urbaine architecture pty ltd

Construction / Traffic Management Plan

LOCATION: 70, The Corso, Manly
PROJECT: New commercial space (first floor) and upgraded ground floor retail space.
DATE: August, 2019
CLIENT: The Nasus Group.
MUNICIPALITY: Northern Beaches Council

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The overall principles for traffic management during excavation and construction phases are, but not limited to:

1. Provide a convenient and appropriate environment for pedestrians.
2. Minimise effects on pedestrian movements and amenity.
3. Manage and control vehicular movements to and from the site.
4. Maintain existing on street parking in the vicinity of the site where practical.
5. Maintain access to any other properties adjacent to the site.
6. Restrict vehicle activity to designated truck routes in the vicinity of the site.
7. Maintain safety for workers.
8. Maintain appropriate access to the site for excavation and construction traffic.
9. Manage and control vehicle activity in the vicinity of the site.

2. SITE DETAILS

a. Introduction/Implementation/Scope

The subject site is located at 70, The Corso, Manly. See Figure 1.
The project involves the part demolition of an existing commercial premises and ground floor retail, with the retention of the heritage façade, and construction of additional commercial space to the rear, being Rialto Lane.

Estimated Duration of Works:
Demolition 4 weeks
Construction 16 Weeks
Finishing Works 4 Weeks

The Traffic Control Plans, included in this report, should be implemented taking due account of on-site conditions as will occur over the construction period. Accordingly, construction crew are expected to respond in a pro-active manner to ensure that the plans are implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy;
a. All signs to be placed where clear visibility is available.
b. Installations should be checked intermittently during the course of the day/s.
c. A certified Traffic Controller should be on site, as and when required.
Other Ameliorating Measures

The rear boundary of the site, facing Rialto Lane, will be fenced off with Class A Hoarding for security and safety in accordance with Workcover requirements. The base of the hoarding will be lined with poly woven silt bags to control the flow of any sedimentary materials when wet.
All statutory safety and warning signs are to be erected and maintained at all times. No machinery or material will be stored on the footpath or verges or on public areas.
The site boundary facing The Corso will be enclosed with Class A Hoarding with no impact on pedestrian traffic.
Pedestrian access and vehicular access at the rear of the site, on Rialto Lane, will be managed by authorised traffic controllers, as and when required.
The loading/unloading of materials will occur directly from Rialto Lane,, with a traffic control plan and all relevant permits in place, as and when required.
It is noted that Urbaine Architecture is responsible for the preparation of the CTMP only and not for its implementation, which is the responsibility of the project manager / builder.

b. Work Hours

In order to maintain the amenity of adjoining properties, audible site works must be restricted to between 7.00am and 6.00pm, Monday to Friday and 7.00am to 1.00pm on Saturdays (including works undertaken by external contractors). No site works can be undertaken on Sundays, Public Holidays or other noted ‘sensitive’ celebrations/ events.

Furthermore;
No work will take place during Major Events on The Corso due to very high pedestrian volumes and the anticipated traffic congestion resulting from these large events. Events to be observed include;

Manly Jazz Festival : Saturday 29th September to Monday 1st October 2018
Saturday 5th October to Monday 7th October 2019
Taste of Manly: May, 2020

c. Worksite Access

Access to work site, initially for demolition works will be from Rialto Lane. Trucks will park at the southern site boundary, under the guidance of authorised traffic controllers. Pedestrian barriers will be installed for pedestrian safety as loaded storage skips are removed – see plan for skips and locations. *(Please refer to TCP's)*. Note the pedestrian barriers will only be in place for the duration of trucks accessing the site.
RMS ROL's will be in place for the duration of the project. As durations are limited to one month, it will be extended on a monthly basis, 10 days prior to expiring, over the project duration.

d. Loading & unloading of materials on site

Skips and material storage will be accommodated on site during all phases of construction. All existing parking zones outside this area will be retained in their entirety during the works and shall not allow for construction vehicles to queue or stand in these zones. Trucks parking in the work zone, at the rear of the site, on Rialto Lane, shall pull in their side mirrors and park as close to the site boundary as possible. Authorised traffic controllers will always be used for major deliveries to control the safety of motorists and pedestrians.
Deliveries/ loads (trucks < 8.8m) arriving in Rialto Lane will be 1 to 2 per week during demolition/ excavation stage and generally 2 to 4 per week during general construction phase. Deliveries will be unloaded by on-board cranes and moved to a central location on site, with a mechanical hoist to the first floor
All concrete pumping operations will be conducted from Rialto Lane, managed by authorised traffic controllers.

e. Spoil Containment & Sediment control

Quality control/site personnel will be present during the excavation/demolition stage. They will ensure that any trucks and parking in the area adjoining the site in Rialto Lane, do so in a clean and safe manner.

All vehicles involved in the excavation and construction process and departing the property with materials, spoil or loose matter must have their loads fully covered before leaving the parking location, adjoining the site. It is an offence to allow, permit or cause materials to pollute or be placed in a position from which they may pollute waters. Sweeping and maintenance of the road and footpath will also be done to ensure no spoil or materials leave the site. Silt bags will be installed near drains to control spoilage near the development site. Waste bins will be inside the work site, there will be no encroachment on footpaths or any other boundaries. The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances. Non-compliance with this requirement may result in the issue of a notice by the council to stop ***all*** work on site.

f. Site Shed & Toilets

Site shed and toilet will be located within the property boundaries. No machinery, materials or skip bins will be stored on the footpath or verges or on public areas.
(Please refer to TCP for materials and skip locations- (Site Plan)

3. IMPACT OF WORKS

a. Public Car Parking

The impact on local parking will be minimal, Public parking will not be affected during the construction phase. Existing driveways and access points along Rialto Lane are to be maintained throughout the project. Surrounding property owners will therefore have limited to no impact due to this project as all existing vehicular and pedestrian access are to be maintained throughout all phases.

The following will also be implemented to achieve this:

The loading/unloading of materials will occur via the southern site boundary (vehicles <8.8m) utilising the lorry-mounted cranes, all in accordance with a traffic control plan and all relevant permits. (ref, site plan and TCP's)

Certified Traffic controllers will be made available for all major truck movements and deliveries, in order to manage the safety of vehicles and pedestrians at all times.

Site Labourers will be required to car pool to and from the site each day.

Site Labourers will utilise the Public Transport System (where possible) with buses and ferries frequently running from West Esplanade (which is a short walking distance to and from site).

b. Worker's/Tradesperson's parking

It is encouraged for all tradesmen to car share or use public transport when possible so the impact on surrounding streets is kept to a minimal.

All car parking that is required offsite by the construction workers will be in legal parking areas and not on the verges or footpaths.

c. Pedestrians

The services of authorised traffic controllers will be used during all stages of construction to ensure the safety of pedestrians is managed during all truck movements to the Rialto Lane boundary of the project site. Traffic controllers will be present at required delivery times, in addition to signage and physical barricades to ensure adherence to temporary closures of footpaths is maintained during truck movements/ unloading operations. Class A Hoardings with lockable gates will enclose the site access way to ensure pedestrian safety and prevent public access to the site. Pedestrians will be managed by authorised traffic controllers at all times during site access / unloading operations. As a result, delays to pedestrians around the site will be minimal. Refer attached site plan S01 and TCP's

Below are examples of pedestrian signage that may be typically used around the project site;

The following are scenarios on how pedestrian traffic shall be managed:

Scenario 1 Pedestrians (Work on or obstruction to Footpath):

Traffic Control of pedestrians will be adopted in either direction when works are being carried out on the pedestrian area adjoining the southern boundary of the site on Rialto Lane. Traffic Controllers will also be made available to facilitate the safe passage of pedestrians and motorists as individual trucks park on the site boundary during construction periods. In addition, there is a continuous footpath available for pedestrians, at all times, on the opposite side of the road to the project site. See Figure 2

Note that there will be no footpath closures along Rialto Lane other than during;

a. periods of vehicle parking adjacent to the subject site
b. when loads are being lifted over the footpath or
c. in response to a specific approval for a footpath closure eg for utility work associated with the development.
Periods when the Rialto Lane footpath is closed will be minimised and access will be kept open at all other times recognising that it is heavily used as an access to the Coles Supermarket, to offices on Rialto Lane and through to The Corso.

Scenario 2 Stand Plant (Concrete truck and pump, earthmoving equipment, when required):

Concrete truck and pumps, when required, will be set up in the parking area adjoining the project site boundary on Rialto Lane.
Pedestrian flow will be blocked in this area. This will cause minimal if no pedestrian interruption.

d. Public Transport Services
Public Transport Services will not be affected

e. Public Schools
N/A

f. Emergency Services
Emergency Services will be advised of the works as required. Access MUST be available for Emergency Services at all times within the vicinity of the work site.

g. Local Residents/ Shop keepers
Any residents/ local shopkeepers affected by the construction works will be notified by way of letterbox drop one week prior to any major deliveries or on site operations that may impact existing traffic flow.

h. Noise
All site workers and machinery operators will be made aware of their responsibilities in creating excess noise. Any interaction with neighbouring residents and shopkeepers will be addressed by the Site Manager.

i. Tree Protection Zones
There are no heritage trees located within the vicinity of construction traffic operations – no protection is required

4. TRUCK DETAILS & MOVEMENTS

a. Truck Sizes/ Type – adjacent site parking

Demolition Phase
Largest Truck Size: 15 tonne Trucks (8 metres)
Peak Average Weekly Vehicle Movements: Up to 4
See Figure 4.

Excavation Phase
Largest Truck Size: 15 tonne Trucks (8 metres)
Peak Average Weekly Vehicle Movements: Up to 4

Construction Phase
Largest Truck Size: 15 tonne Trucks (8 metres)
Average Weekly Vehicle Movements: up to 6

Fit out Phase
Largest Truck Size: 10 tonne Trucks (6 metres)
Average Weekly Vehicle Movements: up to 6
Weeks)

b. Truck Movements

Where possible, major deliveries and concrete pumping should be undertaken outside of peak traffic times to minimise the impact and disruption of traffic flow on Rialto Lane – see Figure 3 for access routes. Drivers of vehicles are responsible for driving safely, in accordance with the road rules, exercising care and due diligence in and around the work site. It is proposed that vehicles (<8.8m) will park next to the project site in a forward direction only. See Figure 2. All vehicles are subject to conditions outlined in section 7.1 of the RMS Traffic Controls at Work Site Manual "Responsibilities for Drivers".
All trucks >8.8m will park on Rialto Lane, as indicated in TCP E.
Furthermore, due care should be taken by the drivers and other workers. As a safety management initiative a Certified Traffic Controller will be available, as and when required, to manage any reversing procedures and facilitate the safe passage of motorists, cyclists and pedestrians along the frontages of the work site.

Please refer to Appendixes VMP for a description of local traffic routes to be used by construction vehicles.

5. UPDATE OF CTMP

Note that this is a "live" document and that it may be updated as necessary throughout the Project, in liaison with Council and RMS representatives.

6. STAKEHOLDERS

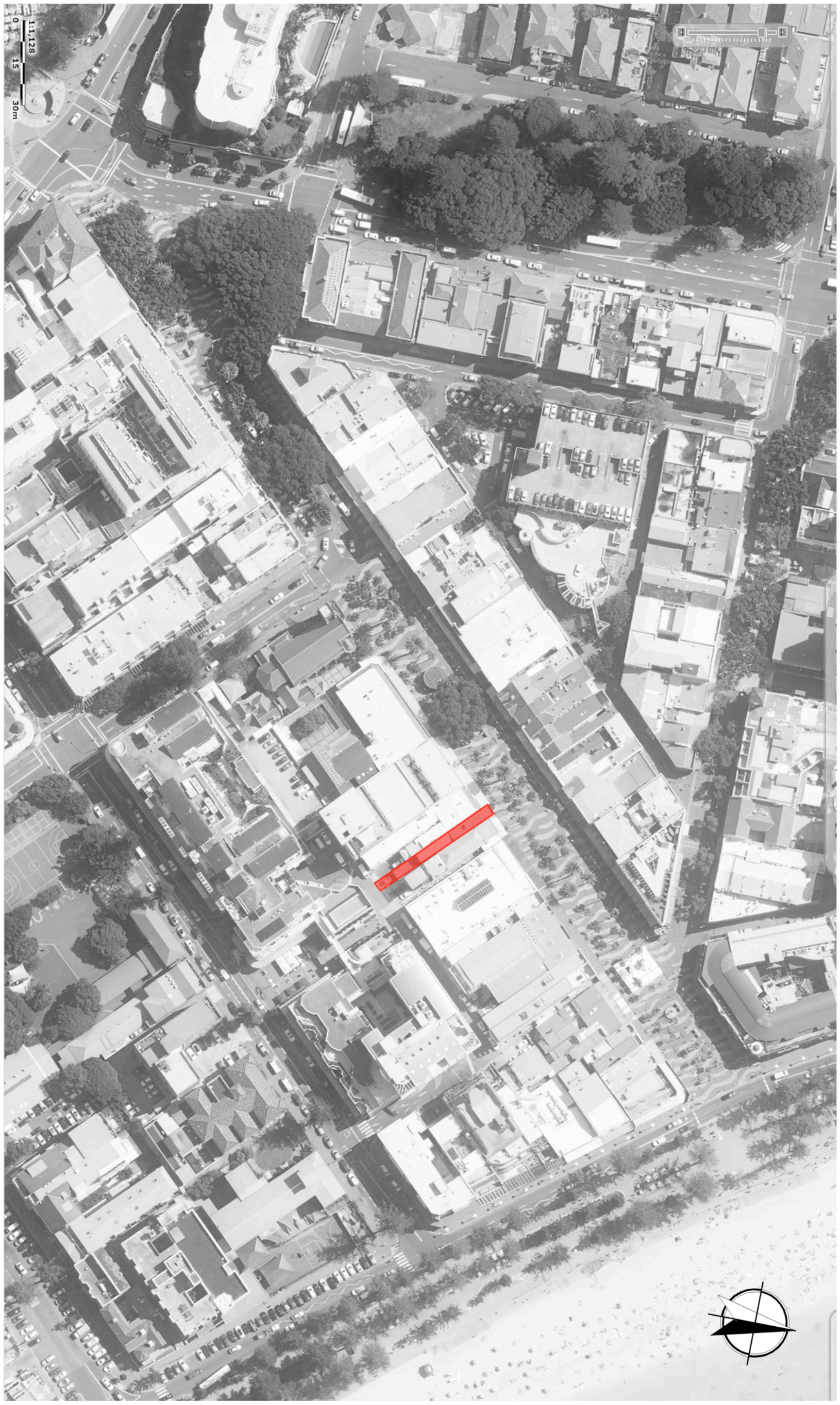
NASUS Investments Pty Ltd
Client's details:
Owner: Robert Webb, PH: 0412 686 666
Email: Robert@nasus.com.au

Northern Building Pty Ltd
Builder's details: Northern Building Pty Ltd
Project Manager: Manuel Talbert, PH: 0419 600 111
Email: manuel@northernbuilding.com.au

Northern Beaches Council
Contact: Alex Kwok James Brocklebank
Role: Development Engineer Senior Traffic Engineer
Number: 02 9942 2633 02 99761434
Emails: alex.kwok@northernbeaches.nsw.gov.au
james.brocklebank@northernbeaches.nsw.gov.au

Manly Police Station
Contact: 3 Belgrave St, Manly NSW 2095
Number: (02) 9976 8099

Road & Maritime Service (Traffic Signals Department)
Contact: Phil Whitehouse
Role: NSW Traffic Signal Manger
Number: 0411-148-682
Email: phil.whitehouse@rms.nsw.gov.au



site location. 70 the corso

REVISIONS

NOTES

Figure 1

CLIENT: **Nasus Group Pty Ltd**

DRAWING:

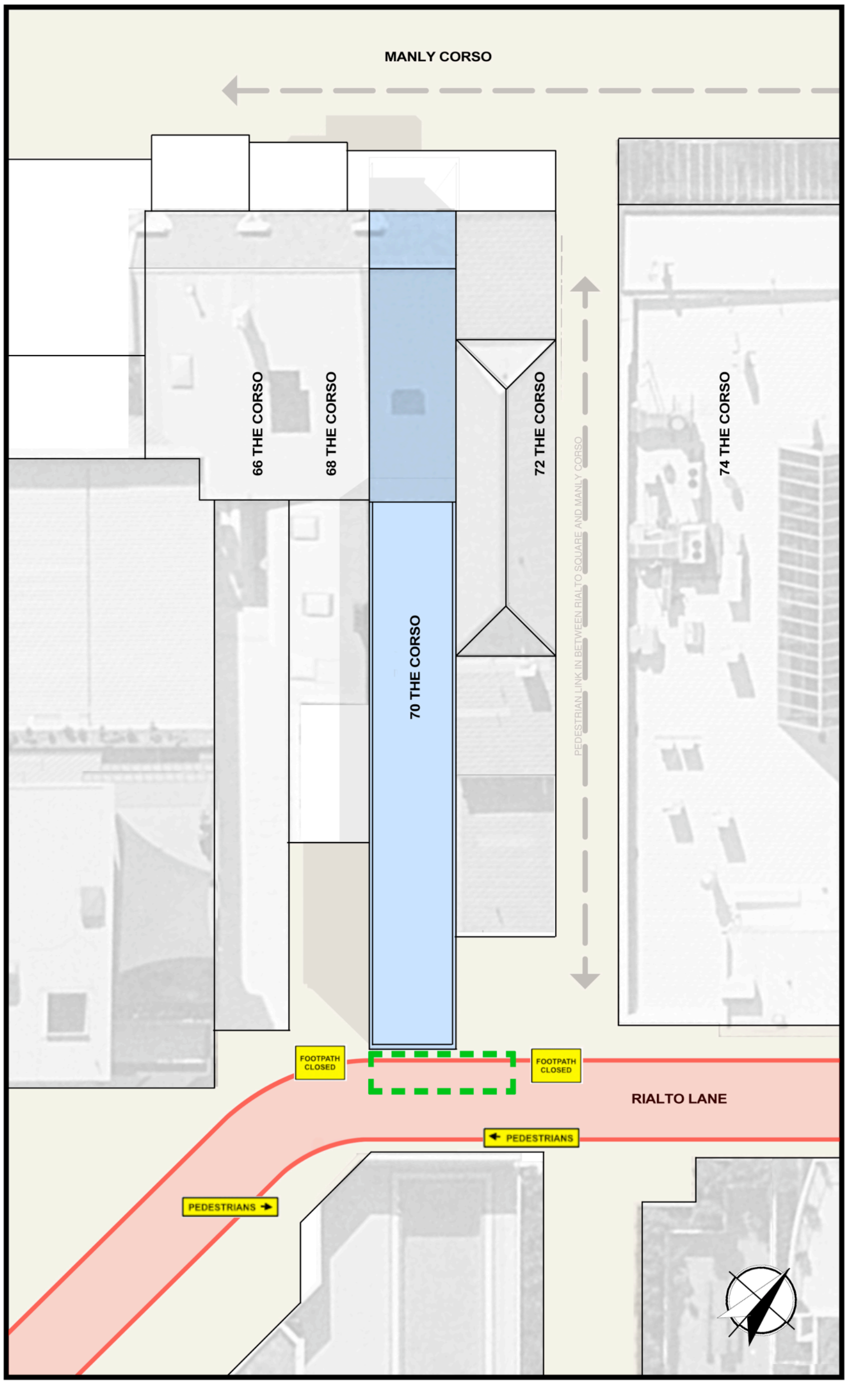
PROJECT: **70, The Corso, Manly**

SCALE:

ISSUE:

DWG. NO.:

urbaine
ARCHITECTURE
urbaine pty ltd , 6/15, The Corso, Manly, NSW 2095. Tel: 02 8355 6770



FOOTPATH CLOSED pedestrian signage

site loading zone

vehicular route

development site

REVISIONS

NOTES

Figure 2

CLIENT: Nasus Group Pty Ltd

DRAWING: Site Access and Parking

PROJECT: 70, The Corso, Manly

SCALE:

ISSUE:

DWG. NO.

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delivery route to site

delivery route away from site

REVISIONS

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Figure 3

CLIENT: Nasus Group Pty Ltd

DRAWING: vehicular access route

PROJECT: 70, The Corso, Manly

SCALE:

ISSUE:

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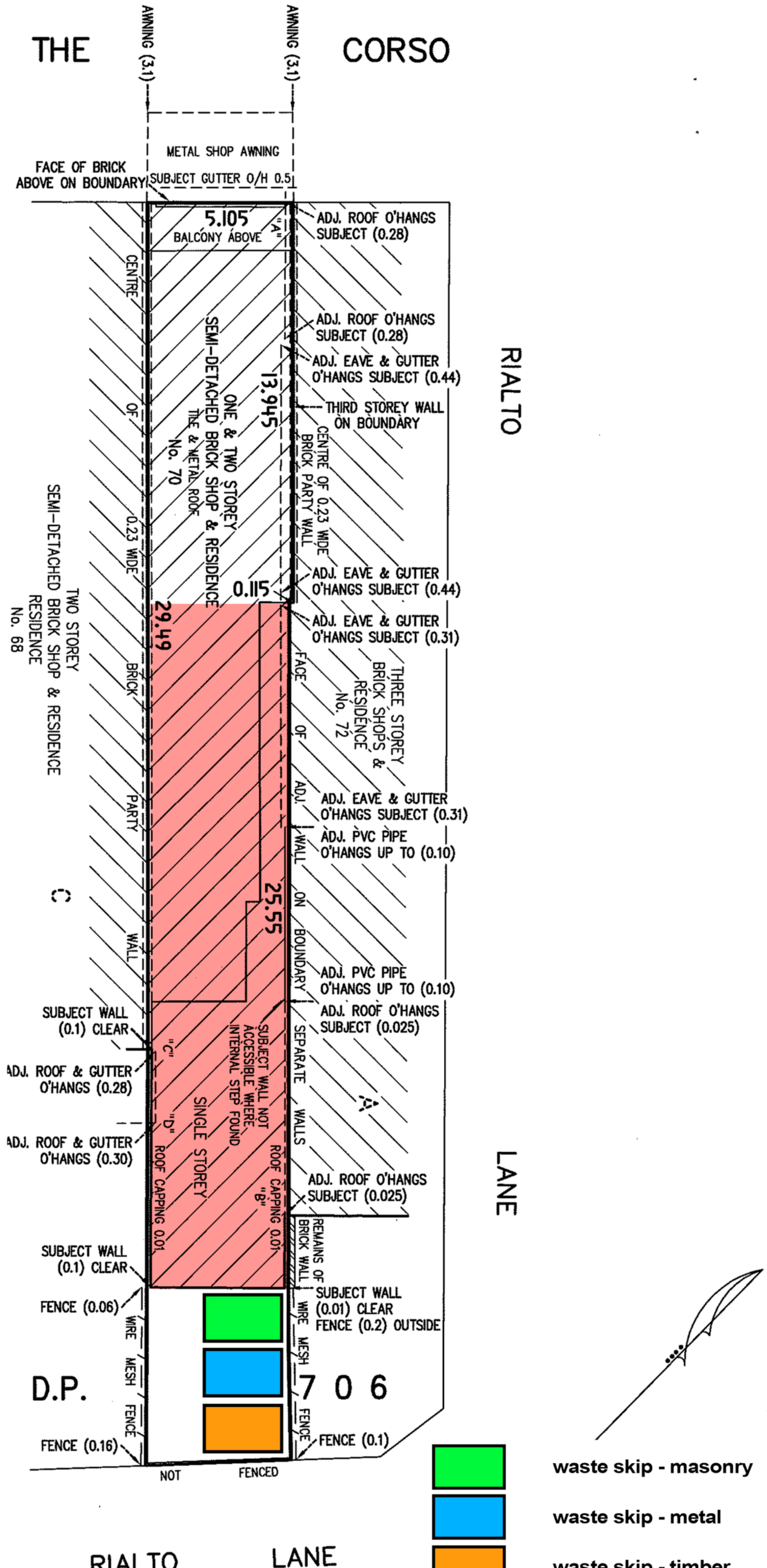

waste skip - masonry

waste skip - metal

waste skip - timber

area of existing building to be demolished

demolition plan
70, the corso, manly

Figure 4

CLIENT: Nasus Group Pty Ltd
DRAWING: Demolition and recycling
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SCALE:
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