

Construction Management Plan

80 - 88 Regent Street, Redfern NSW 2016



1.1 The Site

80-88 Regent Street, Redfern is located on the Corner of Regent and Marian Street, approximately 100m from Redfern Train Station. The proposed development will comprise of 6 x studio apartments 27 X 1 bedroom apartments 38 X 2 bedroom apartments and 9 x 3 bedroom apartments. The proposed development will be 18 storeys in height and include retail space at ground and a child care centre on level 1.

1.2 Conditions of Development Consent

As a development consent has yet to be issued, reference is made to the City of Sydney Council standard conditions for development and construction. These conditions in this location would require the following, which would be satisfied as part of the construction phase of the development

- **APPLICATIONS FOR HOARDINGS AND SCAFFOLDING ON A PUBLIC PLACE**

a. A separate application under Section 138 of the Roads Act 1993 is to be made to Council to erect a hoarding and/or scaffolding in a public place and such application is to include:

- i. Architectural, construction and structural details for the design in accordance with the Policy for the Design and Construction of Hoarding (September 1997 and the Guideline for Temporary Protective Structures (April 2001);
- ii. Structural Certification prepared and signed by an appropriately qualified practicing structural engineer.

Evidence of the issue of a Structural Works inspection Certificate and structural certification will be required prior to the commencement of demolition or construction works on site.

Sydney's street furniture such as bus shelters, phone booths, and litter bins and JCDeaux street furniture including kiosks, bus shelters, phones, poster bollards, bench seats and litter bins. The Applicant is responsible for the cost of removal, storage and reinstallation of any of the above as a result of the erection of the hoarding. In addition, the applicant is responsible for meeting any revenue loss experienced by Council as a result of the removal of any street furniture. Costing details will be provided by Council. The Applicant must also seek permission from the telecommunications carrier (e.g. Telstra) for the removal of any public telephone.

b. Should the hoarding obstruct the operation of Council's CCTV Cameras the Applicant shall relocate or replace the CCTV camera within the hoarding or to an alternative position as determined by the Council's Contracts and Asset Management Unit for the duration of the construction of the development. The cost for relocating or replacing the CCTV camera is to be borne by the Applicant. Further information and a map of the CCTV cameras are available by contacting Council's CCTV Unit on 9265 9232.

c. The hoarding must comply with the Council's policies for hoardings and temporary structures on the public way. Graffiti must be removed from the hoarding within 1 working day.

- **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.

- **HOURS OF WORK AND NOISE – OUTSIDE OF CBD**

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

- a. All work, including demolition, excavation and building work, and activities in the vicinity of the site generating noise associated with the 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 within the hours of 7.00am and 7.00pm on Mondays to Fridays inclusive and 7.00am and 3.00pm on Saturdays, no works must be carried out on Sundays or Public Holidays.
- b. All building work must comply with the City of Sydney Code of Practice for Construction Hours/Noise 1992 and Australian Standard 2436-1981 'Guide to Noise Control on Construction, Maintenance and Demolition Sites'.

Note: The 'City of Sydney Code of Practice for Construction Hours/Noise 1992' allows extended working hours subject to the approval of an application in accordance with the code and under Section 96 of the Environmental Planning and Assessment Act 1979.

- COVERING OF LOADS

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

- 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 site. It is an offence to allow, permit or cause materials to pollute or be in a position from which they can pollute waters.

- LOADING AND UNLOADING DURING CONSTRUCTION

The following requirements apply:

- a. All loading and unloading associated with construction must be accommodated on site;
- b. A Work Zone is required if loading and unloading is not possible on site. If a Work Zone is warranted, an application must be made to Council at least 8 weeks prior to commencement of works on the site. An approval for a Work Zone may be given for a specific period and certain hours of the days to meet the particular needs 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.

- 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 from Council to stop all works on site.

2.0 Construction Traffic Management Plan

The Pedestrian and Traffic Management Plan for the demolition and construction phase of the development is addressed in the following sections:

- Site location and road network
- Approved development
- Overall principles for the traffic management
- Hours of work
- Truck routes
- Traffic and parking effects
- Pedestrians

- Work Zone
- Consultation
- Pedestrian and Traffic Management Plan

2.1 Site Location and Road Network

Please refer to Appendix A – site plan.

Access to the site will be via Marian Street and William Lane. Parking zones are designated outside of the site. There is minimal vehicular parking on site. A number of options for travel are available providing access to all directions.

2.2 Approved Development

The approved development will comprise of 6 x studio apartments 27 X 1 bedroom apartments 38 X 2 bedroom apartments and 9 x 3 bedroom apartments. The development will be 18 storeys in height and include retail space at ground and a child care centre on level 1. These works have yet to commence.

2.3 Overall Principles for Traffic Management

The overall principles for the traffic management during the construction phase of the development are:

- Provide a convenient and appropriate environment for pedestrians;
- Minimise effects on pedestrian movements and amenity;
- Manage and control vehicular movement to and from 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 works;
- Provide appropriate access to the site for traffic; and
- Manage and control vehicle activity in the vicinity of the site.

It is anticipated that a Work Zone will be required for the full width of the site on Regent and Marian Streets for the majority of the construction duration. Separate applications will be made to NSW Roads and Maritime Service (RMS) and City of Sydney Council. The Work Zone would be used for the delivery and removal of materials to and from site.

2.4 Hours of Work

Works associated with the demolition, excavation and construction of the development will be carried out during the Councils standard hours of construction as follows:

Monday – Friday	7.00am to 7.00pm
Saturday	7.00am to 3.00pm
Sunday/Public Holidays	No Work

Any works outside of these hours would be subject to a separate application to City of Sydney Council. The control of the hours of operation avoids truck movements and associated impacts during the early hours of the morning, before 7.00am and in the evening after 7.00pm.

2.5 Truck Routes

Building Waste Removal

The waste created by the building process will be sorted into trolleys, loaded into 2 tonne tippers and removed from site. Vehicular access to and from the site will be via the works zones located along Marian/Regent Street. Access and vehicle movements to and from site including trucks reversing to and from the site, will be managed and controlled by site personnel.

Construction

During construction of the development it is anticipated that trucks delivering material to site will be accommodated within the Work Zone located on Marian/Regent Street. From this location material will be lifted onto site by the use of a crane. Any mobile crane usage will form part of a separate application to the City of Sydney (or RMS as required).

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

2.6 Traffic and Parking Effects

The major traffic generating activities during the demolition phase are anticipated as follows:

- During the demolition period waste will be removed from the site daily. The trucks removing the waste will have their loads covered and their wheels washed.
- During construction, deliveries will be programmed and managed to ensure that there is no overflow from the Work Zone and subsequent queuing. All trucks departing site and deliveries to site will be managed by a dedicated site traffic controller. Drivers will be in radio or mobile phone contact with the site supervisor who will coordinate the arrival and departure of trucks as required.

It is anticipated that during the demolition and construction stage there would be in the order of 10-30 construction employees on the site. Employees will be encouraged to use public transport when travelling to and from site. Public transport timetables will be made available to employees. Parking will be available in local public car parks.

2.7 Pedestrians

Pedestrian routes in the vicinity of the site will be maintained during the demolition and construction phases. Pedestrian activity on Marian Street will be controlled by a dedicated and appropriately qualified pedestrian traffic controller during activities involving trucks crossing the footpath.

Pedestrian safety along Marian and Regent Streets will be ensured by the provision of Class B construction fencing and overhead protection. An opening will be provided in the hoarding and construction fencing for access to and from the site.

2.8 Work Zone

For the majority of the demolition and construction periods it is proposed to make applications to City of Sydney Council and RMS for the introduction of a Work Zone adjacent to the property. The Work Zone is anticipated to be required along the entire site frontage of Regent and Marian Streets. Work Zone time restrictions will be in accordance with the approved hours of operation.

2.9 Consultation

The Site Manager will be appointed for the duration of the project as the Construction Liaison Officer. Local Residents, businesses and other stakeholders will be informed of all relevant matters by letter box drops. Phone numbers of the appropriate personnel will be displayed on site.

For matters relating to the demolition and construction process, residents or other individuals will be able to contact the appointed contractor by phone or email.

2.10 Pedestrian and Traffic Management Plan

A Pedestrian and Traffic Management Plan for the demolition and construction phases of the development will be provided prior to the commencement of any works. The plan represents the principles of traffic management and is subject to WorkCover requirements, as well as survey and final design and contractor appointment.

Signage, fencing, overhead protection, safety barriers and line marking details, as required, will be provided in accordance with Australian Standards and the Road and Traffic Authority's Manual for Traffic Control at Work Sites. A copy of the 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.

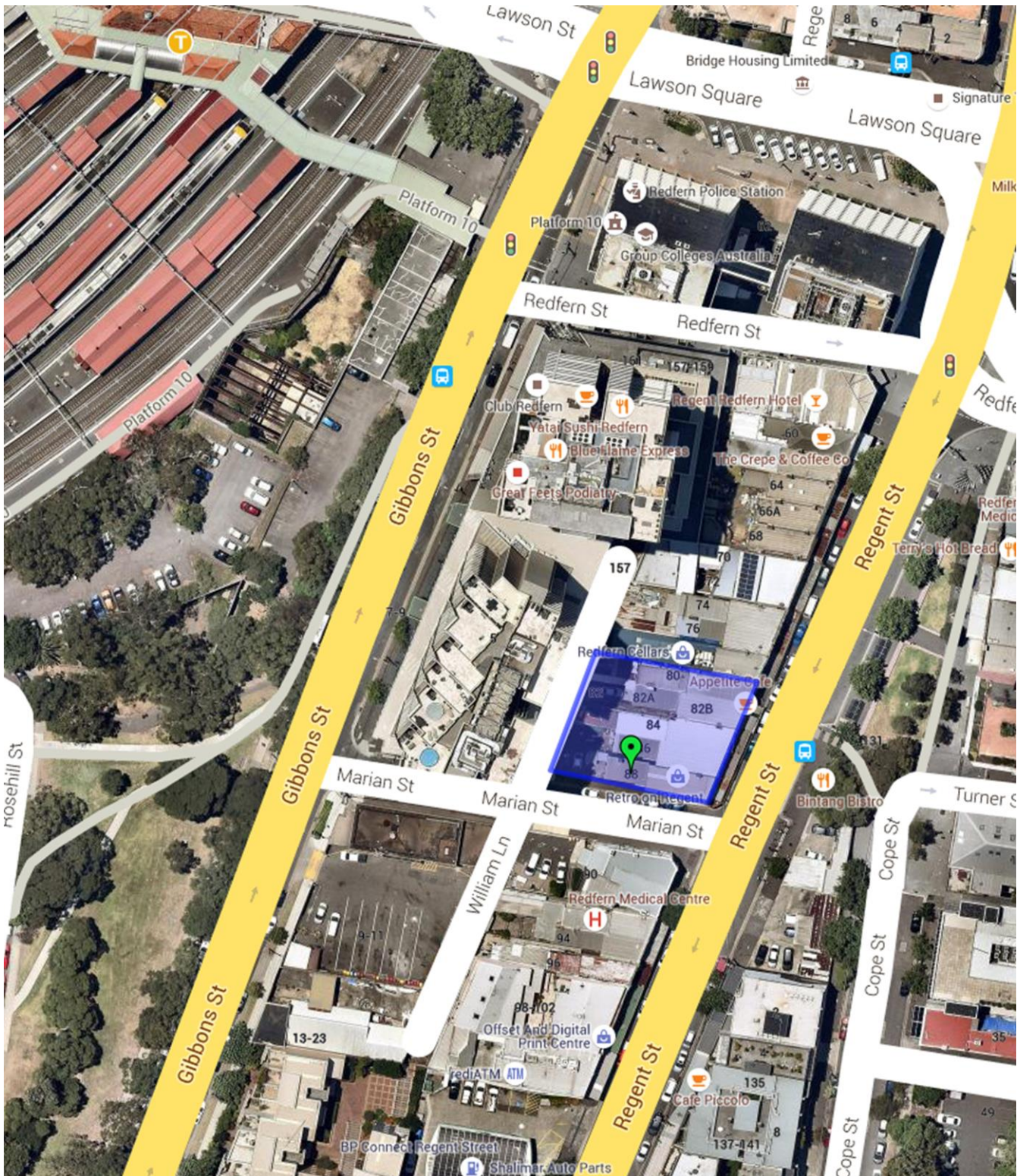
The Pedestrian and Traffic Management Plan for the demolition and constructions phases include the following:

1. Construction activity to be provided for onsite or in the on street Work Zone in Regent and Marian Streets;
2. Construction materials to be unloaded from the onsite Work Zone in Marian Street by the use of an onsite crane;
3. The movement of trucks on and off the site to be managed and controlled by suitably qualified site personnel;
4. Truck movement to and from the site to be restricted to designated truck routes throughout the area;
5. Class A & B hoardings and overhead protection where required will be provided adjacent to the site frontages;
6. The management of the site will be the responsibility of the Contractor;
7. Pedestrian activity across the site access driveways will be managed and controlled by appropriately qualified site personnel;
8. Occasional reversing movements to and from Marian Street will be supervised by appropriately qualified traffic controllers;
9. Pedestrian warning signs to be utilised in the vicinity of the site;
10. Pedestrian arrangements, construction activity and erection of safety fencing will be provided in accordance with WorkCover requirements; and
11. Construction signage to be provided in Marian Street in accordance with Australian Standards and the Roads and Traffic Authority's Manual for Traffic Control at Work Sites.

The Pedestrian and Traffic Management Plan for the demolition and construction phases of the development are considered appropriate to provide for traffic and pedestrian activity.

Appendix 1

Location Plan



Site Plan

