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CONSTRUCTION TRAFFIC MANAGEMENT PLAN – 1129-1131 PITTWATER ROAD, COLLAROY NSW 2097

Prepared for
LOTUS PROJECT MANAGEMENT
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1. INTRODUCTION

1.1. PURPOSE AND OBJECTIVES OF THE TRAFFIC MANAGEMENT PLAN

This Construction Traffic Management Plan (CTMP) has been prepared for use during the demolition, excavation, and construction work associated with the proposed multi-unit mixed-use development at 1129-1131 Pittwater Road in Collaroy.

1.2. DESCRIPTION OF THE PROPOSAL

The proposal is a consolidation of the two lots at 1129 and 1131 Pittwater Road and demolition of the existing buildings with construction of a 4 storey multi-unit building comprising:

- Two (2) commercial units on the ground level (total GFA of 228.2 m²)
- 23 boarding rooms across levels 1 and 2
- one (1) three (3) bedroom unit for the manager of the boarding house at level 3.

On-site parking is proposed within the ground and basement levels of the building. Vehicle access will be provided from an existing Right of Way (which runs beneath the neighbouring building at 1-5 Collaroy Street, to the west of the site) that connects to Collaroy Street. This Right of Way access arrangement is demonstrated in **Figure 1**.

1.3. STAKEHOLDER CONSULTATION

Stakeholder consultation and notification is a standard procedure as part of any CTMP. The following stakeholder consultation (which, of itself, does not supersede any Conditions of Consent) is recommended as part of the implementation of this plan:

- The builder should carry out a comprehensive risk assessment, considering the specific conditions of the surrounding roads for the safest methodology for the civil works.
- The builder should also liaise with Principal and other Certifying Authorities, including NSW Police, Transport for NSW and Local Council as required.
- The builder should also provide notice to the neighbouring properties (by way of a letter placed in the letterbox outlining the works), emergency services (via email), and Council (via email or in-person), as outlined in the DA consent, before the commencement of works.

2. BACKGROUND AND EXISTING CONDITIONS

The site is located at 1129-1131 Pittwater Road, Collaroy and is two separate lots. At the site frontage, Pittwater Road is a 6-lane state road with a 60 km/hr speed limit. The site is zoned Local Centre (B2) and in the immediate site vicinity is predominantly local shops, with Collaroy Beach on the eastern side of Pittwater Street.

Figure 1 shows an aerial perspective of the site.

Figure 1 - Location of the site



Source: Nearmap

3. PROPOSED CONSTRUCTION ACTIVITIES

3.1. STAGING OF WORKS

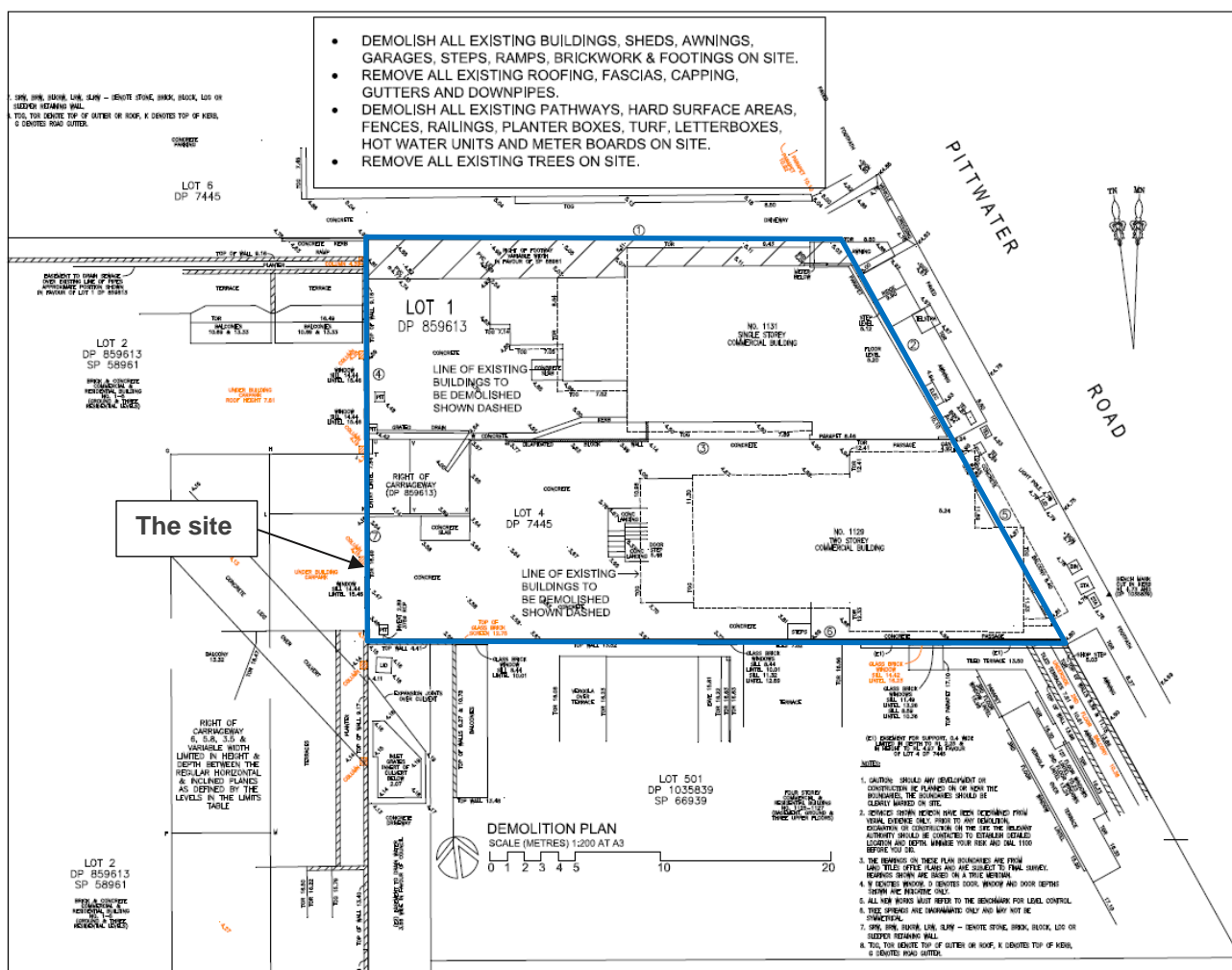
The demolition stage is the removal the existing structures and vegetation on-site. This stage will last approximately two (2) weeks. **Figure 2** shows the proposed demolition plan.

All waste material arising from demolition shall be classified following the Department of Environment Waste Classification Guidelines before disposal to an approved waste management facility and reported to the Principal Certifying Authority. The material that will be disposed of will be transported by heavy rigid trucks (12.5 m long).

Once removal of demolished materials and site set up is complete, excavation and installation of soldier piles will take place over one (1) month. Construction activities will last for approximately twelve (12) months.

In each stage, a maximum of 8 workers are expected to be present on-site.

Figure 2 - Proposed demolition plan



Source: Barry Rush & Associates Pty Ltd

3.2. ROAD CLOSURES AND DETOUR ROUTES

No road closures or detour routes are proposed within this CTMP.

3.3. WORK ZONE AREA

Due to the constraints of the ROW (the limited headroom and available width), vehicles over 6 m long and 2.5 m high cannot access the site from Collaroy Street. As a result, the contractor will be required to obtain a work zone area permit on Pittwater Road for loading and unloading activities. The work zone would operate between the hours of 7 am to 3 pm.

Pittwater Road at the site frontage is a bus lane between 3 pm to 7 pm (Monday to Friday) and includes a 1/2P restriction (8.30 am-3 pm Mon-Fri and 8.30 am-6 pm Sat-Sun). Since Pittwater Road is a State Road, the work zone area application will need to be referred to Transport for NSW for approval.

Figure 3 illustrates the characteristics of the proposed work zone area (note that the work zone area includes the area within the site boundary and the kerbside area fronting the site on Pittwater Road).

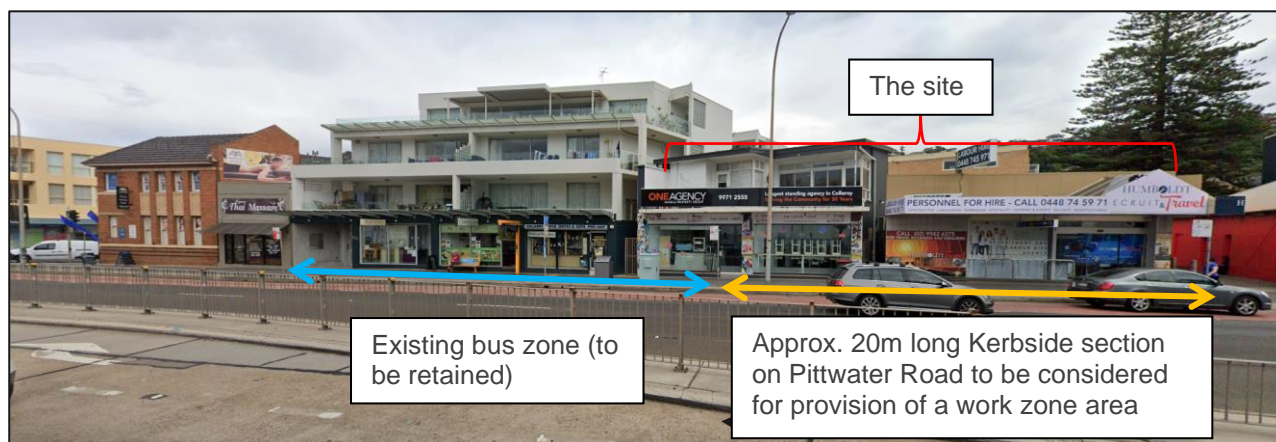
Figure 4 illustrates the street view of the kerbside work zone area required at the immediate site frontage on Pittwater Road. The proposed work zone shall be at least 20 m long, to accommodate the largest vehicle expected to be used during construction works (12.5 m heavy rigid vehicle including draw in and draw out lengths). The work zone will be used to load and unload materials as well as the temporary parking of construction vehicles.

Figure 3 - Characteristics of the proposed work zone area



Source: Nearmap

Figure 4 - Proposed kerbside work zone area



Source: Google Maps

Note that the work zone is subject to the approval from Traffic Committee and must be submitted 6 weeks in advance of the anticipated installation date. Also, the following should be noted:

1. Any roadside occupancy will need separate approval from the Traffic Committee.
2. Any physical barrier installed as a part of Traffic Control is subject to separate approval from the Council.
3. Any activities involving standing plants are subject to a separate permit from the Council.

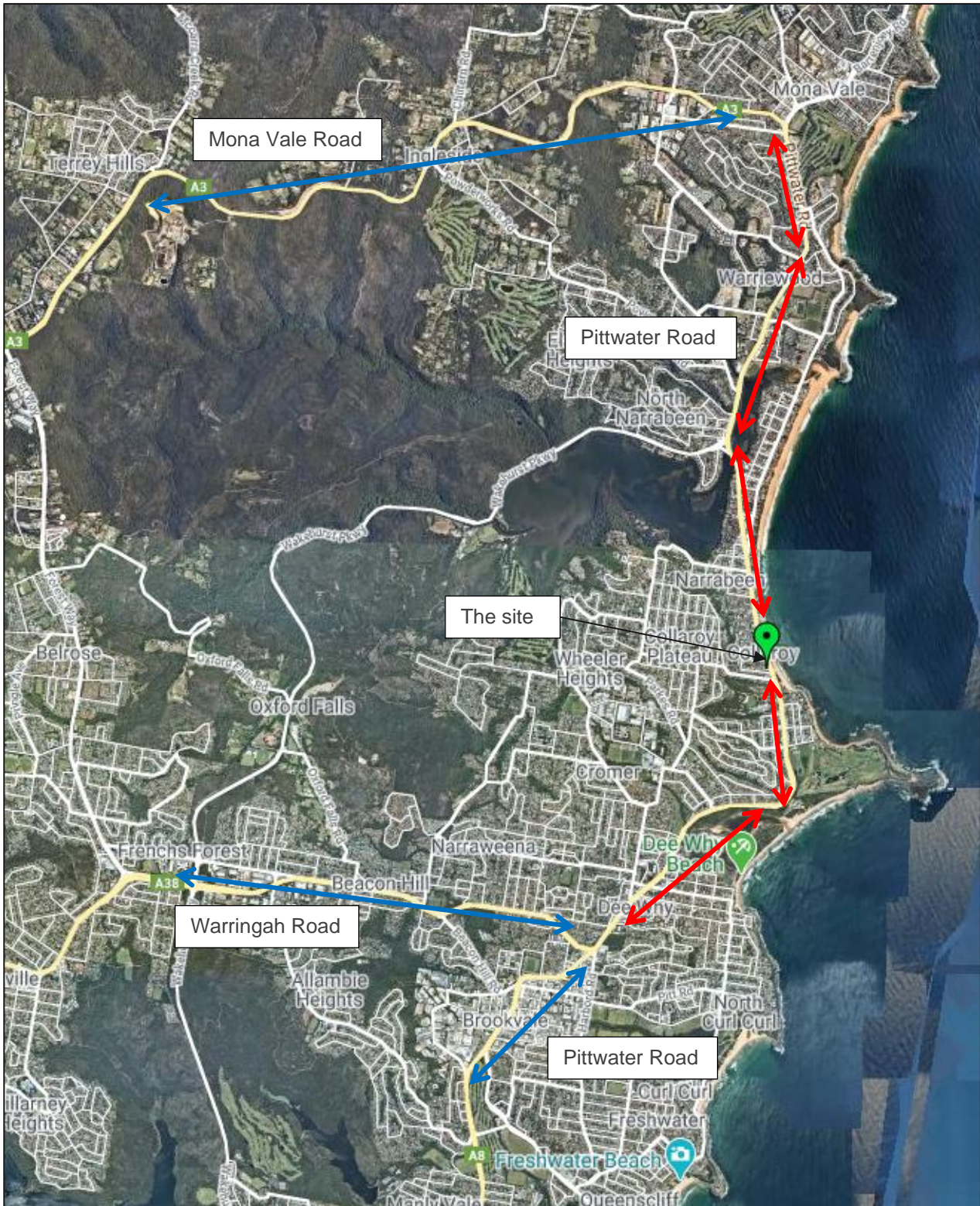
3.4. ANTICIPATED HAULAGE ROUTES

The routes for transport to and from the site shall generally be by the shortest possible route to the nearest arterial road. **Figure 5** outlines the expected haulage routes to/from the site to the wider road network. Construction vehicles with northern and western origins/destinations can use Mona Vale Road and Pittwater Road. Construction vehicles with southern origins/destinations can use Pittwater Road.

Since the work zone area is on Pittwater Road, trucks entering the work zone from the south on Pittwater Road can simply park at the kerbside, while those from the north will be required to detour around Jenkins Street, The Avenue and Collaroy Street. Similarly, those exiting towards the south will need to detour around Jenkins Street. **Figure 6** indicates the anticipated routes within the site locality for the construction vehicles wishing to enter/exit the proposed kerbside work zone on Pittwater Road.

It is noted that the contractor should rectify any public way damage (roadways, kerb, gutter or footpath) that may occur during works. This should occur before the completion of the works.

Figure 5 – Expected haulage routes to and from the wider road network



Source: Nearmap

Figure 6 – Expected haulage routes within the site locality



Source: Nearmap

4. MANAGING CONSTRUCTION IMPACTS

4.1. EXPECTED TRAFFIC GENERATION

The builder expects a maximum of 2 vehicle trips (including heavy vehicles) in each hour, throughout the construction period. Traffic generation from construction workers during the start and at the end of each day is expected to be minimal, with a maximum of 8 workers on-site at any time and workers either using public transport or car sharing.

4.2. NOTIFICATIONS

A permanent sign in a prominent position must be erected displaying the name, address, and telephone number of the Principal Certifying Authority. It should also state that unauthorised entry is prohibited. After hours contact numbers shall be installed on the site in accordance with Council's and the NSW Roads and Traffic Authority's requirements.

Civil Works cannot affect or impede upon neighbouring properties without prior consent and the builder shall provide written notice, as well as face to face consultation with residents and businesses directly affected prior to works.

Note that any notifications to the community should be done at least 15 days in advance of the execution date.

4.3. WORK TIMES

To protect neighbourhood amenity, all onsite works shall only occur between 7 AM and 5 PM Monday to Friday and 8 AM and 1 PM on Saturdays. No works shall be undertaken on Sundays or Public Holidays.

Where the development involves the use of jackhammers/ rock breakers or other heavy machinery, this equipment may only be used between the hours of 7.00 AM - 5.00 PM Monday to Friday.

4.4. PEDESTRIANS AND CYCLISTS

Site access from Pittwater Road could impact both pedestrians and cyclists. To ensure pedestrian and cyclist safety, active pedestrian and cyclist management measures are required.

When construction vehicles are accessing the site through the kerbside work zone, a traffic control qualified/trained person (wearing high-visibility or reflective clothing) will direct the vehicles and notify the drivers to give way to pedestrians and cyclists on Pittwater Road, as required.

The following should also be implemented:

- A 1.8 m high protective fence to prevent public access to the site.
- All construction vehicles are fitted with mirrors, reversing cameras and sensors that can help the drivers see movement all around the vehicle.
- Use of positive communication, for example, hand signals, eye contact, and verbal confirmation. When using a radio as the primary form of communication, a back-up communication process should be in place in the event of radio failure. Line of sight communication can include the use of hand signals or cap lamp light signals. The person receiving the message must provide an acknowledgment that the message has been received and understood.

4.5. BUSES

Several bus routes operate along Pittwater Road where the kerbside work zone is proposed. This section of Pittwater Road is a bus lane between 3 PM and 7 PM Monday to Friday. To ensure the safety and efficiency of buses, proposed kerbside work zone area will not operate when the bus lane is active.

The movements of delivery vehicles must be actively managed by the contractor (for instance by scheduling the deliveries at a pre-specified time window) to avoid these vehicles blocking the bus zone that is adjacent to the proposed Pittwater Road work zone. Deliveries by light vehicles (less than 6 m long and less than 2.5 m high) will be via the ROW off Collaroy Street.

4.6. EMERGENCY VEHICLES

The site shall be posted with emergency contact details in a prominent location. Emergency Services shall be notified by the builder via email and telephone as required. Emergency vehicles shall approach the site with emergency lights on and as per general road conditions, all other vehicles will be required to give way to them.

4.7. PUBLIC UTILITY INSPECTIONS

The builder shall ensure that underground services are surveyed prior to any excavation works.

Note that the builder is liable for any type of damage, either to the Council asset or public in general.

4.8. NATURE OF LOADS AND MONITORING

Traffic monitoring during the construction phase will include daily pre-start visual inspections of vehicles to ensure that the vehicles are in good working order and follow manufacturer specifications. Noise controls (efficient silencers, low-noise mufflers, etc.) must be installed and maintained (where reasonable and practicable).

Civil works vehicles including standard construction materials, concrete, prefabricated components, and steel reinforcement shall have their loads covered.

Street Sweeping shall be undertaken following sediment tracking from the site. No building materials, waste, machinery, or related matter shall be stored on the road or footpath. The Public Reserve shall be kept clean, tidy, and safe at all times. All civil works vehicles shall be wholly parked within the site or on the kerbside work zone on Pittwater Road.

4.9. PARKING

Contractors are encouraged to utilise Public Transport or car-pooling to reduce the impact of traffic and parking. Otherwise, the contractors can utilise the time unrestricted kerbside parking opportunities which are available on Collaroy Street. Once construction of the basement of the site has been completed, this area should open for contractor vehicle parking.

4.10. CONTRACTOR RESPONSIBILITIES

Table 1 summarises the key contractor responsibilities.

Table 1 - Summary of contractor responsibilities

| Control measure | Timing | Source / Reference |
|---|--|--|
| General | | |
| Site induction (including environmental due diligence training) to include driver training on use of approved routes and a transport code of conduct for the Project site. | Prior to construction commencing and ongoing | Best Practice |
| Vehicles will be maintained in good working order in accordance with manufacturer's requirements to minimise noise and exhaust emissions. | Ongoing | Best Practice |
| All reasonable and practicable, noise controls (e.g. low-noise mufflers) will be installed and maintained on plant and equipment. | Ongoing | Best Practice |
| All heavy vehicles entering and leaving the site that are carrying loads will be covered. | Ongoing | Best Practice |
| Drivers will only use approved routes and comply with the speed limits and road rules both on site and within the local road network. | Ongoing | Best Practice |
| Traffic to the site will obey curfew times and driver instructions. | Ongoing | Best Practice |
| Vehicles will not park or queue on local roads in the vicinity of the project site. | Ongoing | Best Practice |
| Traffic Control Plans (TCPs) | | |
| All TCP's used during the construction activity will be developed by the Contractor in accordance with <i>Australian Standard 1742.3-2002 Manual of uniform traffic control devices Part 3 Traffic control devices for works on roads</i> and the RTA's <i>Guide to Traffic Control at Worksites</i> Version 4, 2010. It should be noted that a TCP can only be prepared by a person who has undertaken and passed the RTA's "Traffic Control at Worksites Manual" training course and holds a current certification | As required | Best Practice |
| All TCP's will be implemented by suitably qualified personnel in accordance with the RTA's "Guide to Traffic Control at Worksites" with attention paid to the spacing of traffic control devices. | As required | Best Practice |
| Inspections | | |
| Daily pre-start and pre-closedown inspections of short-term traffic control will be completed using the checklist in the RTA's "Traffic Control at Worksites" Manual. | Daily | Section 6 of the RTA's "Traffic Control at Worksites Manual and Appendix A of Australian Standard 1742.3 |
| Weekly inspections of long term traffic control will be completed using the checklist in the RTA's "Traffic Control at Worksites Manual", additional notes may also be included on the Environmental Site Inspection Checklist. | Weekly | |

5. CONCLUSION

The Site Manager / Supervisor shall be the Principal Contractor's authorised representative concerning the traffic management requirements on site (see **Table 1** for the general contractor responsibilities). They shall ensure that the provisions contained in the relevant Council Permits, Road Occupancy Licences (keeping the ROL up to date), Transport for NSW directives, and any other governing body conditions are adhered to as required.

During works, it may be necessary to review this Construction Traffic Management Plan. All required changes shall be reported and discussed with the Council and the Principal Certifying Authority.

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