

30 April 2019
Ref 18795

The General Manager
Northern Beaches Council
P.O. Box 82
MANLY NSW 1655

E: council@northernbeaches.nsw.gov.au

Dear Sir/Madam

**PROPOSED ALTERATIONS & ADDITIONS TO
AN EXISTING MIXED USE DEVELOPMENT
19-21 THE CORSO, MANLY
CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

Introduction

This Construction Traffic Management Plan has been prepared on behalf of The Applicant, *Hilrok Properties Pty Ltd*, to review the traffic and parking arrangements to be implemented during demolition and construction works associated with the abovementioned mixed use development, as per Council's standard DA submission requirements.

All correspondence on this matter must be addressed to The Applicant's representative:

Mr Erin Arthur
NBRS Architecture
Level 3, 4 Glen Street
MILSONS POINT NSW 2061
P: 02 9095 5678
E: erin.arthur@nbrsarchitecture.com

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction Traffic Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

Site

The subject site is located on the northern side of The Corso, directly opposite the Darley Road intersection and extends through to Market Place. (Figures 1 and 2). The site has street frontages of approximately 12m in length to both The Corso and Market Place.

The site is currently occupied by an existing four-storey mixed use development, comprising a ground floor retail tenancy, with a total of 10 residential apartments located on the levels above.

No off-street parking or loading areas are provided for the existing building. Notwithstanding, deliveries to the retail tenancy typically occur via existing on-street Loading Zones located directly along the rear site frontage, off Market Place. A recent aerial image of the site and its surrounding is reproduced below.



The Corso in the vicinity of the site typically carries one traffic lane in each direction, with opposing flows separated by a wide landscaped median island. No Stopping restrictions apply in the vicinity of the Darley Road intersection, including along the site frontage, whilst time restricted ½ HOUR kerbside parking is generally permitted along both sides of The Corso, west of the Darley Road intersection.

Whistler Street in the vicinity of the site has a typical pavement width of approximately 7.5m wide, with two-way traffic flow permitted. No Stopping restrictions generally applies along both sides of Whistler Street.

Market Place is a local, unclassified service lane which is primarily used to provide rear vehicular and pedestrian access to properties fronting the Corso and also provides entry access to Council's public car parking area. No Parking / No Stopping restrictions applies directly along the site frontage, whilst Market Place, east of the site is pedestrianised, with vehicular access generally prohibited.

The Council car park is located at the rear of the site (also known as *Whistler Car Park*). Vehicular access to/from the Council car park is provided via separate entry and exit driveways located off Whistler Street onto Market Place. Several at-grade disabled parking spaces are also provided within the Market Place service lane. A separate one-way loop road is provided which runs along the rear site frontage and is typically used by service vehicles accessing the existing kerbside Loading Zone area. A separate exit-only driveway is also provided for vehicles parking within the Council car park building, which is located further north along Whistler Street, adjacent No.18 Whistler Street.

Proposed Development

The proposed works involve the internal and external alterations to the existing four-storey mixed use building, comprising access upgrade work, a new passenger lift, provision of new frameless glazed shopfronts and interior fitout works including the construction of a new residential apartment within the existing top level of the building.

Construction Schedule

The construction activities are expected to be undertaken over a duration of approximately 6 months. Working hours are proposed from 7:00am to 5:00pm Monday to Friday and 8:00am to 1:00pm on Saturday, as per Council's standard working hours. No work is to be carried out on Sundays or Public Holidays. Notwithstanding, demolition and excavation works are restricted to Monday to Friday only, between the hours of 8:00am to 5:00pm.

Loading & Unloading

As the existing building is built-to-boundary and The Corso frontage being pedestrianised/closed to vehicular traffic, it will be impossible to provide an on-site loading/unloading area.

As such, all demolition and construction vehicles will be loaded/unloaded from the Market Place kerbside parking area directly outside the site frontage, with a 'Permit to Stand' application, typically using vans and small trucks as well as occasional medium rigid trucks.

All trucks will enter and exit the proposed loading/unloading area via the Council car park entry and exit driveways located off Whistler Street.

RMS-accredited traffic controllers will be present at all times during truck movements to assist with traffic flow within the Council car park, vehicle manoeuvring and pedestrian safety.

All materials are to be stored on site. At no times are materials to be stored on The Corso, Market Place or any other road or Council property. The site manager will ensure that two deliveries do not occur at the same time, unless they can both be accommodated within the proposed loading/unloading area.

In this regard, a separate *Site Waste Minimisation and Management Plan (SWMMP)*, has been prepared by *NBRS Architecture* which describes the waste that is expected to be generated during the proposed works of the project, including estimated quantities and the subsequent separation, storage and disposal of those materials.

Works Zone

Given the relatively small scale of the project, the site constraints and the infrequency of material deliveries and truck movements (as detailed below), a formal Works Zone is not considered necessary.

Accordingly, it is proposed to apply to Council for a Permit to Stand Plant along the Market Place site frontage when deliveries are scheduled, which will allow trucks to stand in the kerbside area directly outside the site frontage.

Vehicle Movements

The proposed development is expected to generate approximately two to four construction movements per day during the demolition/strip-out and construction/fit-out works. As noted above, the construction vehicle movements will include a variety of small and medium rigid trucks up to and including 8.8m in length (i.e. similar to Council's standard garbage truck size)

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents and businesses will be updated as deemed necessary and be provided with a phone number to contact the site manager.

Construction Truck Routes

All heavy vehicles involved in the demolition, excavation and construction of the proposed development would approach and depart the site via Sydney Road, Whistler Street and Market Place as indicated on Figure 3.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods.

Hoarding & Site Amenities

A-Class hoarding will be installed around the perimeter of the building at the commencement of the works, to secure the site and protect the public, noting that the adjoining footpath areas will remain open to pedestrians.

Scaffolding with mesh cover will also be installed to facilitate works to the external face of the building as well as preventing tools/materials falling to the ground.

The site office and amenities will be located within the building.

Impacts of Works on the Public

As discussed in the foregoing, construction vehicles involved in the proposed works will include a variety of small and medium rigid trucks up to and including 8.8m in length. Furthermore, there are expected to be just two to four construction vehicle movements per day in total during the 6 month program.

With the measures proposed in this plan, the impact of the proposed works on pedestrians, cyclists, local traffic and emergency services is therefore *negligible*.

Traffic Control Plan

A Traffic Control Plan has been prepared to facilitate the proposed construction activities on the subject site. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controllers ahead
- A-Class hoarding along The Corso and also the Market Place site frontages to prevent unauthorised access of the public
- one-way traffic flow should be maintained at all times within the loop road of the Market Place site frontage, except momentarily as noted below

- two traffic controllers situated outside the loading/unloading area within the Market Place site frontage who will have three primary responsibilities during truck movements and material deliveries:
 1. to ensure the safety of pedestrian and local movements along the Market Place site frontage so that no pedestrian enters the path of a heavy vehicle,
 2. to control heavy vehicle movements into and out of the kerbside loading/unloading area. The traffic controller should wait for a safe gap in the passing traffic flows on Market Place before allowing the vehicle to exit the kerbside loading/unloading area,
 3. to momentarily control local traffic and pedestrian movements within the Market Place site frontage when trucks are entering and/or exiting the kerbside loading/unloading area.

The Traffic Control Plan has been prepared generally in accordance with the former RTA's publication *Traffic Control at Works Sites (2010)* and the Standards Australia publication *AS1742.3: Traffic Control Devices for Work Sites on Road*.

Permits

All necessary permits such as hoarding, crane, roadway/footpath/nature strip occupation etc. will require separate approval from Council. Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover.

Tradesman and Contractor Parking

All site staff related with the construction works are to park in a designated off-street area or encouraged to use public transport.

In this regard, it is noted that a number of bus routes operates within 300m walking distance of the site, with a number of bus routes traversing along Belgrave Street and West Esplanade. Furthermore, the site is located approximately 200m north of the Manly Wharf Ferry.

Site Inductions

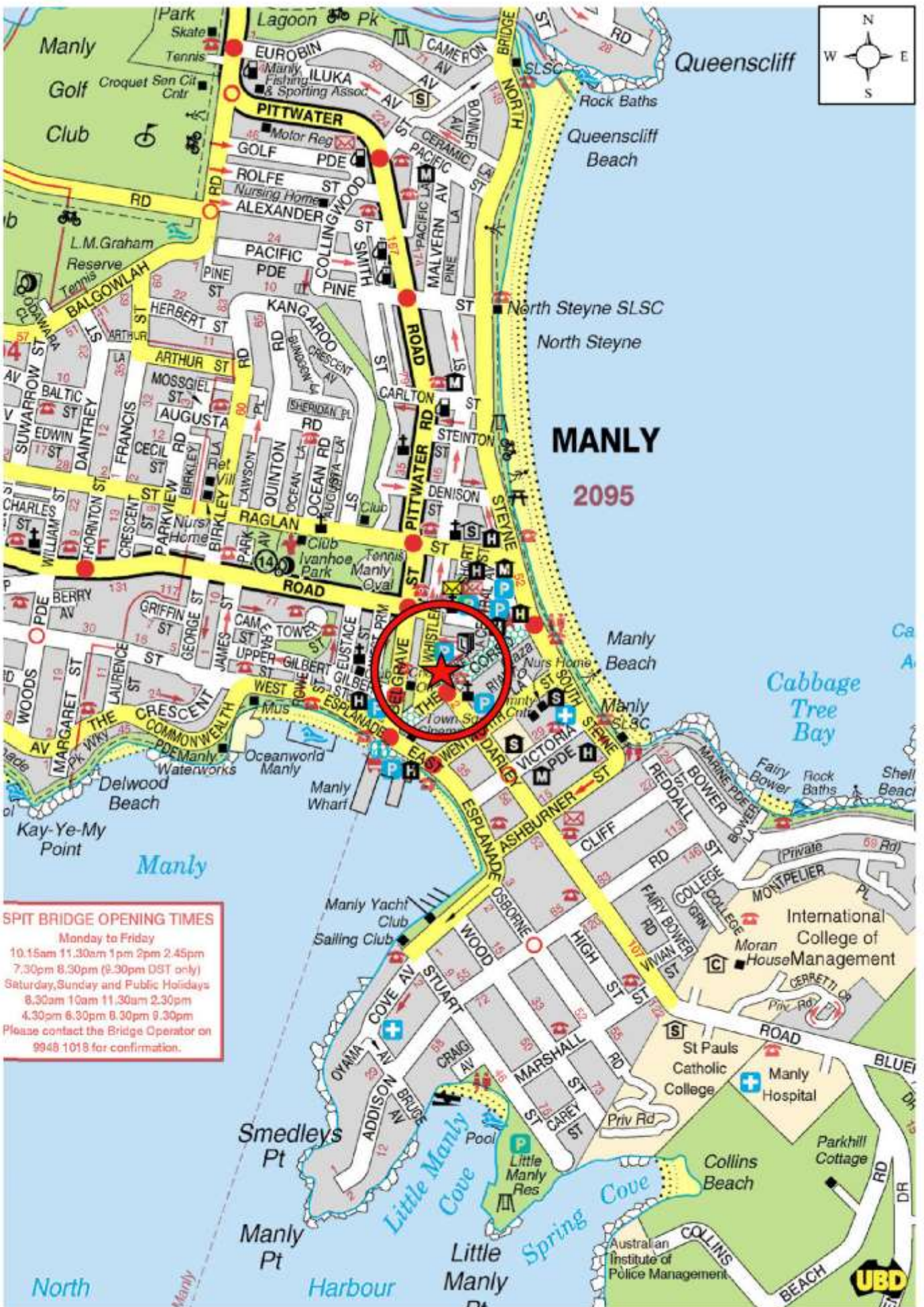
The requirements of this Construction Traffic Management Plan must be followed by the demolition and construction contractors, builders, owner and any subcontractors. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary.

I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely

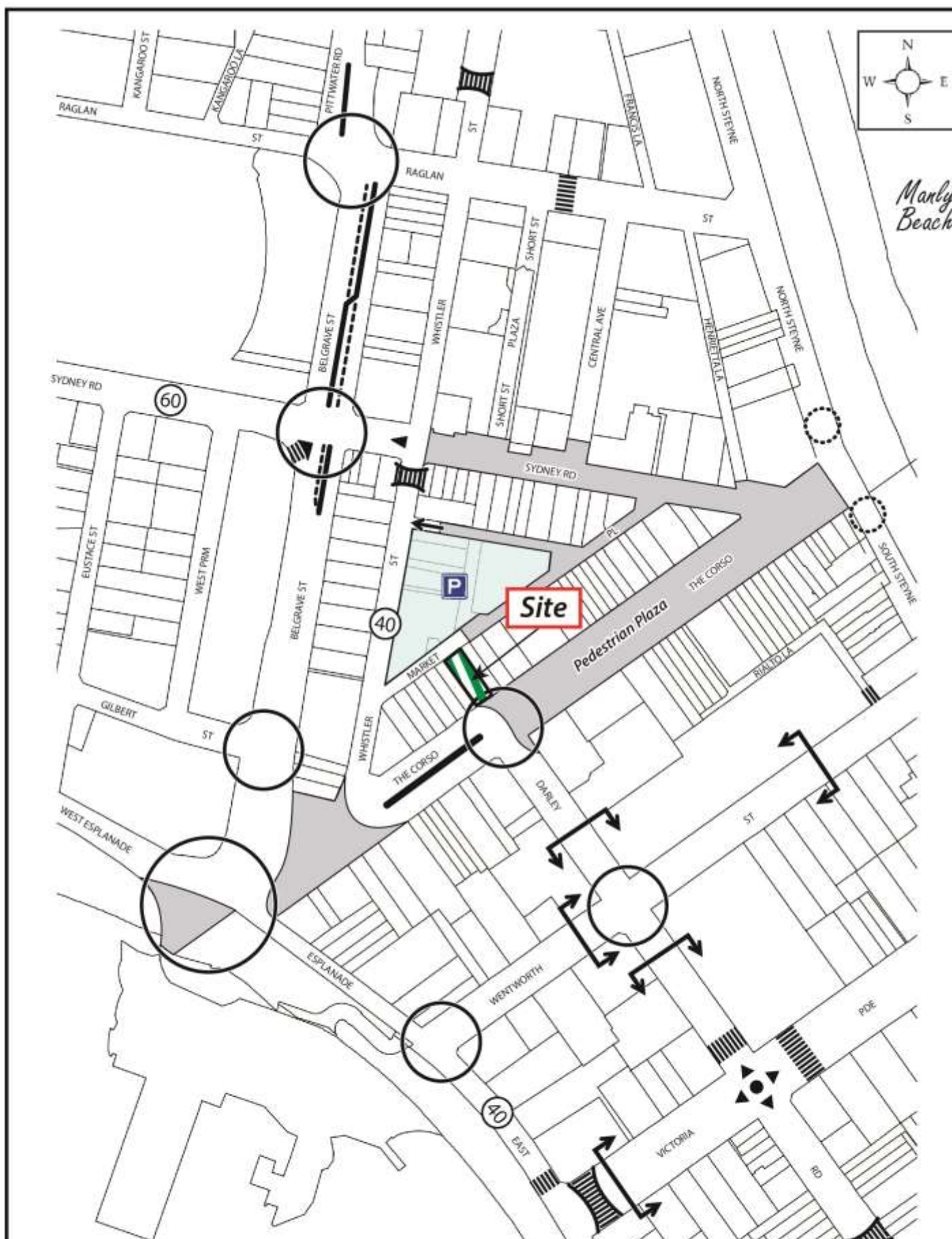


Chris Palmer
Traffic Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd





Manly Beach



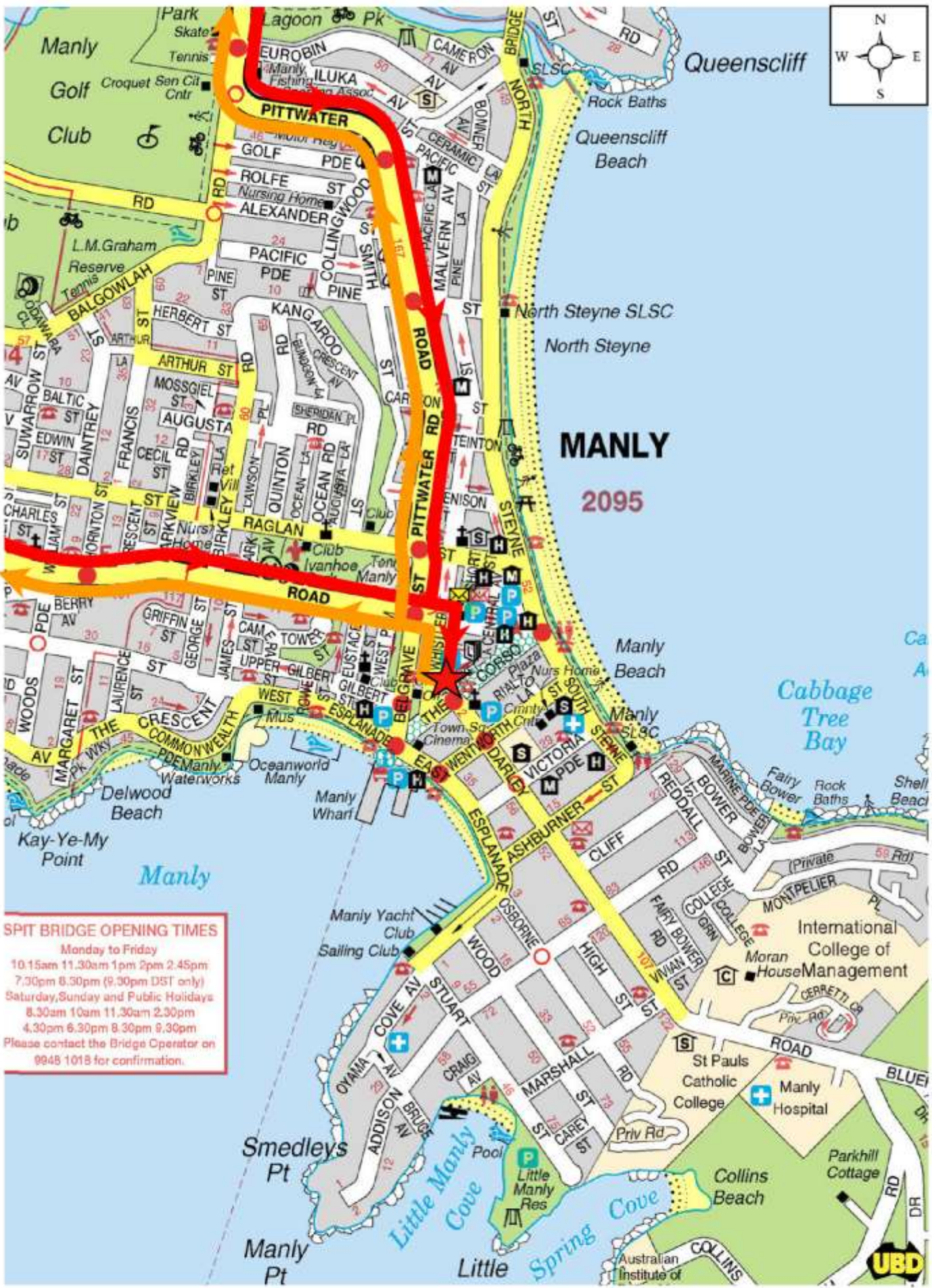
Key:

-  Give Way Sign
-  Traffic Signal
-  School Zone
-  Signalised Pedestrian Crossing
-  One-Way
-  Pedestrian Crossing
-  60 Speed Limit
-  Speed Hump
-  Roundabout
-  Right-Turn Bay

VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

SITE & EXISTING TRAFFIC CONTROLS

FIGURE 2



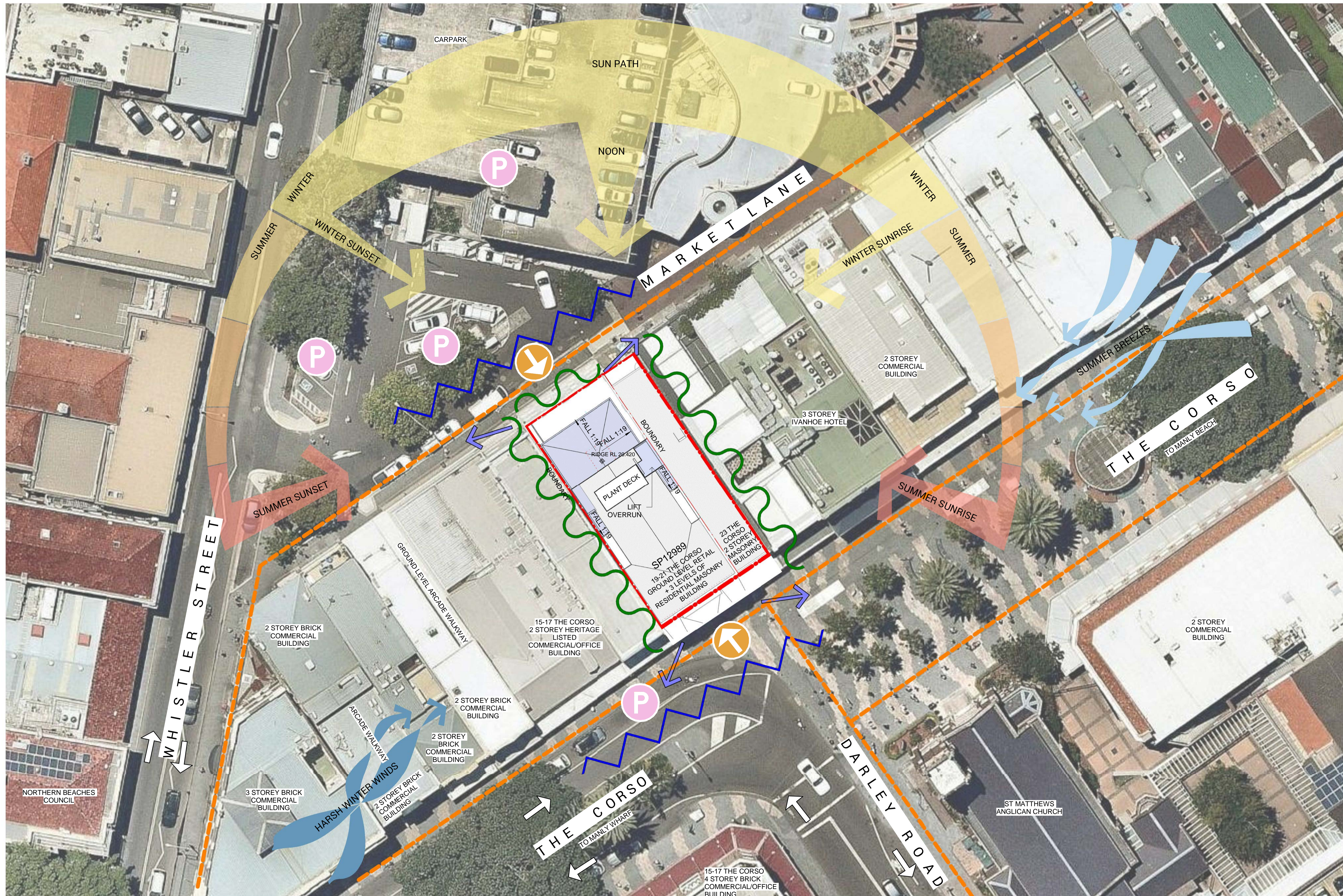
SPIT BRIDGE OPENING TIMES
 Monday to Friday
 10.15am 11.30am 1pm 2pm 2.45pm
 7.30pm 8.30pm (9.30pm DST only)
 Saturday, Sunday and Public Holidays
 8.30am 10am 11.30am 2.30pm
 4.30pm 6.30pm 8.30pm 9.30pm
 Please contact the Bridge Operator on
 9945 1018 for confirmation.

- Approaching Traffic
- Departing Traffic












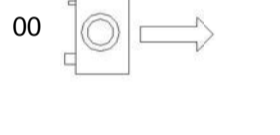




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 Traffic and Parking Consultants

**HEAVY VEHICLE
 ROUTE MAP
 FIGURE 3**





LEGEND

-  PRIVACY LINE
-  SITE FALL
-  VIEWS
-  SUN PATH DIAGRAM
-  PREVAILING WIND DIRECTION
-  BOUNDARY
-  BUILDING SETBACK
-  PRIVATE DRIVEWAY ENTRY/EXIT
-  PRIVATE ACCESS PEDESTRIANS
-  TREE AND VEGETATION
-  GRASS AREA
-  CAMERA DIRECTION IMAGE NUMBER
-  BUS STOP SIGNAL
-  PARKING SYMBOL
-  TRAFFIC NOISE
-  PEDESTRIAN WALKWAY

| Issue No. | Date | Description | Chkd |
|-----------|----------|-------------------|------|
| A | 01/06/18 | PRE DA SUBMISSION | AT |
| B | 14/02/19 | PRE DA SUBMISSION | AT |
| C | 27/02/19 | PRE DA SUBMISSION | AT |
| D | 04/04/19 | PRE DA SUBMISSION | AT |

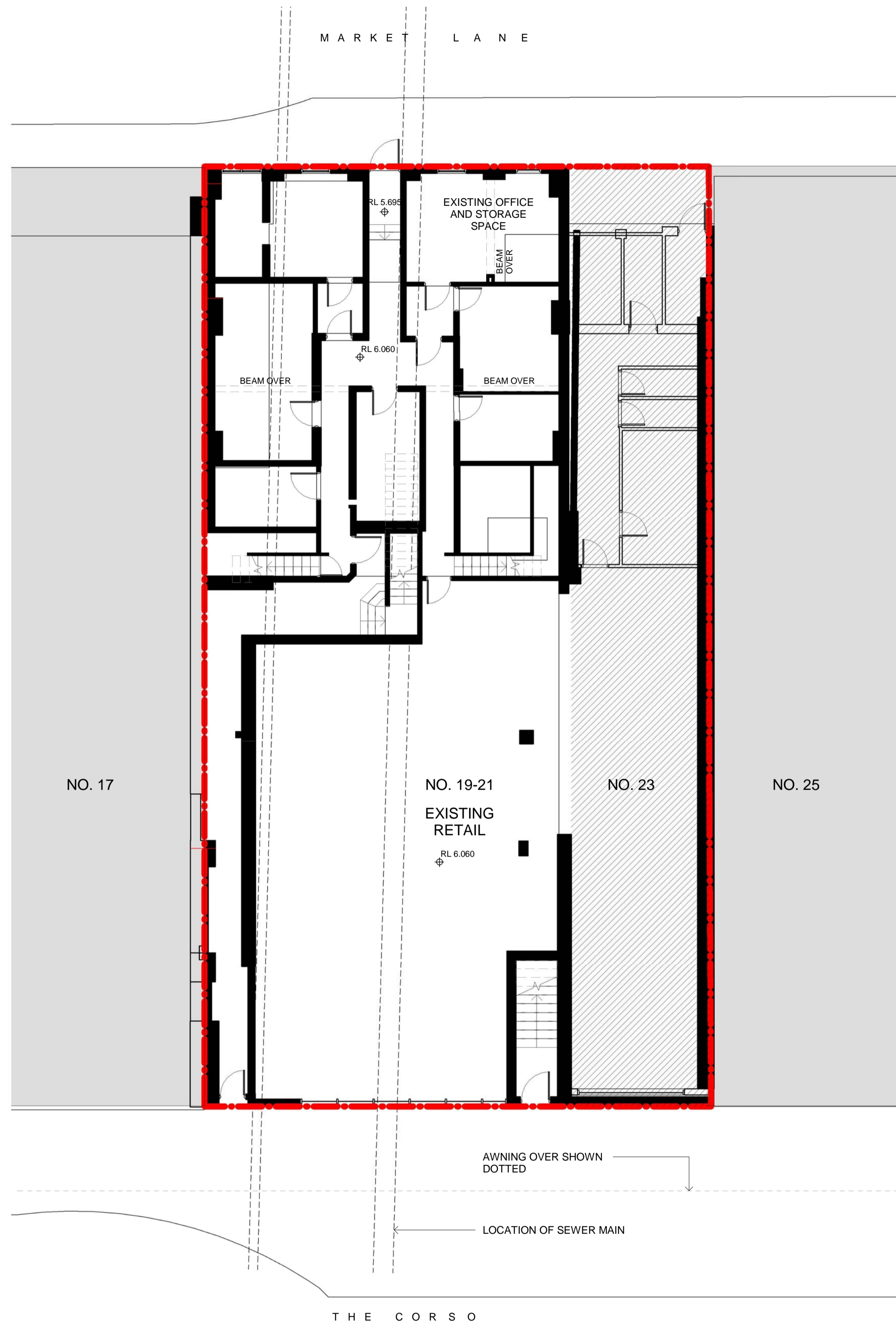
PRELIMINARY

Drawing Title
SITE ANALYSIS AND ROOF PLAN

Project
MANLY CORSO APARTMENTS
REFURBISHMENT + ADDITIONS
at
S.P. 12989
19-21 THE CORSO, MANLY
for
HILROK PROPERTIES PTY LTD

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Scale As indicated @ A1
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Revision D



1 EXISTING GROUND FLOOR PLAN
1 : 100



2 EXISTING FIRST FLOOR PLAN
1 : 100

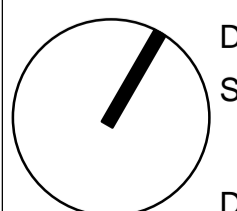
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| A | 14/02/19 | PRE DA SUBMISSION | AT |
| B | 27/02/19 | PRE DA SUBMISSION | AT |
| C | 04/04/19 | PRE DA SUBMISSION | AT |

PRELIMINARY

Drawing Title
EXISTING FLOOR PLANS

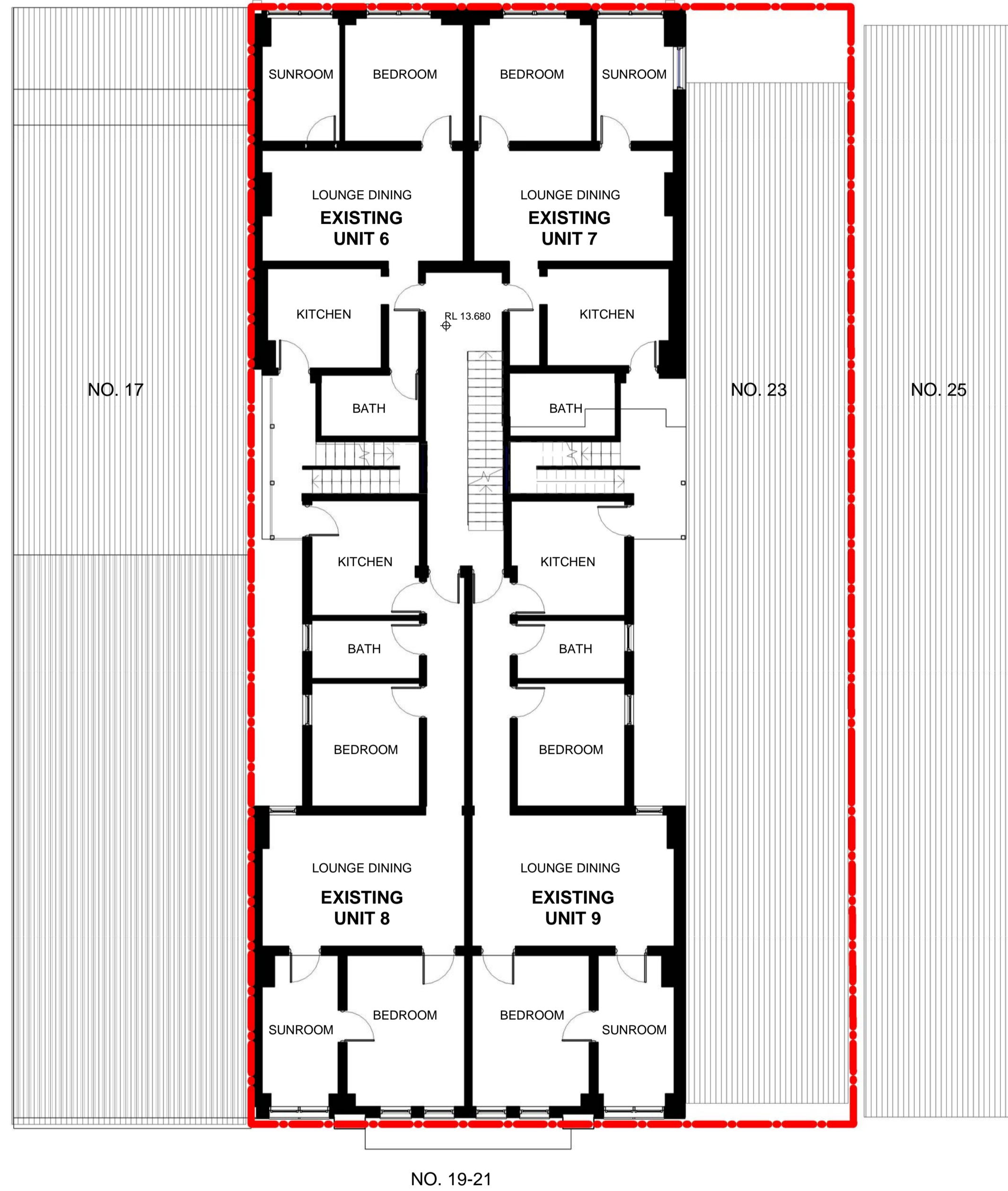
Project
MANLY CORSO APARTMENTS
REFURBISHMENT + ADDITIONS
at
S.P. 12989
19-21 THE CORSO, MANLY
for
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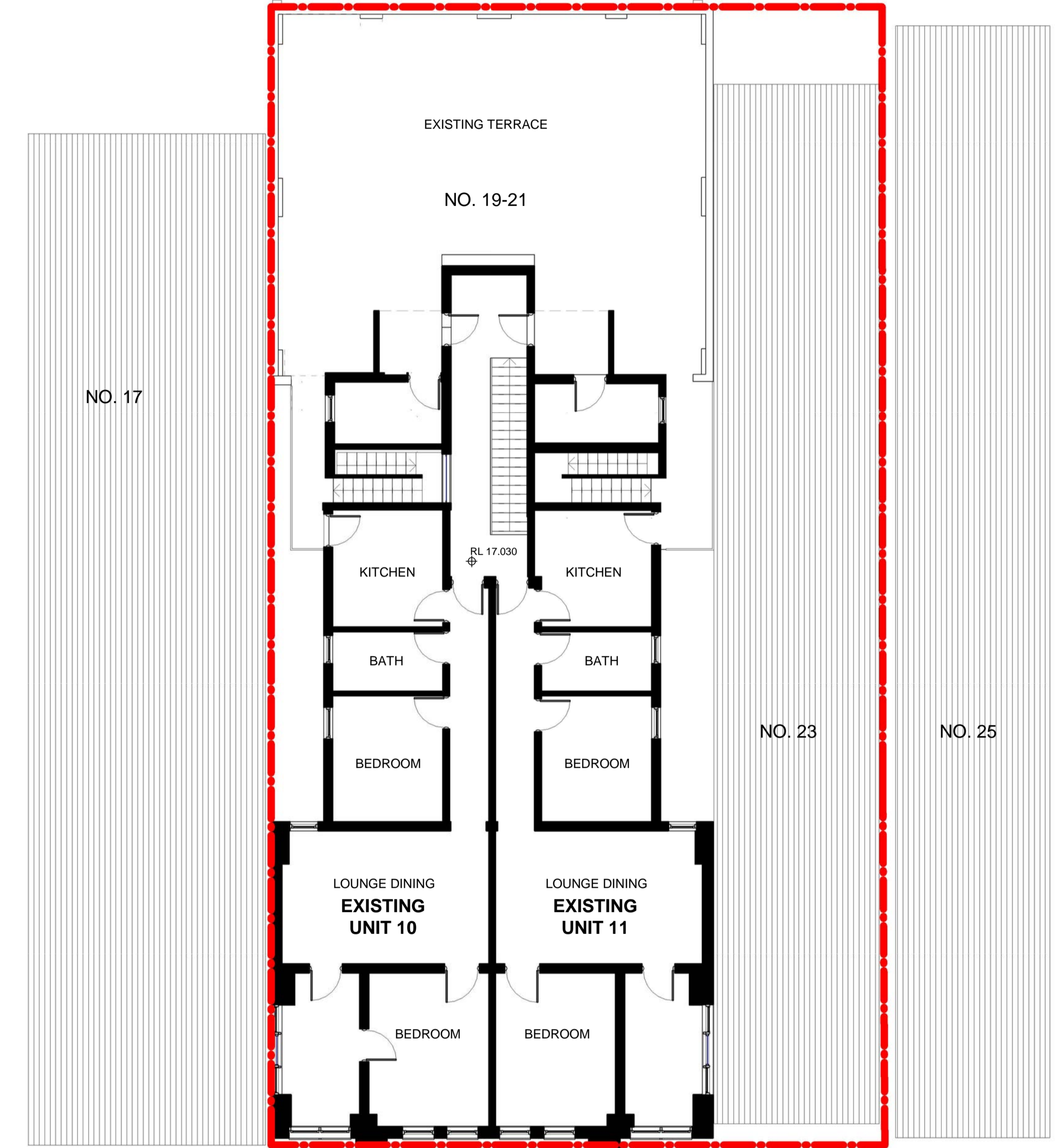


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Drawing Reference 17349-A-03
Revision C



1 EXISTING SECOND FLOOR PLAN
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2 EXISTING THIRD FLOOR PLAN
1 : 100

PRELIMINARY

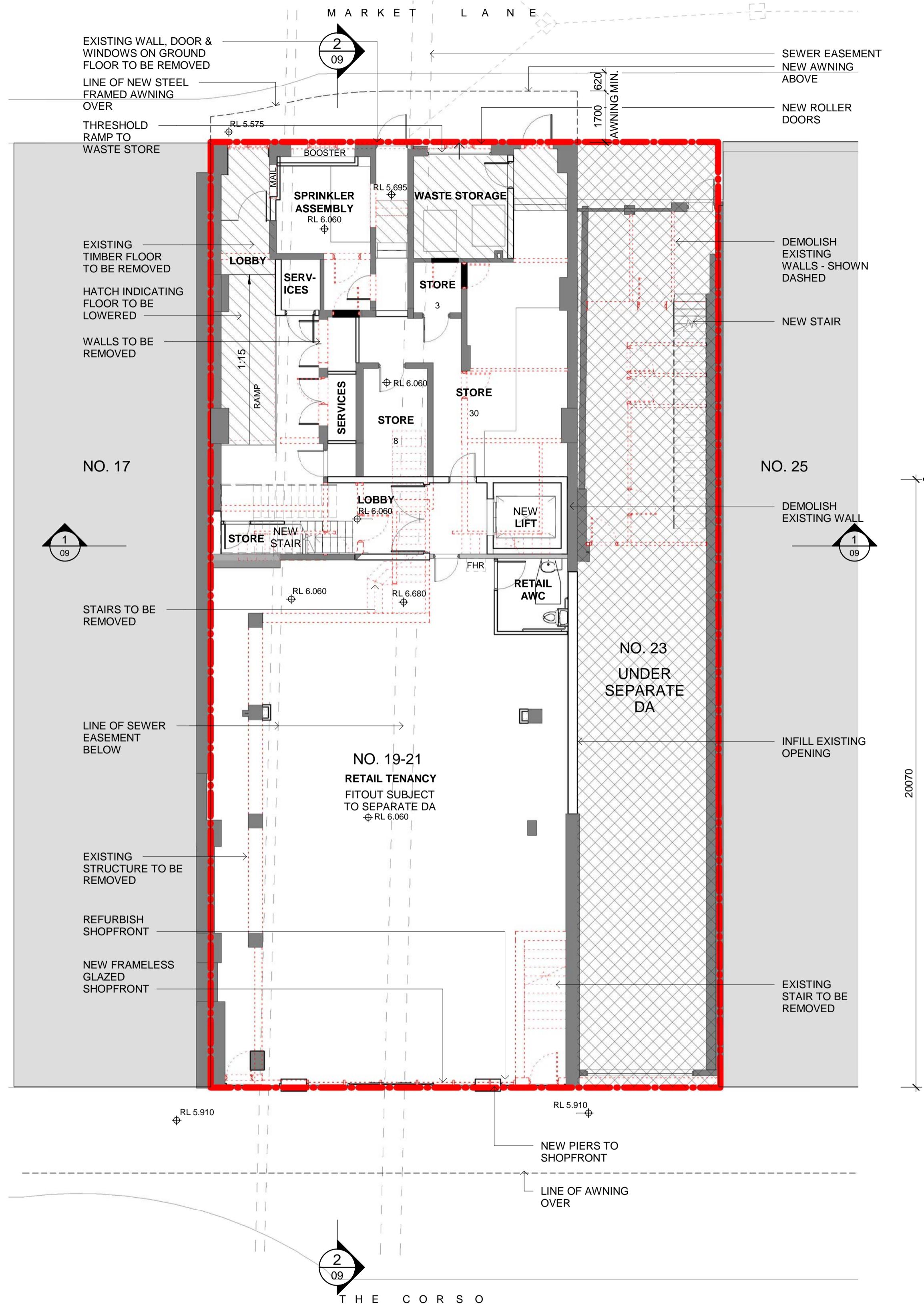
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| B | 27/02/19 | PRE DA SUBMISSION | AT |
| C | 04/04/19 | PRE DA SUBMISSION | AT |

Drawing Title
EXISTING FLOOR PLANS

Project
MANLY CORSO APARTMENTS
REFURBISHMENT + ADDITIONS
at
S.P. 12989
19-21 THE CORSO, MANLY
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Drawing Reference 17349-A-04
Revision C



1 GROUND FLOOR - OPTION 3 PROPOSED
1 : 100



2 FIRST FLOOR - PROPOSED
1 : 100

PRELIMINARY

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| B | 14/02/19 | PRE DA SUBMISSION | AT |
| C | 27/02/19 | PRE DA SUBMISSION | AT |
| D | 04/04/19 | PRE DA SUBMISSION | AT |

- LAYOUT CONFIRMATION ON HOLD - AWAITING CONSULTANT ADVICE
- NEW FLOOR AREA
- EXISTING WALLS
- NO.23 - UNDER SEPARATE DA
- TO BE DEMOLISHED
- PROPOSED WALLS
- EXISTING FLOOR TO BE LOWERED

Drawing Title
GROUND AND FIRST FLOOR PLAN

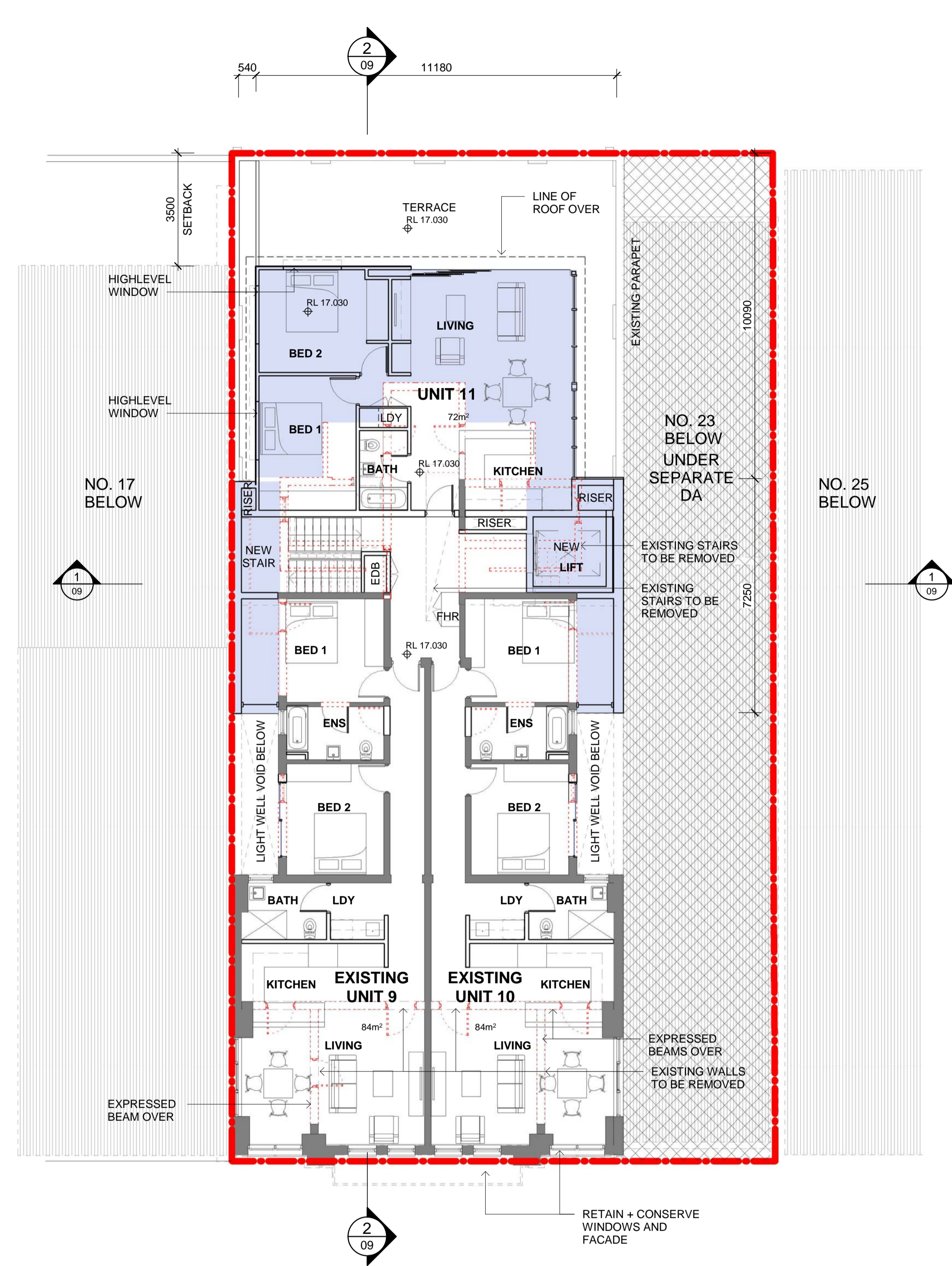
Project
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1 SECOND FLOOR - PROPOSED
1 : 100



2 THIRD FLOOR - PROPOSED
1 : 100

PRELIMINARY

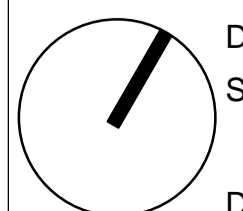
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- LAYOUT CONFIRMATION ON HOLD - AWAITING CONSULTANT ADVICE
- NEW FLOOR AREA
- EXISTING WALLS
- PROPOSED WALLS
- TO BE DEMOLISHED
- NO.23 - UNDER SEPARATE DA
- EXISTING FLOOR TO BE LOWERED

Drawing Title
SECOND AND THIRD FLOOR PLAN

Project
MANLY CORSO APARTMENTS
REFURBISHMENT + ADDITIONS
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S.P. 12989
19-21 THE CORSO, MANLY
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Scale As indicated @ A1

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17349-A-06 Revision
D



1 ELEVATION - MARKET LANE

1 : 100



2 ELEVATION - THE CORSO

1 : 100

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|-----------|----------|-------------------|------|
| A | 01/06/18 | PRE DA SUBMISSION | AT |
| B | 14/02/19 | PRE DA SUBMISSION | AT |
| C | 27/02/19 | PRE DA SUBMISSION | AT |

PRELIMINARY

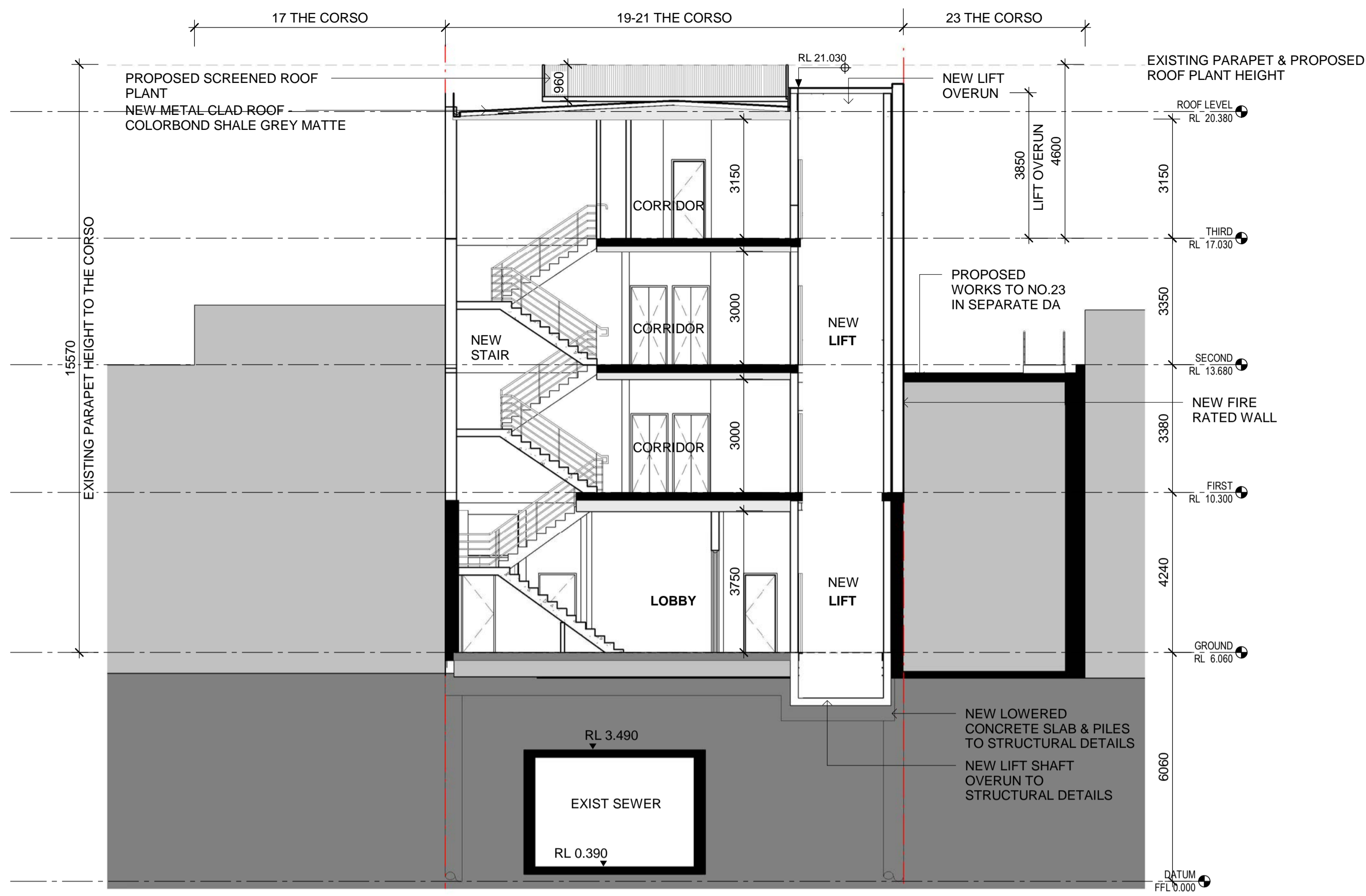
Drawing Title
ELEVATIONS

Project
MANLY CORSO APARTMENTS
REFURBISHMENT + ADDITIONS
at
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19-21 THE CORSO, MANLY
for
HILROK PROPERTIES PTY LTD

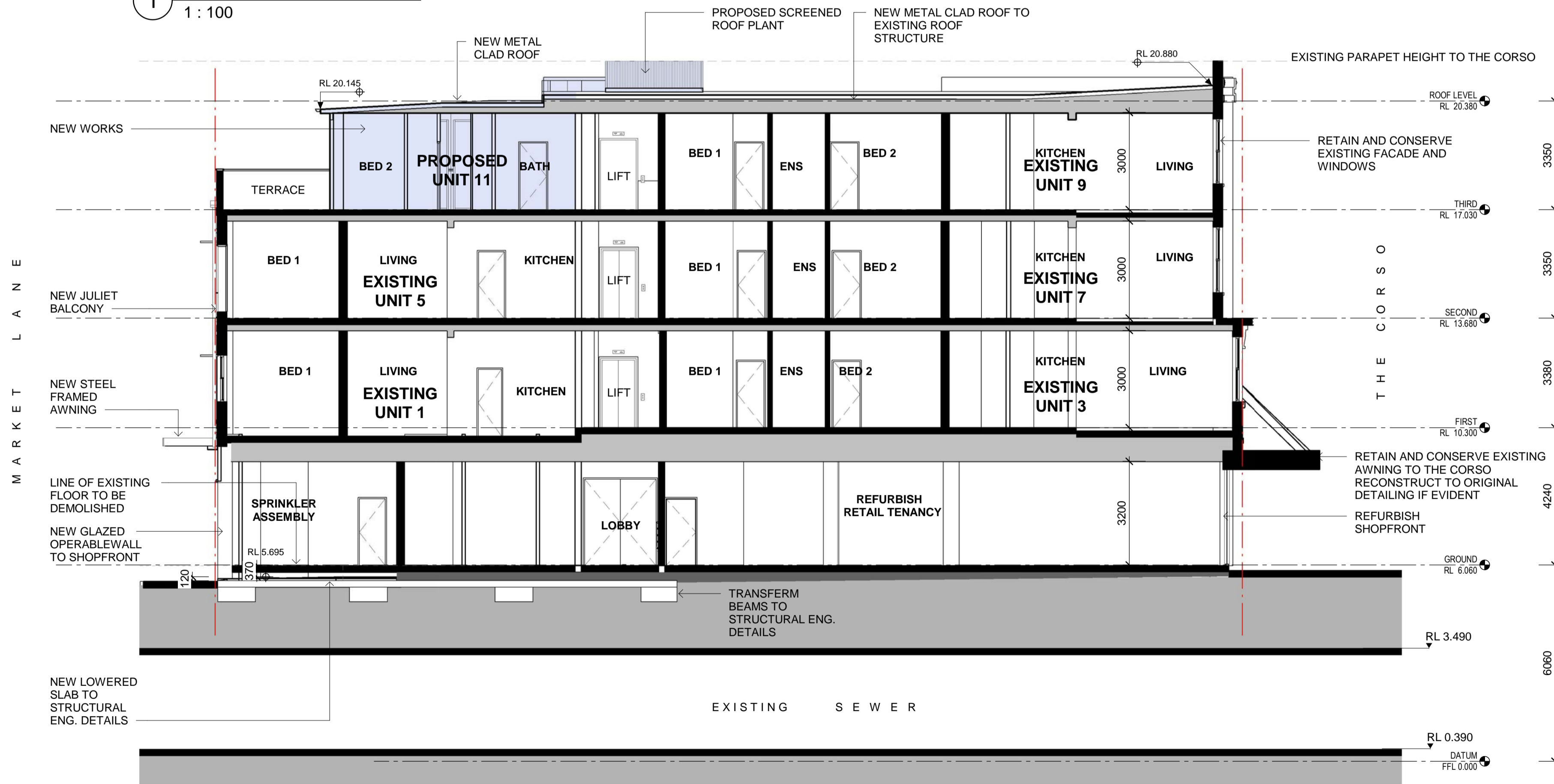
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Scale 1 : 100 @ A1

Drawing Reference
17349-A-08
Revision
C



1 CROSS SECTION
1 : 100



2 LONG SECTION
1 : 100

| Issue No. | Date | Description | Chkd |
|-----------|----------|-------------------|------|
| A | 01/06/18 | PRE DA SUBMISSION | AT |
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| C | 27/02/19 | PRE DA SUBMISSION | AT |

PRELIMINARY

Drawing Title
SECTIONS

Project
MANLY CORSO APARTMENTS
REFURBISHMENT + ADDITIONS
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19-21 THE CORSO, MANLY
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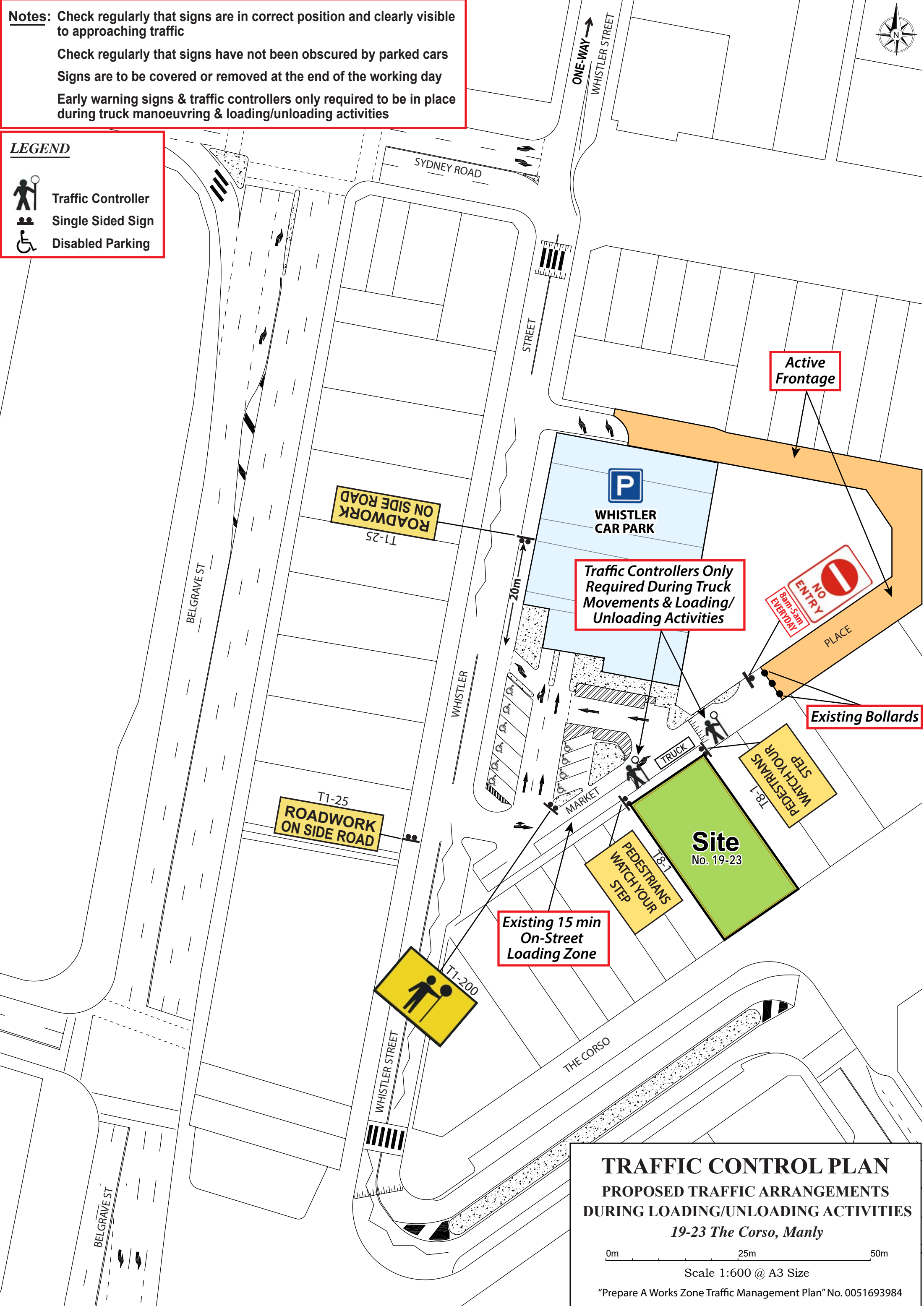
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Scale 1 : 100 @ A1

Drawing Reference
17349-A-09
Revision
C

Notes: Check regularly that signs are in correct position and clearly visible to approaching traffic
 Check regularly that signs have not been obscured by parked cars
 Signs are to be covered or removed at the end of the working day
 Early warning signs & traffic controllers only required to be in place during truck manoeuvring & loading/unloading activities

LEGEND

-  Traffic Controller
-  Single Sided Sign
-  Disabled Parking



Traffic Controllers Only Required During Truck Movements & Loading/Unloading Activities

Active Frontage

Existing Bollards

Existing 15 min On-Street Loading Zone

TRAFFIC CONTROL PLAN
PROPOSED TRAFFIC ARRANGEMENTS
DURING LOADING/UNLOADING ACTIVITIES
 19-23 The Corso, Manly

0m 25m 50m

Scale 1:600 @ A3 Size

"Prepare A Works Zone Traffic Management Plan" No. 0051693984



WHISTLER CAR PARK



MANLY LIBRARY



PLACE

Existing Bollards

Proposed "Permit to Stand" Loading/Unloading Area

No. 25-27

Site
No. 19-23

No. 17

EXISTING PARKING RESTRICTIONS

19-21 The Corso, Manly

0m 25m

Scale 1:300 @ A4 Size

No. 15A

No. 15

No. 13

No. 11

No. 9

MARKET

WHISTLER STREET

WHISTLER STREET

THE CORSO

