

TURNER TRAFFIC

Manly Emporium
Demolition and Construction Traffic
Management Plan

Aspiring Properties

19 September 2023

PROJECT INFORMATION

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1. INTRODUCTION

This report details the Demolition and Construction Traffic Management Plan (DCTMP) for the site at 46/50 East Esplanade Street, and 6 The Corso Manly (Consent D2019/0997). The land to be developed comprises of three lots (Lot 1 DP 80202, Lot 10 DP 1207797 and Lot 1 DP 971762). It provides a framework document for the Construction Management Plan which will be prepared in more detail once a Construction Contractor is appointed.

This DCTMP responds to parts of Consent Condition 1 (see Table 1) of Consent D2019/0997 and has been prepared by a suitably accredited person, noting that no Construction Contractor is yet appointed. This DCTMP must be prepared that provides details of exactly how the demolition and construction will be managed over the course of the works.

This document focuses on how traffic and pedestrian safety will be managed, and how the infrastructure and heritage of the Corso will be preserved. The following table outlines some of the key considerations in the consent to be addressed, noting that the appendix also has some key supporting information from the Developer relating to asbestos and spoil management processes, excavation and protection and swept path analysis of the surrounding streets.

Table 1: Consent conditions and references

The DCMTP must include:	Section addressed
Full details of the asbestos removal from the site including what safety measures will be put in place to protect surrounding residents, pedestrians and businesses.	Appendix A: Asbestos management plan
Make provision for all construction materials to be stored on site, at all times.	Section 2.2
Specify the proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period.	Appendix B: Spoil management process onsite
Specify demolition and construction truck routes and truck rates. Nominated truck routes are to be distributed over the surrounding road network where possible.	Section 3.2 and 3.4
Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site is not permitted unless prior approval is granted by Council's Traffic Engineers.	Section 3.9 and Appendix E: Traffic control plan
Specify that, due to the proximity of the site adjacent to Manly Village Public School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zones between the hours 8:00am-9:30am and 2:30pm-4:00pm weekdays.	Section 3.2
Include a Traffic Control Plan prepared by an RMS accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.	Noting RMS as Roads and Maritime has been replaced by Transport for NSW (TfNSW).

The DCMTP must include:	Section addressed
	Reference: Appendix E: Traffic control plan
Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.	Section 3.10
Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of tree protection zones around Council street trees.	Figure 2
Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the DCMTP 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. These communications must be documented and submitted to Council prior to work commencing on site.	Section 3.10
Specify spoil management process and facilities to be used on site.	Appendix B: Spoil management process onsite
Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of demolition. At the direction of Council, the applicant is to undertake remedial treatments such as patching at no cost to Council.	Section 3.9.3
Specify the proposed phases of construction works on the site, the proposed order in which works on the site will be undertaken, the expected duration of each construction phase, and the method statements on how various stages of construction will be undertaken.	Section 2.3
Specify 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.	Section 3.2 and 3.4
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.	Section 3.9
Make provision for Worker parking. How many vehicles are expected at various stages of works? At what times of the day? Where will they then go considering parking is in such high demand in Manly?	Section 3.8
Detail any temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior.	Section 3.2 and 3.3
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.	Appendix B: Spoil management process onsite

The DCMTP must include:**Section addressed**

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 practicing Structural Engineer, or equivalent.

Appendix C: Excavation and protection and Structural Engineers Advice No 01 by Adams Consulting Engineers Pty Ltd

Proposed protection for adjoining properties.

Appendix C: Excavation and protection and Structural Engineers Advice No 01 by Adams Consulting Engineers Pty Ltd

Proposed protection for the heritage listed facades and the proposed protection methods and strategies for heritage items located outside the property in The Corso including items I102 - 2 cast iron pedestals, I103 - war memorial (cenotaph) and I114 - cast iron letter box.

Appendix C: Excavation and protection and Schedule of Conservation Works prepared by Weir Phillips and

The location and operation of any on site crane.

Figure 2

Delivery, demolition and construction hours in accordance with the conditions of this consent.

Section 2.4

Critical construction timeline summary/diagram to ensure that any major disruption work does not occur during busy periods.

Section 2.3

Alterations to infrastructure within the public domain.

Section 3.9.3

Note that the provision of any information in this DCTMP will not exempt the Contractor/Developer from correctly fulfilling all other conditions relevant to the development consent for the above site.

2. DESCRIPTION OF PROPOSED WORKS

2.1 LOCATION AND SITE DESCRIPTION

The site (46/50 East Esplanade Street, and 6 The Corso Manly) is located on west side of East Esplanade Street and south side of The Corso within the Northern Beaches Council Local Government Area. Figure 1 shows the site location and its surrounding context.

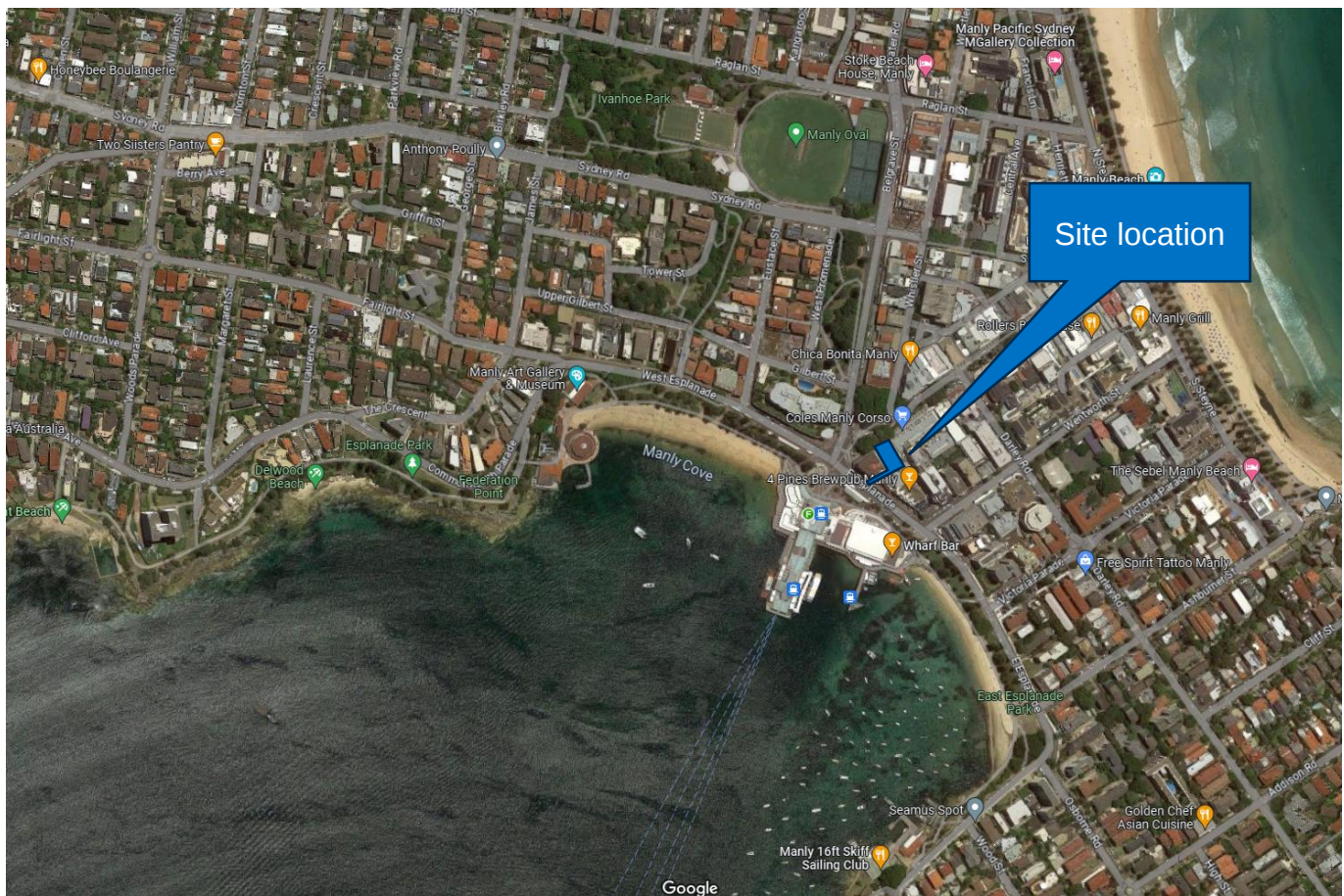


Figure 1: Site context

2.2 DESCRIPTION OF THE WORKS

This DCTMP details the proposed demolition and construction activities that will be carried out on the site to develop the site. The proposed crane and hoist layout is shown in Figure 2. A site plan of the site is shown in Figure 3.

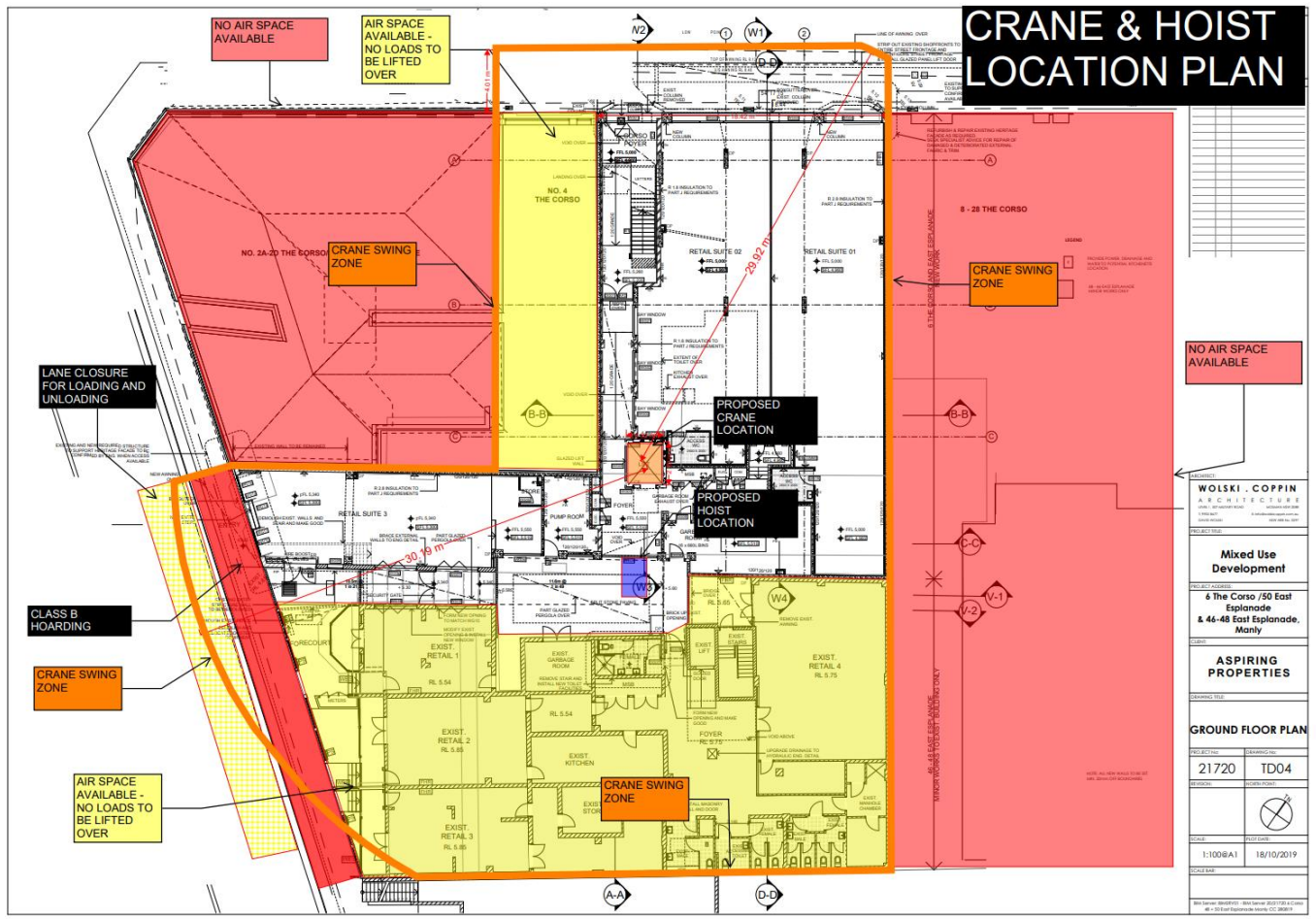


Figure 2: Crane and hoist location plan

The proposed development comprises partial demolition involving retention of the heritage façade only and construction of a five (5) storey level mixed use development with ground floor refreshment room (café) and retail and commercial. The commercial floors are also proposed to be used as an educational establishment as a potential future use.

Site accommodation and materials storage will have access to additional spaces in the Property Owners live site, in the adjoining premises at 46-48 East Esplanade. This will also enable secondary laneway entrances, when necessary for works access and pedestrian safety. The crane will be centrally located within the site.

Vacant sites such as Shops 2, 3 and 4 can be used as a construction site office and materials storage by the Contractor as required.

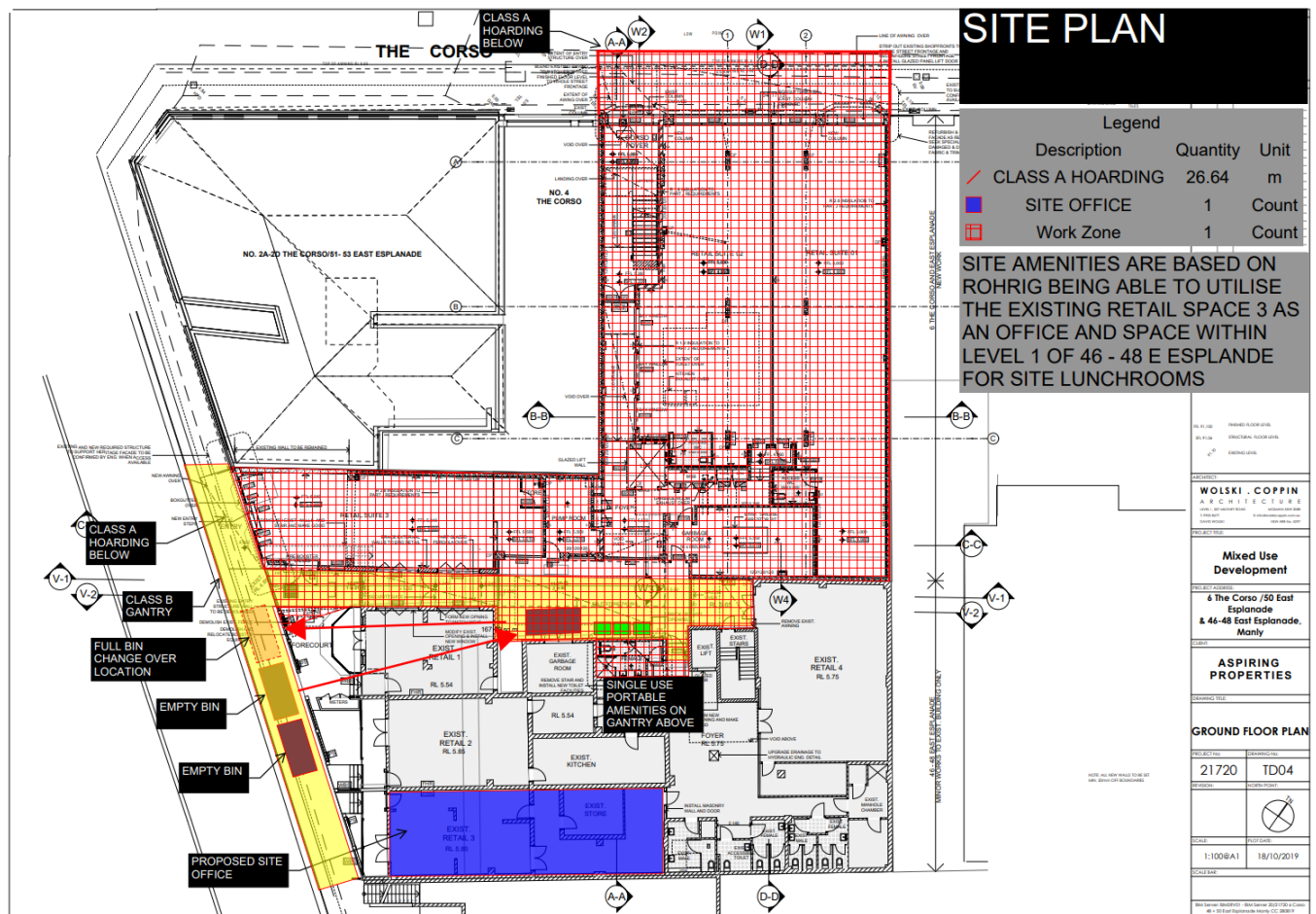


Figure 3: Site plan

2.3 CONSTRUCTION PROGRAMME

It is estimated that a 16-18 month programme will be required for the works, with top out in under 12-months. The proposed sequencing of works is as per the following:

1. Site establishment of hoardings and sheds
2. Demolish the existing structure around the proposed crane area
3. Install the crane base and erect crane
4. Demolish part level 1 Corso side for façade retention works
5. Demolish part floors
6. Bring in piling rig from the Corso side
7. Undertake façade retention works
8. Demolish the buildings, crane will be used to remove the building debris in small bins and loaded onto truck at Esplanade construction zone
9. Construct new building
10. Access to the existing building will be in two stages throughout the above
11. Toward the completion end crane will be removed and lift will be used as builders lift

Table 2 shows a draft timeline noting that the Contractor is not yet appointed.

Table 2: Indicative Construction Programme

MILESTONE	Approximate Start / Finish	Duration
Preliminary works, demolition, piling, crane & demolition	March 2024 - September 2024	
Façade retention works	March 2024 - July 2024	
Demolition part 1	March 2024 - April 2024	4 weeks + 3 days
Demolition part 2	May 2024 - May 2024	1 week
Demolition part 3	July 2024 - August 2024	5 weeks
Demolition part 4	July 2024 - August 2024	4 weeks
Structure	September 2024 - February 2025	21 weeks
Roof works	February 2025 - March 2025	6 weeks
Fit out & finishes new building	January 2025 - June 2025	21 weeks and 2 days
Façade retention propping removed	March 2025 - March 2025	2 weeks
Façades	January 2025 - May 2025	17 weeks
Heritage façades	March 2025 - May 2025	7 weeks
Existing building works	February 2025 - June 2025	16 weeks
Practical completion	July 2025	
Allowance contingency	September 2025	

2.4 HOURS OF OPERATION

The construction activities will be carried out in the following days and times, as per the conditions of consent to limit nuisance to noise sensitive areas:

- Monday to Friday: 7:00am – 6:00pm (with demolition and other noisy/remediation works finishing at 5.00pm)
- Saturday: 8:00am – 1:00pm
- No works to be undertaken on Sundays or public holidays.

Due to heavy traffic congestion throughout the area, truck movements will be minimised during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm on weekdays. Up to one truck movement per hour and small deliveries by light vehicles will still be permitted during commuter peaks.

Should deliveries be required outside of these approved hours, a separate application would be made to Council for these specific activities. All works (including demolition, excavation and building work) must comply with the relevant Australian Standards AS 1742.

- No noise emissions from construction activities will be discernible from a habitable room of a sensitive area between the hours of 5pm and 7am Monday to Friday.
- For activities outside scheduled normal working hours, the Contractor will obtain written approval from Council and notify neighbours of any noisy activities.
- The Contractor will endeavour to minimise construction noise and vibration, as a continuous improvement exercise that is inclusive of stakeholders, where no idea is too small to be considered.

The Contractor/Developer will comply with development consent for hours of construction.

3. PROPOSED MEASURES AND IMPACTS

3.1 CONSTRUCTION VEHICLE TYPES

Construction vehicles that will be utilised for the proposed construction activities include:

- Small rigid trucks (i.e. 8t tipper trucks with a length of up to 6.4m)
- Medium rigid trucks (i.e. 6 or 8 wheeler bogies with lengths of up to 8.8m)
- Heavy rigid trucks (i.e. 6 or 8 wheeler bogies with lengths of up to 12.5m)
- Articulated vehicles (i.e. semi trailers up to 19m length)

Swept paths for the site access are based on these standard vehicles.

3.2 TRUCK ROUTES AND CONTROLS

The site will be accessed via the East Esplanade. To minimise impacts on local traffic routes, the following would be adhered to:

- The site induction and regular toolbox meetings would include procedures for construction vehicles accessing the site.
- Drivers would adhere to the nominated construction vehicle routes shown in Figure 4 and Figure 5. The approved truck route plan shall form part of the contract and will be distributed to all truck drivers.
- Drivers would be made aware of the local area traffic, pedestrian and cyclist activities.
- Drivers would be made aware of the local area speed limits.
- No queuing and truck marshalling is to occur on public roads near the site or town centre without Council approval.

The proposed construction vehicle routes accessing the site are shown in Figure 4 and Figure 5 and detailed below, originating via the state road network.

Approach Routes:

- From South/West via Sydney Road: Travelling eastbound on Sydney Road, turn right onto Belgrave Street, turn left to East Esplanade.
- From North via Pittwater Road: Travelling southbound onto Belgrave Street, turn left to East Esplanade.

To minimise excess vehicles looping in Manly, and due to the restricted length of works zone that will likely be approved on East Esplanade, an option is to request a vehicle Holding / Call Around Zone near the Manly Club on West Promenade. This will require construction vehicles to access this location via Sydney Road. This may include No Parking restrictions on the west side

of West Promenade during construction hours. This alternative access route is shown in Figure 4 which will require vehicles to turn from Sydney Road into West Promenade and then turn left onto Gilbert Street and right onto Belgrave Street.

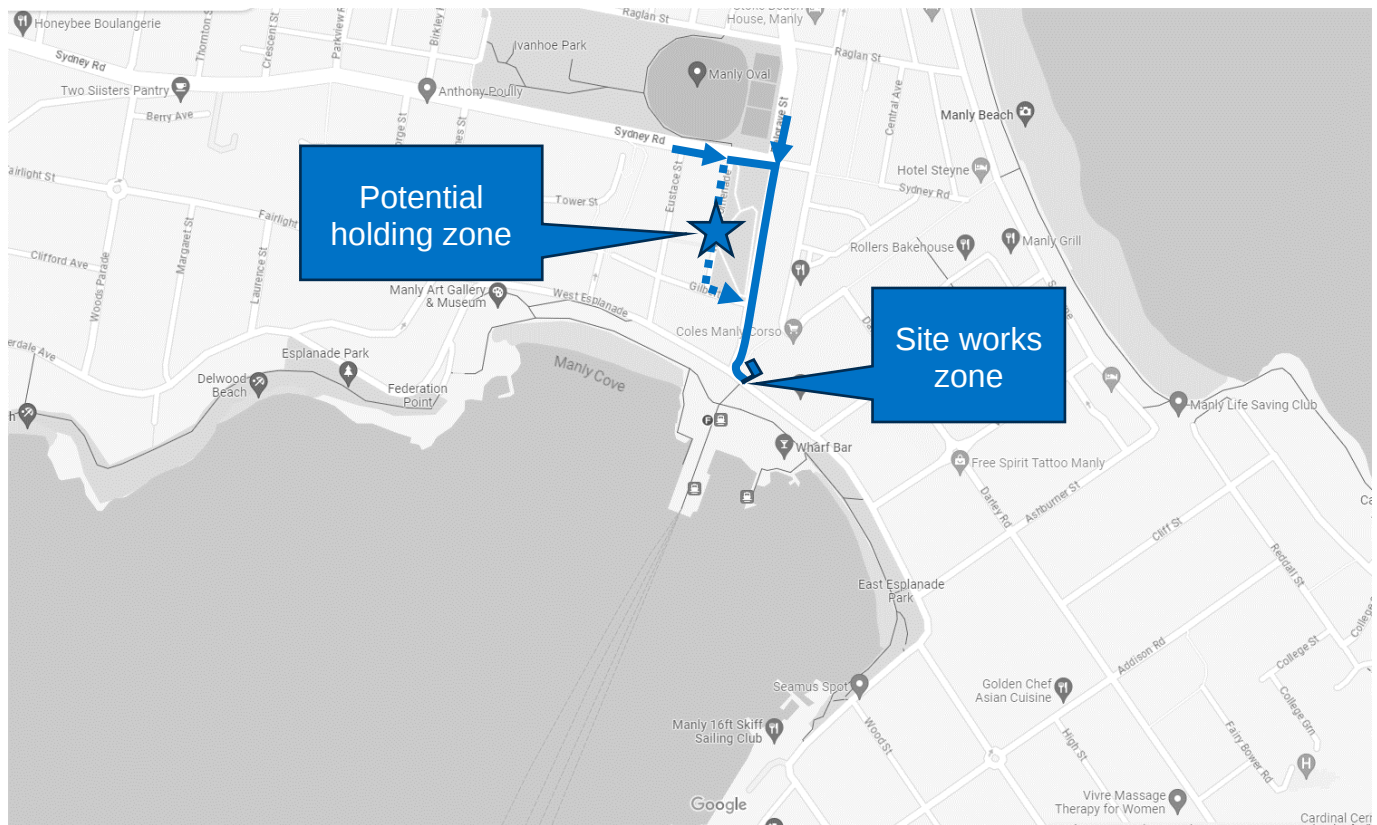


Figure 4: Inbound Construction Vehicle Routes

Vehicles arriving to East Esplanade will be controlled by Transport for NSW (TfNSW) accredited traffic controllers into a works zone. Further detail is discussed in Section 3.3.

Departure Routes:

The departure routes are via a local road network within the Manly peninsula to turn around back to the state road network. As such, the suggested route to minimise impacts on the town centre and the Manly Village Public School includes:

- The primary route will consist of continuing southbound on East Esplanade, turn left onto Victoria Road, left on Darley Road, left into Wentworth Street, right back onto East Esplanade and right into Belgrave Street.
- During the weekday afternoon school times (2.30-4.00pm), construction vehicles will alternatively continue southbound on East Esplanade, turn left into Osbourne Road, turn left onto Addison Road, left on Darley Road and left on Ashburner Street until turning right onto East Esplanade to leave the area via Belgrave Street.

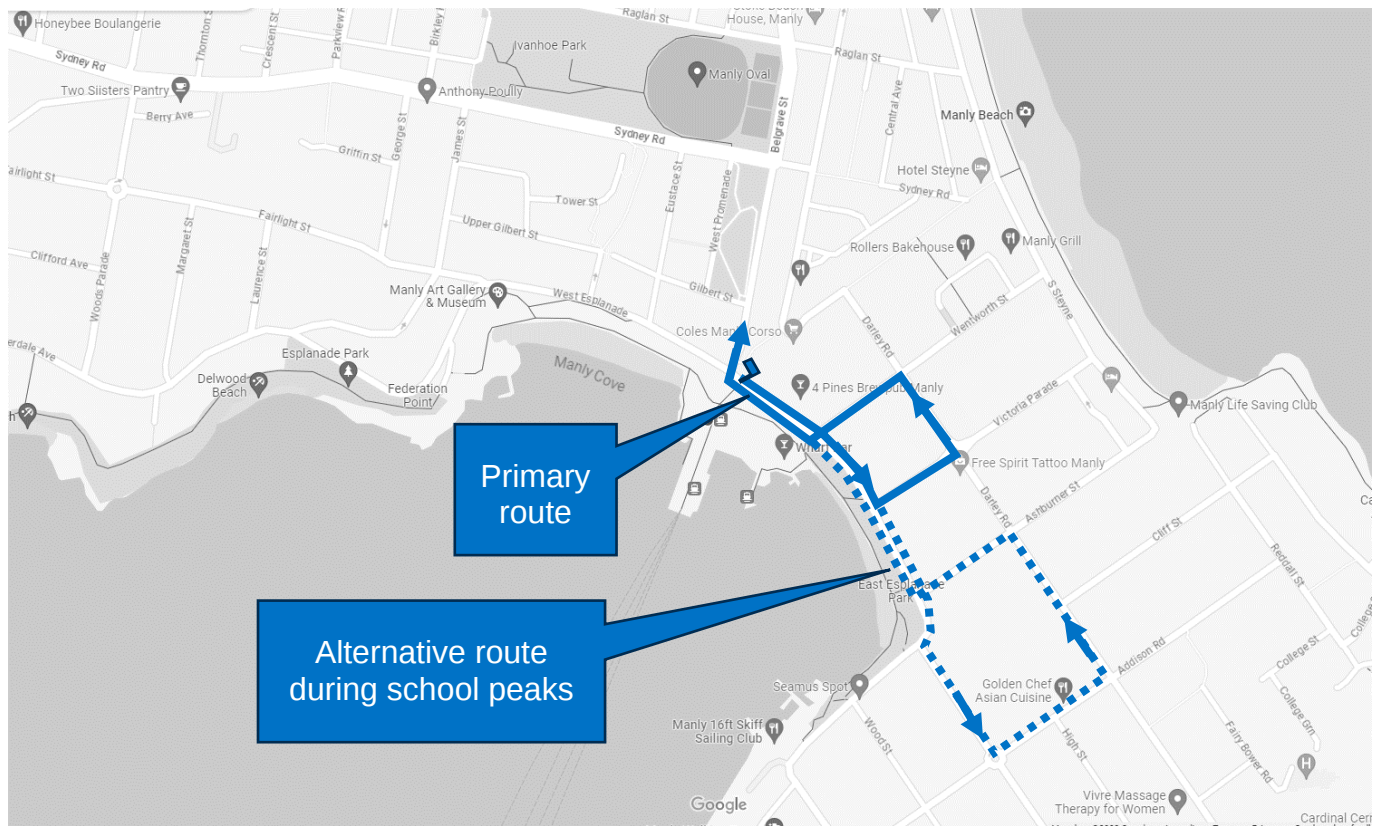


Figure 5: Outbound Construction Vehicle Routes

These routes minimise the local road impacts by providing the shortest turnaround away from sensitive receivers and high pedestrian areas (i.e. Manly Beach). All other roads outside these routes should be considered as excluded from use by construction traffic including roads with load limits, quiet residential streets or access/turn restricted streets. No roads other than the approved routes will be used by construction vehicles.

Swept path analysis has been undertaken, of movements in and out of the works zone and of a 19m semi-trailer and 12.5m HRV travelling via this local road network. Swept paths are provided in the appendix and dictate what is possible for these sized vehicles. 19m articulated vehicles are not permitted during school peaks given they cannot traverse the alternative routes within the local road network, and as such will be scheduled outside of these peak times.

Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the Council). Requests to use these vehicles will need to be submitted to the National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information, please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.

No queuing or marshalling of trucks is permitted on any public road other than any approved zones discussed previously above.

3.3 CONSTRUCTION VEHICLE ACCESS AND STAGING

This DCTMP is for the excavation, demolition, and construction of building works, not for road works (if required) associated with the development. Any road works will require the Contractor to separately seek approval from the Council and/or TfNSW for consideration.

Due to the location of the site, deliveries will need to be scheduled from East Esplanade given no access is being granted from The Corso. Due care will always need to take place for any deliveries due to the amount of pedestrian traffic around this area. Deliveries like skip bins will be limited to specific times where Council agrees pedestrian foot traffic will be at a minimum. This is to try and avoid impacting more pedestrians than required (e.g. early in the morning, after lunch and afternoon peak periods). In all cases, TfNSW accredited traffic controllers will be required for the duration of the work hours to ensure safety of motorists and pedestrians.

As shown in the construction site layout (Figure 2), construction vehicles will access the site via a works zone on East Esplanade. There is no ability to access the site directly and all works will need to be completed using a crane to the works zone. No construction vehicle access will be granted by The Corso.

The Contractor/Developer will apply to the Council to organise appropriate approvals for temporary driveways, cranes, and barricades etc if required.

Vehicle movements to and from the site will be undertaken in a forward direction wherever possible. No reverse manoeuvres to and from adjacent traffic lanes will be permitted without assistance from TfNSW accredited traffic controllers, who will be present at the site access to assist guide drivers with accessing the site. They will also watch for pedestrians and find suitable gaps in traffic during exit of vehicles from the works zone.

The Contractor will obtain a permit from the Council regarding the placing of any plant/equipment on public ways.

3.3.1 Traffic control plans

Each work stage has different requirements, these will be identified individually, and management plans put into place. The site Traffic Control Plan (TCP)'s will include more detail of this implementation and how the controls put in place will minimise disruption whilst maintaining a safe work area for construction crews once a traffic control company has been appointed. Traffic Control Plans will be based on Australian Standard 1742.3 and TfNSW's Traffic Control at Work Sites Guidelines and will be produced by an authorised ticketed person.

Each stage will have a TCP which will address the following:

- Traffic flow: All traffic will be managed by a TCP which will comply with AS 1742.3 and the TfNSW's Traffic Control at Work Sites manual (TCWSM). Please refer to the Traffic Control Plans as examples in the appendix.

- Pedestrian movement: All pedestrian movement including entry, egress and movement around the work area will be in accordance with TfNSW's TCWSM Section 9.3 - Pedestrians. All work areas will be secured with barriers and fencing to ensure that no unauthorised entry for pedestrians is possible.
- Plant movement: All plant movement including entry, egress and movement within the work area in accordance with TfNSW's TCWSM Section 7 - Providing for works traffic.
- Cyclist movement: All cyclist movement including around or adjacent to the work area will be in accordance with TfNSW's TCWSM Section 9.4 - Cyclist.

The DCTMP provides motorists and pedestrians the clearest notification of the potential hazards created by the new work site. Pedestrian movement around the site will be strictly minimal. All pedestrian movement including entry, egress and movement around the work area will be in accordance with TfNSW's TCWSM Section 9.3 - Pedestrians and Australian Standard 1742.3. All work areas will be secured with barriers and temporary fencing to ensure that no unauthorised entry for pedestrians is possible.

Should the footpath and existing driveways become a safety hazard for pedestrians, the Contractor/Developer undertakes to temporarily reconstruct the area to maintain safety to Councils satisfaction (e.g. constructed in concrete) and redone at the completion of development works in conjunction with any development application (DA) consent requirements. The Contractor/Developer shall at all times liaise and notify the residents on the continuing works and shall be responsible to resolve all issues and complaints from the residents.

During the implementation of this DCTMP, the Contractor/Developer will need to continue to consult with Council and Police to ensure that there are no major issues during the course of the traffic control activities (i.e. demolition, excavation, construction and fit out). Should there be any major concerns or problems that are raised by Council and/or the Police, Contractor/Developer will be willing to discuss a solution, and if necessary, review the DCTMP. The Contractor/Developer shall abide to any reasonable directions from Council and the Police during the course of the development.

TfNSW accredited traffic controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way**.

Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks**.

3.4 CONSTRUCTION TRAFFIC VOLUMES

Construction works including major deliveries and concrete pumping should be undertaken outside of peak traffic times wherever possible to minimise the impact and disruption of traffic flow on the surrounding roads. Time is also a consideration to try and complete as many things as possible in the one day so there is less 'daytime' impact to the residents and road users.

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. The proposed construction activities are anticipated to generate a maximum of 50 truck movements per day during concrete pours, which equates to up to 100 two-way truck trips per day. This equates to an average of approximately 6 trucks every work hour permitted or 12 vehicle movements every work hour permitted over an approximate 8-hour work day (outside commuter peaks). This level of construction traffic is a low volume of traffic and is not expected to adversely impact the surrounding road network.

3.5 PEDESTRIAN AND CYCLIST ACCESS

Ensuring the safety of pedestrians, the services of TfNSW accredited Traffic Controllers will be utilised when required, particularly during truck movements and concrete pours. Otherwise, pedestrians will be made aware of construction works with signage throughout the work area and pedestrian walkways. 'A' class hoarding on The Corso and 'B' class hoarding on East Esplanade will be built for pedestrian safety (further detail in Section 3.9.2).

Pedestrian footpaths are available on both sides of East Esplanade. Pedestrian crossing opportunities are located at the signalised intersections of Wentworth Street (within 100m from the site) and Belgrave Street (within 30m from the site).

B-Class hoarding and a 40m long works zone along East Esplanade (see Figure 6) will be installed prior to erection of the tower crane with relevant permit applications maintained. The Contractor will apply to the Council to organise appropriate approvals for Work Zones and road closures. Further detail is provided in Section 3.9.

Pedestrian movements along the northern side of East Esplanade will be always maintained. TfNSW accredited traffic controllers will be positioned on both sides of the works zone on excavation haulage days, concrete pours and covering major deliveries. They will also manage pedestrian movements when construction vehicles are entering and exiting the works zone. Given the signal operation, there is not expected to be any additional delay to pedestrians.

Physical barriers to control pedestrian or traffic movements need to be determined by the Council prior to commencement of work.

3.6 EMERGENCY VEHICLE ACCESS

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

Access to the site and neighbouring sites by emergency vehicles will not be affected by the works as the main roads and footpath frontage will be unaffected. Emergency protocols on the site will include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Contact shall be maintained with the police and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access. Further detail of the stakeholders is provided in Section 3.10.

3.7 PUBLIC TRANSPORT

No changes to bus stops or services are proposed during the construction activities. Public Transport Services will be advised of the works as required. The development will not affect the ferry terminal. Manly Terminal is approximately 150m away and buses are allocated in Belgrave Street and the East Esplanade.

Any temporary adjustment to Bus Stops or Traffic Signals will require the Contractor/Developer to obtain approval from TfNSW prior to commencement of works.

3.8 CONSTRUCTION WORKER PARKING

An average of 25+ construction personnel are expected to work on the site per day, with peak of 80 workers for the major stages of construction, lasting approximately 18 months. No on-site parking will be provided for construction workers during the construction works.

The impact from construction works on local parking will be minimal. There is minimal all day street parking available nearby, given the restricted parking environment including paid parking in the area. Public parking will not be affected during the construction phase. Off Street parking is limited and all tradespeople are encouraged to car share when possible so the impact on surrounding streets is kept to a minimal. A day parking rate has been made available for trade vehicles under 2.1m in height at the nearby parking station. Manly Ferry Terminal is approximately 50m away and buses are allocated in Belgrave Street and the East Esplanade

Site personnel will be encouraged to take public transport or to park off site at suitable nearby locations, with the following recommendations:

- Park outside of the CBD at various point on the Hop Skip Jump bus route, and shuttle into site.
- Utilise Council's four paid car parking stations, with early bird parking available.

- Take advantage of the discounted rate negotiated by the property owner, at the Quest Hotel parking station, across the road at West Esplanade from the site.
- Park at the property owner's other business location ICMS, and shuttle into site on the college bus.
- Workers are also encouraged to utilize public transport, with Manly Ferry Terminal approximately 50m from site and various Bus Stations located opposite on East Esplanade and Belgrave Street.

All construction staff would be advised to utilise public transport when travelling to and from the site. The nearest bus stops are located within 30m-70m walking distance (approximately 1-2 minutes) at the Ferry Terminal. Construction staff would be informed in regular toolbox meetings of the available public transport service and restricted on-street parking in the surrounding area. There will be an ability for workers to store their tools onsite.

3.9 WORKS ZONES AND HOARDING

3.9.1 Works zone and road closures

A works zone will be required during the construction activities on East Esplanade as discussed in previous sections. The set out of the works zone is as per Figure 6.



Figure 6: Works zone

The Contractor will apply to the Council to organise appropriate approvals for Work Zones and road closures, as described in Section 3.3.

All demolition/construction loading and unloading will be within the development site or at an approved “Works Zone”.

The Contractor/Developer will apply to the Council to organise appropriate approvals for partial road closures if required.

The Contractor/Developer will apply to TfNSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL will be provided to the Council.

3.9.2 Hoardings

The Contractor will mobilise the site with required hoardings, materials handling equipment, security, safety controls and site accommodation, to ensure the project is carried out in the most efficient manner possible. Hoardings will be established around the site to protect the public from construction activities.

B-class hoarding will be erected on East Esplanade to protect pedestrians on the footpath from lifting operations from the works zone. This will align with the works zone length of 40m.

An A-class hoarding will be erected along The Corso in front of the building façade and will extend to 4m of the footpath. This will be fenced off and a sliding gate on the Northern side will be operational for personnel access if required.

The ‘A’ class hoardings will also be built to accommodate any of Council’s future festivals by being removed or reconfigured to make more room available. The ‘A’ class hoardings will have art created by artists, in co-ordination with Council’s preferences.

Establishment of works construction zones and B-Class hoardings on East Esplanade, and A-Class on The Corso will require multiple permits, inclusive of a footpath permit from Council, amongst others.

The Contractor/Developer will also apply to the Council to organise appropriate approvals for hoarding prior to commencement of works. B -Class hoarding will be installed along East Esplanade site frontage prior to erection of the crane and will be maintained throughout the construction phase.

The project team is to follow the requirements of the Site Establishment prior to commencement of works on site.

The Site Team shall work together to action the following tasks:

- Ensure that the site establishment trades have prepared and submitted Safe Works Methods Statements relating to their temporary installations (i.e. electrical connection, drainage and hydraulics connections).
- Establishment of perimeter protection, hoardings, wire fencing, erection of guard railing, quick stage and or mobile scaffold
- Identification, pre-assessment and ongoing observation and photographic recording of adjoining properties to assess and protect the integrity of existing structures, adjacent building foundations, materials, and structures.
- Protection of all Council assets as required, with protection guards, wrapping and bollards; inclusive of the Anzac Memorial Cenotaph, Telstra Phone Box, Heritage Post Box, Fig and Palm Trees and Water Feature access pits. All to be identified, photographed mapped and regularly assessed with inspections.
- Use of temporary works engineer may be required.
- Dilapidation report of surrounding building to occur prior to commencement of works, including any required internal assessments and photographic records.
- Concurrent with all the above, the Site Team shall instigate a thorough inspection of the site to identify potentially hazardous areas and implement appropriate measures.

Signage will be limited to compliance, regulatory and information signage only, with a focus on presentation and engagement, to be discussed with Council's Place Making team.

Loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site will be managed on top of the B-class hoarding. Wherever possible mobile cranes should be located wholly within the site.

3.9.3 Public Domain

The façade on The Corso will be retained by timber/steel vertical trusses which will be implemented when the awning is taken down. All services will be searched by the Contractor / locator before any work begins. Due to some service details not in the possession of Council or Dial before You Dig, 'phantom' services may be present. This will require a careful and cautious approach to any work being done, especially on the footpath. A proposed 'Non Destructive excavations' will be initiated using GPRS (Ground Penetrating Radars) to identify services.

It is anticipated that limited alterations to the public domain infrastructure, inclusive of the paving immediately outside the site on The Corso, which will be either protected, or removed, as per Council's advice, and reinstated at the completion of the works, at the Contractor/Developer's cost, as guided by Council.

In addition, the proposed Works Zone on East Esplanade has an asphalt footpath, that may require repairs, rectification or replacement, in line with Manly's ring-road upgrades.

All permissions and works with services authorities; TfNSW, Sydney Water, Aus Grid, NSW Gas and NBN / Telcom providers will take place in a professional, planned and authorized manner, with all applicable pre-approvals in place.

The roadway (including footpath) will be kept in a serviceable condition for the duration of demolition. At the direction of Council, the Contractor/Developer is to undertake remedial treatments such as patching at no cost to Council. Ongoing inspections will take place throughout the project timeline.

3.10 CONSULTATION

All construction staff on the site would be required to attend a site induction. The induction would inform staff of various protocols and procedures including permitted access routes to/from the construction site and available nearest public transport services and locations. Regular toolbox meetings would be held prior to commencement of any construction activities. Staff would discuss any issues or hazards that were identified and be reminded to utilise public transport services to travel to/from the site.

The construction activities would be monitored to ensure that it proceeds as set out in this DCTMP.

3.10.1 Neighbouring sites

Once a firm start date is confirmed, a review of Councils approved DA's within a 2-block radius will take place, liaising with Councils planning team, to ensure coordination of any works, with other major developments in the immediate area.

A community liaison officer has already been introduced to the neighbours and will continue to conduct discussions and communication channels with neighbours, to develop a respectful and effective relationship.

The Community Engagement Strategy as submitted with the original DA application will be utilised and can be referenced for an extensive breakdown of communication strategy and touchpoints. Proof of community consultation will be submitted to Council.

A minimum fourteen (14) days notification will be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

3.10.2 Local residents

Any residents affected by the construction works will be notified by way of letterbox drop and social media and strata management updates, prior to any major works taking place.

3.10.3 Noise

Plant operators should be made aware of their responsibilities in creating excess noise. If there are any noise complaints from neighbouring residents, steps should be taken by the Site Manager to reduce noise output or change the methodology creating the noise. Noise arising from the works will be controlled in accordance with the requirements of the Protection of the Environment Operations Act 1997 and guidelines contained in the New South Wales Environment Protection Authority Environmental Noise Control Manual.

3.10.4 Stakeholders

All correspondence with Council and other stakeholders shall be directed to:

Blair Courtney-O'Connor

Development Manager
ICMS & Aspiring Properties
T: +61 (2) 9466 1172 M: +61 409 524 439
E: blair@icms.edu.au W: www.icms.edu.au
A: 151 Darley Rd Manly, NSW 2095 Australia

Northern Beaches Council

Phone: 1300 434 434
Fax: 9971 4522
Email: council@northernbeaches.nsw.gov.au
Postal Address: PO Box 82 Manly, NSW 1655 Australia

Manly Police Station

Address: 3 Belgrave St, Manly NSW 2095
Phone: (02) 9976 8099

Other stakeholders that need to be considered include:

- Formus Property Pty Ltd
- The International College of Management, Sydney
- Neighbouring Building Owners, Tenants and Visitors
- Design Team (Architects, Heritage, Structural Engineers, Consultants and Building Certifiers)
- Manly Business Chamber
- TfNSW, Keolis Downer buses
- Authorities – Ausgrid (Power/Gas), Sydney Water, Telstra, NBN
- Surrounding private residents

4. SUMMARY

Based on the findings of this DCTMP, it is concluded that:

- Construction vehicle movements to and from the site can be satisfactorily accommodated by the surrounding road network.
- The construction activities are expected to generate up to six vehicle movements per hour based over an 8-hour day. This level of construction traffic volume is considered low and would not adversely impact the local road network.
- The construction access will need to be via a works zone on East Esplanade which would allow for forwards in and out movements, for vehicles up to a 19m semi-trailer outside school peak periods, to which a maximum sized 12.5m HRV will be permitted. On exit, construction vehicles would find suitable gaps in traffic under guidance from TfNSW accredited traffic controllers.
- Pedestrian movements along the site frontages of the site will be maintained at all times of the construction period. Class B hoarding and a 40m long works zone will be installed along East Esplanade to protect passing pedestrians from construction activities and an A-class hoarding will be erected in The Corso to protect pedestrians.

APPENDIX A: ASBESTOS MANAGEMENT PLAN

Asbestos and hazardous materials -

To avoid contamination of the environment or threat to human health in the removal of asbestos materials, prior to commencement works, in line with the scope of works, sample testing will be undertaken.

Identification of hazardous substance such as asbestos and lead paint is already clear. The Contractor will engage with approved sub-contractors and adhere to Councils asbestos management guide:

<https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/asbestos-management/asbestos-management-policy/asbestos-management-guideline-oct2020.pdf?1692327139>

Practical guidance on how to manage risks associated with asbestos and asbestos containing material:

- Code of practice on how to manage and control asbestos in the workplace, published by SafeWork NSW;
- Code of practice on how to safely remove asbestos, published by SafeWork NSW ; and
- Code of practice on demolition work, published by SafeWork NSW.

When the site is operational, all site crew will reference the site asbestos registers, prior to commencing activities.

Where testing has not identified, and a possible hazardous material has been identified, the material will be capped, and covered to prevent further contamination by air movement, and the area concerned barricaded.

A hygienist will be engaged to sample test the area, and the area to remained barricade until test results are received. Where negative results are received, works continue.

Following a positive result, the site team with the hygienist will develop a works procedure to remove the material, with the intention of preventing any exposure to site workers, adjacent land users, adjoining buildings and members of the public.

In addition, all hazardous substances brought to site must be accompanied by a current SDS, be appropriately labelled and entered into the Hazardous Substance Register.

Hazardous Substances must be risk assessed as per the Receivable of Hazardous Substance Procedure.

Safety Data Sheets, Risk Assessments and Hazardous Substance Registers will be filed in the Quality Safety Environment Folders on site, available to all persons and the location sign posted.

Workers are responsible for providing a current SDS for a product that they bring to site to the Health Safety Environment Advisor /Representative. The HSE Advisor / Representative is responsible for monitoring the substances brought to site and reviewing the use of the substance prior to work commencing with the workgroup.

Any amendments or additions to the risk assessment (including additional control measures to be implemented) shall be documented and available for review by all persons on site.

Responsibilities for Asbestos Waste Management:

Our commitment to adhering to your council's policy on asbestos waste management, as well as all relevant regulations, remains unwavering. We are keenly aware of the importance of responsible asbestos removal practices.

Handling Asbestos Roof Removal:

Our project focuses on the safe and responsible removal of asbestos-specifically containing roofing material. We will strictly adhere to the Code of Practice on how to safely remove asbestos, as provided in the document with catalogue number WC03561. This code encompasses best practices for waste containment, disposal, and controls, which are particularly critical in the context of asbestos roof removal.

Specifically, for asbestos roof removal:

- All workers will be equipped with appropriate personal protective equipment (PPE), including respirators and coveralls.
- We will implement robust sheet sealing and containment measures, including the use of sealed enclosures and negative air pressure systems to prevent the release of asbestos fibres during removal.
- The removal process will be carried out in a meticulous manner, taking care to minimize the risk of damage to the roofing material and ensuring that asbestos-containing material remains intact.
- Waste generated during roof removal will be securely packaged, including double-bagging, and properly labelled as asbestos waste.
- All waste containers will be labelled as per regulatory requirements and handled with care during transportation.

Transporting Asbestos Roofing Material:

In compliance with clause 78 of the Protection of the Environment Operations (Waste) Regulation 2014, we will ensure that all transportation of asbestos-containing roofing material is conducted with the utmost care. This includes using covered and leak-proof vehicles, securely packaging the waste, and adhering to wetting down procedures as necessary.

Disposing of Asbestos Roofing Material at Facilities:

Disposal of asbestos roofing material will be carried out at approved facilities, by preference of Northern Beaches Council and the Building Contractor, such as the Kimbriki Resource Recovery Centre, following their operating hours and guidelines.

Asbestos Remaining On-Site:

It is understood that there is a potential need for on-site disposal and the Contractor will follow Council's guidance, including seeking advice from the EPA, obtaining consents, and recording on-site disposal on the zoning certificate (section 149 certificate) if required.

Complaints and Investigations:

Complaints and inquiries related to our asbestos roof removal project will be managed in accordance with Council's policies, with appropriate authorities notified as necessary.

Conclusion:

The Developer/Contractor are fully committed to the safe and responsible removal of asbestos-containing roofing material as part of our development project. A specialized asbestos management plan is designed to address the unique challenges associated with roof removal and to ensure that all activities are carried out in strict compliance with Council's policies and all relevant regulations.

The following table is a guide to the proposed destination of the generated waste and hazardous materials, within the project.

Type of Material	Recyclable (✓ or X)	Hazardous (✓ or X)	Estimated Volume	Storage on Site	Storage off Site	Disposal / Reuse
Asphalt or Bitumen	✓	✓	2m3		✓	✗
Batteries	✓	✓	0	N	✓	✗
Block work	✓	✗	2 Pallets (180)	✓		✗
Concrete	✓	✗	40m3		✓	✗
Cardboard	✓	✗	400kg		✓	✗
Chemical waste	✗	✓	40L	✓		✗
Demolition Waste	N/A	N/A	0	N/A	N/A	N/A
Degreasers	N/A	N/A	0	N/A	N/A	N/A
Electrical Cabling	✓	✗	200kg	✓		✓
Excavation Material (Spoil)	✓	✗	150M3	✓		✗
Green Waste	✓	✗	465kg	✓		✗
Glass	✓	✗	105kg	✓		✗
Lubricants - oil / grease - synthetic		✓	55 L	✓		✗
Insulation	✓	✓	200kg	✓		✓
Metals - sheets, rods, containers, mesh	✓	✗	465kg	✓		✗
Paint clean up waste	✗	✓	455 L	✓		✗
Paint Materials - drums, brushes,	✗	✓	400kg	✓		✗
Paper	✓	✗	40kg	✓		✓
Plasterboard	✓	✗	10 T	✓		✗

APPENDIX B: SPOIL MANAGEMENT PROCESS ONSITE

Quality control/site personnel will be present during the excavation/demolition stages. They will ensure that all trucks and vehicles leaving the site do so in a clean and safe manner. All vehicles must have their loads fully covered before entering the public roadway. Sandbags will be installed near drains (East Esplanade worksite) to control spoilage and waste bins will be inside the work site.

The project team will strive for Zero Remedial Notices issued by the EPA.

- EHSQ Manager to ensure all reportable incidents or serious injuries are reported to WorkSafe, Safe Work and or EPA as required within the required 48-hour timeframe.
- EHSQ Walks are to be performed weekly and items identified must be closed out.
- As this is project in in a prominent environmental location, all identified aspects and impacts shall be managed to ensure there is no pollution or long-term effect to the environment.
- Environmental project specific objectives and targets relating to site activities that can cause significant impact, have been identified as:
 1. Zero EPA notices for release of storm water from site.
 2. Zero EPA, Council or Regulator notices for spoil material being left on road by trucks leaving site.
 3. Zero complaints from the council or EPA relating to site issues regarding noise, dust or working out of hours issues.

It is the responsibility of the Project Team to ensure that prior to commencement of works on site, detailed plans and adequate provisions are in place to protect the environment. Control measures shall be put in place to address the following:

- Unauthorized access to and dumping of waste on the site.
- Silt fencing / socks to stormwater drains / pits in the vicinity of the site.
- Suitable protection of sensitive flora and fauna in the area (including barricading and protecting designated trees).
- Paint, plaster and concrete slurry cleaning facilities.
- Protection of natural waterways in the area.
- Minimize waste and encourage recycling programs.

Effective on-site erosion and sediment control benefits the project due to:

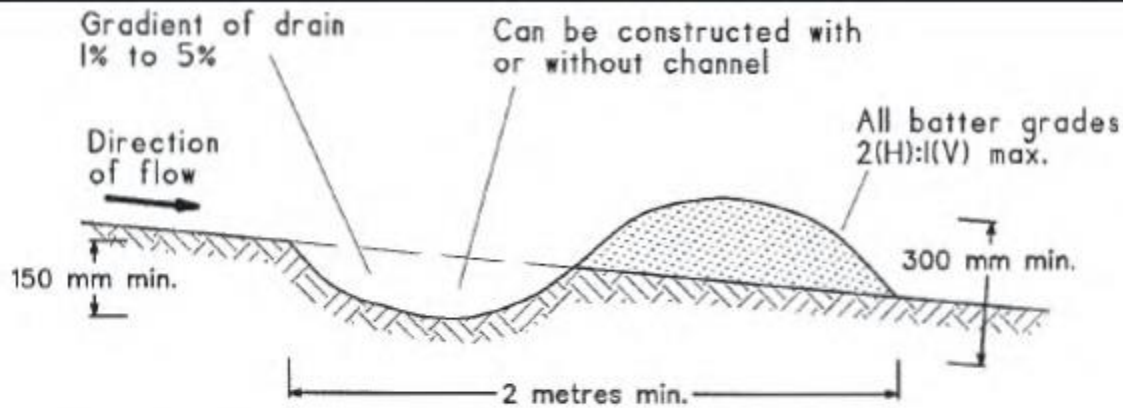
- All weather access site
- Improved wet weather working conditions
- Improved drainage and reduced site wetness

- Less mud and dust problems
- Reduced stockpile losses
- Reduced clean up costs
- Better public image
- Fewer public complaints.

The methods for reducing erosion and sediment run off on site will use the following methods;

- Stockpiles—All stockpiles should be located within the sediment control barrier. If the placement of erodible material on a road surface is necessary to undertake work and no other reasonable options are available, the materials must be removed immediately if rain is imminent or occurring. Otherwise, it should be removed at the end of the day.
- Erosion Control Blankets—Soils with a high erosion risk and on steep slopes erosion control blankets or matting should be used to minimize soil erosion and the pollution of storm water.
- Service Trenches—Backfilling of service trenches, capped with topsoil and compacted to a level 75–100mm above the joining ground level (either manually or with a small machine)
- Site Rehabilitation—All ground disturbed by the building activity should be quickly and progressively stabilized (e.g.-revegetating, compacted) so it can no longer act as a source of sediment.
- Maintenance of control measures—Regular checking and maintenance to ensure good working order. Replace sediment fences if ripped or otherwise damaged. The maintenance of sediment fences includes the removal of any deposited-up slope of the fence where necessary retrenching of the fabric.
- Sediment Fences—Wire tied sediment fences with either the lower edge buried 200mm in ground or 100mm under coarse aggregate will be located down slope of any disturbance.
- Field Inlet Sediment Barriers—Sediment controls for storm water inlets located within the property will consist of geofabric placed over the grated inlet or around the inlet supported by a frame.
- Diversion of up-slope water—Diverted storm water must be discharged onto stabilized areas and will not be diverted into neighbouring properties.
- Construction of check dams with sand or gravel filled bags to slow the flow in unlined diversion drains.
- Roof Water connection—Early connection of roof guttering to storm water will reduce site wetness and the generation of onsite mud.
- Cleaning Methods—Erodible materials will be cleaned from the road or hard surfaces as soon as possible. The bulk of the material will be shoveled and swept onto an area enclosed by a suitable sediment barrier.

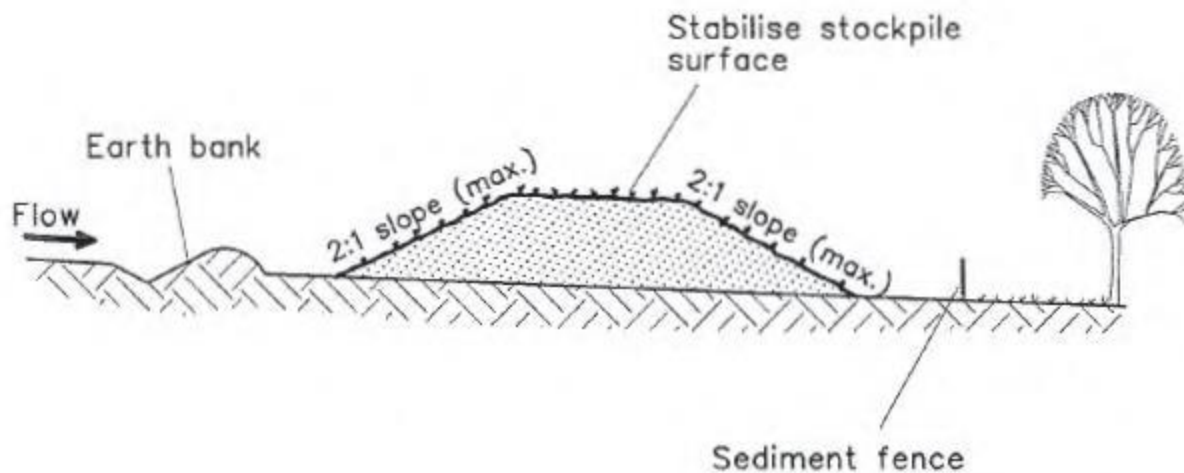
Site Shed and lunchroom will be located within 50 East Esplanade and toilets will be in the nearby complex.



Construction Notes

1. Construct with gradient of 1 per cent to 5 per cent.
2. Avoid removing trees and shrubs if possible.
3. Drains to be of circular, parabolic or trapezoidal cross section not V-shaped.
4. Earth banks to be adequately compacted in order to prevent failure.
5. Permanent or temporary stabilisation of the earth bank to be completed within 10 days of construction.
6. All outlets from disturbed lands are to feed into a sediment basin or similar.
7. Discharge runoff collected from undisturbed lands onto either a stabilised or an undisturbed disposal site within the same subcatchment area from which the water originated.
8. Compact bank with a suitable implement in situations where they are required to function for more than five days.
9. Earth banks to be free of projections or other irregularities that will impede normal flow.

NOTE:
Only to be used as temporary bank where maximum upslope length is 80 metres.



Construction Notes

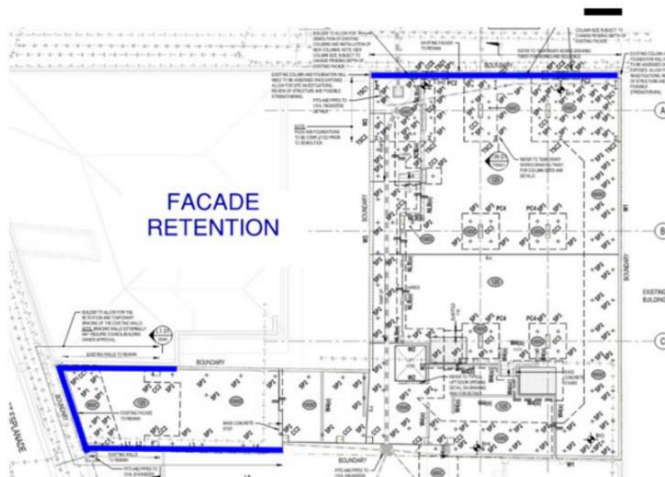
1. Where possible locate stockpile at least 5 metres from existing vegetation, concentrated water flows, roads and hazard areas.
2. Construct on the contour as a low, flat, elongated mound.
3. Where there is sufficient area topsoil stockpiles shall be less than 2 metres in height.
4. Rehabilitate in accordance with the SWMP/ESCP.
5. Construct earth bank (Standard Drawing 5-5) on the upslope side to divert run off around the stockpile and a sediment fence (Standard Drawing 6-8) 1 to 2 metres downslope of stockpile.

APPENDIX C: EXCAVATION AND PROTECTION

To ensure historical and archaeological features are protected (i.e. adjoining properties, heritage facades and council items (Anzac memorial):

- All historical and archaeological features are identified and photographed and included in the heritage report
- Manage all identified historical and archaeological features relevant to statutory requirements.
- Obtain demolition Permit prior to commencing works where required.

The proposed development is located at 6 'The Corso' and 46-50 east Esplanade, Manly. The existing buildings with two street frontages, need to be retained as both facades are Heritage listed.



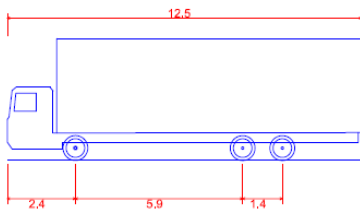
- Important first tasks in construction of the project
- Heritage work / Working with Heritage architect
- Façade propping and retention, Steel retaining system tied back into concrete capping – as documented
- High Risk Construction works
- Selected proven subcontractor

The existing façade to The Corso is to be encased from the public using an 'A' class hoarding zone and is proposed to be braced internally as per the temporary works plan provided by the structural engineer.

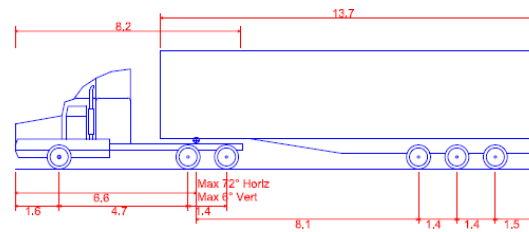
- The existing façade to East Esplanade will be propped and braced.
- Hazmat & Dilapidation surveys will need to be complete and temporary engineering completed to support the demolition methodology.
- Once the heritage facades are braced, the construction zone and hoardings are in place, the demolition will commence with the bulk of the material being removed in 5–8 tonne trucks.

Further information is available in the Schedule of Conservation Works prepared by Weir Phillips and Structural Engineers Advice No 01 by Adams Consulting Engineers Pty Ltd.

APPENDIX D: SWEEP PATHS



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



AV - Articulated Vehicle	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

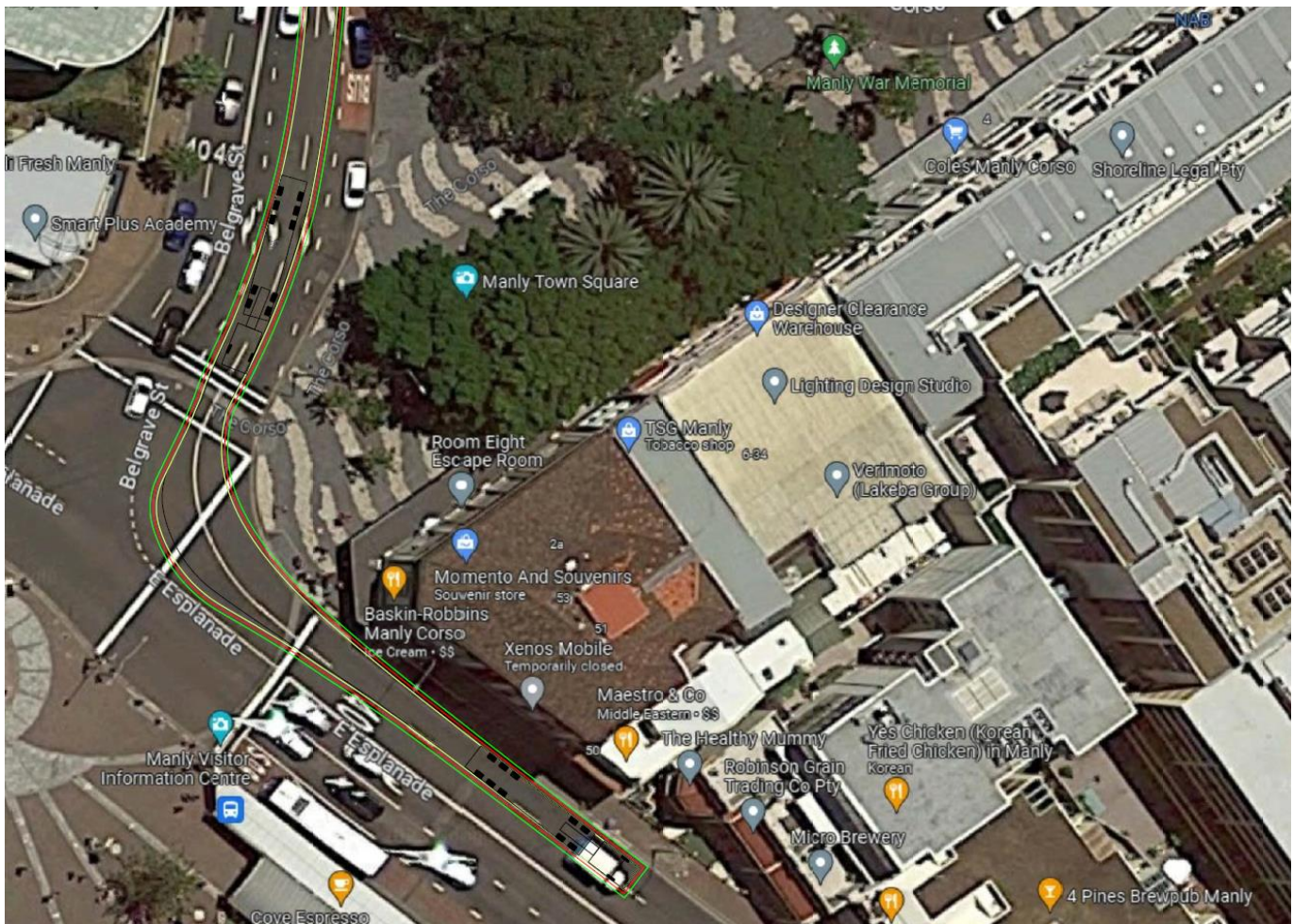


Figure 7: Articulated vehicle turning left from Belgrave Street to East Esplanade



Figure 8: Articulated vehicle turning left from East Esplanade to Victoria Parade

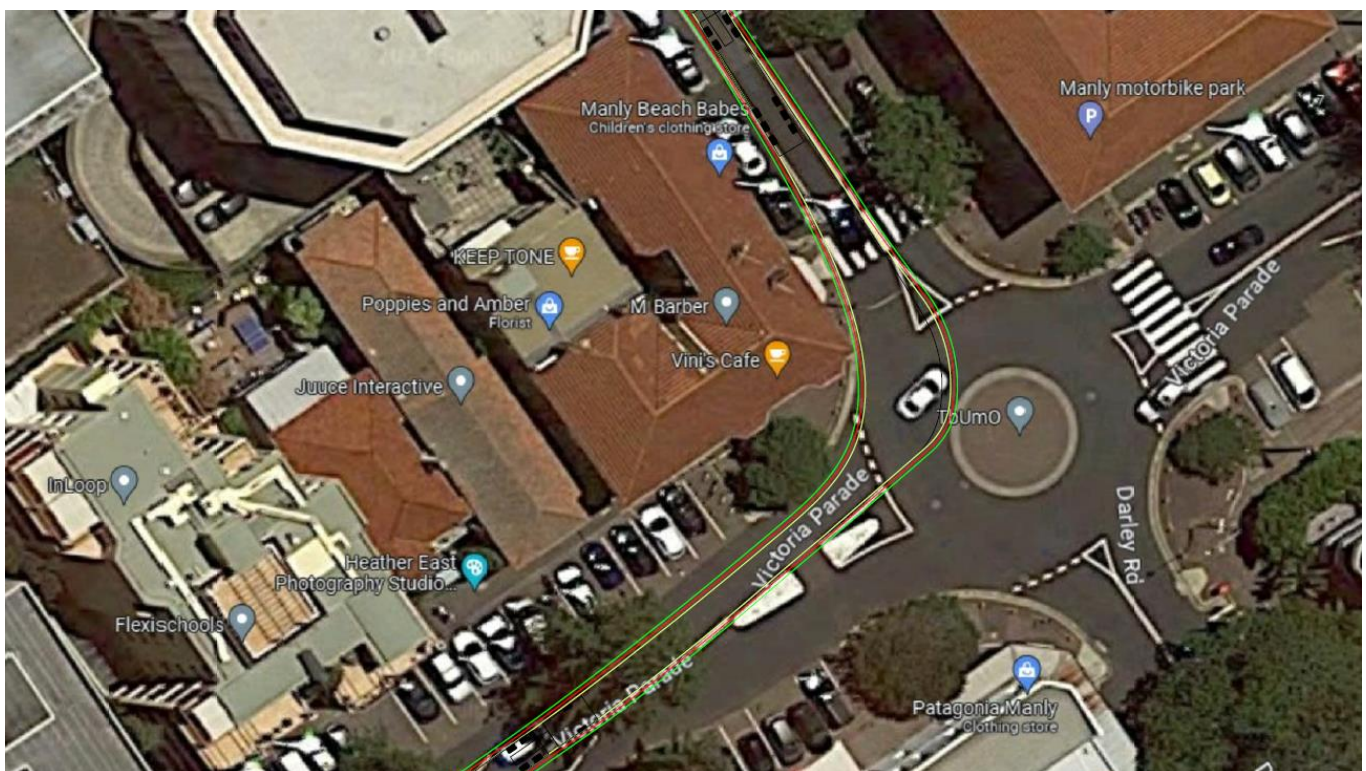


Figure 9: Articulated vehicle turning left from Victoria Parade to Darley Road

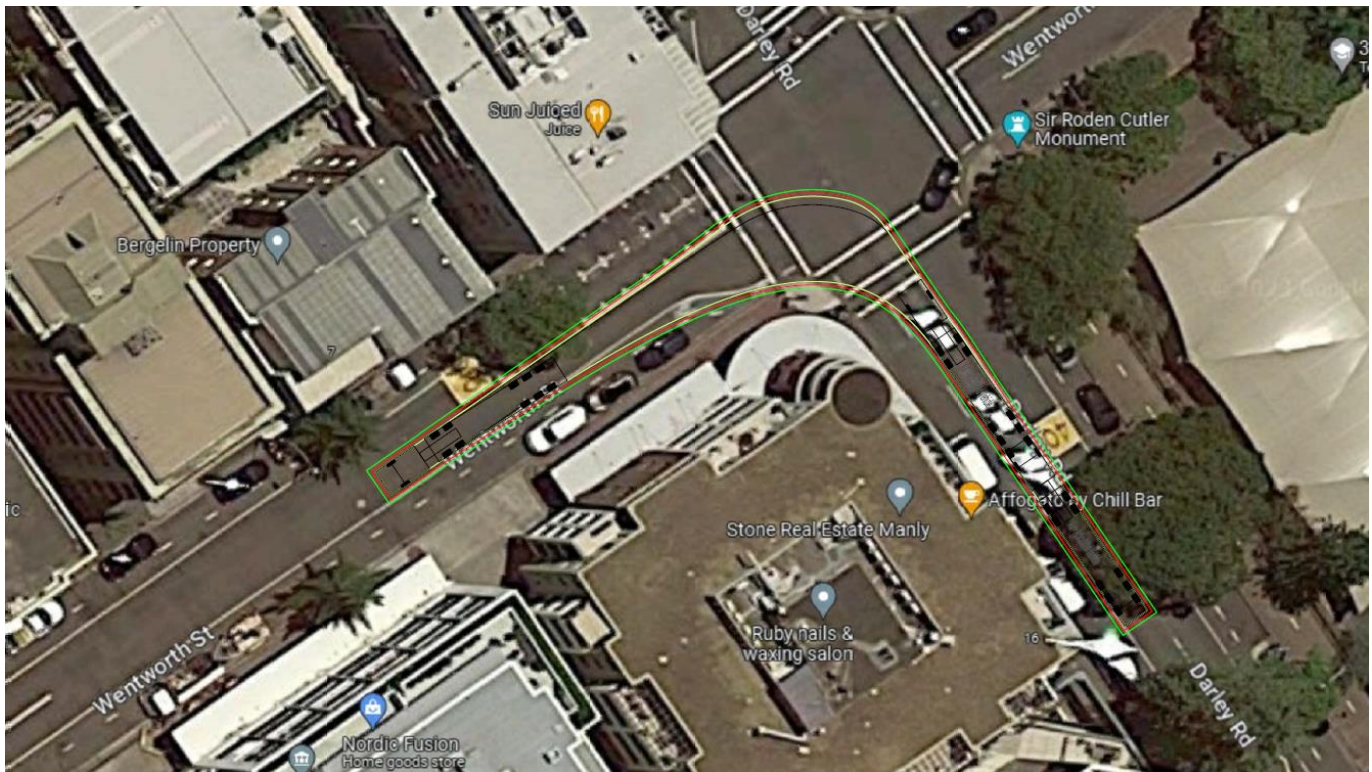


Figure 10: Articulated vehicle turning left from Darley Road to Wentworth Street

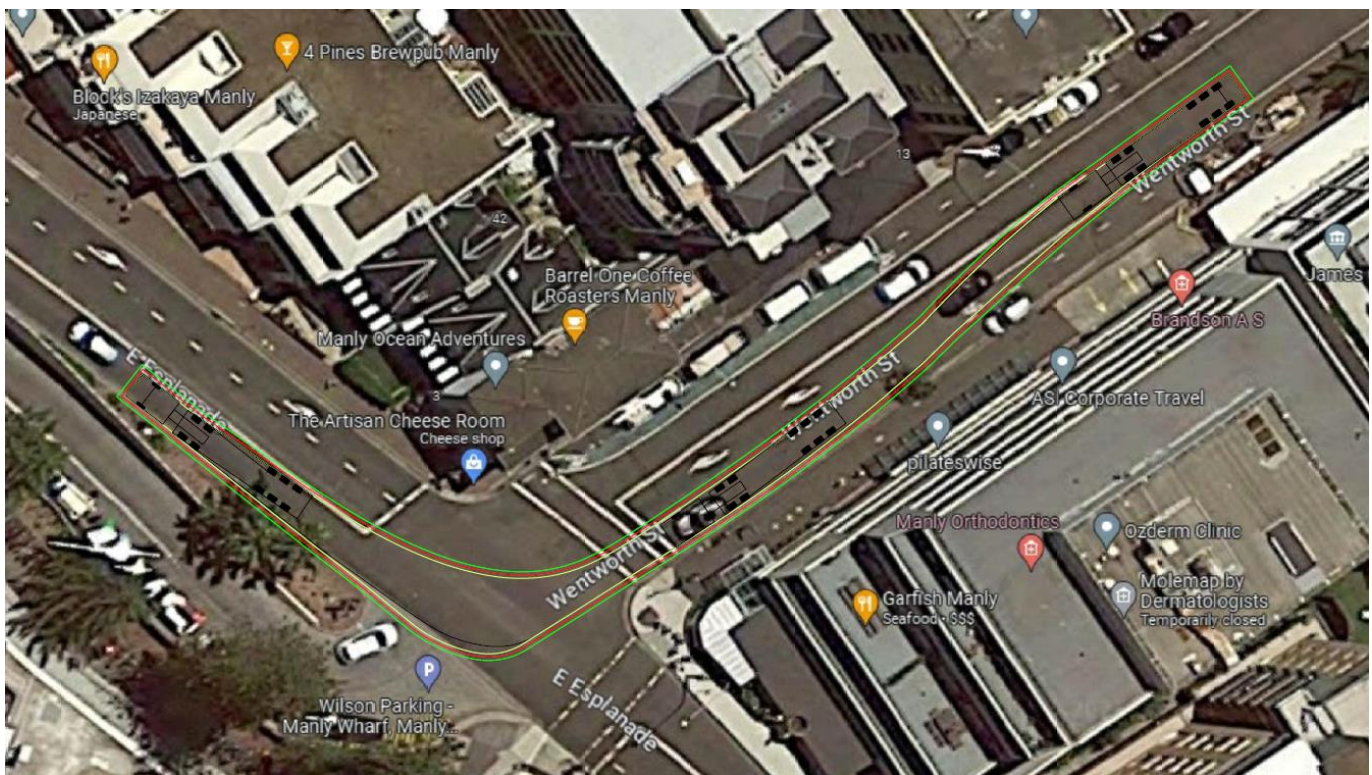


Figure 11: Articulated vehicle turning left from Wentworth Street to East Esplanade

APPENDIX E: TRAFFIC CONTROL PLAN

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LOADING ZONE -
EAST ESPLANADE

