CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

[Colston Budd Hunt & Kafes Pty Ltd AS AMENDED BY City of Sydney] 23 March 2010

1. PREAMBLE

1.1 This document constitutes the Demolition and Traffic Management Plan and the Construction Traffic Management Plan as noted in Clause (38) and (92) (c) of the Conditions of Consent.

1.2 The site has development consent for demolition of Buildings C (south), B and D replacing Buildings B/D with a larger building and an extension to Building F.

1.3 Conditions 38, 60, 78, 80, 86, 87, 88, 89, 91 and Condition 92 of the Consent, dated 14 December 2009 are currently as follows (acknowledging that they may be subsequently modified by the Minister):

(38) CONSTRUCTION TRAFFIC MANAGEMENT PLAN

A Construction Traffic Management Plan must be submitted to and approved by Council prior to a Construction Certificate being issued.

(60) BARRICADE PERMIT

Where construction/building works require the use of a public place including a road or footpath, approval under Section 138 of the Roads Act 1993 for a Barricade Permit is to be obtained from Council prior to the commencement of work. Details of the barricade construction, area of enclosure and period of work are required to be submitted to the satisfaction of Council.

(78) PROTECTION OF STREET TREES DURING CONSTRUCTION

All street trees adjacent to the site MUST be protected at all times during demolition and construction, in accordance with Council’s Tree Preservation Order. Details of the methods of protection must be submitted to and be approved by Council prior to the issue of the Construction Certificate and such approval should be forwarded to the Principal Certifying Authority. All approved protection measures must be maintained for the duration of construction and any tree on the footpath which is damaged or removed during construction must be replaced.

(80) HOURS OF WORK AND NOISE – OUTSIDE CBD

The hours of construction and work on the development must be as follows:

(a) All work, including building/demolition and excavation work, and activities in the vicinity of the site generating noise associated with preparation for the commencement of work (e.g. loading and unloading of goods, transferring of tools etc) in connection with the proposed development must only be carried out between the hours of 7.30am and 5.30pm on Mondays to Fridays, inclusive, and 7.30am and 3.30pm on Saturdays, with safety inspections being permitted at 7.00am on work days, and no work must be carried out on Sundays or public
holidays.

(b) All work, including demolition, excavation and building work must comply with the City of Sydney Building Sites Noise Code and Australian Standard 2436 - 1981 “Guide to Noise Control on Construction, Maintenance and Demolition Sites”.

(86) COVERING OF LOADS

All vehicles involved in the excavation and/or demolition process and departing the property with demolition materials, spoil or loose matter must have their loads fully covered before entering the public roadway.

(87) VEHICLE CLEANSING

Prior to the commencement of work, suitable measures are to be implemented to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site. It is an offence to allow, permit or cause materials to pollute or be placed in a position from which they may pollute waters.

(88) LOADING AND UNLOADING DURING CONSTRUCTION

The following requirements apply:

(a) All loading and unloading associated with construction must be accommodated on site.

(b) A Works Zone is required if loading and unloading is not possible on site. If a Works Zone is warranted an application must be made to Council at least 8 weeks prior to commencement of work on the site. An approval for a Works Zone may be given for a specific period and certain hours of the days to meet the particular need for the site for such facilities at various stages of construction. The approval will be reviewed periodically for any adjustment necessitated by the progress of the construction activities.

(c) The structural design of the building must permit the basement and/or the ground floor to be used as a loading and unloading area for the construction of the remainder of the development.

(d) If, during excavation, it is not feasible for loading and unloading to take place onsite, a Works Zone on the street may be considered by Council.

(e) In addition to any approved construction zone, provision must be made for loading and unloading to be accommodated on site once the development has reached ground level.

(89) NO OBSTRUCTION OF PUBLIC WAY

The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances. Non-compliance with this requirement will result in the issue of a notice by Council to stop all work on site.

(91) USE OF MOBILE CRANE

(a) For special operations including the delivery of materials, hoisting of plant and equipment and erection and dismantling of on site tower cranes which warrant the on-street use of mobile cranes, permits must be obtained from Council for the use
of the mobile crane. The permits must be obtained 48 hours beforehand for partial road closures which, in the opinion of the Council will create minimal traffic disruptions and 4 weeks beforehand in the case of full road closures and partial road closures which, in the opinion of the Council will create significant traffic disruptions.

(b) Mobile cranes operating from the road must not be used as a method of demolishing or constructing a building.

(c) Special operations and the use of mobile cranes must comply with the approved hours of construction. Mobile cranes must not be delivered to the site prior to 7.30am without the prior approval of Council.

(92) CONSTRUCTION LIAISON COMMITTEE

(a) Prior to the commencement of ANY WORK, a Construction Liaison Committee is to be established by the developer, to ensure that demolition and construction related impacts (including construction noise and vibration, loading, issues associated with construction workers and vehicles, traffic issues, management of the construction site) from the site can be dealt with expeditiously and co-operatively.

The committee is to comprise nominated representatives of all adjacent properties and all properties opposite the subject site.

(b) The Committee shall meet prior to the commencement of works on the site and at monthly intervals or as considered appropriate by the Committee throughout the construction process. Details of the consultation with the adjoining sites must be submitted to and approved by Council prior to the commencement of work.

(c) The meetings are to be recorded/minute’d and such records/minutes are to be provided to Council within 7 days of the meeting(s). The following plans are to be tabled at a meeting of the Construction Liaison Committee prior to being provided to Council:

(i) Geotechnical Report
(ii) Demolition Report
(iii) Demolition and Traffic Management Plan
(iv) Construction Management Plan
(v) Construction Program
(vi) Construction traffic Management Plan
(vii) Dilapidation Reports
(viii) Reports on Noise and Vibration
(ix) Plans to apply for temporary road or footpath closure or use of mobile cranes
(x) Complaints Register
(d) Prior to the commencement of work, the Site Manager is to provide the members of the construction liaison committee and Council with 24 hour contact details (including location of site office and 24 hour phone number), to ensure that any matters which arise during the construction period are addressed immediately. The site manager shall be available during the normal business hours to provide information to the public about activities on site and to bring any complaints to the attention to the applicant.

(e) The Site Manager is to inform by way of writing, on a regular monthly basis (including at the Construction Liaison Committee) of the construction program, construction progress and impending work.

(f) A register of all complaints received shall be kept by the applicant throughout the duration of the project and the register is to be made available to Council on request.

2. CONSTRUCTION TRAFFIC MANAGEMENT PLAN (Condition 38)

2.1 In accordance with Condition 38, the Construction Traffic Management Plan for the demolition, excavation and construction phases of the approved development is set down through the following sections:

- site location and road network;
- approved development;
- overall principles for traffic management;
- hours of work;
- truck routes;
- traffic and parking effects;
- pedestrians;
- consultation;
- pedestrian and traffic management plan;

Site Location and Road Network

2.2 The UNSW Paddington Campus is located on a block bounded by Napier Street and Oxford Street to the north, Albion Avenue to the south, Greens Road to the east and Selwyn Street to the west. Vehicular access is provided from Greens Road to a secure staff parking area at the northern end of the site. Service vehicle access is provided from Greens Road near the southern end of the site.
2.3 The College of Fine Arts, which uses the campus, provides courses in visual arts, design, digital media, art education and art history and theory.

2.4 Oxford Street is north of the site and provides a major route between the eastern suburbs and the city. It provides a four to six lane carriageway with two to three traffic lanes in each direction. Major intersections are signalised with additional lanes for turning traffic. Clearways operate in peak periods. Bus stops are provided on both sides of the road.

2.5 Greens Road connects Oxford Street and Moore Park Road. The Greens Road/Oxford Street intersection is signalised. Greens Road generally provides an undivided carriageway with one traffic lane in each direction and on-street parking clear of intersections. There is a short term parking area on Greens Road for set down and pick up adjacent to the site.

2.6 Selwyn Street connects Josephson Street in the south with Napier Street. It is one way northbound south of Albion Avenue and is a dead end north of Albion Avenue. It provides one traffic lane with angle and parallel parking. Parking is time restricted with exemptions for eligible residents. Selwyn Street and Napier Street provide access to residential properties and pedestrian access to the campus. Napier Street is closed to vehicles at Greens Road.

2.7 Albion Avenue runs west from Greens Road and is a dead end west of Selwyn Street. It is one way eastbound from Selwyn Street to Greens Road. Between these roads it provides one traffic lane with angle and parallel parking. On-street parking is time restricted with exemptions for eligible residents. The intersection of Albion Avenue with Selwyn Street is priority controlled. The intersection of Albion Avenue with Greens Road is controlled by a roundabout.

Approved Development

2.8 The approved development includes demolishing Buildings C (south), B and D, replacing Buildings B/D with a larger building and an extension to Building F, including new gallery space. The southern part of the existing car park will be extended west under the new courtyard area.

2.9 The work will commence with the demolition of Buildings B, C (south) and D. Excavation will then occur to provide the new Buildings B/D, the extension to Building F and the extended car park.

Overall Principles for Traffic Management

2.10 The beneficiary of this Construction Traffic Management Plan will comply with any other conditions imposed by the City’s Construction Regulations Unit.

2.11 The overall principles for traffic management during demolition, excavation and construction phases of the development are:

- provide a convenient and appropriate environment for pedestrians;
minimise effects on pedestrian movements and amenity;

- manage and control vehicular movements to and from the site;
- maintain traffic capacity at intersections and mid-block in the vicinity of the site;
- maintain existing on-street parking in the vicinity of the site where practical;
- maintain access to other properties adjacent to the site;
- restrict vehicle activity to designated truck routes through the area;
- maintain safety for workers;
- provide appropriate access to the site for demolition, excavation and construction traffic;
- manage and control vehicle activity in the vicinity of the site.

In accordance with condition 88, an on-street works zone will be required for the Demolition, excavation and construction phases on Greens Road. The works zone would be used for deliveries of materials which cannot be accommodated in the COFA loading dock.

**Hours of Work**

2.12 In accordance with Condition 80, work associated with demolition, excavation and construction for the development will be carried out between the following hours:

- Monday to Friday: 7:30 am to 5:30 pm;
- Saturday: 7:30 am to 3:30 pm; and
- Sunday/Public Holidays: no work.

2.13 Any works outside these times would be subject to a separate application to the City of Sydney. The control of hours of operation avoids truck movements during the early hours of the morning, before 7:30 am and in the evening, after 5:30 pm.

**Truck Routes and Access**

2.14 It is proposed that trucks travel to and from the site along the following designated construction routes. This is during the demolition, excavation and construction stages:

- Oxford Street, Greens Road; and
- Moore Park Road, Greens Road.
Departure Routes:

- Greens Road, Oxford Street.

During construction of the development, trucks bringing material to the site will be accommodated on site (in the COFA loading dock), or in the on-street works zone in Greens Road. From these locations, material will be lifted onto the site by the use of a crane.

2.15 The designated truck routes to and from the site are proposed to restrict truck traffic, as far as possible to the main road network through the area. The approach and departure routes of construction vehicles to and from the site are considered appropriate.

2.16 All demolition, excavation and construction phase traffic will enter and leave the site from and to Greens Road except for vehicles required for works along Selwyn Street frontage where access cannot be reasonably obtained from Green’s Road. In this instance (as set out in 2.17) access may be obtained from Josephson, Selwyn and Albion Streets, but in no instance from Napier Street.

2.17 Where access cannot be reasonably obtained from Green’s Road, the exceptions to 2.16 may include (but are not limited to) the delivery of fencing, hoardings, tree protections, screens, scaffolding, site establishment components, bins/skips and other equipment associated with works along the Selwyn Street frontage, and servicing the activities of light strip out and asbestos removal for the buildings which are the subject of the redevelopment fronting Selwyn Street. Exceptions also include machinery and equipment that cannot be delivered via Green’s Road including piling rigs, excavators and the like. The beneficiary of the construction traffic management plan will comply with any other conditions imposed by the City of Sydney’s Construction Regulation Unit. Excavation or demolition spoil removal is not an exception.

2.18 During demolition and excavation, trucks transporting material from the site will be accommodated on site. Vehicular access to and from the site will be provided from Greens Road using the existing driveway to the basement car park. The driveway would be regraded and modifications made to existing beams in the car park to achieve the required height clearance for demolition and excavation vehicles. The footpath on the western side of Greens Road will be regarded on each side of the driveway to meet the revised levels. Access arrangements and vehicle movements to and from the site will be managed and controlled by site personnel, including trucks reversing to and from the site. In the early stages of demolition/excavation, trucks would reverse into the site from Greens Road. Once sufficient room on site for vehicles to turn around vehicles will be able to enter and exit the site in a forward direction. The beneficiary of the construction traffic management plan will comply with conditions to do with the reversing of the trucks as imposed by the City of Sydney’s Construction Regulation Unit. During construction of the development, trucks bringing material to the site will be accommodated on site (in the COFA loading dock) or in the on-street works zone in Greens Road. From these locations, material will be lifted onto the site by the use of a crane.

2.19 Generally, the exceptions to 2.16 are to be scheduled in advance and the CLC is to be advised where practical. Unscheduled events are to be communicated...
where possible by the Project Manager to the Selwyn Street residents in advance directly or through and agreed protocol.

2.20 The proposed truck routes are shown in Figure 2 for the demolition/excavation and construction phases. As Albion Avenue is one-way eastbound from Selwyn Street to Greens Road, occasional vehicles accessing the site from Selwyn Street would use Josephson Street to the south, which operates as a one-way pair with Albion Avenue. Some modifications to the existing landscaped area at the eastern end of Albion Avenue, and to the splinter island on the northern approach to Greens Road/Albion Avenue roundabout, may be required for appropriate trucks access. All modifications will be restored as soon as practical and prior to occupation of the newly built and refurbished buildings on the COFA campus. The designated truck routes to and from the site are proposed to restrict truck traffic, as far as possible, to the main road network through the area. The approach and departure routes of construction vehicles to and from the site are considered appropriate.

Traffic and Parking Effects

2.21 During the demolition and excavation period, there will be a total of some 15 to 20 trucks per day taking demolition and excavated material from the site. In accordance with Conditions 86 and 87 these trucks will be covered and have their wheels washed.

2.22 During construction of the development from Greens Road, peak activity would occur during concrete pours. During larger pours, some 40 to 50 concrete trucks per day would be required. For smaller pours, some 20-30 concrete trucks would be required. At other times, deliveries of construction materials to the site would be lower at some 10 to 20 trucks per day.

2.23 The western side of Greens Road outside Block F could be used to accommodate a waiting vehicle, if required. There shall be no use of Josephson, Selwyn or Albion Streets for marshalling or waiting of demolition and excavation trucks. Drivers will be in radio or mobile telephone contact with the site supervisor who will coordinate the arrival of trucks as required.

2.24 It is anticipated that during the demolition and excavation period, there would be some 10 to 15 construction employees on the site. Employee numbers will vary over the construction period, but it would be in the order of 20-50. Employees will be encouraged to use public transport when travelling to and from the site. Public transport timetables will be made available to employees. For the majority of the demolition, excavation and construction period, parking will be available for employees on the site. The existing basement car park on the site will be made available to the appointed contractor as a compound and car park.

2.25 Pedestrian routes in the vicinity of the site will be maintained during demolition and excavation. Pedestrian activity in Greens Road and Selwyn Street will be protected with the provision of Class A construction fencing and overhead protection, where required. Openings will be provided in the hoarding and construction fence for access to and from the site for demolition, excavation and
construction vehicles. During construction, pedestrians in Greens Road will be protected with the provision of a Class B hoarding adjacent to the works zone.

2.26 During the various phases, pedestrian activity across the proposed access driveway in Greens Road (demolition, excavation and construction phases) and Selwyn Street (occasional use) will be managed and controlled by appropriately qualified site personnel. Pedestrian warning signs will be located adjacent to the driveways.

2.27 During the demolition phase, part of the existing footpath on the eastern side of Selwyn Street, adjacent to Block D and in the vicinity of a large tree, will be closed for pedestrian protection. Pedestrians will be diverted around this area and through the existing closed section of Selwyn Street. Where demolition occurs on the site boundary, the construction fence and associated overhead protection will be extended beyond the site boundary to provide additional protection for pedestrians.

2.28 During the demolition and excavation period, pedestrian access to the campus will be removed from Selwyn Street along the demolition and excavation frontage. Other points of pedestrian access from Selwyn Street will be retained through the demolition, excavation and construction periods. The access point from Greens Road will be retained. Access to the northern end of Block F will continue to be available from Greens Road.

Consultation

2.29 In accordance with Condition 92, a construction liaison committee has been established. Meetings of the committee will be held monthly or at other appropriate intervals to discuss construction matters. Local residents and other relevant parties will continue to be informed of these meetings and other construction issues by email notification and letter box drops.

2.30 For matters relating to the construction process, local residents will be able to contact the appointed contractor or project manager by telephone or email. A dedicated telephone number has been established by the project managers which will be transferred to the contractor once it has been appointed.

Pedestrian and Traffic Management

2.31 Signage, fencing, overhead protection, safety barriers and line marking details, as required, will be provided in accordance with Australian Standards and the Roads and Traffic Authority's Manual for Traffic Control at Work Sites. A copy of the Construction Traffic Management Plan will be kept on-site at all times. Signage details, the control of pedestrians in the vicinity of the site, and the control of trucks to and from the site will be the responsibility of the site contractor.

2.32 The pedestrian and traffic management plan for the demolition and excavation includes the following:
demolition and excavation activity to be provided for on-site;

demolition and excavation vehicle access to the site will be provided from Greens Road via existing driveway to the COFA campus, which will be regraded Occasional use of Selwyn Street for access which cannot be accommodated through the Greens Road access;

the movement of trucks on and off the site to be managed and controlled by appropriately qualified site personnel in accordance with a Safe Work Method Statement and Traffic Control Plans;

truck movements to and from the site to be restricted to designated truck routes shown on the attached Figure 2;

Class A construction fencing, and overhead protection where required, will be provided adjacent to the Selwyn Street and Greens Road site frontages;

openings will be provided in the construction fence for access to the site from Greens Road and Selwyn Street;

where demolition activities occur on the site boundary, the construction fence will be extended beyond the site boundary to provide additional protection for pedestrians;

the management of the site works will be the responsibility of the site contractor;

pedestrian activity across the site access driveways will be managed and controlled by appropriately qualified site personnel;

reversing movements to and from Greens Road (or occasionally from Selwyn Street) will be supervised by appropriately qualified traffic controllers and in compliance with conditions as imposed by the City of Sydney’s Construction Regulation Unit;

pedestrian warning signs to be utilised in the vicinity of the site;

pedestrian arrangements, construction activity and erection of safety fencing will be provided in accordance with WorkCover requirements; and

construction signage to be provided in Greens Road and Selwyn Street in accordance with the Australian Standards and the Roads and Traffic Authority’s Manual for Traffic Control at Work Sites.

2.33 The pedestrian and traffic management plan for the demolition, excavation and construction phases of the development is considered appropriate to provide for traffic and pedestrian activity. It may be updated when more is known about the Construction Phase.
2.34 In accordance with Condition 88, an on street Works Zone will be required for the demolition, excavation and construction phases. The Traffic Committee has raised no objection to a possible future Works Zone directly outside the college in Greens Road.

Works Zone

For the demolition, excavation and construction phases, it is proposed to make application to the City of Sydney for the introduction of a works zone adjacent to the development in Greens Road. The works zone will be required during the construction period, and will extend along the site frontage (approximately 50 metres). Works zone time restrictions will be in accordance with the approved hours of operation. The City of Sydney traffic committee has raised no objection to a possible future works zone directly outside the campus in Greens Road.

Refer to attached correct figures, not those shown below.

Figure 1
Permitted truck routes
Legend

- Truck crossover
- Proposed pedestrian crossing subject
- Temporary fencing with graphic treatment
- Removal of existing parking bays
- Temporary site fencing with shade cloth
- Gates
- Proposed trees to be removed
- Construction vehicle flow
- Pedestrian route

Note: Power lines to have tiger tails as required
Trimming of low level tree limbs to arborists approval
Protection of existing trees/roots as per arborists requirements
Hardstand area within temporary site fencing to engineers details
Traffic Management plan to be submitted by others