



# PRELIMINARY CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT PLAN

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**Proposed Residential Development  
27 East Esplanade, Manly**

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## DOCUMENT VERIFICATION

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## TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
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# 1. INTRODUCTION

TRAFFIX has been commissioned by Manly Property Group No.2 Pty Ltd to prepare a Preliminary Construction Traffic and Pedestrian Management Plan (PCTPMP) in support of a development application for a residential development at 27 East Esplanade, Manly. The development is located within the Northern Beaches Council (formerly Manly) Local Government Area (LGA) and has been assessed under that Council's controls.

This report documents the preliminary construction traffic management arrangements and methodology relating to the proposed works and should be read in conjunction with any other construction documentation prepared in relation to the proposed development. It should be noted that a comprehensive CTPMP will be prepared once a builder has been appointed to the project and the exact construction methodology is determined.

The report is structured as follows:

- Section 2: Outlines the CTPMP requirements
- Section 3: Documents the site and its location
- Section 4: Documents the existing traffic conditions
- Section 5: Describes the preliminary construction program
- Section 6: Assesses construction traffic impacts
- Section 7: Outlines the proposed traffic guidance
- Section 8: Concludes the report

## 2. CTPMP REQUIREMENTS

The Traffic Guidance Schemes (TGSs) that are to be included in the comprehensive CTPMP will be prepared in accordance with the TfNSW Traffic Control at Worksites Manual and AS 1742.3 during all stage of construction, as necessary. The TGSs would generally relate to the following traffic related impacts:

- Vehicle access to/from the site;
- Footpath closures;
- Vehicle lane/cycle lane closures;
- Public domain works.

The development of these TGSs will be undertaken in coordination with the appointed builder once the construction methodology is confirmed. Additionally, the TGSs should be implemented taking due account of on-site conditions as will occur over the construction period in consultation with the appointed contractor. Accordingly, construction crew are expected to respond in a pro-active manner to ensure the plan is implemented to maximum effect and with no outstanding safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available.
- Installations should be checked intermittently during the course of the day/s; and
- SafeWork NSW certified Traffic Controllers shall be on-site during work hours to supervise vehicle and pedestrian movements.

It is noted that TRAFFIX is responsible for the preparation of this CTPMP only and not for its implementation, which is the responsibility of the project manager/contractor.

### 3. LOCATION AND SITE

The subject site at 27 East Esplanade, Manly and is located approximately 10.3 kilometres northeast of Sydney central business district (CBD). More specifically, it is located on the eastern side of East Esplanade, and approximately 30.9 metres south of Victoria Parade.

The site is rectangular in configuration and has a total site area of 519.8m<sup>2</sup>. It has a western frontage of 15.2 metres to East Esplanade and a northern boundary of 31.9 metres and southern boundary of 34.3 metres to a residential property. The eastern boundary of 15.7 metres is shared with a neighbouring residential development.

Vehicular access to the site is currently provided via East Esplanade.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



Figure 1: Location Plan





Figure 2: Site Plan



## 4. EXISTING TRAFFIC CONDITIONS

### 4.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Sydney Road: a TfNSW Main Road that traverses east-west between Whistler Street in the east and Ponsonby Parade in the west. It is subject to 50 km/h speed zoning and generally carries a single lane of traffic in both directions. Restricted on-street parking is generally permitted along both sides of the road.
- Belgrave Street: a TfNSW Main Road (MR 159) that runs in a north-south direction between Pittwater Road in the north and West Esplanade in the south. It is subject to 30km/h speed zoning and generally carries two (2) lanes of traffic in both directions. It generally permits on-street parking along both sides of the road.
- West Esplanade: a TfNSW Secondary Road (SR 2025) that runs in a west-east direction between East Esplanade in the east and Commonwealth Parade in the west. It is subject to 30 km/h speed zoning and generally carries a single lane of traffic in both directions. It generally permits on-street kerbside parking along the southern side of the road.
- East Esplanade: a local road that generally traverses in a north-south direction starting from West Esplanade in the north and Stuart Street in the south. It is subject to a '30km/h High Pedestrian Activity Area' speed zoning, carries a single lane of traffic in each direction and predominantly permits restricted kerbside parallel parking along the western side of the road.

It can be seen from **Figure 3** that the site is conveniently located with respect to the arterial road systems serving the region, with local and regional connections to the north and south via Princes Highway and Princes Motorway, respectively.

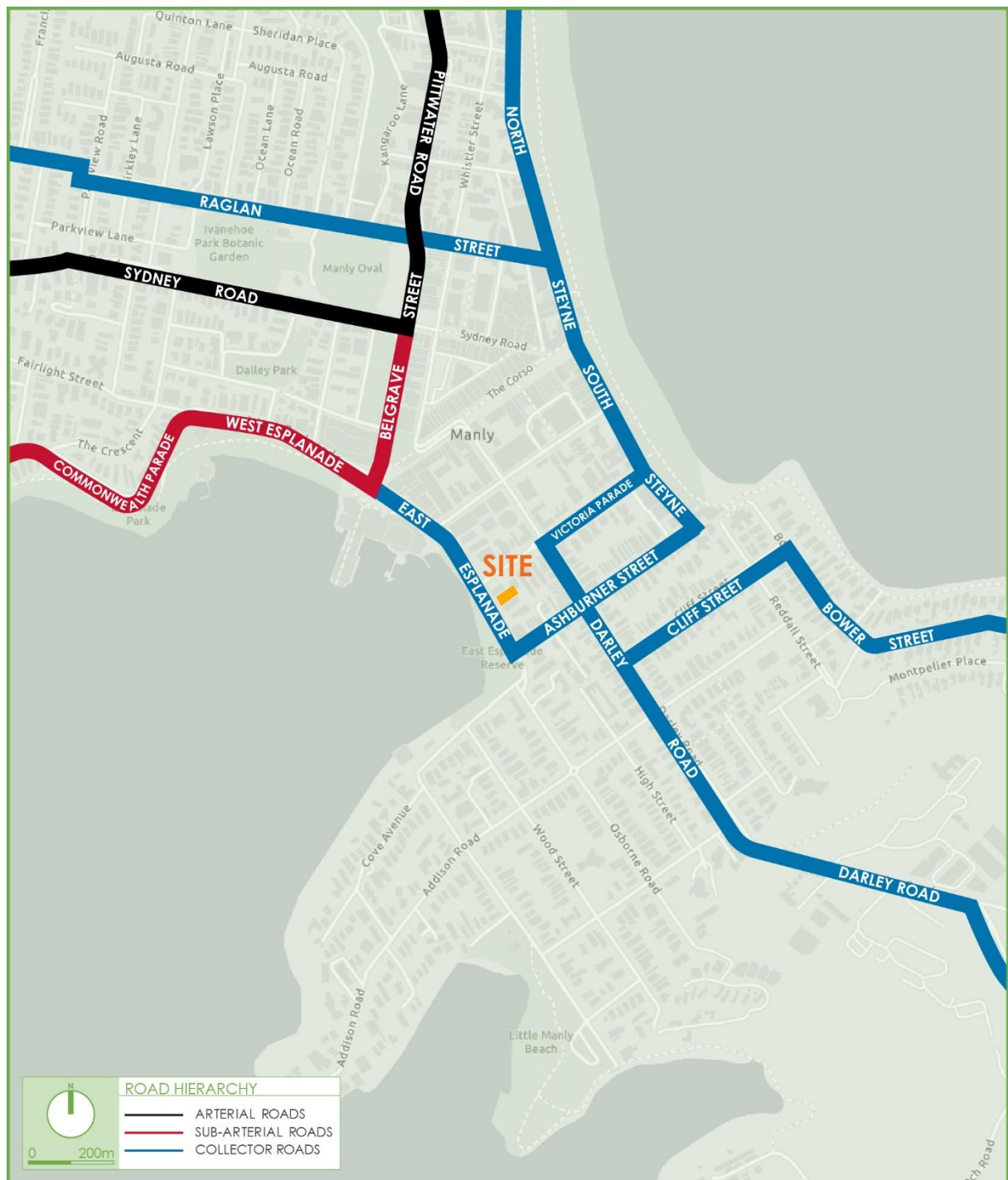


Figure 3: Road Hierarchy

## 4.2 Public Transport

The existing public transport services that operate in the locality are shown in **Figure 4**.

Having regard to the standard bus travel, the Integrated Public Transport Service Planning Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes' walk) of a bus stop. It is evident that the site benefits from excellent bus services with eight (8) bus stops located within 400-metres of the site. These services provide connections to Chatswood, Dee Why, Seaforth, and the Sydney CBD.

These bus services are summarised below in **Table 1**.

**Table 1: Bus Information**

Bus No.	Route	Frequency		
		Weekday	Saturday	Sunday & Public Holidays
141	Austlink to Manly Via Frenchs Forest & Seaforth	Every 1 hour	Every 1 hour	Every 1 hour
142	Allambie Heights to Manly	Every 20 minutes	Every 1 hour	Every 1 hour
144	Manly to Chatswood via St Leonards	Every 15 minutes	Every 10 minutes	Every 10 minutes
161	Manly to North Head (Loop Service)	Every 30 minutes	Every 30 minutes	Every 30 minutes
162	Seaforth to Manly	Every 20 minutes	Every 1 hour	Every 1 hour
166	Frenchs Forest to Manly via Dee Why Beach	Every 20 minutes	Every 20 minutes	Every 20 minutes
167	Warringah Mall to Manly via South Curl Curl	Every 20 minutes	Every 20 minutes	Every 20 minutes
199	Palm Beach to Manly via Mona Vale and Dee Why	Every 10 minutes	Every 10 minutes	Every 10 minutes

More information concerning all bus and train service information can be found on the Transport for NSW Info website: <https://www.transportnsw.info>.

In addition, the subject site is within 200 metres of Sydney Ferries Network at Manly Wharf. This also presented in Figure 4, with the services summarised below:

- Manly to Circular Quay

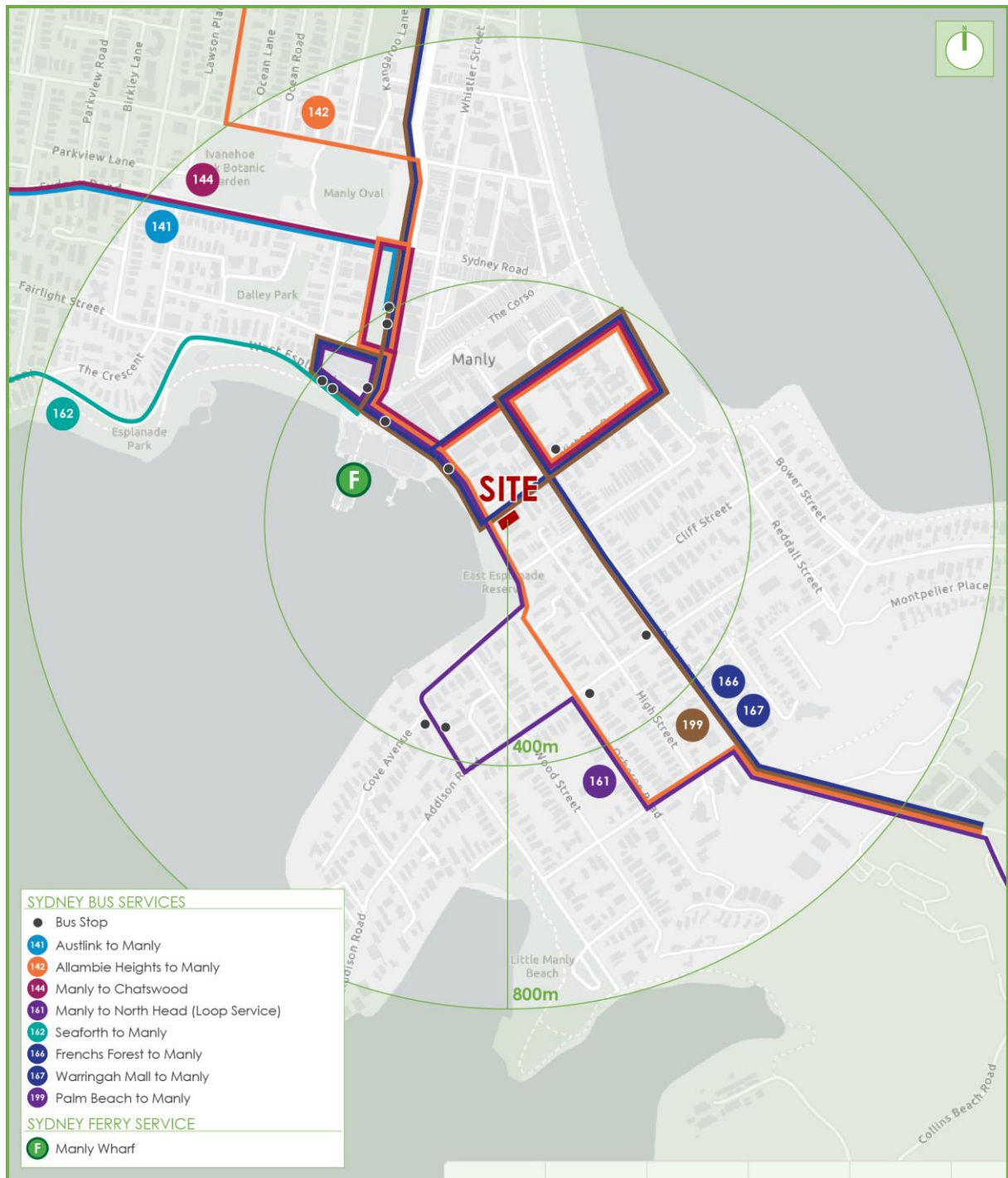


Figure 4: Public Transport

## 5. OVERVIEW OF CONSTRUCTION PROGRAM

### 5.1 Staging and Duration of Work

Recognising that this preliminary CTPMP has been prepared to support a DA, detailed construction staging and the duration of each stage of works will be determined post approval as part of the Construction Certificate (CC) stage inputs.

Nevertheless, the following stages are expected to be addressed by the comprehensive CTPMP report in response to a suitable Condition of Consent.

- Site Establishment;
- Demolition;
- Bulk Excavation;
- Structure; and
- Fitout & Finishes.

### 5.2 Hours of Work and Noise

Construction work hours are subject to the approval of the Development Application. A detailed CTPMP would be prepared in response to a condition of consent once a builder is contracted.

### 5.3 Proposed Construction Vehicle Access

Vehicular access to the construction site envisaged is to be provided via East Esplanade to accommodate construction vehicles up to and including 12.5m heavy rigid vehicles (HRV).

During the demolition and bulk excavation stages, an on-site turning area shall be provided within the site so that movement to/from the site can be undertaken in a forward direction, to accommodate construction vehicles up to 8.8m medium rigid vehicles (MRV).

During the early structural stage, a loading and unloading area will be established and provided within the site near the western frontage, where construction vehicles may reverse into the site and exit in a forward direction, accommodating construction vehicles up to 12.5m long HRVs.



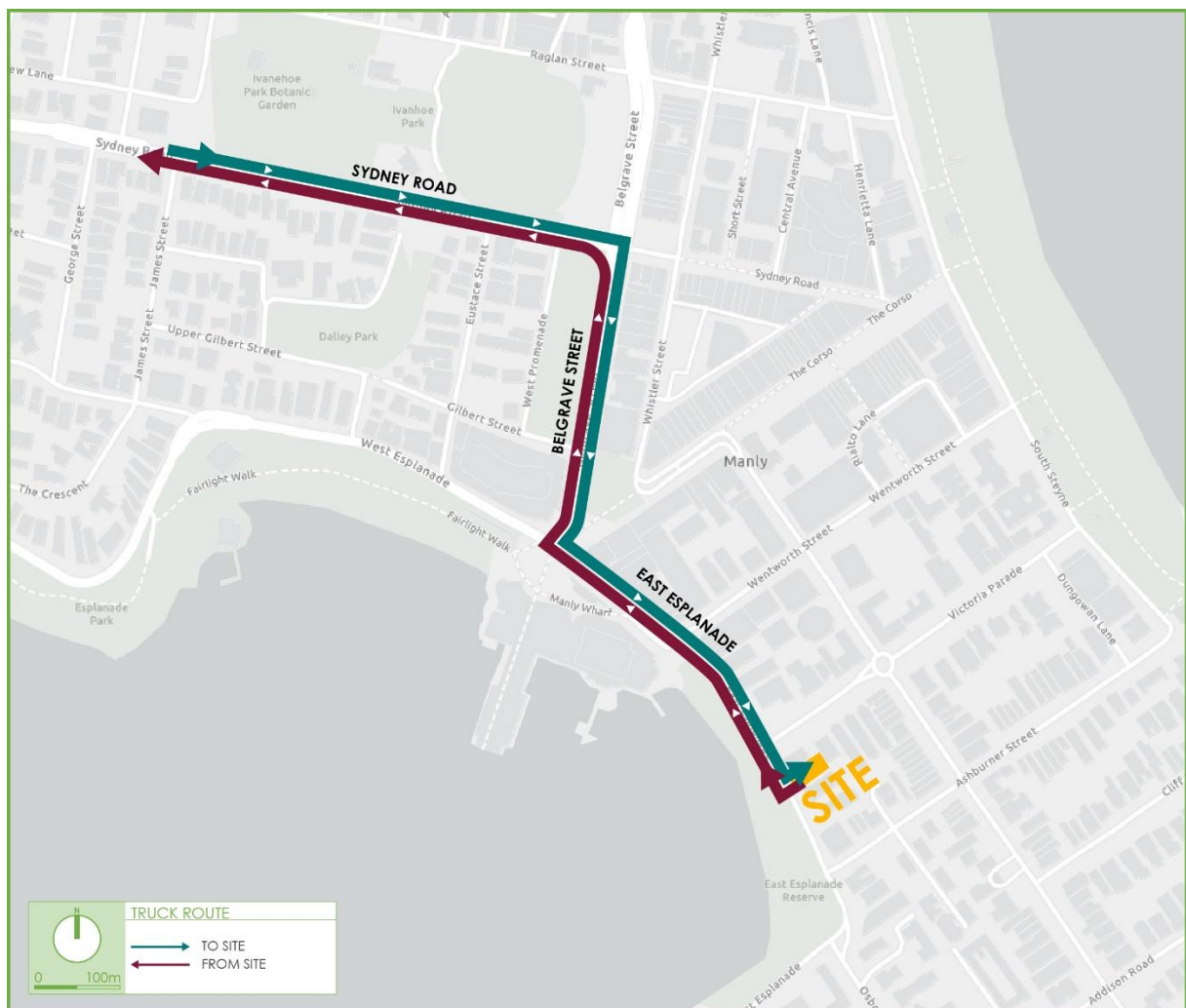
During the late structural stages and final fit out/finishing stages, a loading and unloading area will be established adjacent to the western frontage of the site so that movement to/from the site can be undertaken in a forward direction, accommodating construction vehicles up to 8.8m MRVs. Swept path analysis of the proposed movements are shown in **Appendix A**.

The development of the appointed space for construction vehicles onsite will be undertaken in coordination with the appointed builder once the construction methodology is confirmed, with updated truck routes and swept paths to be included within the comprehensive CTPMP. The routes shown are to be utilised by all construction vehicles travelling to and from the site and represents the shortest route between the local and Transport for NSW (TfNSW) classified road network, minimising the impacts of the construction.

All drivers will be required to radio in prior to arriving onsite, to avoid queuing on surrounding roads. Drivers will not be permitted to park on surrounding roads outside of the site. All loading and unloading activities are to be contained wholly within the site at all times.

A copy of the routes would be provided to all drivers prior to attending the site, and the proposed inbound and outbound truck routes from East Esplanade are presented in **Figure 5** below.

- Ingress to subject site:  
(Inbound)
  1. Trucks will arrive on Sydney Road (eastbound)
  2. Turn right onto Belgrave Street. (southbound)
  3. Turn left onto East Esplanade (eastbound)
  4. Turn left into the site.
- Egress from the subject site:  
(Outbound)
  1. Trucks will exit west to East Esplanade (westbound)
  2. Turn right onto Belgrave Street (northbound)
  3. Turn left onto Sydney Road (westbound).



**Figure 5. Truck Routes**

## 6. CONSTRUCTION TRAFFIC IMPACTS

### 6.1 Construction Traffic Generation

It is pertinent to note that detailed information regarding peak hour and daily truck movements is limited at this preliminary stage prior to a builder being appointed.

Light vehicle construction trips are expected to arrive in the morning and depart in the afternoon noting that typical construction start and finish times occur outside of traditional network peak periods.

The anticipated heavy vehicle movements generated by the construction of the site is contingent upon the requirements for construction plant, equipment, and haulage which will vary depending on construction methodology.

It is expected that construction traffic will not exceed more than 50 truck arrivals per day (50 inbound, 50 outbound) during the busiest construction period, corresponding to approximately five (5) truck arrivals per hour (5 inbound, 5 outbound).

In the event that construction volumes are in excess of the volumes outlined above, a separate construction impact assessment shall be undertaken at CC stage.

## 6.2 Road Safety

It is noted that there will be an increased number of heavy vehicles along the local roads in the immediate vicinity of the site during the construction period. However, the shortest suitable route for heavy vehicles between the local and Transport for NSW (TfNSW) classified road network is proposed, minimising road safety impacts along local roads and heavily pedestrianised areas.

Furthermore, Traffic Guidance Schemes (TGS) for the site access will be prepared to minimise vehicle, pedestrian and cyclist conflicts along truck routes, as far as practicable.

## 6.3 Worker Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health, and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurances.

## 6.4 Construction Staff Parking

An appropriate amount of on-site parking for key contractors and staff is expected to be provided throughout for the demolition and bulk excavations phases. The number and location of temporary on-site car parking is expected to change throughout the various construction phases, depending on the surplus area available not required for truck loading and turning areas.

It is noted that implementation of carpooling will be actively encouraged to minimise impacts to on-street parking in the locality.

## 7. TRAFFIC AND PEDESTRIAN GUIDANCE

### 7.1 Site Establishment Plan

A detailed site establishment plan will be developed by the appointed builder prior to the commencement of any works. The plan is expected to detail the location of the proposed hoarding/fencing, vehicle access points, pedestrian access points, and contractor parking etc.

### 7.2 Traffic Guidance Schemes

TGSs will be prepared in accordance with the TfNSW Traffic Control at Work Sites Technical Manual 2020 for all stages of construction, as appropriate. These TGSs would generally relate to the following potential traffic related impacts:

- Vehicle access to/from the site;
- Road closures and detours, if required; and
- Public domain works, if required.

The development of these TGSs will be undertaken in coordination with the appointed builder once the construction methodology is confirmed, with these TGSs to be included within the comprehensive CTPMP.

### 7.3 Traffic Controllers

SafeWork NSW accredited traffic controllers will be utilised at the site vehicle access points to assist construction vehicles and pedestrians during work hours. Pedestrians may be held only for very short periods to ensure their safety when trucks are leaving or entering the site, but they are not to be stopped in anticipation – i.e. pedestrians have right of way on the footpath at all times.

### 7.4 Permits and Road Occupancy

The construction works are not expected to require occupation or obstruction of traffic on East Esplanade. In any event, permits including out of hours permits, road/lane closure permits, crane permits etc. will be organised between the contractor and Council in separate applications.



## 7.5 Swept Path Analysis

Swept path analysis has been undertaken of the proposed truck access for the critical movements using an 8.8m MRV and 12.5m HRV. These swept path analysis are provided in **Appendix A** and confirm satisfactory access to the site can be achieved, in accordance with the requirements of AS2890.2 (2018).

## 7.6 Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages. It is expected that 'A Class' hoarding and associated access gate/s will be installed around the perimeter of the site to provide security to the site and pedestrians. Pedestrian footpaths will not be closed without appropriate pedestrian control measures, such as detours or traffic controller's assistance. No crane works will be permitted over pedestrian footpaths without footpath closures/detours or 'B Class' hoardings.

Pedestrian access to neighbouring properties shall be maintained at all times and no building materials shall be placed, dumped, or left on any Council Road or footpath area. Footpaths are to remain in a safe condition for use by pedestrians. A TfNSW certified traffic controller will also be positioned at any vehicle access point to manage vehicle movements and to ensure pedestrian safety.

## 7.7 Access to Neighbouring Properties

Neighbouring properties are to have their vehicular and pedestrian accesses maintained at all times over the course of construction. If at any time, the accesses to the neighbouring properties are obstructed, temporary access arrangements will be provided to the satisfaction of the occupants and Council.

## 7.8 Monitoring

A monitoring and review process for the CTPMP will be set out by the Construction Project Manager to ensure that the CTPMP is implemented correctly, in compliance with all regulations and policies and adapted to reflect any changes or variations during the actual construction process.

## 7.9 Community Consultation

The Construction Project Manager will be the main point of contact for all enquiries, complaints, feedback, and compliments regarding the issues arising from the traffic management arrangements put in place. This may involve distributing notification letters notifying nearby residents and the community of the proposed traffic management arrangements, their potential impact, the Construction Manager's phone, and email contact. Specifically, the disruption to existing travel routes will need to be explicitly made known to the local community so that their safety is not compromised. The details and direct contact number of the Site Construction/Project Manager shall be provided on all notification letters to the residents and to the community and on a prominent sign displayed on-site.

## 8. CONCLUSION

This Preliminary CTPMP should be read in conjunction with other documentation prepared by the applicant relating to the internal construction activities. Limited information is available at this early stage, prior to a builder being appointed. This report addresses the existing conditions of the site, general overview of the construction program and traffic management arrangements which are proposed at this early stage.

The assessment demonstrates that construction traffic will be substantially less than the future operational traffic and will therefore not have any unacceptable impacts on the surrounding road network. In the event that construction volumes are in excess of the volumes outlined above, then a separate construction impact assessment shall be undertaken at CC stage.

The plan outlined above is considered satisfactory for the purposes of a DA submission, being subject to confirmation and possible amendments once approval is granted and a builder appointed.

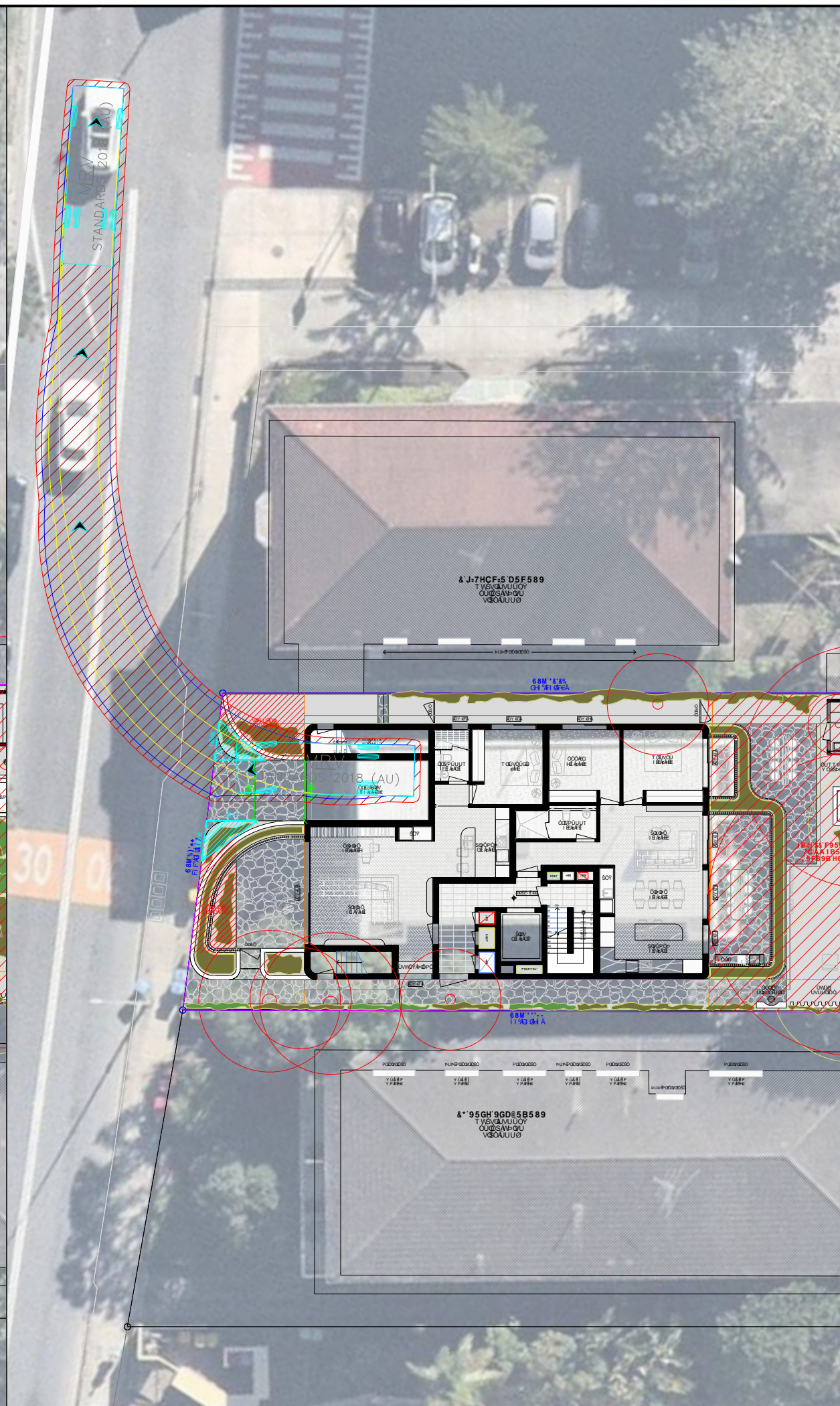
It is envisaged a comprehensive CTPMP will be prepared by TRAFFIX once consent is obtained, based on the construction methodology adopted by the appointed builder.

# APPENDIX A

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## Swept Path Analysis









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<div>BcHNg</div> <div>H.gXfuk b[ 'gdYdUYX Zf' bZfa UHcb d fdcg'gcbm' h'gbchc VY i g'X' ZfVcbgf Wfcb"</div> <div>HF5:: 4. 'gYgcbgVY' Zfj Y\jWY' g Ydh dUH. XJj[ fUa g UbXcf Xfuk b[ a Ufji dgcbm' dUg' Xfuk b[ dYdUYX VmchYfj</div> <div>JY\jWY' g Ydh dUH: XJj[ fUa g dYdUYX: i gbi' Vza di Yf [YbYRUH' h fb[ dUH: gZk UY' UbX UggVUHX 758 Xfuk b[ dUHfa g' JY\jWY' XUU' VUgX: i deb' YYj Ubh si gUjUb' dUbXUg fBGNG &amp; - \$%&amp;S( DUF b[ dUWHYg i CZgYVh Wf dUF b[ z UbXcf 5G&amp; - \$%&amp;S&amp; DUF b[ dUWHYg i CZgYVh Vza a YWU' jY\jWY' dUWHYg' H Yg' dUbXUg Ya VcXmU XY[ fY: cZc YfubWz cK Yj Yf H Y\jWY' WUfUWY dUWHYg b H Yg' dUbXUg fYdYg bHU g JUVY XYg b jY\jWY' UbX Xc bchUWc bH ZfU' j UfUfcbg b jY\jWY' Xa Ybcbg# gYVWdUfcbg UbXcf Xfj YfUv]m cYV\Uj jci r"</div>			
FYj " FYj jcb BcH		6m 8UH	
5	7 HDA D8Yg[ b FYj jYk	7.7	&*!\$, !&)
<div>Gk YdhDUH' @Y YbX</div> <div><div></div> K \Y\Y'DUH</div> <div><div></div> J Y\jWY' 6cXm9bj Y'cdY</div> <div><div></div> 7 YUfubWV' 9bj Y'cdY f' \$Sa a t</div>			
5 fVX jY' Vh			
7 jYbh b j a			
<div>GWY' #D'Ub C fYbHUfcb</div> <div><div>\$</div><div>8'</div><div>)</div><div>+</div><div>7'</div><div>%Sa</div></div> <div><div>%&amp;)</div><div>\$'4'5'</div></div> <div><div></div></div>			
<div>Dfc YW8YgWdHfcb</div> <div>&amp;+ 9Ugh9gd' UbUXYZA Ub'm</div>			
<div>8fuk b[ 'DfYdUYX' 6m</div> <div><div>TRAFFIX</div><div>TRAFFIC AND TRANSPORT PLANNERS</div></div> <div>G jY' &amp;\$, Z) \$&lt;c'hGfYYh h Z*%&amp;', ' &amp;( ', +\$\$ G ffm&lt;j'gBGK' &amp;\$\$\$ Z Z*%&amp;-', ' \$( (, % DC '6cl' %&amp;&amp;( k .k k k 'fUZZ' Vza "Ui Gfuk VY ffm&lt;j'gBGK' &amp;\$%&amp;</div>			
<div>8fuk b[ 'HfY</div> <div>7 HDA D8Yg[ b FYj jYk @UH' GfU' Vh fU' / : jci hGU[ Yg A FJ 'Gk YdhDUH'g @Zi' bVci bX Zfca '9Ugh9gd' UbUXY Fj[ \h'Ci H'ci bX fci '9Ugh9gd' UbUXY</div>			
8fuk b.	7.7	7 YVWYX. J8	8UH. GY'FYj "
8) %&'S' j \$%HF5:: 4 Q& \$, &%DUbg77 HDA D8Yg[ b FYj jYk 'Xk [			
Dfc YWbC"	8fuk b[ 'DXUg'	8fuk b[ 'Bc" FYj "	
&) "%& %	85	HL "\$'	5