

Construction Traffic Management Plan (CTMP)

Prepared For
James Bell

40 Pine St MANLY

Building Development:
DA:2021/2590

**Expected duration of works to be from
Sept 2023 to April 2024**

Prepared by

CH Traffic Plans

Cappuccino Holdings Pty Ltd T/A

Construction Traffic Management Plan:

Description of/or details of proposed measures.

The following plan outlines Traffic Control and Vehicle movements around a proposed development of a residential property at 40 Pine St MANLY.

(see "Site Diagram")

Building works are to be completed over a seven (07) month period.

Work hours 07.00 to 17.00 Monday to Friday/ 08.00 to 13.00 Saturday's

Works Schedule: (Proposed)

Sept 2023:	Site Establishment/ hoarding/fencing/tree protection.
Oct 2023:	Erosion/ sediment control/ access stairs/ gal piers fixing/ Temporary power.
Dec 2023:	Frame install/ Water tanks/ Storm Water spreader.
Jan 2024:	Roof Install/ Storm water system connections
Feb 2024:	Flooring/ windows/ timber cladding/ Insulation
Mar 2024:	Services fit out / water / electrical / communication / Internal fit out.
April 2024:	Internal walls / fittings/ wardrobe /painting/ landscaping / Hand Over

Identification and assessment of impact of proposed measures:

The streets adjacent to the proposed development in Manly are low/medium volume, low speed roadways. Traffic volume ranges from passenger cars and motor cycle, to light and some heavy commercial and public transport vehicles. Pine St is a local council roadway with a mix of single and dual occupancy residential dwellings. The property is located between Kangaroo St and Pacific Pde with access via Kangaroo St on council pedestrian way.

Given this CTMP is for “site adjacent works” only, no impact is envisaged on normal traffic patterns or pedestrian movement other than the immediate area of the site. At all times, local traffic and pedestrian movement will be given priority.

It is also understood that any truck entering or leaving the site will afford “**Pedestrians right of way**” with Contractors/Builder to monitor the safety of pedestrians during entry and exit of workers materials to and from site.. Truck movements will minimal. All access to site via ‘walk in/walkout’.

Measures to ameliorate any impact on adjacent road systems:

The following measures will be implemented to minimize the impact of works on the local community and road uses. (See VMP)

Work Zone: An approved application for a restricted “Work Zone” located in accordance with the sketch on P10 will be implemented to allow all works vehicles to be contained within the site locale, reducing impact on other residents or road users.

Local Schools & Business’s: No impact on local schools or business is anticipated due to the confined nature of the works.

Permanent Message Signs: Permanent “Advanced Warning Signs” will be erected on both approaches in accordance with Australian Standard 1724.3, informing all road/footpath users of impending works. See TGS 1 “RTA 42” (Modified)

Traffic Control Signage: As works are for “footpath accessed” property only, traffic control services should not be required.

Police and Emergency Services:

Manly Police Station- 3 Belgrave St Manly (P) 9976 8099 or 000

Fairlight Fire Station: 128 Sydney Rd Fairlight (P) 9493 1024 or 000

Ambulance Service: (P) 000

Northern Beaches Hospital: 105 French's Forest Rd W French's Forest (P) 9105

5000Northern Beaches Council: 725 Pittwater Rd Dee Why (P) 1300 434 434

Assessment of impact on Public Transport:

The work site and proposed CTMP has little impact on Public transport. The roadway adjacent to the site is not part of a current Bus route/s so no impact on Bus route or stops is envisaged.

Provisions made for Emergency Vehicle, Heavy Vehicles, Cyclists and Pedestrians.

There will be minimal impact of the works on any of the above during the course of construction. Normal road use by all (including Pedestrian foot path traffic) will be maintained at all times, other than during periods when the material deliveries to site may impact pedestrian movement momentarily. During such times, Priority will always be afforded any approaching pedestrian or emergency/first respondent personnel . Pedestrian egress safely around the work site, will also be maintained and monitored by Builder/Contractors.

Possible Effects on Existing or Future Developments with regard Transport Implications in the Vicinity of the Proposal:

No impact on the transport of any existing or future works is anticipated given the localized nature of the proposed development. Current property development in area is not evident but, again, minimal disruption to normal pedestrian/traffic flow should see limited effect on other works.

Impact of the Proposal on adjoining Council Precincts:

No impact is expected on any adjoining Council area due to the localized nature of the proposal. To minimise traffic to the site a car share system will be utilised wherever practical. It is anticipated that a maximum of four employees will be on site at any given time. The pedestrian walkway between 4 and 6 Kangaroo Street will be kept clear of any materials during the construction period and maintained in a serviceable and safe condition at all times. Maintenance and repair of the footpath will be carried out at the direction of the Council and costs will be paid by the builder/developer.

Public Consultation Process:

Apart from Council's normal "DA Public Consultation Process", no additional newspaper advertisement or public meeting will be required as Traffic impact of this proposal is minimal. The adjoining owners will be kept informed of each phase of construction by a letter drop to each respective property. It is not anticipated that any temporary traffic control measures will be required. In the unlikely event that traffic control measures are required 14 days notice will be provided to each affected property owner.

Permanent Message Signs:

Permanent "Symbolic Warning Signs" will be erected on all approaches to the work site. Signs will be in place prior to the commencement of works to notify all regular road users of impending works. Signage will be erected to warn pedestrians that they will be responsible for their safety if they decide to enter the pedestrian walkway while construction materials are being carried to the site at 40 Pine Street Manly NSW 2095. "Construction signage" will be visible on Safety Fencing with emergency or afterhours contact numbers clearly identified.

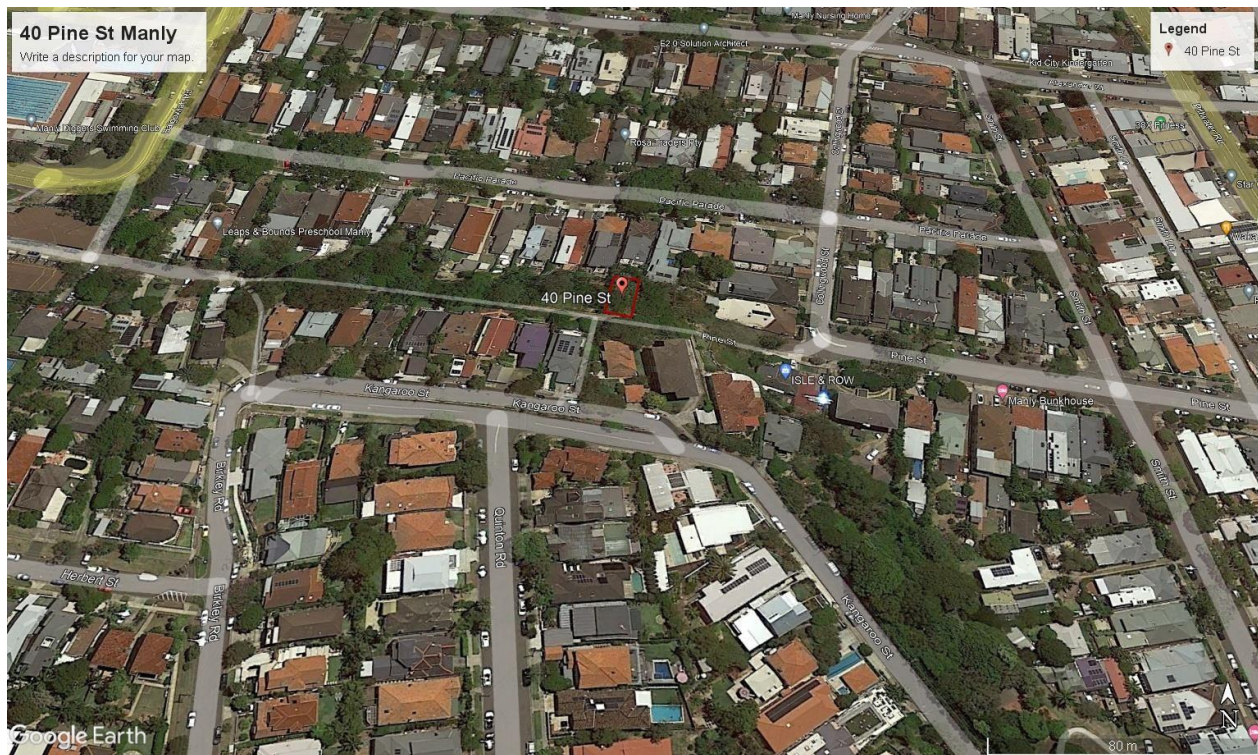
Traffic Control Signage:

Compliant signage will be erected in accordance with AS1742 will be installed should Traffic Control be required.

Other Relevant Organisations:

The local council and emergency services will be notified of any impending Traffic disruption during the course of the proposed works. (Not envisaged)

Site Map:

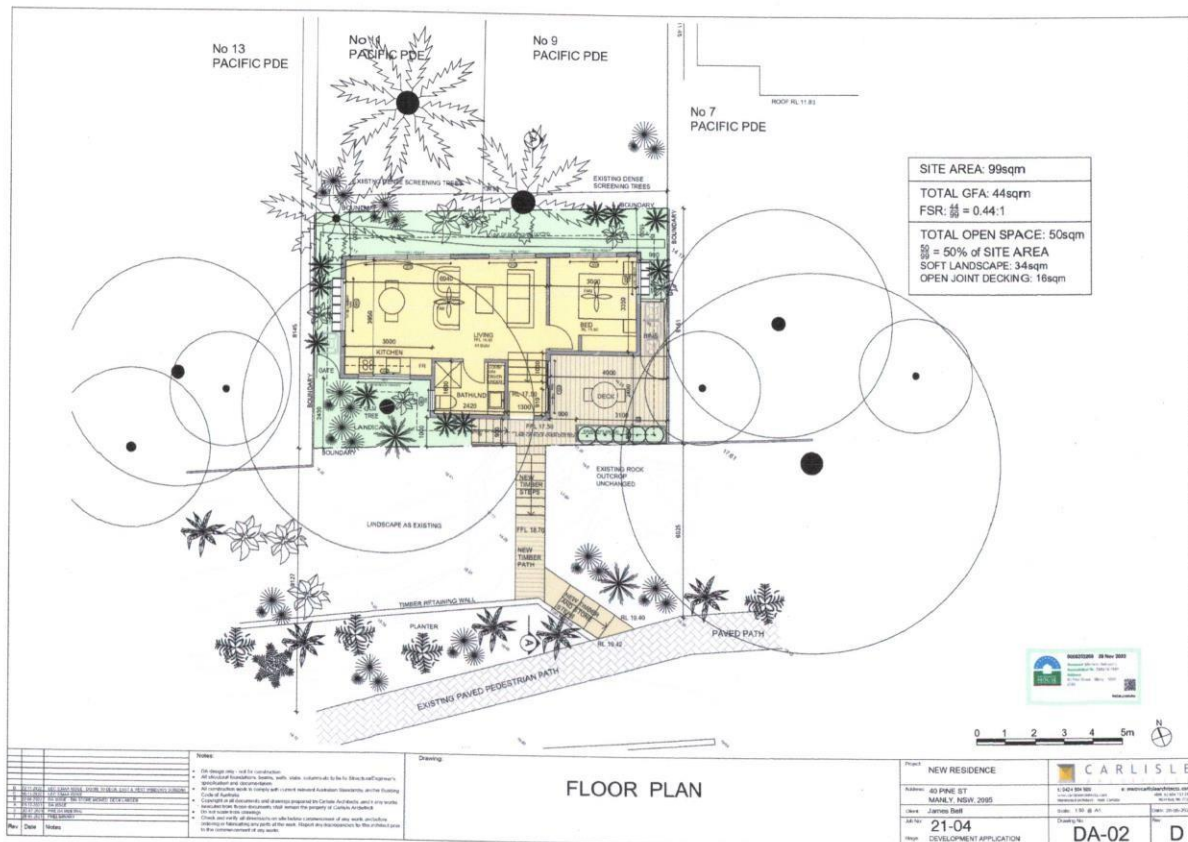


Site is located on the Northern side of Pine St (Pathway) between Kangaroo St and Pine St. The site is clearly visible from all approaches. Pedestrians volume are low at most times with highest volumes during morning and afternoon school peak and Weekends.

Current parking on Kangaroo St is unrestricted . Only minimal and intermittent impact on Traffic flow or Pedestrian movement is expected. All deliveries via Kangaroo St Work Zone, will be Walk in/Walk Out and will not require Traffic Control.

A Work Zone with “07.00 to 17.00” (Mon to Fri) & “08.00 to 13.00” is proposed to minimize impact on traffic during construction. (see TCP’s)

Site Diagram.



Proposed construction of a single level , residential dwelling in keeping with similar properties in the area. Site access is via Pine St footway path with a delivery vehicle work zone located in accordance with the sketch on Page 10. All construction materials will be stored on site. behind a type A hoarding located on the southern boundary of the site.

Vehicle Movement Plan:

Movement of vehicles to and from the site will follow normal traffic patterns. Small commercial vehicles, work utilities or a delivery truck (3.0 ton / 4.6mtr flat tray truck) will use the Work Zone when required. The largest vehicle used for delivery to the work zone is a 4.6m flat tray truck. Deliveries using this vehicle will be twice per week.

No large vehicles will be used for deliveries

All vehicles will park in the “Work Zone” and follow the Vehicle Movement Plan outlined in this document.

Vehicle approach routes for deliveries will be via:

- Sydney Rd (State Road)
- North Bound on Birkley Rd
- East Bound on Kangaroo St to site.

Deliveries all via 3 tonne 4.6 tray back truck will enter and exit the work zone as per the Vehicle Movement Plan 1, and Work Zone TCP. Given the site access restrictions and construction methods, all works vehicles will use Work Zone for deliveries with manual “Walk In/Walk Out” via pedestrian way to and from site.

Pedestrians are to be monitored during such movements to ensure safe egress around the works. Both “on road” traffic and pedestrian movement are to be given “Right of Way” where ever possible. Builder /contractors will ensure motorist and pedestrian safety when and if Material Movements impact (or are likely to impact) local traffic.

All deliveries/pickups can be made within the “Work Zone”. (See attached Vehicle Movement Plan 1 & Work Zone Plan). It is envisaged that no large vehicle movements to and from the site will be used.

Management of Construction Vehicles

The largest vehicle used for deliveries is a 4.6m flat tray truck. Unloading will be by hand. Two deliveries per week are anticipated. Trucks will not be allowed to queue on Council roads or land. The pedestrian walk way will be maintained and kept free at all times. Washdown areas for vehicles are not required as the site has pedestrian access only.

All excavation work on site will be carried out by hand. The use of excavation machinery is not required. The pedestrian access does not permit the use of excavation or construction machinery or large plant. The site area is only 101sqm in total .

All works, processes, storage of materials , loading and unloaded goods will be carried and placed entirely within the property boundary.

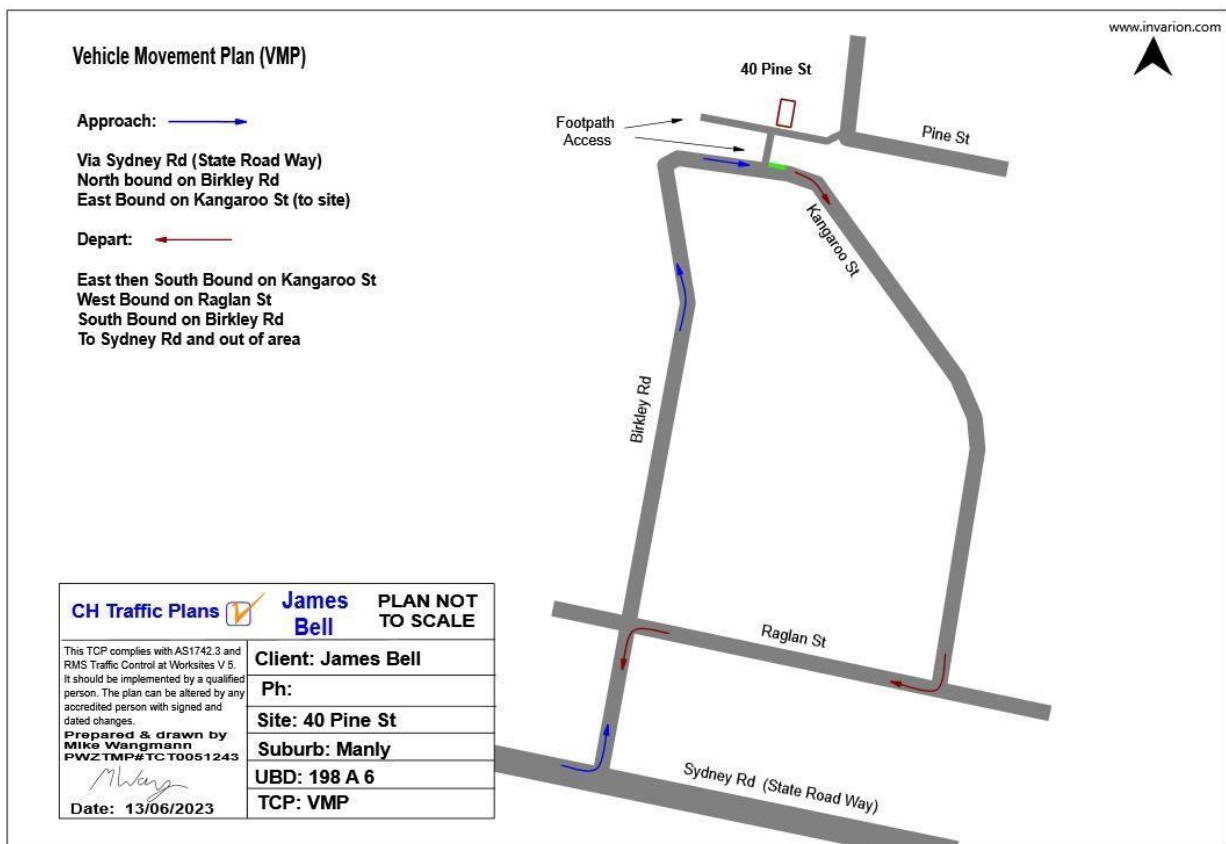
In the unlikely event that any placement of any plant/equipment/materials occur on Council road or land the site manager must lodge the relevant Council applications.

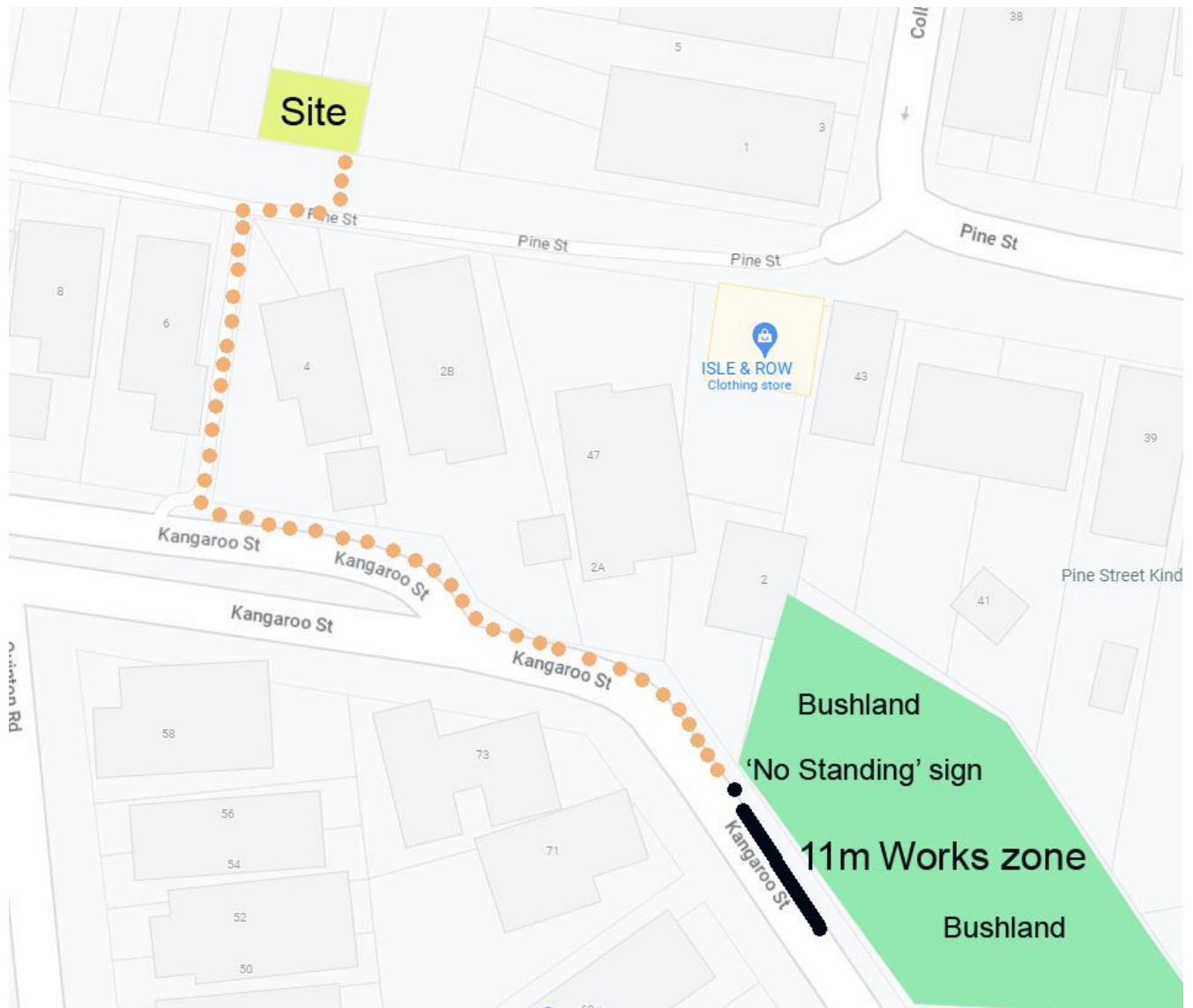
The loading and unloading of everything required for the project will be by hand, rubbish will be removed from site on a daily basis.

Vehicles departing the site will travel:

- East bound then South Bound on Kangaroo St
- West Bound on Raglan St
- South Bound on Birkley St
- To Sydney Rd and out of area.

Vehicle Movement Plan





Prepared By:

Mr. Mike Wangmann of "CH Traffic
Plans" PWZTMP# TCT0051243
3 Rorke St
BEECROFT NSW 2119
Ph: 02 8866 3632
Mob: 0448 420 962
Email: mike@chtrafficplans.com.au

Notes:

(page intentionally left blank)