

# Memorandum

Date 9 January 2012  
File No. DA 531/2011/1  
To Nick Tomkins  
CC  
From Cathy Edwards-Davis  
Subject KIAORA LANDS REDEVELOPMENT, DOUBLE BAY -  
CONSTRUCTION MANAGEMENT PLAN

Woollahra  
Municipal  
Council



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I refer to the following document:

- Construction Management Plan prepared by Caverstock Group dated 15 November 2011

## **Staging**

Stage 1 is the supermarket site which is generally bounded by Kiaora Lane, Kiaora Road, the rear boundary of 6 residences which front Court Road, Anderson Street and Patterson Street.

Stage 2 is the library site, which is the existing Woolworths store located between New South Head Road and Kiaora Lane. There will also be associated road works.

## **Access & Egress**

The applicant has proposed the following access during demolition:

- For houses – from the streets where the houses are located
- For retail – from Kiaora Lane

The applicant has proposed the following access during construction:

- Deliveries are to be made via Kiaora Lane, Anderson Street, Court Road and the Work Zone in Kiaora Street.
- Concrete pumping for Stage 1 will be from the site across and south of Kiaora Lane.
- Concrete pumping for Stage 2 will be from Kiaora Lane

The applicant (Appendix B) has indicated that deliveries will occur via New South Head Road, Kiaora Lane, Kiaora Road and Patterson Street.

The applicant has also indicated that deliveries will occur via Manning Road, Epping Road, Forest Road, Bellevue Road, Court Road and Anderson Street. Due to the nature of the development, it is accepted that some deliveries may need to be via Anderson Street and Court Road. However, given the residential nature of these roads, it is important to minimise the impact of construction on these properties. No deliveries should occur via the residential streets of Manning Road, Epping Road, Forest Road and Bellevue Road.

## **Construction Staff Parking**

It is anticipated that the maximum number of construction workers will be 200 during the peak period.

During the initial demolition phase and the finishing period for Stage 1, parking will be available for workers on-site. However, during the majority of construction for Stage 1 and all of Stage 2, parking will not be available on-site for workers.

The applicant has stated that all construction workers will be encouraged to catch public transport and to share vehicles. Trades will require a drop-off for tools, materials and equipment before finding parking in the neighbourhood.

## **Work Zones**

Work Zones are proposed in Kiaora Road and Kiaora Lane.

Construction activity on New South Head Road has been avoided. Construction activity for the New South Head Road site will be undertaken from the Kiaora Lane side of the property.

## **Hoardings**

Gantry, overhead protection and hoardings may be placed along the property boundary and over the footpath on New South Head Road; along the property boundary and over the footpath facing Kiaora Road; and along the property boundary facing Kiaora Lane. This will be subject to further discussion between the appointed builder and Council.

## **Temporary Road Closure**

The applicant has proposed that Kiaora Lane will be temporarily closed once the Stage 1 demolition is completed. Access for the existing retail trucks will be managed by traffic controllers.

## **Cranes**

A site crane will be located near the Kiaora Road boundary.

Some minor deliveries using mobile cranes will occur from Kiaora Road, Kiaora Lane and Anderson Street.

## **Access to Supermarket During Works**

It is of serious concern that it is proposed to keep the existing Woolworths open during the construction of the new Woolworths. During this time, the existing 145 public parking spaces will be unavailable. There will therefore be severe restrictions on the availability of parking for the Woolworths during this time. This demand for alternative parking will be exacerbated by up to 200 people working on the construction site. It is noted that the Cross Street car park can provide some parking relief during this time. However, this requires Woolworths customers to cross at two signalised pedestrian crossings, and an unsignalised road. This may be acceptable for customers who only purchase a bag or two of shopping. However, this is not readily practicable for people with shopping trolleys.

## **Conclusion**

From a construction management point of view, particularly with regards to pedestrian and vehicle safety and access, it would be highly preferable that the existing supermarket were closed during construction of the proposed development.

**Notwithstanding the above, I have reviewed the submitted Development Application and I have no objection to the proposed development in terms of the proposed construction methodology.**

I note that a builder has not been appointed for this development as yet. There are therefore some details missing from this preliminary Construction Management Plan. It is recommended that a Detailed Construction Management Plan be submitted once a builder has been appointed.

*Should* this development be recommended for approval, it is recommended that the following conditions be imposed:

- During construction, heavy vehicle access via Court Road and Anderson Street is to be minimised.
- During construction, no heavy vehicles associated with the site are to utilise Manning Road, Epping Road, Forest Road or Bellevue Road.
- The temporary closure of Kiaora Lane is to be referred to the Woollahra Traffic Committee for consideration and approval, prior to the issue of the Construction Certificate.
- Should the existing Woolworths remain open during construction, the applicant is to develop a trolley management system during works which may include the operation of a customer courtesy trolley system, to assist customers to their parked vehicles. It may also include a trolley collection system in the Cross Street car park and within 400m of the existing Woolworths site. The trolley management system is to be documented and submitted to Council for approval by Council's Manager Engineering Services, prior to the issue of the Construction Certificate.

#### **D.9 Construction Management Plan**

As a result of the site constraints, limited space and access a Construction Management Plan is to be submitted to Council. Also, due to the lack of on-street parking a Work Zone may be required during construction.

A construction management plan must be submitted and approved by Council's Development Engineer. The plan must:-

- a) Describe the anticipated impact of the demolition, excavation and construction works on:
  - Local traffic routes
  - Pedestrian circulation adjacent to the building site
  - On-street parking in the local area
- b) Describe the means proposed to:
  - Manage construction works to minimise such impacts,
  - Provide for the standing of vehicles during construction,
  - Provide for the movement of trucks to and from the site, and deliveries to the site
- c) Show the location of:
  - Any site sheds and any anticipated use of cranes and concrete pumps,
  - Any areas of Council property on which it is proposed to install a Works Zone (Construction Zone)
  - Structures to be erected such as hoardings, scaffolding or shoring
  - Any excavation
- d) Describe the excavation impact on the area including
  - Number and types of trucks to be used
  - Time frame
  - Streets to be used
  - Routes to be taken
  - Directions of travel
  - Truck storage areas

- It is recommended that vehicle routes be shared
  - Excavation is to only be carried out outside peak and school hours between 9.30am to 2.30pm week days
- e) Protect Trees, Bushland and Public Open Space:
- Show the location of all Tree Protection (Exclusion) Zones as required within the conditions of this development consent.

The Plan must make provision for all materials, plant, etc. to be stored within the development site at all times during construction. Structures or works on Council property such as hoardings, scaffolding, shoring or excavation need separate approval from Council. Standing of cranes and concrete pumps on Council property will need approval on each occasion.

**Note:** A minimum of eight weeks will be required for assessment. Work must not commence until the Construction Management Plan is approved. Failure to comply with this condition may result in fines and proceedings to stop work.

Standard Condition: D9 (Autotext: DD9)

### **E.3 Compliance with Construction Management Plan**

All development activities and traffic movements must be carried out in accordance with the approved construction management plan. All controls in the Plan must be maintained at all times. A copy of the Plan must be kept on-site at all times and made available to the *PCA* or *Council* on request.

**Note:** Irrespective of the provisions of the Construction Management Plan the provisions of traffic and parking legislation prevails.

Standard Condition: E3 (Autotext EE3)

Cathy Edwards-Davis  
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