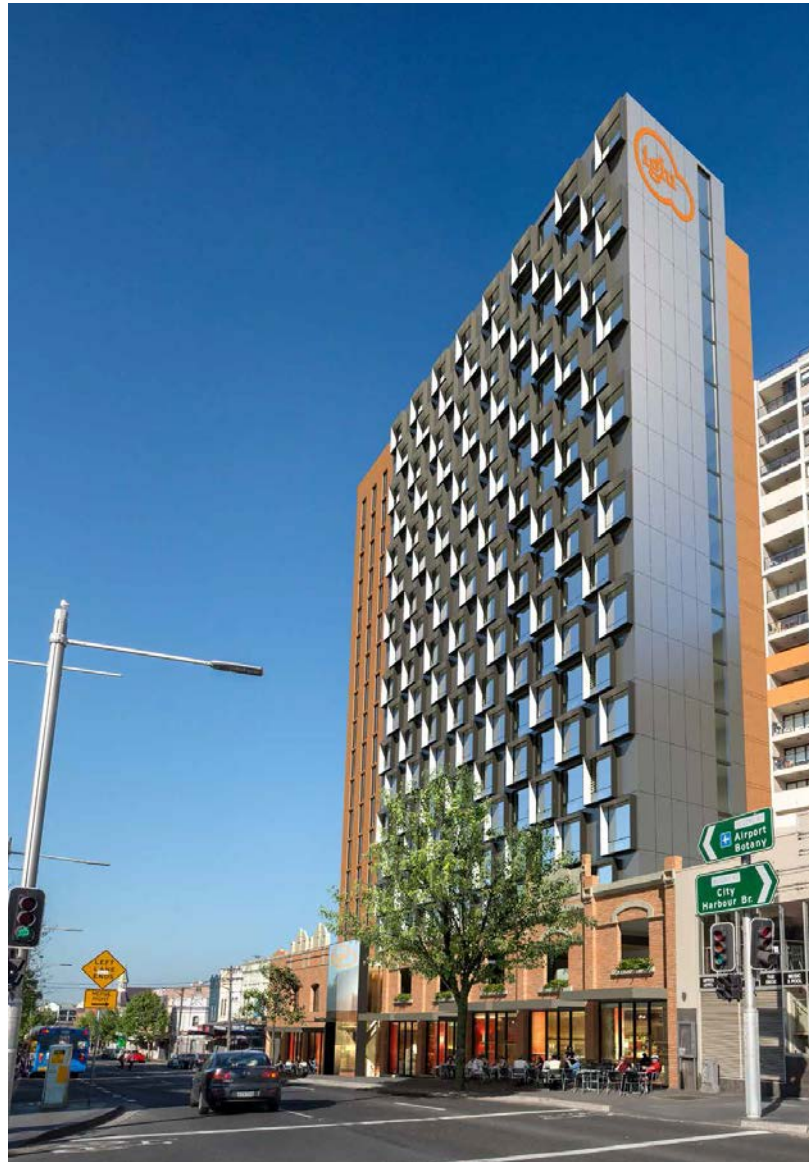


Construction & Traffic Management Plan

60 – 78 Regent Street, Redfern
SSD 14_6724



Prepared by

Iglu Pty Limited

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Appendix A: Site Demolition Plan – A01.003[1] dated 19/11/14

Appendix B: Façade Retention Concept Design prepared by Taylor Thompson & Whitting

Appendix C: Site plan – Construction Management Plan – A01.005[1] date 19/11/14



1. Background

Iglu No. 204 Pty Limited (Iglu) has prepared a Development Application for the redevelopment of 60-78 Regent Street, Redfern.

The Department of Planning & Environment (DPE), as part of the Development Application, has requested that the applicant submit a preliminary construction & traffic management plan for the project.

2. Purpose of This Report

The purpose of this preliminary construction & traffic management report is to provide a description of how the project will be set up and established during the demolition and construction phases of the project at 60-78 Regent Street, Redfern. The report will consider matters including street access, hoardings to street frontages, retention of the existing facades on Regent Street, craneage, scaffolding and materials handling issues.

This report is preliminary and the final construction & traffic management plan will be prepared and submitted for approval as part of the Construction Certificate when Iglu's Building Contractor is appointed for the Demolition and Building Works.

3. The Site

60-78 Regent Street Redfern is located in Redfern midblock between Redfern St and Marian St. The Site is an amalgamation of 10 lots currently occupied by two storey retail terraces.

The Site has street frontages to Regent Street (east), an extension of Redfern St Laneway (north-west), and William Lane (west).

The Site is L-shaped, with approximate boundary dimensions of 53.64m (Regent St), 31.81m (80 Regent St), 25.33m (William Lane), 26.0m (Railz on Regent Hotel) and 25.91m (extension of the Regent St Laneway).

The Site has a total land area of 1427.5m²

The Site has a cross fall of approximately 4.0m from the NE corner adjacent the 58 Regent St down to the SW corner at the rear in William Lane.

The existing buildings on the site all front Regent St. Eight of the ten facades are two level terrace house brick facades that will be retained and integrated into the new development. The two "newer" façades located at 70 & 72 Regent St will be demolished to make way for the entry zone for the new building.

A copy of the Demolition Plan is attached as Appendix A.

4. Demolition Phase Works

Hoardings and Fences

The street frontage to Regent St will be protected by a B class hoarding along the full street frontage with entry gates to be located at 70 & 72 Regent St – the zone where the two newer facades will be demolished.

The frontages to William Lane and the extension to Regent St Laneway will be secured by A class hoardings.



The existing walls of the buildings to the north and southern boundaries will provide security at this boundaries.

Stage 1 Demolition Works – Building Strip-out Phase

Site access for equipment and transporting of strip out debris during Stage 1 Demolition will be off William Lane at the rear of the Site.

Minor demolition will be undertaken at the rear of the Site to allow equipment, trucks and bins to access the site off William Lane and allow all equipment to be located on site – that is maintain full access to William Lane.

The B Class hoarding to Regent St will be built during the Stage 1 Demolition Works – Building Strip-out Phase;

A plan has been marked up to show the proposed location of the A & B class hoardings, access & exit points for deliveries to the site and the proposed construction zone on Regent Street. A copy of the CMP Site Plan – Site Plan Construction Management Plan A01.005 [1], dated 19/11/2014 is attached as Annexure C.

Stage 2 Demolition Works – Building Structural Demolition and Removal

The redevelopment will require demolition of all buildings on site with the exception of the eight facades (60-68 & 74 to 78 Regent St Redfern) to be incorporated into the new building.

As noted above the B Class hoarding on Regent St will be erected during the Stage 1 Demolition prior to the Stage 2 Demolition commencing.

The facades will be supported by a structural steel frame that will be erected during the demolition phase and removed as the new building structure is completed. The demolition plan, attached as Appendix A, shows the facades to be retained and the façade bracing engineering plan, attached as Appendix B, shows the façade bracing system using temporary steel frame support.

Machinery required to perform the demolition of existing buildings will be delivered to site via William Lane. The first stage of the demolition works will entail demolition of the smaller buildings at the rear of the properties fronting William Lane. This will allow truck movements for removal of demolition materials via William Lane.

The temporary structural steel frame to support the eight facades to be retained will be installed as whilst the rear portion of the site is demolished and the main building removed progressively as the frames are installed, including the two facades to be removed.

All trucks will be loaded on site.

5. Construction Works

General

The Site Plan - CMP has been marked up to show the proposed locations of the :-

- A & B Class Hoardings;
- gate access points off Regent St and William Lane;
- construction / works zone on Regent St;
- crane location;



A copy of the Site Plan – Construction Management Plan – A01.005[1] dated 19/11/14, is attached as Appendix C.

Building Hoarding and Gantry

A & B Class hoarding as established for the Demolition Works will be retained for the duration of the project. As noted above the site will be secured as follows:-

- Regent St will be protected by a B class hoarding along the full street frontage with entry gates to be located at 70 & 72 Regent St;
- William Lane and the extension to Regent St Laneway will be secured by A class hoardings;
- The existing walls of the buildings to the north and southern boundaries will provide security at this boundaries.

It is not intended to scaffold the tower as the main tower is proposed to be built with a formwork screen system with trailing screens and curtain wall erected from within the buildings. Any external finishes required will be done from swinging stages from the roof.

Construction Zones

Sydney City Council (SCC) was contacted in relation to the proposed construction zone on Regent St. SCC advised that Regent St in this location is controlled by the RMS. Robert Varga of Varga Traffic (VT) has further investigated this matter and has confirmed this section of road is controlled by RMS.

Varga Traffic has assessed the location and advised that:-

- the kerbside parking is in an indented bay – not a through traffic lane from the lights on the intersection of Regent and Redfern Streets;
- the road is not subject to 'Clearway' restrictions;
- an application to RMS for a Construction / Works Zone will be required and approval should not present any issues;

On the basis of the above we are proposing a Construction Zone for the full length of the site frontage on Regent St.

Site Entry and Exit.

A site entry will be established on both major street frontages of Regent St and William Lane.

The Regent St entry will be gates located in the B class hoarding allowing access to the site from Regent St. There will not be a through access on the site from Regent St the William Lane.

The William Lane entry will be gates in the A class hoarding allowing access to the rear of the site from William Lane only. Site planning allows the 2 storey section of building that front William Lane to be built at a later date allowing the rear of the site to be used for deliveries, for smaller table top size trucks – approx. 9m in length until that part of the structure is built.

Unloading, materials Laydown and Storage Areas

Unloading of large trucks and semi-trailers will occur on Regent St from within the construction / works zone. Generally material delivered to site on the larger trucks and semi-trailers will be lifted by the crane and placed on site where the goods are required.



Unloading of smaller trucks and delivery vans will occur at the rear of the site off William Lane with the smaller vehicles being able to access the site and be parked on site.

Once the structure is into the tower phase there will be material laydown and storage areas on the podium perimeter zones and the roof of the two level building at the rear on William Lane once that portion of the structure is built. At that time the loading dock will also be available for deliveries from William Lane.

Traffic Control

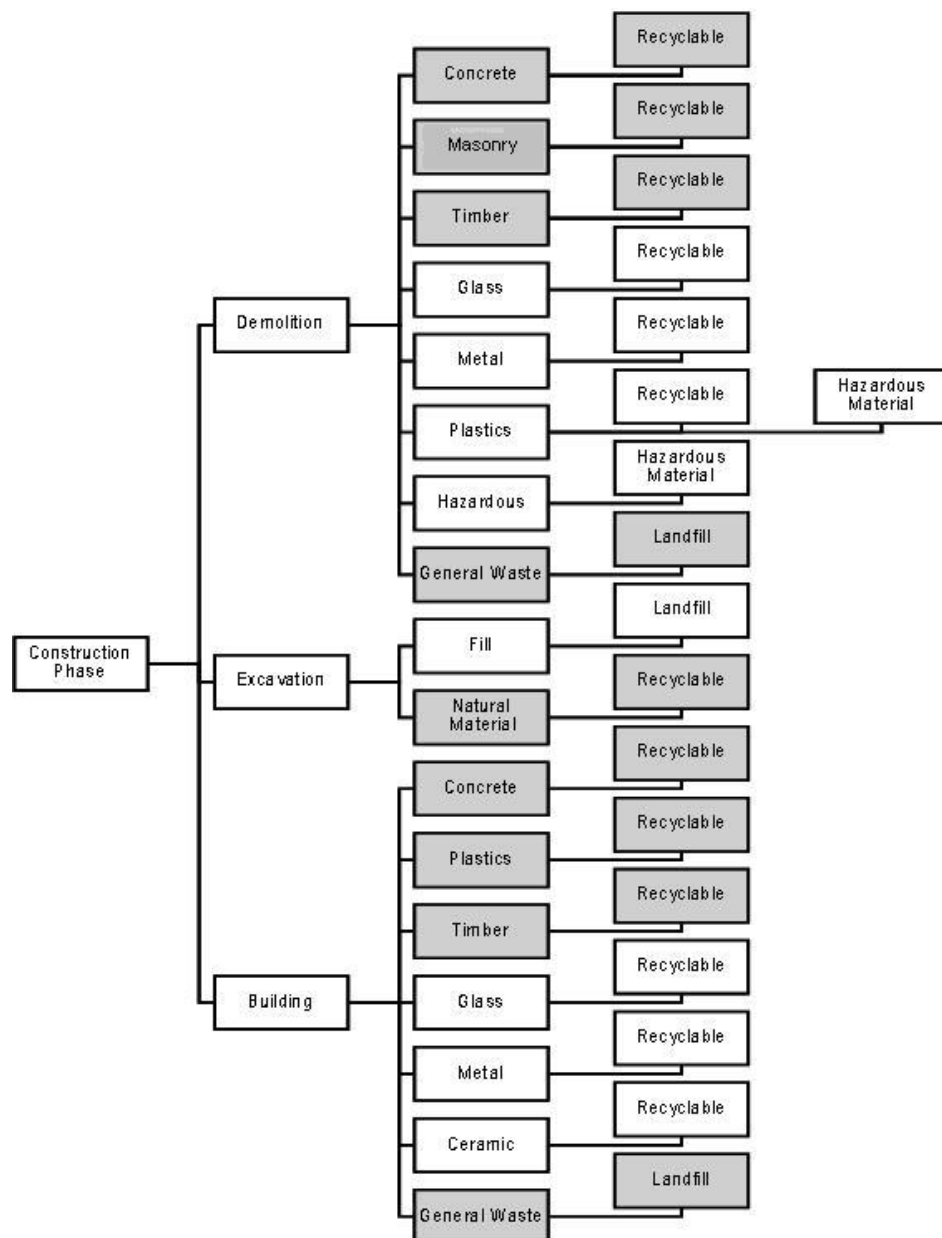
Licensed traffic control will be contracted to provide traffic control as required, with careful planning to ensure no pooling of vehicles.

Site Crane

The site crane is proposed to be located adjacent the lift core between the tower footprint and retained facades on the Regent St, towards the southern end of the site. The crane will require a boom length of approximately 42m.

6. Demolition & Construction Waste

A significant volume and variety of waste is expected to be generated during demolition & construction. Figure 1 shows the major waste streams expected (high volume indicated by shading) and anticipated disposal/recycle outcome. The objective is that a minimum of 85% of used and unused demolition and construction materials will be salvaged and recycled.



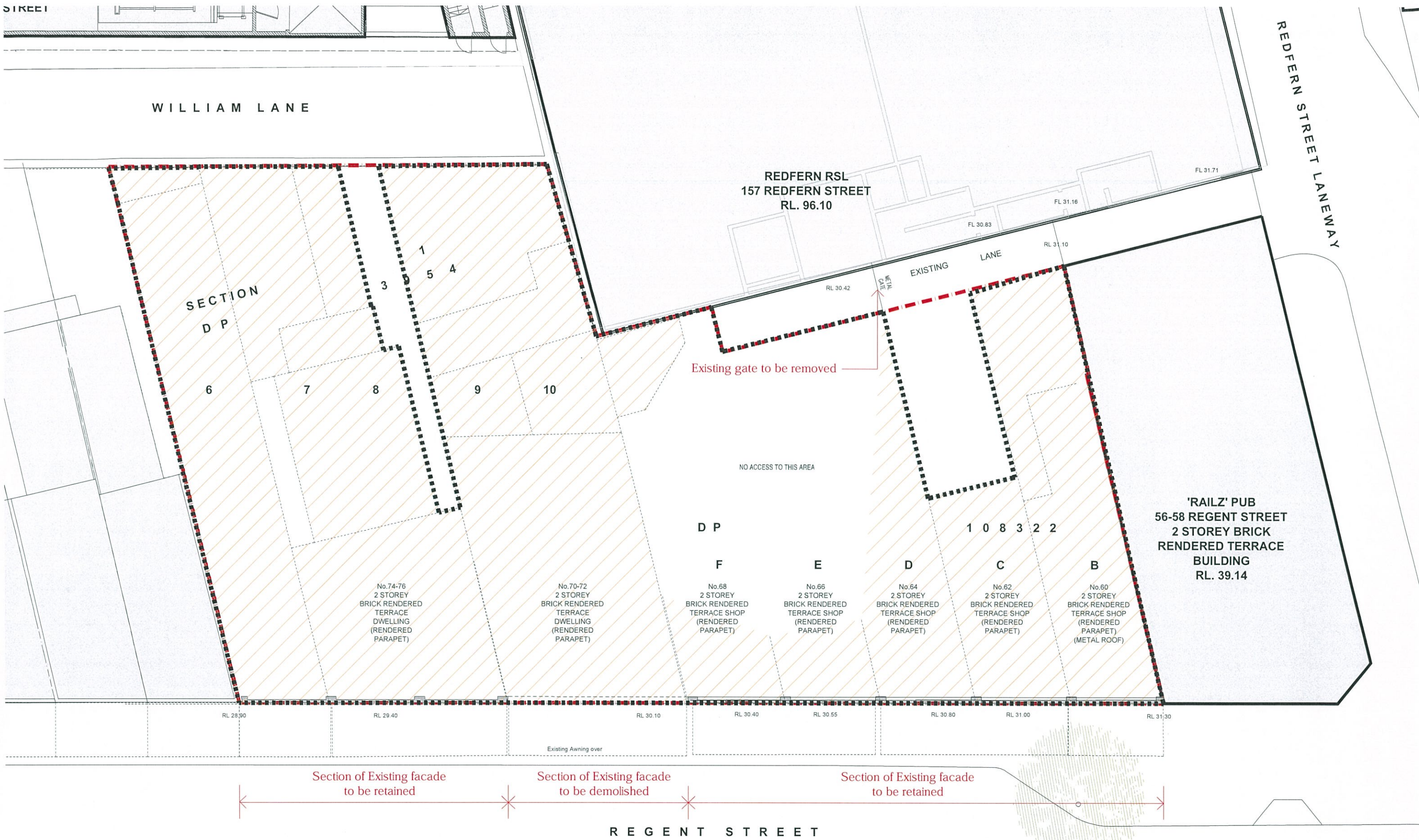


The following demolition & construction waste management measures will be taken:




- Existing site structures will be stripped out with waste materials sent either to landfill, reused or recycled. Following the cutting/sealing and redirection of services, relocation of plant and soft strip-out, hard demolition of the existing buildings will take place and the building structure waste separated for recycling – for example brick/masonry, timber, concrete etc.
- Demolition will be the most significant source of waste volume and strong emphasis will be placed on recycling and reuse of concrete and brick to ensure that waste recycling targets are met.
- Waste streams will be separated as much as possible onsite to ensure efficient sorting and handling with clearly marked waste skips and bins will be provided for the various types of waste materials.
- Where materials become mixed on-site, evidence will be required that the waste contractor will separate the materials once they are removed to an off-site location.
- Waste collection during construction will be easier due to the reduced material volume and the sequencing of trades. Major recyclables to be recovered in construction are likely to consist of discarded and surplus volumes of materials such as glass, piping, timber, steel, plasterboard and construction packaging.
- Waste unable to be reused or recycled will be safely removed and transferred to licensed landfills. Documentation of materials disposed, landfill receipts, contracts, etc will be retained and filed to meet data collection requirements.
- Contractors will be held strictly accountable for compliance with the above measures and procedures.



Appendix A



PRELIMINARY
NOT FOR CONSTRUCTION

-  Existing Facade to be retained
-  Existing Surrounding Buildings
-  Buildings to be Demolished

Revision	Date	Description	Initial	Checked

Revision	Date	Description	Initial	Checked
1	10.11.14	Consultant Issue	JH	BD

60-78 Regent St
Redfern
Demolition plan



Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, storage plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.
All drawings to be read in conjunction with all architectural documents and all other consultative documents.
Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.
All drawings may not be reproduced or distributed without prior permission from the architect.

Scale	1:200 @ A3
Drawn	JH
Checked	BD
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Status	DA
Plot Date	19/11/2014 3:35:13 PM
Plot File	S:\11720-11798\11798_iglu_regentredfern01_main\cadplan\...
Drawing No.	A01.003[1] [Revision]

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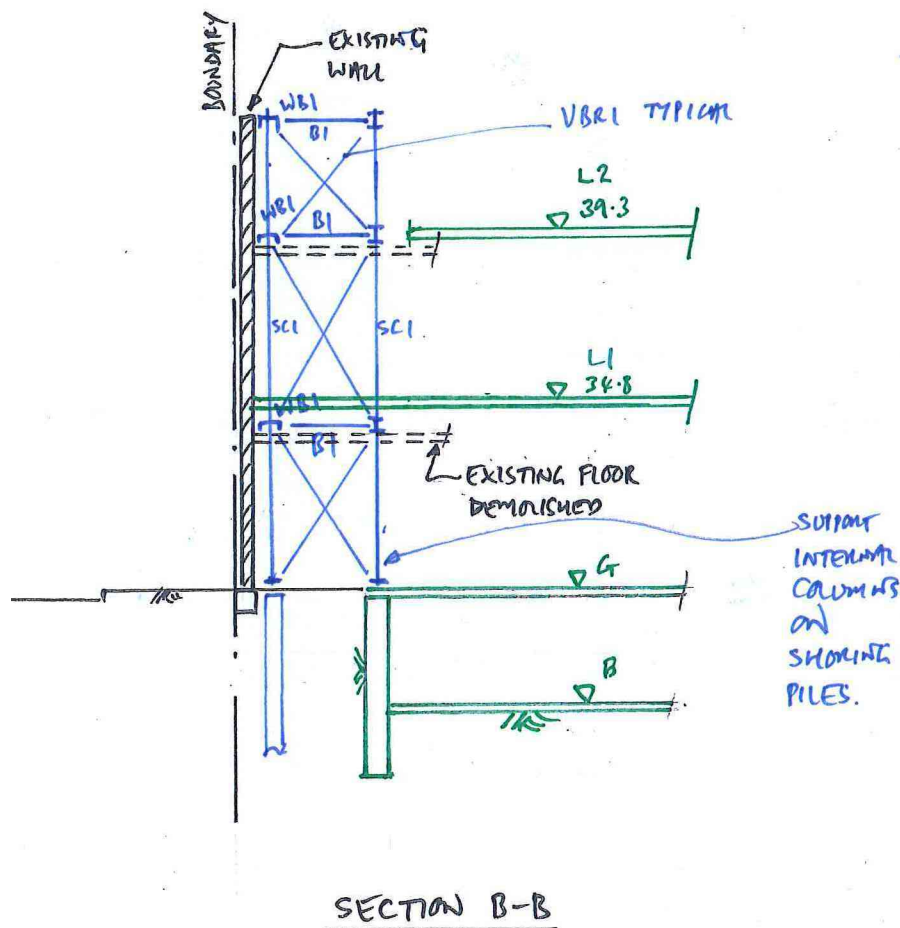
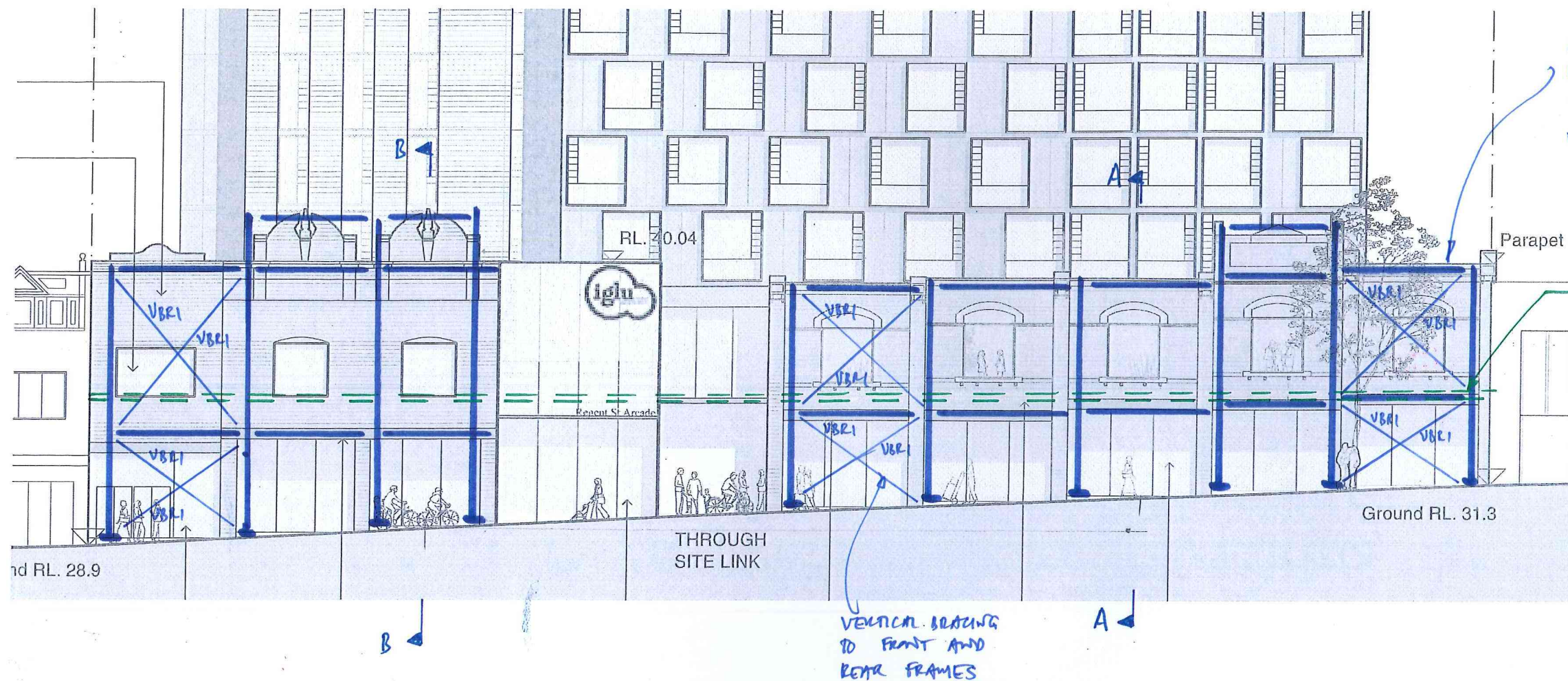
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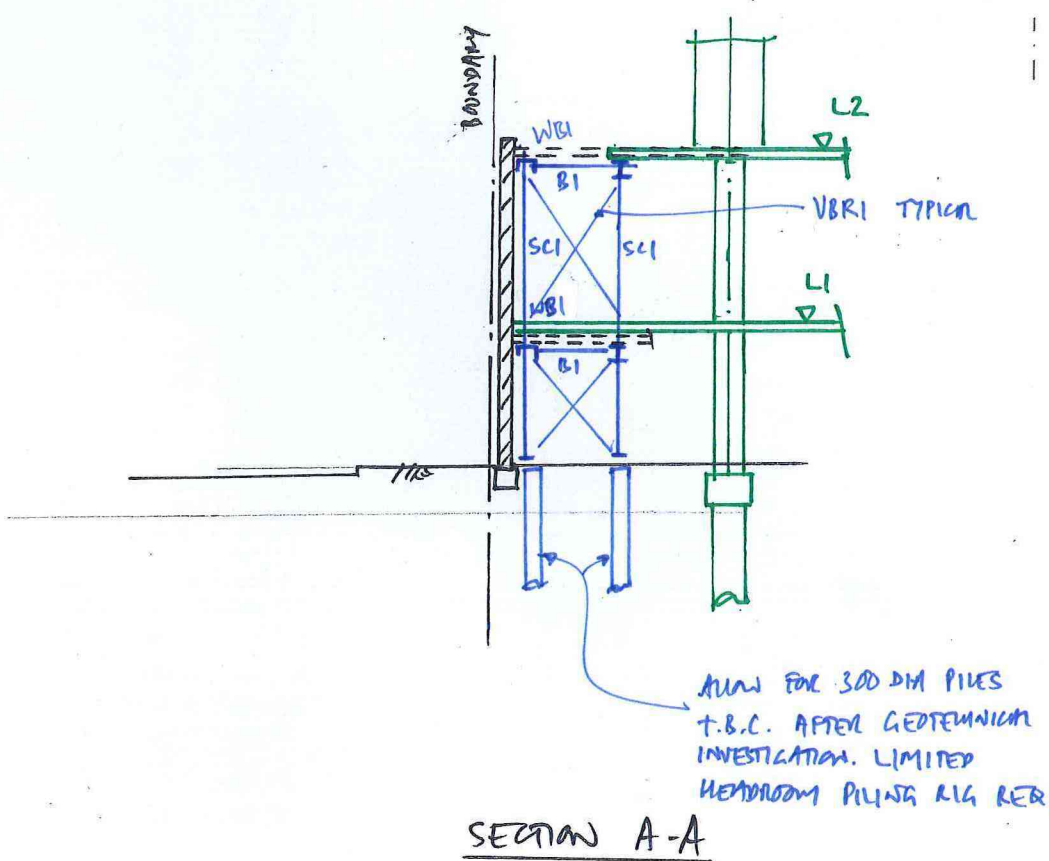
BATESSMART



Appendix B



MEMBER SCHEDULE	
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SCI	150 UC 23
WBI	200 IFC
VBR1	65x5EA



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A3 0 1 2 3 4 5 6 7 8 9 10

PRELIMINARY

P1	PRELIMINARY	DT	NH	25.11.14
Rev	Description	Eng	Draft	Date

Project
IGLU
 60-78 REGENT STREET
 REDFERN

Sheet Subject
**REGENT STREET EXISTING
 FACADE TEMPORARY
 RETENTION STRUCTURE**

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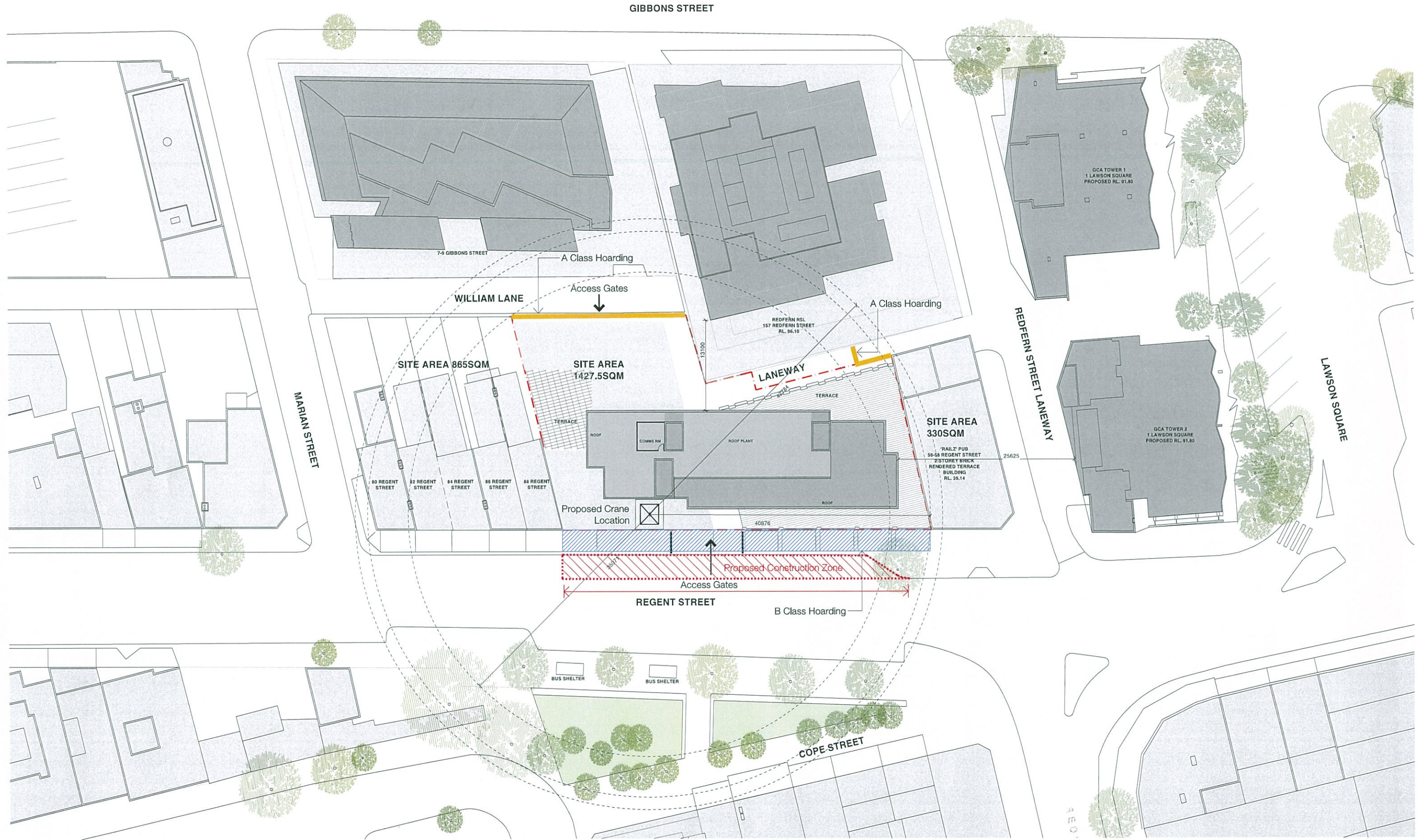
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Plot File Created: Nov 25, 2014 - 11:14am



Appendix C



PRELIMINARY
NOT FOR CONSTRUCTION

Revision Date	Description	Initial	Checked

Revision Date	Description	Initial	Checked
1	19.11.14 Issue for Information	JH	BD

60-78 Regent St
Redfern
Siteplan
Construction Management Plan



Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.
All drawings to be read in conjunction with all architectural documents and all other consultants documents.
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Checked	BD
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Drawing No.	A01.005[1] [Revision]

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