



CONSTRUCTION MANAGEMENT PLAN

FOR

THE DEMOLITION OF EXISTING
DWELLING & CONSTRUCTION OF A NEW
DWELLING & SECONDARY DWELLING

AT

6 DICK STREET,
FRESHWATER NSW 2096

DATE: 31.03.2022

REVISION: A

REFERENCE DRAWINGS:

HUMEL ARCHITECTS PTY LTD – 2021.40_CMP01_A

STELLEN CONSULTING PTY LTD – SD-100 Rev. 0

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A. INTRODUCTION:

In line with the provisions of Clause C8 of the Warringah DCP this site management plan details the planning, considerations, provisions and controls required to ensure appropriate measures are in place throughout the construction of the development. The procedures detailed below seek to ensure that the rights of adjoining property stakeholders are respected and that disruption to the amenity of the locality is minimised and the broader Community are not unreasonably inconvenienced during the construction phase of the development.

The subject site is legally known as Lot A DP 403609 – 6 Dick Street, Freshwater.

The subject site has a site area of 450.00 sqm and a site frontage of 24.74m to Dick Street. The site is located on the western side of Dick Street adjacent a public pathway connecting Dick Street with Coastview Place.

The subject site currently comprises a small single storey residential dwelling building. The property has no existing vehicular access to the site.

B. OPERATIVE HOURS:

The hours of construction will be restricted to the hours in accordance with Northern Beaches Council's construction hours and the Development Application consent conditions.

No building, construction and/or the delivery of materials shall take place outside the following hours:

- 7:00am to 5:00pm inclusive Monday to Friday;
- 8:00am to 1:00pm inclusive on Saturday;
- No work or deliveries on Sundays and Public Holidays.

Demolition, tree clearing/chipping and excavation works are restricted to:

- 8:00am to 5:00pm Monday to Friday only with no demolition or work to be carried out on public holidays.

(Excavation work includes the use of any excavation machinery and the use of jack hammers, rock breakers, excavators, loaders and the like regardless of whether the activities disturb the natural state of the existing ground stratum or are breaking up/removing materials from site).

Loading of excavation material from any stockpile is restricted to:

- 7:00am to 5:00pm Mondays to Friday
- 8:00am to 1:00pm on Saturdays
- No loading of excavation material is to take place on Sunday or public holidays

C. STAGES & SCOPE OF WORK:

C.1 Temporary Site Fencing & Hoarding

Temporary fencing and hoarding will be provided to the perimeter of the site in accordance with Australian Standards AS-4687-2007 to provide the following:

- To provide a visual barrier;
- To restrict access to unauthorized persons to worksites, events and restricted areas;
- To contain equipment and materials;
- To prevent operations within the area from impacting outside;
- To prevent any materials, rubbish and debris from escaping from the worksite; and
- To maintain public safety, minimise the impact on the surrounding environment including pedestrian and vehicular spaces, protecting Council's infrastructure and retaining the visual landscape of the area;

Temporary fencing and temporary hoarding shall remain erect and stable at all times. If at any time the fence or hoarding system is moved or altered it shall be done so by a competent and trained installer in accordance to the specific hirer's instruction/installation manual.

The design of any temporary fencing or temporary hoarding system shall take into account wind loading, impact tests and stability.

All temporary fencing and temporary hoarding shall be erected by a competent installer in accordance to the specific hirer's instruction/installation manual. All temporary fences shall be a minimum height of 2000mm.

NOTE: Where temporary fencing and temporary hoarding is not erected on private property, permits and approval may be required.

Temporary fencing and temporary hoarding systems and all of their components shall be of a good condition and maintained regularly to prevent injury to the general public. Testing in accordance with AS4687 is to be undertaken to ensure the fence structure is stable under loads likely to be imposed on it. In terms of the wind force test, the structure is to be designed and tested against Region: A wind speed and site exposure multipliers as outlined in AS1170.2: Structural design actions - Wind actions.

Construction wraps (i.e.: shade cloth or a similar material) must be fitted to the open fence to contain dust during demolition and / or excavation works. (Note: additional bracing will be required to maintain the integrity of the fence, refer to AS4687).

Any graffiti or advertising posters placed on an open fence shall be removed by the owner within 48 hours.

C.2 Demolition & Site Clearing

Demolition work will be carried out in accordance with AS2601: The demolition of structures.

C.3 Shoring & Excavation

Complete excavation in accordance with the Australian Standard.

Exporting of spoil off-site will occur with all loading of trucks being carried out within the subject permit work zone located ON the 6 Dick Street Street frontage, refer Construction Management Plan 2021.40_CMP01_A, attached.

D. SITE ACCESS & CONSTRUCTION:

The subject site is located on the Western side of Dick Street at the end of the no through road (within the turning circle) adjacent a public pathway linking Dick Street & Coastview Place. Construction access to and from the development site will be via a construction access gate & driveway on the North-eastern corner of the site (future site access driveway). Access gates will be provided in accordance with AS-4687-2007.

Other than for the very initial stages of excavation, the construction planning of the development is based on loading and unloading activities occurring at the street.

The proposed silt and sediment controls are detailed on Stellen Consulting's Soil & Erosion Control Plan, Drawing No: SD-100_0, attached. In addition to the erosion control facilities, this plan also

provides for a wheel wash at the construction entry/exit point to ensure that all vehicles leave the site with clean wheels.

The location of the access gate and access point will be stationed aligned with the new future driveway to allow the access point to the construction site so as not to cause a hazard or nuisance to existing traffic and/or pedestrians of the neighbouring properties.

Gates and dog bars (railing at the bottom of the fence system) will be provided. The access driveway & pathway to the construction site will free of trip hazards.

Access to the construction site will be restricted by site fencing and hoarding and to contain materials including debris from excavation.

D.1 Site Signage

Provision of warning signs, work signs, traffic/pedestrian management devices so that they do not interfere or restrict sight lines will be provided. Signage must be erected in accordance with AS1319: Safety signs for the occupational environment.

Signage will be implemented to identify hazards and paths of travel.

Signage details of the Architect, Builder and / or Certifier are to be displayed on a board not exceeding 2.5 metres x 2 metres for emergency contact.

D.2 Traffic Routes

The existing road network surrounding the development at 6 Dick Street, Freshwater consists of the following:

- Carrington Parade
- Evans Street
- Wyndora Road &
- Coastview Place
- Pittwater Road
- Warringah Road (Harbord Rd)

The main traffic corridors in the vicinity of the subject site is Pittwater Road & Warringah Road which are both classified as State Road's. These roads are under the authority of the NSW Roads and Maritime Services (RMS).

Pittwater Road is the main road along the coast of the Northern Beaches suburbs, from Manly to Mona Vale. Between its intersection with Condamine Street, at Brookvale, and its intersection with Mona Vale Road, at Mona Vale, Pittwater Road forms part of the A8 route.

Pittwater Road is classified by the RMS as a State Road and provides the key north-south road link in the area. It typically comprises 6 traffic lanes (i.e. 3 lanes in each direction), with opposing traffic flows separated by a central concrete median island.

Warringah Road is classified by the RMS as a State Road and provides the key east-west road link in the area. It typically comprises 6 traffic lanes (i.e. 3 lanes in each direction), with opposing traffic flows separated by a central concrete median island. Additional lanes are provided at key intersections to accommodate turning movements.

Road Classifications:

Arterial Road

This is typically a main road carrying in excess of 15,000 vehicles per day and over 1,500 vehicles per hour in the peak period. They predominantly carry traffic from one region to another, forming principal avenues of communication for metropolitan traffic movements.

Sub-Arterial Road

This is typically a secondary road carrying between 5,000 and 20,000 vehicles per day, and over 500 to 2,000 vehicles per hour in the peak period. They predominantly carry traffic from one sub-region to another forming secondary inter-regional transport links.

Collector Road

This is typically a minor road carrying between 2,000 and 10,000 vehicles per day, and over 250 to 10,000 vehicles per hour in the peak period. They provide a link between local areas and regional roads, carrying low traffic volumes. At volumes greater than 5,000 vehicles per day, residential amenity begins to decline noticeably.

Local Road

This is typically a local street carrying less than 2,000 vehicles per day and 250 vehicles per hour in the peak period. They provide immediate access to individual houses and carry low volumes of traffic.

Above - Source: RMS Functional Classification of Roads

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are:

- 50 km/h SPEED LIMIT to Carrington Parade
- 50 km/h SPEED LIMIT to The Drive
- 50 km/h SPEED LIMIT to Dick Street
- 60 km/h SPEED LIMIT to Pittwater Road
- 60 km/h SPEED LIMIT to Warringah Road

D.3 Types of Construction Vehicles

- | | | |
|-----------------------|-----------------------------|----------------------|
| - Semi-trailers | - Excavator Tracked/Wheeled | - Back Hoe Excavator |
| - Double bogie trucks | - Chain Trencher | - Bulldozer |
| - Backhoe Loader | - Wheel Trencher | - Wheel Saw |

D.4 Number, Frequency & Types of Vehicles Accessing the Site

The vehicles accessing the site will comprise double axel tipper trucks. During the site excavation these trucks will access the site via Dick Street/The Drive intersection off Carrington Parade with an anticipated frequency of 1 truck per hour in an 8 hour period.

Other vehicles required to the site will include concrete trucks, plant and equipment, trade vehicles and delivery of materials. These vehicles will range in size from utes and vans to semi-trailers. Delivery vehicles will service the site on average 4 times per 8 hour day.

All vehicles will enter and exit the facility via Dick Street and access the site via the access driveway located on the North eastern corner of the site.

D.5 Delivery Areas & Materials Removal

Deliveries of equipment & materials will be contained within the permit work zone and construction site and within the temporary site fencing and hoarding.

During the removal of materials and spoil from demolition and excavation works the access driveway and Dick Street and streets over which the materials are being hauled will be kept clean, clear and free of debris and waste.

D.6 Traffic Management/Traffic Control Plan

Traffic entering and exiting the site will be managed by stop and go controllers at the 6 Dick Street driveway entrance adjacent the public pathway and will be in accordance with local Council and Work Cover requirements.

Additionally the traffic controllers will be co-ordinated to manage the shared driveway access between No's: 6, 9 & 10 Dick Street when required.

D.7 Worker Travel

There are many bus routes which currently provide public transport services to the vicinity of the proposed development.

D.8 Worker Parking

Existing Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are:

- NO STOPPING restrictions along the south western side of Dick Street;
- BUS ZONE restrictions in the vicinity of the Carrington Parade & The Drive intersection;

On-street Parking:

On-street parking will be carried out in accordance with AS2890.5-1993 – On-street Parking.

Parking Onsite:

Limited car parking spaces will be available within the site boundary and the site compound to accommodate critical trade vehicles.

D.9 Pedestrian Access

Pedestrian access to the site will be via the access driveway located off Dick Street.

D.10 Road Closures/Temporary Traffic Routes

The site access driveway will be located at north eastern corner at street frontage to Dick Street.

Traffic routes will be predominately from Carrington Parade & The Drive. Traffic control and the permit work zone will be utilised for road closures and temporary traffic routes if required.

D.11 Truck Accommodation

Truck parking spaces will be available along Dick Street.

D.12 Cranes Usage & Location

For location of proposed mobile site crane, refer to Architectural Construction Management Plan No: CMP01_A.

Any relevant Permits that may be required for the Erection and Removal, Location, Duration of Operation, Proposed Day & Times, Road Closures for the crane will be obtained prior to work being carried out.

D.13 Concrete Pump Usage & Location

For location of proposed concrete pump, refer to Architectural Construction Management Plan No: CMP01_A.

D.14 Site Shed Locations

For location of proposed site sheds & amenities, refer to Architectural Construction Management Plan No: CMP01_A.

E. SITE STORAGE & CONSTRUCTION WASTE:

Adequate storage for materials will be provided within the site compound. Adequate room for Equipment & Materials will also be provided within the site compound.

F. ENVIRONMENTAL:

All work will be carried out in accordance with Northern Beaches Councils requirements and any relevant consent conditions.

G. CONCLUSIONS:

Appropriate silt and sedimentation controls are proposed to ensure that there is no inconvenience to surrounding property owners or impact upon Council's drainage infrastructure.

The proposed construction techniques and materials will ensure that there is a minimal interruption or inconvenience to the adjoining industrial development.

The broader Community will not be unreasonably inconvenienced during the construction phase of this development.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'B. Humel', with a long, sweeping underline.

Ben Humel
H3 CONSTRUCTIONS Pty Ltd