

Version 1.2
17/06/2024

Construction Traffic Management Plan

Job Site 30 Rayner Road,
Whale Beach



Roadside
Traffic

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About This Project

Background:

This CTMP relates to DA 2023/1505 for the Demolition works and construction of a dwelling house including landscaping works.

Company responsible for Construction: J Group Projects®

Approved: 10 May 2024

Consent to Operate from: 10 May 2024

Consent to Lapse on: 10 May 2029

Location:

The Work Site is located at 30 Rayner Road, Whale Beach



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 J Group Projects® 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 maximize 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:

Stage 1: Demolition and Site Establishment (4 Weeks)

- Methodology: The first part of demolition will include manual handling to remove materials such as roof tiles, glass and other recyclable materials. Waste materials will be stored in skip bins for ease of removal. Once the majority of recyclable materials has been removed a 20-25t medium excavator will be delivered to site for bulk removal of materials. All vehicles/plant will use the existing loading platform at 24 Rayner Road

Stage 2: Detailed Excavation and Piering (6 Weeks)

- Methodology: Once the bulk of materials has been removed the 20-25t excavator will be removed from site and the 18t excavator will be used to finish the remaining excavation including detailing work and dig the pier foundations.

Stage 3: Construction of Dwelling House (42 Weeks)

- Methodology: Construction will consist of 4 main stages including foundations, structure, fit-off and externals. During foundations and structure, concrete pours will be via line pump and materials delivery will be via rigid trucks/mobile cranes these will setup on the existing loading platform at 24 Rayner Road. Deliveries will be staged such that materials can be contained wholly within the site without any encroachment onto the public footpath. Once materials have been cleared more deliveries will be scheduled. Waste removal will be done via skip bin which will be craned in and out via mobile cranes. During the fit-off and externals stage rigid trucks/mobile cranes will be used for materials delivery. All vehicles/plant will use the existing loading platform at 24 Rayner Road

Stage 4: Finishing Works and Site Demobilisation (2 Weeks)

- Methodology: Once the dwelling has been constructed rigid trucks/hiab trucks/mobile cranes will be used to deliver materials. All vehicles/plant will use the existing loading platform at 24 Rayner Road

Working Hours:

Monday – Friday: 7am – 5pm

Saturday: 8am – 1pm

No work is permitted on Sundays or Public Holidays

Demolition and Excavation works to be restricted to Monday – Friday 8am - 5pm only.

Should foreseeable works start or conclude outside standard Council hours (7:00 AM to 5:00 PM Monday to Friday and 8:00 AM to 1:00 PM Saturday), Out Of Hours application must be lodged and approved prior to the implementation of the works.

Work Zones:

There will be no Work Zone in place for this project. Works will be conducted from the confines of the site during construction. **Should any placement of any plant/equipment/material occur on Council roads or land, the Applicant must lodge relevant Council applications.**

Stand Plant permits will be lodged with 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:

Vehicles will move in and out of the site utilising both forward and reverse movements. 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.

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 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 3 – Main Access Route

Access Routes:

Access to the site will take place at one location. This will be from the Western end of Rayner Road as seen below.



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 Southern or Western Access Routes below.
3. Vehicles accessing the site will do so as shown below, utilising both forward and reverse movements.
4. Certified traffic controllers will be on site to assist with significant vehicle movements to the site.

Southern Access:

Pittwater Rd

Mona Vale NSW 2103, Australia

- ↑ Head north on Pittwater Rd/A8 toward Turimetta St
 Continue to follow Pittwater Rd
500 m
- ↑ Continue onto Barrenjoey Rd
8.2 km
- ↪ Turn right onto Whale Beach Rd
1.0 km
- ↪ Turn right onto Rayner Rd
220 m
- ↩ Slight left to stay on Rayner Rd
 Destination will be on the left
42 m


30 Rayner Rd

Whale Beach NSW 2107, Australia

Western Access:

Mona Vale Rd

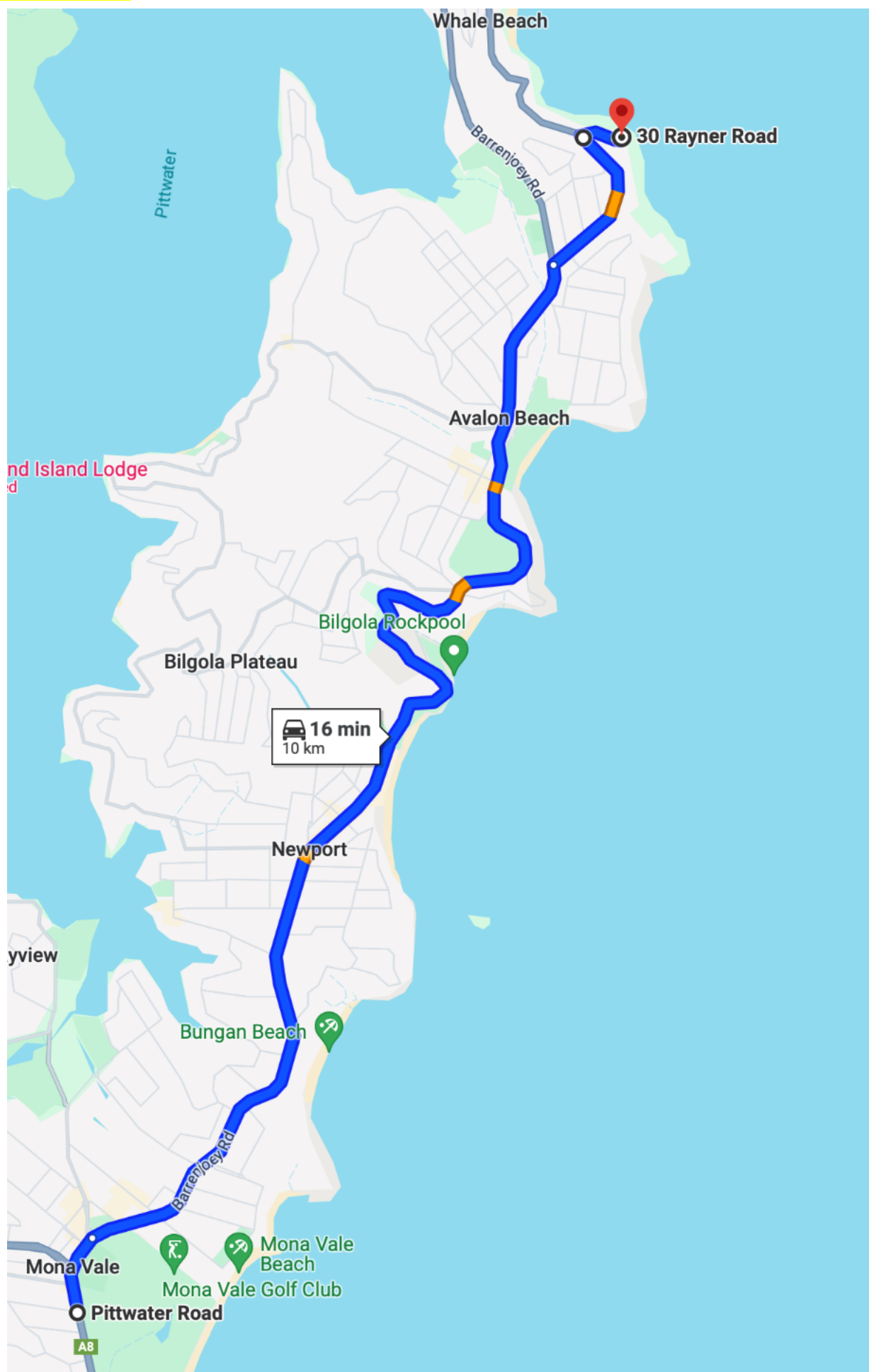
Mona Vale NSW 2103, Australia

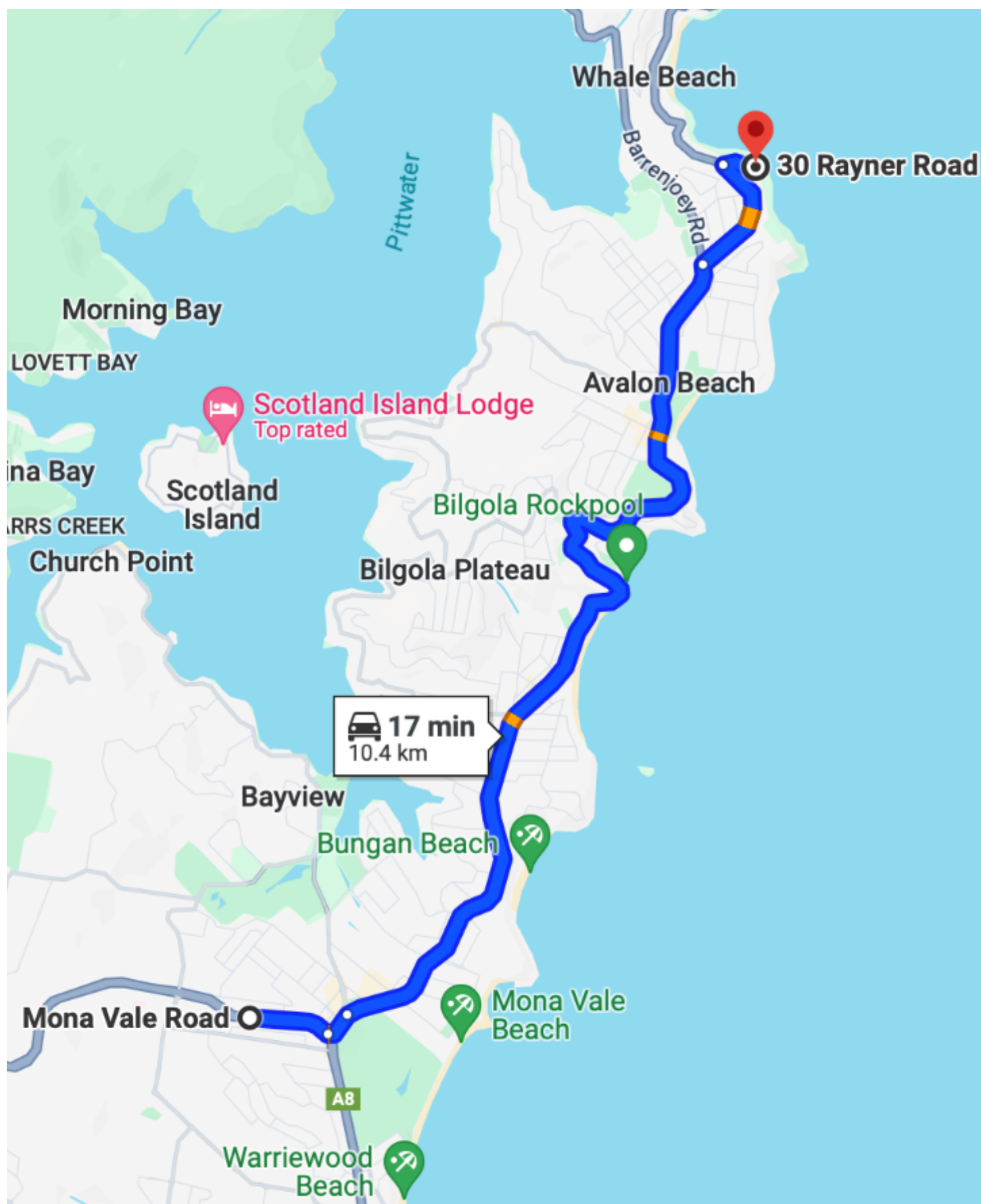
- ↑ Head east on Mona Vale Rd/A3 toward Oliver Way
650 m
- ↩ Use the left 2 lanes to turn left onto Pittwater Rd
240 m
- ↑ Continue onto Barrenjoey Rd
8.2 km
- ↪ Turn right onto Whale Beach Rd
1.0 km
- ↪ Turn right onto Rayner Rd
220 m
- ↩ Slight left to stay on Rayner Rd
 Destination will be on the left
42 m

30 Rayner Rd

Whale Beach NSW 2107, Australia

Southern Access





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 as with the access point – Western end of Rayner Road as seen below.

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 Southern or Western egress routes below.
3. Vehicles exiting the site will do so as shown below, moving in a forward direction.

Southern Egress:

30 Rayner Rd

Whale Beach NSW 2107, Australia

- ↑ Head west on Rayner Rd toward Whale Beach Rd
260 m
- ↩ Turn left onto Whale Beach Rd
1.0 km
- ↩ Turn left onto Barrenjoey Rd
220 m
- ↑ Continue straight to stay on Barrenjoey Rd
8.0 km
- ↑ Continue onto Pittwater Rd
120 m
- ↩ Use the left 3 lanes to turn slightly left to stay on Pittwater Rd
450 m

Pittwater Rd

Mona Vale NSW 2103, Australia

Western Egress:

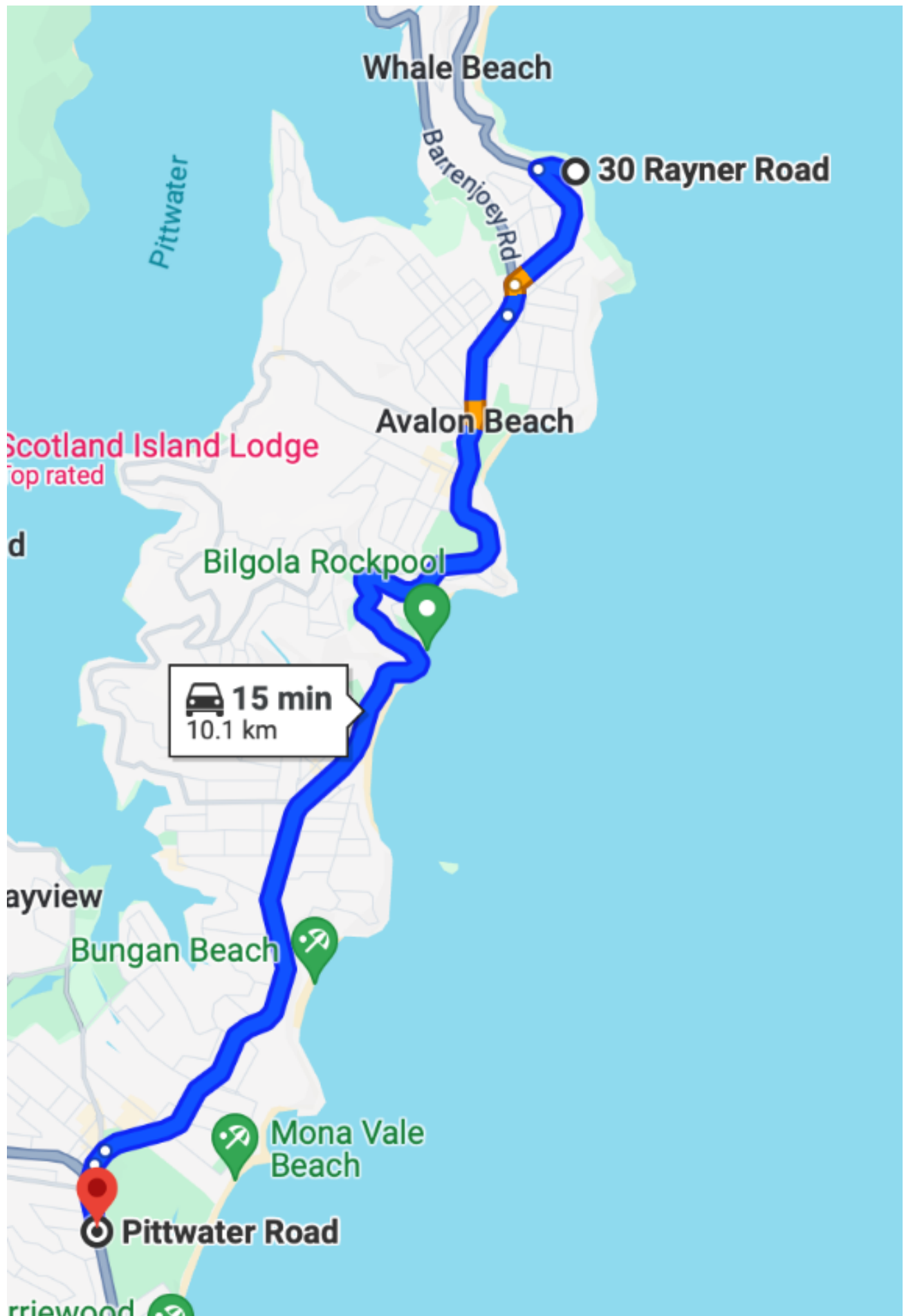
30 Rayner Rd

Whale Beach NSW 2107, Australia

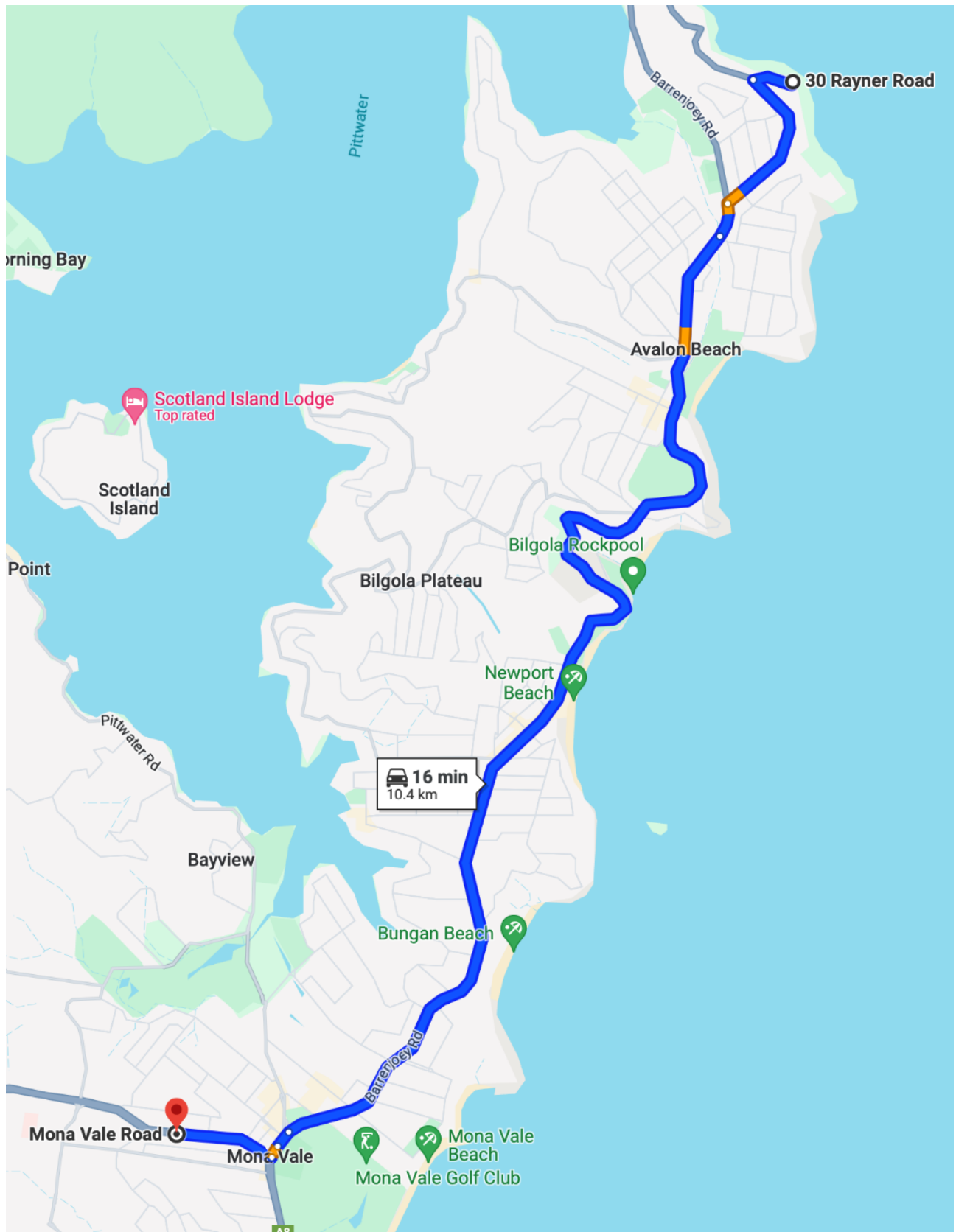
- ↑ Head west on Rayner Rd toward Whale Beach Rd
260 m
- ↩ Turn left onto Whale Beach Rd
1.0 km
- ↩ Turn left onto Barrenjoey Rd
220 m
- ↑ Continue straight to stay on Barrenjoey Rd
8.0 km
- ↑ Continue onto Pittwater Rd
120 m
- ↪ Use the 2nd from the right lane to stay on Pittwater Rd
76 m
- ↪ Pittwater Rd turns right and becomes Mona Vale Rd/A3
650 m

Mona Vale Rd

Mona Vale NSW 2103, Australia



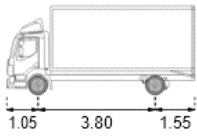
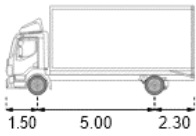
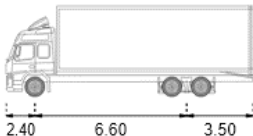
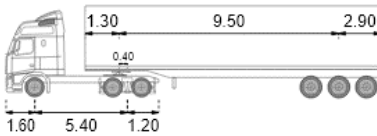
Western Egress



Transport Vehicles:

J Group Projects® 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.

Loading and unloading of vehicles will be done onsite within the property boundaries. There will be a combination of small rigid vehicles (SRV's 6.4m) and medium rigid vehicles (MRV's 8.8m) accessing and egressing from the site. The largest vehicle accessing and egressing the site will be a HRV.

Vehicle dimensions	Vehicle dimensions	Vehicle dimensions	Vehicle dimensions
			
Small Rigid Vehicle	Medium Rigid Vehicle	Heavy Rigid Vehicle	Articulated Vehicle
Length: 6.40 m Max width: 2.33 m Lock to lock time: 4.0 s Max steering angle: 38.18° Turn radius (curb to curb): 7.10 m Turn radius (wall to wall): 7.71 m	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	Length: 12.50 m Max width: 2.50 m Lock to lock time: 6.0 s Max steering angle: 35.17° Turn radius (curb to curb): 12.50 m Turn radius (wall to wall): 13.92 m	Length: 19.00 m Max width: 2.50 m Lock to lock time: 6.0 s Max steering angle: 28.31° Turn radius (curb to curb): 12.50 m Turn radius (wall to wall): 13.27 m

<u>Stage</u>	<u>Movements at peak</u>	<u>Range of vehicles during stage</u>	<u>Largest Vehicle</u>
Demolition and Site Establishment	5-8/day	SRV, MRV, HRV	HRV
Detailed Excavation and Piering	5-8/day	SRV, MRV, HRV	HRV
Construction of Dwelling House	6-10/day	SRV, MRV, HRV	HRV
Finishing Works and Site Demobilisation	3-5/day	SRV, MRV, HRV	HRV

Tower Cranes and Mobile Cranes:

Tower cranes will not be used on site. Mobile cranes will be used for the lifting of materials in/out of site.

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 or lane closures.

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. ATF Fencing will surround the perimeter during each stage of work. 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.

Bus routes 190X, 199 run along Careel Head Road approx. 900m from the site.

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. Parking will generally be on the surrounding streets. Average 3-4 employees onsite. **Parking is not permitted along the frontage of the site. This includes the nature strip between the road and the property boundary. Staff and Contractors associated to the site must park in accordance with Australian Road Rules.**

Emergency Vehicles:

Emergency services will not be affected by the proposed works. If the case, any emergency vehicle required for the site will be given priority and will enter from the Western End of Rayner Road.

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 J Group Projects® will keep all noise associated with the works to a minimum. Likewise, no noise will be made outside the approved hours for the site.

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.

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

Proposed Protection for Council and Adjoining Properties:

TBC

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 safe environment for road users and works staff is a key objective of J Group Projects®. 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 measures outlined in this CTMP, which details the road safety and traffic principles, strategies and measures that will be applied to enable J Group Projects® 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.
- J Group Projects® 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 J Group Projects® 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. J Group Projects® 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.

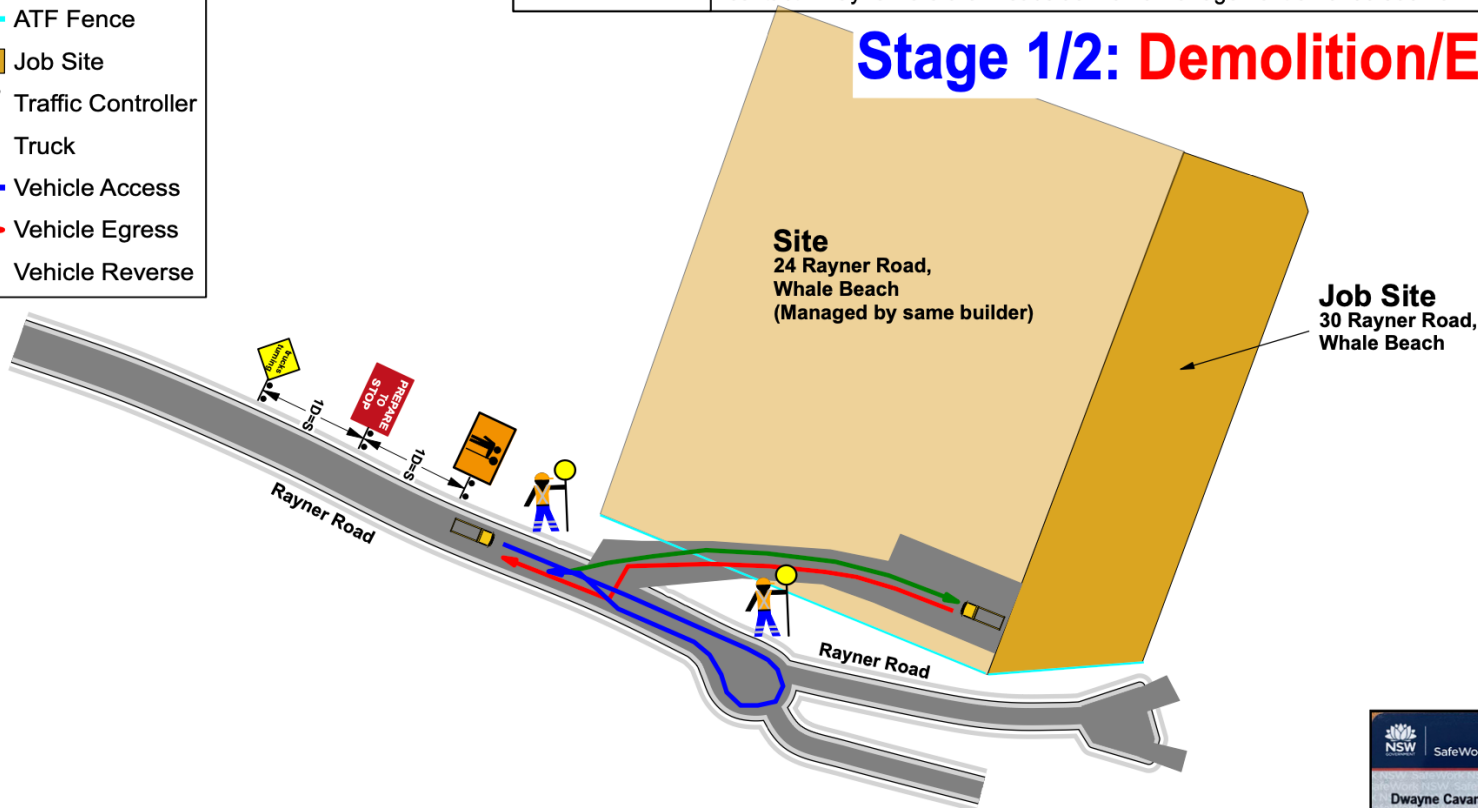
All signposting installed throughout the project will comply with the requirements outlined in the TfNSW TCWS Manual Version 6.1, AUSTROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the Relevant parts of Australian Standard 1742.

Manifest
3 x sign single
2 x Traffic Controller
2 x Truck
1 x T1-18 PREPARE TO STOP
1 x T1-34 TRAFFIC CONTROLLER AHEAD
1 x W5-205 trucks turning

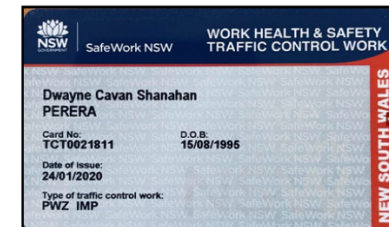
Legend
ATF Fence
Job Site
Traffic Controller
Truck
Vehicle Access
Vehicle Egress
Vehicle Reverse

	Date: 17/06/2024 Author: Dwayne Perera Project: 30 Rayner Road, Whale Beach Client: J Group Projects Contact: Sophie Wright Phone: 0423 606 667
	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/egress of construction vehicles at 30 Rayner Road, Whale Beach for demolition works. 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.

Stage 1/2: Demolition/Excavation



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

Manifest

3 x sign single
 2 x Traffic Controller
 1 x Concrete Pump
 1 x Concrete Truck
 1 x T1-18 PREPARE TO STOP
 1 x T1-34 TRAFFIC CONTROLLER AHEAD
 1 x W5-205 trucks turning

Legend

-  ATF Fence
-  Concrete Pump
-  Concrete Truck
-  Job Site
-  Traffic Controller
-  Vehicle Access
-  Vehicle Egress
-  Vehicle Reverse

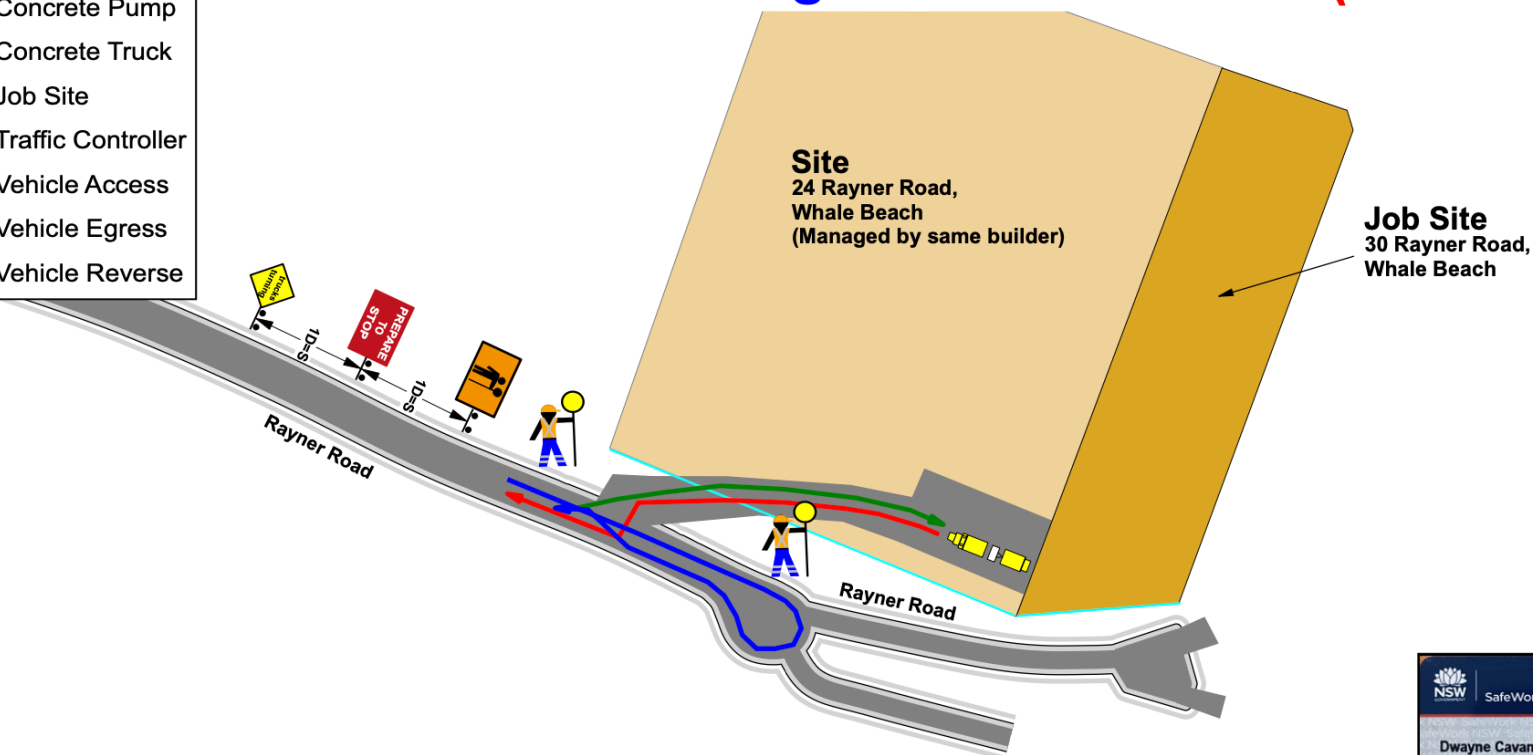


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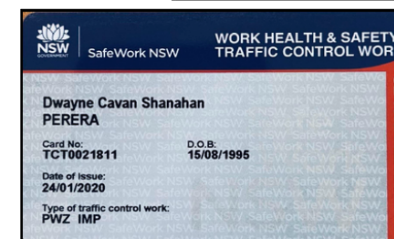
Stage 3: Construction (Concrete Pours)



Job Site
 30 Rayner Road,
 Whale Beach

Site
 24 Rayner Road,
 Whale Beach
 (Managed by same builder)

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

Manifest

3 x sign single
 2 x Traffic Controller
 1 x Mobile Crane
 1 x T1-18 PREPARE TO STOP
 1 x T1-34 TRAFFIC CONTROLLER AHEAD
 1 x Truck
 1 x W5-205 trucks turning

Legend

 ATF Fence
 Job Site
 Mobile Crane
 Traffic Controller
 Truck
 Vehicle Access
 Vehicle Egress
 Vehicle Reverse

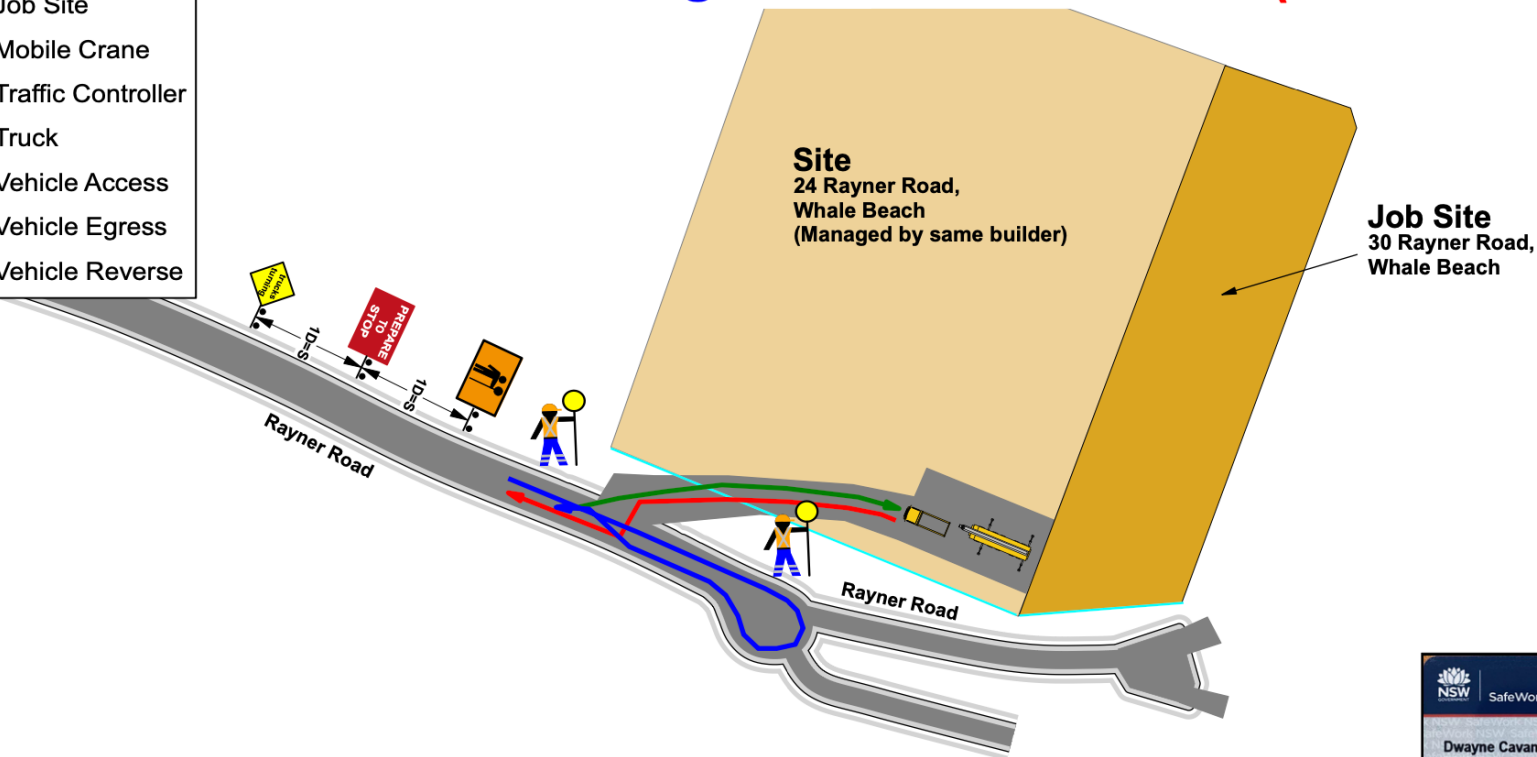


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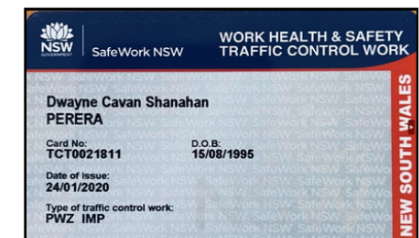
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Stage 3/4: Construction (Materials Delivery)

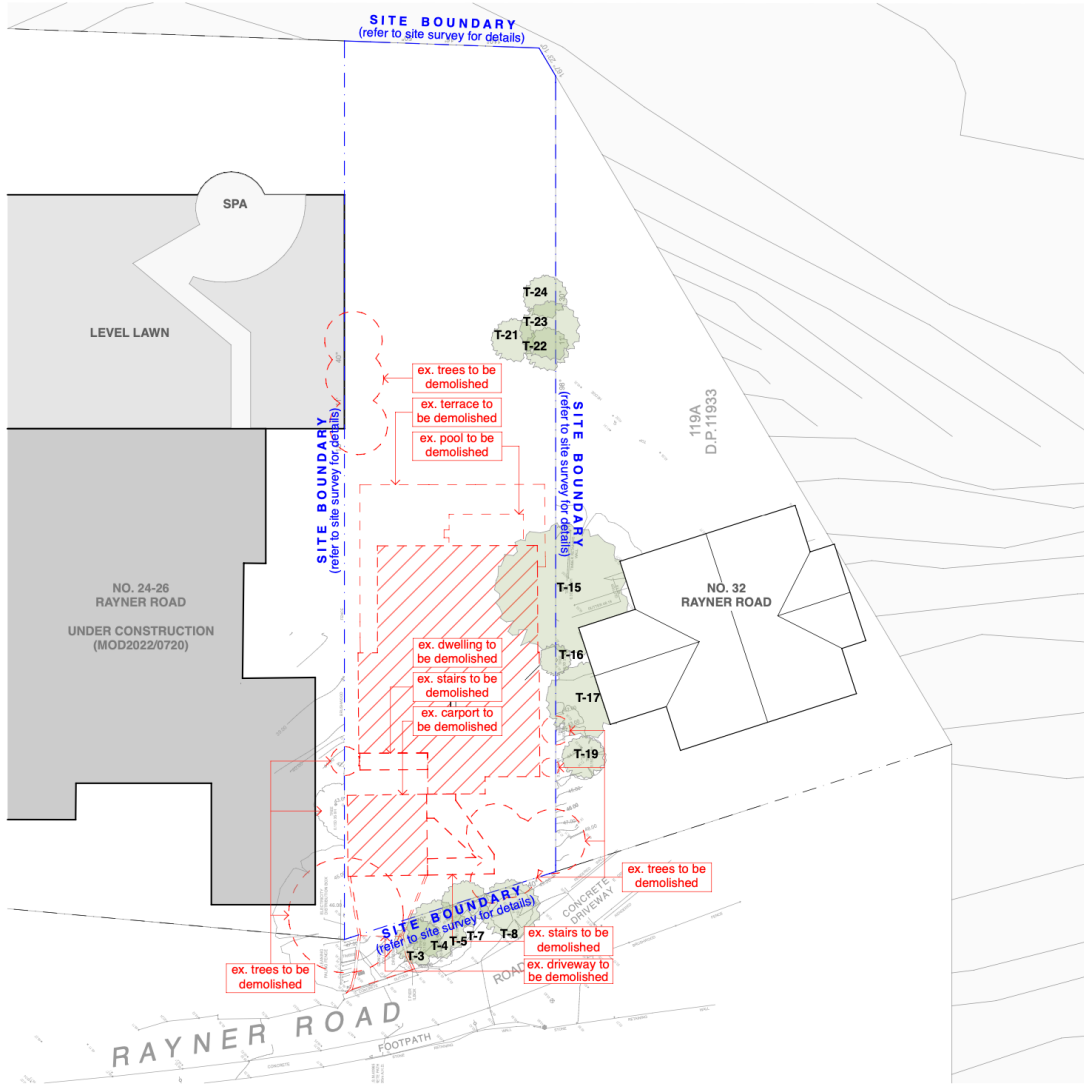


Signs Spacing's	
Estimated Speed Of Traffic (D)	Dimension Range
0-40km	0-5m
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m



PLAN NOT TO SCALE

Appendix B Site Schematics:



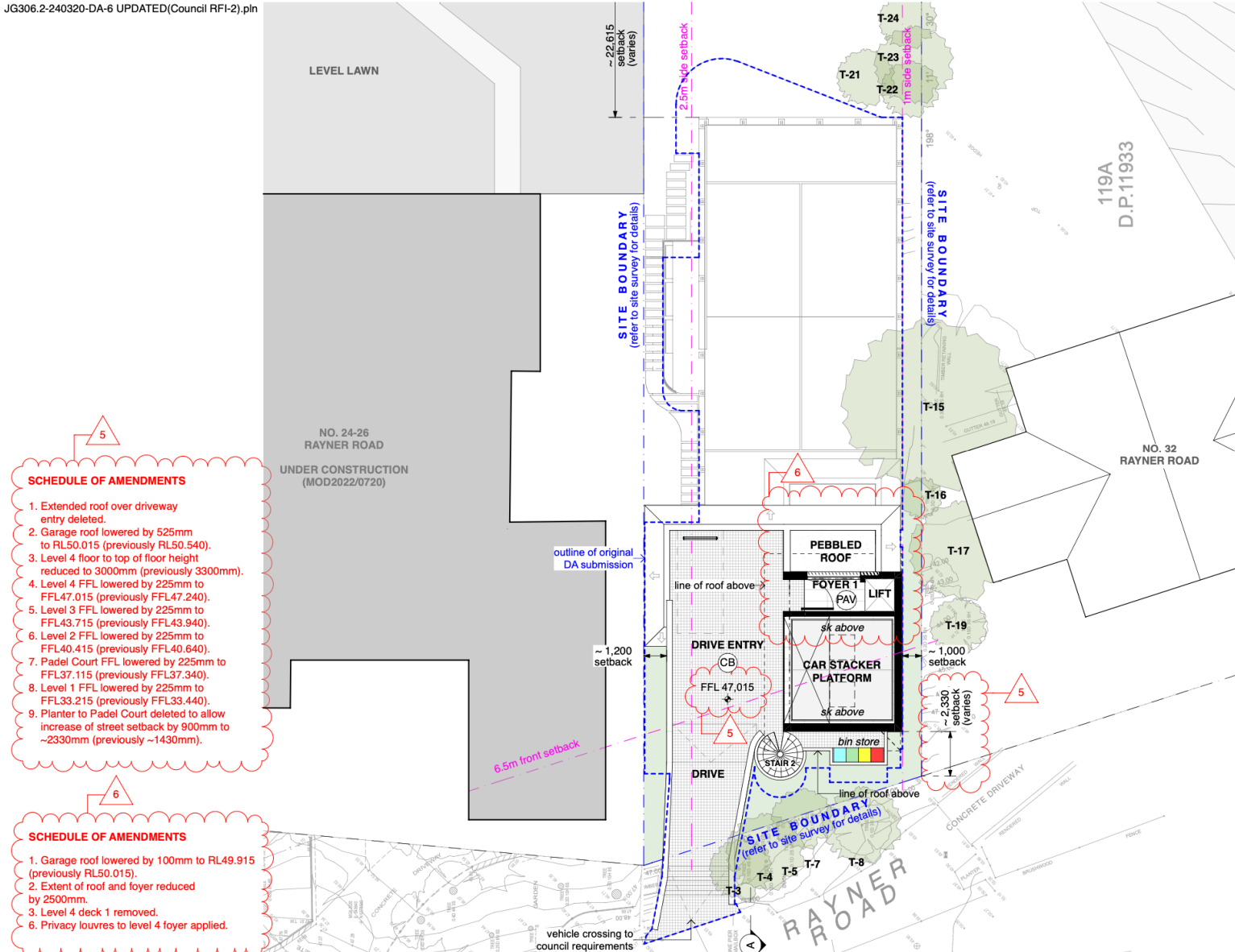
THIS PLAN IS TO BE READ IN CONJUNCTION WITH THE CONDITIONS OF DEVELOPMENT CONSENT
DA2023/1505

- SCHEDULE OF AMENDMENTS**
1. Extended roof over driveway entry deleted.
 2. Garage roof lowered by 525mm to RL50.015 (previously RL50.540).
 3. Level 4 floor to top of floor height reduced to 3000mm (previously 3300mm).
 4. Level 4 FFL lowered by 225mm to FFL47.015 (previously FFL47.240).
 5. Level 3 FFL lowered by 225mm to FFL43.715 (previously FFL43.940).
 6. Level 2 FFL lowered by 225mm to FFL40.415 (previously FFL40.640).
 7. Padel Court FFL lowered by 225mm to FFL37.115 (previously FFL37.340).
 8. Level 1 FFL lowered by 225mm to FFL33.215 (previously FFL33.440).
 9. Planter to Padel Court deleted to allow increase of street setback by 900mm to ~2330mm (previously ~1430mm).

- SCHEDULE OF AMENDMENTS**
1. Garage roof lowered by 100mm to RL49.915 (previously RL50.015).
 2. Extent of roof and foyer reduced by 2500mm.
 3. Level 4 deck 1 removed.
 6. Privacy louvres to level 4 foyer applied.

Notes	Notes Regarding "FOR CONSTRUCTION" Documents	Notes	Project Details			Drawing Details		APPLICATION					
Do not scale the drawings. Use figured dimensions only. Builder to examine site, check and verify all dimensions and levels prior to commencement of construction. Notify all discrepancies to the Architect. All work to be carried out in accordance with the NCC/ BCA, the Australian Standard (AS), other relevant codes and manufacturers' specification and instructions. Comply with the BASIX certificate. Comply with the local regulatory authority requirements.	FOR APPROVALS NOT FOR CONSTRUCTION	DEVELOPMENT APPLICATION	Revision	Printed	Revision Note	Project	Project Address	J GROUP PROJECTS	Scale	1:300 @ A3	Dwg Name		
			6	20/3/24	Council RFI-2	JG30	30 Rayner Road Whale Beach NSW 2107	2/57 Avalon Parade AVALON BEACH NSW 2107	Drawn	DS	DEMOLITION PLAN		
			Client Name					JAKE WALL	Date	20/3/24	Dwg #	Project Code	Revision #
			J Group Projects			J Group		Licence Number 257772C	Project Architect(s)	MC/AH	DA02	JG30	6

JG306.2-240320-DA-6 UPDATED(Council RFI-2).pln



- SCHEDULE OF AMENDMENTS**
1. Extended roof over driveway entry deleted.
 2. Garage roof lowered by 525mm to RL50.015 (previously RL50.540).
 3. Level 4 floor to top of floor height reduced to 3000mm (previously 3300mm).
 4. Level 4 FFL lowered by 225mm to FFL47.015 (previously FFL47.240).
 5. Level 3 FFL lowered by 225mm to FFL43.715 (previously FFL43.940).
 6. Level 2 FFL lowered by 225mm to FFL40.415 (previously FFL40.640).
 7. Padel Court FFL lowered by 225mm to FFL37.115 (previously FFL37.340).
 8. Level 1 FFL lowered by 225mm to FFL33.215 (previously FFL33.440).
 9. Planter to Padel Court deleted to allow increase of street setback by 900mm to ~230mm (previously ~1430mm).

- SCHEDULE OF AMENDMENTS**
1. Garage roof lowered by 100mm to RL49.915 (previously RL50.015).
 2. Extent of roof and foyer reduced by 2500mm.
 3. Level 4 deck 1 removed.
 6. Privacy louvres to level 4 foyer applied.

Notes	Notes Regarding "FOR CONSTRUCTION" Documents	Notes	Project Details	Drawing Details	DEVELOPMENT APPLICATION
Do not scale the drawings. Use figured dimensions only. Builder to examine site, check and verify all dimensions and levels prior to commencement of construction. Notify all discrepancies to the Architect.	FOR APPROVALS NOT FOR CONSTRUCTION	DEVELOPMENT APPLICATION	Revision 6	Printed 20/3/24	Revision Note Council RFI-2
All work to be carried out in accordance with the NCC/BCA, the Australian Standard (AS), other relevant codes and manufacturers' specification and instructions. Comply with the BASIX certificate. Comply with the local regulatory authority requirements.			Project JG30	Project Address 30 Rayner Road Whale Beach NSW 2107	J GROUP PROJECTS 2/57 Avalon Parade AVALON BEACH NSW 2107 JAKE WALL Licence Number 257772C
			Client Name J Group Projects	Scale 1:200 @ A3	Dwg Name LEVEL 4 PLAN
				Drawn DS	Dwg # DA04
				Date 20/3/24	Project Code JG30
				Project Architect(s) MC/AH	Revision # 6

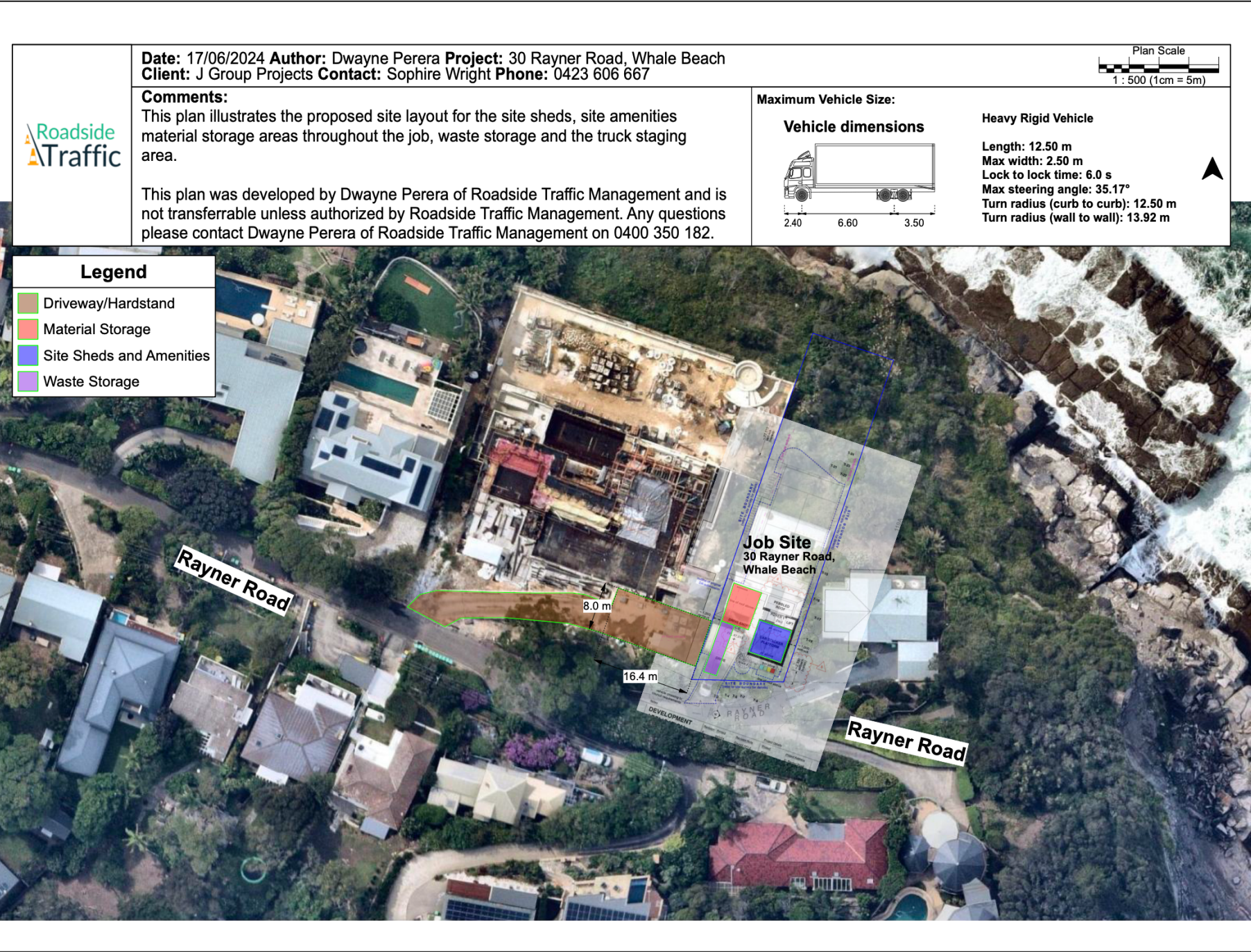


northern
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council

THIS PLAN IS TO BE READ IN
CONJUNCTION WITH
THE CONDITIONS OF DEVELOPMENT
CONSENT

DA2023/1505

Appendix C: Site Layout



Appendix D 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.