


AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 2 MAY 2017

Beginning at 9.30am for the purpose of considering and determining matters included in this agenda.



Ben Taylor
Deputy General Manager
Environment and Infrastructure

Voting Members

Chair – Deputy General Manager Environment & Infrastructure – Northern Beaches Council	Mr Ben Taylor
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O’Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Ms Lisa Nagle
Roads and Maritime Services	Mr Peter Carruthers
Roads and Maritime Services	Mr Alex Coates
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

Non Voting Members

State Transit Authority, Brookvale Depot	Mr James Forsyth
Forest Coach Lines	Mr Jay Zmijewski
Manly Warringah Cabs Co-operative Society Ltd	TBC
Cycling Representative	Mr Owen Dunne

Officers

Executive Manager Transport & Urban	Mr Andy Davies
Principal Engineer Urban Infrastructure (Roads/ Traffic)	Mr Paul Davies
Civil Design & Traffic Engineer	Mr Ricky Kwok
Senior Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Sunny Jo
Traffic Engineer	Mrs Rezvan Saket
Traffic Engineer	Mr Velsamy Sankaran
Traffic Officer	Mr Shankar Pandey
Administration Officer	Ms Lisa Monk

Visitors

Agenda for a meeting of the Northern Beaches Council Local Traffic Committee

to be held on Tuesday 2 May 2017

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 9.30am

1.0 APOLOGIES

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 4 April 2017

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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NEXT MEETING Tuesday 6 June 2017

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 4 APRIL 2017

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 4 April 2017, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLITS OF INTEREST

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE

ITEM 4.1	BASSETT STREET MONA VALE - PROPOSED 'NO STOPPING' RESTRICTIONS
REPORTING OFFICER	CIVIL DESIGN & TRAFFIC ENGINEER
TRIM FILE REF	2017/103233
ATTACHMENTS	1 Bassett Street, Mona Vale - Plan 2 Bassett Street, Mona Vale - Site Photograph

UBD Ref: 138 J1

REPORT

BACKGROUND

Council has received a request from a local resident for the provision of 'No Stopping' restrictions adjacent to the path connection to Patricia Giles Reserve in Bassett Street, Mona Vale, to improve sight distances for pedestrians when crossing the road at this location.

LOCATION

- Bassett Street is a collector road with a 50km/h speed limit connecting Barrenjoey Road and Mona Street with a road pavement width of approximately 11.5m.
- The southern side of Bassett Street is commercial/light industrial land use while the northern side is residential. Patrick Giles Reserve is located towards the north-western end of Bassett Street.
- Parking is generally unrestricted on both sides of Bassett Street except for the statutory 10m No Stopping restrictions at the intersections.
- There is an existing footpath on the southern side of Bassett Street, but no footpath on the northern side.

ISSUES

- An increasing number of trailers, boats and caravans are parked along the section of Bassett Street between Mona Street and Jedda Place.
- The problem of long term trailer/boat/caravan parking occurs on both sides of the road, especially towards the north western end near Patricia Giles Reserve.
- A path runs across the eastern end of Patricia Giles Reserve, linking Bangalow Avenue with Bassett Street. The crossing point across Bassett Street is a desire line for pedestrians as it provides a link to a path located further west along Bassett Street, leading over the canal south to Hallstrom Place and Darley Street.
- Parked vehicles (including trailers, boats and caravans) adjacent to the crossing point, obstruct pedestrians' visibility when preparing to cross the road.
- Council proposes to install 'No Stopping' restrictions (to be indicated by a solid yellow line) 20m north-west of the northern kerb ramp, and 20m south-east of a future kerb ramp to be constructed on the opposite side of the road, (refer to Attachment 1 - Bassett Street - Plan). This treatment is provided on high traffic roads where crossing the road mid-block is the principle pedestrian route.

- The proposed restrictions will result in the total loss of 6 car park spaces in Bassett Street.
- It is considered reasonable that the proposed restrictions be granted to improve visibility and safety for pedestrians crossing Bassett Street.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Stopping' restrictions (to be indicated by a solid yellow line) in Bassett Street, 20m north-west of the northern kerb ramp, and 20m south-east of a future kerb ramp to be constructed on the opposite side of the road, to improve visibility and safety for pedestrians crossing Bassett Street at the eastern end of Patricia Giles Reserve.





Patricia Giles Reserve looking south across Bassett Street



Bassett Street looking north-west towards Mona Street

ITEM 4.2	HARKEITH STREET, MONA VALE - PROPOSED EXTENSION OF 'NO STOPPING' RESTRICTIONS
REPORTING OFFICER	CIVIL DESIGN & TRAFFIC ENGINEER
TRIM FILE REF	2017/103284
ATTACHMENTS	1 Harkeith Street, Mona Vale - Plan 2 Harkeith Street, Mona Vale - Site Photographs

UBD Ref: 138 J4

REPORT

BACKGROUND

Council has received a request from Wiseberry Real Estate, at No.17 Barrenjoey Road, Mona Vale, to extend the existing statutory 10m 'No Stopping' restrictions to their driveway located in Harkeith Street, to improve the safety of motorists entering and exiting the property.

LOCATION

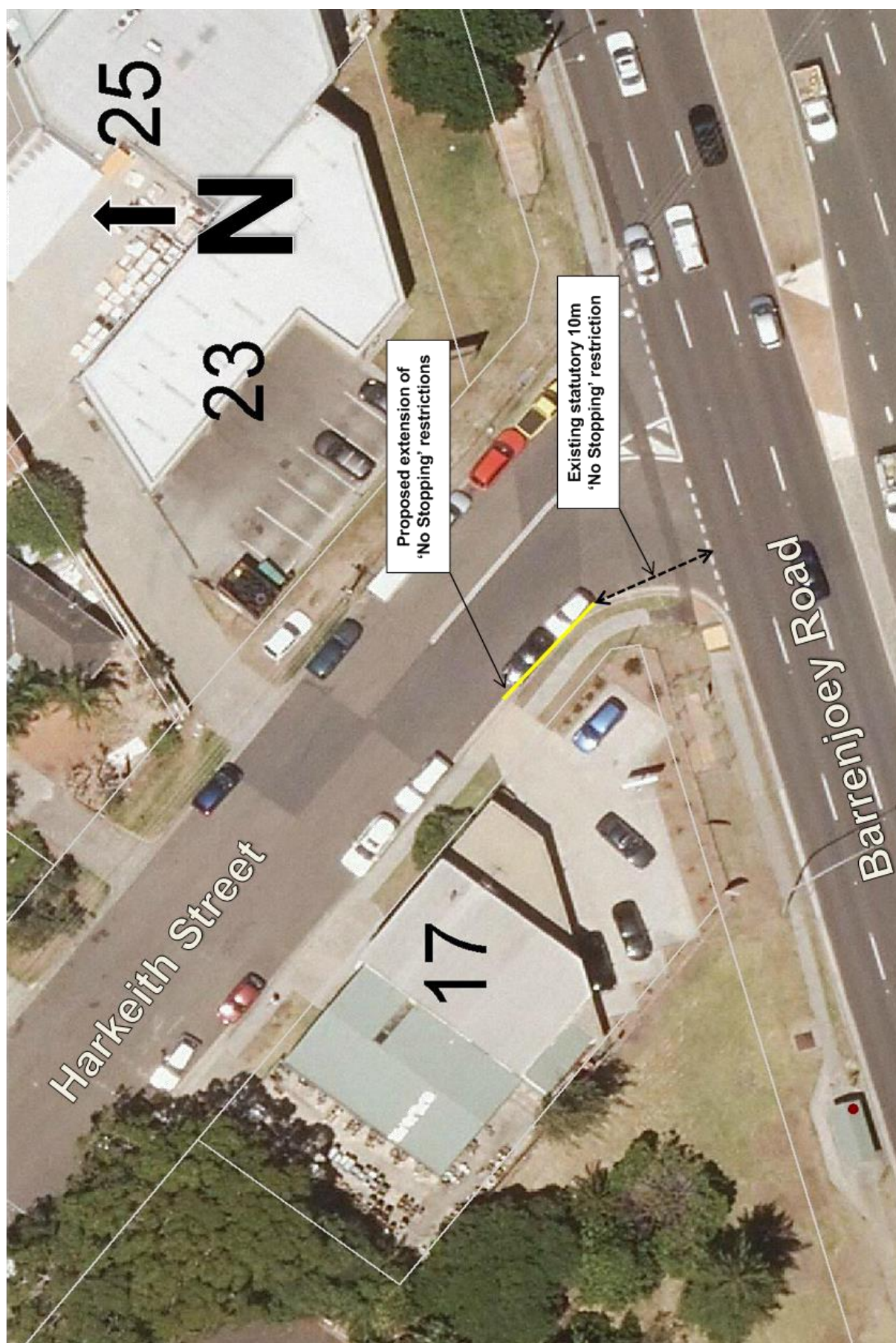
- Harkeith Street is an access road which connects to a one way laneway on private property adjacent to the Pittwater Place Shopping Centre.
- The road pavement width is approximately 12.5m between kerbs.
- The street contains a mix of residential properties, and businesses, the Mona Vale Fire Station located on the northern side and the Mona Vale Hotel on the southern side of the street.
- There are fourteen unrestricted 60° angle parking spaces located at the northern end of Harkeith Street fronting the Mona Vale Hotel, with the remainder of the street unrestricted parallel parking except for the section of road fronting the Fire Station which is signposted 'No Parking Fire Brigade Vehicles Only'.

ISSUES

- Vehicles in Harkeith Street are currently able to park between the driveway of No.17 Barrenjoey Road and the existing statutory 10m 'No Stopping' restriction from the Harkeith Street/Barrenjoey Road intersection.
- Vehicles parked at this location obstruct sight distances for drivers exiting the driveway of No.17 Barrenjoey Road. Similarly, vehicles turning off the main road into Harkeith Street, and often continuing to travel at higher speeds, have difficulty seeing vehicles pulling out of the driveway due to parking close to the intersection.
- Council proposes to extend the statutory 10m 'No Stopping' restrictions to the driveway of No.17 Barrenjoey Road (refer Attachment 1 - Harkeith Street - Plan), which will result in the loss of 2 on-street parking spaces.
- It is considered reasonable that the request be granted to improve sight distances and overall safety of drivers exiting the driveway of No.17 Barrenjoey Road, as well as those turning left into Harkeith Street off Barrenjoey Road.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the extension of the existing 'No Stopping' restrictions to the driveway of No.17 Barrenjoey Road, to improve sight distances and overall safety of drivers exiting the driveway, and vehicles turning left into Harkeith Street off Barrenjoey Road.





Looking west across Harkeith Street at intersection with Barrenjoey Road



Harkeith Street looking south towards Barrenjoey Road

ITEM 4.3	CENTRAL ROAD, AVALON BEACH - PROPOSED P5 MINUTE PARKING RESTRICTIONS
REPORTING OFFICER	CIVIL DESIGN & TRAFFIC ENGINEER
TRIM FILE REF	2017/103315
ATTACHMENTS	1 Central Road - Plan 2 Central Road - Site Photographs

UBD Ref: 119 C1

REPORT

BACKGROUND

The Maria Regina Catholic Primary School in Avalon has requested short term parking restrictions in Central Road outside the School, to be used as a drop off and pick up area during the morning and afternoon periods.

LOCATION

- Central Road is classified as a local road, with a default speed limit of 50km/h.
- The School Zone and 40km/h speed limit in Central Road extends for approximately 160m west of the intersection with Barrenjoey Road.
- The section of Central Road under consideration is located between Barrenjoey Road and Patterson Lane, where the road width for through traffic varies between 9 and 11m.
- The Maria Regina Catholic Primary School is located on the northern side of Central Road. The Avalon Ambulance Station is situated on the southern side opposite the School, and the Maria Regina Church is located a further 100m west of this location.
- A 90° angle parking area fronts the School, consisting of eighteen unrestricted car park spaces, and one disable car park space located at the western end outside the School entrance.
- Double separation lines (approximately 30m) have been installed on the approach to the signalised intersection at Barrenjoey Road.
- The existing 'No Stopping' restrictions prevent parallel parking east of the 'KEEP CLEAR' markings for Ambulance access. There are also sections of 'No Parking' restrictions installed on the southern side of Central Road, either side of the intersection with Patterson Lane.
- The 192 route from Avalon to Stokes Point is an hourly Loop Service which operates along Central Road.

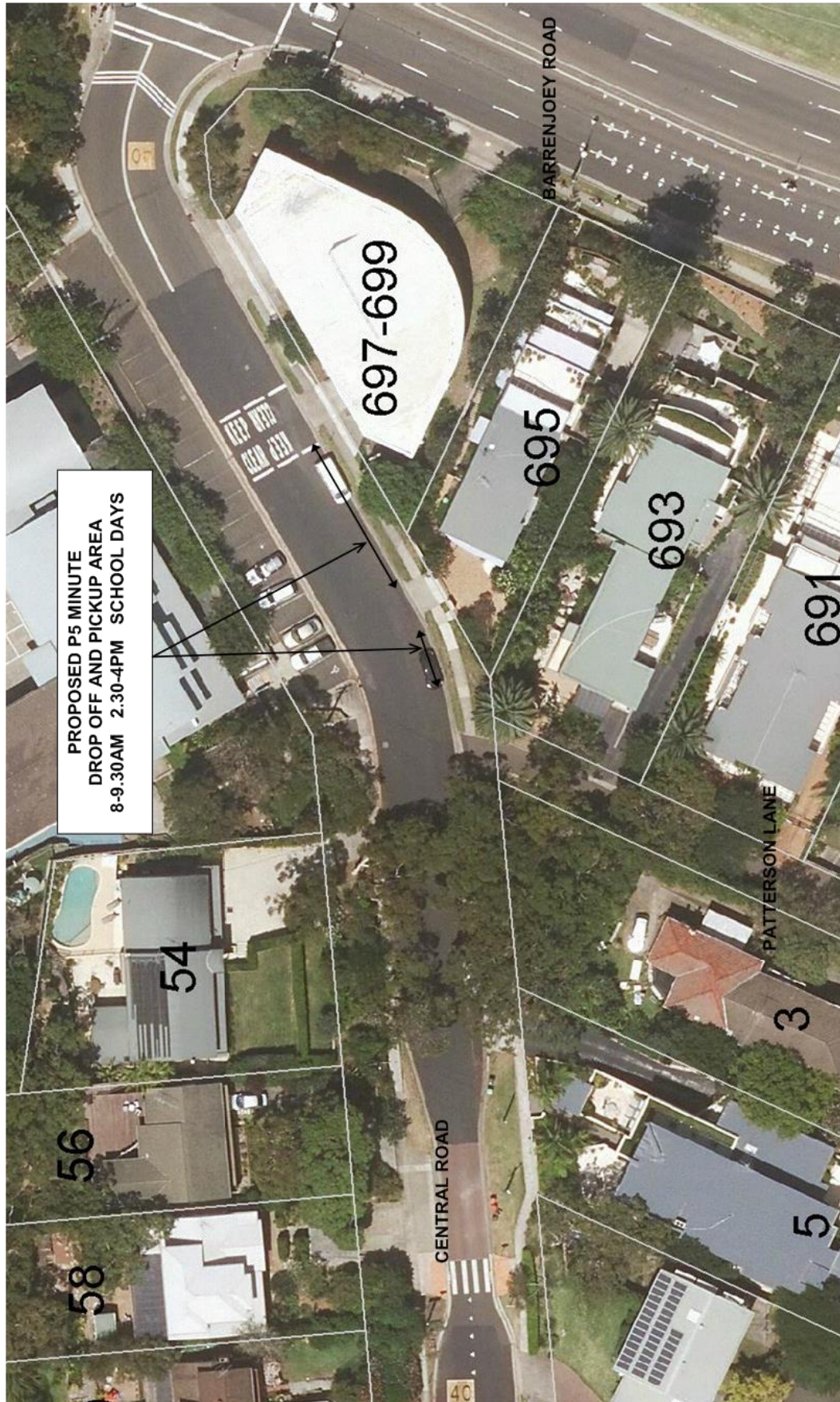
ISSUES

- The close proximity of the School, parking area, and Church in Central Road, together generate a high parking demand and large traffic volumes
- The bus stops in Barrenjoey Road provide connecting services to the city, and commuters parking for long periods in the currently unrestricted parking spaces aggravate the parking situation.
- The area experiences very high pedestrian and vehicle movements during the morning drop off and afternoon pick up periods.
- Council does not support a drop off and pick up area in the 90° angle parking area, due to safety concerns from increased turning and reversing manoeuvres in a high trafficked area close to the intersection with the main road.
- It is proposed that P5 minute parking restrictions (8-9.30am and 2.30-4pm School Days) be provided in the unrestricted section of parallel parking located on the southern side of Central Road opposite the School (refer Attachment 1 - Central Road - Plan).

- The proposal will provide a drop off and pick up area for 4 car park spaces, and is supported by the Maria Regina Catholic Primary School.
- It is considered reasonable that the request be granted as it will improve safety and amenity for the School during the morning drop off and afternoon pick up periods.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the provision of P5 minute parking restrictions (8-9.30am and 2.30-4pm School Days) to be installed in the unrestricted section of parallel parking located on the southern side of Central Road opposite the School.





Central Road looking east towards Barrenjoey Road



Central Road looking west towards intersection with Patterson Lane

ITEM 4.4	JOHNSON STREET, FRESHWATER - CONSTRUCTION OF A WOMBAT CROSSING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/109468
ATTACHMENTS	1 Johnson Street - Submission 2 Johnson Street - Detailed Design Plan

UBD Ref: 178 A16

BACKGROUND

On 6 December 2016 the Traffic Committee considered the results of the community consultation undertaken by Council regarding a Local Area Traffic Management Scheme (LATMS) for the Freshwater area bounded by Harbord Road, Oliver Street, Lawrence Street and Brighton Street. At the time due to the mixed level of responses including objections from nearby residents, the majority of the proposed traffic calming devices did not proceed, with the exception of Johnson Street, where a detailed design was to be reported back to the Traffic Committee for approval.

The project involves the removal of the existing School Children's Crossing in Johnson Street, Freshwater near St John the Baptist School and the construction of a full time raised pedestrian crossing (Wombat Crossing).

REPORT

The Traffic Facilities Program for 2016/2017 includes the construction of a Wombat Crossing in Johnson Street, Freshwater which was identified for implementation in the current year. In accordance with the Traffic Committee's presentation and the normal process for Traffic Facilities Program, the proposal was placed on public exhibition for community comment and as presented on 6 December 2016.

Recently Council has received an additional submission from Mr Andro Tomich, raising a number of issues with the proposal, including parking, and noise issues. A copy of his letter is attached for information.

The 24m approach 15m departure No Stopping zones (8am-4pm School Days Only) will be replaced by a 20m approach and 10m departure No Stopping (full time) zones as required under the RMS technical directions. The repositioning of the Wombat Crossing as well as establishing the full time No Stopping zones will restore approximately 10m of kerbspace along the north side and 8.5m along the south side as unrestricted parking, increasing the parking supply during the day on school days.

Whilst the proposed Wombat Crossing will generate noise with vehicles passing over the device, it should be noted that Johnson Street carries 470 vehicles per day as compared to Wyndora Avenue, which carries approximately 1,800 vehicles per day. In addition Council has implemented a 1m length of flat concrete pad on each approach to the Wombat Crossing ramp design, which should assist against future pavement failure and some noise generated from the wombat crossing.

Council has also made an enquiry to Ausgrid to improve street lighting at this location.

In summary the proposed upgrade of the School Children's Crossing will improve safety at the crossing for all road users. Whilst the proposal will improve the parking supply during school hours, the noise issue is not expected to be significant to abandon the project.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the detailed design plan for the construction of the Wombat Crossing in Johnson Street, Freshwater be approved.
 - B. That the construction of the Wombat Crossing in Johnson Street, Freshwater proceed utilising funds allocated to the project under Council's Community Strategic Plan.
-

The Administrator

Northern Beaches Council

Re Report to Northern Beaches Council Local Traffic Committee Meeting December
2016 Reference Item 4.2

Dear Sir

I have recently read the report referred to and I am embarrassed by the deception of this report in regard to the chart which purports to be a summarisation of the number of responses received regarding the Johnson Street wombat crossing.

This matter was raised some years ago and myself and others, I believe, made lengthy and detailed response to this wasteful suggested expenditure and by not bringing these reports to the Committees attention for due consideration is deceptive.

It is completely unnecessary as the crossing is supervised by a responsible adult on each and every occasion a child uses it.

When I received this notification I expected that my previous submission would be brought to the attention of the committee and a new submission was not warranted.

How do you expect a committee to arrive at a sensible decision when they are not supplied with all the facts?

I was also concerned by the dismissive nature of the other submission received from a resident of Johnson Street where it was pointed out the serious impact on noise and parking. The fact that they lived 70 metres from the crossing is crucial to the parking situation, as where does the committee believe that the car parking spaces removed will be replaced in the sky or 70 metres up the road. The staff commence arriving at this school at 7.00am and take up the limited parking available for residents in Johnson Street. We have boats and trailers permanently parked in the street and residents from Oliver Street park in the Street permanently.

The Church at the corner of Johnson and Oliver Streets does not appear to have been taken into consideration by the committee in the decision making process this is a very busy and active church and parking is always in demand for the services on weekends and at funerals during the week and by even reducing one street space is going to impact on the residents of Johnson Street. So the fact that a person lives 70 metres from the sight is very important, they were requested to make a submission which they did and it was not considered on its merits and was dismissed as of no concern. Was the committee advised of the church and its services, there is no mention in the summary? This is another careless omission.

This matter should be reconsidered with all the available data, and previous submissions on the same issue, so that it can be considered thoroughly, if council is permitted to withhold information from committees what is the point on asking for submissions.

The Council is currently seeking public submissions on the Freshwater Coastal Open Space Master Plan, why should I waste my time in visiting a drop in session or making a submission when it will be dismissed as I live 900 metres from the Coast.

Yours sincerely

Andro Tomich



ITEM 4.5	MOORAMBA ROAD, DEE WHY - CONSTRUCTION TRAFFIC MANAGEMENT PLAN FOR 5 MOORAMBA ROAD
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/110498
ATTACHMENTS	1 Mooramba Road - Construction Traffic Management Plan

UBD Ref: 178 A7

REPORT

Council has given consent to development application for a mixed use development at 5 Mooramba Road, Dee Why which includes the demolition of the existing commercial buildings and construction of commercial units with a 688m² floor area, 2 cafes with 112m² floor area, and 123 residential units over 6 floors.

As this is a significant development, Council has imposed a condition of consent which requires the applicant to lodge a Construction Traffic Management Plan (CTMP) to Council's Local Traffic Committee for consideration and approval.

An extract of the CTMP is provided for the Traffic Committee's review.

Generally the CTMP is supported, with the following additional conditions recommended:

1. Limited approval of mobile crane permits including any temporary partial road closures in Mooramba Road to 4 days per month.
2. Unless physical works are being undertaken in the road domain, no use of water-filled barriers, safety cones or temporary barricades to reserve on-street parking, unless it forms part of a Traffic Control Plan (TCP) approved by Council. All TCPs relevant to demolition, construction, and loading are to be submitted through 'Application for Traffic Control Permit' application forms to Council for consideration.
3. Work Zones applications are to be submitted at least 6-8 weeks prior to commencement and are subject to approval of Council.
4. Truck access routes to and from the work site, including a TCP is not provided. Additional information containing this information is required prior to approval.
5. All other relevant permits and applications are to be submitted for consideration and subject to Council approval.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Construction Traffic Management Plan (CTMP) for the 5 Mooramba Road, Dee Why be approved subject to the above conditions 1-5.
-

Development Application
Osprey Apartments
5 Mooramba Rd Dee Why NSW
(627-635 Pittwater Rd)

December 2016
CONSTRUCTION MANAGEMENT PLAN

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CONSTRUCTION MANAGEMENT PLAN
Osprey Apartments
5 Mooramba Rd Dee Why

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CONSTRUCTION MANAGEMENT PLAN
Osprey Apartments
5 Mooramba Rd Dee Why

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CONSTRUCTION MANAGEMENT PLAN
Osprey Apartments
5 Mooramba Rd Dee Why

1.0 Introduction

1.1 Purpose

This Construction Management Plan has been documented to describe how the Project Management team shall implement and conduct its allocated site management responsibilities during the Construction phase of The Osprey Apartments, 5 Mooramba Road, Dee Why, NSW (the Project).

A fundamental aim of this Plan is to ensure all construction is properly facilitated, integrated and coordinated to deliver certainty to the objectives of the Project.

This plan forms part of Marchese Partners Management System and Gannet Developments Management System.

1.2 Scope of this Plan

This Plan provides a holistic approach that:

- advises how the project management team will comply with the requirements of the contract relating to construction;
- defines the project objectives and targets of relevance to the construction phase;
- describes constraints specific to the construction phase and the project in general;
- describes the process for the identification and control of risks specific to the construction phase; and
- details the proposed strategy for the construction phase, about establishment resourcing, site organization and construction controls.

1.3 Proposed Works

The proposed works require the construction of:

- 3 Basement Levels
- 1 Commercial/Retail Podium Level
- 6 Levels of apartments

This type of construction will have several distinct phases that will require different material handling strategies to optimize the construction works and minimize impact to surrounding streets, other stakeholders (such as Transport for NSW) and neighbors.

Our material handling strategies and Construction planning will require consultation with stakeholders and authorities before implementation.

1.4 Site Location

The proposed development site (refer Figure 1) is bounded by Pittwater Road and Mooramba Road. The site address is 5 Mooramba Road, Dee Why.

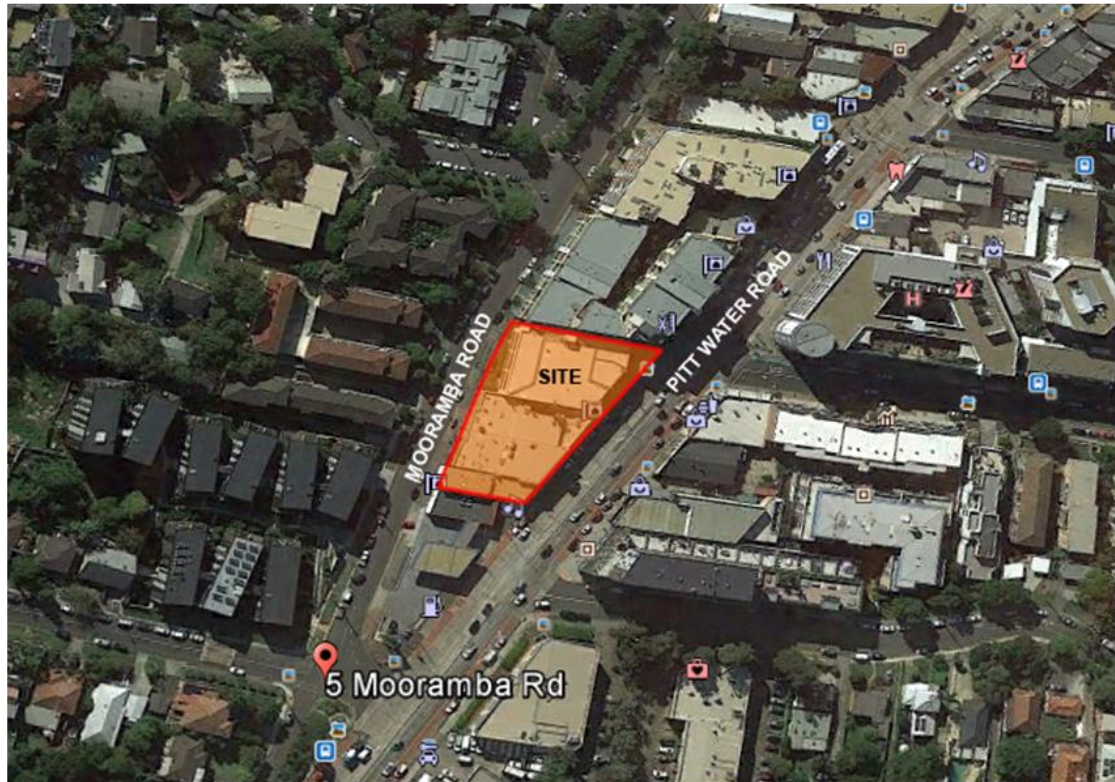


Figure 1 – Site Location

The site area is approx. 2606 sqm, is irregular in shape and has frontages to both Pittwater Road (primary frontage) and Mooramba Road (secondary frontage).

The subject site is located on the western side of Pittwater road, and on eastern side of Mooramba Road.

The site is adjoined as follows:

- | | | |
|-------|---|---|
| West | – | Mooramba Road and 4 storey residential buildings opposite |
| East | – | Pittwater Road and older style 1-2 storey commercial buildings opposite |
| North | – | 5-6 storey residential buildings |
| South | – | 1 storey petrol station |

CONSTRUCTION MANAGEMENT PLAN
Osprey Apartments
5 Mooramba Rd Dee Why

1.5 Precedence

Where ambiguity is detected between the procedures and requirements in this plan and the Marchese Partners Management Systems, then the procedures nominated in this plan will take precedence.

1.6 Interface with other Project Plans and Procedures

The Construction Management Plan forms part of an integrated set of Project Management Plans and should be read in conjunction with these other plans.

1.7 Document Control

Amendments to this Management Plan are approved by the Project Manager and authorized for distribution to all holders of controlled copies.

Date	Name of Recipient	Organization
02/12/2016	Michael Vance	Gannet Developments

Uncontrolled hard copies of this plan may be distributed to Gannet Developments personnel. These copies are not subject to automatic amendment and the receiver should verify currency of the document.

Revisions to this Management Plan will be made as required to reflect the current system requirement

Rev	Date	Description	Page	Reviewed	Approved
0	02/12/2016	Initial Issue for Review	All	PD	MV
1	09/12/2016	S34 DA APPROVAL	ALL	PD	MV



CONSTRUCTION MANAGEMENT PLAN
Osprey Apartments
5 Mooramba Rd Dee Why

2.0 Construction Management

2.1 Approach

The major external constraints on the project are:

- Maintaining smooth traffic and pedestrians flow with minimal disruptions to the surrounding streets;
- Undertaking works with minimal impact on neighbors;

Upon commencement, our project team's immediate tasks will be to:

- Locate a project office, site accommodation and facilities;
- Undertake a survey of the site and complete a dilapidation report of surrounding properties and assets;
- Confirm the locations of existing services and obtain all necessary permits and licenses and approvals; and
- Arrange for the installation of temporary services – power, water and sewer to service the site works and the amenities.

2.2 Approvals

A Development Approval is required for the works covering the excavation, basement and tower works.

We foresee that the Development Approval will contain conditions that certain reports will need to be completed, submitted and approved before works can commence including:

- Construction Site/ Management Plan;
- All information required to be submitted under Schedule 1 of Environment Planning and Assessment Regulation 2000;
- All information as required on the Development Application form checklist;
- Site Analysis (prepared in accordance with Schedule 8 of WLEP 2000);
- Site Survey (prepared by a registered Surveyor);
- Statement of Environmental Effects;
- Geotechnical Report;
- Phase 1 Site Contamination Report;
- Access Report;
- Building Code Australia Report;
- Traffic and Parking Report;
- Arborist Report (for trees on the adjoining parkland)
- Crime Prevention Through Environmental Design (CPTED) Assessment;
- Erosion and Sediment Control Plan;
- Earthworks Plan for excavation;
- SEPP 65 Design Verification Statement from a qualified designer;
- Residential Flat Design Code Assessment Report;
- View Impact Analysis;
- Sample Board of External Finishes;
- Architectural Scale Model and photomontage;
- Shadow diagrams;
- Landscape Plan;
- Waste Management Plan;
- Storm water Management Plans; and
- BASIX Certificates

Prior to commencing temporary modification of traffic arrangements, further approvals will be required from City Council including but not limited to:

- Application / Notification to Work on Council Property
- Temporary Lane / Road Closure Application



CONSTRUCTION MANAGEMENT PLAN
Osprey Apartments
5 Mooramba Rd Dee Why

- Application for Permit to Occupy Road
- After Hours Application
- Civil Operational Works
- Landscape Operational Works
- Signs and Line Marking Operational Works

It is proposed that staged Construction Certificate (CC) will be obtained from a qualified Private Certifying Authority (PCA). It is proposed that the CC will be approved in the following sequence:

- Demolition and Excavation works
- Structural works for basements and podium
- Structural works for towers
- Services and Internal Fit Out

We do envisage that Staged occupation will be required.

The staging of the CC's will allow works to commence, whilst affording time for those works requiring intense design time such as structural and finishes works. The net effect is an overall reduction in total development construction time.



CONSTRUCTION MANAGEMENT PLAN
Osprey Apartments
5 Mooramba Rd Dee Why

2.3 Site Security

The site will be secured using appropriate fences and/or hoardings, with access gates manned with qualified security guards/traffic control officers. The site will be secured out of hours and patrolled by qualified security guards.

All visitors to the site will be required to report to the site office, and will be appropriately inducted and registered in a visitor's log book.

2.4 Public / Worker Safety

All site staff and subcontractors will be required to complete a site-specific induction before commencing work on site. The induction will cover aspects relating to safety and amenity; including access, emergency evacuation procedures, location of first aid facilities, location of amenities, site hours, material handling, noise and dust policies and environmental management.

Prior to commencing works on site, all subcontractors will be required to submit a project specific Safety Management Plan. This plan will be reviewed by Gannet Developments for compliance with the overall Project Safety Plan.

A Safety Committee will be established during the early stages of the project. The committee will have representatives from subcontractors and Gannet Developments. It will conduct regular inspections of the project, and will be actively involved in reviewing Safety Management Plans and making recommendations with regard to health and safety issues.

All committee members will be adequately trained in the field of health and safety compliance.

2.4.1 Hoarding

The Hoarding construction will consist of a timber hoarding. Where works are required at the boundary, temporary fence panels will be used. Gates will be used on all access points onto the site.

'A' class hoarding to the Pittwater Rd frontage, 1.8m from the boundary to the fence line.

2.4.2. Gantry

Gantries will be used strategically along Mooramba Rd frontage as class 'B' hoarding to maintain pedestrian access and safety. All gantry installation will be subject to council approval and permits.



CONSTRUCTION MANAGEMENT PLAN
Osprey Apartments
5 Mooramba Rd Dee Why

3.0 Construction Methodology

3.1 Demolition and Excavation

The site is currently vacated one to three storey brick and concrete buildings. The existing buildings will be progressively demolished until bulk earthworks can commence. There are no existing trees within the side boundary.

Existing services within the site will be located and either capped if redundant or modified if they are to be used as temporary services for the works.

The overall Design drawings and specifications can be found as a standalone document and is not included in this CMP.

3.2 Substructure Works

The tower crane will be erected as soon as the area it is intended to be erected on has been excavated. The tower crane will assist with the removal of the last of the spoil where it is uneconomical to be done by other means, and load in materials for the substructure works.

Proposed tower crane to be located centrally on Western side of the towers running the basements. Load and unloading off Mooramba Rd. Hoist to be located between the two towers and will access the basement for loading purposes. Both the exact location to be confirmed after structure design co-ordination.

As excavation is completed foundations will be cast, in ground services installed, the ground prepared for the structure and the slab on ground will be cast.

Following the slab on ground, the upper levels will be cast in zones, so that multiple work fronts will be created. Different formwork systems will be considered and taken into account in the design of the structure to ensure program can be met.

Concrete will be cast to these slabs and columns using a pump and satellite boom to minimize/ eliminate material handling injuries.

3.3 Core

The cores are central to the tower footprint. For the upper level slabs to be completed, the core must be cast to that level. To minimize program impact, we have created zones to each basement slab level to allow it to be cast without the core being complete to that level.

We will utilize a propriety vertical wall formwork system that is self-climbing to cast the core. The core system will be supported by a tower crane for lifting of materials, a hoist to get men and tools to the system, and its own satellite concrete placing boom to place concrete.

The lobby slabs, header beams and stairs will follow the core walls and will be cast as soon as practical to maintain structural stability of the core walls and provide access to cast the tower slabs.

When the last vertical wall elements are cast, the jump form will be removed in a strategic sequence and manner for safety reasons and to allow the lift motor rooms to be cast as early as possible to get builders lifts operating.

3.4 Structure

The development at 5 Mooramba Rd Dee Why is proposed to comprise a concrete framed structure with basement parking.

Suspended slabs are to be post tensioned reinforced concrete slabs supported off concrete columns.

The structure trades and works will be supported by tower cranes for lifting of materials, formwork hoists to lift recycled formwork, to transport operatives and materials to the decks, satellite placing booms to place concrete,



CONSTRUCTION MANAGEMENT PLAN
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propriety perimeter edge screens to provide fall protection to operatives.

See **Appendix 3** a materials handling layout including major plant.

Scaffold requirements have also been considered.

3.5 Façade

The facade will be erected as soon as practical to commence waterproofing floors so that finishes and fit out can commence.

The roof embellishments will commence when the structure is complete. These works will not be able to be completed until all plant has been lifted into the plant rooms and the façade has been installed to this level to complete the water tightness of the fabric.

3.6 Services and Finishes

When slabs are cast and the formwork is stripped, the services will commence to be installed. These works will commence within the building but will not be completed till the façade to that level is complete. The façade provides edge protection for the men working near the edge and provides weatherproofing for equipment that is water sensitive. The works will be organized in several passes, with what we term "rough in of services" being the first pass which is all services that can be installed before the façade is installed to that level.

Finishes are normally commenced in earnest when the façade is installed to that floor. The services will be scheduled to be completed enough to allow finishes to commence in our programming.

Plant, equipment and materials will be lifted to the floors via several means depending on what stage the building is at. The means will be tower cranes or builders lift. The builder's lifts will be used for "clean trades" such as services fit off, carpets, plasterboard ceiling and fit out, to minimize damage to the lifts.

Materials that will be hoisted via the Material hoists or Builders lifts will be unloaded in the loading dock to save congestion to the material handling areas.

3.7 External Works

When the fabric of the tower is complete, and the tower cranes have been removed. This will allow the external works to be commenced and completed in a timely manner.

The works will also include making good any areas that have been affected by the construction of the project.

3.8 Construction Sequence and Planning

The locations and types of plant may vary depending on the results of more detailed planning as the design solidifies and the availability of plant is firmed up.

There will be 3 distinct phases requiring different material handling logic to construct the building efficiently and minimize impact on surrounding streets and neighbors. The phases are:

- Phase 1. Site establishment; Demolition; Excavation and pile installation
- Phase 2. Structure
- Phase 3. Finishes and external works

Each Phase will not happen in isolation. Phase 2 and 3 will happen simultaneously once the structure is sufficiently complete to allow the finishes trades to commence on lower levels



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3.9 Material Handling

3.9.1 Tower Cranes

Refer Appendix 3 for approximate locations of Tower Cranes. Proposed tower crane to be located centrally on Western side of the towers running through the basements. Exact location to be confirmed after structure design co-ordination.

3.9.2 Mobile Cranes

Mobile cranes will be used during the bulk earthworks and retention phase but also to supplement the tower cranes during peak times.

3.9.3 Hoists

Refer Appendix 3 for approximate locations of man and materials hoists. Hoist to be located between the two towers and will access the basement for loading purposes. Exact location to be confirmed after structure design co-ordination.

3.9.4 Forklifts

The use of forklifts will enable the expedient transfer of smaller supplies from the basement and the works zone to the materials hoists.

3.9.5 Concrete Handling

Refer Appendix 3 for Work Zone areas. It is not anticipated that any road closures will be required during the construction period of the development. However, should temporary closures be required then the relevant applications for approval will be made. Construction zone along Mooramba Rd full length of site will be set up to pump concrete and lift from there.

3.9.6 Rubbish Removal

The Bins will sit in the drive way/loading dock on the ground level, at the northern boundary. Rubbish will be removed from site by a licensed waste contractor and taken to a transfer facility for separation.

3.9.7 Loading Platforms

Loading platforms will be used to facilitate Tower Crane materials handling to tower slabs.

3.9.8 Materials Storage

Generally, all material will be stored along the side boundaries of the site behind the from building alignment. Where practicable, construction materials will be located within the building area as soon as possible after delivery and in the basement for the finishes.

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4.0 Environmental

4.1 General

The objective of this section is to identify the proposed methods that will be employed to minimize the impact of noise, vibration and air quality in the vicinity of the development.

4.2 Noise and Vibration Management

4.2.1. Noise Criteria

The criteria for noise from construction activities on this project are aimed at maintaining comfort levels within the surrounding buildings and will be controlled in accordance with the E.P.A. Industrial Noise Policy. The criteria are outlined as follows:

Residential area – “Background + 20 dB(A)”; and

Retail and Commercial areas – “Background + 25 dB(A)”.

All work to be carried out in accordance with AS 2436 1981 “Guide to Noise Control on Construction, Maintenance and Demolition Sites”.

4.2.2. Vibration Criteria

Australian Standard 2187-1993, “SAA Explosives Code, Part 2 – Use of Explosives” stipulates in Section 11 acceptable levels of ground vibration to limit the probability of structural damage and human discomfort. The criteria presented in this Standard are summarized below.

Table 1 – AS2187 Recommend Peak Particle Velocity

TYPE OF BUILDING OR STRUCTURE	PEAK PARTICLE VELOCITY (V _p) mm/s
1. Historical buildings and monuments, and buildings of special value and significance.	2
2. House and low rise residential buildings. Commercial buildings not included in item 3 below	10
3. Commercial and industrial buildings or structures of reinforced concrete or steel construction.	25

4.2.3. Noise and Vibration Control Methods

The normal hours of work will typically be 7am to 5pm, Monday to Friday (demolition work 8am to 5pm); 8am to 1pm Saturdays (no demolition work on Saturdays). The determination of appropriate noise control measures will be dependent on the particular activities and construction appliances.

Alternate Appliance or Process

Where a particular activity or construction appliance is found to generate excessive noise levels, it may be possible to select an alternative approach or appliance. For example; the use of a hydraulic hammer on certain areas of the site may potentially generate high levels of noise. By carrying this activity by use of pneumatic hammers, bulldozers ripping and/or milling machines lower levels of noise will result.



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Acoustic Barrier

Barriers or screens can be an effective means of reducing noise. Barriers can be located either at the source or receiver.

The placement of barriers at the source is generally only effective for static plant (tower cranes). Equipment which is on the move or working in rough or undulating terrain cannot be effectively attenuated by placing barriers at the source.

The degree of noise reduction provided by barriers is dependent on the amount by which line of sight can be blocked by the barrier. If the receiver is totally shielded from the noise source reductions of up to 15 dB(A) can be effected. Where only partial obstruction of line of sight occurs, noise reductions of 5 to 8 dB(A) may be achieved. Where no line of sight is obstructed by the barrier, generally no noise reduction will occur.

As barriers are used to provide shielding and do not act as an enclosure, the material they are constructed from should have a noise reduction performance which is approximately 10dB(A) greater than the maximum reduction provided by the barrier. In this case the use of a material such as 10 or 15mm plywood would be acceptable for the barriers.

Silencing Devices

Where construction process or appliances are noisy, the use of silencing devices may be possible. These may take the form of engine shrouding, or special industrial silencers fitted to exhausts.

All plant will be regularly maintained and log books kept ensuring that there are no excess noise emissions. Where it is practical, electric machinery will be used in lieu of mechanical devices.

All subcontractors will be responsible for managing noise and vibration in accordance with their project specific Management Plans.

It is proposed to undertake some after hour's works for specific tasks to minimize impacts to pedestrians, vehicular traffic or in the interest of safety. The works that are proposed to be undertaken outside of normal working hours include the following:

- Hoarding and Gantry works;
- Tower Crane erection and dismantling;
- Final awning works;

All after hour's works will be subject to the Communication Management Plan. Consultation with the Warringah Council will occur at all times prior to any works being scheduled. All businesses and surrounding residents will be given notification via email of all the proposed after hours works prior to the works commencing which will include details of the works and the time to undertake each activity.

We do not anticipate any significantly noisy activities as conventional methods of construction are to be used.

We do not envisage vibration generated by the Works affecting adjoining properties. The excavation of the rock may cause some vibration but this will be monitored.

4.3 Dust Management

Dust control measures will be implemented as required, and will be in accordance with NSW Workplace health and safety regulations and Environmental Protection Act.

Dust Management will be most critical during the demolition phase of the project, with the subcontractors for these trades specifically dealing with dust management within their Environmental Site Management Plan.

Measures that may be employed include:

- Site Perimeter – A 2.4m sheeted hoarding will be provided in all areas where external works are occurring
- Demolition – All trucks removing materials from site will be loaded whilst inside the site perimeter, with loads covered before exiting
- Excavation – water down working surfaces as required. Minimize stock piling of material. Maintaining stabilized access roads and driveway
- Construction – Maintain a high level of housekeeping to minimize likelihood of windblown dust.



CONSTRUCTION MANAGEMENT PLAN
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5 Mooramba Rd Dee Why

Temporary garbage chute will be used in construction. At the base of chutes bulk bin will collect the waste. The chutes will be fitted with devices that hose down the garbage as it is dropped in to the chutes.

Whenever possible, wet processes will be used during cutting, drilling and grinding to limit dust emissions.

4.4 Storm water and Sediment Control

A stormwater and sediment control plan will be developed and will be implemented prior to works commencing. This will ensure that stormwater from the development does not enter adjoining properties, and that all water that enters the council stormwater system does not contain silt or other contaminants.

All waste and stormwater will be directed to the lowest point at the site. At this point a pump out pit will be located. The pit will be surrounded by a mound of blue metal and filter fabric. All waste and stormwater will pass through the filter fabric and blue metal prior to entering the pump-out pit. All pollution control devices will be regularly maintained. Any liquid wastes such as paints or similar chemicals will be retained for recycling and other liquids will be disposed in accordance with the requirements of Sydney Water.

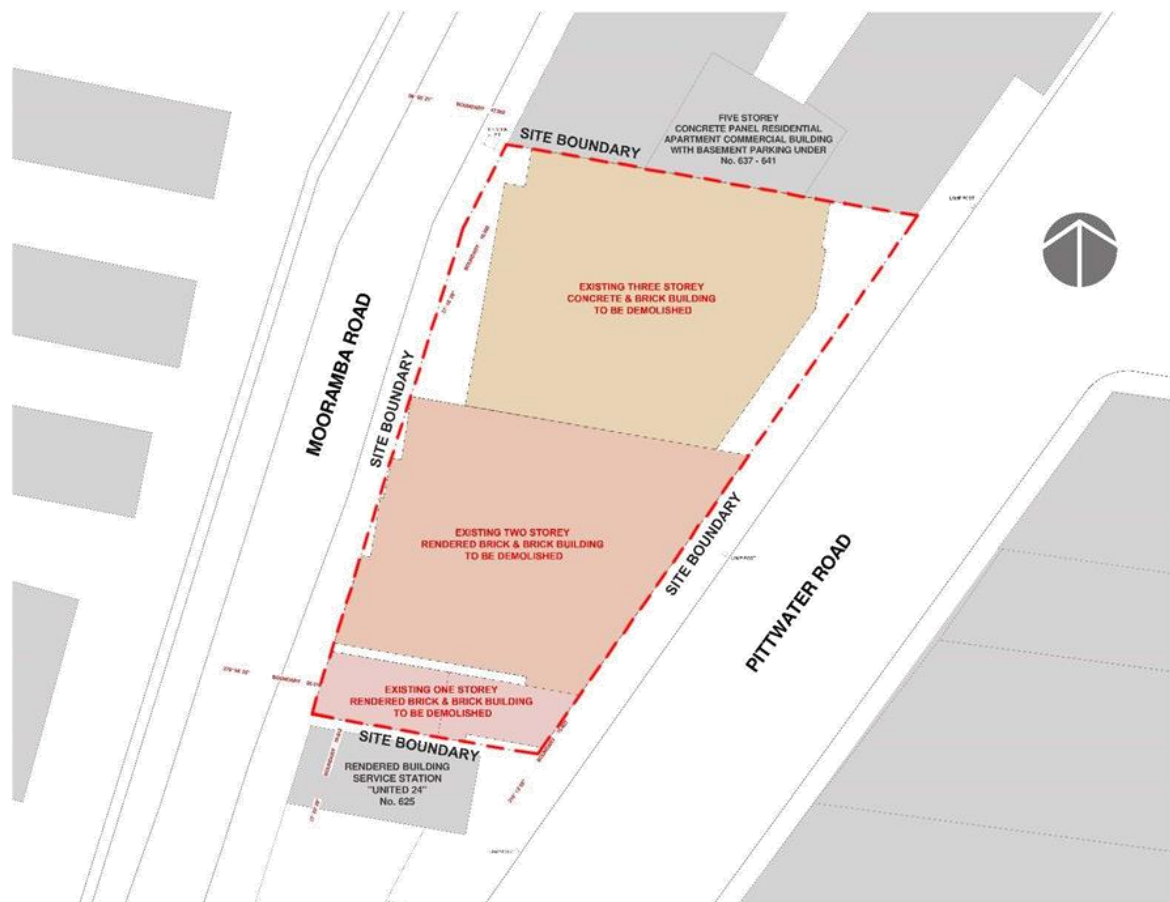
Siltation barriers will be installed where necessary to prevent the generation of erosion and sediment during the construction period. The following are possible solutions during each phase of construction. These options will be developed further and consolidated into the overall management plan.

Demolition / Excavation – At the commencement of these works, screens and bunding at the perimeter of the site where stormwater may run off will be installed. Bunding will also be implemented around stormwater drains. Diligent housekeeping will be implemented to minimize risk of dust/debris being washed into pits.

Construction – The building slab drainage will be progressively installed and connected to council drains. Drainage pits will be bunded or have filter cloth applied to ensure debris and silt does not enter the council's drains.

5.0 Appendices

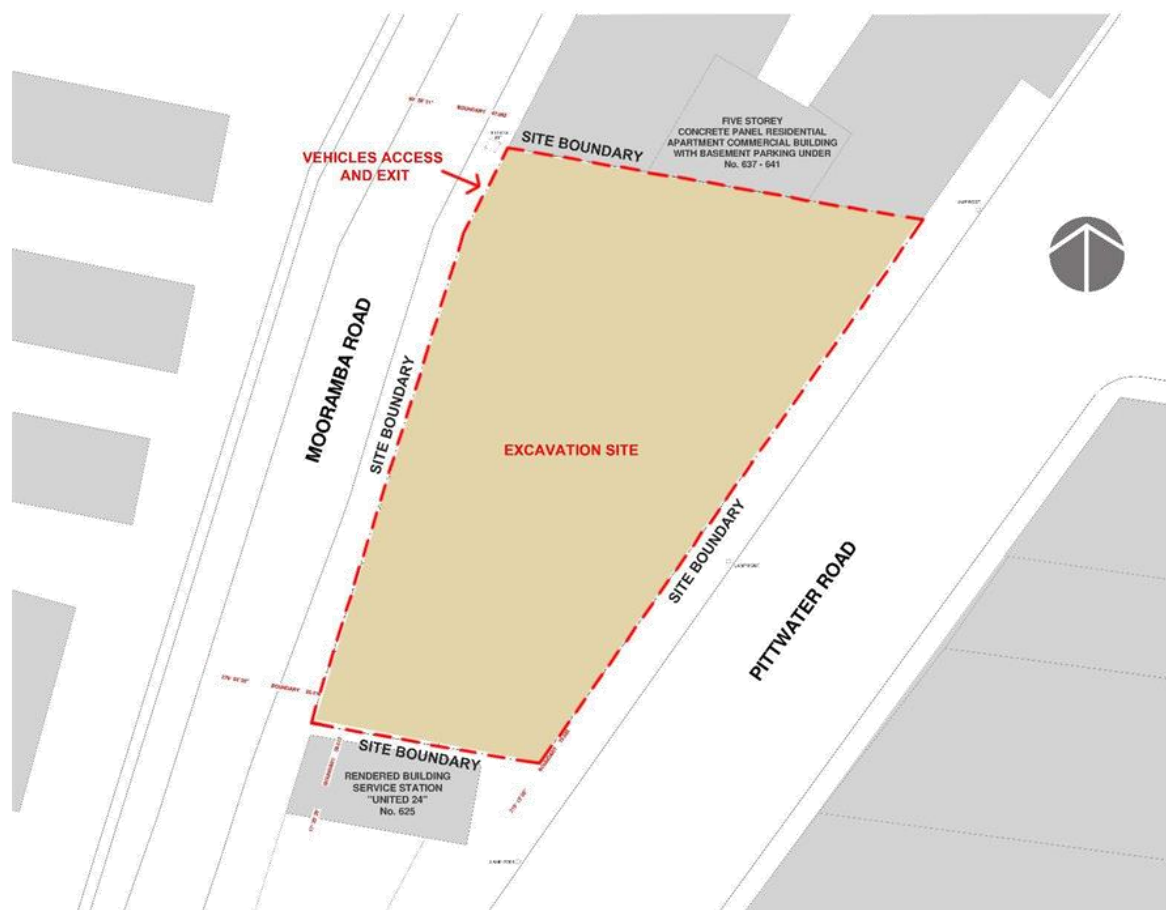
5.1 Appendix 1 - Demolition Plan



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CONSTRUCTION MANAGEMENT PLAN
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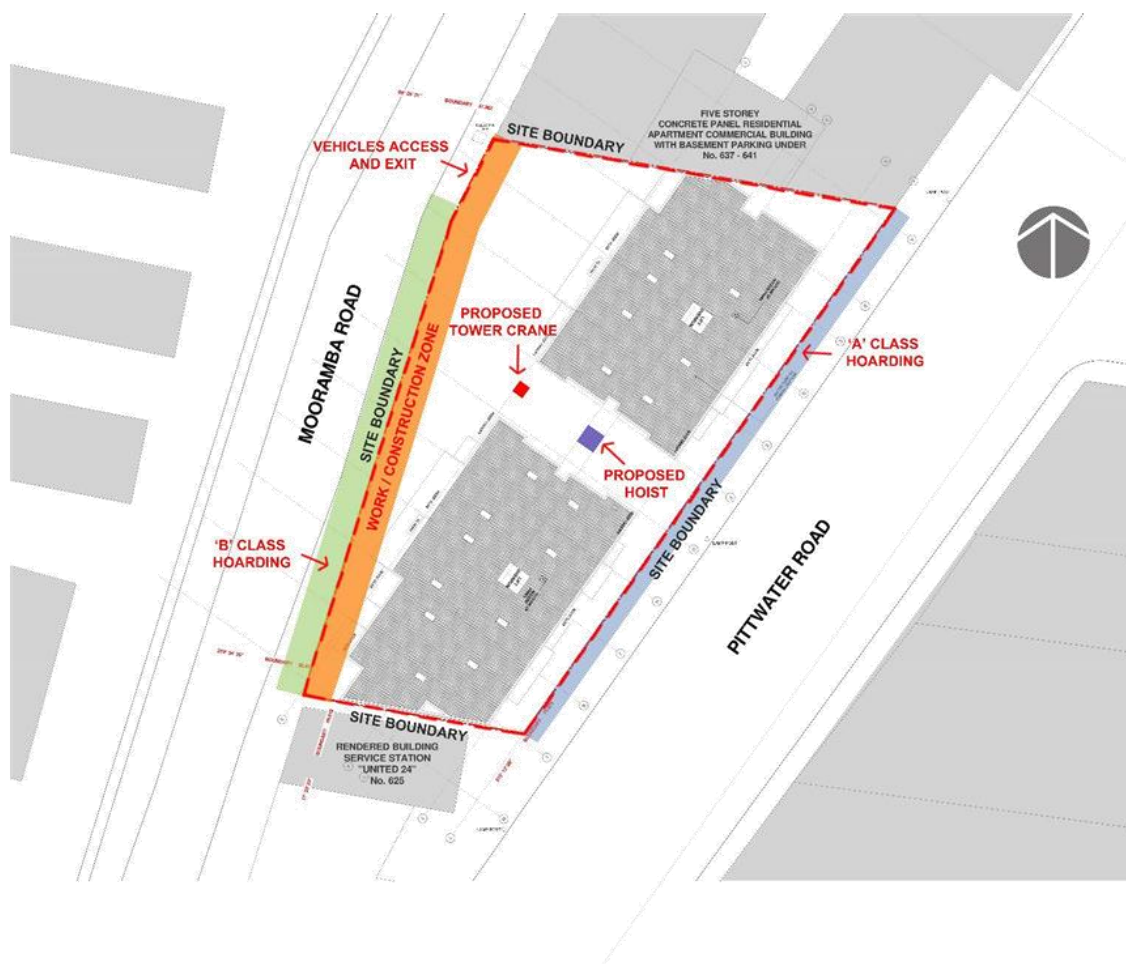
5.2 5.2 Appendix 2 - Bulk Excavation and Retention Plan



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CONSTRUCTION MANAGEMENT PLAN
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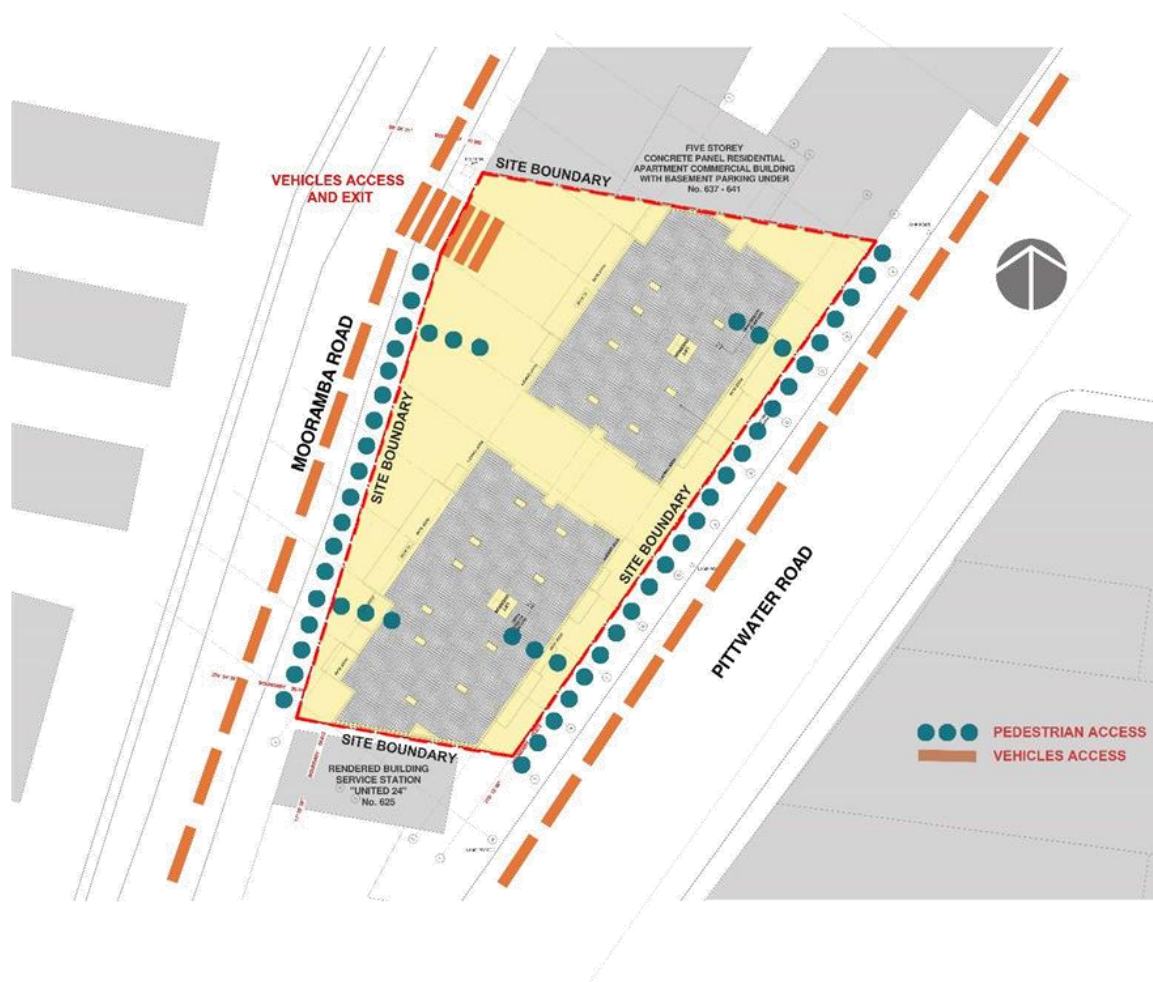
5.3 Appendix 3 – Construction Phases



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CONSTRUCTION MANAGEMENT PLAN
Osprey Apartments
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5.4 Appendix 4 – Proposed Traffic Routes



ITEM 4.6

REQUEST FOR WORKS ZONE

REPORTING OFFICER

TRAFFIC ENGINEER

TRIM FILE REF

2017/113398

ATTACHMENTS

- 1 84 Kenneth Road, Manly Vale**
- 2 11 Heather Street, Wheeler Heights**
- 3 62-64 Evans Street, Freshwater**

UBD Ref: N/A

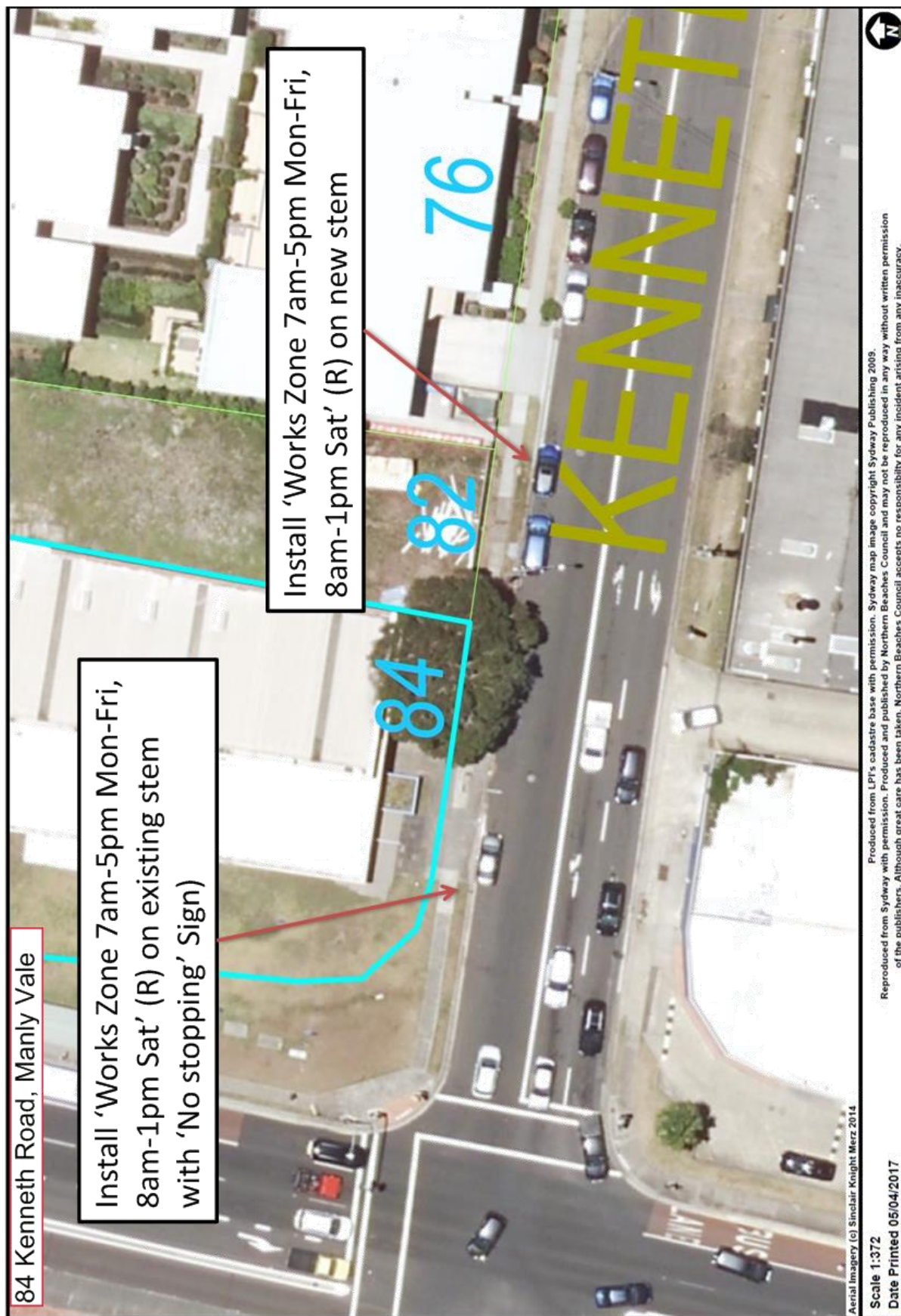
REPORT

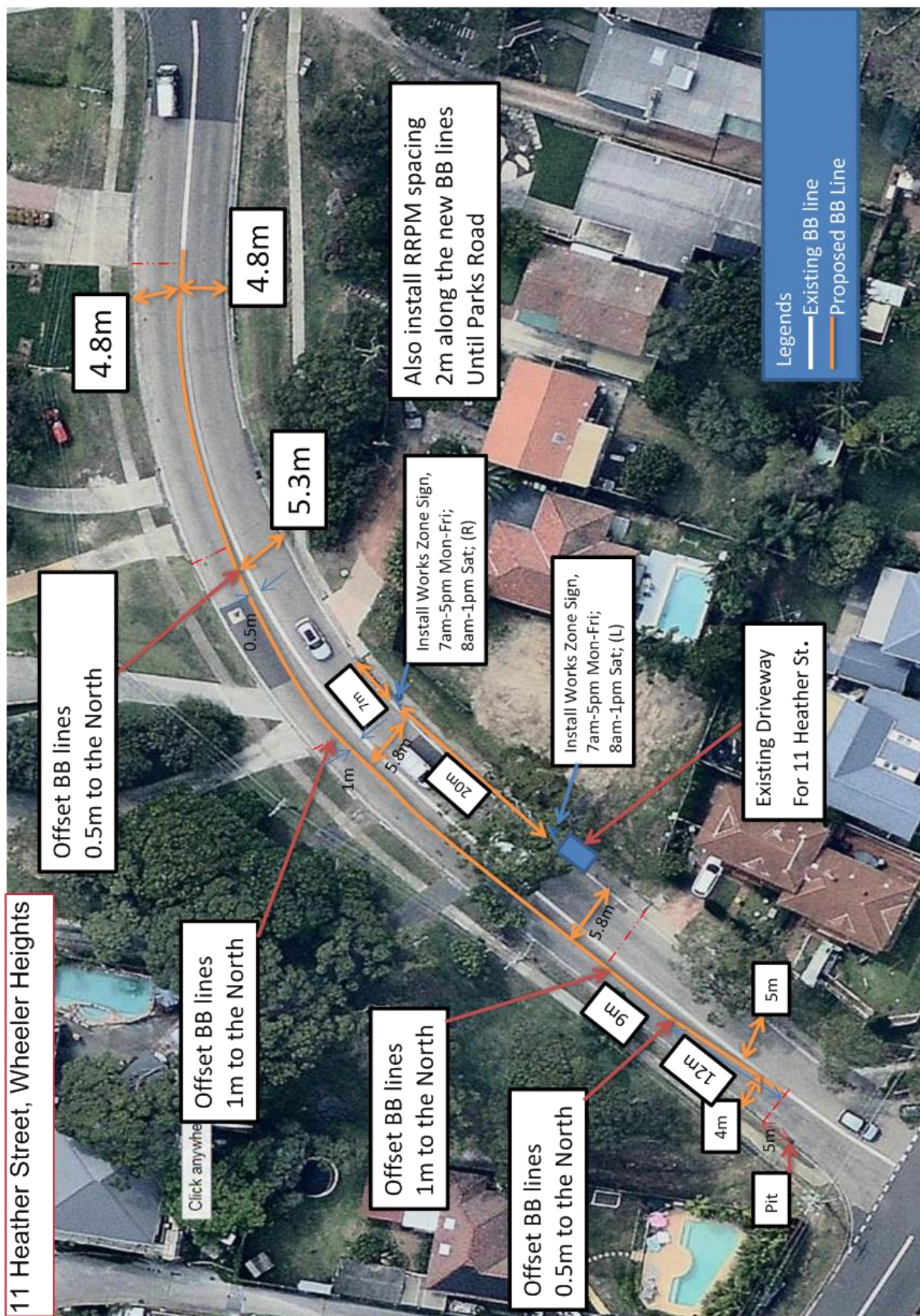
Council has approved the following Works Zone under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension of Works Zone period prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

Address	Applicant	Work Zone length & signage	Requested period
84 Kenneth Road MANLY VALE NSW 2093	Cockram Constructio ns Limited	30m length, Works Zone 7am-5pm Mon-Fri, 8am-1pm Sat. Work zone located on north side of Kenneth Road, east of Condamine Street.	10 April 2017 Finish to 31 July 2017
11 Heather Street, Wheeler Heights NSW 2097	Eden Brae Homes	20m length, Works Zone 7am-5pm Mon-Fri, 8am-1pm Sat. This Works Zone involves the repositioning of the centerlines in Heather Street to facilitate an on-street Works Zone on Heather Street adjacent to No.11. See attached plan.	18 April 2017 Finish to 12 Sep 2017
64 Evans Street, Freshwater NSW 2096	Michael Palme	9m length, Works Zone 7am-5pm Mon- Fri, 8am-1pm Sat. This application is adjacent to the works zone application in 62 Evans Street, Freshwater. As part of the approval, the existing bus stop adjacent to the site will need to be relocated to the west adjacent to No.40-42 Evans Street. STA has raised no objections to the temporary relocation.	1 May 2017 Finish to 23 June 2017
62 Evans Street, Freshwater NSW 2096	Terry Androutsos	15m length, Works Zone 7am-5pm Mon-Fri, 8am-1pm Sat. See above notes relating to this works zone and the temporary relocation of the bus zone.	7 May 2017 Finish to 2 July 2017

RECOMMENDATION TO TRAFFIC COMMITTEE

That the delegated approval of works zones as described above in the agenda item be noted.







ITEM 4.7	OAKS AVENUE, AVON ROAD AND HOWARD AVENUE, DEE WHY - REQUEST TO HOLD A RELIGIOUS PROCESSION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/113778
ATTACHMENTS	1 Request to hold religious procession

UBD Ref: Various

REPORT

Council has received a letter from the Associazione Madonna Della Quercia Dee Why requesting permission to hold a Religious Procession on Sunday 27 August 2017.

The procession will commence at approximately 11.45am and involves the use of the left hand into Oaks Avenue, left into Avon Road and left into Howard Avenue returning to the Church via the Council car park. No full road closures are involved.

The event is a Category 4 special event under the Roads and Maritime Services Special Event Guidelines and requires Police approval only under Schedule 1 of the Summary Offences Act.

The event is the same as that conducted in 2016 under Police control. The applicant has sought the approval from Dee Why Police including their assistance on controlling traffic for the event.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee raises no objections to the street procession on traffic grounds subject to the event being undertaken under Police control and the applicant complying with Police directions.
 - B. That the Traffic Committee supports the event for the next five years, and that the item not be required to be reported back to the Traffic Committee during this period unless there are any significant changes to the event.
-



Associazione Madonna Della Quercia Dee Why Limited

ACN 003 063 143

PO Box 427 Dee Why NSW 2099

17 March, 2017

Traffic Management
Northern Beaches Council
Civic Centre
DEE WHY NSW 2099

Dear Sir,



RE: PERMISSION TO HOLD A PROCESSION


Associazione On behalf of Madonna Della Quercia (Our Lady of the Oak) Association, I write to you for permission to hold our annual festival on Sunday the 27 August, 2017 at St Kevin's Church Dee Why.

The procession involved with this festival begins at St Kevin's Church approximately 11:45am. To allow this to be possible it is essential to have the use of the left hand into Oaks Avenue, left into Avon Road and left into Howard Avenue returning to the church via the car park. No full road closures are involved. This is the same as previous years

We hope you can grant us approval to hold this festival.

Please don't hesitate to contact me on 0449 584 418 if you need more information

Kind regards,
ASSOCIAZIONE MADONNA DELLA QUERCIA DEE WHY LIMITED


Mary Vescio
Secretary



Associazione Madonna Della Quercia Dee Why Limited

ACN 003 063 143

PO Box 427 Dee Why NSW 2099

16 March, 2017

Assistant Sergeant Nino Jelovic
Dee Why Police
Howard Avenue
DEE WHY NSW 2099

RE: ANNUAL MADONNA DELLA QUERCIA FESTA

The Associazione Madonna Della Quercia Dee Why is holding its annual festival on Sunday the 27 August, 2017 at St Kevin's Church Dee Why.


The procession involved with this festival begins at St Kevin's Church approximately 11:45am. To allow this to be possible it is essential to have the use of the left hand into Oaks Avenue, left into Avon Road and left into Howard Avenue returning to the church via the car park. No full road closures are involved. This is the same as previous years

We hope you can grant us approval to hold this festival.

Also Warringah Shire Council needs written approval by Dee Why Police that we can hold this event.

Please don't hesitate to contact me on 0449 584 418 if you need more information

Kind regards,
ASSOCIAZIONE MADONNA DELLA QUERCIA DEE WHY LIMITED


Mary Vescio
Secretary

ITEM 4.8	CENTRAL AVENUE, MANLY - NO TRUCKS
REPORTING OFFICER	MANAGER TRAFFIC TRANSPORT
TRIM FILE REF	2017/040658
ATTACHMENTS	NIL

UBD Ref: 29 K4

REPORT

BACKGROUND

Central Avenue has been closed to through traffic where it meets Sydney Road. Although small trucks are able to turn around at the end of Central Avenue larger trucks cannot turn around without encroaching on driveways to adjacent unit blocks or by manoeuvring on the informal turn around area on the pedestrian mall area of Sydney Road. Neither alternative is appropriate and several instances of property damage to awnings and building facades have occurred as a result of trucks reversing into them as they try to turn around.

ISSUES

In order to address the problem it is proposed to establish a No Trucks restriction for vehicles over 6.4m entering Central Avenue from Raglan Street. The NSW road rules state that a driver must not drive past a No Trucks sign with a mass or length indicated on it if the vehicle is greater than that mass or length. The rule does not apply to a driver if their destination lies beyond the No Trucks sign and there is no other route by which the driver's vehicle could reach the destination.

In light of the above, if a No Trucks sign with a limit of 6.4m in length was established any small truck could use the street and larger trucks needing to make deliveries in the street would still be permitted to have access but only if they could not access their destination by any other means. Trucks are permitted to access the Sydney Road Plaza area between 5am and 11am via Henrietta Lane and Central Avenue so most delivery trucks already have an alternative means of access if those deliveries are appropriately scheduled.

There is already signage at the entry point to the street advising that there is nowhere for trucks to turn around however this signage is non regulatory. The above signage will assist in limiting larger vehicle movements into the street and reducing the incidence of property damage and the risk to pedestrians walking on the informal turn around area on the Sydney Road Plaza.

Liaison with commercial premises in Central Avenue regarding the change has been supportive. The Manly Express Supermarket which generates a lot of delivery activity raised no objection to the change advising that most of their deliveries were by smaller trucks or vans and felt the change would reduce the chance of damage to their awning. Australia Post, which also generates a lot of truck movements in the lane will be unaffected by the change as those vehicles would be exempt from the restriction and their premises has an offstreet loading dock and through access to adjacent Short Street. Other commercial premises in the street are smaller with little reliance upon deliveries by larger vehicles.

RECOMMENDATION TO TRAFFIC COMMITTEE

That a No Trucks restriction applying to vehicles over 6.4m in length be applied on Central Avenue south of Raglan Street.
