



CONSTRUCTION TRAFFIC MANAGEMENT PLAN

**Proposed Bulky Goods Development
200-204 Condamine Street, Balgowlah**

Reference: 21.516r03v01.
Date: October 2023

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

t: (02) 8324 8700
w: www.traffix.com.au

DOCUMENT VERIFICATION

Job Number	21.516r03v01			
Project	200-204 Condamine Street, Balgowlah			
Client	King Living			
Revision	Date	Prepared By	Checked By	Signed
v01	06/10/2023	Shenara Wanigasekera	Vince Doan	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Shenara Wanigasekera	Certificate No.	TCT1021063

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1. INTRODUCTION

TRAFFIX has been commissioned by King Furniture to prepare a Construction Traffic Management Plan (CTMP) report for the demolition of existing structures and the construction of a bulky goods store development, located at 200-204 Condamine Street, Balgowlah. The development is approved under DA 2022/2148, which was granted by Northern Beaches Council on 16 June 2023.

This CTMP relates to the demolition, structure and the fitout and finishes stages of construction.

2. CTMP REQUIREMENTS

2.1 Traffic Guidance Schemes

The Traffic Guidance Schemes (TGS) that are 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 this plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available.
- Installations should be checked intermittently during the course of the day/s; and
- SafeWork NSW certified Traffic Controllers shall be on-site during work hours to supervise vehicle, cyclist and pedestrian movements.

It is noted that TRAFFIX is responsible for the preparation of this CTMP only and not for its implementation, which is the responsibility of the project manager/builder.

2.2 Development Consent CTMP Requirements

In addition to the above, it is noted that the Notice of Determination outlines a requirement for the preparation of a Construction Traffic Management Plan. Specifically, Condition 16 states the following:

Condition 16. Construction Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by a TfNSW accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to heavy traffic congestion on Condamine Street, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. Truck movements must be agreed with Council's Traffic and Development Engineer prior to submission of the CTMP.

The CTMP must address following:

- *The proposed phases of construction works on the site, and the expected duration of each construction phase.*
- *The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken.*
- *Make provision for all construction materials to be stored on site, at all times.*
- *The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period.*
- *The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed.*
- *The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site.*
- *Make provision for parking onsite. All Staff and Contractors are to use the basement parking once available.*
- *Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior.*
- *Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety.*
- *The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure.*

- *Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.*
- *Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and Consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site.*
- *The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site.*
- *Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.*
- *The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent.*
- *Proposed protection for Council and adjoining properties*
- *The location and operation of any on site crane*

The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council's Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

3. EXISTING CONDITIONS

3.1 Location and Site

The subject site is known as 200-204 Condamine Street, Balgowlah and is located on the eastern side of Condamine Street, approximately 96 metres south of Kenneth Road. The site is located approximately 10.6 kilometres northeast of Sydney CBD and approximately 2.2 kilometres northwest of Manly Town Centre.

The site has a total site area of approximately 2,133m² and has a western frontage of approximately 46 metres to Condamine Street. It is bounded to the north and south by commercial developments for approximately 42 metres and 52 metres respectively and is bound to the east by an at grade car park for approximately 45 metres.

The site currently consists of three (3) vacated bulky goods stores with vehicular access to the site currently provided via two (2) existing vehicular accesses onto Condamine Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** below.



Figure 1: Location Plan



Figure 2: Site Plan

3.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Condamine Street:** part of an TfNSW Main Road (MR 164) in the vicinity of the site, Condamine Street traverses north-south between Pittwater Road in the north and Ernest Street in the south. It accommodates three (3) lanes of traffic and is subject to a speed zoning of 60km/h. The southern kerb side lane is subject to a 'bus lane' restriction between 6:00am and 10:00am and the northern kerb side lane is subject to a 'bus lane' restriction between 3:00pm and 7:00pm. Kerbside parking is generally not permitted along either side of Condamine Street.

- **Kenneth Road:** part of an TfNSW unclassified Regional Road (RR 7344), Kenneth Road traverses east-west between Balgowlah Road in the east and Mildred Avenue in the west. Kenneth Road generally accommodates a single lane of traffic in each direction and is subject to a 50km/h speed zoning east of Roseberry Street and west of Condamine Street and a 60km/h speed zoning between Roseberry Street and Condamine Street. Kerbside parking is generally permitted along either side of Kenneth Road.

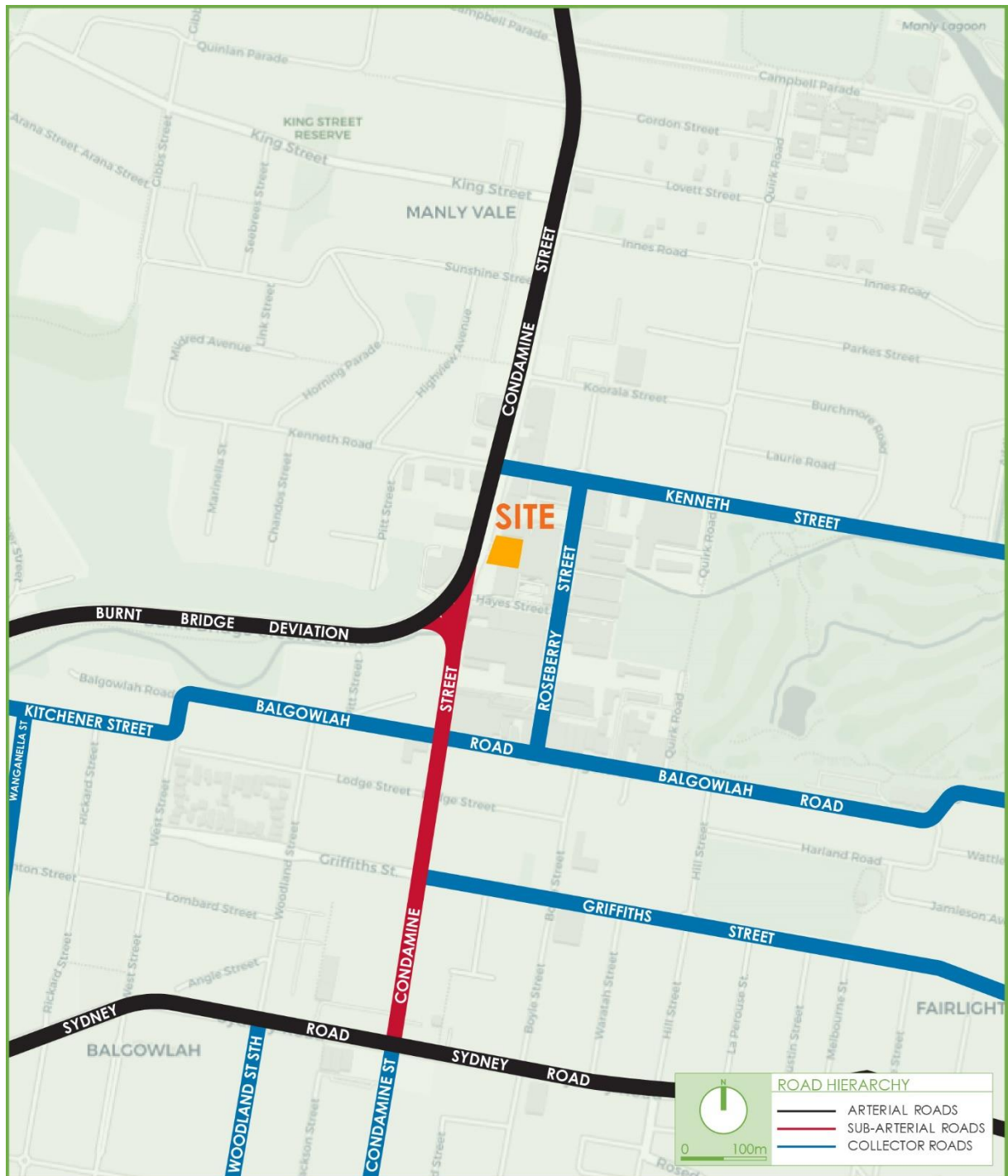
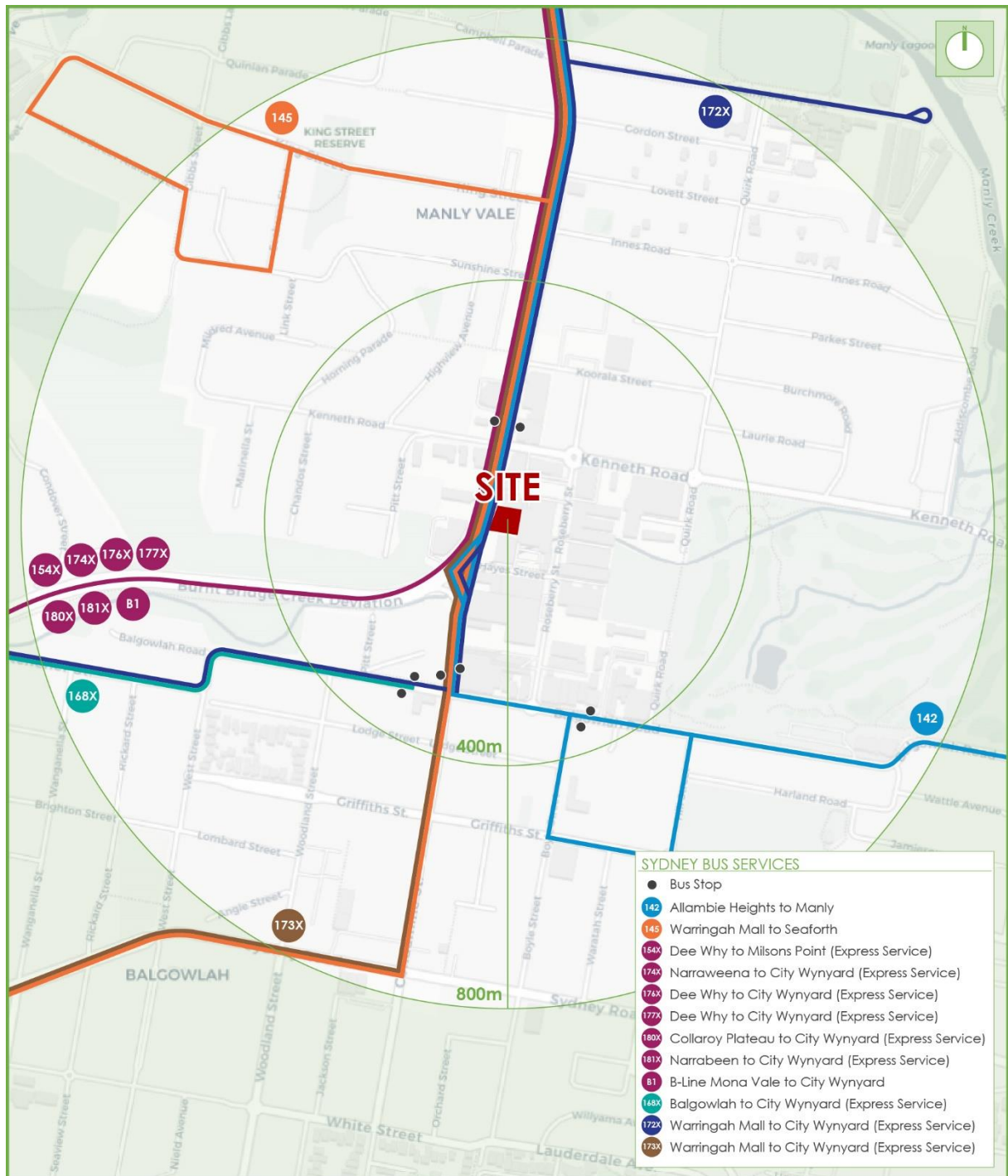


Figure 3: Road Hierarchy

3.3 Public Transport

The existing bus services that operate in the locality are shown in Figure 4. It is evident that the development benefits from good bus services with bus stops in either direction being situated within 400 metres of the site along Condamine Street. These provide regular bus services along the following routes:

- 142 – Allambie Heights to Manly
- 145 – Warringah Mall to Seaforth
- 154X – Dee Why to Milsons Point (Express Service)
- 168X – Balgowlah to City Wynyard (Express Service)
- 172X – Warringah Mall to City Wynyard (Express Service)
- 173X – Warringah Mall to City Wynyard (Express Service)
- 174X – Narrabeena to City Wynyard (Express Service)
- 176X – Dee Why to City Wynyard (Express Service)
- 177X – Dee Why to City Wynyard (Express Service)
- 180X – Collaroy Plateau to City Wynyard (Express Service)
- 181X – Narrabeen to City Wynyard (Express Service)
- B1 – B-Line Mona Vale to City Wynyard



4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Times of Operation

The total construction period is expected to occur for approximately a year. The hours of operation will be in accordance with Condition 58 of the Notice of Determination which is summarised below.

Building construction and delivery of materials is to be carried out within the following hours:

- Monday to Friday 7:00am to 5:00pm;
- Saturday 8:00am to 1:00pm; and
- Sunday or Public Holiday No building activities are to be carried out at any time.

Demolition and excavation works are restricted to the following hours:

- Monday to Friday 8:00am to 5:00pm.

4.2 Overview of Construction Works

The proposed construction works during all stages of construction are summarised below.

4.2.1 Demolition

The demolition stage will commence in January 2024 for a duration of two (2) months, pending approval of this CTMP report and will involve a maximum workforce of 10 people on-site at any one time with an average of eight (8) people. The maximum sized truck to be utilised during this stage will be an 8.8m medium rigid vehicle (MRV) for the 202-204 Condamine Street, Balgowlah property and a 6.4m small rigid vehicle (SRV) for the 200 Condamine Street, Balgowlah site. It is proposed that all demolition works will occur within the site, with access provided from two accesses onto Condamine Street as outlined in **Section 4.3**.

This stage will have an average of 20 truck arrivals per day (20 in, 20 out) and a maximum of two (2) truck arrivals during the peak hour movements (2 in, 2 out). This is considered a moderate volume and hence, the impact on the performance of key intersections in the locality will be negligible.

4.2.2 Bulk Excavation

No bulk excavation is proposed for the construction of the development.

4.2.3 Structure

The structures stage will commence in March 2024 for a duration of five (5) months, pending approval of this CTMP report and will involve a maximum workforce of 25 people on-site at any one time with an average of 18 people. The maximum sized truck to be utilised during this stage will be an 8.8m MRV for the 202-204 Condamine Street, Balgowlah property and a 6.4m SRV for the 200 Condamine Street, Balgowlah site. It is proposed that all structural works will occur within the site, with access provided from two accesses onto Condamine Street as outlined in **Section 4.3**.

This stage will have an average of six (6) truck arrivals per day (6 in, 6 out) and a maximum of one (1) truck arrival during the peak hour movements (1 in, 1 out). This is considered a minor volume and hence, the impact on the performance of key intersections in the locality will be negligible.

4.2.4 Fitout and Finishes

The fitout and finishes stage will commence in August 2024 for a duration of five (5) months, pending approval of this CTMP report and will involve a maximum workforce of 25 people on-site at any one time with an average of 18 people. The maximum sized truck to be utilised during this stage will be an 8.8m MRV, noting that the development is approved during the DA stage for servicing by an 8.8m MRV. It is proposed that all fitout and finishes works will occur within the site, with access provided from Condamine Street as outlined in **Section 4.3**.

This stage will have an average of six (6) truck arrivals per day (6 in, 6 out) and a maximum of one (1) truck arrival during the peak hour movements (1 in, 1 out). This is considered a minor volume and hence, the impact on the performance of key intersections in the locality will be negligible.

4.3 Truck Routes

The proposed truck routes satisfy the requirements of the Notice of Determination, with a copy of the routes provided to all drivers prior to attending the site. A swept path analysis has been undertaken for the key movements and routes of the permissible maximum sized vehicle. This analysis is provided in **Appendix B**. It is noted that all truck routes will start or finish on Condamine Street. As there are two (2) accesses during the stages of construction, the truck route for each access of construction is provided below and shown within **Figure 5** and **Figure 6**.

This proposed truck route is shown in **Figure 9**, with the route summarised as follows:

- Routes to site:
 1. Trucks will arrive southbound on Condamine Street.
 2. Trucks turn left into the site.
- Route from site:
 1. Trucks turn left out of site onto Condamine Street



Figure 5: Proposed Truck Routes for 202-204 Condamine Street, Balgowlah



Figure 6: Proposed Truck Routes for 200 Condamine Street, Balgowlah

4.4 Vehicular Access

During the demolition and structures stages of construction, two vehicular accesses will be maintained. One vehicular access to 200 Condamine Street, Balgowlah allowing for up to a 6.4m SRV and another vehicular access to 202-204 Condamine Street, Balgowlah allowing for up to an 8.8m MRV.

Once the structure is built, the DA approved site access to the site can be utilised by a vehicle up to the size of an 8.8m MRV which is consistent with that of the DA approval for servicing of the site.

As such the above vehicular access arrangements are considered acceptable and appropriate for the site.

4.5 Combined Construction Activities

A review of nearby development applications approved by Council since the 1st of December 2022 has been conducted to review the expected combined construction activities of other developments in the surrounding area.

4.5.1 5 Hayes Street, Balgowlah (DA 2022/0991)

This DA relates to the demolition works and construction of a new building which will accommodate a class based gym approved on the 3rd March 2023 by Northern Beaches Council. This site is accessed via Hayes Street which connects it to Condamine Street, south of the subject site at 200-204 Condamine Street. As such, the truck routes are not anticipated to overlap on the local road network, notwithstanding the modest size of 5 Hayes Street. As such it is not considered necessary for the subject site to coordinate truck arrivals and departures with potential construction 5 Hayes Street.

4.5.2 17-29 and 31 Roseberry Street, Balgowlah (MOD 2022/0551)

Modification of Development Consent DA107/2010 in relation to neighbouring supermarket (Woolworths) development with first floor ancillary office. The Section 4.55 application relates to minor amendment to approved car parking arrangements (loss of two spaces) to provide a pedestrian ramp to the promenade entrance to the BWS store. As such this construction activity is expected to be minor in nature and will vehicle movements associated with the works are not expected to coincide with the construction of the proposed development.

4.5.3 Summary

As such the cumulative impacts of nearby construction activities occurring concurrently with the subject site are expected to be minor.

4.6 Works Zone

No works zone are proposed for the site frontage, noting that Condamine Street is a TfNSW Main Road (MR 164).

4.7 Pedestrian Control

Reference should be made to **Appendix A** which illustrates the location of the temporary construction fencing to be utilised. Construction fencing (A class hoarding) will surround the site during all stages of construction.

In addition, pedestrian access to neighbouring properties shall be maintained at all times. No building materials shall be placed, dumped or left on any Council road or footpath area at any time. Footpaths to remain in a safe condition for use by pedestrians at all times.

A TfNSW certified Traffic Controller would be situated at the site frontage to Condamine Street to manage pedestrians when trucks are arriving to the site. Reference is to be made to **Section 4.9** and **Appendix C** for details of the proposed arrangement. This will ensure that trucks do not stop on Condamine Street if pedestrians are walking along the site frontage. This will be conducted in accordance with the TGS during work hours. These arrangements are considered acceptable and will ensure that pedestrian safety is maintained at all times.

4.8 Crane Requirements

A mobile crane will be utilised during the structures and the fitout and finishes stages only. This crane will facilitate all loading / unloading of material, machinery plant, etc. from within the site. The movements and utilisation of this mobile crane will be contained within the site.

4.9 Traffic Guidance Schemes

The Traffic Guidance Schemes (TGS) included in **Appendix C** demonstrate the proposed signage / traffic management measures to be adopted for the following works:

➤ TCP No. 1 – Vehicular Access

Ingress and Egress via Condamine Street

The proposed TGS will ensure that all vehicular and pedestrian traffic is managed safely and efficiently. This TGS has been designed in accordance with the requirements of the TfNSW *Traffic Control at Work Sites Manual* and is recommended for adoption. In addition, it is noted that copies of the TGS are to be kept on-site at all times.

4.10 Employee Vehicles

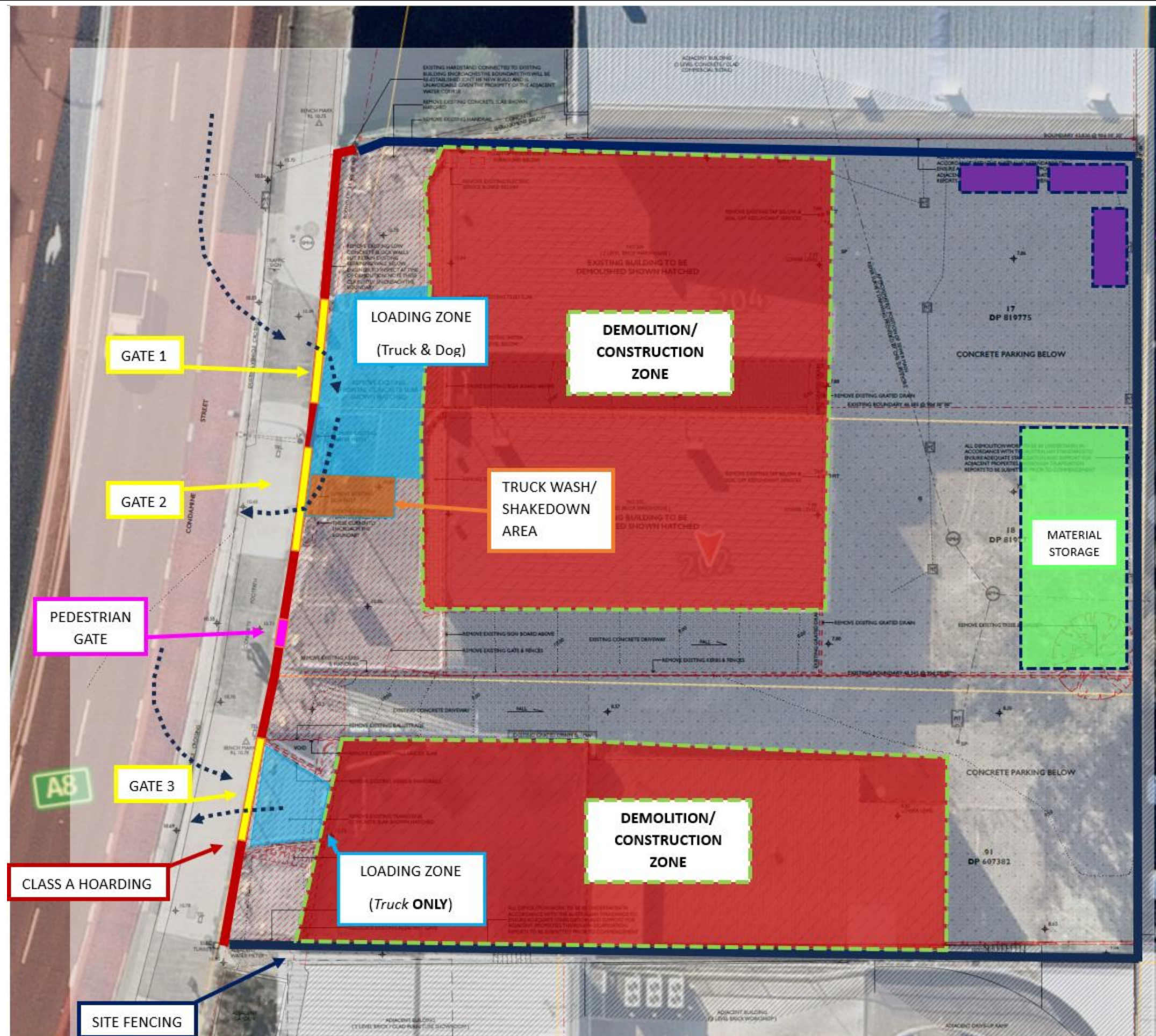
As previously mentioned, there will be a maximum of 25 workers during the structures and the fitout and finishes stages. It is envisaged that construction workers would use the existing and future car parking areas available throughout the site. In addition, carpooling will be encouraged by the builder to minimise the number of worker vehicles accessing the site. The site is also accessible by bus routes travelling along the Condamine Street frontage as detailed in Section 3.3. Employees will also be encouraged to arrive to the site by public transport where possible.

5. CONCLUSION

The plan outlined above is considered satisfactory and will minimise any disruptions to residents / tenants of neighbouring developments. This plan meets all requirements of the *TfNSW Traffic Control at Work Sites Manual* and is recommended for adoption.

APPENDIX A

Site Establishment Plan

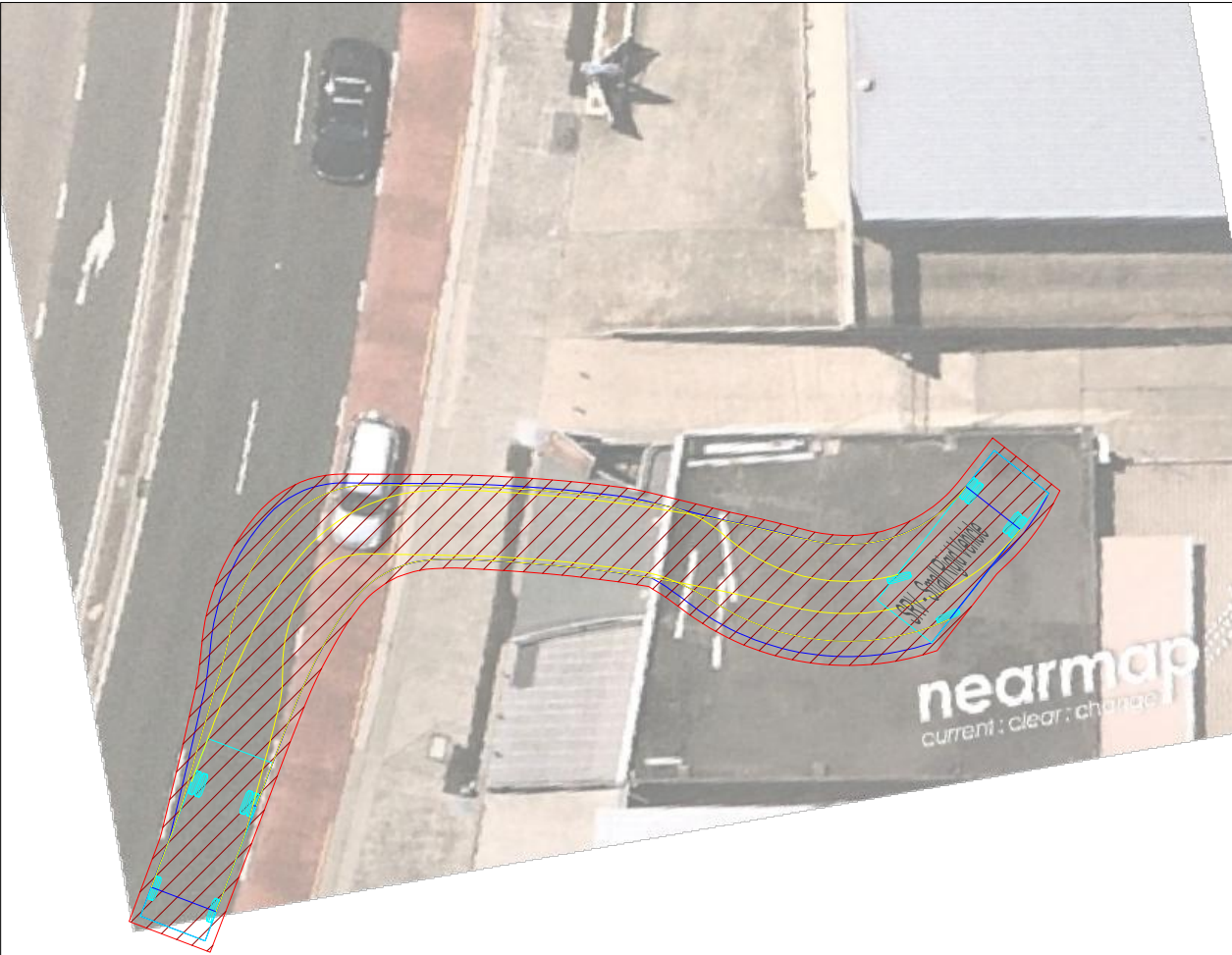
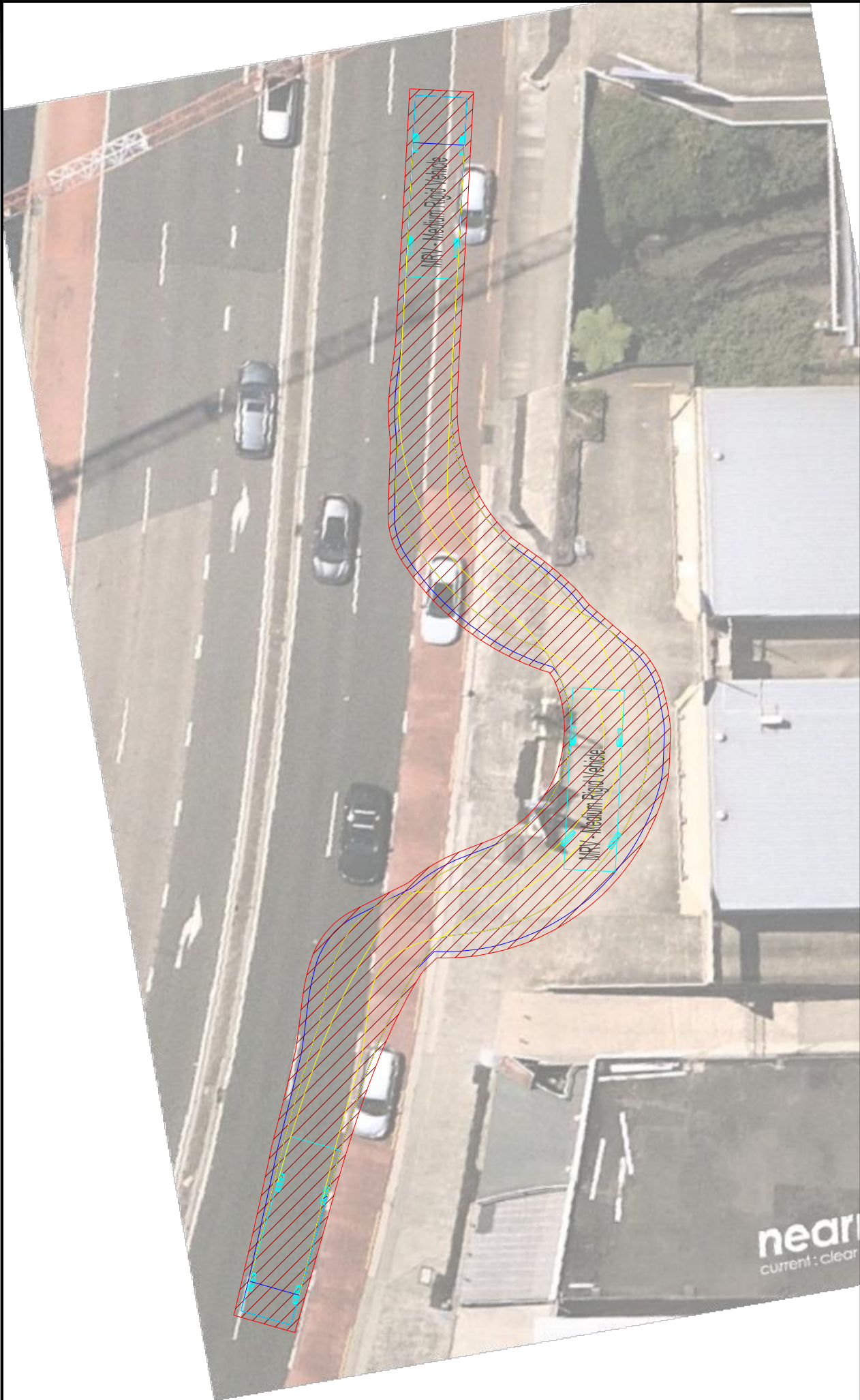


SITE OFFICE,
AMENITIES,
LUNCHROOM



APPENDIX B

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SW	03-10-23

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

Client

Scale / Plan Orientation

02.557.510m

1:250 @ A3

Project Description

200-204 Condamine Street, BALGOWLAH

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title

Swept Path Analysis

Left: Entry/Exit Movements - 8.8m MRV
Top Right: Entry Movement - 6.4m SRV
Bottom Right: Exit Movement - 6.4m SRV

Drawn:	SW	Checked:	VD	Date:	03-10-23
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Project No.	Drawing Phase	Drawing No.	Rev.
21.516	CTMP	TX.01	A

APPENDIX C

Traffic Guidance Schemes



VALUE OF DIMENSION "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
60	60
Note: Condamine Street - 60 km/h	
Time Period: January 2024 to August 2024	