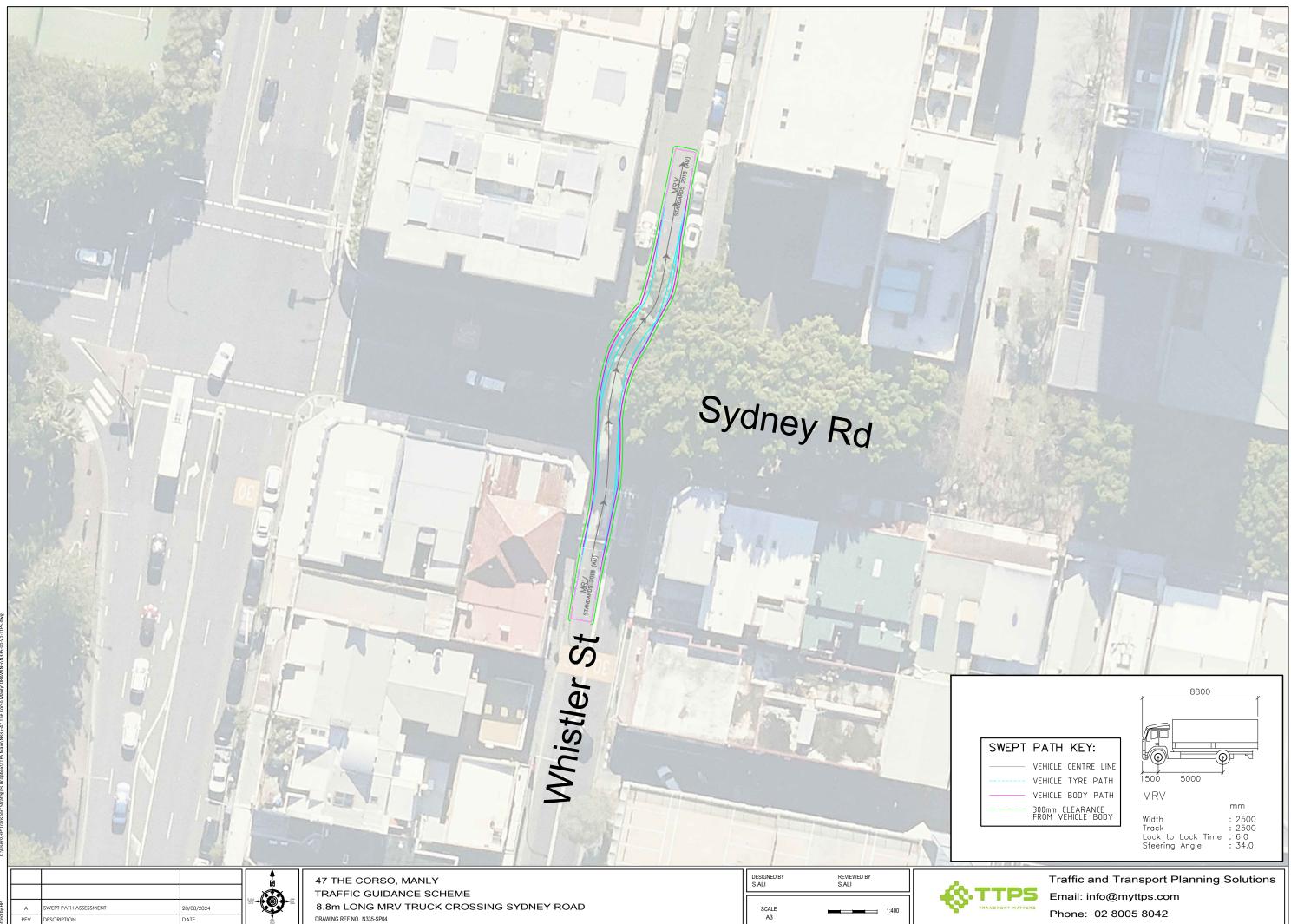
	STANDARDS JOIR (M)	ary
47 THE CORSO, MANLY TRAFFIC GUIDANCE SCHEME 8m LONG MRV TRUCK EXITING SITE VIA MARKET LN TO WHISTLER ST DWIND REF NO. N33-SPRJ	DESIGNED BY REVEWED BY SALI SALI	







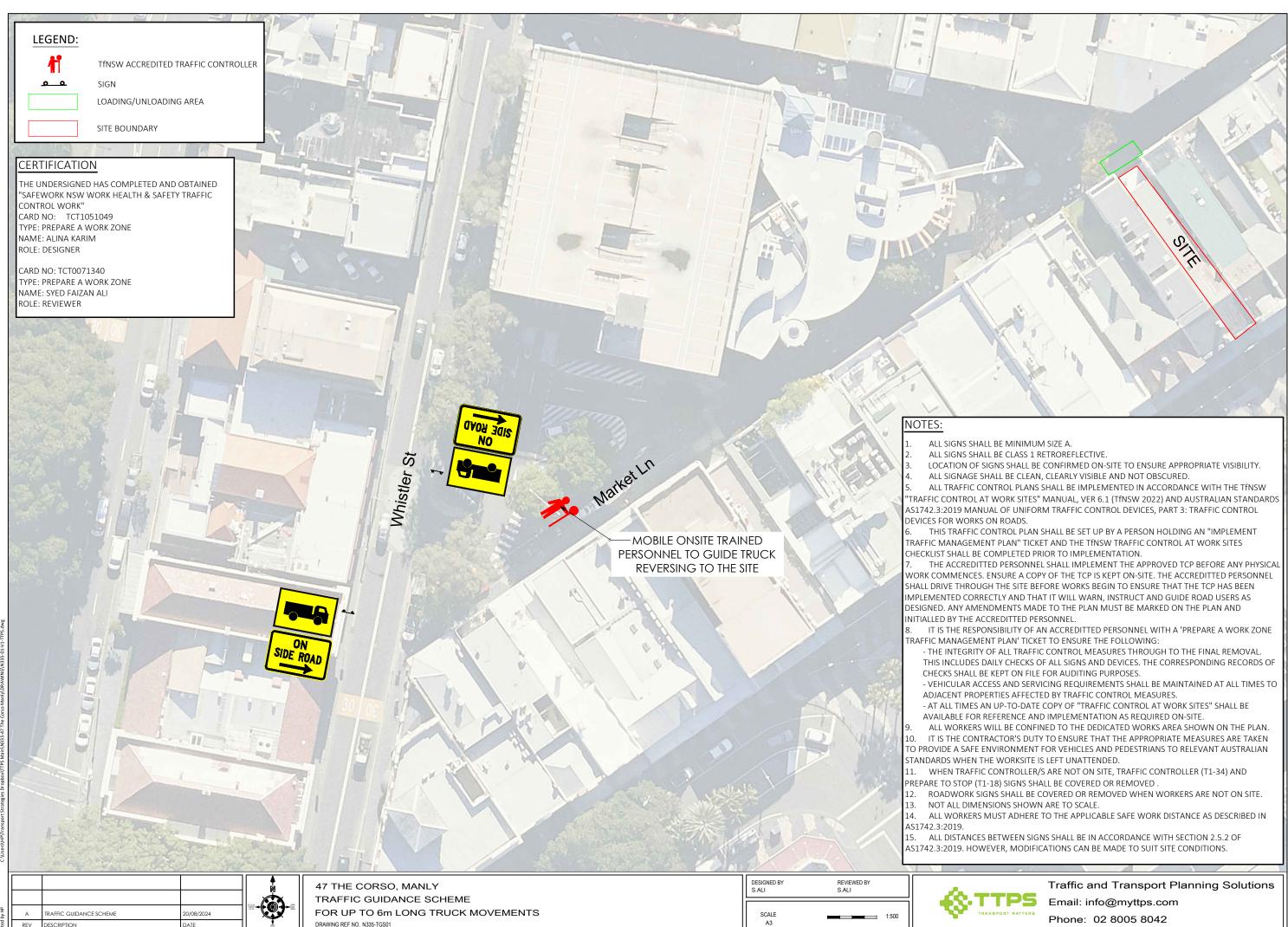
TTPS Email: info@myttps.com Phone: 02 8005 8042



Appendix D

Traffic Guidance Scheme





Phone: 02 8005 8042



Traffic and Transport Planning Solution 81-83 Campbell Street SURRY HILLS NSW 2010

PHONE: +61 2 8005 8042 EMAIL: info@myttps.com