

10 June 2022

Project/File:300303340

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Revision: 01

Royal Far West
14-18 Wentworth Street
MANLY NSW 2094

Attention: Lindsay Cane AM (Project Director)

Dear Lindsay,

RE: Royal Far West Redevelopment, Manly – Stages 3 and 4 Preliminary Construction Traffic Management Plan

A Development Application is to be lodged with Northern Beaches Council for a mixed-used development comprising of residential, commercial, and retail uses at 14-22 Wentworth Street and 19-21 South Steyne, Manly. The proposed development relates to the Royal Far West facility (RFW site).

This letter provides an overview of the Construction Traffic Management Plan (CTMP) initiatives to be implemented as part of the construction works associated with the proposed development.

Specifically, this preliminary CTMP considers the following:

- Construction site access arrangements
- Anticipated truck volumes during construction stages
- Truck routes to/from the site
- Requirements for works zones
- Pedestrian and cyclist access
- Site personnel parking
- Traffic control measures
- Overview of CTMP requirements.

A detailed CTMP will be required to be prepared prior to the issue of a construction certificate and will need to contain confirmed construction details developed in coordination with the appointed contractor.

Introduction

The project sees the implementation of Stages 3 and 4 of the Concept Approval as modified (Application # MP10_0159 MOD 1) and involves the retention and alterations to the previously constructed Stages 1 and 2 (hospital facility "Centre for Excellence" now known as the 'CCK' building) as well as alterations and additions to Drummond House and the construction of mixed use buildings which incorporate tourist and visitor accommodation, residential apartments and retail/ commercial uses with basement parking and landscaping.

The RFW site is located within the Manly Town Centre, within 500 metres of Manly Wharf and approximately 11 kilometres northeast of the Sydney central business district. The site is occupied by

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the existing Royal Far West development. Part of the subject site has been developed at a previous stage (Stage 1 and 2) and vehicular access is currently provided via Wentworth Street.

The site of approximately 6,950 square metres has a frontage of 106 metres to Wentworth Street and 80 metres to South Steyne.

The site location and surrounding area is shown in Figure 1.

Figure 1: Subject site and its environs



Base image source: <https://www.street-directory.com.au/>

The proposed Stage 3 and 4 development works include:

- Demolition of existing RFW School building and former medical centre building (currently occupied by WOTSO).
- Bulk earthworks and excavation of a two-story basement with connection into the existing CCK basement.
- Refurbishment of Drummond House heritage listed building, including alterations and additions to rear and connection to CCK building.
- Erection of eight-story mixed-use building comprised of commercial, retail and residential components.
- Erection of five-story mixed-use building comprised of retail and residential components.
- Associated infrastructure works and landscaping works.

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Principles of Traffic Management

The general principles of traffic management during construction activities are as follows:

- Minimise the impact on pedestrian, cyclist and vehicular movements
- Maintain appropriate public transport access
- Minimise the loss of on-street parking
- Minimise the impact on adjacent and surrounding buildings
- Maintain access to/ from adjacent buildings
- Restrict construction vehicle movements to designated routes to/ from the site
- Manage and control construction vehicle activity near the site
- Carry out construction activity in accordance with approved hours of works.

Work Hours

The works will be carried out during the approved work hours. Indicative work hours are as follows:

- Weekdays: 7am to 5pm
- Saturdays: 8am to 1pm
- Sundays and public holidays: No work.

Workers would be advised of the approved work hours during induction. Any works outside of the approved hours would be subject to specific prior approval from the appropriate authorities. Such works may include delivery of cranes, large plant or equipment required on the site that require oversize.

Construction Staging and Timeframe

Development construction works are anticipated to commence in January 2023, with the preliminary construction staging and timeframes are shown in Table 1.

Table 1: Proposed construction staging and timeframe

Stage	Timing
Decanting	1-2 months
Site Establishment	1-2 months
Demolition	4-5 months
Earthworks	8-9 months
Structure	Substructure: 7-8 months Superstructure: 7-8 months
Façade & Fit-Out	7-8 months
Commissioning	1-2 months

It is noted the above timing is indicative only and the construction staging, and timeframes are to be finalised upon appointment of a contractor.

Site Access

Given the proposed development is in the DA stage, the specific details of construction site access arrangements are yet to be finalised. Notwithstanding, there is potential for accesses to be provided

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along both Wentworth Street and South Steyne frontages of the site. Certified traffic controllers will be in place to ensure smooth operation of the construction zone to avoid traffic queuing along Wentworth Street and South Steyne. The access arrangement is also impacted by the restriction on Wentworth Street to not have vehicles larger than a medium rigid vehicle (MRV).

With the restriction considered, an appropriate access arrangement can be determined. For truck-and-dogs, a right-in via the eastern gate on South Steyne, unload on site and exit right-out via the same gate. For MRVs, the entry would be a left-in via the northern gate on Wentworth Street, unload on site and exit left via the same gate. The potential site access arrangement is shown in Figure 2 and Figure 3.

Figure 2: Site access via South Steyne

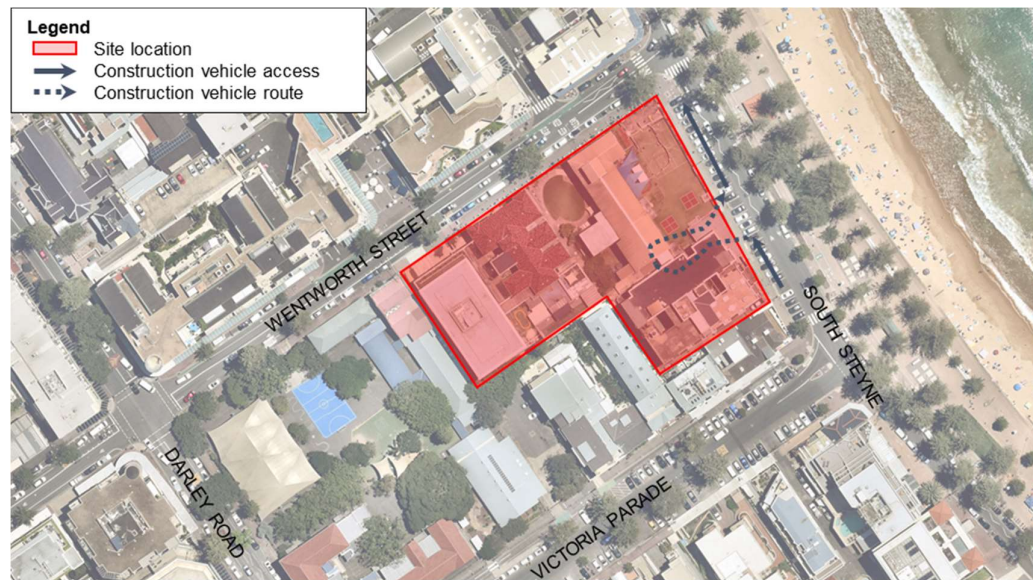
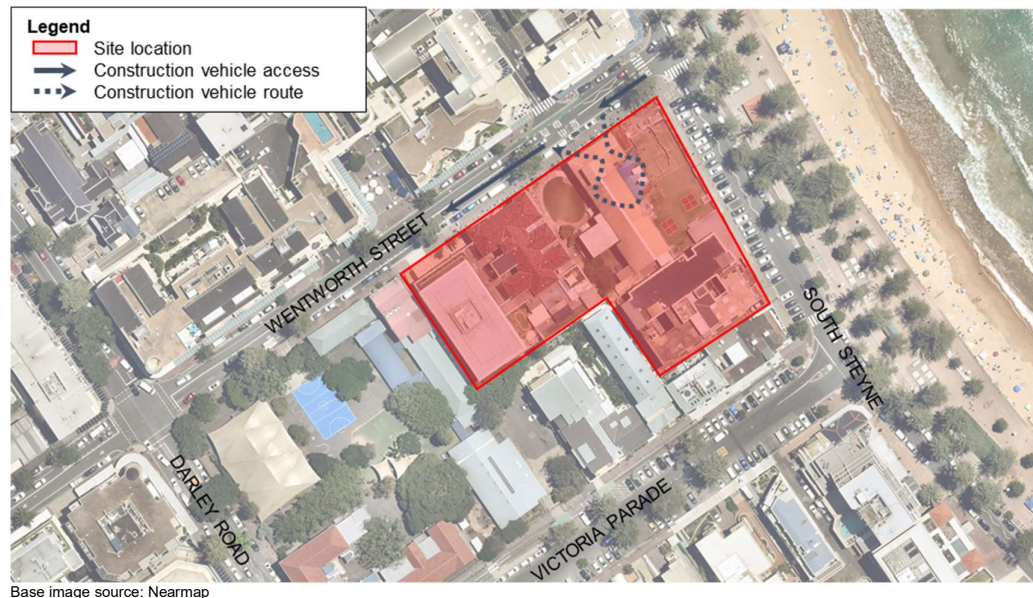


Figure 3: Site access via Wentworth Street



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At this stage, it is anticipated that a works zone will be required, this will be assessed further as part of any future detailed CTMP and associated construction staging.

As part of the detailed CTMP, Traffic Guidance Schemes (formerly referred to as Traffic Control Plans) will be prepared in accordance with the principles of the Transport for NSW Traffic Control at Work Sites Technical Manual (2020). Traffic Guidance Schemes would primarily show where truck warning signs would be located along the approved truck routes to alert other road users of the increase in construction vehicle movements.

Construction Staff Parking

No construction worker parking will be provided on site. Given the site's proximity to a range of high frequency public transport services, workers will be encouraged to use public transport or carpool to access the site. During site induction, workers will be informed of the existing bus and ferry network servicing the site. Appropriate arrangements would be made for equipment/ tool drop off and storage on-site to avoid workers having to carry tools on public transport each day.

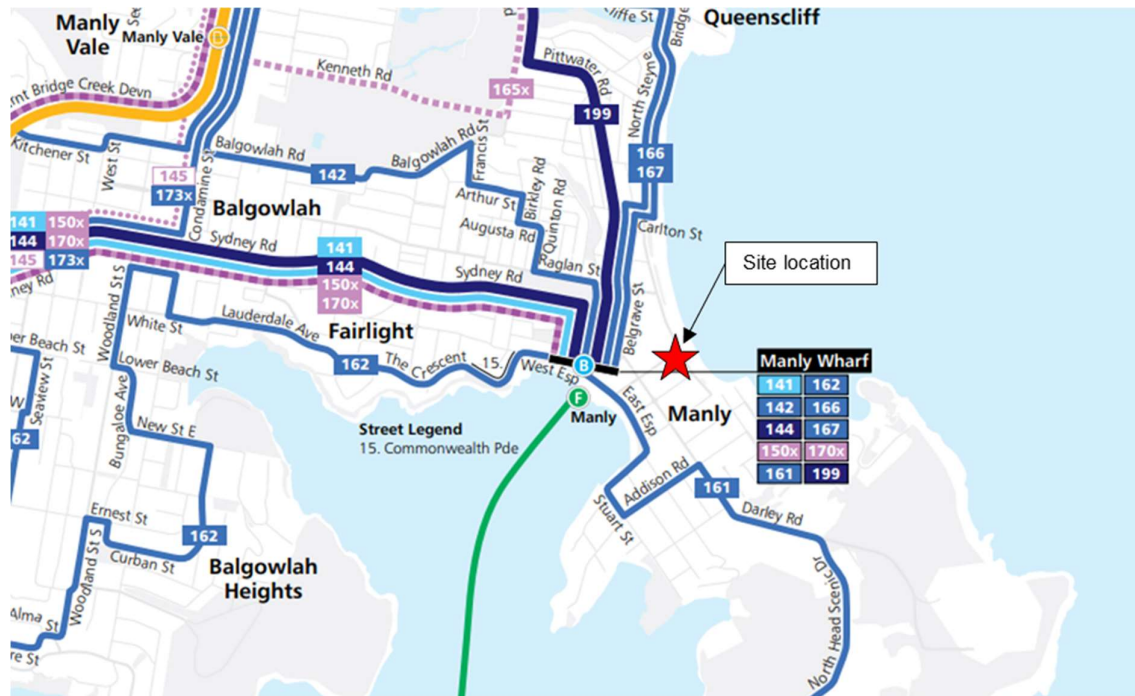
Public Transport

The site is positioned as such that workers have a variety of public transport options, which are detailed as follows, and shown in Figure 4:

- Bus services within reasonable walking distance to the site:
 - 141 Austlink to Manly: this route runs every 30-60 minutes on weekdays and Saturdays.
 - 142 Allambie Heights to Manly: this route runs every 20-60 minutes on weekdays and hourly on Saturdays.
 - 144 Chatswood to Manly: this route runs every 10 minutes on weekdays and Saturdays.
 - 150X Milsons Point to Manly: this route runs every 10-20 minutes during weekday peak periods only.
 - 161 Manly to North Head (loop service): this route runs every 20 minutes during peak periods and hourly outside these periods both on weekdays and Saturdays.
 - 162 Seaforth to Manly: this route stops runs every 10-20 minutes during weekday peak periods. It runs every hour during off-peak periods and Saturday.
 - 166 Frenchs Forest to Manly: this route runs every 10-20 minutes on weekdays and Saturdays.
 - 167 Warringah Mall to Manly: this route runs every 20-40 minutes on weekdays and Saturdays.
 - 170X Manly to Wynyard: this route runs every 10 minutes on weekday peak periods only.
 - 199 Palm Beach to Manly: this route runs every 10-30 minutes on weekdays and Saturdays.
- Ferry services within reasonable walking distance to the site:
 - F1 Circular Quay to Manly: this service runs every 20-30 minutes on weekdays and Saturdays.

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Figure 4: Public transport options



Source: <https://transportnsw.info/document/5202/region-8-map-january-2021.pdf>

Construction Workers Traffic Generation

On average between 100 to 150 workers are expected on site, with a peak of around 200 to 250 workers on site. Peak personnel periods are expected during superstructure construction, when façade and fit-out activities will commence.

As outlined above, no parking will be provided on site with public transport highly encouraged. Construction worker arrival would also occur prior to the AM peak period and likely depart prior to the PM peak period. Based on this the traffic generation impact from construction workers on the surrounding road network is expected to be minimal. Tool drop-off times would also be arranged for outside peak traffic hours.

Heavy Vehicle Traffic Generation

The site will have various types of construction vehicles accessing the site, generally involving vehicles up to and including 12.5-metre heavy rigid vehicles. For the delivery and pick-up of equipment/materials (i.e. cranes, steel spans etc.) that require larger vehicles (such as 19-metre semi-trailers), prior approval will need to be obtained from Council.

Construction vehicles generated by the site would generally include vehicles up to 19 metre truck and dog combinations. There is expected to be up to 20-30 trucks per day accessing the site during peak activities during excavation, outside of peak activity an average of 10-20 truck movements a day are anticipated. The heavy vehicle movements are anticipated to be spread throughout the day, with conservatively 20 per cent expected in the peak hours. The worst-case scenario is therefore expected to be up to six vehicles in the peak periods during peak construction activity and therefore any impact to the surrounding road network is expected to be minimal.

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Heavy Vehicle Access Routes

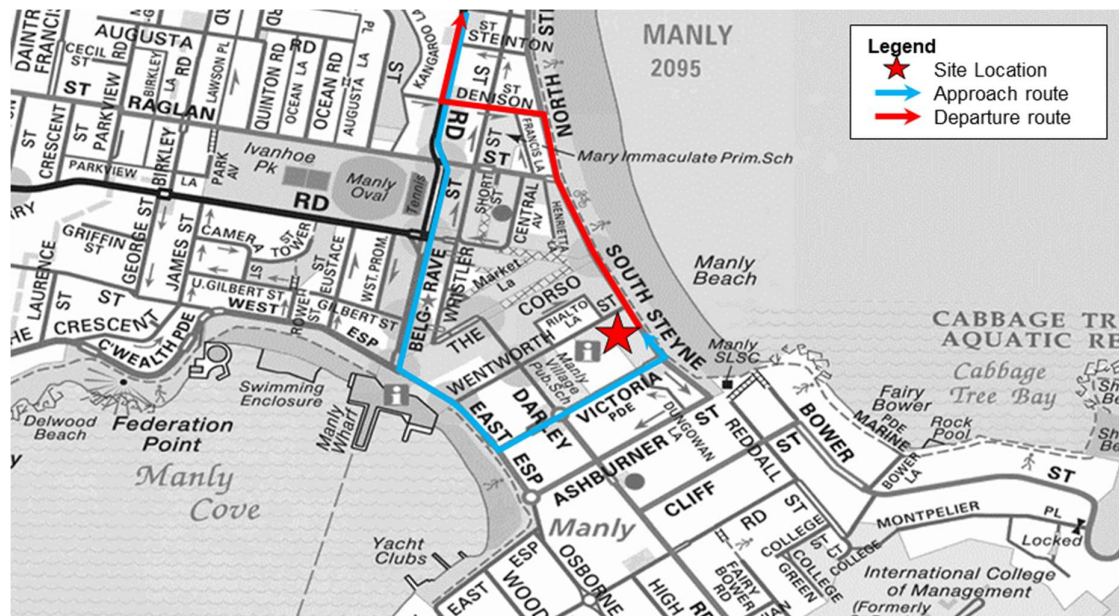
Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network where practicable. In general, vehicles are proposed to use Pittwater Road and Belgrave Street Sydney Road and Belgrave Street, with various local roads required to be used closer to the site.

The construction vehicle routes are detailed below. No queuing or marshalling of construction vehicles will be permitted on public roads.

For truck-and-dogs, the approach and departure routes will be detailed as follows and shown in Figure 5 and Figure 6:

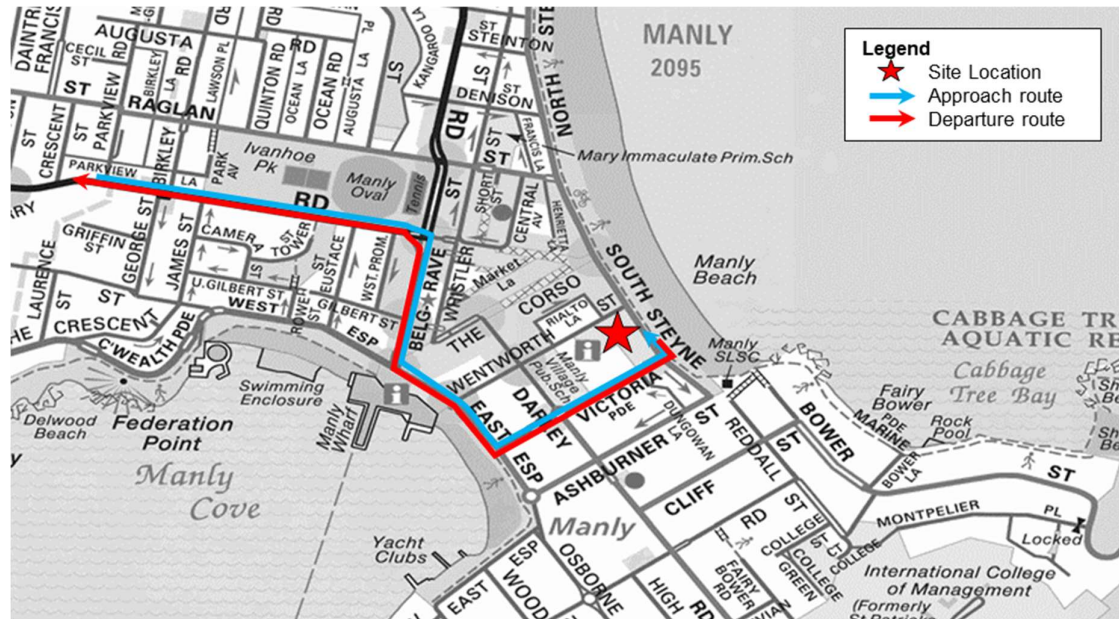
- Approach: Pittwater Road/ Sydney Road/ Belgrave Street, East Esplanade, Victoria Parade, South Steyne
- Departure: South Steyne, North Steyne, Raglan Street, Belgrave Street, Pittwater Road/ Sydney Road

Figure 5: Truck and dog access and departure routes via Pittwater Road



Source: <http://www.street-directory.com.au/>

Figure 6: Truck and dog access and departure routes via Sydney Road

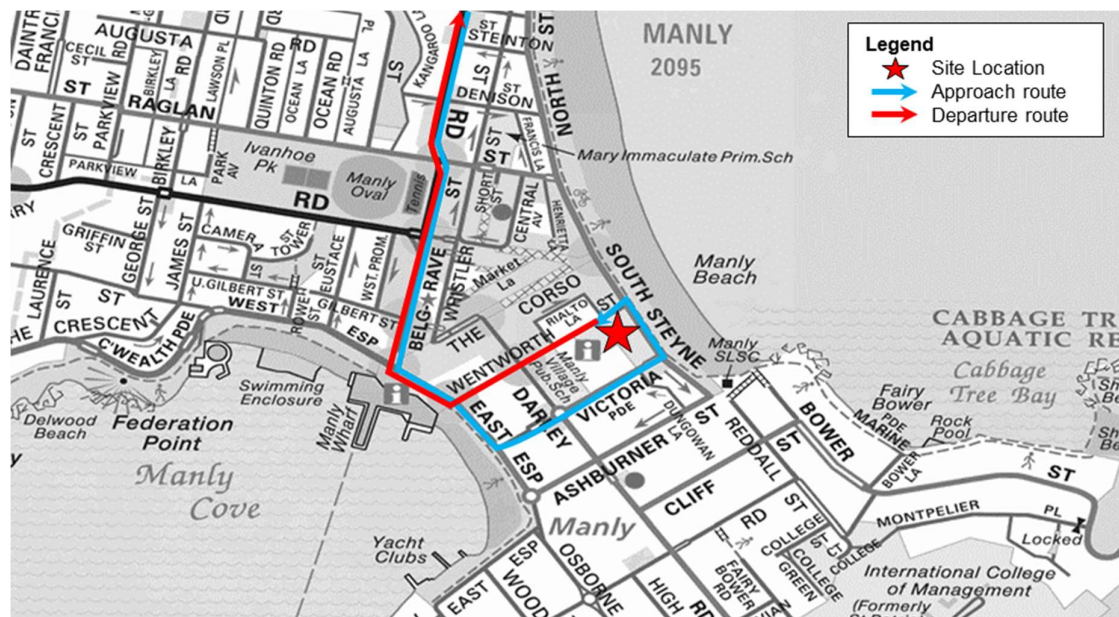


Source: <http://www.street-directory.com.au/>

For MRVs, the approach and departure routes will be detailed as follows and shown in Figure 7:

- Approach: Pittwater Road/ Sydney Road, Belgrave Street, East Esplanade, Victoria Parade, South Steyne, Wentworth Street
- Departure: Wentworth Street, East Esplanade, Belgrave Street, Pittwater Road/ Sydney Road

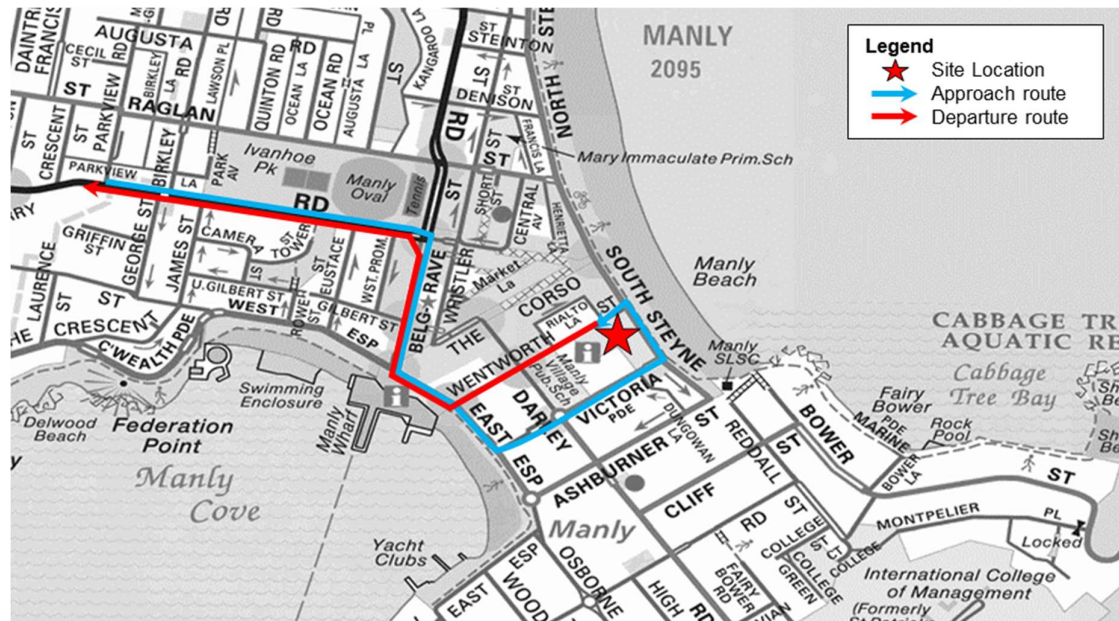
Figure 7: MRV access and departure routes via Pittwater Road



Source: <http://www.street-directory.com.au/>

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Figure 8: MRV access and departure routes via Sydney Road



Source: <http://www.street-directory.com.au/>

On-Street Works Zone

Construction activities would initially involve the demolition of the existing buildings and removal of waste material. Throughout the works program, material and equipment would be delivered to the site, primarily for the main construction works.

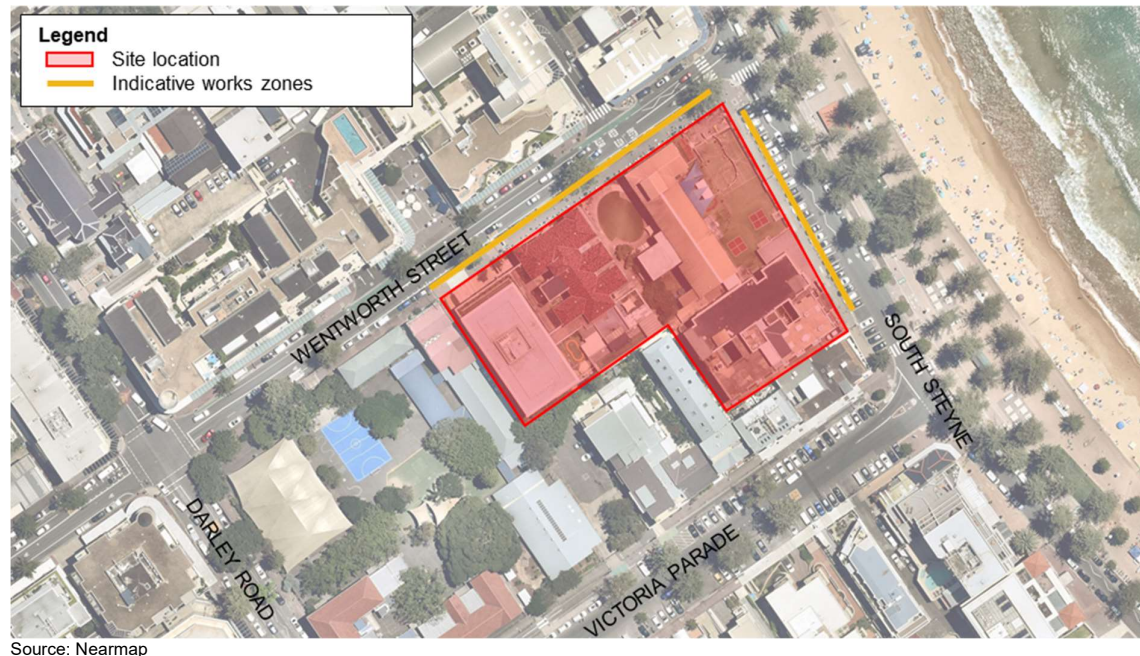
When site access is not possible, an on-street works zone will be required to accommodate trucks for loading/ unloading activities, as shown in Figure 9. It is proposed that a works zone be located both on Wentworth Street and South Steyne to facilitate activities on the northern and eastern frontage. The length and location of the works zones for the various work stages will be confirmed for the detailed CTMP, however it is anticipated that the works zone would occupy up to 105 metres on Wentworth Street, and 66 metres on South Steyne, as illustrated in Figure 9. The extent of the proposed work zones would result in a loss of approximately 12 parking spaces, eight motorcycle spaces, and a 'no parking authorised vehicles excepted' zone on the southern side of Wentworth Street, as well as 27 parking spaces along the western side of South Steyne. The extent of any work zone and timeframe will be minimised as much as possible and be assessed as part of the CTMP.

It is expected during the demolition and excavation stages, a work zone along South Steyne will suffice. This work zone is anticipated to be in place for 12-18 months. Once the construction of the substructure commences, the additional work zone along Wentworth Street will also be required, both work zones will be required for a further 12-18 months.

The temporary loss of any time restricted parking or loading zones is considered acceptable, given a portion of the on-street car parking spaces would have serviced the site itself and its current use. It is also noted that this parking would be reinstated outside of works zone hours to minimise the impact to visitors and surrounding residents.

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Figure 9: Indicative works zones



Public Transport Access

As mentioned previously, the positioning and extent of proposed work zones will replace only kerbside parking and a loading zone. Therefore, there will be no impact upon stops for public transport services.

Pedestrian and Cyclist Access

A-Class hoarding/ fencing will be provided around the perimeter of the site to provide separation from pedestrians. It is expected that traffic controllers will be positioned at the construction vehicle accesses when in use to manage pedestrians and construction vehicle movements. On this basis, it is not expected that pedestrian and cyclist movements would be affected by the proposed works.

The detailed CTMP and TGS' will assist in minimising construction-related traffic impacts to pedestrian and cyclist movements along the Wentworth Street and South Steyne site frontages.

Overview of future detailed CTMP Requirements

This letter provides an overview of the CTMP initiatives that would be implemented for stages 3 and 4 of the RFW Manly development. A detailed CTMP would cover the following additional information:

- Description of construction activities, duration and number of personnel required for each phase of construction
- Construction work hours
- Detailed assessment of construction traffic impact including any cumulative impact of surrounding developments
- Details regarding any one-off activities for installation of cranes and other equipment
- Swept path analysis of heavy vehicle access to the site

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- Detailed assessment of on-street parking impacts
- Emergency vehicle access
- Impacts to public transport services
- Traffic Guidance Schemes.

I trust the above preliminary CTMP provides an adequate overview of the construction traffic management initiatives for the proposed development. Should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Regards,

STANTEC AUSTRALIA PTY LTD



Karen McNatty

Senior Principal Transportation Engineer

Phone: +61 2 8448 1806

Mobile: +61 4 0634 5016

karen.mcnatty@stantec.com