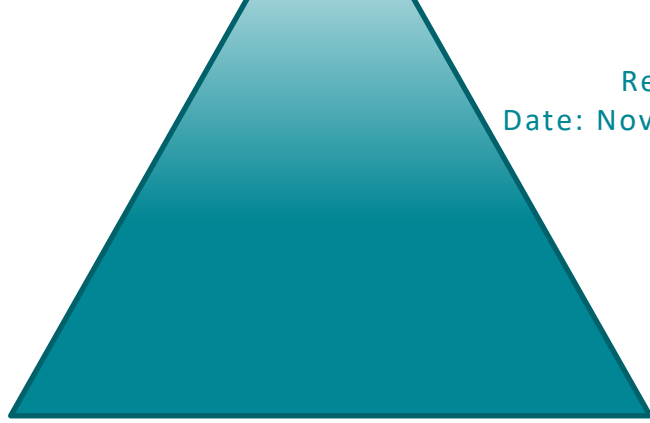




Proposed Residential Development
1164 Barrenjoey Road, Palm Beach

Construction Traffic Management Plan



Transport and Traffic Planning Associates

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1.0 Introduction

This report has been prepared to accompany a Development Application to the Northern Beaches Council for a proposed residential development at 1164 Barrenjoey Road, Palm Beach (Figure 1).

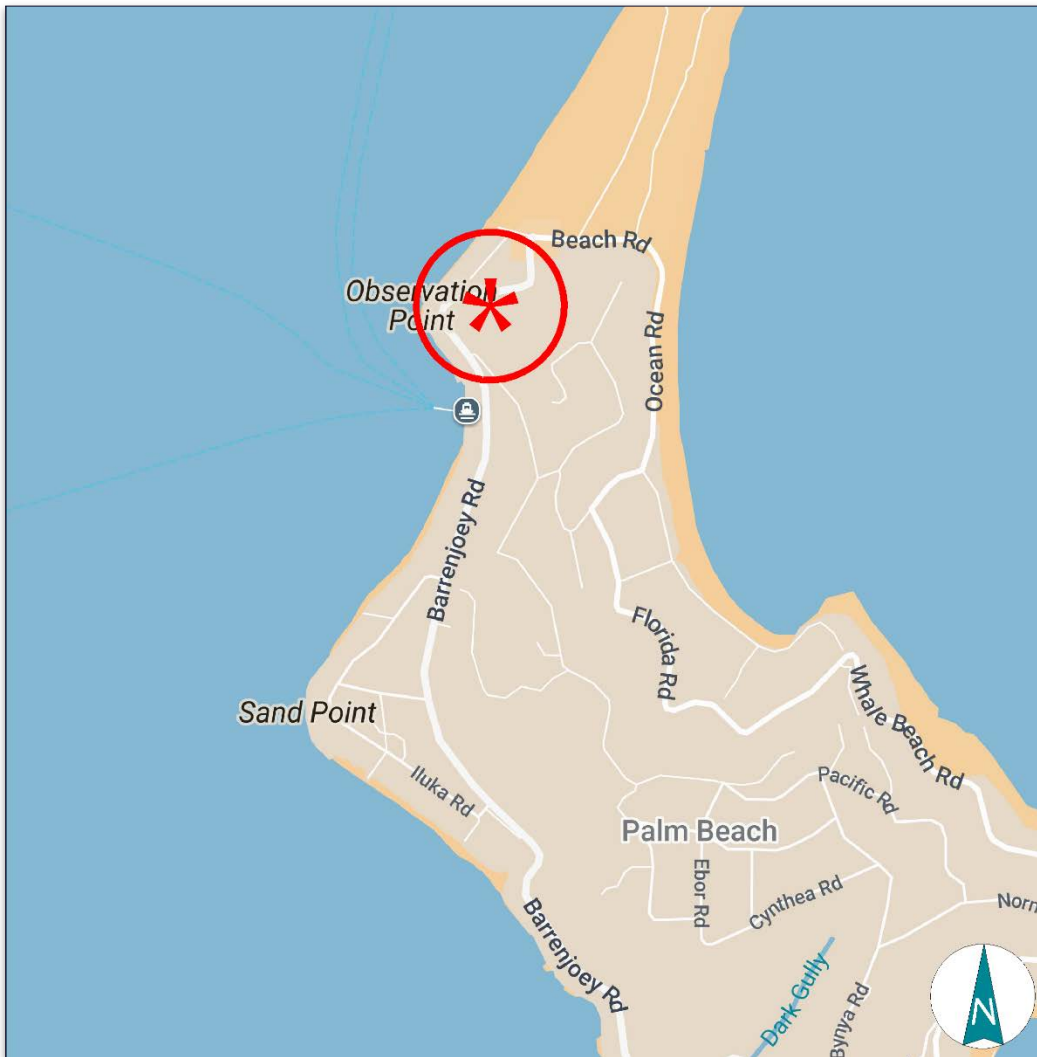


Figure 1 - Site Location

2.0 Proposed Development

2.1 The Site, Context & Existing Circumstances

The development site (Figure 2) is Lot 1 in DP398353 which occupies a rectangularly-shaped area of some 745m² with a frontage of some 10 meters to Barrenjoey Road.



Figure 2 - Site Boundary

The surrounding uses comprise:

- The residential developments adjoining the site
- Palm Beach, located to the east of the site
- Palm Beach Golf club to the north
- Palm Beach Wharf to the south

2.2 Proposed Development Scheme

It is proposed to undertake demolition works of the existing 2 level building and conduct excavation works to provide for a basement garage and a level building platform to construct a new 5-level residential dwelling comprising 4 bedrooms and associated amenities.

Architectural details of the proposed development are provided on the plans prepared by Rama Architects, which are reproduced in part in Appendix A.

2.3 Construction Program

A process has been established for the completion of the various work with a maximum duration of 78 weeks.

The various phases are as follows:

| | |
|-----------------------|----------|
| Demolition | 2 weeks |
| Excavation/Earthworks | 14 weeks |
| Construction/Fitout | 64 weeks |

2.4 Construction Process

2.4.1 Demolition

This activity will involve the demolition of existing buildings on the site. These processes are anticipated to take 2 weeks to complete using up to Standard Bogey Tipper Truck. The truck activity associated with this process will average some 4-6 visitations a day and trucks will enter and depart the site via Barrenjoey Road. The number of workers on-site will be some 10-15 persons.

The demolition stage will need to begin with an initial excavation of the northern wall for the garage level which will also provide a truck set-down area. Trucks will then load and unload from this area for the rest of the demolition and excavation stage.

There will be no on-site parking for construction workers. All workers will be encouraged to use public transport to access the site given the site's proximity to public transport services or to carpool wherever possible.

A tool drop-off and storage facility will be provided on-site. This would allow tradespeople to drop off and store their tools and machinery, enabling them to use public transport to travel to/ from the site on a daily basis. Workers will also be informed of the appropriate tool/ equipment drop-off and storage arrangement within site sheds and amenities. Bus, Train schedules will be provided to all workers during the site induction to promote alternative modes of transport.

2.4.2 Excavation

This activity will involve the excavation of the site to provide the base level for the building. This process is anticipated to take 14 weeks to complete using a small excavator machine with the removal of the spoil by a Standard Bogey Tipper Truck with some 4-6 visitations a day and trucks will enter and depart the site via the excavated truck set-down area on Barrenjoey Road. The number of workers on-site will be some 4-6 persons.

2.4.3 Construction and Fitout

The construction and fitout phase will take approximately 64 weeks and, at peak activity, involve a maximum of 20-25 people on the site at any one time.

Whilst the activity on the site will be more intense during this period, the movement of heavy vehicles will only average around 4 visitations per day, with 8-10 times per day during concrete pours which will take some 10 days over a 12-week duration over the course of the construction process. Trucks during these works will continue to be restricted to a Standard Concrete Truck Truck and trucks will enter and depart the site via Barrenjoey Road. Workers will continue to be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site and alternatively to carpool wherever possible.

The provision for loading/unloading for this process will involve trucks entering the site forwards and reversing into the on-site loading zone, with all materials being unloaded and stored within the site. Pedestrians walking past the development will continue to be protected by a A-Class Fence and under the supervision of TfNSW-certified traffic controllers.

A site crane will also be established to assist in the loading/unloading of materials to the upper levels of the development.

A site access plan has been provided in Appendix B.

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

- *Barrenjoey Road* – a State Road and sub-arterial route which connects Palm Beach to Pittwater Road and Warriewood
- *Whale Beach Road* – a major local route which connects Barrenjoey Road to Palm Beach and services Whale Beach



Figure 3 - Road Network

3.2 Traffic Conditions

An indication of the existing traffic conditions in the vicinity of the site is provided by data published by TfNSW is expressed in terms of Annual Average Daily Traffic (AADT) and the most recently available data is summarised in the following:

| | AADT |
|--|------------------|
| Barrenjoey Road – 30m North of the Crescent, | Northbound 9,074 |
| Avalon Beach | Southbound 9,606 |

The operation of the intersections in the vicinity of the site is relatively satisfactory with access to Barrenjoey Road largely limited to residential access and tourists.

3.3 Transport Services

Access to the Metropolitan Transport Network for the site is provided by bus services, which run along Barrenjoey Road. Some of the available routes are:

- Route 199: Palm Beach to Manly via Mona Vale & Dee Why

Details of the available public transport services available are provided in Appendix C.

4.0 Construction Traffic Management Plan

4.1 Construction Vehicle Route

Truck movements will approach and depart the site on Barrenjoey Road, as illustrated in Figure 4. All trucks involved with the works will access the site using the classified State and Regional Road system.

It is unlikely that works of this scale will result in concurrent truck arrivals/departures. Nevertheless, it is noted that any truck queuing or marshalling of construction vehicles will not be permitted on the road network, and call-up procedures will be in place to manage arrivals, if necessary, by the nominated contractor.



Figure 4 - Truck Routes

4.2 Truck Manoeuvres & Site Access

The largest truck generally requiring access to the Loading Zone during throughout the entire process is a 10.2 m Bogie Truck. The turning path assessment details are provided in Appendix D, indicating satisfactory truck manoeuvring in and out of the Loading Zone.

4.3 Truck Movements

The envisaged truck movements per day throughout the works are as follows:

| | |
|--------------|---------------|
| Demolition | 4 - 6 per day |
| Excavation | 4 - 6 per day |
| Construction | 2 - 4 per day |
| Fitout | 2 - 4 per day |

Trucks servicing the site are restricted to the approved construction hours only when accessing the streets in the vicinity of the site.

4.4 Construction Hours

The approved hours of construction activity will be subject to DA consent and will most likely be:

| | |
|----------------------------|-------------|
| Monday to Friday | 7 am – 5 pm |
| Saturday | 7 am – 3 pm |
| Sunday and Public Holidays | No work |

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control Regulation 2017).

4.5 Contact Details

The contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is as follows:

Name: TBC

Contact Number: TBC

Email Address: TBC

4.6 Site Induction

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

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

4.7 Traffic Guidance Scheme

The TGS presents traffic management principles, with detailed information for work site operations contained in the Roads and Maritime Services Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and RCC Workplace Health and Safety Manuals.

The TGS is prepared by a Certified Traffic Controller (under TfNSW regulations) in accordance with Australian Standards 1742.3. The TGS includes:

- The proposed works site
- Accredited site personnel at the site access
- Loading Zone and traffic control signage

The TGSs for the construction processes are provided in Appendix E.

4.8 Pedestrian Management

Pedestrians walking along the site frontage will be protected by temporary construction fencing. TfNSW accredited traffic controller shall always supervise all vehicle movements into and out of the Loading Zone and materials movements to and from the site, ensuring pedestrians have the right of way at all times.

4.9 Impact on Emergency Vehicle Access

The proposed works would not affect access to the site and neighbouring sites by emergency vehicles. Emergency protocols on the site would indicate a requirement for the traffic controller to assist with emergency access on the site. All truck movements to the site 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.

As such, there would be no impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

4.10 Road Serviceability

The contractor will ensure that the roads in the vicinity of the site remain in clean and serviceable states during the construction. Any damage to kerbs, signage, trees, footpaths etc. will be repaired or replaced to the satisfaction of the Council.

4.11 Off-street Parking and Storage

There is limited off-street parking available for workers on site. As such, workers will be informed of the appropriate tool/equipment drop-off and storage arrangement within site sheds and amenities and encouraged to use the available public transport in the vicinity. There will be designated spots within the site for worker's parking and storage area.

4.12 Materials Handling

All materials are to be stored within the site boundary at all times. Loading/unloading of materials will occur from within the site by hand or with the assistance of the site crane. No materials shall be placed dumped or left on any council road or footpath area at any time.

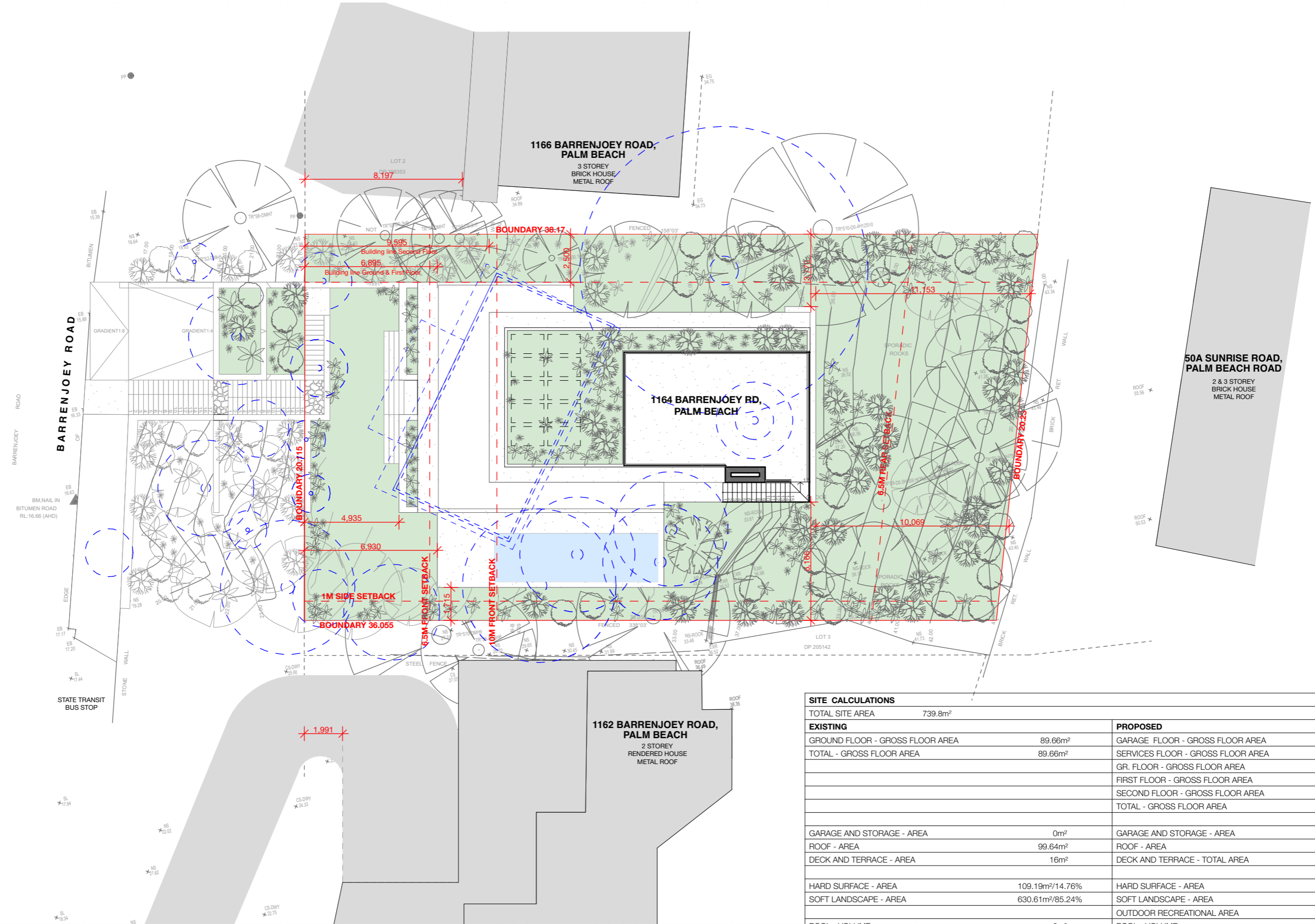
It is anticipated that a stand plant permit will be required during the initial excavation for the north wall to provide for the set down area for materials loading/unloading. In the event that a Works Zone or another stand plant permit is required, a separate application will be submitted to the Council.

4.13 Public Notification

The nominated contractor would prepare notification letters, under the approval of Council, that would be delivered to nearby properties, to advise of the construction works and timing thereof.

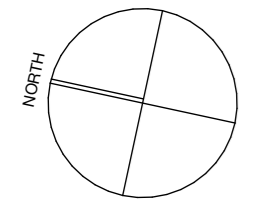
Appendix A

Proposed Plans



| SITE CALCULATIONS | | | |
|---------------------------------|------------------------------|-----------------------------------|----------------------------|
| TOTAL SITE AREA | 739.8m ² | | |
| EXISTING | | PROPOSED | |
| GROUND FLOOR - GROSS FLOOR AREA | 89.66m ² | GARAGE FLOOR - GROSS FLOOR AREA | 23.63m ² |
| TOTAL - GROSS FLOOR AREA | 89.66m ² | SERVICES FLOOR - GROSS FLOOR AREA | 58.37m ² |
| | | GR. FLOOR - GROSS FLOOR AREA | 139.16m ² |
| | | FIRST FLOOR - GROSS FLOOR AREA | 126.48m ² |
| | | SECOND FLOOR - GROSS FLOOR AREA | 117.36m ² |
| | | TOTAL - GROSS FLOOR AREA | 465m ² |
| GARAGE AND STORAGE - AREA | 0m ² | GARAGE AND STORAGE - AREA | 124.72m ² |
| ROOF - AREA | 99.64m ² | ROOF - AREA | 199.38m ² |
| DECK AND TERRACE - AREA | 16m ² | DECK AND TERRACE - TOTAL AREA | 124.7m ² |
| HARD SURFACE - AREA | 109.19m ² /14.76% | HARD SURFACE - AREA | 286.3m ² /38.7% |
| SOFT LANDSCAPE - AREA | 630.61m ² /85.24% | SOFT LANDSCAPE - AREA | 405.4m ² /54.8% |
| POOL - VOLUME | 0m ³ | OUTDOOR RECREATIONAL AREA | 48.1m ² /6.5% |
| | | POOL - VOLUME | 46.82m ³ |

SITE PLAN **A1 @1:200**



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 NOTE: ALL WORKS TO BE IN ACCORDANCE WITH CONSULTANTS REQUIREMENTS

- KEY:**
- DENOTES EXISTING STRUCTURE TO BE RETAINED
 - DENOTES PROPOSED NEW STRUCTURE
 - DENOTES AREA OF SOFT LANDSCAPING
 - DENOTES AREA OF SWIMMING POOL
 - DENOTES EXISTING STRUCTURE TO BE DEMOLISHED

PROJECT:
NEW RESIDENTIAL DWELLING

CLIENT:
JOHNSON & THOMSON

LOCATION:
1164 BARRENJOEY ROAD,
PALM BEACH, NSW

PROJECT STAGE:
DEVELOPMENT APPLICATION

DRAWING TITLE:
COVER & SITE INFORMATION: SITE PLAN

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DATE OF ISSUE:
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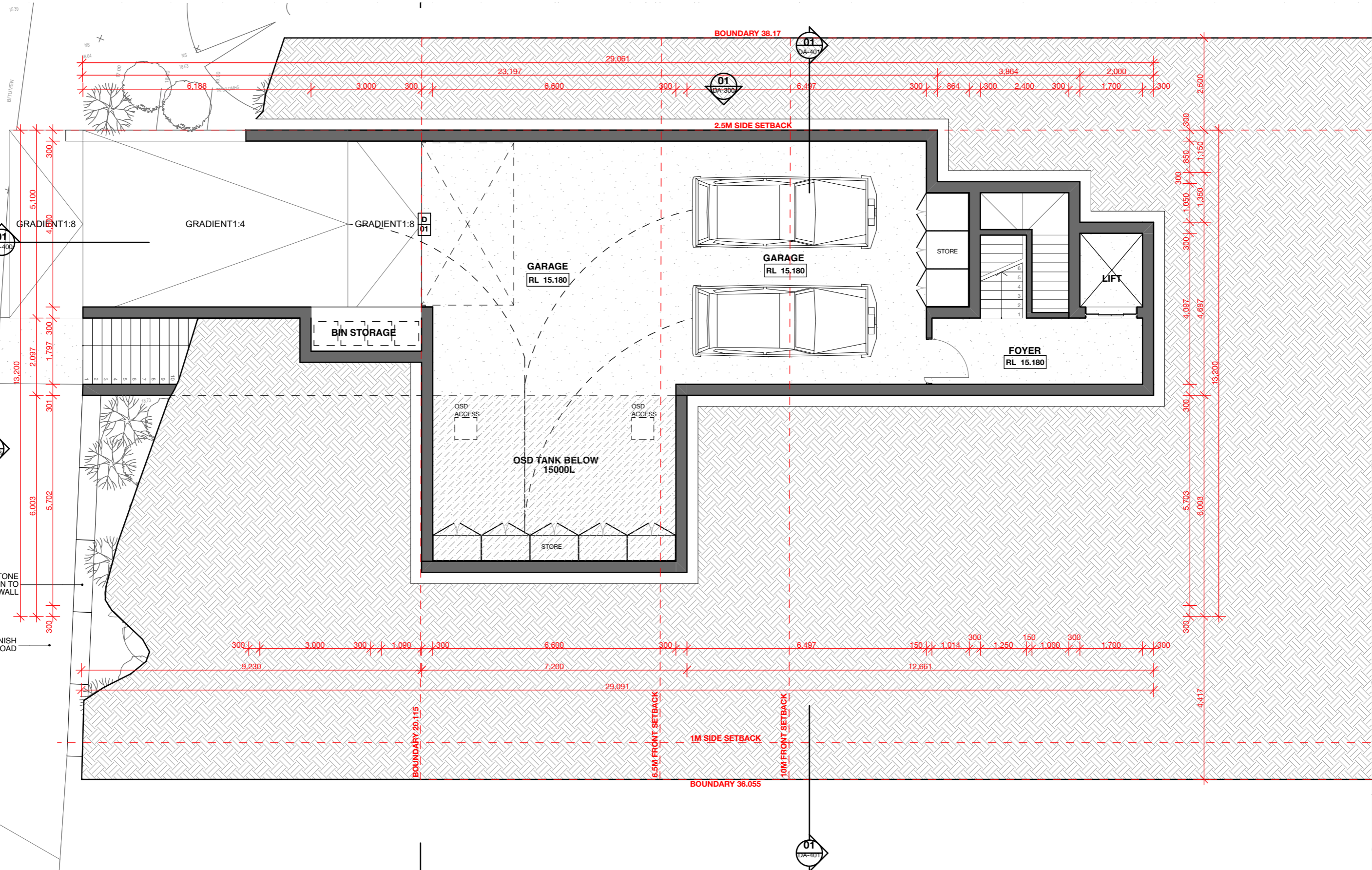
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BARRENJOEY ROAD



GARAGE FLOOR A3 @1:100

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PALM BEACH, NSW

PROJECT STAGE:
DEVELOPMENT APPLICATION

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GENERAL ARRANGEMENT PLANS: GARAGE FLOOR

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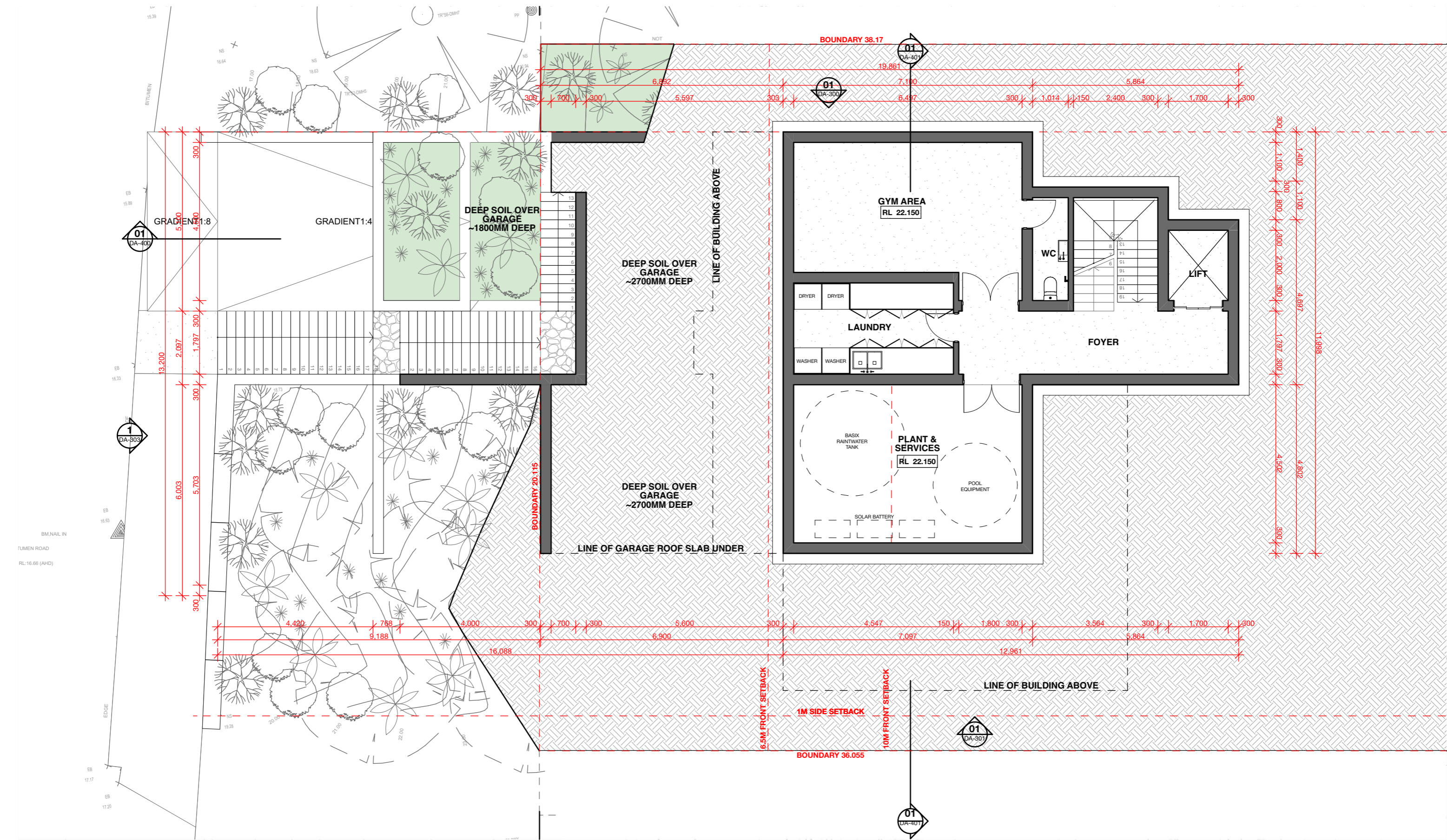
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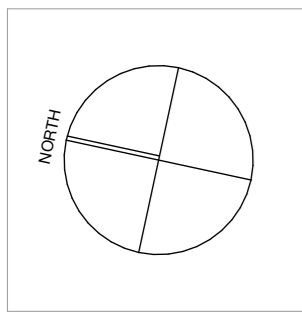
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SERVICES FLOOR A3 @1:100



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LOCATION:
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PALM BEACH, NSW

PROJECT STAGE:
DEVELOPMENT APPLICATION

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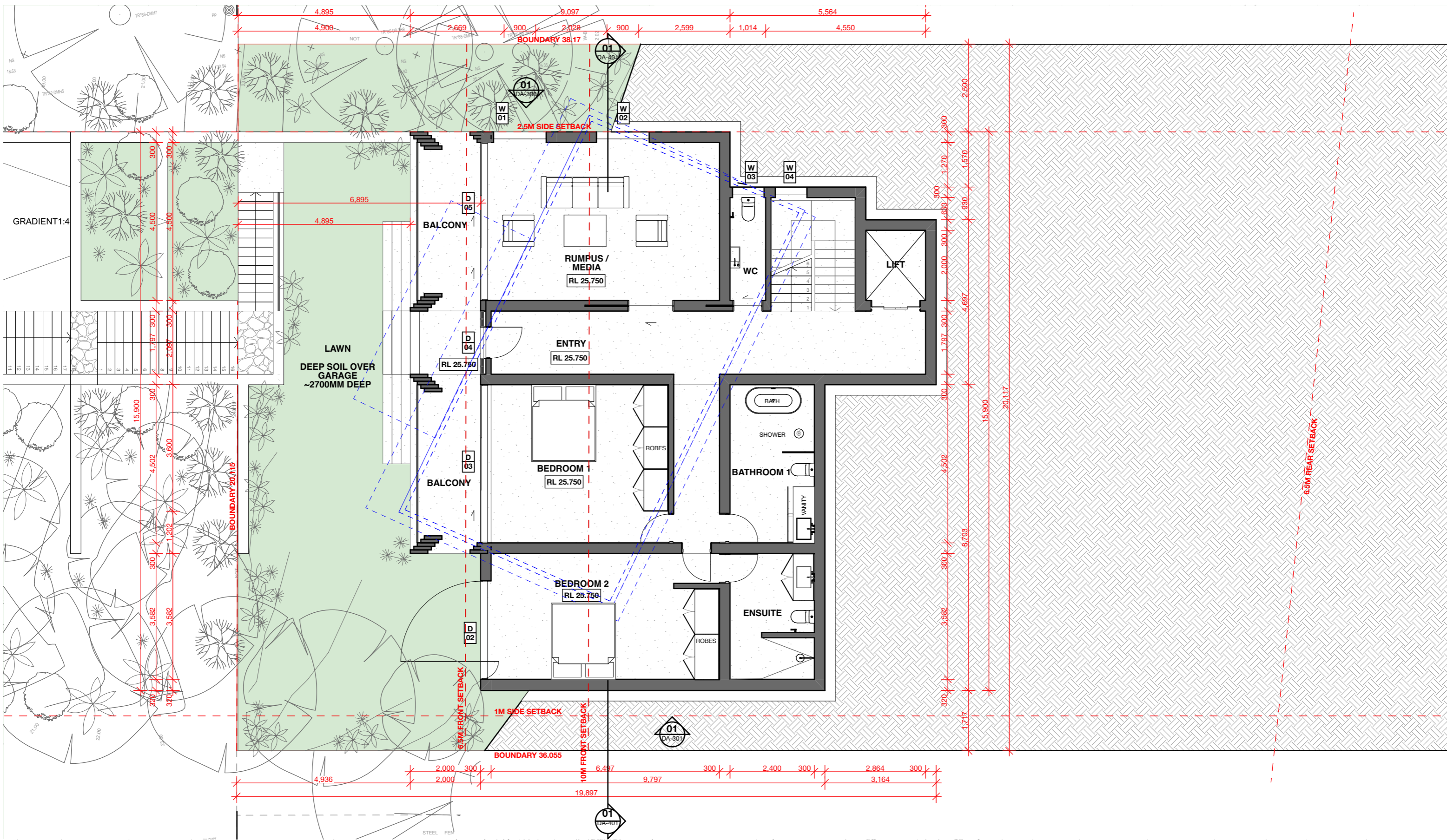
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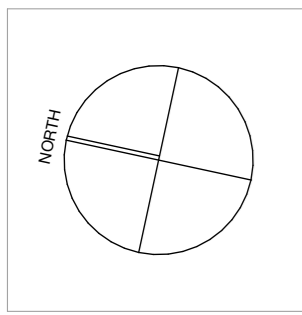
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GROUND FLOOR **A3 @ 1:100**



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CLIENT:
JOHNSON & THOMSON

LOCATION:
1164 BARRENJOEY ROAD,
PALM BEACH, NSW

PROJECT STAGE:
DEVELOPMENT APPLICATION

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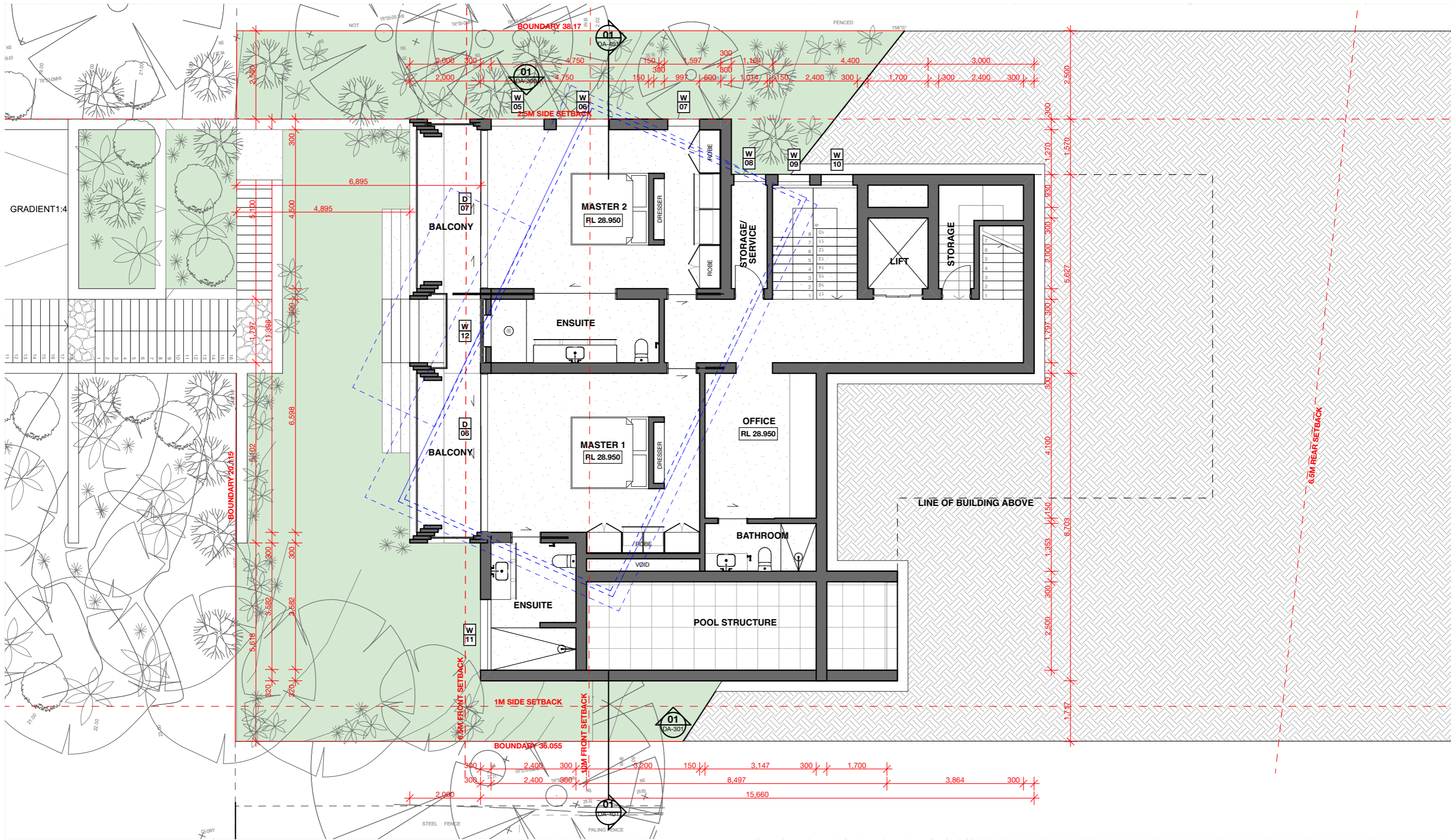
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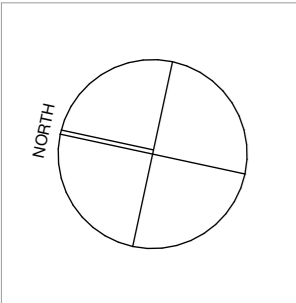
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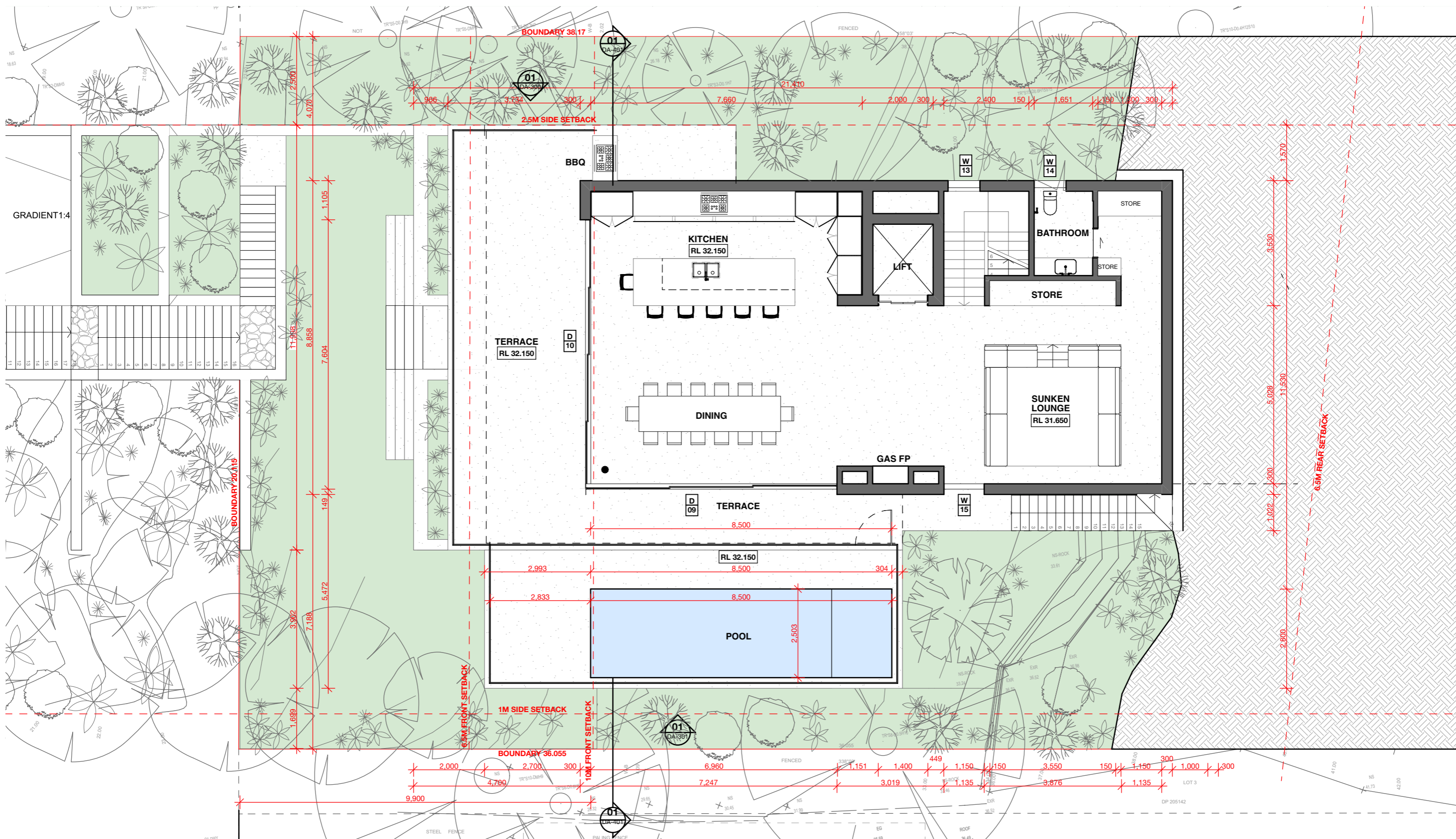
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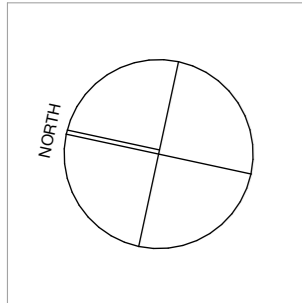
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| <p>CLIENT: JOHNSON & THOMSON</p> | <p>DRAWING TITLE: GENERAL ARRANGEMENT PLANS: FIRST FLOOR</p> | <p>DRAWING NO. DA-103</p> | |
| <p>LOCATION: 1164 BARRENJOEY ROAD, PALM BEACH, NSW</p> | <p>SCALE: 1:100 @ A3</p> | <p>REVISION: 01</p> | |



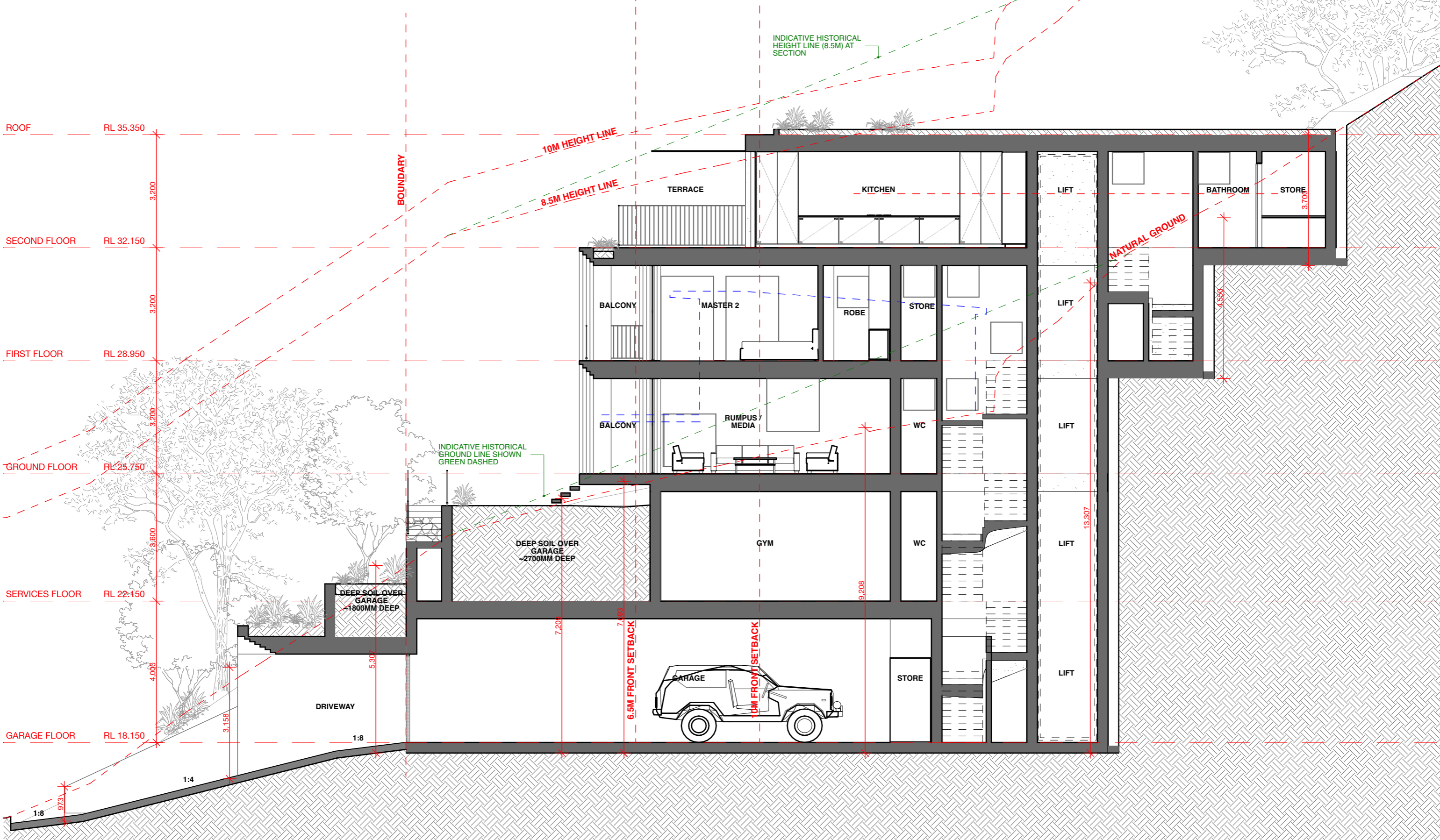
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| <p>LOCATION: 1164 BARRENJOEY ROAD, PALM BEACH, NSW</p> | <p>SCALE: 1:100 @ A3</p> | <p>REVISION: 01</p> | |

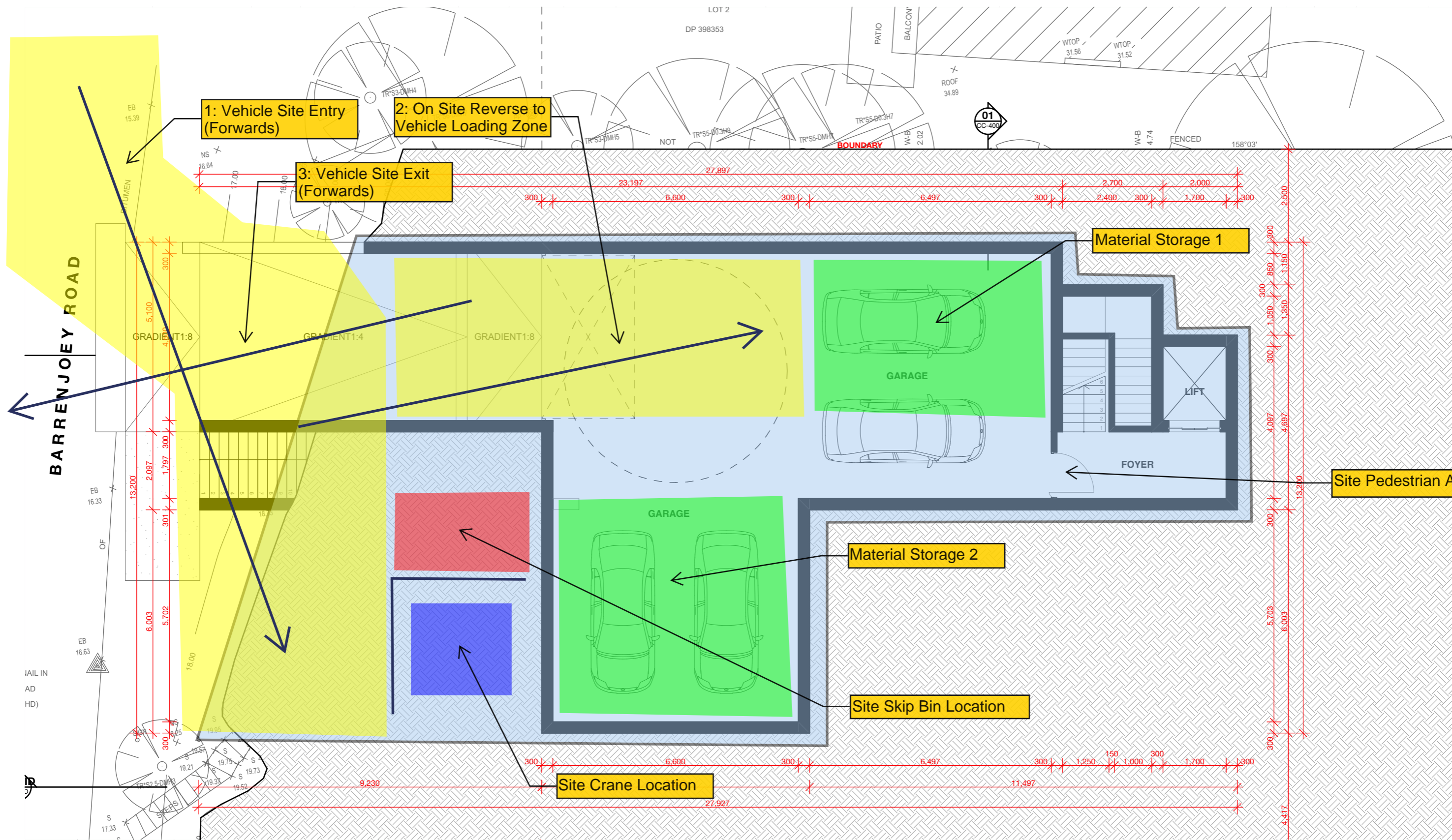


SECTION 01 **1:100**

| | | | | |
|--|---|--|--|--|
| <p>KEY:</p> <ul style="list-style-type: none"> DENOTES EXISTING STRUCTURE TO BE RETAINED DENOTES PROPOSED NEW STRUCTURE DENOTES AREA OF SOFT LANDSCAPING DENOTES AREA OF SWIMMING POOL DENOTES EXISTING STRUCTURE TO BE DEMOLISHED <p style="font-size: 8px; margin-top: 10px;">NOTE: THESE DRAWINGS ARE NOT FOR CONSTRUCTION. FOR DA APPROVAL ONLY NOTE: DO NOT SCALE OFF THIS DRAWING NOTE: ALL WORKS TO BE IN ACCORDANCE WITH THE N.C.C. 2022 NOTE: ALL WORKS TO BE IN ACCORDANCE WITH THE RELEVANT AUSTRALIAN STANDARDS NOTE: ALL WORKS TO BE IN ACCORDANCE WITH THE BASIX REQUIREMENTS NOTE: ALL WORKS TO BE IN ACCORDANCE WITH CONSULTANTS REQUIREMENTS</p> | <p>PROJECT: NEW RESIDENTIAL DWELLING</p> <hr/> <p>CLIENT: JOHNSON & THOMSON</p> <hr/> <p>LOCATION: 1164 BARRENJOEY ROAD, PALM BEACH, NSW</p> | <p>PROJECT STAGE: DEVELOPMENT APPLICATION</p> <hr/> <p>DRAWING TITLE: SECTIONS: SHEET 01</p> <hr/> <p>SCALE: 1:100 @ A3</p> | <p>DATE OF ISSUE: 5/11/24</p> <hr/> <p>DRAWING NO. DA-400</p> <hr/> <p>REVISION: 01</p> | <p style="font-size: 24px; font-weight: bold; letter-spacing: 0.5em;">r a m a</p> <p style="font-size: 8px; margin-top: 5px;">nominated architect Thomas Martin nsw reg. #10383 6 / 20 AVALON PARADE, AVALON BEACH, NSW 2107 www.ramaarchitects.com e. info@ramaarchitects.com ABN 612 713 425</p> <p style="font-size: 8px; margin-top: 5px;">COPYRIGHT OF RAMA ARCHITECTS PTY. LTD. THIS DRAWING IS NOT TO BE USED OR REPRODUCED IN ANY FORM WITHOUT CONSENT. DO NOT SCALE FROM THIS DRAWING</p> |
|--|---|--|--|--|

Appendix B

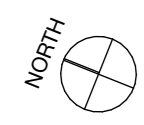
Site Access Plan



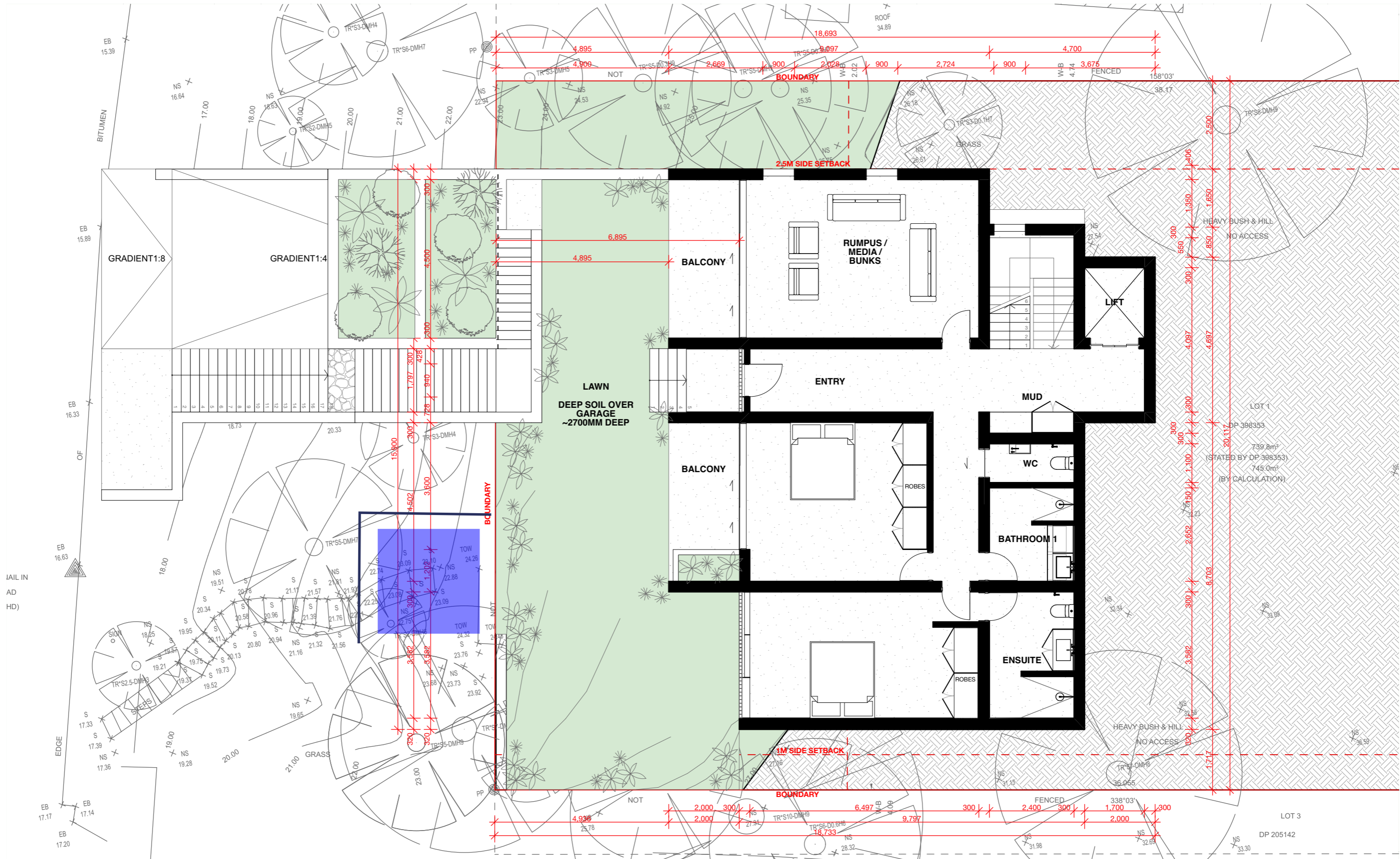
GARAGE FLOOR

A3 @1:100

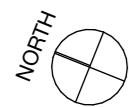
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GROUND FLOOR A3 @1:100



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Appendix C

Transport Service Maps

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



Route B1 to City Wynyard

Picks up passengers only at Mona Vale B-Line, then picks up and sets down passengers at Warriewood B-Line, Narrabeen B-Line, Collaroy B-Line, Dee Why B-Line, Warringah Mall, Manly Vale B-Line, Spit Junction, Neutral Bay Junction, and Wynyard.

Route B1 to Mona Vale

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, Manly Vale B-Line, Warringah Mall, Dee Why B-Line, Narrabeen B-Line, Warriewood B-Line, and Mona Vale B-Line.

Route BN1 to City QVB

Picks up passengers only at Mona Vale B-Line, then picks up and sets down passengers at Warriewood B-Line, Narrabeen B-Line, Collaroy B-Line, Dee Why B-Line, Warringah Mall, Manly Vale B-Line, Spit Junction, Neutral Bay Junction, Wynyard and Queen Victoria Building.

Route BN1 to Mona Vale

Picks up passengers only at Queen Victoria Building, then picks up and sets down passengers at Wynyard, Neutral Bay Junction, Spit Junction, Manly Vale B-Line, Warringah Mall, Dee Why B-Line, Collaroy B-Line, Narrabeen B-Line, Warriewood B-Line, and Mona Vale B-Line.

Route 154x to Milsons Point

Picks up passengers only at Dee Why Shops, then picks up and sets down passengers at Warringah Mall, Kenneth Road Manly Vale, Spit Junction, Neutral Bay Junction, then all stops.

Route 154x to Dee Why

Picks up passengers only at Milsons Point Wharf, then picks up and sets down passengers at all stops to Neutral Bay Junction, then Spit Junction, Kenneth Road Manly Vale, Warringah Mall, and Dee Why B-Line.

Route 181x to City Wynyard

Picks up and sets down passengers at all stops to Dee Why B-Line, then Warringah Mall, Kenneth Road Manly Vale, Spit Junction, Neutral Bay Junction, and Wynyard.

Route 181x to Narrabeen

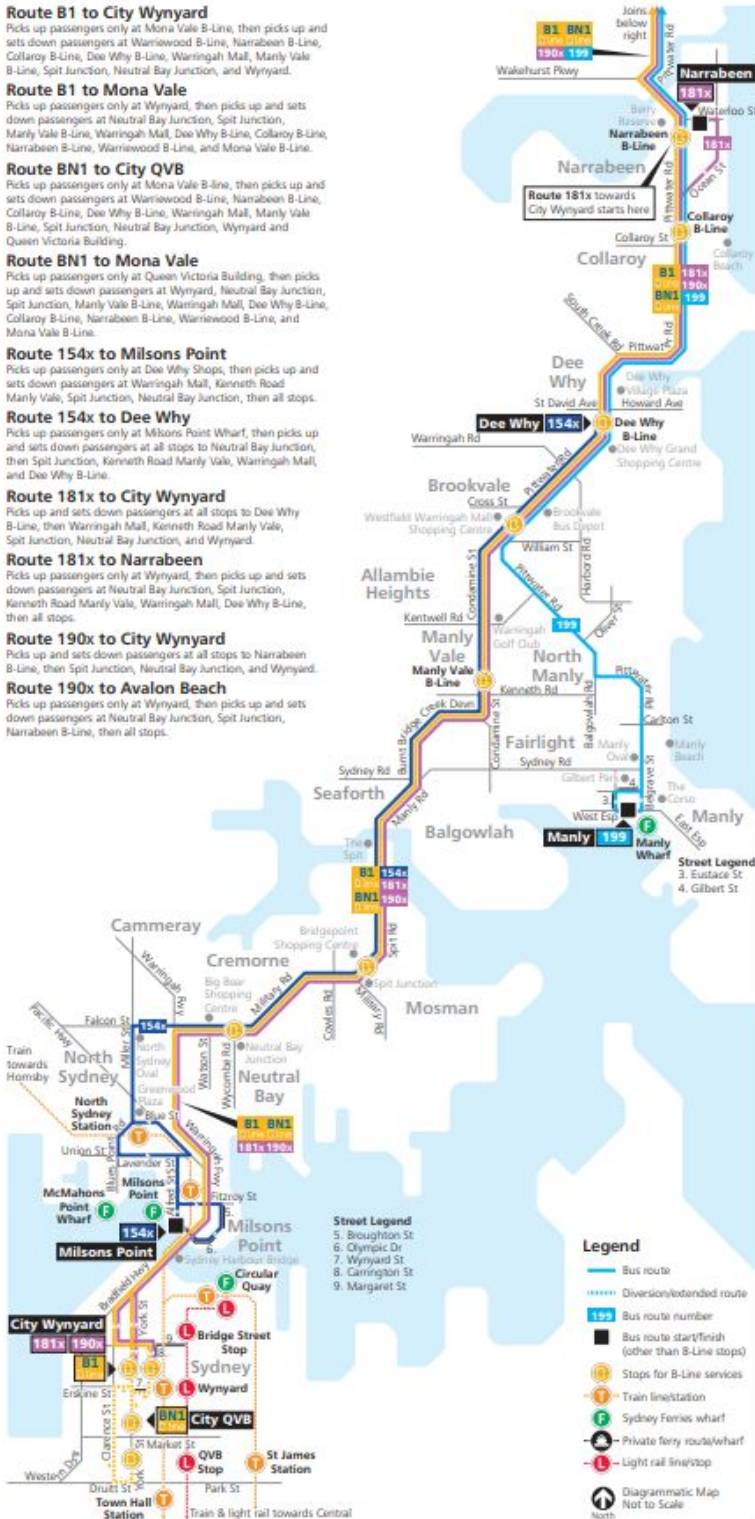
Picks up passengers only at Wynyard, then picks up and sets down passengers at all stops to Neutral Bay Junction, Kenneth Road Manly Vale, Warringah Mall, Dee Why B-Line, then all stops.

Route 190x to City Wynyard

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

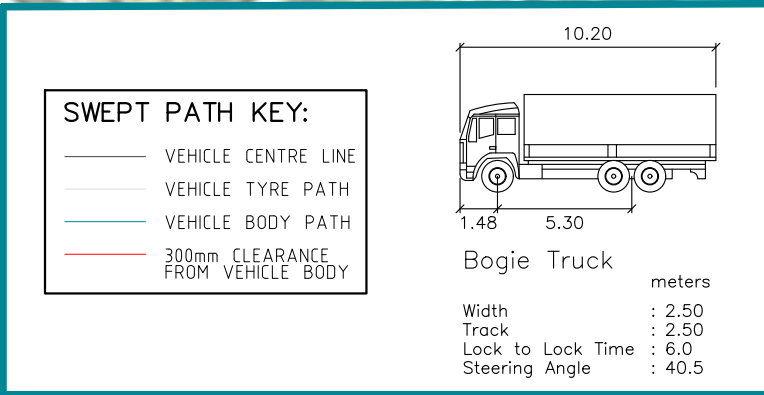
Route 190x to Avalon Beach

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



Appendix D

Swept Path Assessment



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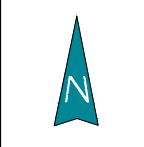
Printed by Aidan

1164 BARRENJOEY ROAD, PALM BEACH
ACCESS & DEPARTURE MOVEMENTS OF A 10.2m BOGIE TRUCK IN THE SET-DOWN AREA DURING DEMO & EXCAV
SWEPT PATH ASSESSMENT

DRAWING REF NO. 209M2024-V1.1-SP SHEET NO. 01 OF 02 ISSUE DATE 11 October 2024

DESIGNED BY A.GARDNER

SCALE A3 1:200



DISCLAIMER

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

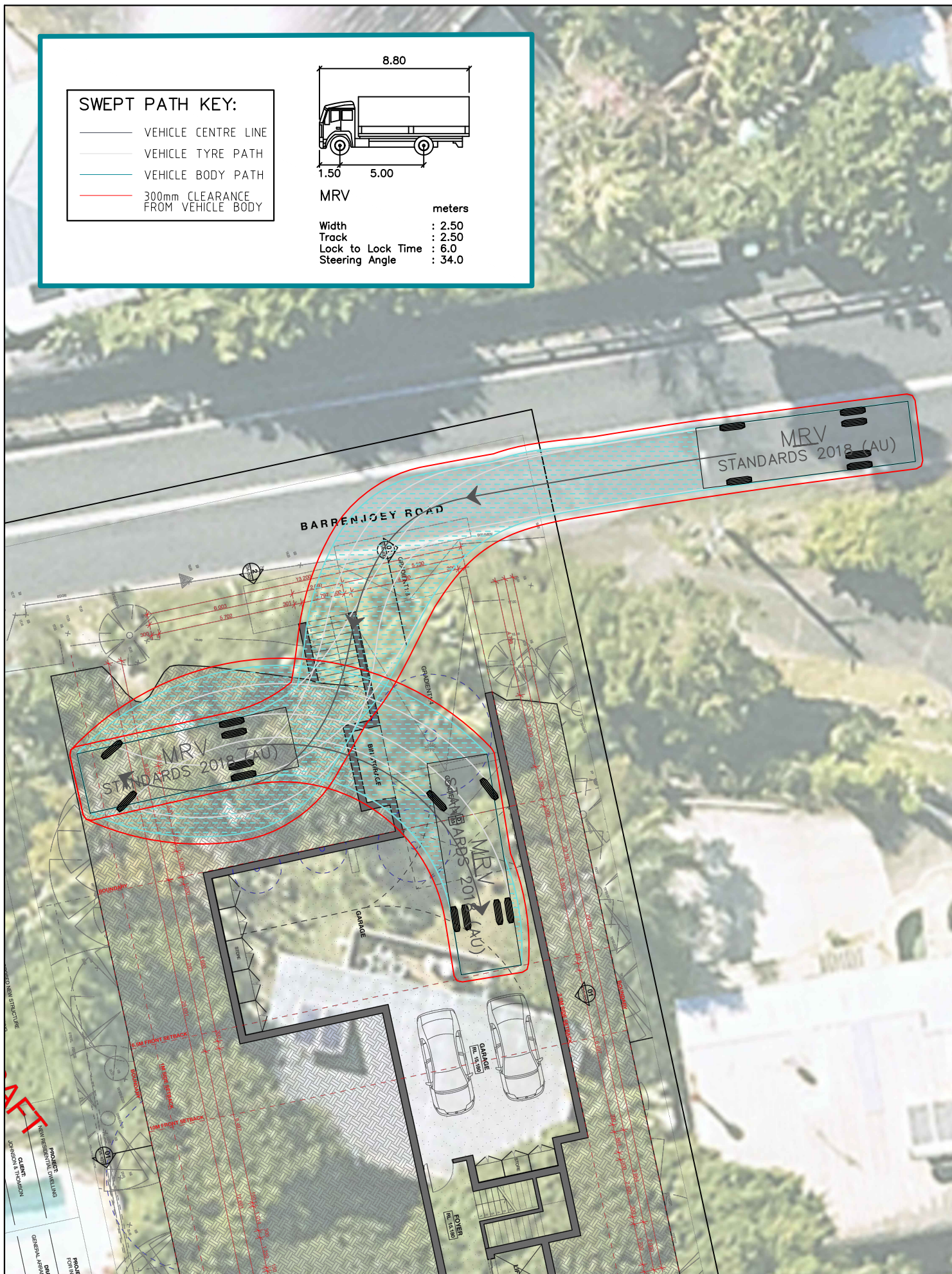
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Established 1994

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SWEPT PATH KEY:

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

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



T:\WORK\24\MSQ\209-1164 BARRENJOEY ROAD, PALM BEACH\DRAWING\209M2024-V1.1.SP.dwg
 PLOTTED BY AIDAN

**1164 BARRENJOEY ROAD, PALM BEACH
 ACCESS & DEPARTURE MOVEMENTS OF AN 8.8m MEDIUM RIGID VEHICLE IN THE LOADING ZONE
 SWEPT PATH ASSESSMENT**

DRAWING REF NO. 209M2024-V1.1-SP

SHEET NO. 02 OF 02

ISSUE DATE 11 October 2024

DESIGNED BY A.GARDNER

SCALE A3 0 2.0 4.0 1:200



DISCLAIMER

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V12.0 in conjunction with AutoCAD 2023. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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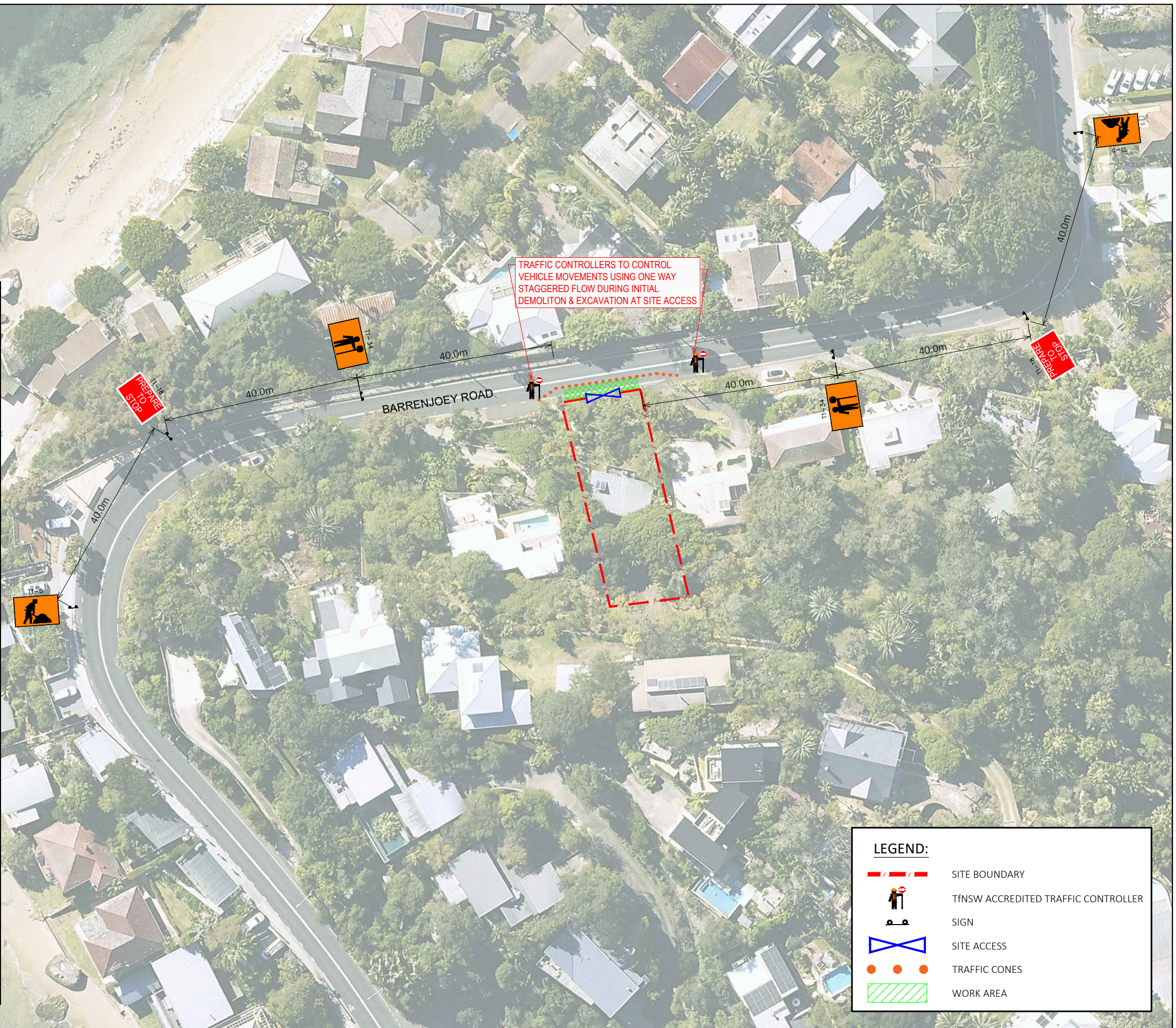
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Appendix E

Traffic Guidance Scheme

NOTES:

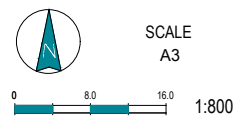
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC GUIDANCE SCHEME SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



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**1164 BARRENJOEY ROAD
INITIAL DEMOLITION & EXCAVATION WORKS ON THE GARAGE FLOOR
TRAFFIC GUIDANCE SCHEME**

DRAWING REF NO. 209M2024-V1.1-TGS SHEET NO. 01 OF 02 ISSUE DATE 11 October 2024



CERTIFICATION
THE DESIGNER AND THE REVIEWER ARE CURRENT CARDHOLDER OF TRAFFIC CONTROL WORK: PREPARE WORKS ZONE



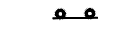



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CARD NO.: TCT1053356
CLASS: PREPARE WORK ZONE

Aidan Gardner

REVIEWER:
NAME: LACHLAN ELLSON
CARD NO.: TCT0041903
CLASS: PREPARE WORK ZONE

Lachlan Ellson

LEGEND:

-  SITE BOUNDARY
-  TfNSW ACCREDITED TRAFFIC CONTROLLER
-  SIGN
-  SITE ACCESS
-  TRAFFIC CONES
-  WORK AREA

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LEGEND:

-  SITE BOUNDARY
-  SIGN
-  SITE ACCESS

NOTES:

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 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

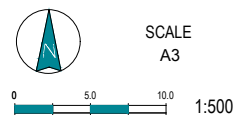
BARRENJOEY ROAD



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**1164 BARRENJOEY ROAD
GENERAL DEMO, EXCAV & CONSTRUCTION WORKS
TRAFFIC GUIDANCE SCHEME**

DRAWING REF NO. 209M2024-V1.1-TGS SHEET NO. 02 OF 02 ISSUE DATE 11 October 2024



CERTIFICATION
THE DESIGNER AND THE REVIEWER ARE CURRENT CARDHOLDER OF TRAFFIC CONTROL WORK: PREPARE WORKS ZONE

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CARD NO.: TCT1053356
CLASS: PREPARE WORK ZONE

REVIEWER:
NAME: LACHLAN ELLSON
CARD NO.: TCT0041903
CLASS: PREPARE WORK ZONE

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