

Preliminary Construction Management Plan

Brookvale Community Health Centre

Health Infrastructure

July 2015

Brookvale Community Health Centre
Preliminary Construction Management Plan



TABLE OF CONTENTS

1. INTRODUCTION	5
1.1 Description of the works.....	5
1.2 Construction Management Plan elements.....	5
1.3 Plant and equipment	6
1.4 Consultation.....	6
2. SITE MANAGEMENT OPERATIONS	7
2.1 Legislative requirements	7
2.2 Working hours.....	7
2.3 Public and property protection	8
3. ENVIRONMENT AND AMENITY	9
3.1 Noise and vibration	9
3.2 Dust and other construction activity emissions.....	9
3.3 Stormwater runoff and erosion.....	9
3.4 Hazardous materials	10
4. TRAFFIC MANAGEMENT	11
4.1 Key references.....	11
4.2 Site access and egress.....	11
4.3 Haulage routes	11
4.4 Pedestrian safety	11
4.5 Parking	12
5. WASTE MANAGEMENT	13
Appendix A – Preliminary Construction Traffic Management Plan	

1. Introduction

This Preliminary Construction Management Plan has been prepared with regard to the development of the site at 612–624 Pittwater Road (the site) for the Brookvale Community Health Centre to support the SSD planning approval application to the Department of Planning and Environment. The plan will inform preparation of a final Construction Environmental Management Plan (CEMP) by the Principal Contractor prior to the commencement of any works on site.

1.1 Description of the works

The works would generally comprise the following:

- Site establishment and installation of environmental controls.
- Installation of secure fencing for 624 Pittwater Road part of the site.
- Disconnection of any remaining services to buildings on the site.
- Demolition of remaining buildings, including building slabs and footings and removal of demolition materials from the site.
- Investigation (sampling and testing) of 624 Pittwater Road part of the site to assess the presence of any contamination and to identify appropriate management and treatment measures if required.
- Installation of environmental controls including erosion and sediment controls.
- Site earthworks as required, including installation of piles.
- Construction of the car park building.
- Construction and commissioning of the new community health centre building.
- Installation of the pedestrian bridge (likely through an overnight road possession following completion of the car park and community health centre building).

The final sequence of works will be subject to detailed design and the Principal Contractor's planning and construction program.

1.2 Construction Management Plan elements

The plan covers the following areas of management:

- The operations of site management when undertaking the works:
 - + Facilities
 - + Legislative requirements
 - + Hours of construction
 - + Public exclusion fencing
- Mitigation measures to minimise amenity and environmental impacts:
 - + Noise
 - + Dust management
 - + Vibration management
 - + Soil and erosion control

- Traffic/pedestrian management for the duration of the works
- Waste management:
 - + Storage of dangerous goods
 - + Hazardous materials management

1.3 Plant and equipment

The following plant and equipment may be used for the site construction works:

- Bulldozers, backhoes and earthmoving equipment.
- Articulated and fixed delivery and trucks and pumps.
- Tower and mobile cranes (refer section 1.4 below).
- Fork lifts.
- Scaffolding and access platforms.
- General power tools.

1.4 Crane management

It is proposed that a single tower crane will be established, positioned in the centre of the site to ensure coverage of the community health centre building and car park. The Principal Contractor will develop a detailed crane management plan and seek all necessary approvals.

Other mobile cranes may be required from time to time to facilitate construction activity. It is envisaged that these will be located within the site boundary at all times.

1.5 Consultation

Written notification would be provided by the Principal Contractor to likely and potentially affected receivers prior to commencement of any works on site. This would include local residents, local businesses and commuters using the adjacent bus stops.

The manner of notification would be confirmed in the final CEMP and may include such measures as letter box drops and community briefings.

Weekly site meetings will be conducted at an agreed time and attended by key project stakeholders to discuss and minute current progress on site, upcoming works /disruptions and any project related issues encountered.

1.6 Complaints management

The Principal Contractor will be required to implement a complaints handling system recording the following information as a minimum:

- Description of the complaint and complainant contact details.
- The requested remedy and/or action.
- The due date for a response.
- The immediate action(s) taken (as applicable).

All complaints are to be referred to Health Infrastructure for entry into a complaints register and management of outcomes.

2. Site Management Operations

The works will be undertaken under the supervision of a Principal Contractor.

All statements and proposals documented in this plan, including relevant supporting documentation, would be reviewed at the time of contract award for the works to ensure alignment with proposed preferred methodologies and sequencing developments.

2.1 Legislative requirements

The works would be undertaken in accordance with legislative requirements and as specified in the tender documents related to the awarding of the Works Contract, including the following:

- National Construction Code 2011 comprising the Building Code of Australia.
- Protection of the Environment Operations Act and Regulations.
- Environmentally Hazardous Materials Act 1985.
- Protection of the Environment Administration Act and Regulations.
- Work, Health & Safety Act 2011 and relevant codes of practice and standards.
- Australian Standard 2601-2001: Demolition of Structures.
- Code of Practice for Safe Removal of Asbestos (NOHSC: 2002 (2005)).
- Guide to the Control of Asbestos Hazards in Buildings & Structures (NOHSC: 3002 (1988)).
- Resource & Recovery Act 2001.
- Environmental Planning and Assessment Act 1979.
- Heritage Act 1997 and current amendments.
- Local Government Act 1993.
- Work, Health & Safety Regulations 2011.
- Soil Conservation Act 1938.

2.2 Working hours

The following hours of operation are proposed for the works:

- Monday to Friday 7:00AM to 5:00PM
- Saturdays 8:00AM to 1:00PM
- Sundays and Public Holidays No works.

These are consistent with the recommended working hours in the *Interim Construction Noise Guideline*.

No works will occur outside the nominated hours unless written authorisation has been obtained from the relevant approval authority.

The following activities may be required outside the proposed hours of operation to satisfy the requirements of Roads and Maritime Services (RMS):

- Delivery and removal of heavy machinery to minimise impacts on other road users
- Installation of the pedestrian bridge.

Given the proximity of the southern part of the site to residences, planning with regard to sequencing and locations of site works would be undertaken with due consideration to impacts on these residences and on adjoining businesses.

Regular and proactive consultation would be undertaken with residents and businesses to manage impacts of construction activities.

2.3 Staging

It is intended that the works will be delivered in a single stage with an anticipated construction duration of 15 months.

2.4 Public and property protection

Appropriate hoarding/fencing (as specified in Australian Standards and WorkCover requirements) would be installed prior to commencement of the works, and maintained to prevent public access and to provide security for the site.

Site signage would provide 24-hour contact details including contact name and telephone number for the Certifying Authority and Principal Contractor.

Vehicle access/egress gates would be erected externally as required. These gates would be manned by qualified traffic supervisors at the times of vehicle access and egress to and from the site.

These public and property protection measures would be reviewed at the time of contract award for the works to ensure alignment with proposed preferred methodologies and sequencing developments and to ensure that the safety of the general public is maintained at all times during the works.

3. Environment and Amenity

The Principal Contractor would be required to submit a comprehensive CEMP for approval to ensure that all elements of the plan meet all statutory requirements as well as Health Infrastructure's requirements.

The environmental performance of the Principal Contractor would be monitored throughout the works.

The following specific environmental management principles would be implemented on site.

3.1 Noise and vibration

Key references:

- Brookvale Community Health Centre Noise and Vibration Impact Assessment, prepared by Acoustic Logic, dated 17 June 2015
- *Interim Construction Noise Guideline*, DECC, July 2009
- AS2436–2010 *Guide to noise and vibration control on construction, demolition and maintenance sites*, Australian Standards, 18 May 2010.

Management of noise emissions from the site would be consistent with requirements of the *Interim Construction Noise Guideline* and relevant Australian Standards. A Construction Noise Management Plan would be prepared as part of the CEMP which would specify performance requirements for the contractor. No works would occur outside the normal working hours set unless appropriate written approval has been obtained from the relevant consent authority.

Noise and vibration emissions from the use of any plant and equipment associated with the works would be required to not give rise to an offensive noise as defined under relevant standards and guidelines, including the *Interim Construction Noise Guideline*.

As part of the noise mitigation treatment for the project, the Principal Contractor would be responsible for the management, checking of compliance maintenance regimes and statutory supervision of all equipment, such as making sure all trucks and machinery involved in the works are checked for defective exhaust systems and general servicing.

3.2 Dust and other construction activity emissions

To control dust generation where necessary, water would be sprayed at the source of origin and surrounding areas to prevent airborne dust particles migrating into the surrounding environment. Management of dust prevention would be developed by the Principal Contractor, and would form part of an Air Quality Management Plan for the works.

Additional precautions that would be implemented during the works include the covering of all haulage trucks with tarpaulins, monitoring of weather conditions (including wind). Management and contingency plans would be developed to prevent any foreseeable impacts from dust.

3.3 Stormwater runoff and erosion

Key references:

- *Managing Urban Stormwater: Soils and Construction* (4th Edition) ('The Blue Book')
- Soil and Erosion Control Plan, Appendix B to *Stormwater Management Report 612-624 Pittwater Road, Brookvale*, prepared by Taylor Thomson Whitting, dated 25 June 2015.

Drainage of surface runoff would be allowed to flow along existing contours with the existing drainage system on-site of kerbs, gutters, gully pits, pipes and stormwater runoff passing through installed filtration systems prior to being discharged off-site.

Drainage lines would have appropriate sediment controls such as hay bales or sedimentation socks. All such controls would be required to be consistent with the Blue Book.

Stormwater grate inlets surrounding works areas would be covered with geotextile fabric to allow water to enter into drains while retaining sediments.

Appropriate controls would be implemented to manage runoff from outside the site ('run on') entering the site. Where this would not be possible, appropriate controls would be implemented to maintain separation of 'clean' run on water from runoff from the works site.

All erosion control devices would be regularly checked including during and immediately following heavy rainfall periods. Any remedial work required to maintain the effectiveness of controls would be scheduled as a priority.

3.4 Hazardous materials

Key references:

- Summary of site contamination status, letter report prepared by Parsons Brinckerhoff dated 30 June 2015
- *Asbestos Management Plan for 612-624 Pittwater Road*, prepared by Solutions in Engineering.

The risk of encountering hazardous materials will relate largely to the buildings at 624 Pittwater Road. A detailed inspection will be undertaken prior to commencement of demolition works.

An unexpected finds protocol would be incorporated into the demolition/earthPrincipal Contractors' procedures, so that appropriate management procedures could be undertaken in an effective manner if suspected contamination was encountered during the clearing of the bushland, and during removal of remaining demolition materials from the former residential sites and the community health centre.

Any such materials would be disposed of to an appropriate authorised receival facility.

Air monitoring will be carried out by a registered occupational hygienist if asbestos removal or removal of other designated hazardous materials is undertaken.

4. Traffic Management

As part of the CEMP, the Principal Contractor would be required to prepare and submit a Traffic Management Plan for approval prior to commencement of the works. This would include consultation with RMS and Warringah Council as appropriate.

4.1 Key references

- Brookvale Community Health Centre, 612-624 Pittwater Road, Brookvale, Preliminary Construction Traffic Management Plan, prepared by Taylor Thomson Whitting, dated 19 June 2015
- *Traffic Control at Work Sites* (Version 4) NSW Roads and Traffic Authority, dated June 2010.

4.2 Site access and egress

Access to the site would be as follows:

- 624 Pittwater Road – left in only
- William Street (612 Pittwater Road) – left out, right out

These are shown on Figure 1 (following page).

4.3 Haulage routes

The Principal Contractor will be required to develop and implement the Traffic Management Plan including the development of haulage routes. These routes are yet to be confirmed, however, as a general principle, heavy vehicles would be restricted to arterial and sub-arterial transport routes. Use of suburban streets would be avoided as far as practicable.

Access from the north is available via:

- Pittwater Road generally.
- Mitchell Road (left turn from Pittwater Road), right turn into Wattle Street, and then right turn from Short Street into William Street.

Access from the north is available via several routes including:

- Left turn from Condamine Street into Old Pittwater Road, right turn into Cross Street, right turn from Cross Street (under traffic signals) into Pittwater Road.
- Right turn from Condamine Street into Kentwell Road (under traffic signals), left turn into Pittwater Road (under traffic signals), right turn into Corrie Road, left turn into William Street.

4.4 Pedestrian safety

Pedestrian and vehicle passage to and around the site would be maintained, or alternate routes determined where necessary, and be defined by clear signage.

Temporary hoarding appropriate to the interaction between pedestrians and construction works (as per WorkCover requirements and Australian Standards) would be constructed to prevent unauthorised access to the site. These hoardings and fences would be staged to allow access to in-use areas during the works.

4.5 Parking

There is no onsite parking proposed to be provided for construction workers. The Principal Contractor will be responsible for arranging appropriate parking for construction personnel in the surrounding area.



Figure 1 Access and egress for site works

5. Waste Management

Key reference:

- *NSW Government Resource Efficiency Policy*, NSW Government 2014.

Demolition activities will be related to the removal of the buildings at 624 Pittwater Road, the in ground slabs and foundations of former structures and any remaining buildings. This would include all above ground structures, building slabs and footings, and potentially subsurface infrastructure such as underground storage tanks.

Demolition and removal of redundant in-ground services may also be required.

Where practicable any material generated from the construction and demolition works would be recycled apart from selected soft demolition materials and hazardous materials such as asbestos, SMF, PCBs and the like. The Principal Contractor would be required to comply with the EPA guidelines.

A Construction and Demolition Waste Management Plan would be prepared as part of the CEMP which would specify performance requirements for the contractor.

Storage of Dangerous Goods

Dangerous Goods (such as petrol, diesel, oxy-acetylene, oils, etc.) would be stored in a lockable facility with sufficient ventilation in accordance with relevant codes of practice and standards.

Material safety data sheets (MSDS) on all flammable and potentially harmful liquids would be provided by the contractor undertaking the works.



APPENDIX A – PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN



Traffic



TaylorThomsonWhitting



Brookvale Community Health Centre

612-624 Pittwater Road, Brookvale

Preliminary Construction Traffic Management Plan

for Health Infrastructure

19 June 2015

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Table of Contents

	Page
1.0 INTRODUCTION	1
2.0 EXISTING SITE CONDITIONS	1
2.1 THE SITE.....	1
2.2 ROAD NETWORK	2
2.3 EXISTING PARKING	3
2.4 PEDESTRIAN MOVEMENTS	3
2.5 CYCLIST FACILITIES.....	3
2.6 OTHER FACILITIES	4
3.0 PROPOSED TRAFFIC AND ASSOCIATED WORKS	5
3.1 ACCESS TO/FROM THE CONSTRUCTION SITE	6
3.2 TRAFFIC MOVEMENTS WITHIN THE CONSTRUCTION SITE.....	8
3.3 TRUCK AND VEHICLE VOLUMES AND QUEUING ARRANGEMENTS	9
3.4 WORK ZONE.....	9
3.5 PEDESTRIAN MOVEMENTS	9
3.6 ENVIRONMENTAL CONTROL	10
3.7 IMPACT AND CHANGES TO PARKING.....	10
3.8 PROPOSED ROAD CLOSURES	10
3.9 ACCESS TO ADJOINING PROPERTIES	10
3.10 SITE CRAINAGE	10
3.11 CONSTRUCTION EMPLOYEE TRAFFIC GENERATION/PARKING	10
3.12 SIGNPOSTING	10
3.13 METHODS OF COMMUNICATING TRAFFIC CHANGES	11
3.14 MONITORING OF TRAFFIC CONTROL PLANS (TCP)	11
3.15 CERTIFICATES AND APPROVALS	11
3.16 HOURS OF WORK.....	12
3.17 CONTACT OF EMERGENCY SERVICES	12

3.18 RESPONSIBILITIES12

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1.0 INTRODUCTION

This Preliminary Construction Traffic Management Plan has been prepared for the construction works for the Brookvale Community Health Centre (BCHC). This plan is to respond to the Secretary's Environmental Assessment Requirements (SEARs)

- Section 5: Transport and Accessibility
 - o Proposed access arrangements during construction and operation
 - o Traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact
- Plans and Documents: Provide a Preliminary Construction Traffic Management Plan

This preliminary plan provides guidelines and principles for the final Construction Traffic Management Plan that will be produced by the main contractor.

2.0 EXISTING SITE CONDITIONS

2.1 The Site

The site is located at 612-624 Pittwater Road, Brookvale on the north-east corner between Pittwater Road and William Street. Refer **Figure 1**

West of the site is the Westfield Warringah Mall shopping centre with areas south of the site predominately consisting of residential properties, while there are commercial properties to the north and east.

Pedestrian paths are located along the boundary of the subject site on both Pittwater Road and William Street.

The speed limit along Pittwater Road is 60kmh, William Street has a posted speed limit of 50km/h.

The site consists of a warehouse with access driveways off Pittwater Road and William Street.

Kerbside parking is permitted along William Street, while parking along Pittwater Road is restricted within the vicinity of the site.

The site is located within the Warringah Council Local Government Area.

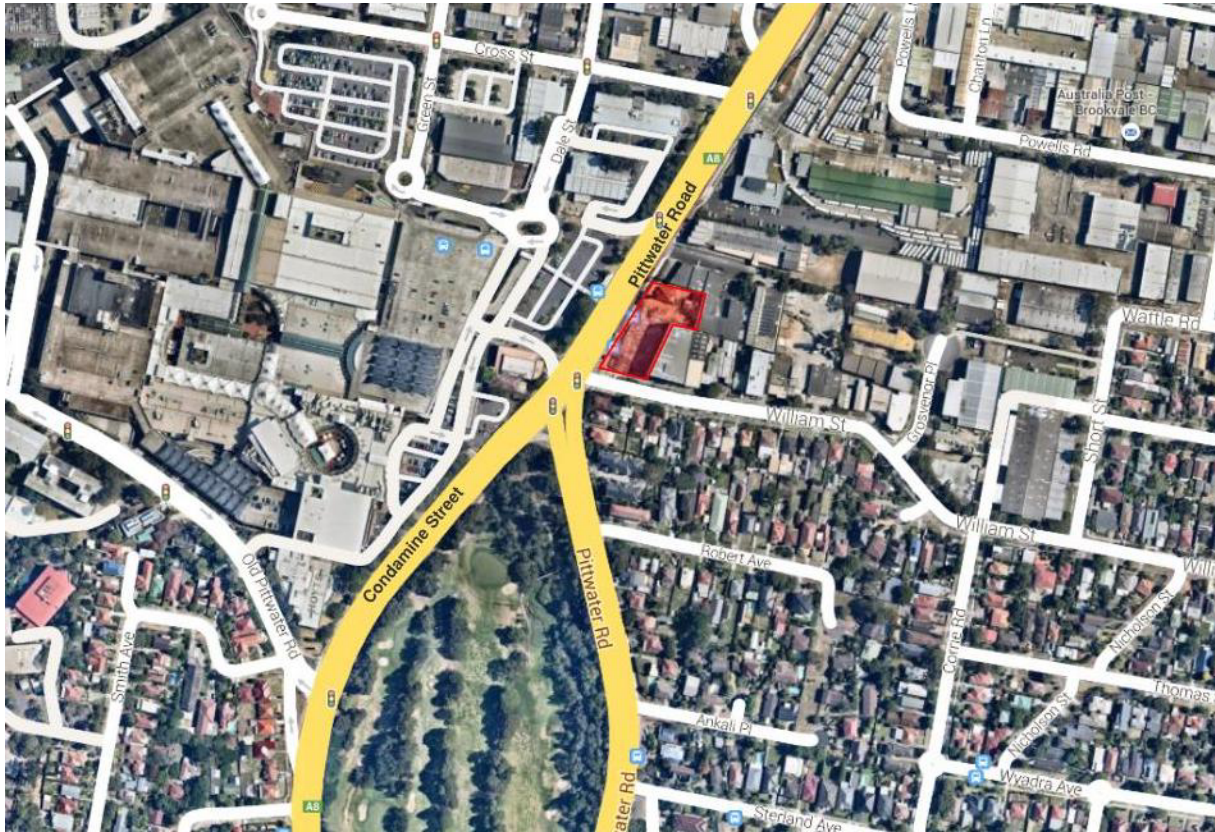


Figure 1: Site Locality
(Source: www.nearmap.com.au)

2.2 Road Network

Major roads within the vicinity of the site are:

- Condamine Street: Arterial Road,
- Pittwater Road: Arterial Road, and
- William Street: Local Road.

Condamine Street is located south of the site and typically provides 3 lanes of traffic in each direction.

Pittwater Road adjacent to the site provides 4 lanes southbound and 3 lanes northbound. A central median divides the oncoming traffic, with a single bus lane in each direction.

William Street is typically one lane each way with kerbside parking.

The intersection of Pittwater Road/Condamine Street/William Street is signalised with the inclusion of on grade pedestrian crossing across William Street, Pittwater Road (northern arm) and access road to the shopping centre. William Street is left out only onto Pittwater Road for vehicles. There is no right turn permitted northbound from Condamine Street or Pittwater Road into William Street and no left turn southbound along Pittwater Road into William Street.

2.3 Existing Parking

Opposite the site is Westfield Warringah Mall which contains off street car parking facilities. The first 3 hours are free parking, with a fee schedule for parking over three hours.

Pittwater Road has parking restrictions adjacent to the site and clear way in operation during peak periods.

William Street contains unrestricted parking along the southern kerb and 1 hour period parking along the northern kerb

Unrestricted kerbside parking typically exists north of the site within the local street network.

2.4 Pedestrian Movements

The site is adjacent to the Warringah Mall bus interchange that accommodates several bus services as outlined in **Section 2.6**. As such, high pedestrian activity is expected around the site, particular for commuters at peak hour periods. Pedestrian utilise the footpaths available along both sides of Pittwater Road and William Street.

2.5 Cyclist Facilities

Existing bicycle routes within Warringah are shown in **Figure 2**. Bicycle paths provide access to the site with shared path/off road access to the site from the south through William Street and Pittwater Road.

There are 10 bicycle hoops (20 bicycles) located on the corner of William Street and Pittwater Road, these racks are heavily used.



Figure 2: Bicycle Routes (source <http://www.warringah.nsw.gov.au/play/walks-trails-and-bike-tracks>)

2.6 Other Facilities

The site is serviced by frequent buses through nearby stops on Pittwater Road and Warringah Mall. Services run to a range of destinations including Manly, The City, Milsons Point, Chatswood, Collaroy Plateau, Mona Vale, Dee Why, Palm Beach, Cromer Heights, Avalon, Seaforth and McCarrs Creek. Bus Routes from the Pittwater Road bus stop (immediately outside the site) include 132, 135, 145, 151, 168, 176, 179, 180, 183, 184, 185, 188, 190, 276, 280, E76, E77, E78, E79, E83, E84 and E85. A bus route map for the local area can be seen in **Figure 3**.

A bus stop is located directly west of the site frontage along Pittwater Road.

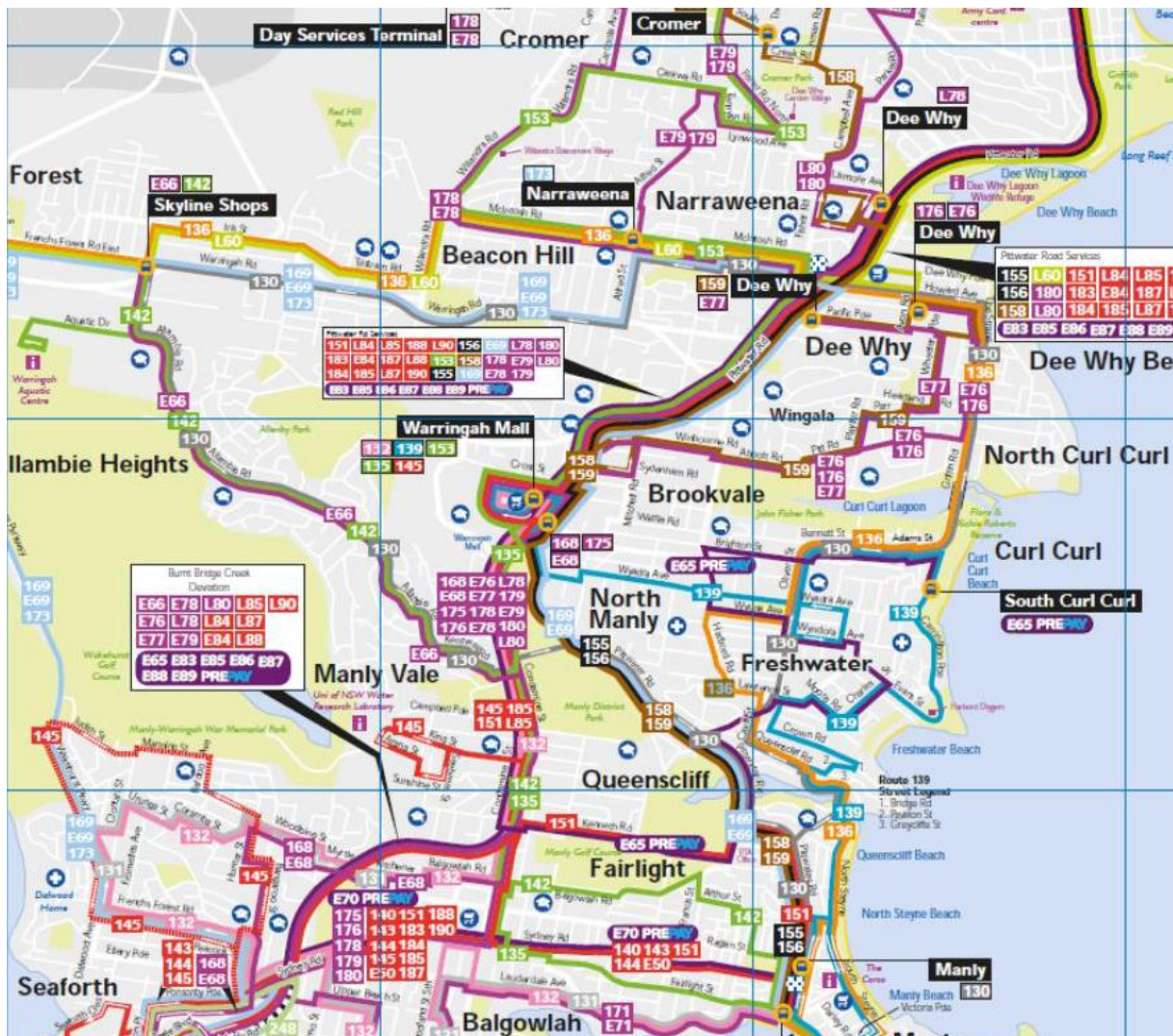


Figure 3: Bus routes map for the local area, Warringah Mall is marked. (Source: <http://www.sydneybuses.info/routes/region-guides>)

3.0 PROPOSED TRAFFIC AND ASSOCIATED WORKS

The Northern Beaches Health Service Redevelopment (NBHSR) Project involves consolidating health services across the northern beaches. As part of this the Brookvale Community Health Centre (BCHC) will be one of three hubs bringing together health services, workforce technology and resources. This facility will improve access to primary and community health services for residents of the northern beaches.

The key characteristics of the new facility will comprise of:

- A main building for the provision of health services including staff zones, and consulting rooms
- A cafe area on the ground floor to service the staff and clients to the BCHC
- Multi storey car park for use by staff, clients and commuters in association with TfNSW Bus Rapid Transit (BRT) Interchange Project
- Areas for bike cages, racks and motorcycle facilities.
- Site access from Pittwater Road and William Street

The staging of works plan will be developed by the main contractor upon engagement and will generally comprise of the follow stages:

- Main Building Works
 - o Site Establishment
 - o Excavation
 - o Underground Services Installation
 - o Foundations
 - o Main Structure
 - o Internal Fitout
- Car Park
 - o Site Establishment
 - o Excavation
 - o Foundations
 - o Structure
 - o Site Pavement installation
- Bus Rapid Interchange
 - o Services and Footpath Works

Works may overlap to suit the construction schedule to be developed by main contractor.

3.1 Access To/From the Construction Site

Access to the site for construction/delivery vehicles is proposed to be via the existing northern driveway on Pittwater Road (lengthened to accommodate construction vehicles). Egress will be via a driveway located on William Street immediately east of the existing driveway on William Street.

The access driveway off Pittwater Road access driveway shares access to the property of 626 Pittwater Road located to the rear of the site. A temporary site fence is to be installed separating access to the site and 626 Pittwater Road. Prior to construction, the main contractor is to converse and co-ordinate with the owner to ensure suitable access is maintained throughout the works.

There is an existing 3 tonne load limit along Corrie Street south of the site. Vehicles from the south will not be permitted to use Corrie Street for access to the site. Vehicles accessing the site from the south will use the route outlined below

The primary access route to the site will be via the following designated route (refer **Figure 4**).

To/From the North

- Pittwater Road
- Left into Site
- Site
- Left onto William Street
- Left onto Short Street
- Right onto Wattle Road
- Left onto Mitchell Street
- Right onto Pittwater Road

To/From the South

- Condamine Street/Pittwater Road
- Right onto Sydenham Road
- Right onto Mitchell Road
- Right onto Orchard Road
- Left onto Pittwater Road
- Left into Site
- Site
- Left onto William Street

- Left onto Condamine Street/Pittwater Road

Alternative route To/From the South

- Condamine Street/Pittwater Road
- Left onto Cross Street
- Right onto Green Street
- Right onto Old Pittwater Road
- Right onto Pittwater Road
- Left into Site
- Site
- Left onto William Street
- Left onto Condamine Street/Pittwater Road

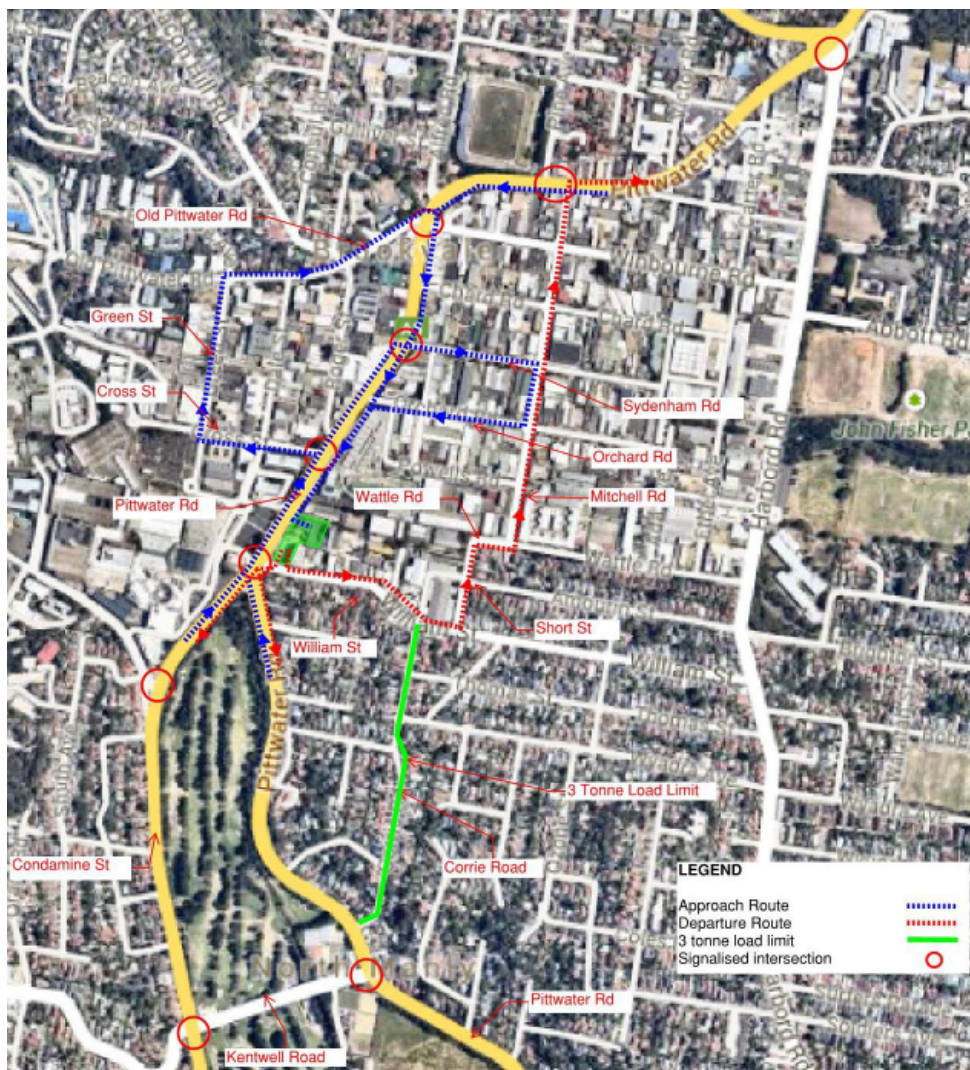


Figure 4: Site Access/Egress Routes
(Source: www.nearmap.com.au)

During the construction activities it is not anticipated to alter the existing external road layouts or posted speed limits.

Suitable traffic control signage will be erected to advise motorists of the works area as outlined in the traffic control plans to be provided prior to construction by the main contractor.

3.2 Traffic Movements within the Construction Site

Site access will be via the existing driveway along Pittwater Road. Due to the central median along Pittwater Road site access will be from the north and egress via William Street only. (Refer to **Figure 5**) with entry and exit movements to/from the site under the direction of traffic controllers and in a forward direction where possible.

The existing driveway along Pittwater Road will be lengthened to accommodate construction vehicles, while the egress driveway located on William Street will be located immediately east of the existing driveway on William Street to align with the eastern site boundary.

The Pittwater Road access driveway also provides access to the property of 626 Pittwater Road located to the rear of the site. A temporary site fence is to be installed separating access to the site and 626 Pittwater Road. Prior to construction, it is the responsibility of the main contractor to converse and co-ordinate with the owner to ensure suitable access is maintained throughout the works. (Refer **Figure 5**).

Traffic control plans will be developed prior to construction in accordance with RMS guidelines and Australian Standards by the main contractor and submitted to Warringah Council and RMS and obtain the necessary road occupancy permits.

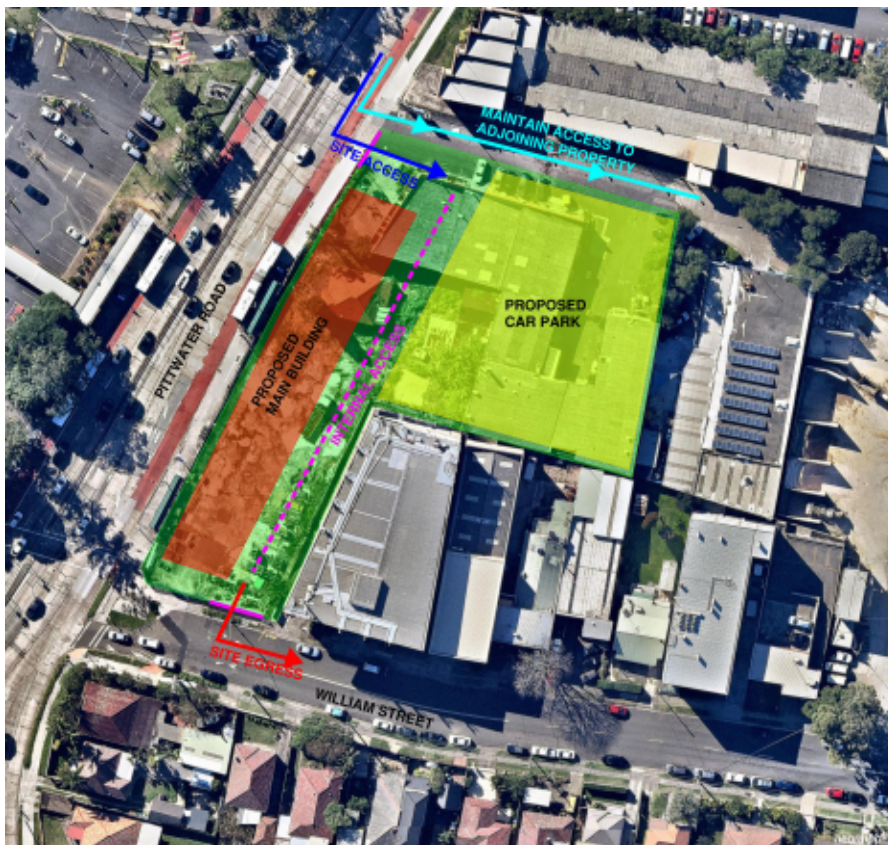


Figure 5: Site Access/Egress
(Source: www.nearmap.com.au)

3.3 Truck and Vehicle Volumes and Queuing Arrangements

There is limited queuing availability within the site due to the existing site constraints and future works. Depending upon the construction program to be developed by the main contractor, the works could be staged with the main building establishment works being constructed prior to the proposed car parking facility to allow for storage, vehicle queuing and turning area if required within the site.

It is anticipated that the site works would typically generate 20 truck movements per day during day to day activities, increasing to approximately 50-60 truck movements per day during the concrete pours. During the concrete pour days communication between the site, concrete batching plant and truck drivers will be maintained to stagger the arrival of vehicles in order for them to be accommodated within the designated work area and minimise traffic disruptions.

All deliveries will be within the approved work hours, with emphasis made on deliveries to be outside heavy traffic periods where possible in order to reduce impact on traffic flows (particularly during concrete pours).

Vehicles would primarily comprise of dump trucks up to 12.5m Heavy Rigid Vehicles (HRV). Semi trailers may be used to deliver steel reinforcing requirements on site.

It is anticipated that the above truck vehicle movements can be accommodated within the existing road network.

3.4 Work Zone

Subject to Council approval, consideration could be given to the provision of a Work Zone on William Street within the location of the existing driveway, if required (immediately west of the site egress). This area could assist the builder to provide short term construction vehicle parking or improved vehicular egress from the site.

3.5 Pedestrian Movements

The construction works will maintain pedestrian access along Pittwater Road and William Street where possible to minimise disruption.

Appropriate pedestrian traffic measures will be implemented such as signage, barriers and traffic control to maintain access and safety.

Footpath works along Pittwater Road will need to be staged to maintain pedestrian through access and access to busses. Alternately, during footpath works the bus stop could be relocated north along Pittwater Road, subject to TfNSW and RMS approval. Prior to construction, the main contractor is to make necessary arrangements and obtain approvals with authorities.

In the event of footpath remaining operational through the works a minimum footpath width of 1.2m is to be maintained during footpath works and cyclist to dismount.

The site is to remain secured from public access with site fencing.

3.6 Environmental Control

Vehicles are not to transport dust, dirt, or gravel from the worksite onto the sealed road networks. Vehicle wash areas in accordance with industry standards will be provided. Loads are to be covered.

Materials and spoil storage areas will be within the site for collection. Details of the site storage areas will be outlined in a Construction Management Plan produced by the main contractor when engaged.

3.7 Impact and Changes to Parking

The egress driveway on William Street will require the removal of 2 spaces along the northern kerbline. The potential work zone could be positioned along the existing driveway resulting in no loss of parking

3.8 Proposed Road Closures

There is no anticipated proposal to implement road closures as part of the works.

3.9 Access to adjoining properties

Access to all adjoining properties will be maintained throughout the works.

3.10 Site Crainage

Mobile cranes or tower crane are likely to be utilised during construction. Cranes are to be located within the work site to facilitate loading and unloading of materials. Crane installation should be outside heavy traffic periods where possible in order to reduce impact on traffic flows.

3.11 Construction Employee Traffic Generation/Parking

Due to site constraints and associated work activities, there will be limited parking within the site for employees. To minimise the required parking demand, contractors will be encouraged to assist in the transportation of workers to the site.

As part of the site induction, the employees will be advised of the public transport options as outlined in **Section 2.5** and encourage to use these facilities or arrange car pooling to decrease the number of employee vehicles.

3.12 Signposting

Temporary construction traffic related signposting is to be developed in accordance with AS 1742.3 – Traffic Control Devices for Works on Roads and RMS Traffic Control at Worksites 2010.

3.13 Methods of Communicating Traffic Changes

Prior to the commencement of the works, notification of the works will need to be distributed to the neighbourhood. The upcoming works will include information on the type of works and contact numbers should access be required. The main contractor is to consult with the relevant stakeholders for required methods of communication.

During the works signs are to be erected warning motorists of construction traffic exiting and entering the site.

Traffic control advance warning signage in accordance with RMS guidelines and Australian Standards is to be in place to notify motorists of roadworks and when traffic controllers are present.

Sign size is to be size "A" and is to be monitored throughout the works to ensure they are clearly visible.

As part of the site induction procedures all contractors will be made aware of the Construction Traffic and Pedestrian Management Plan and their responsibility to adhere to the plan.

3.14 Monitoring of Traffic Control Plans (TCP)

Traffic Control Plans for works is to be developed by the main contractor prior to construction commencing.

During construction the contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TCP and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required.

Any variation to the layout of the TCP on site is to be recorded and certified by authorised RMS accredited personnel.

A review of the TCPs can be undertaken as required in order to determine any potential need for future amendments.

3.15 Certificates and Approvals

Approval will be obtained from Council/RMS/TfNSW and other relevant authorities as required.

Approvals that may need to be obtained for items such as but not limited to:

- Council Road opening permits
- Road occupancy approvals
- Hoarding/fencing approvals
- Work Zone approvals
- Bus zone relocation

Only certified personnel will be used on site to implement, monitor and carryout the Traffic Control Plan.

3.16 Hours of Work

Site works will be undertaken during the times as specified in the conditions of consent for the works.

Standard hours of operation are outlined in Interim Construction Noise Guidelines (EPA)

- Monday to Friday 7 am to 6 pm
- Saturday 8 am to 1 pm
- No work on Sundays or public holidays

No works outside the Conditions will occur. Works outside the specified times will need approval by the relevant authorities.

3.17 Contact of Emergency Services

In the event of an emergency it will be the responsibility of the Site Manager to ensure that emergency services are notified. Emergency services include, but are not limited to:

- Fire
- Ambulance
- Police

Phone “000” in cases of emergency.

Furthermore, it is the responsibility of the Site Manager to advise the emergency services of any restriction of vehicular access to public and private areas at least (1) one week prior to its implementation or changes.

3.18 Responsibilities

The Site Manager is responsible for, but not limited to:

- Implementing the Traffic and Pedestrian Management Plan and TCP's,
- Informing contractors of the requirements of the Traffic and Pedestrian Management Plan,
- Undertaking site inspections to ensure all signage is clearly visible and not damaged,
- Monitoring the Traffic and Pedestrian Management Plan,
- Report on Incidents,
- Obtaining permits.