DARLINGTON ROAD TERRACES MIXED USE BUILDING ADDITIONS AND ALTERATIONS TO THE DARLINGTON ROAD TERRACES AND PUBLIC DOMAIN IMPROVEMENTS

CONSTRUCTION MANAGEMENT PLAN / CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Completed By: Student Accommodation Delivery Team

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1. INTRODUCTION

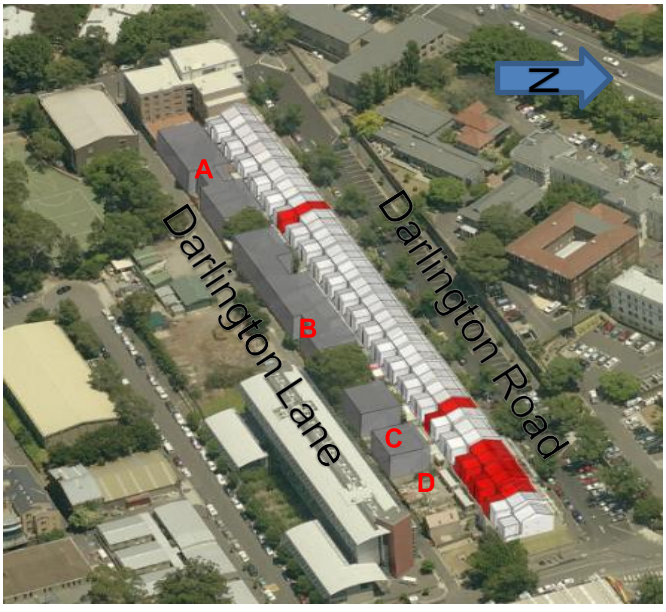
A. OVERVIEW OF PROJECT

The Darlington Road Terraces Mixed Use Development comprises of building additions and alterations to the existing Darlington Road Terraces and H66 Darlington House. The Terraces development is part of the University's Campus Improvement Program and wider University initiative to increase the amount of affordable student housing in and around the Campus.

As this development will be tendered by the University of Sydney as a Design and Construct project this Construction Management Plan / Construction Traffic Management Plan is subject to further revision by the contracted builder. The builder will be ultimately responsible for obtaining all necessary authority approvals and permits required to set up the construction site and manage traffic around the site.

B. PROJECT DEVELOPMENT DESCRIPTION

The Project site is located on Darlington Road, Darlington NSW. The site is bounded by Darlington Road to the north, Golden Grove Street to the west, Darlington Lane to the south and Codrington Street to the east. The site consists of a row of thirty-eight Late-Victorian Terraces, separated by seven privately owned terraces dividing the site into four smaller lots (as highlighted in red in the below site plan). The privately owned terraces are 88 – 93, 97 & 120 Darlington Road, Darlington.



The Darlington Road terraces are of local heritage significance and their retention and adaptive re-use is of significant importance.

The project scope includes the upgrade of the existing heritage listed student accommodation in the Darlington Road Terraces and demolition of the low significance post -1950 rear skillion roofed bathroom and laundries. Scope includes a bicycle storage room in H66 Darlington House (to serve the

development) and a new build across the existing Terraces rear gardens, broken into four individual blocks (building A, building B, building C and building D).

The development will include 306 mixed single and twin dorm style bedrooms (337 beds total) with shared kitchen and bathroom facilities, integrated with other mixed use facilities including teaching, learning, meeting and study facilities.

It is expected that the Project will be complete and operational ahead of Semester 2, 2018 (June 2018). Building works will need to be complete prior to April 2018 to allow sufficient time to prepare the facility for incoming residents.

C. CONSTRUCTION HOURS

The anticipated construction hours will be as follows:

1. Between 7:00am and 6:00pm, Mondays to Fridays inclusive
2. Between 8:00am and 3:00pm, Saturdays
3. No work on Sundays and Public Holidays

D. CONSTRUCTION SITE ESTABLISHMENT

It is anticipated the successful contractor will use two of the terraced houses to be refurbished as a site office, lunch rooms, toilet facilities and other construction related site establishment facilities to meet WHS legislation and Codes of Practice. During the peak construction period it is anticipated there will be between 50 – 60 workers on site.

See Appendix A – Proposed Construction Site Setout Plan

E. CONTRACTOR PARKING

Due to the extent of the development construction workers will not be able/permitted to park vehicles on site. Construction workers will be encouraged to catch public transport to work and parking for construction workers will not be permitted in surrounding local streets.

The site is located within walking distance of several public transport options, including Redfern Station and key arterial roads. Public transport options are highlighted below:

By train

Redfern is the closest train station. It is a 10-minute walk to the main campus, via Abercrombie Street. Central station is a 15-minute walk along City Road and George Street; however, buses to and from Central are frequent and easy to catch from Parramatta Road or City Road.

By bus
If arriving by bus, there are convenient stops on Parramatta Road and City Road within close walking distance of the site.

F. MATERIALS HANDLING AND CRANE REQUIREMENTS

The site will require the use of a small tower crane with a 40m jib, this could possibly be a self-erecting unit. This will service the new central buildings (B and C). Mobile cranes will be required to service buildings A and D.

It is anticipated a maximum eighty metre work / loading zone will be established along Darlington Road in front Terraces 99 - 118. Darlington Lane does not provide enough width to allow a work zone to be established, all unloading and concrete pumping will need to be serviced from Darlington Road. Concrete pumping could either be with the establishment of a line pump through one of the Terraces or a boom pump over the roof of the terrace.

G. HEALTH AND SAFETY

It is anticipated 'A' class hoarding will be erected to the rear section of the terraces for each building with appropriate 'B' class hoarding to be established for public safety where necessary. All perimter hoarding will be local council and legislative requirements Careful consideration will need to be given for the hoarding adjacent to the privately occupied terraces and the entry and exit points for the demolition and excavation vehicles. All mandatory signage will be displayed on the hoardings.

It is expected the contractor will erect a fully enclosed scaffold to the Darlington Lane side of the new buildings to safely construct the façade on this elevation.

2. DEMOLITION

The demolition scope includes the removal of the single storey rear lean-to sections to the existing terraces and clearing the rear sections to the existing terraces. The demolition works will be in accordance with the appropriate Code of Practices and the contractor will need to complete high risk SWMS for the demolition activities.

3. WASTE MANAGEMENT DURING CONSTRUCTION

A waste management plan will be established prior to construction commencing. A suitably qualified person will prepare the waste management plan in consultation with council and must be submitted to the PCA.

The plan should address matters such as:

1. Minimising waste
2. Reusing and recycling, where possible, demolition materials
3. Storage, control and removal of construction waste
4. If hazardous materials are encountered appropriate controls and disposal of to the relevant legislation codes, standards and guidelines.

4. AIR QUALITY MANAGEMENT DURING CONSTRUCTION

Dust control measures are to be in place for the duration of the works to prevent dust from affecting the function of immediate area and to ensure adherence to the relevant legislation and codes of practice for air quality management. Controls are to be maintained particularly during demolition and earthworks.

5. NOISE MANAGEMENT DURING CONSTRUCTION

Noise management for construction activities is to ensure the requirements the EPA construction noise guidelines are met. All feasible noise mitigation and management measures are to be implemented. The noise management plan must consider the neighbours that may be affected during the constructions works including the UoS and Darlington Public School.

6. EROSION AND SEDIMENT CONTROL

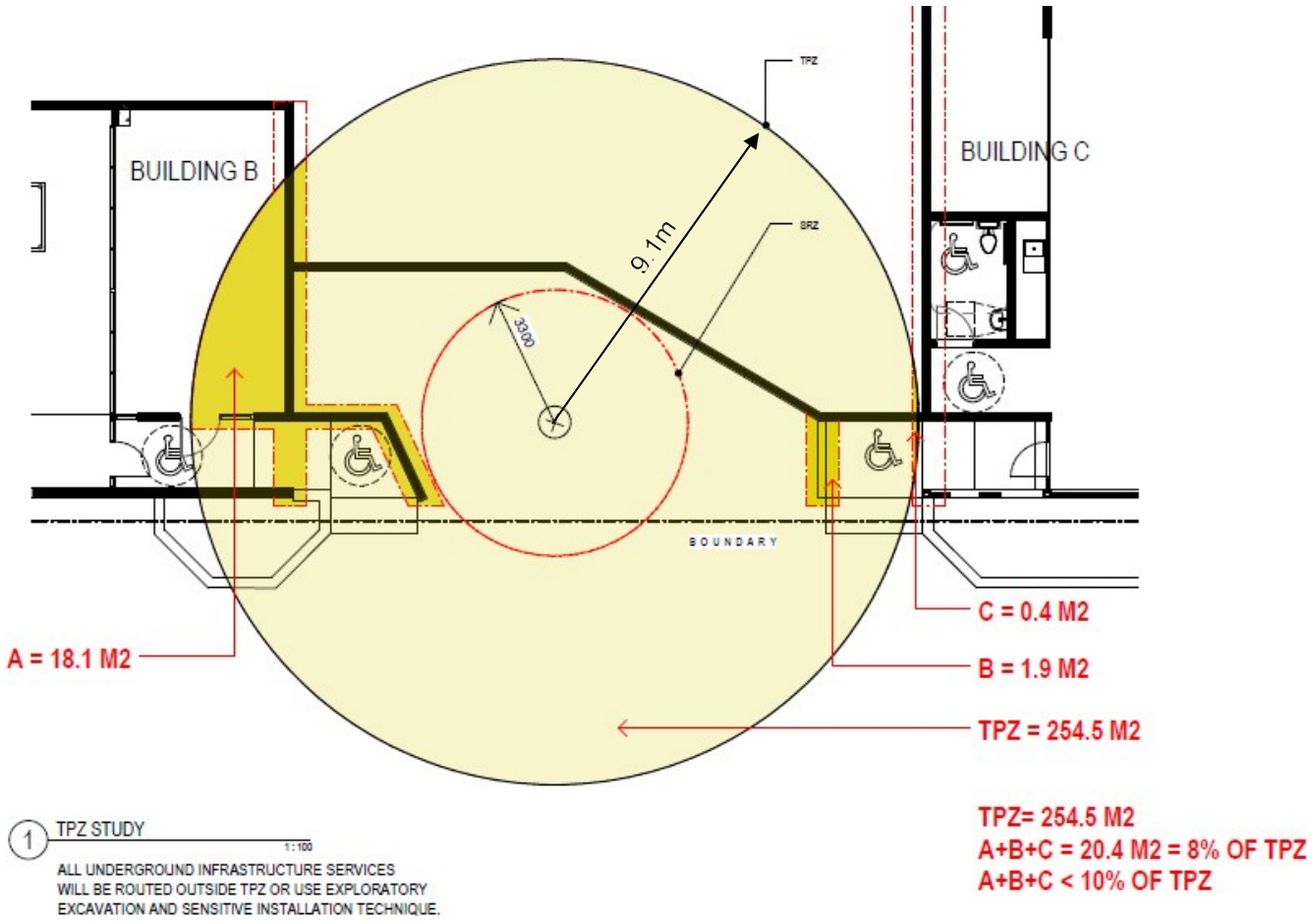
Preventative controls will need to be established before the construction activities commence. To be effective the measures must be appropriate for the purpose, installed correctly and maintained.

7. TREE PROTECTION

All street trees are to be protected during construction. Any trees on the footpath that are damaged or removed during construction are to be replaced to local council approval.

All trees that are not approved for removal are to be suitably protected to protect the root system, trunk and branches during construction. Before commencement of works a tree protection zone (TPZ) must be established around all trees to be maintained. Tree protection must be installed to relevant standards.

The following diagram illustrates the requires tree protection zone of 9.1m to be erected and maintained around the 'high significant tree' as identified in the Aborsafe arborists' report.



8. CONSTRUCTION TRAFFIC MANAGEMENT

During construction, there will be an increase in truck activity servicing the project. The site can only be reached by transiting the local road network from the surrounding arterial road network that connect Abercrombie Street, Golden Grove Street, Butlin Avenue, Codrington Street, Darlington Road and Darlington Lane.

A dilapidation report will be required to be completed prior to works commencing and any damage caused to the roads will need to be repaired to City of Sydney specifications and standards.

A. TRUCK ROUTES DURING DEMOLITION

It is anticipated a total of 4 – 6 truck and trailer units a day will be used during the demolition and excavation phase.

During the demolition and bulk excavation phase truck routes to the site will be westbound along City Road, turning left into Butlin Avenue and right onto Darlington Road. Trucks will then enter Darlington Lane by turning left from Golden Grove Street.

Trucks will be loaded from within the site, utilising existing driveway entrances to the rear of the terraces backyards.

Trucks will exit the site, left onto Codrington Street and leave the area by turning right from Butlin Avenue onto City Road.

Traffic control will be established along the lane during this period to ensure safe access and egress from the site.

B. TRUCK ROUTES DURING CONSTRUCTION

During the construction phase Heavy Rigid vehicle (HRV) deliveries will be approximately 8 – 10 per day. During a concrete slab pour there will be approximately 13-18 ready mix concrete trucks per day for the larger Building B slab pours.

Truck routes to the site during construction will be westbound along City Road, turning left into Butlin Avenue and right onto Darlington Road.

Trucks will be unloaded from the proposed loading zone located outside the terraces on Darlington Road.

Trucks will leave the area by turning right from Darlington Road onto City Road.

See Appendix B – Proposed Construction Traffic Management Plan.

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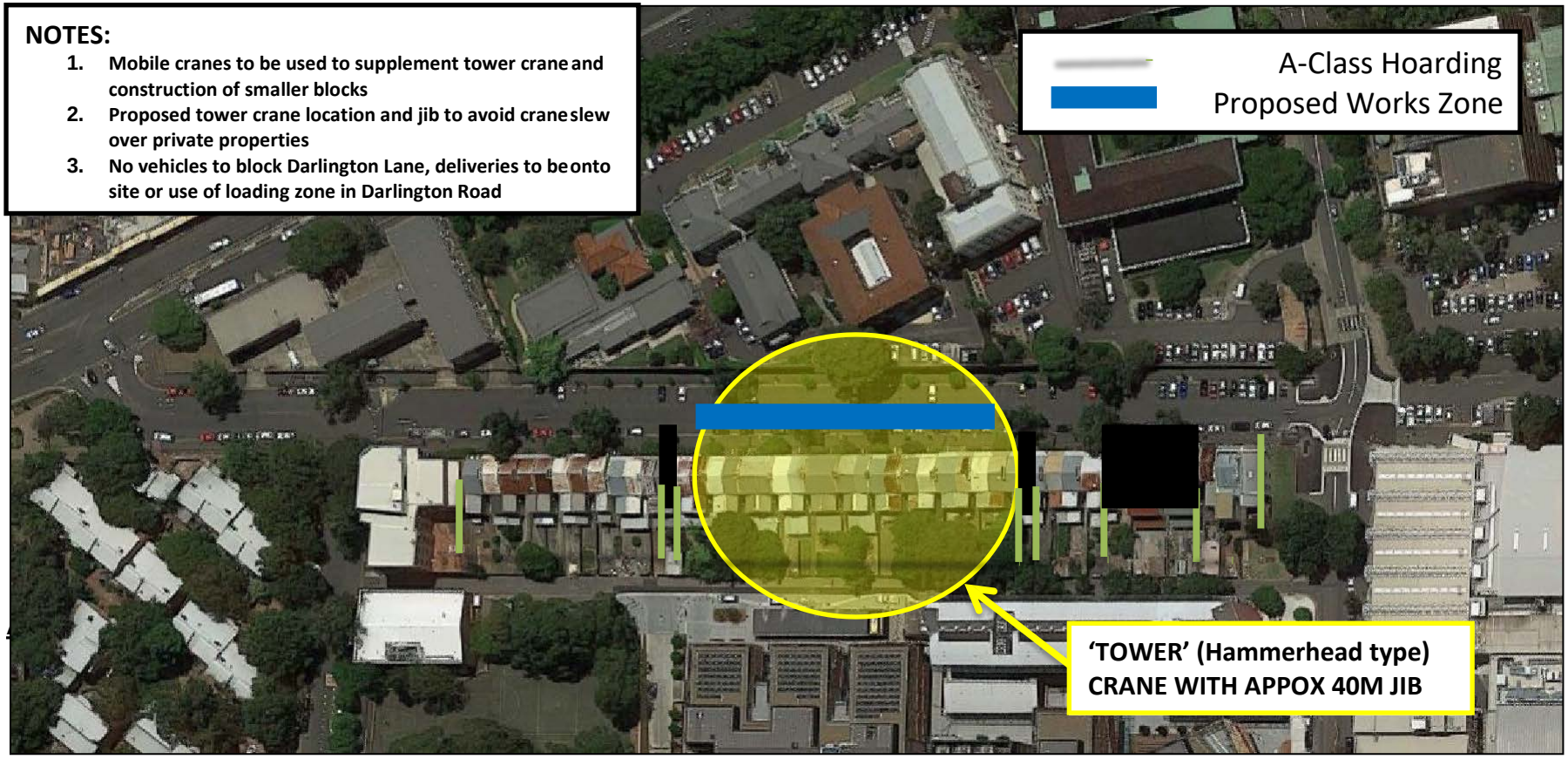
APPENDIX A: PROPOSED CONSTRUCTION SITE SETOUT PLAN



APPENDIX B: PROPOSED CONSTRUCTION TRAFFIC MANAGEMENT PLAN