Version 1.0
3/07/2025

Construction Traffic Management Plan

Job Site 103 Ocean Street, Narrabeen

Roadside Traffic

Table of Contents

Details of Revision Amendments

Document Control

As design, procurement and construction progresses, construction methodology may develop and site conditions may change, causing a requirement for a change in vehicle/traffic movements for works on this site and in the public space associated with this site. Such instances may change the traffic management plan and TGS presented in this CTMP.

The PGL Scott Holdings Pty Ltd® Project Manager (Project Manager) for this project is responsible for ensuring that this plan is reviewed and approved prior to implementation on-site. The Project Manager is responsible for ensuring that this plan is kept up to date as the project progresses to reflect changes to construction methodology, site conditions, legal and other requirements, as required.

Amendments

Prior to being implemented or distributed, the Project Manager is responsible for approving and revisions or amendments.

Revision Details

Revision	Details	Date
1.0	First Draft	03/07/2025

About This Project

Background

This CTMP relates to DA2025/0222 PAN-515650 for the demolition works and construction of dual occupancy (attached) including subdivision.
Company responsible for Construction: PGL Scott Holdings Pty Ltd®
Approved: 17 June 2025
Consent to Operate from: 17 June 2025
Consent to Lapse on: 17 June 2030

Location

The Work Site is located at 103 Ocean Street, Narrabeen.

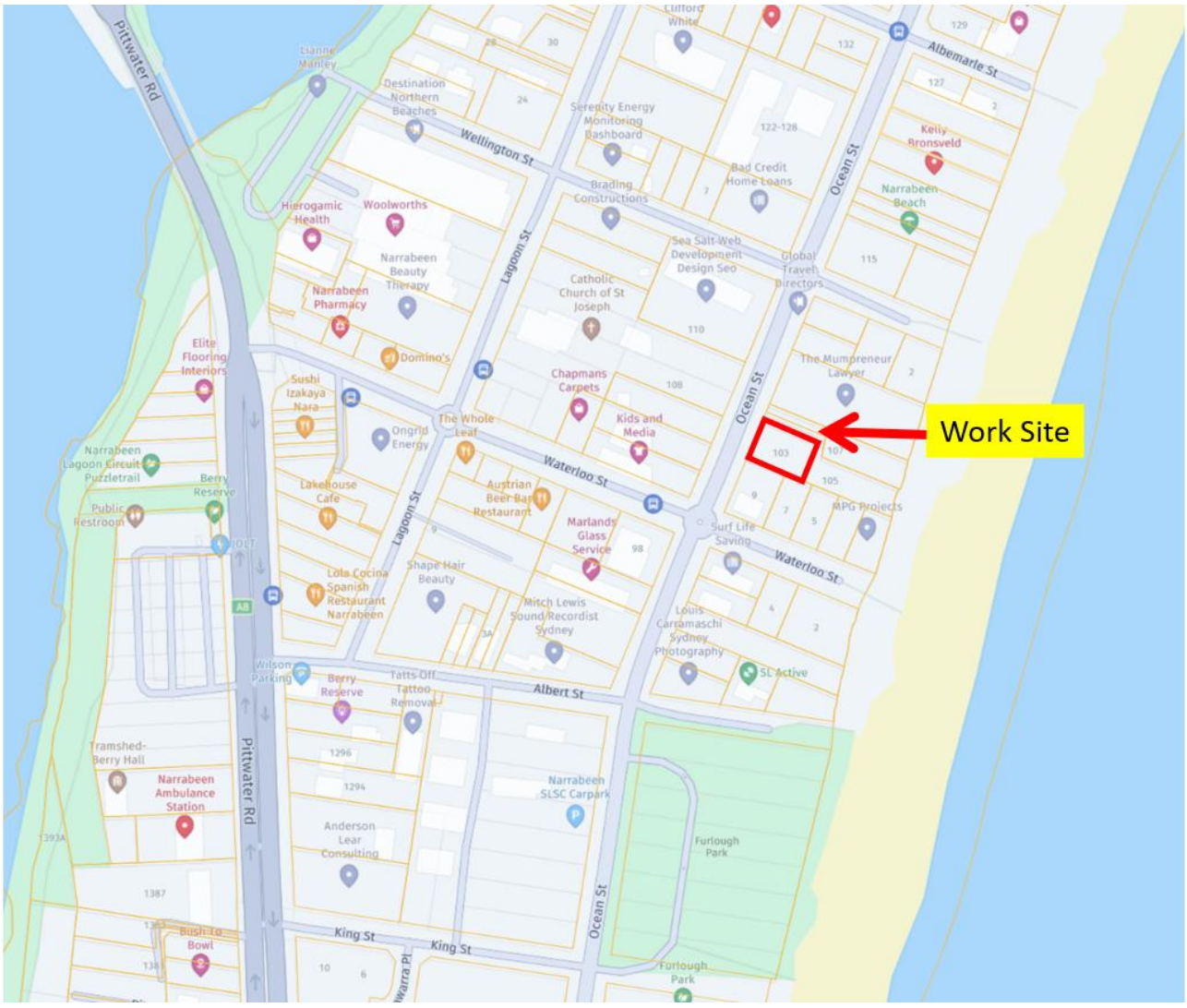


Figure 1 - Location of Work Site

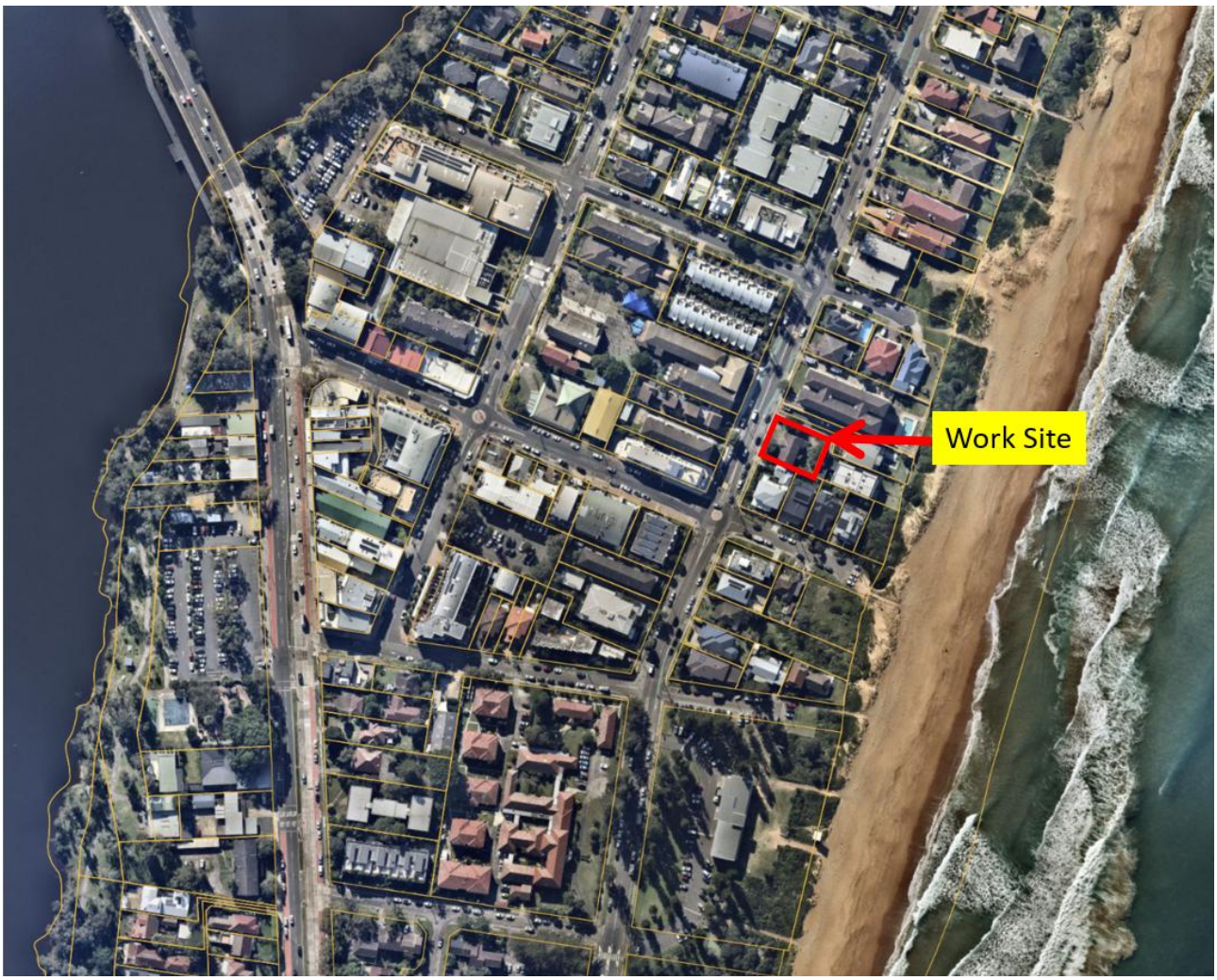


Figure 2 - Location of Work Site

Purpose

The Purpose of this Report is to satisfy the TfNSW and Northern Beaches Council's requirements and describe how PGL Scott Holdings Pty Ltd® proposes to manage traffic and pedestrian movements safely whilst carrying out their respective activities.

Objectives

The key objectives of this CTMP are:

- To satisfy the key legal requirements and Northern Beaches council conditions related to Traffic, Transport and Access.
- To ensure no one is injured on the project and there is no property damage.
- To maximise the value and outcomes of traffic monitoring activities.
- To actively monitor traffic impacts related to the construction works so that information can be applied to the planning and implementation of Traffic Guidance Schemes.
- To minimise delays to traffic and consider the needs of all road users.
- Ensure compliance with relevant specifications and the TfNSW's – 'Traffic Control at Work Sites' Manual Version 6.1.

Construction

Construction Activities

This section will outline the key stages of this construction project with reference to key construction activities and logistics/materials handling considerations:

Key site considerations:

- There is only one access/egress point for this site and is off Ocean Street.
- The site slopes from the West Elevation to the East Elevation.
- The site has existing boundary fences to the Northern Eastern and Southern elevations of site which separate this site from neighbouring properties.

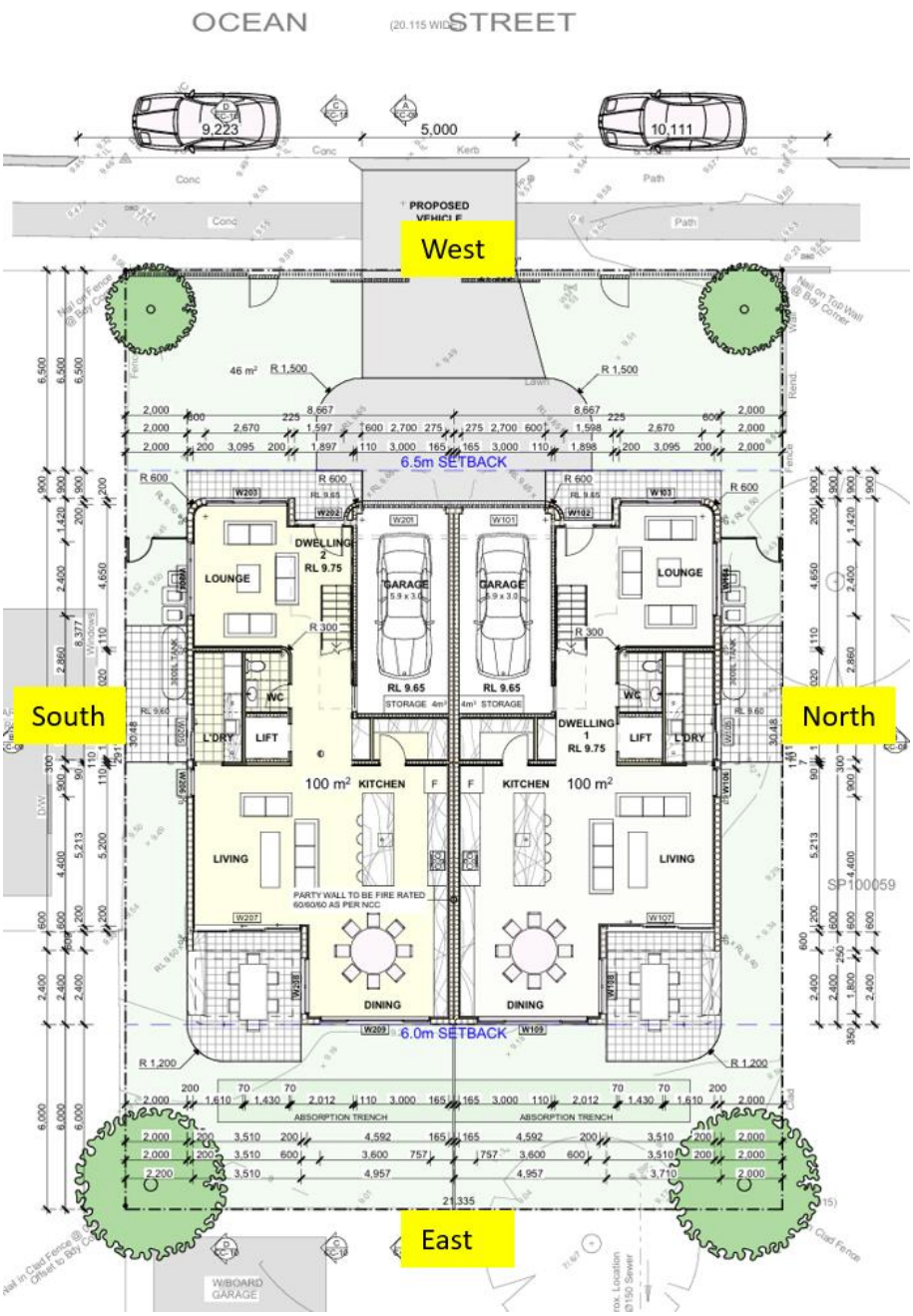


Figure 3 - General site layout showing North, South, East & West orientations

The key stages of this project will be:

- Stage 1: Site Establishment (1 week)
- Stage 2: Demolition of existing structures (4 weeks)
- Stage 3: Site levelling/Excavation and Services (6 weeks)
- Stage 4: Construction of new dual occupancy dwelling (30 weeks)

Stage 1: Site Establishment (1 week)

- Site establishment will comprise of:

    1. Establishing perimeter A-class hoarding: Whilst existing fencing to the North, East and South elevations of site will be maintained, temporary fencing with shade cloth and appropriate signage displaying site contact, key site-specific rules and requirements and emergency contacts will be installed to the Western Elevation of site.

       For public safety and site security, hoardings shall be installed in accordance with proprietary design information and/or site-specific design information to withstand wind loading and be structurally sound.

    2. Establishment of temporary amenities, water and power supply.

    3. Installation of silt fencing to the Boundary of the project.

    4. Establishment of a temporary site de-watering at the Eastern Boundary of the project.

- Once site establishment is complete, the site will be secure and set up for construction works.

Stage 2: Demolition of existing structures (4 weeks)

- Existing structures on this site include a main dwelling, metal shed, concrete footpath and driveway. Additionally, there is existing vegetation to be removed at the Eastern and Western elevations of site.
- The demolition phase will comprise of:

    1. Clearing approved trees and vegetation: Larger trees will require sequential cutting from the top down through use of arborists, this method of removal ensures controlled removal of large trees and reduces risk of damage to neighbouring properties. Small trees and vegetation such as hedges and shrubs will be removed following removal of large trees and vegetation waste removed from site.

    2. Soft demolition and retention works: Any furniture, built in timber fixtures, loose fixtures and fittings will be removed from the existing dwelling to be demolished. During this process any services connections to existing structures will be disconnected and signed off accordingly.

3. Hard demolition: This will be carried out by excavator to demolish each structure from the top down and stockpile materials separately so materials can be sent in separated loads to the nearest tip for disposal.

4. Throughout the demolition phase, existing concrete slab on ground structure will be left in place to facilitate vehicle movements within the site boundary and to manage cleanliness of vehicle tyres. In addition to the only site access/egress being at the Western elevation of site, demolition will be carried out starting at the West and working towards the East. A general indication of sequence is provided in figure

   Once the main existing structure has been demolished and all debris removed from site, concrete slabs will be required to be demolished and removed prior to site levelling.

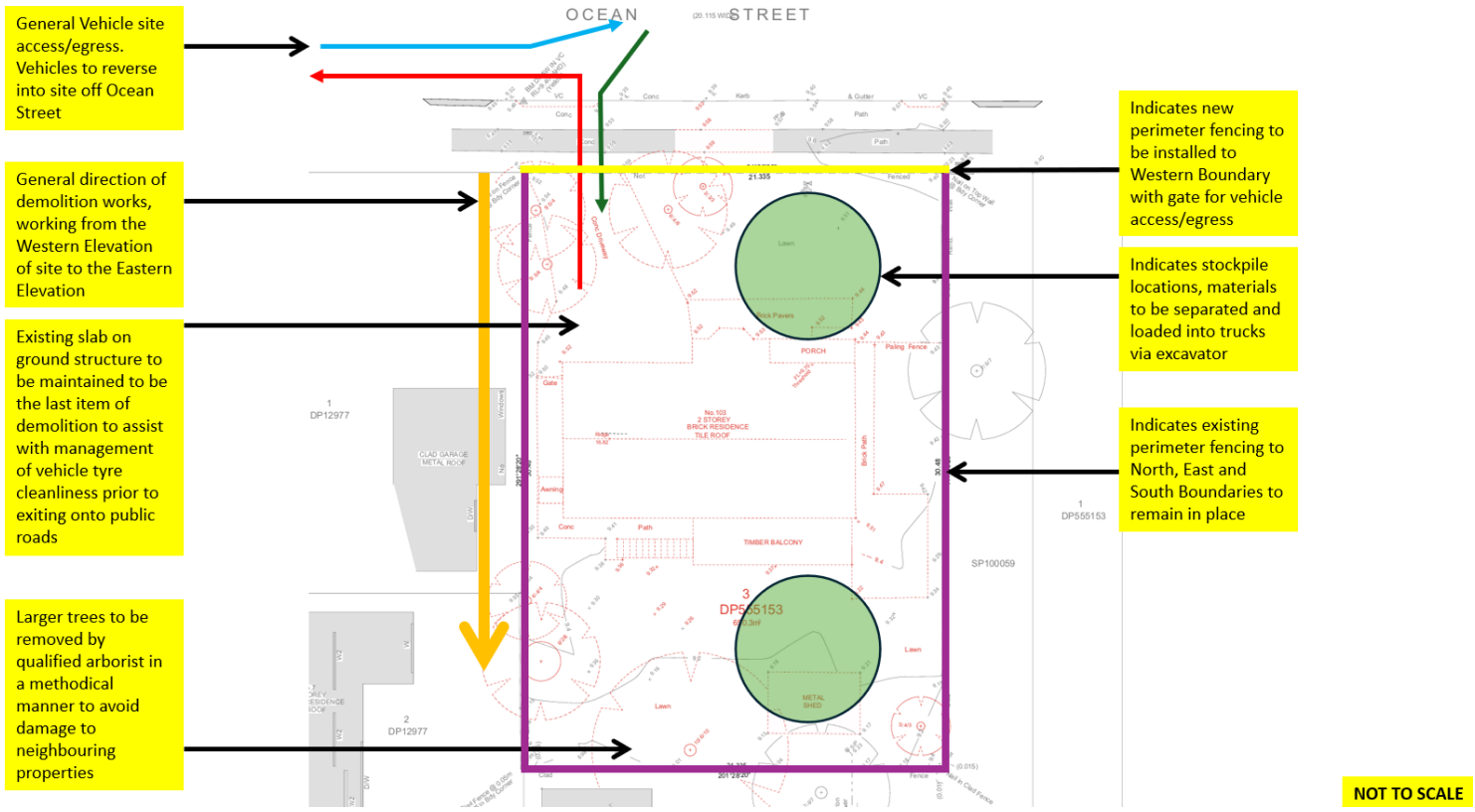


Figure 4 - Site layout and general considerations for demolition works

Stage 3: Site levelling/Excavation and Services (6 weeks)

- There is some general excavation required on-site to achieve subgrade levels required for construction of this project. Following the demolition stage, excavation works will commence to level the site.

- Once the site is clear of demolition materials, survey benchmarks and control points will be established allowing site levelling to commence.

- Site levelling will be completed by small excavators and skid steer loaders. The first stage of site levelling will serve the purpose of clearing the bulk of any spoil to establish an initial level prior to commencing inground services.

- Site levelling will generally be completed working from the East of site towards the West of site.

- During the installation of inground services, detailed excavation will be progressively completed as the last earthworks activity in an area.

- Inground services will commence with any new sewer and stormwater connections to ensure that inground services are built from the lowest point of site upwards. Following this the absorption trench will be excavated and constructed.

- Working from the Eastern boundary of the site to the Western boundary, inground services to each of the dwellings will be installed with connections to pits and mains.

- As inground services installation and backfill progresses, detailed excavation for footings will follow.

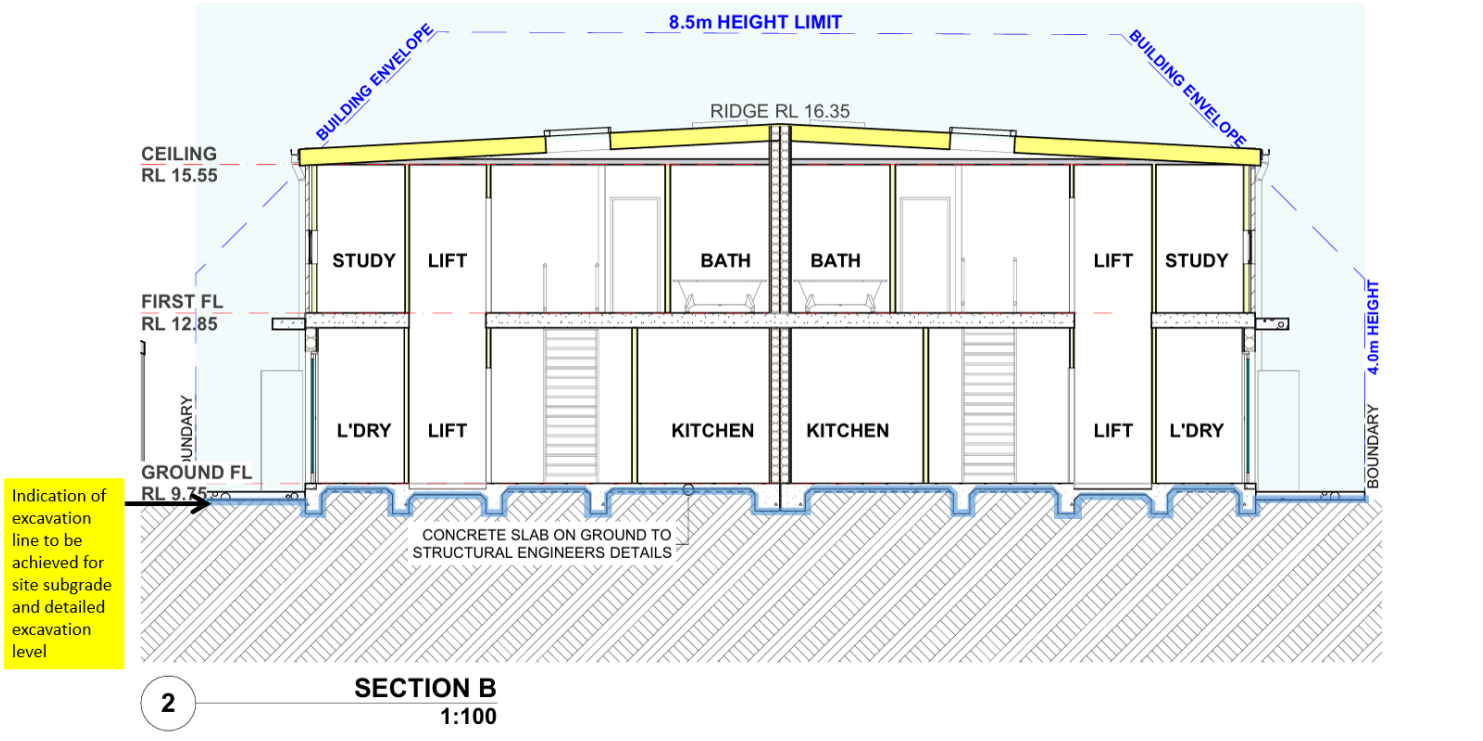


Figure 5 - Indication of excavation extent to achieve site subgrade and detailed excavation level

Stage 4: Construction of new multi-dwelling housing (30 weeks)

- Construction will consist of 5 main stages:

1. Footings: Footing will be progressively constructed following inground services, reinforcement will be delivered via medium rigid trucks and concrete will be placed by line pump.

2. Structure: Structure will be progressively built on top of footings and comprises of mainly Concrete ground floor and first floor slabs, Dincel partition wall between dwellings, timber stud non structural walls and timber roof framing.

   Scaffolding will be built around the perimeter of each dwelling to progressively provide safe access/egress to workers. Where scaffolding is adjacent to site vehicle access, jersey barrier protection to scaffold will be installed to protect scaffolding from vehicle collision.

   As the project is built, access to the Eastern end of site will become constrained requiring a material storage area to be established at the Western end of site and mobile crane/concrete pumping/vehicle staging zone to also be established at the Western elevation of the site as shown in the site layout plan in the following section.

   During structure construction the internal stairs of each dwelling will be built to ensure safe access/egress within units during finishes and fitout stage.

3. Roofing/watertight: Following wall and roof structure completion, metal roofing, windows and doors will be installed inclusive of roof services, ridge cappings and flashings. This will result in a watertight structure for internal finishes construction.

   Scaffolding will extend to suit appropriate edge protection for roofers and insulation and roofing materials will be lifted to each dwelling by mobile crane.

   Roofing materials are to be stored in the nominated materials storage zone and lifted up to each dwelling as required to ensure that storage of unused material on top of roof structure for extended periods is minimised to reduce the risk of materials being blown off roofs during inclement weather.

4. Finishes and Fitout: Installation of external linings/finishes, eaves lining, guttering and down pipes to all external surfaces of each dwelling will be carried out as an initial activity as roofing and roof services have been completed and waterproofing measures completed. This will allow scaffold to be stripped down to ground to complete structure and roofing to the garage of each dwelling.

   Whilst external finishes are being installed, internal finishes and fitout can occur simultaneously and once, roofing, windows and associated flashings to achieve watertightness have been installed.

   Materials handling to support internal finishes will require materials to be manually brought into each dwelling, this will require access from the entrance to site.

This is a reason for the location of the material storage area being located at the Western elevation of site and scaffolding will need to be built to have an appropriate access opening allowance at ground level.

5. External works: Once scaffolding is stripped to each unit, ground works such as detailed leveling for driveways, incomplete connection to services, installation of rainwater tanks, construction of drive way and landscaping will be progressively completed working from the newly constructed dwelling towards Ocean street to ensure that works completed are not tracked over and materials/waste is managed to be progressively taken out of the project.

   Because access becomes constrained as the project is built, bulk materials will be loaded to the Eastern Area of site once excavation and inground services works have been completed in this area. This will limit the amount of materials handling required through constrained side access paths following construction works.

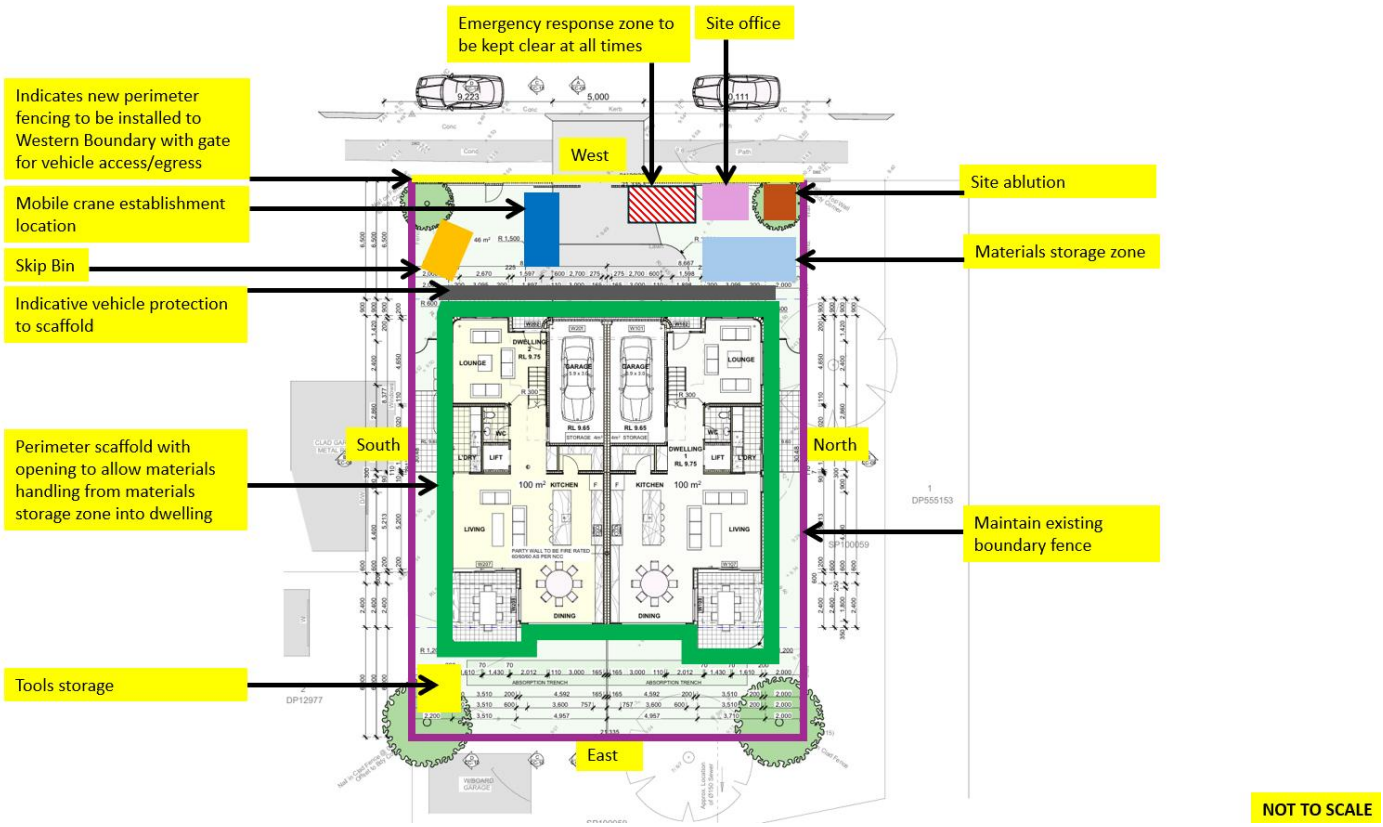


Figure 6 - General site layout and considerations for construction works

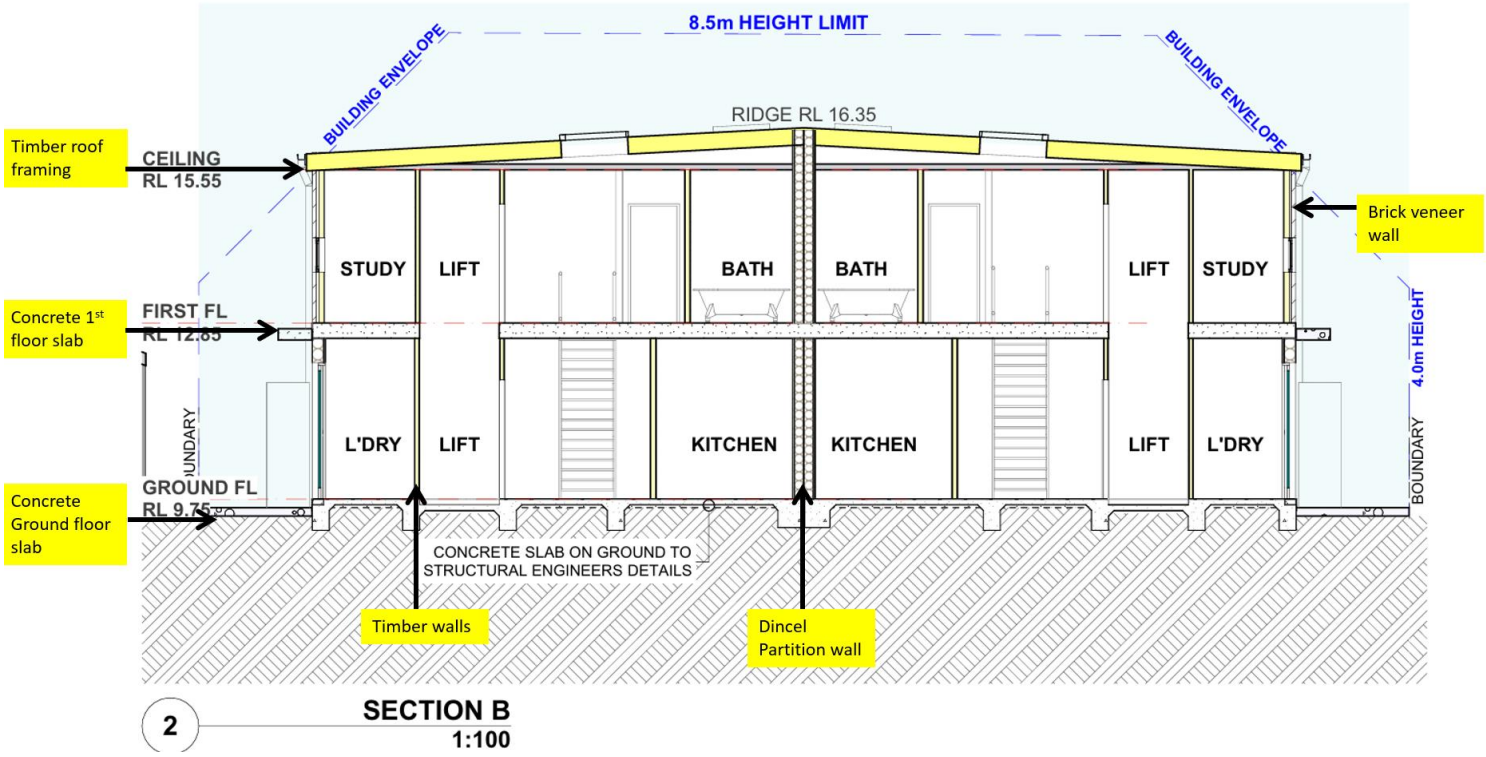
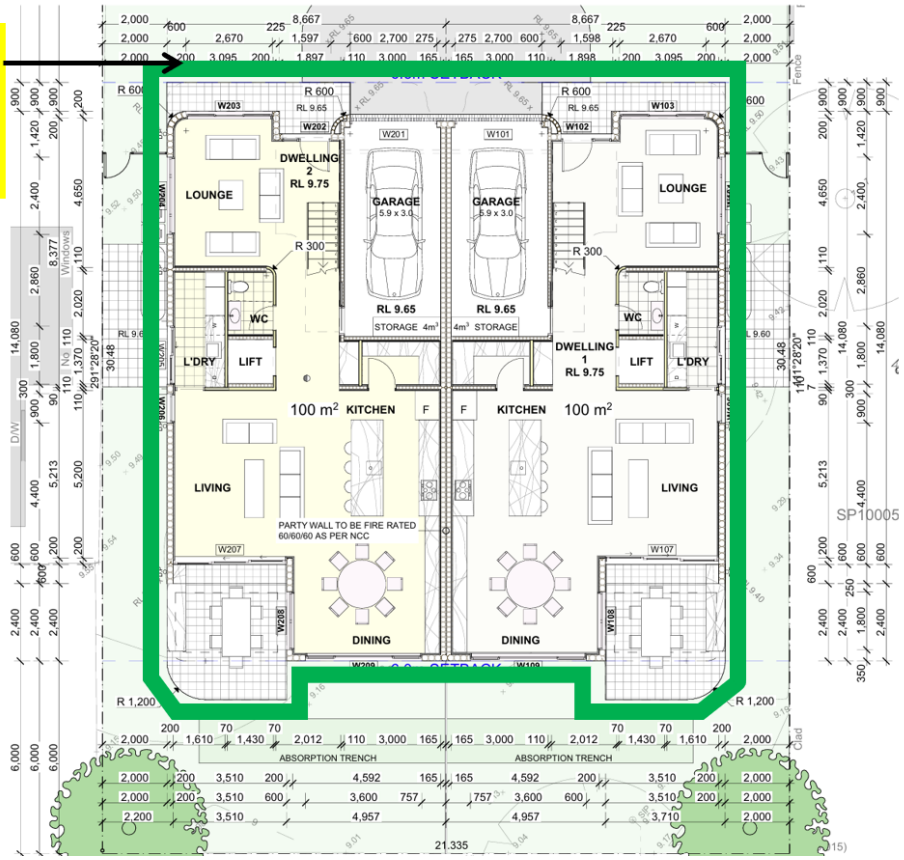


Figure 7 - General overview of structure construction types

Opening to be installed in Western Elevation of perimeter scaffold to allow for materials handling from Western elevation materials storage zone into dwelling to facilitate construction



NOT TO SCALE

Figure 8 - General layout of scaffold base out footprint to ground floor

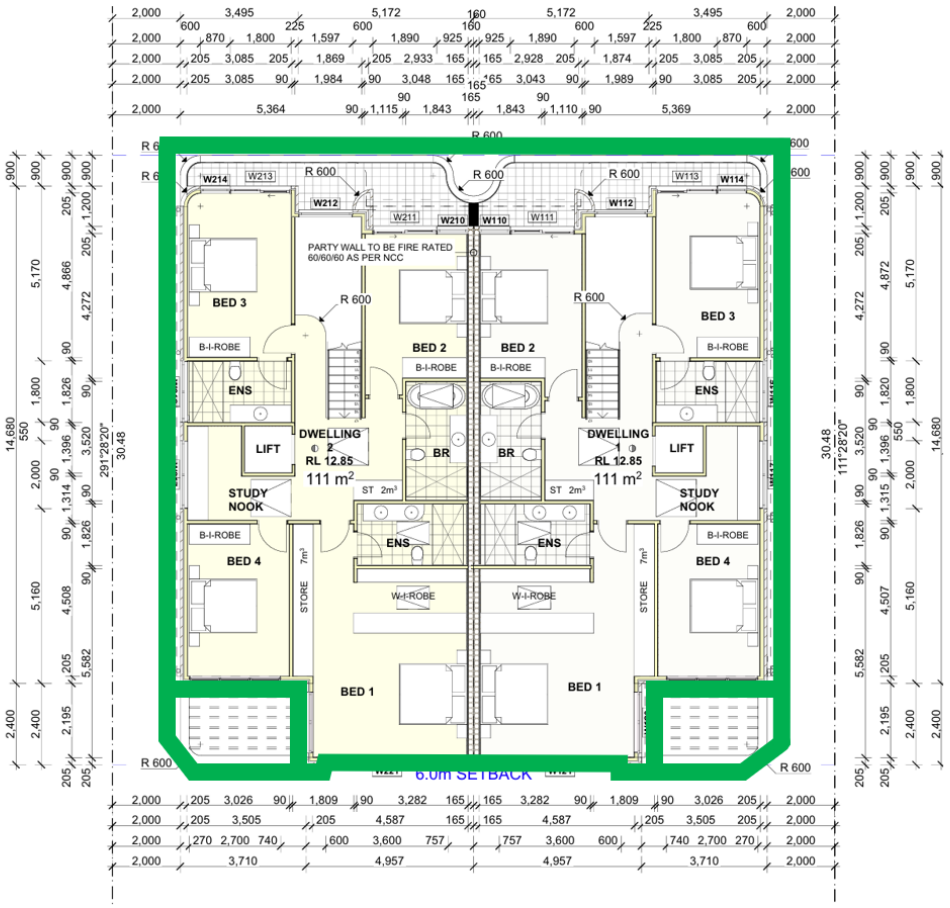


Figure 9 - General layout of perimeter scaffold to first floor

NOT TO SCALE

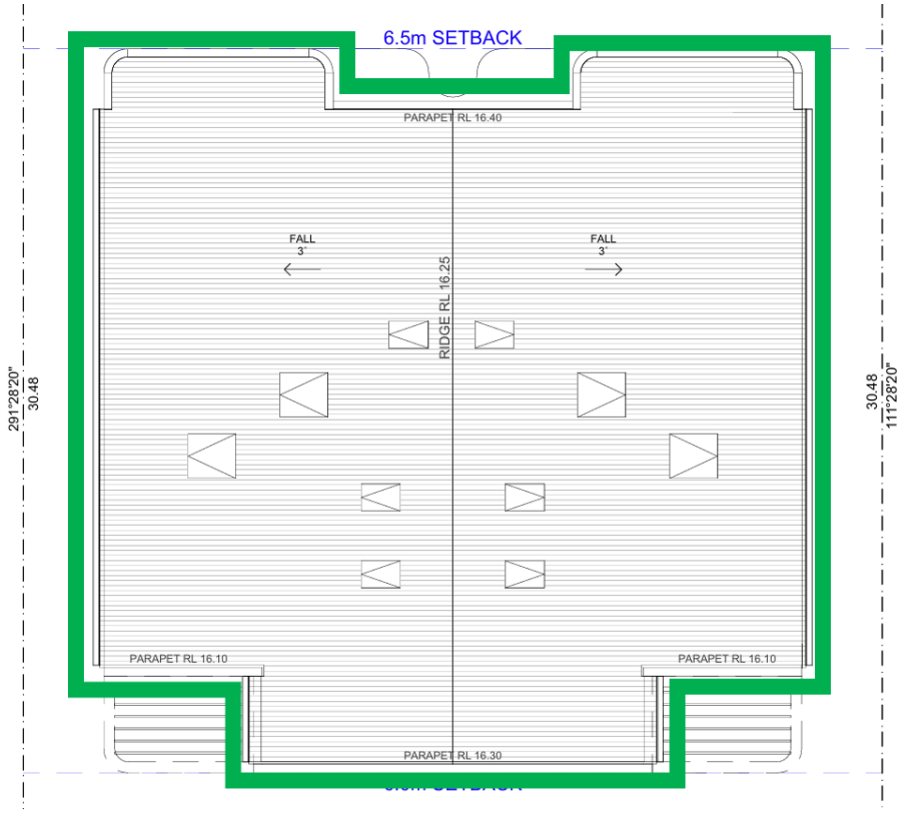


Figure 10 - General layout of perimeter scaffold to roof

NOT TO SCALE

Working Hours

- Demolition and excavation works are restricted to:
    - Monday – Friday: 8:00am – 5:00pm

- Building construction and deliver of material hours are restricted to:
    - Monday – Friday: 7:00am – 5:00pm
    - Saturday: 8:00am – 1:00pm
    - No work is permitted on Sundays or Public Holidays.

- No heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).

Work Zones

No work zones are required for this project and there is to be **no queuing of vehicles on Ocean Street at any time.**

A separate application will be lodged to Northern Beaches Council if the public road/footpath needs to be occupied.

Temporary truck standing/queuing locations on Council roads or land in the vicinity of the site are not permitted unless approved by Council prior.

Access/Egress of Vehicles

Vehicle access/egress will undergo key changes as the project progresses, for the majority of the project vehicles will generally move into site in a reverse direction and out of the site in a forward direction. A speed limit of 5km/h will be maintained at all times whilst within the site area.

Advanced warning and directional signage will be placed upon entry and exit of the construction site. The signage will guide drivers to the construction site.

The vehicles' movement will be carried out taking into consideration the surrounding building and roads. Mitigation measures will be put in place and a Traffic Guidance Scheme has been developed to ameliorate conditions.

The largest vehicle that will be able to enter site will be a Medium Rigid Vehicle; to do so it will need to reverse into site given the weight restriction on Walsh Road as presented in the following sections and the turning circle restriction on the round a bout North of site. TGS and Swept paths specific to reverse movements of Medium Rigid Vehicles to enter site are presented in Appendix A.

All exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting the site as required. All vehicles leaving the site must be free of mud or any other debris.

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

The Site manager is responsible for all vehicles accessing and egressing the site. At points of vehicle egress the driver will ensure vehicles give way to pedestrians and cyclists before exiting.

During times of vehicle Access and Egress to and from the site, certified TfNSW accredited Traffic Controllers will be on site to manage vehicle and pedestrian movements.

This CTMP and all plans associated with it will be given to all drivers visiting the site prior to arrival.

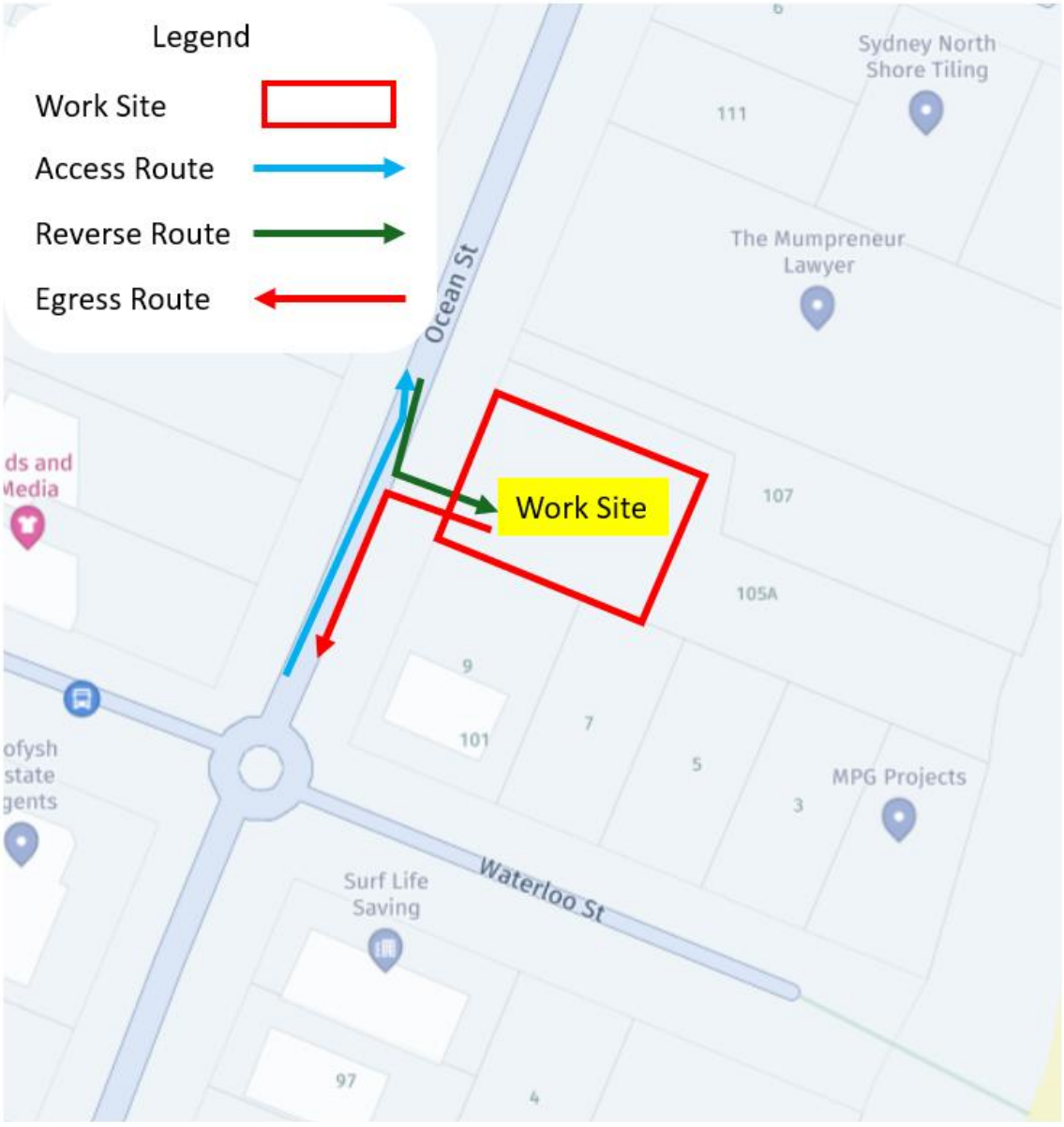


Figure 11 - General vehicle access/egress

Access Routes

Access to the site will always be via Ocean Street with access routes from main motorways North, South and West of site demonstrated below. There is no access from main motorways from the Eastern orientation of site.

There are a number of potential routes available to vehicles accessing sites that have weight and height restrictions, examples of these are provided in Figure 12, Figure 13, Figure 14 & Figure 15 below.

The access routes presented in Figure 16, Figure 17 & Figure 18 below consider the above mentioned restrictions and show vehicle access routes from main roads to the Northern, Southern and Western orientations of site.

Vehicles accessing the site will use State roads unless otherwise stated in this document.

1. Vehicles will approach the site using the access routes outlined in this document.
2. Vehicles accessing the site using either the Northern, Eastern, Southern or Western access routes below.
3. Vehicles accessing the site will do so as shown below, moving in a reverse direction.
4. Certified traffic controllers will be on site to assist with significant vehicle movements to the site.

Figure 12 - Vehicle weight limit restriction on Walsh Street

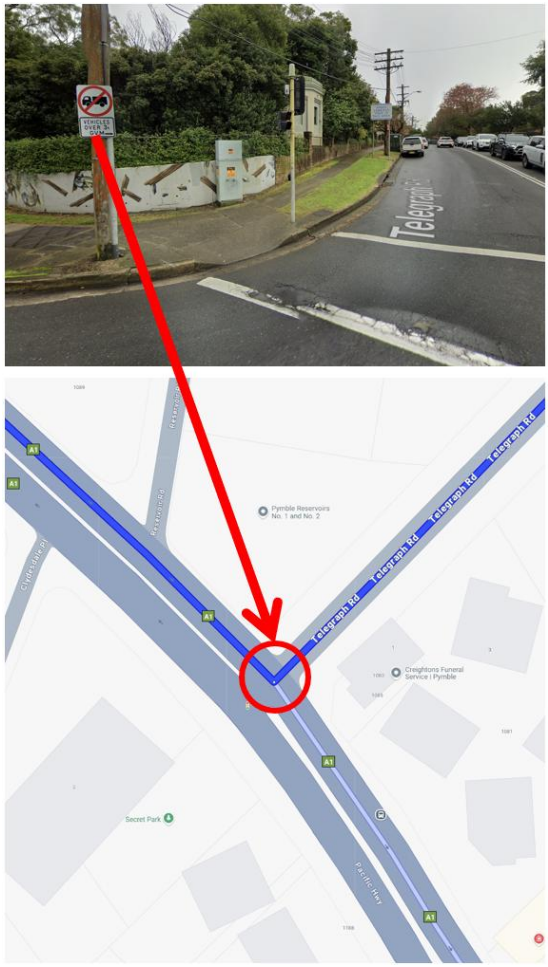


Figure 13 - Vehicle weight limit restriction on Telegraph Road

Figure 14 - Vehicle weight limit restriction on Birdwood Avenue

Figure 15 - Vehicle height limit restriction on Boundary Street

Pacific Mwy
Mount Kuring-gai NSW 2080

1. Head south-west on M1 — 8.8 km
2. Use the left lane to take the Pacific Hwy/A1 exit towards Airport/Sydney — 290 m
3. Use any lane to turn left onto Pacific Hwy/A1 — 10.8 km
4. Turn left onto Boundary St/A38 — 12.1 km
   - Continue to follow A38
5. Turn left onto Pittwater Rd/A8 — 5.6 km
6. Turn right onto Ocean St — 850 m
   - Go through 2 roundabouts
   - Destination will be on the right

103 Ocean St
Narrabeen NSW 2101

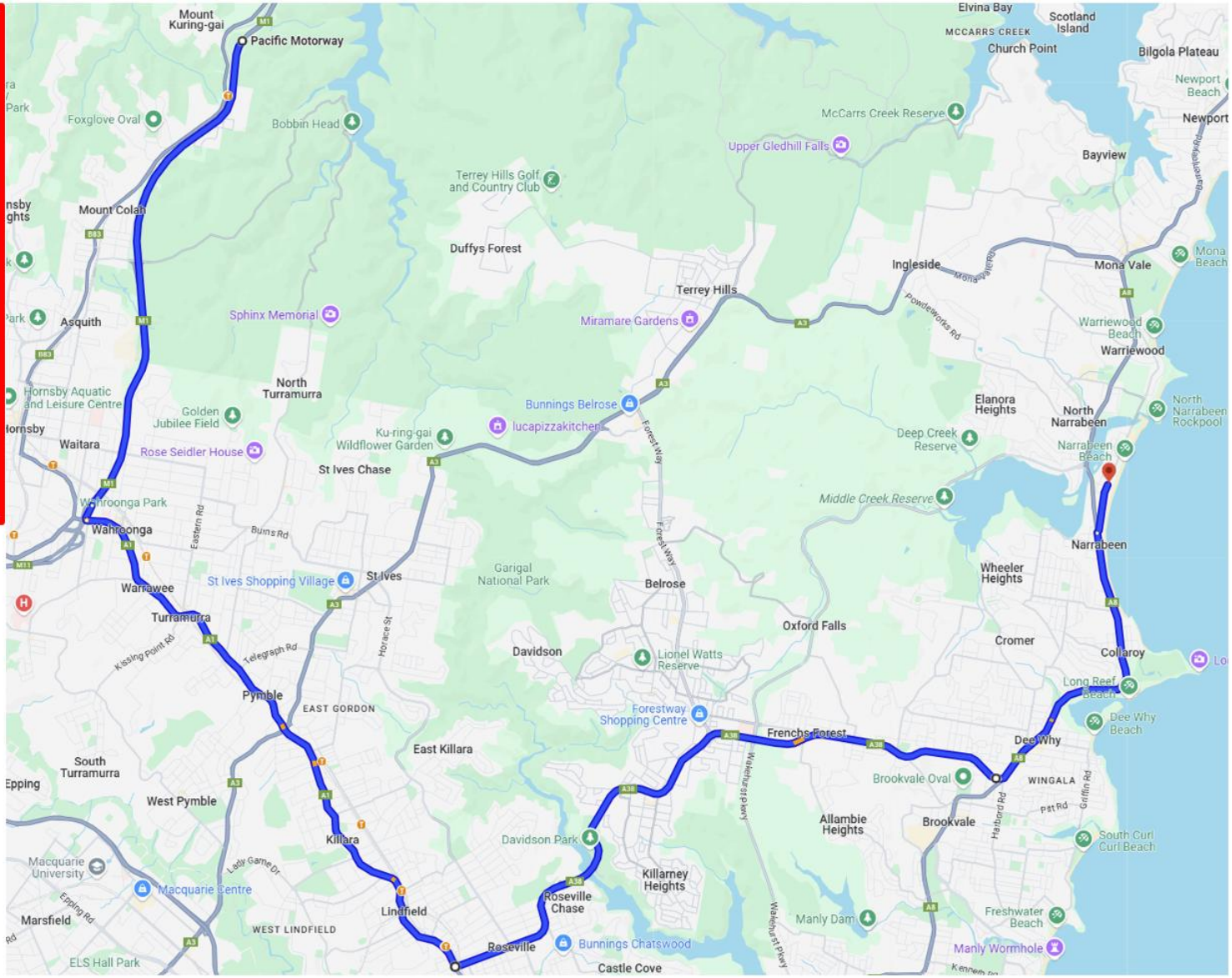


Figure 16 - Northern Site Access from Pacific Motorway

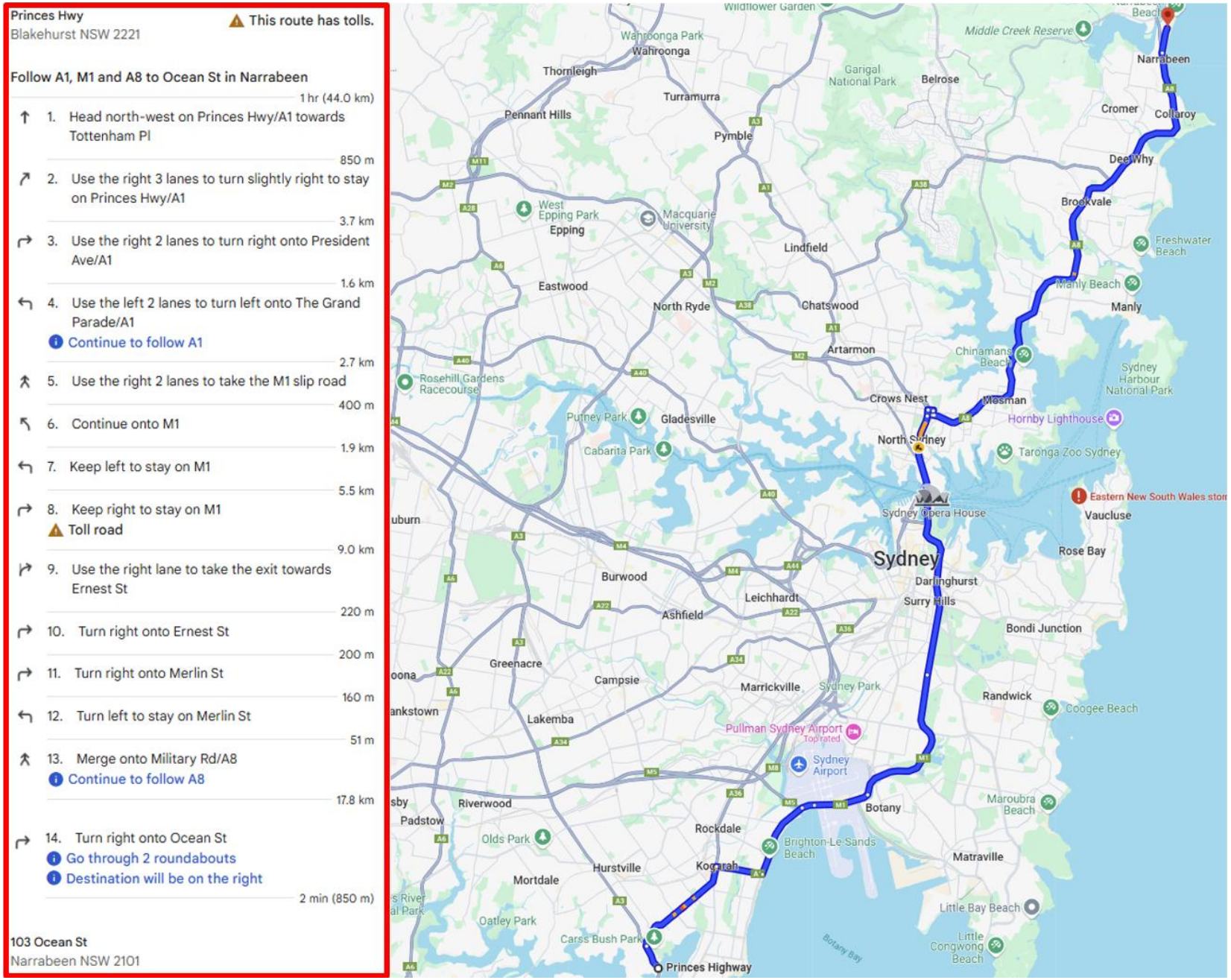


Figure 17 - Southern Site Access from Princess Highway

Western Mtwy
Lidcombe NSW 2141

⚠ This route has tolls.

1. Head south-east on M4
   ⚠ Toll road
   2.0 km
2. Use the 2nd from the left lane to take the Homebush Bay Dr/A3 exit towards Ryde/Hurstville/Sydney Olympic Pk
   ⚠ Toll road
   500 m
3. Use the left 2 lanes to turn left onto Homebush Bay Dr/A3
   ℹ Continue to follow A3
   34.7 km
4. A3 turns right and becomes Pittwater Rd/A8
   3.5 km
5. Use the left 3 lanes to turn slightly left to stay on Pittwater Rd/A8
   450 m
6. Turn left onto Waterloo St
   ℹ Go through 1 roundabout
   260 m
7. At the roundabout, take the 1st exit onto Ocean St
   ℹ Destination will be on the right
   44 m

103 Ocean St
Narrabeen NSW 2101

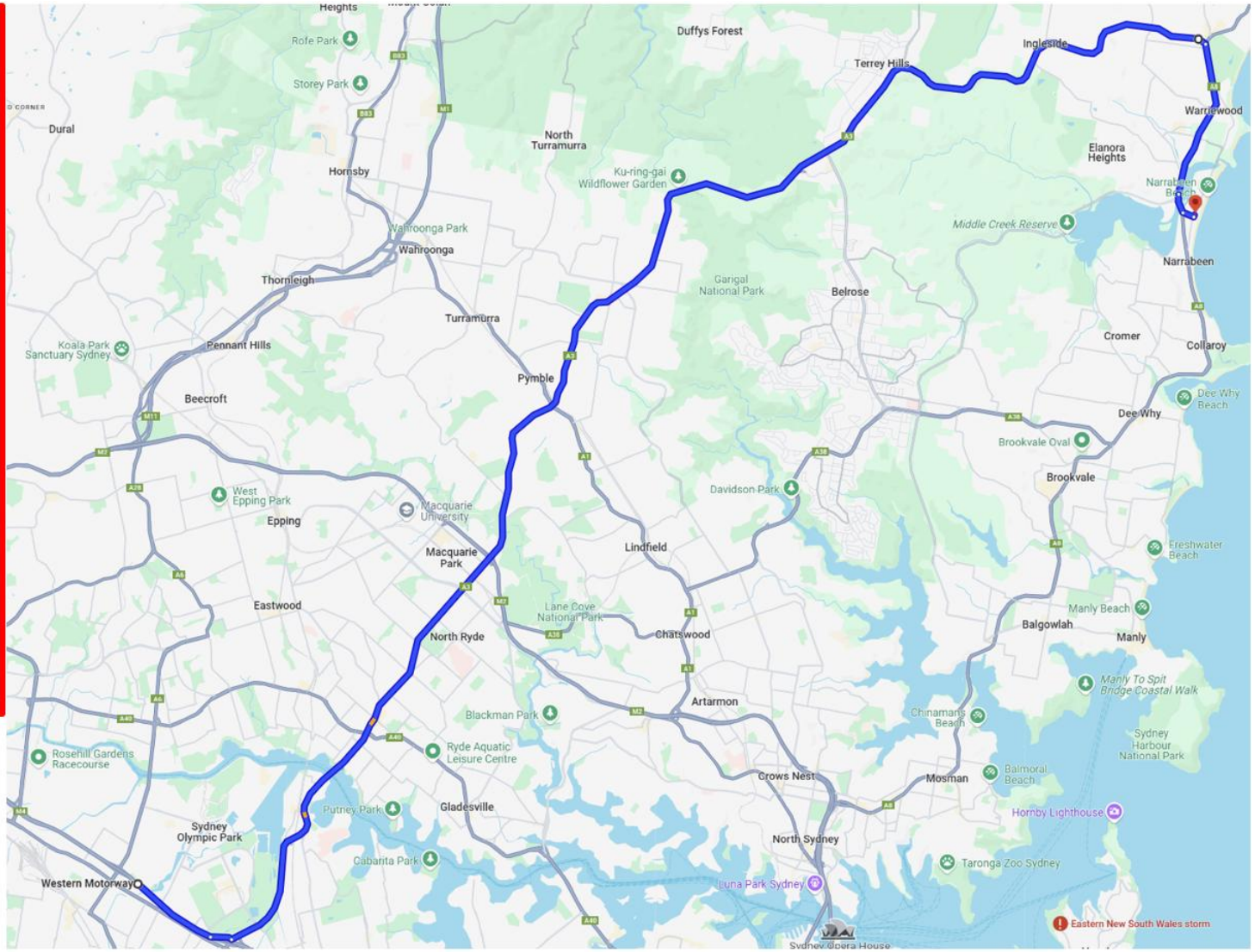


Figure 18 - Western Site Access from Western Motorway

Egress Routes

Exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting the site as required and will exit the site on the following basis:

Egress from the site will be from one location – Western Elevation of site onto Ocean Street and Figure 19, Figure 20 & Figure 21 present vehicle egress routes to main roads to the North, South and West orientations of site. There are no main roads to the Eastern orientation of site.

Vehicles egressing from the site will use State roads unless otherwise stated in this document.

1. Vehicles will exit the site using caution and are to give way to pedestrians, cyclists or vehicles already on the road.
2. Vehicles exiting the site will follow either the Northern, Southern or Western egress routes below.
3. Vehicles exiting the site will do so as shown below, moving in a forward direction.

103 Ocean St
Narrabeen NSW 2101

1. Head south-west on Ocean St towards Waterloo St
   Go through 2 roundabouts — 850 m
2. Turn left onto Pittwater Rd/A8 — 5.6 km
3. Use the right 2 lanes to turn right onto Warringah Rd/A38
   Continue to follow A38 — 10.4 km
4. Keep right to continue on Babbage Rd/A38
   Continue to follow A38 — 1.8 km
5. Use the right 2 lanes to turn right onto Pacific Hwy/A1 — 10.8 km
6. Use the right 2 lanes to turn right onto the Pacific Mwy/M1 slip road to Newcastle — 550 m
7. Continue onto Pacific Mwy/M1 — 8.7 km

Pacific Mwy
Mount Colah NSW 2079

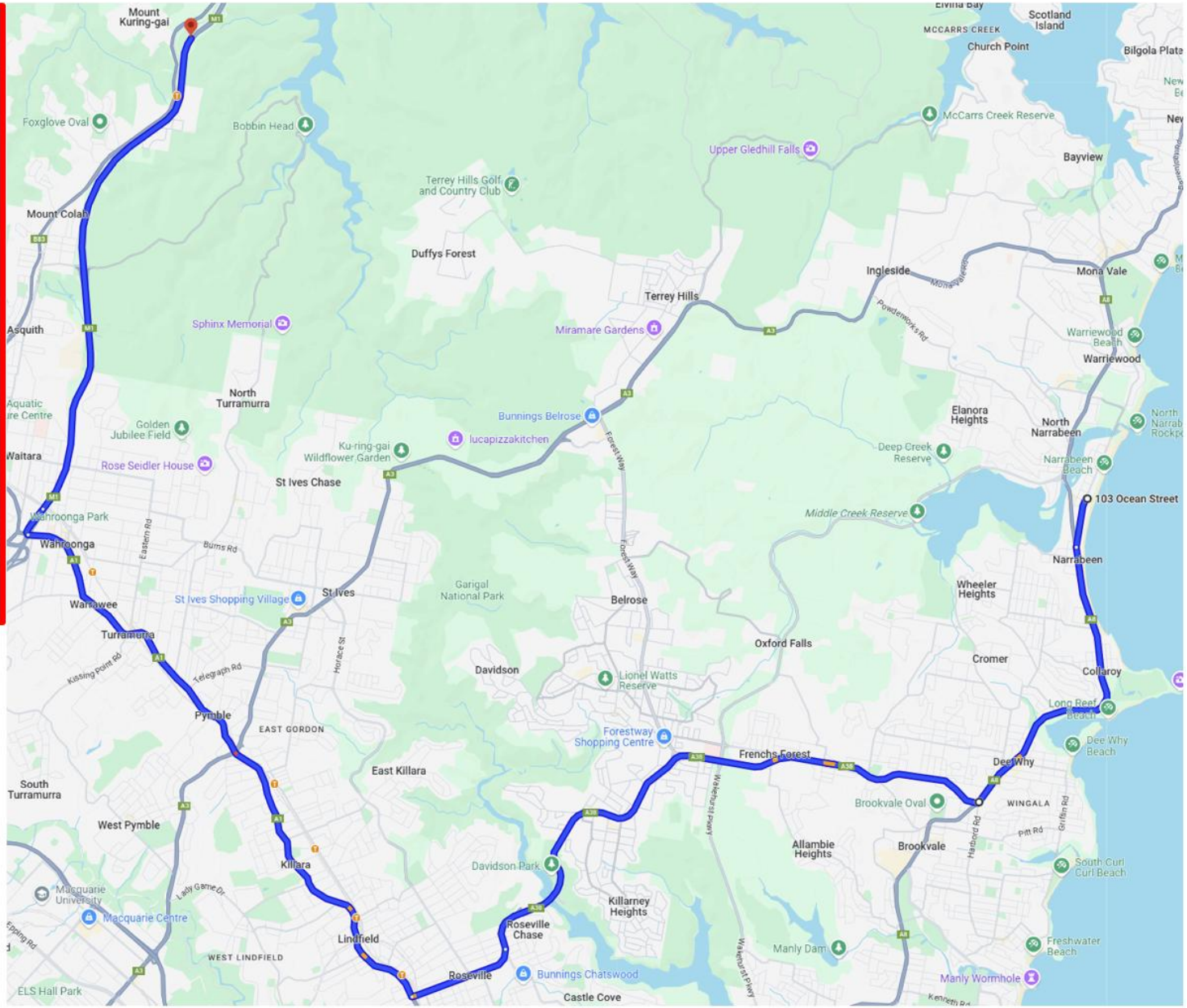


Figure 19 - Northern Site Egress to Pacific Motorway

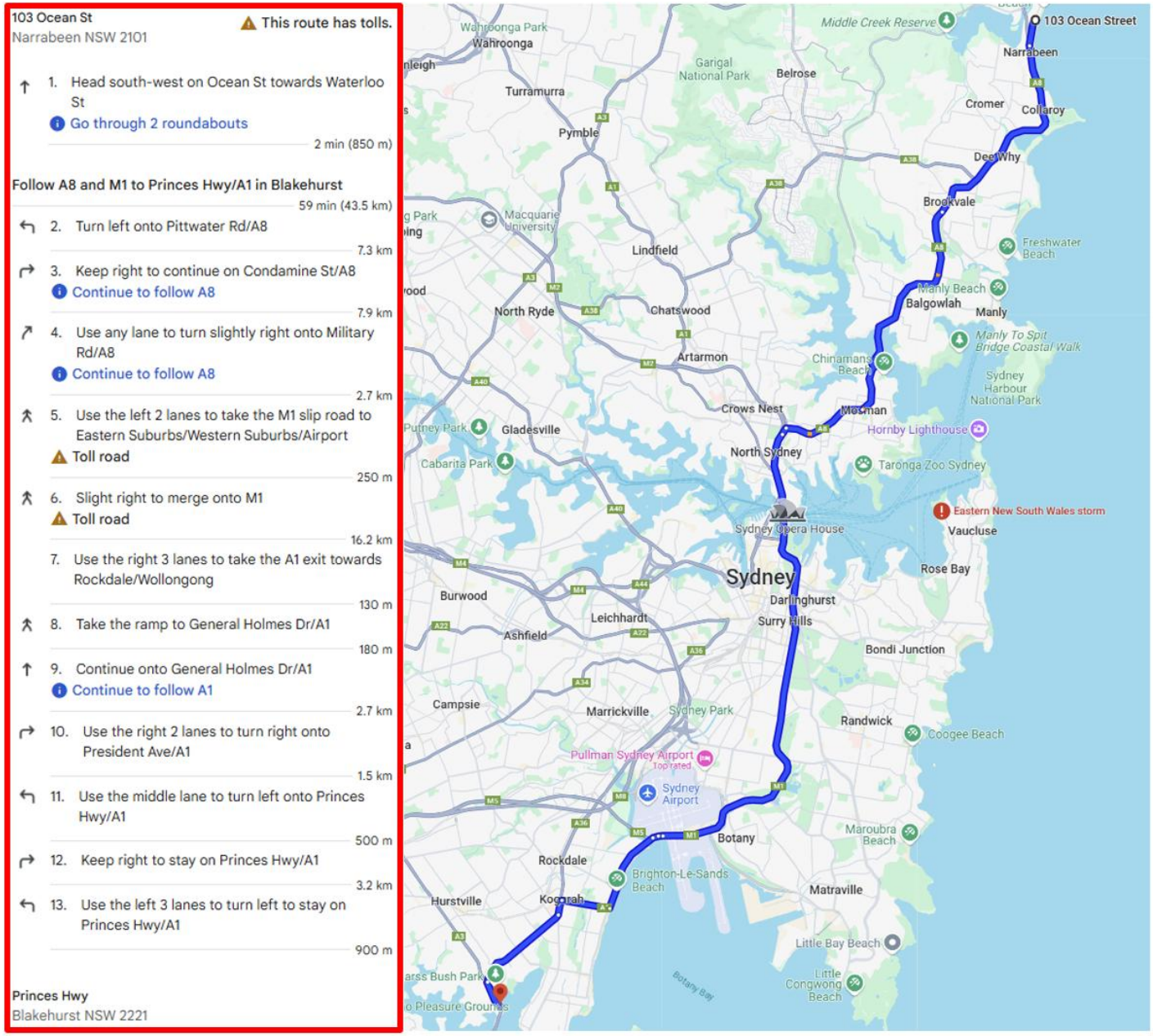


Figure 20 - Southern Site Egress to Princess Highway

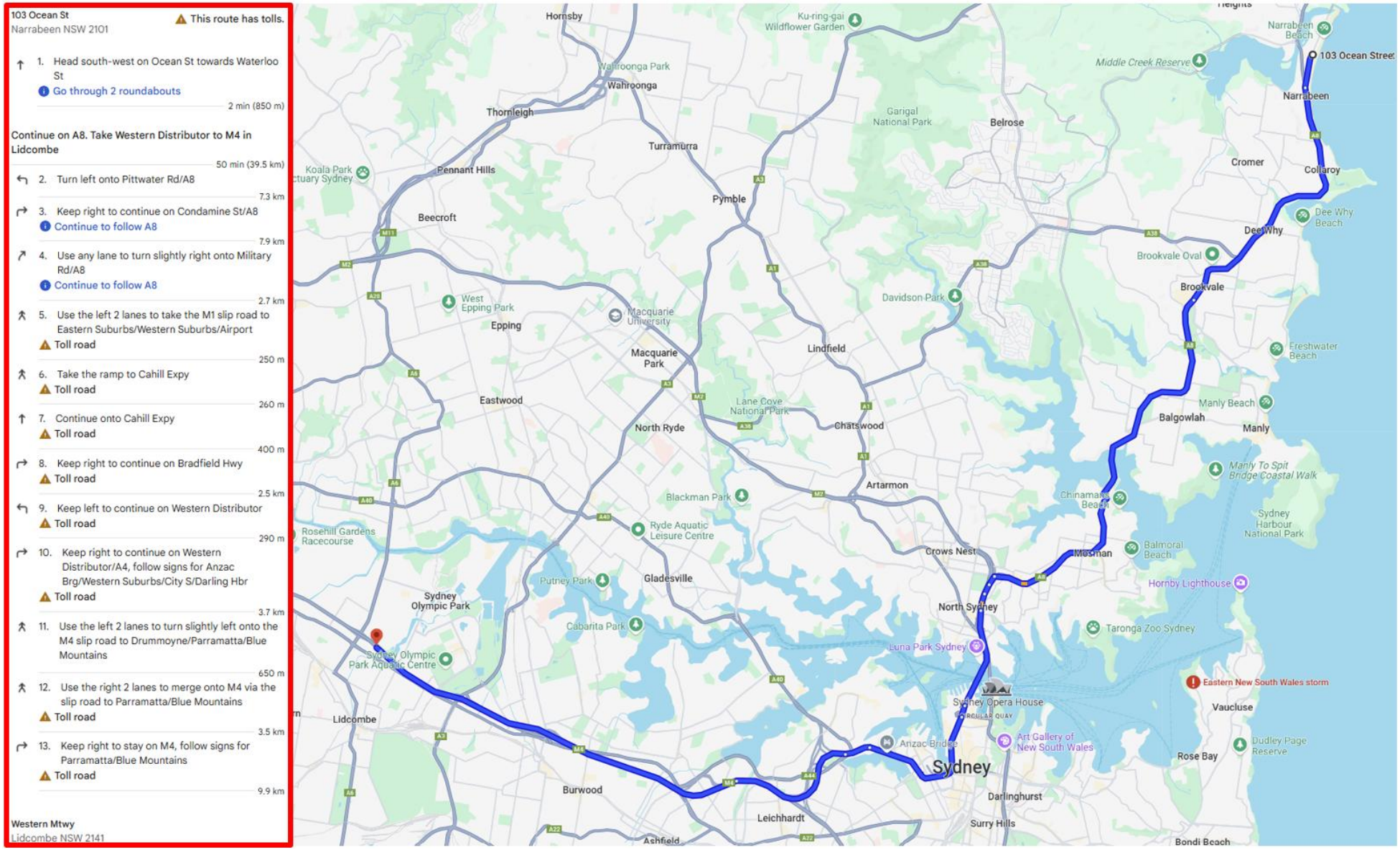


Figure 21 - Western Site Egress to Western Motorway

Transport Vehicles

PGL Scott Holdings Pty Ltd® will have an active and ongoing involvement in the management and monitoring of works during the construction phase. They will ensure, as previously mentioned, that no vehicle will make deliveries outside Northern Beaches Council's approved DA times as well as that all delivery vehicles will arrive at pre-arranged times to the site. All vehicles approaching the work site will adhere to the road rules and observe any signage in place. At all times access to bike and footpaths will remain unobstructed and consultation with local residents will be ongoing. Where the bike/footpaths need to be occupied a safe alternative will be provided.

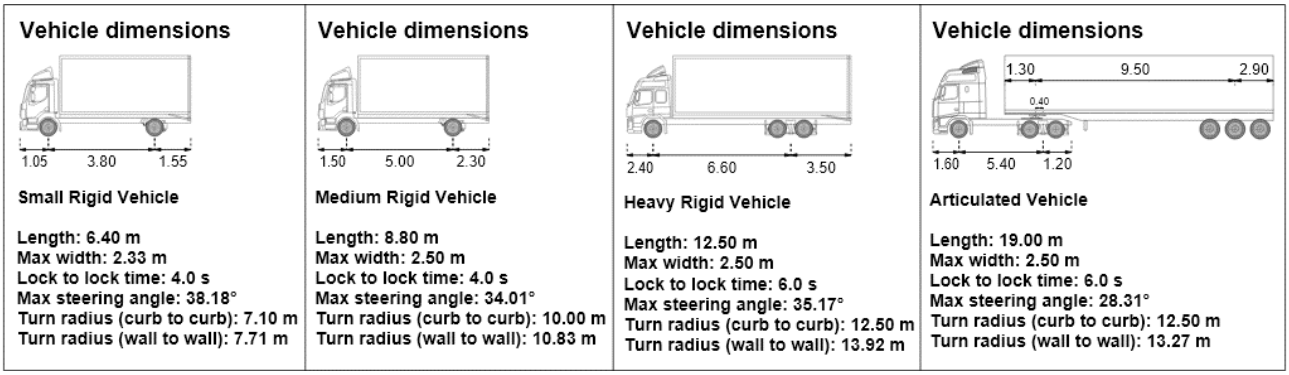


Figure 22 - Standard vehicle dimensions

Stage	Movements at peak	Range of vehicles during stage	Largest Vehicle
Demolition	3-5/day	SRV (6.4m), MRV(8.8m)	MRV(8.8m)
Excavation	3-5/day	MRV(8.8m)	MRV(8.8m)
Construction	3-5/day	SRV (6.4m), MRV(8.8m)	MRV(8.8m)

Tower Cranes and Mobile Cranes:

The proposed works will require mobile craneage for materials handling to levels of the project above ground level. Typical materials handling that will require mobile craneage will include transporting formwork, reinforcement and roofing materials from street levels to suspended levels. All mobile crane work will occur from within site boundaries.

Site Sheds, Removal and Storage of Rubbish or Spoil:

All waste/material will be collected on site in a position for easy access for both use on site and removal by trucks. As previously described, all removal trucks will have the load covered by tarpaulin or other means to secure the load.

Impacts and Management

Road/Lane Closures

The proposed works will not require any road closures but will require kerb lane closures at the western elevation of site to carry out concrete placement works and entry driveway construction works.

Separate applications for approval of partial closure of the kerb lane will be lodged for approval with Northern Beaches Council.

Pedestrians and Cyclists

All works will take into consideration pedestrians and cyclists. Advanced warning signage will be in place to warn pedestrians of the entry and exiting of vehicles to and from the site.

Only authorised personnel will be permitted within the building site unless accompanied by site management if not inducted to the site. Whilst within the confines of the building site, all personnel will attire in correct PPE to ensure that they are visible to moving traffic.

No change to the footpaths/bike paths will be made, pedestrians will follow the pathways as normal, likewise for cyclists. Where the bike/footpaths need to be occupied a safe alternative will be provided. Certified traffic controllers will be on site during times of vehicular movements and heavy loading.

Public Transport

The works will not impact the local public transport network.

The predominant public transport network close to this site are the bus routes that operates on Pittwater Road and Ocean Street. Bus routes such as the B-line operate on Pittwater Road and the 155 on Ocean Street.

Parking

Contractors will be encouraged to use public transport and carpool where possible. Facilities will be provided on site for contractors to store tools to reduce the need to bring vehicles to site each day to carry their tools. It is anticipated that the maximum number of workers on site will be an average 10-15 workers onsite.

Emergency Vehicles

Emergency services will not be affected by the proposed works. In the case that any emergency vehicle is required for the site, it will be given priority and will enter from Ocean Street.

Access to Properties and Noise

The works will not affect access to properties, using pre-arranged arrival times will help to control disturbance (with the required ongoing consultation with residents).

Regarding noise impacts PGL Scott Holdings Pty Ltd® will keep all noise associated with the works to a minimum. Likewise, no noise will be made outside the approved hours for the site.

Adjoining property owners will be kept advised of the time frames for completion of each phase of the demolition/development/construction process via mail.

Regarding the implementation of temporary traffic control measures, prior to the implementation of any temporary traffic control measures, a minimum of 14 days notification will be provided to adjoining property owners.

Consideration on Surrounding Developments:

There are currently live sites along Ocean Street within the vicinity of the subject site. The sites most at impact include:

- 2 Tourmaline Street, Narrabeen (at 10% completion).
- 99 Lagoon Street, Narrabeen (at 40% completion).
- 185 Ocean Street, Narrabeen (at 30% completion).
- 185 Ocean Street, Narrabeen (at 60% completion).

PGL Scott Holdings Pty Ltd® will liaise with these and any other developments which become active within 250m of the subject site to ensure no clashes in booking major works such as concrete deliveries and mobile crane works.

Tree Protection

Tree protection measures apply to this project as follows according to the development approval conditions:

Existing trees and vegetations shall be retained and protected, including:

- All trees within the site not approved for removal, including trees and vegetation nominated for retention on the approved plans.
- All trees and vegetation located on adjoining properties.
- All trees and vegetation within the road reserve.

Environmental

A range of measures will be in place to manage and minimise any possible impact on the environment in regards to dust control and air emissions. Such measures will include, but not limited to:

- Containment and removal of any hazardous material in accordance with EPA regulations.
- Inclusion of wash down bays or shaker rams.
- Regular cleaning of streets.
- Erosion and Sediment control to perimeter and access road.
- Wheel wash facilities for all vehicles entering and exiting the site.
- Speed limits will be reduced on site to reduces dust and exhaust emissions.
- Monitoring of air emissions throughout the construction process similarly, noise pollution will be minimised through a range of measures such as:
    - Control of noise at source where practicable (e.g. using screenings, shielding).
    - Use of noise suppression covers when plant and machinery in operation.
    - Use of electrically powered plant where possible.
    - Where possible, noisy plant equipment will be kept away from sensitive noise boundaries or alternatively within enclosures.
- Stockpiling of sand, soil and other material shall be stored clear of any drainage line or easement, tree protection zone, water bodies, footpath, kerb or road surface.

Proposed Protection for Council and Adjoining Properties:

A secure perimeter site fence/hoarding will be in place with locked access gates and clear signage with site contact details and emergency contact information. The secured perimeter of site will separate the site from adjoining properties and council land.

Traffic Guidance Scheme (TGS)

A TGS is defined in the TfNSW TCWS Manual Version 6.1 as a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary through a work site or temporary hazard. The proposed TGS is located in Appendix B.

Objectives

The provision of a save environment for road users and works staff is a key objective of PGL Scott Holdings Pty Ltd®. The TGS was developed with the aim to:

- Warn drivers of changes to the usual road conditions.
- Inform drivers about changed conditions.
- Guide drivers through the work site.
- Ensure the safety for workers, motorists, pedestrians and cyclists.

Context

The TGS's prepared were based on the principles and measured outlined in this CTMP, which details the road safety and traffic principles, strategies and measure that will be applied to enable PGL Scott Holdings Pty Ltd® to fulfil its obligations and the requirements of relevant authorities.

The TGS's were designed to address the following issues where applicable:

- Use of traffic control devices.
- Speed limit requirements.
- Provision of pedestrian traffic and their safety.
- Provision for cyclists and their safety.
- Provision for vehicle and plant movements.
- Parking restrictions and parking facilities.
- Provision for trade vehicles and plant movements.
- Informing all site personnel of any high-risk areas.
- Providing adequate signage within the construction site for access and egress.

Traffic Controllers

Only certified traffic controllers will undertake this activity. The placement of signs will be done so by a qualified Implement TGS Holders as per the Australian Standards 1742.

TGS Monitoring and Reporting

Specific measures for TGS reporting will be taken. These will include, but not be limited to the following:

- The Traffic Guidance Scheme will be numbered and a register maintained as a part of the CTMP.
- All traffic control devices and traffic control arrangements will be inspected daily to ensure the adequacy of such devices and arrangements as per the TfNSW TCWS Manual Version 6.1.
- Traffic management records and plans will be maintained as well as record/log.
- PGL Scott Holdings Pty Ltd® may be required to provide records in the following event instances:
    - That a breach imposed by the NSW Police Service, on a motorist who does not comply with a regulatory sign is challenged in courts or,
    - In the event of an accident is alleged to have occurred when temporary traffic control is in place.

Credentials

The TGS was prepared by Dwayne Perera, TfNSW Prepare a Work Zone Traffic Management Plan Number TCT0021811.

Traffic Control Signs and Devices

Traffic control devices are an important tool for influencing the safety of road users, in particular where temporary traffic controls are implemented at work sites. During the construction of this project PGL Scott Holdings Pty Ltd® will assess the warrant for traffic control devices in accordance with the relevant guides/standards such as: TfNSW TCWS Manual Version 6.1, Australian Standard – AS1742 Manual of uniform traffic control devices, and any relevant documents listed on the 'TFNSW Guide to Signs and Marketing reference list' to make sure that all the traffic control devices are installed and maintained correctly.

The provision of timely, clear and consistent messages to road users is essential. PGL Scott Holdings Pty Ltd® will ensure all signs and devices installed during the construction of this project are:

- Assessed for use in accordance with the appropriate warrants.
- Manufactured in accordance with the requirements of the Australian Standards.
- Installed in accordance with the relevant guides and standards.
- Not contradictory to existing signs or markings.
- When unwarranted, covered or removed.
- Regularly maintained and repaired/replaced when damaged.

All signposting installed throughout the project will comply with the requirements outlined in the TfNSW TCWS Manual Version 6.1, AUSTROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the Relevant parts of Australian Standard 1742.

Appendix A TGS and Swept Paths

Roadside Traffic

Date: 03/07/2025 **Author:** Dwayne Perera **Project:** 103 Ocean Street, Narrabeen
Client: PGL Scott Holdings Pty Ltd **Contact:** Phil Scott **Phone:** 0411 416 554

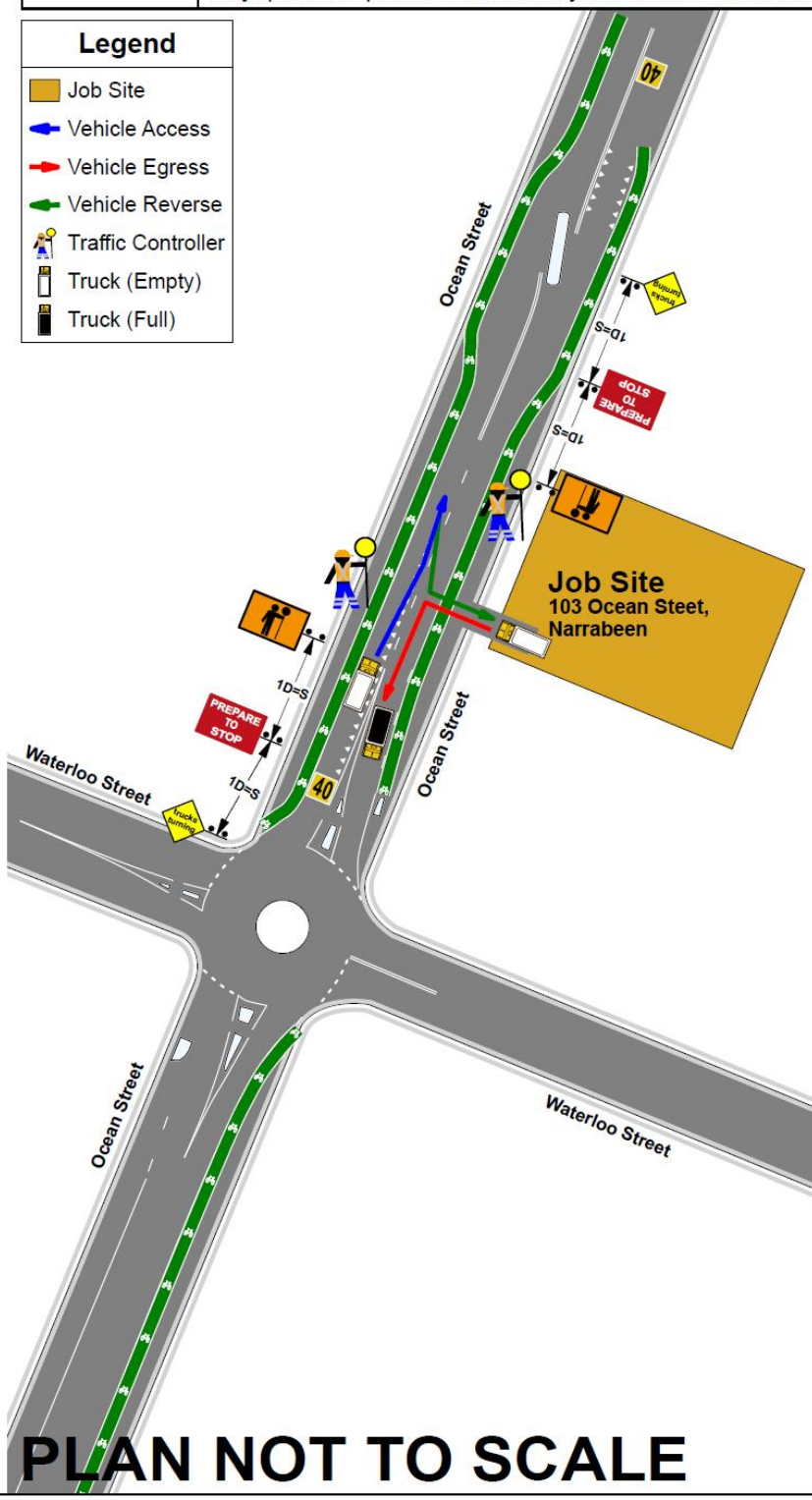
Comments:
This plan was designed by Dwayne Perera of Roadside Traffic Management in accordance with Australian Standards and the TfNSW's Traffic Control at Worksites Manual V6.1. The plan is designed for the safe access and egress of construction vehicles for construction works at 103 Ocean Street, Narrabeen. During work traffic and pedestrians will be intermittently stopped to allow truck movements. Certified traffic controllers will be on-site to implement and monitor this TGS. All traffic guidance schemes are copyright/property of Roadside Traffic Management and are not transferrable unless authorized by Roadside Traffic Management. Any questions please contact Dwayne Perera of Roadside Traffic Management on 0400 350 182.

Legend

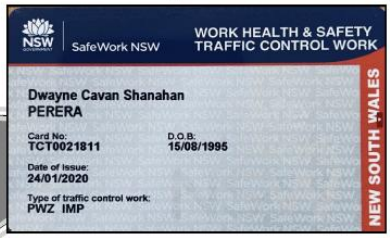
- Job Site
- Vehicle Access
- Vehicle Egress
- Vehicle Reverse
- Traffic Controller
- Truck (Empty)
- Truck (Full)

Manifest

6 x	sign single
2 x	T1-18 PREPARE TO STOP
2 x	T1-34 TRAFFIC CONTROLLER AHEAD
2 x	Traffic Controller
2 x	Truck (Empty)
2 x	W5-205 trucks turning
1 x	Truck (Full)



Signs Spacing's	
Estimated Speed Of Traffic (D)	Dimension Range
0-40km	0-5m
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m



PLAN NOT TO SCALE

Date: 03/07/2025 **Author:** Dwayne Perera **Project:** 103 Ocean Street, Narrabeen
Client: PGL Scott Holdings Pty Ltd **Contact:** Phil Scott **Phone:** 0411 416 554

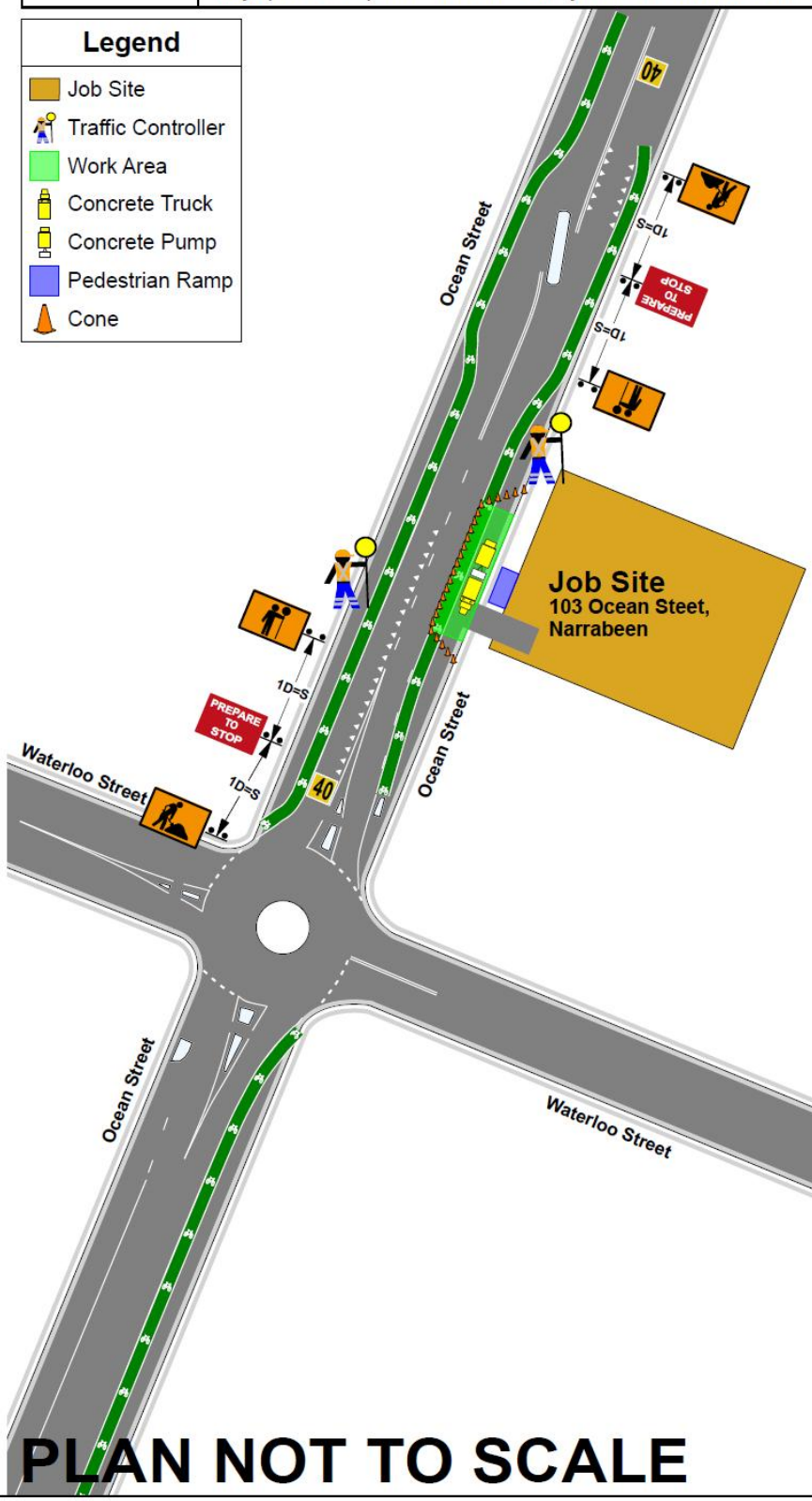
Comments:
This plan was designed by Dwayne Perera of Roadside Traffic Management in accordance with Australian Standards and the TfNSW's Traffic Control at Worksites Manual V6.1. The plan is designed for the safe setup of a concrete truck and pump for concrete pours at 103 Ocean Street, Narrabeen. During work traffic will be merged around the work area and pedestrians will be guided over the pedestrian ramp. Certified traffic controllers will be on-site to implement and monitor this TGS. All traffic guidance schemes are copyright/property of Roadside Traffic Management and are not transferrable unless authorized by Roadside Traffic Management. Any questions please contact Dwayne Perera of Roadside Traffic Management on 0400 350 182.

Legend

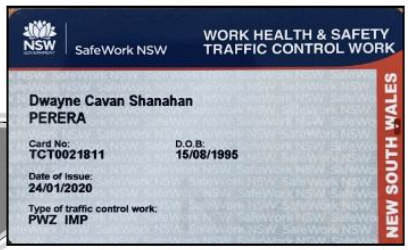
- Job Site
- Traffic Controller
- Work Area
- Concrete Truck
- Concrete Pump
- Pedestrian Ramp
- Cone

Manifest

25 x	Cone
6 x	sign single
2 x	T1-18 PREPARE TO STOP
2 x	T1-34 TRAFFIC CONTROLLER AHEAD
2 x	T1-5 WORKERS AHEAD
2 x	Traffic Controller
1 x	Concrete Pump
1 x	Concrete Truck



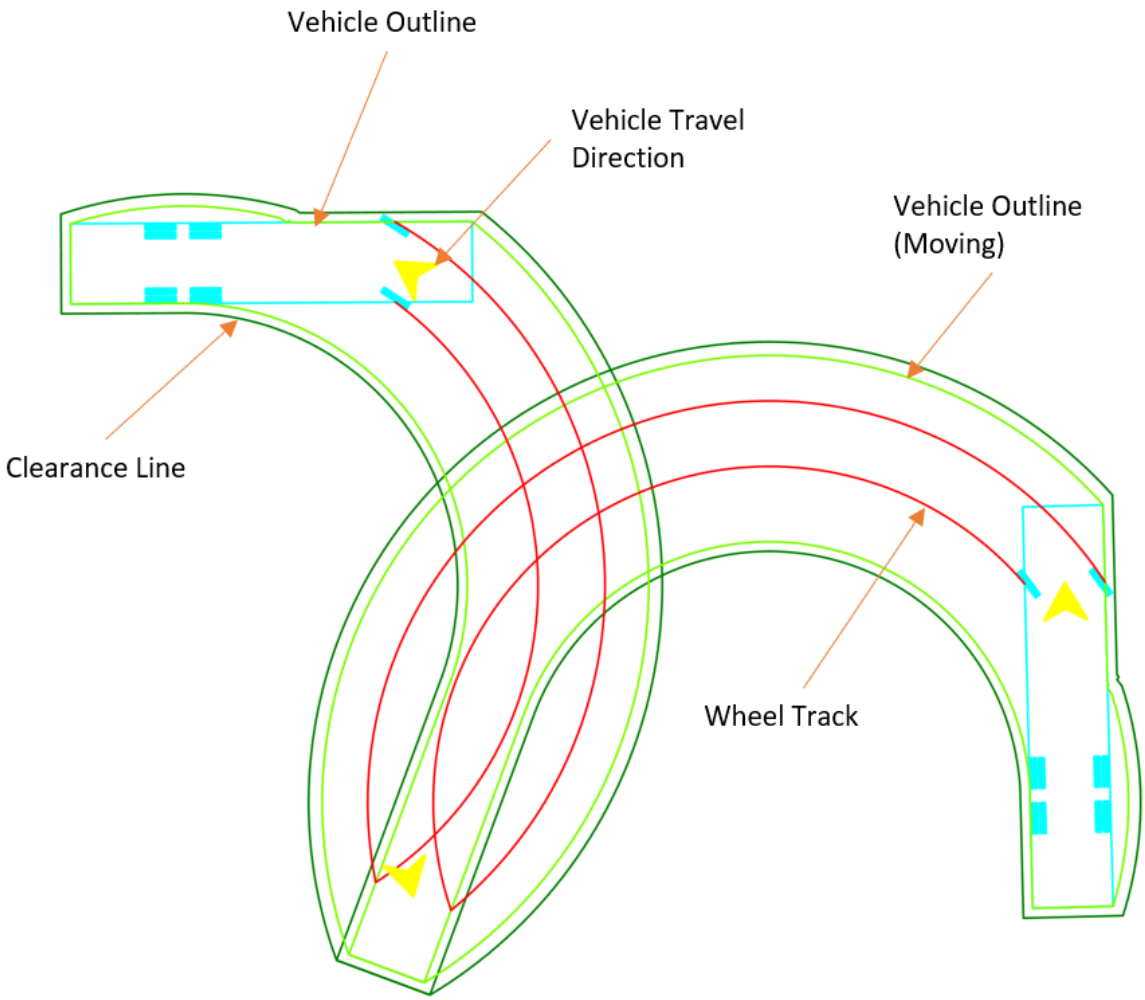
Signs Spacing's	
Estimated Speed Of Traffic (D)	Dimension Range
0-40km	0-5m
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m

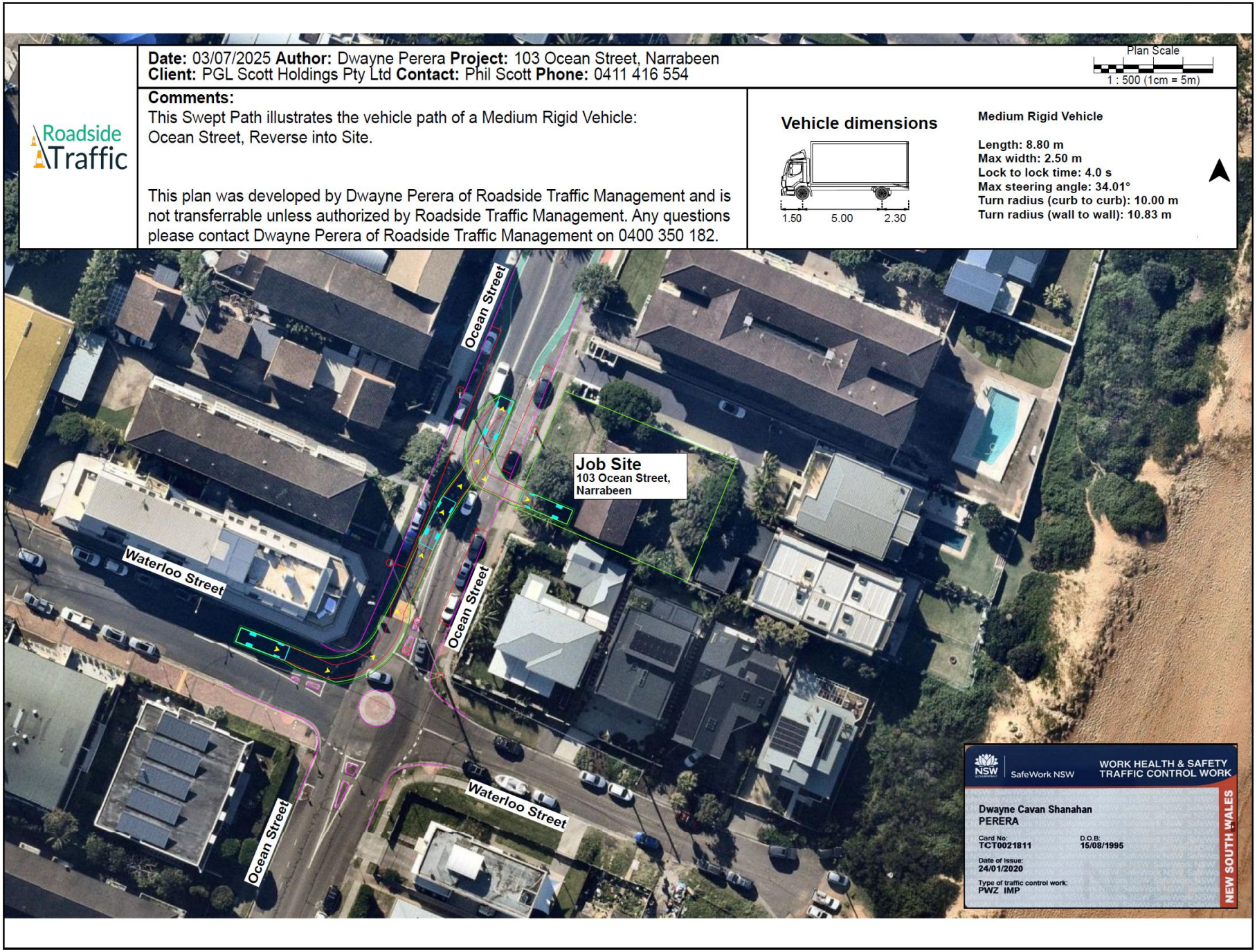


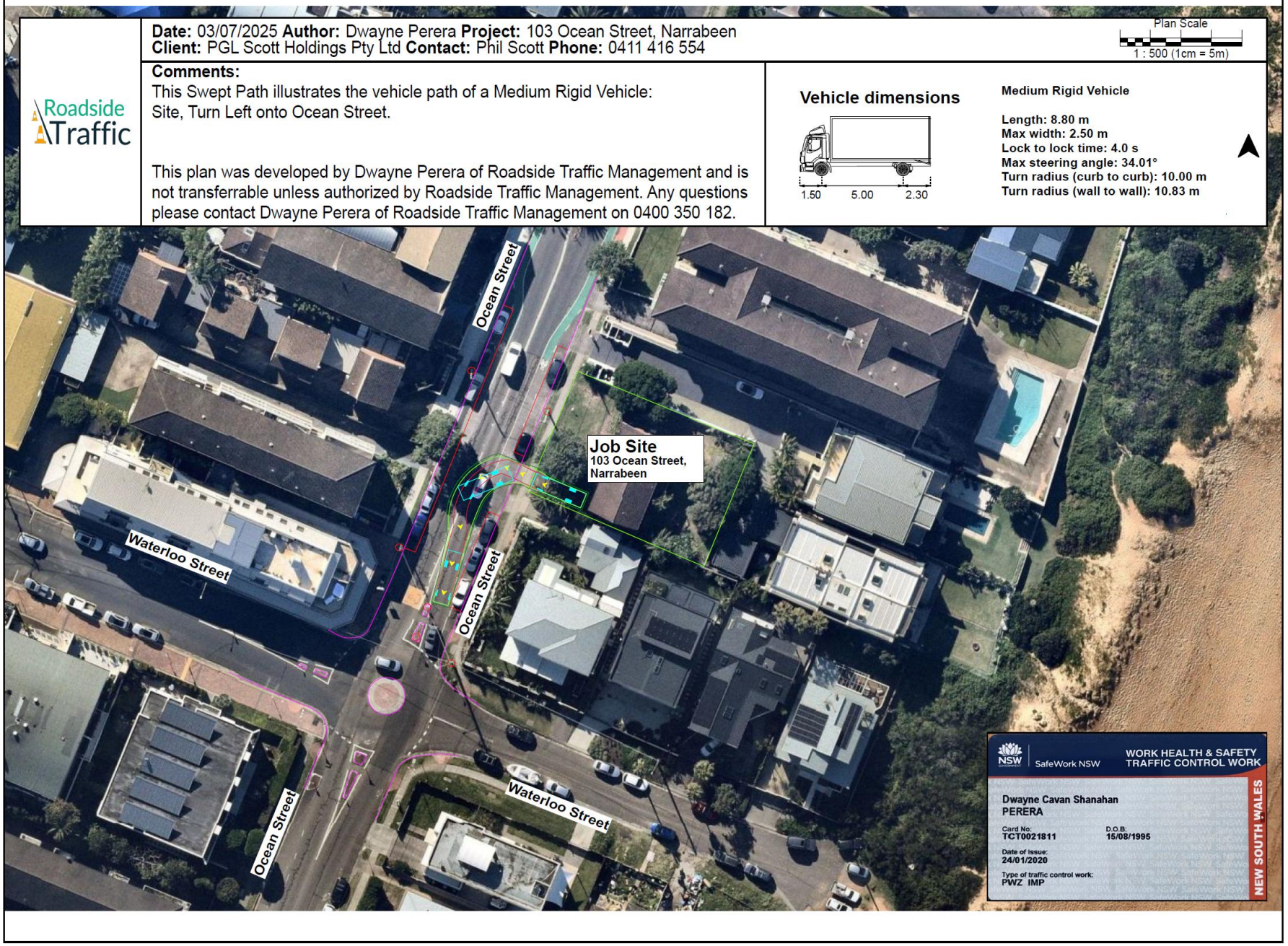
PLAN NOT TO SCALE

Swept Path Analysis Legend

Road Boundary (Boundary of the Driveable Road)	
Site Boundary	
Parking Zone (Exclusion Zone for Legal Street Parking)	
Infrastructure Zone (Exclusion Zone for Infrastructure such as Trees, Power Poles, Traffic Lights, Fencing, Barricades etc)	




Date: 03/07/2025 Author: Dwayne Perera Project: 103 Ocean Street, Narrabeen
Client: PGL Scott Holdings Pty Ltd Contact: Phil Scott Phone: 0411 416 554
Plan Scale
1 : 500 (1cm = 5m)
Roadside Traffic
Comments:
This Swept Path illustrates the vehicle path of a Medium Rigid Vehicle:
Ocean Street, Reverse into Site.
This plan was developed by Dwayne Perera of Roadside Traffic Management and is not transferrable unless authorized by Roadside Traffic Management. Any questions please contact Dwayne Perera of Roadside Traffic Management on 0400 350 182.
Vehicle dimensions
1.50
5.00
2.30
Medium Rigid Vehicle
Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m
Ocean Street
Job Site
103 Ocean Street, Narrabeen
Waterloo Street
Ocean Street
Ocean Street
Waterloo Street
NSW SafeWork NSW
WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK
Dwayne Cavan Shanahan
PERERA
Card No:
TCT0021811
D.O.B:
15/08/1995
Date of issue:
24/01/2020
Type of traffic control work:
PWZ IMP
NEW SOUTH WALES


Roadside Traffic
Date: 03/07/2025 Author: Dwayne Perera Project: 103 Ocean Street, Narrabeen
Client: PGL Scott Holdings Pty Ltd Contact: Phil Scott Phone: 0411 416 554
Plan Scale
1 : 500 (1cm = 5m)
Comments:
This Swept Path illustrates the vehicle path of a Medium Rigid Vehicle:
Site, Turn Left onto Ocean Street.
This plan was developed by Dwayne Perera of Roadside Traffic Management and is not transferrable unless authorized by Roadside Traffic Management. Any questions please contact Dwayne Perera of Roadside Traffic Management on 0400 350 182.
Vehicle dimensions
1.50
5.00
2.30
Medium Rigid Vehicle
Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m
Ocean Street
Job Site
103 Ocean Street, Narrabeen
Waterloo Street
Ocean Street
Ocean Street
Waterloo Street
SafeWork NSW
WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK
Dwayne Cavan Shanahan
PERERA
Card No:
TCT0021811
D.O.B:
15/08/1995
Date of issue:
24/01/2020
Type of traffic control work:
PWZ IMP
NEW SOUTH WALES

Appendix B TFNSW Road Limits and Special Signage

5

LIGHT TRAFFIC ROADS

You must not use any road with a load limit sign if the total weight of your vehicle is the same as, or heavier than, the weight shown on the sign.

You may use a light traffic road when that road is your destination for a pick-up or delivery and there is no alternative route.

LOAD LIMIT SIGN

You must not drive past a BRIDGE LOAD LIMIT (GROSS MASS) sign or GROSS LOAD LIMIT sign if the total of the gross mass (in tonnes) of your vehicle, and any vehicle connected to it, is more than the gross mass indicated in the sign.

NO TRUCKS SIGN

Drivers of long or heavy vehicles except buses must not drive past a NO TRUCK sign unless the vehicle is equal to or less than the mass or length specified on the sign.

When the sign does not provide detailed information, no truck (ie GVM greater than 4.5 tonnes) is permitted to drive past the sign, unless the drivers' destination lies beyond the sign and it is the only route.

TRUCKS MUST ENTER SIGN

Heavy vehicle drivers must enter the area indicated by information on or with this sign.

WHERE HEAVY VEHICLES CAN STAND OR PARK

Heavy vehicles (GVM of 4.5 tonnes or more) or long vehicles (7.5 metres long or longer) must not stop on a length of road outside a built up area, except on the shoulder of the road. In a built up area they must not stop on a length of road for longer than one hour (buses excepted). For more information on where vehicles can stand or park, refer to the Road Users' Handbook.

Figure 23 - Vehicle weight limit restriction on Walsh Street

Figure 24 - Vehicle weight limit restriction on Telegraph Road

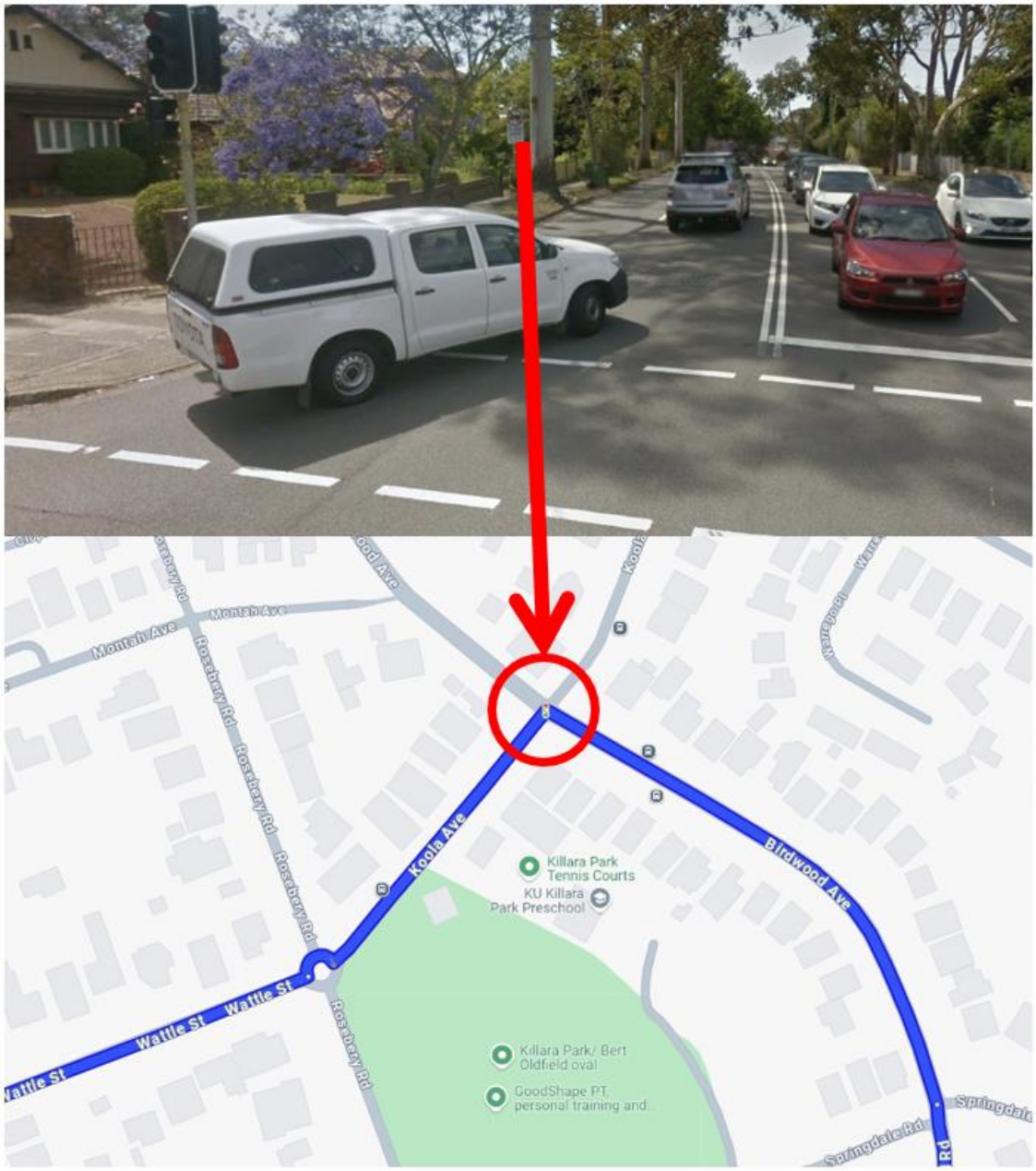


Figure 25 - Vehicle weight limit restriction on Birdwood Avenue

Figure 26 - Vehicle height limit restriction on Boundary Street

Appendix C Site Layout

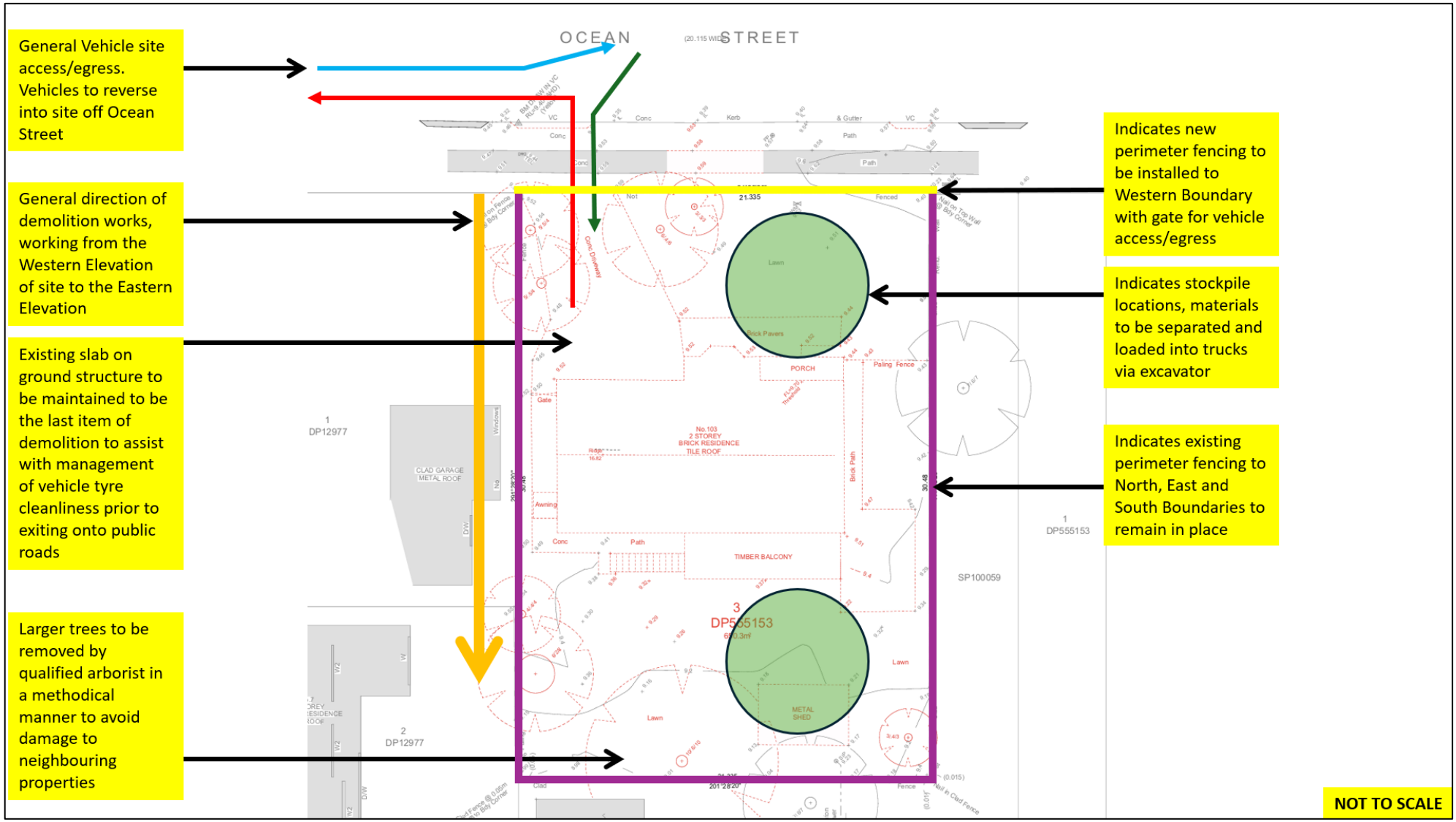


Figure 27 - Demolition Site Layout

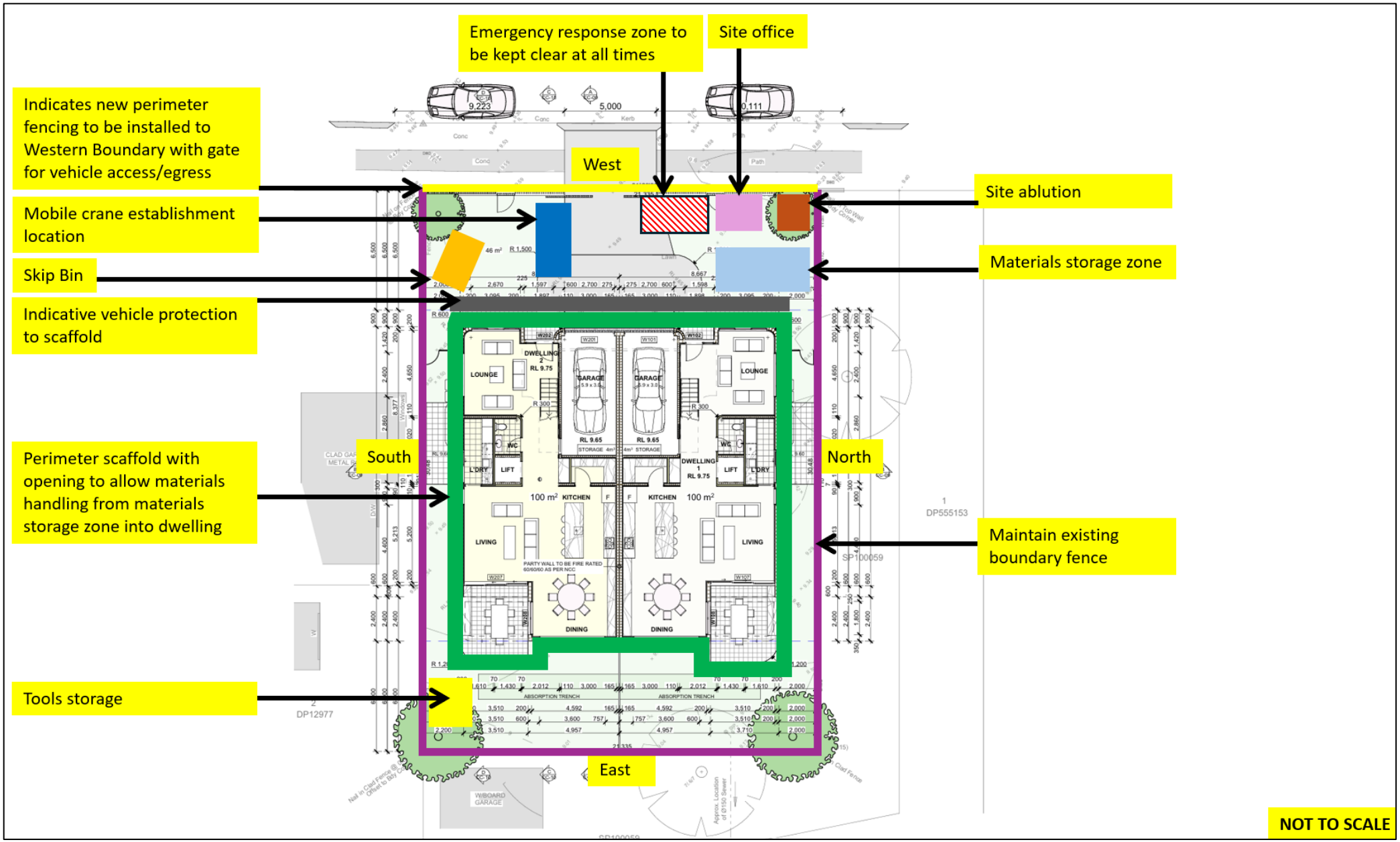


Figure 28 - Construction Site Layout