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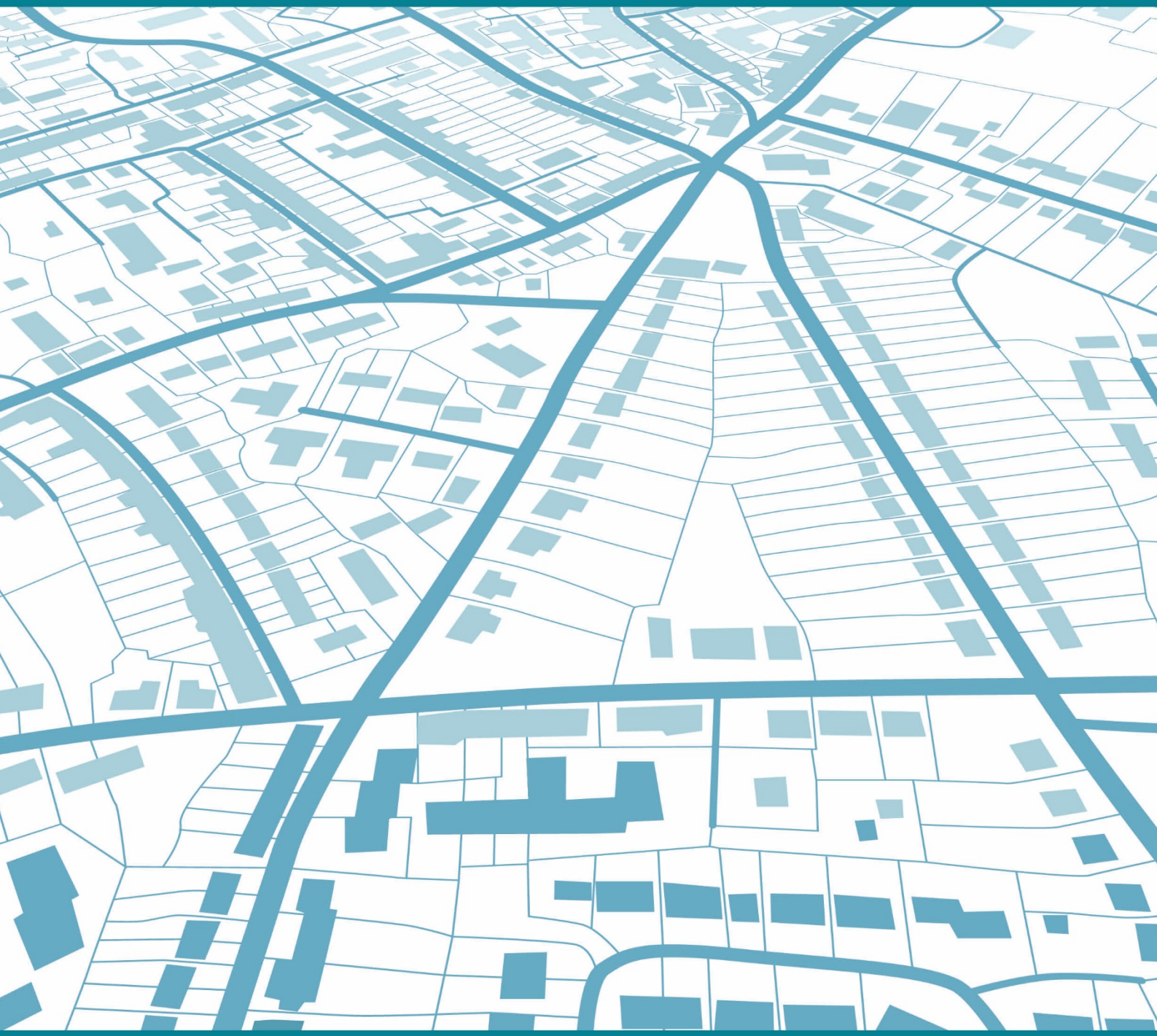

16 Addison Road, Manly

Proposed Dwelling House Development

Construction Traffic Management Plan

Ref: 21365
Date: December 2021
Issue: B

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1.0 Introduction

This CTMP has been prepared for the submission to Northern Beaches Council for the demolition of existing structures, construction of a new dwelling house, and landscaping works at 16 Addison Road, Manly (Figure 1).

The plan has been prepared by an engineer who holds the Roads and Maritime Services Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Prasanth Pratthigadapa
Card Number: TCT1017089
Date of Issue: 22/10/2021

The CTMP has also been reviewed and checked by a suitably qualified and experienced civil (traffic) engineer, Meg Kong, with 14 years of professional experience. Meg has completed CTMPs for more than 300 sites in Sydney (including Northern Beaches Council).

2.0 Proposed Development

2.1 Site, Context, and Existing Use

The development site (Figure 2), being Lot 2 DP 325220, occupies an irregularly shaped area of 543.8 m^2. The site is located at 16 Addison Road, Manly, with a frontage of 3.05m to the eastern side of Addison Road.

The local area is characterised by steep topography, and the site is surrounded by various low-rise residential dwellings. Other key land uses in the vicinity of the site include:

- the Little Manly Beach to the northeast
- the Cardinal Cerretti Memorial Chapel, International College of Management, and St Paul's Catholic College Manly to the northeast
- the Manly Town Centre to the north.

The site is currently occupied by a single dwelling house. Vehicle access to the site is currently provided via a 2.3m-wide access handle to Addison Road at the north-western site boundary.

2.2 Proposed Development

The proposed development comprises the demolition of existing structures, construction of a new 3 storey dwelling house and landscaping works.

Vehicle access for the carport will be provided on an at-grade car park via a 2.3m-wide access handle to Addison Road.

Details of the proposed development are provided on the architectural drawings prepared by Patterson Associates Ltd and are reproduced in part in Appendix A.

2.3 Construction Program

A program over 60 weeks has been established for completion of the various work processes as follows:

* Demolition and excavation: 6 weeks
* Construction and fit out: 56 weeks

2.4 Construction Process

Stage 1: Demolition and Excavation

The demolition and removal of the existing structures will be in the initial phase of the construction process, with this activity being preceded by the installation of site security and dust fencing along major sections of the site boundary.

This activity will be followed by excavation works for the lower floor, new boatshed, and staircase.

This process is anticipated to take 6 weeks to complete using 8.8m Medium Rigid Vehicles (MRVs). The truck activity associated with this process will range between 4-6 truck visitations a day. Trucks will reverse onto Addison Road and enter the site via the existing driveway on arrival under the supervision of a traffic controller. On departure, the truck will depart the site in a forward direction onto Addison Road.

The number of workers on-site will be no more than 10 persons. No on-site parking will be provided for the workers during this process.

While some unrestricted parking is available on Addison Road, workers will be encouraged to use public transport to access the site, given the site's proximity to public transport services.

A tool drop-off and storage facility would be provided within the site. This would allow tradespeople to drop off and store their tools and machinery, allowing them to use public transport to travel to/ from the site or carpool on a daily basis. Bus schedules will be provided to all workers during site induction to demonstrate alternative modes

of transport available.

Stage 2: Construction and Fitout

The construction and fitout phase will be the process of the longest duration (approximately 56 weeks) and involve no more than 20 people on the site at any one time.

The largest truck associated with the construction process will be an MRV and the movement of heavy vehicles will reduce to an average of around 2 visitations per day.

During the fit-out process, the predominant workers comprise tradespersons arriving/departing with their respective specialist trade utility vehicles (i.e., utes or vans). Truck visitation will only be minor, generally involving white goods deliveries.

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

The road network in the vicinity of the development site (Figure 3) comprises:

- *Manly Road* - a State Road and arterial route connecting Sydney Road and Burnt Bridge Creek Deviation in Balgowlah to the north and Spit Road in Seaforth to the south. In the vicinity of the site, the road generally runs in a north-south direction with 3 lanes in each direction
- *Sydney Road* – a State Road and sub-arterial road route connecting Ponsonby Parade and Old Sydney Road in Seaforth to the west and Belgrave Street in Manly to the east (local road east of Belgrave Street). In the vicinity of the site, the road generally runs in an east-west direction with 2 lanes of westbound traffic and a single lane of eastbound traffic
- *Darley Road* – a collector route connecting The Corso and Bluefish Drive / North Head Scenic Drive with a single lane of traffic in each direction.
- *East Esplanade / Stuart Street* – a collector road connecting between Manly Wharf and Little Manly
- *Addison Road* – a collector route connecting Reddall Street and terminating at Manly Peace Park with a single lane of traffic in each direction.

3.2 Traffic Controls

The existing traffic and parking controls in the vicinity of the site (Figure 4) comprise:

- the roundabout at the intersection of Osborne Road and Addison Road
- the STOP sign controls at the intersections of
  - Stuart Street / Addison Road
  - Wood Street / Addison Road

- Addison Road / Darley Road.

* the GIVEWAY control at the intersections of:

  - Cove Avenue and Oyama Avenue

  - East Esplanade and Osborne Road

* the ONE-WAY sign on Cove Avenue

* the 2P between 8 am – 10 pm Permit Holder Excepted parking restriction along the eastern side of Oyama Avenue

* the NO ENTRY sign onto Cove Avenue at the intersection of Oyama Avenue

* the 50 kmph speed restriction on the local road network, including Addison Road and Stuart Street.

3.3 Traffic Conditions

Observations of the traffic activity along Addison Road at the site frontages indicated relatively free-flowing conditions even during the morning and afternoon peak periods, being largely limited to local residential access movements.

The traffic conditions at the intersections along Addison Road intersecting with Stuart Street and Darley Road during the morning and afternoon peak hours are quite satisfactory. In particular, regular lengthy gaps are available in the Addison Road traffic flow.

3.4 Transport Services

Bus Services

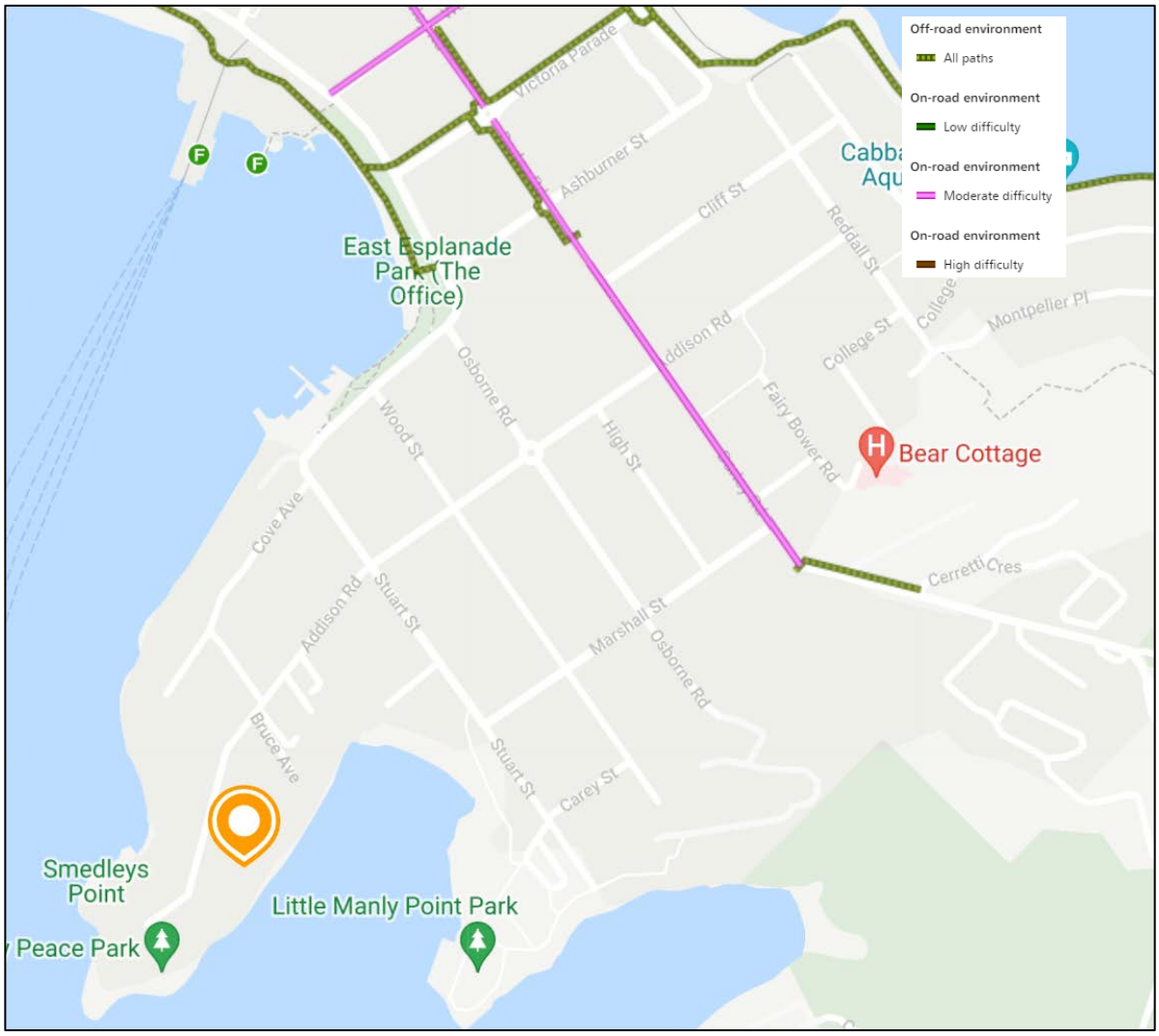
Access to the Metropolitan Transport Network for the site is currently provided by the bus service, which runs along Stuart Street, located some 450m (6-minute walk) north of the site. This stop is serviced by route no. 161, which provides a loop service between Manly and North Head with frequent services during the weekday peak hour periods. Details of the bus services available are provided in Appendix B.

Ferry Services

Manly Wharf is located approximately 1.2km (15-minute walk) northwest of the site and is accessible by bus route 161. The wharf provides services on the F1 Line, with connections to Circular Quay and the wider Sydney Ferries and Sydney Trains networks. Details of the ferry services available at Manly Wharf are provided in Appendix B.

Pedestrian and Cycling Infrastructure

Continuous pedestrian footpaths are provided on both sides of Addison Road and the surrounding local road network. The site is well situated within Council's cycle network with the nearest route along Darley Road to the north of the site. Darley Road provides sections of dedicated on-road cycle paths. The bicycle network surrounding the site is shown in the following figure.



Source: RMS Cycleway Finder

4.0 Proposed Construction Traffic Management Plan

4.1 Construction Vehicle Route

Truck movements will approach and depart the site via the existing/new driveway on Addison Road, as illustrated in Figure 5.

Details of vehicles entering and exiting the site are provided in Appendix C.

All vehicles (except HRV) will enter and exit Addison Road in a forward direction. HRV will reverse along Addison Road into the site under the supervision of accredited traffic controllers and depart the site onto Addison Road in a forward direction.

To minimise disruption to pedestrian movements, it is advised that truck movements are managed, wherever possible, to occur outside of peak commuting periods.

Trained on-site personnel will also be in place at the site entry and exit point to manage heavy vehicle movements in order to maintain the safety of pedestrians and other road users on Addison Road.

4.2 Truck Movements

The envisaged truck arrivals will be:

	Average	**Maximum**
Demolition and Excavation	2 per day	3 per day
Construction and fit-out	1 per day	2 per day

4.3 Construction Hours

The proposed hours of construction activity will be:

Monday to Friday (Building construction and delivery)	7.30 am – 4.30 pm

Monday to Friday (Demolition and excavation)	8.00 am – 4.30 pm
Saturday, Sunday, and Public Holidays	No Work

4.4 Works Zone/Loading Zone

No works zone/loading zone will be required for the construction activities. All loading and unloading activities will occur on the site.

Should they be required, an application for the works zone/temporary works permit would be submitted separately as required for approval from Northern Beaches Council prior to the operation of the works zone/loading zone.

4.5 Cranage and Materials Handling

Most materials will be generally loaded and unloaded on-site via a ute. Trucks with Hiab cranes will be used for major deliveries.

Materials will be loaded/unloaded directly to/from trucks standing within the site using Hiab crane/forklift and trolleys (for light materials).

All materials will be transported and stored on the site. All demolished materials will be removed from the site.

4.6 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo a formal ‘site induction’ process. All the inductions will be performed specifically to each trade according to Workcover OH&S requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental (including Penguin and Bandicoot Habitat), WHS, driver

protocols, and emergency procedures. The agreed work hours must be included as part of this induction.

4.7 Traffic Guidance Scheme (TGS)

The Traffic Guidance Scheme (TGS) presents the principles of traffic management. The detailed information for worksite operations is contained in the Roads and Maritime Services Traffic Control at Work Sites Technical Manual Version 6.0 dated 14 September 2020. The control of traffic at worksites will be undertaken with reference to Workcover requirements and PBS' Workplace Health and Safety Manuals. The TGS is prepared by a Certified Traffic Controller (under RMS regulations) in accordance with Australian Standards 1742.3, which are provided in Appendix D.

4.8 Pedestrian Management

Pedestrian management for the site will include the following:

- RMS accredited traffic controller shall escort all vehicles reversing onto Addison Road at all times
- Trained on-site personnel will supervise all vehicles entering and exiting the site at all times.

4.9 Spoil Management

To ensure that soil/excavated material is not transported on wheels or tracks of vehicles or plants and deposited on surrounding roadways, a wheel wash station will be positioned at the site access area with controlled drainage only.

4.10 Fencing

The existing fencing and gate will be maintained generally throughout the construction stage. During the construction of the new fencing and gate, site security and dust fencing will be erected on the northern side of the site.

5.0 Construction Traffic Impact Assessment

5.1 Construction Traffic

Peak vehicle volumes would be in the order of 2-3 vehicles (4-6 movements) per day, generally consisting of utes/vans, which would occur outside of peak traffic periods wherever feasible to minimise traffic impacts and associated road network delays. Truck drivers will be advised of the designated truck routes to/ from the site. No queuing or marshalling of trucks will be permitted on public roads in the vicinity of the site. With the above measures, it is not expected that this level of traffic movement would create any adverse impact on the surrounding road network.

5.2 Surrounding Property Access

Access to surrounding properties will be available at all times during the construction.

5.3 Parking

There will be no loss of on-street parking spaces, given that all loading and unloading activities will occur on the site.

5.4 Impact on Public Transport Services

The heavy vehicle haulage routes will largely be limited to arterial and sub-arterial roads, which are designed to accommodate heavy vehicle movements. As such, the impacts on public transport services will be minimal on the approach/departure routes. While the truck route will overlap with bus routes during the construction period, it is not expected that traffic generation of no more than 3 vehicle visitations per day would be adverse to the efficiency of the existing bus service.

5.5 Impact on Pedestrians

The pedestrian movements along Addison Road will be retained throughout the

construction. All construction-related traffic movements in and out of Addison Road and the site will occur under the supervision of an accredited traffic controller/trained personnel to minimise disruption to pedestrian movements, it is advised that construction-related movements are managed, wherever possible, to occur outside of peak commuting periods.

5.6 Impact on Emergency Vehicle Access

Access to the site and neighbouring sites by emergency vehicles would not be affected by the proposed construction activities. As such, there would be no adverse impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

5.7 Public Consultation Process

The nominated contact for the day-to-day activities on the site is as follows:

Patrick Joyce
Marinya Capital
Lv 42 Chifley Tower
Sydney NSW 2000
Pjoyce@marinya.com.au
Phone - 0400 661 801

The contractor shall maintain regular contact with the surrounding residents by providing notification details informing residents of relevant details of the CTMP.

Appendix A

Proposed Architectural Plans

Appendix B

Public Transport Services

Appendix C

Turning Path Assessments

Appendix D

Traffic Guidance Schemes (TGS)