TTW Structural Civil Traffic Façade

Preliminary Construction Traffic and Pedestrian Management Plan

New Wright Block, UNE

State Significant Development No. 9613

Prepared for University of New England c/o Billard Leece Partnership

17 July 2019

Taylor Thomson Whitting (NSW) Pty Ltd (ACN 113 578 377)
as trustee for the Taylor Thomson Whitting NSW Trust
(ABN 59 514 956 558) I Consulting Engineers
Level 3, 48 Chandos Street, St Leonards NSW 2065

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Contents

Revision Register

Rev	Date	Remarks	Prepared By	Reviewed By	Approved By
0	28/04/19	Draft for review	S. Ali	M. Babbage	-
1	12/06/19	Issue for SSDA	S. Ali	M. Babbage	P. Yannoulatos
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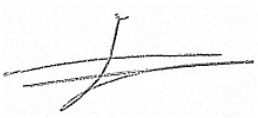		
MOONES SOTOODEHNIA	**MICHAEL BABBAGE**	**PAUL YANNOULATOS**
Traffic Engineer	Senior Traffic Engineer	Technical Director

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Preliminary Information

This preliminary Construction Traffic and Pedestrian Management Plan (PCTPMP) addresses the proposed construction activities associated with the construction of a new student accommodation buildings and associated works of the New Wright Block at the University of New England. It discusses the management of local traffic and construction vehicles related to the project. A preliminary CTPMP is required to be developed for this site in accordance with the Secretary's Environmental Assessment Requirements (SEARs) for the development, specifically item 5.19 as follows:

> *"Secretary's Environmental Assessment Requirement 6.23: The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact…"*

A detailed CTPMP cannot be developed without the involvement of a builder and consideration of all final design selections. This preliminary CTPMP is intended to provide a framework within which a future CTPMP can be developed and implemented, and to demonstrate the potential operation of the construction site.

A CTPMP is developed to satisfy the duties various Work Health and Safety legislation, regulations, and codes of practice regarding reducing risks to the health and safety or workers and other persons near a construction site.

Under the Safe Work NSW Construction work code of practice, a traffic management plan is considered an administrative control measure to minimise risk. As per the hierarchy of control measures, the preferred control is to eliminate risk (e.g. by using traffic lights instead of a traffic controller to control traffic at road works, to eliminate potential harm to the worker). This preliminary CTPMP aims to provide control measures which eliminate risk where possible. As outlined in this code of practice, workplace specific induction should cover this document.

Traffic control plans (TCPs) will also need to be developed in association with the detailed CTPMP and will have been developed in accordance with the RMS Traffic Control at Work Sites manual, and Australian Standard AS1742.3 (Manual of uniform traffic control devices – Traffic control for works on roads) to which it refers.

In addition to the development of a detailed CTPMP the builder shall be responsible for acquiring and shall acquire the necessary certificates, licences, consents, permits, and approvals relevant to the construction on this site.

1 Introduction

1.1 Project Information

The proposal seeks construction of a new student accommodation development:

- The proposed development will include the construction of four new buildings, being the North Block, South Block, West Block and the Hub building. The Hub Building will comprise administration facilities and hub. The three accommodation buildings are 3 storeys in height and will deliver approximately 342 beds.
- The North Block will comprise of 100 beds. The South and West Block will each comprise of 121 beds.
- The New Wright Block hub building will also include study areas and breakout areas. These spaces will be used for small group study sessions, college mentor sessions, group assignment work and the like.

The proposal also seeks modification to the existing car parks and construction of new car parks for the development site. Abbott Road will be reinstated as a two-way road.

The proposed concept masterplan is shown in Figure 1.1.

Figure 1.1: Concept Masterplan
Source: Drawing Number AA02-01, Revision E, Dated 18 January 2019, Billard Leece Partnership

1.2 Site Location

The subject site, known as UNE Armidale Campus, is legally described as Lot 10, DP1142199. The site is zoned SP2- infrastructural: Educational Establishment. Figure 1.2 illustrates the site location. The focus of this report is the Wright College site which occupies only a small portion of Lot 100, DP 776508.

The new buildings, known as New Wright Block, will be located on a vacant green field south of Abbott Road and north of the existing Wright College and Wright Centre buildings. Figure 1.2 also demonstrates other key developments in the nearby area including Wright College building and New Robb College.

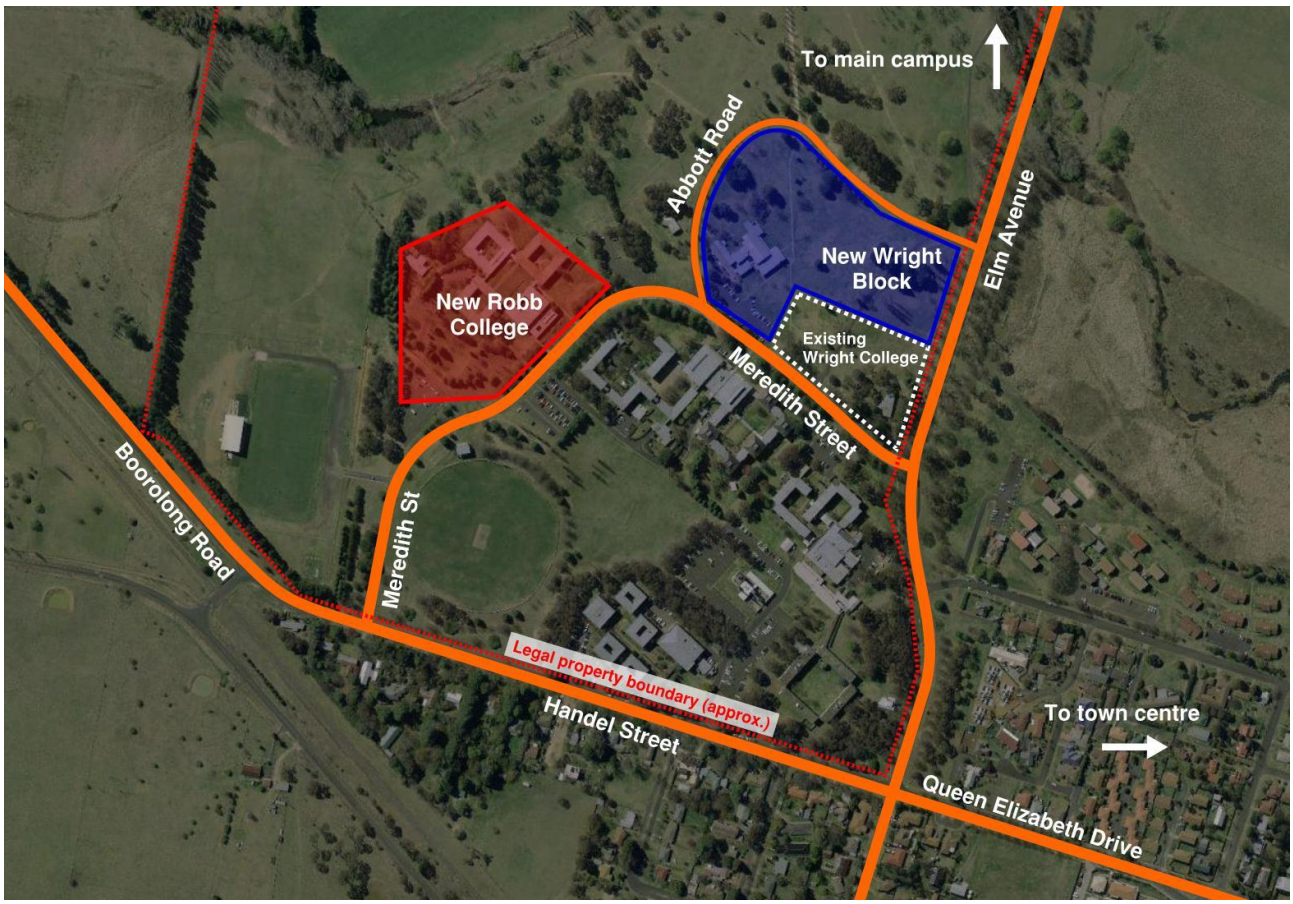

Figure 1.2: Site location
Image source: Google map

1.3 Hours of Operation

Construction work hours are subject to planning approval. Typically, the hours of work at sites will be:

- Monday to Friday: 7am to 6pm
- Saturday: 8am to 1pm
- Sunday / public holidays: Nil

Works undertaken outside the approved hours may be required to take place and shall be subject to separate approval.

2 Traffic Environment

2.1 Road Network

The development site has frontages to Abbott Road to the north and west, Elm Avenue to the east and Meredith Road to the sought. To the north are large areas of open space. To the south is the Bellevue College campus and further to the south-west is Bellevue Oval. To the east/south-east is the Wright College complex and to the west is the Robb College complex. Figure 2.1 illustrates the state and regional roads in the vicinity of the site.

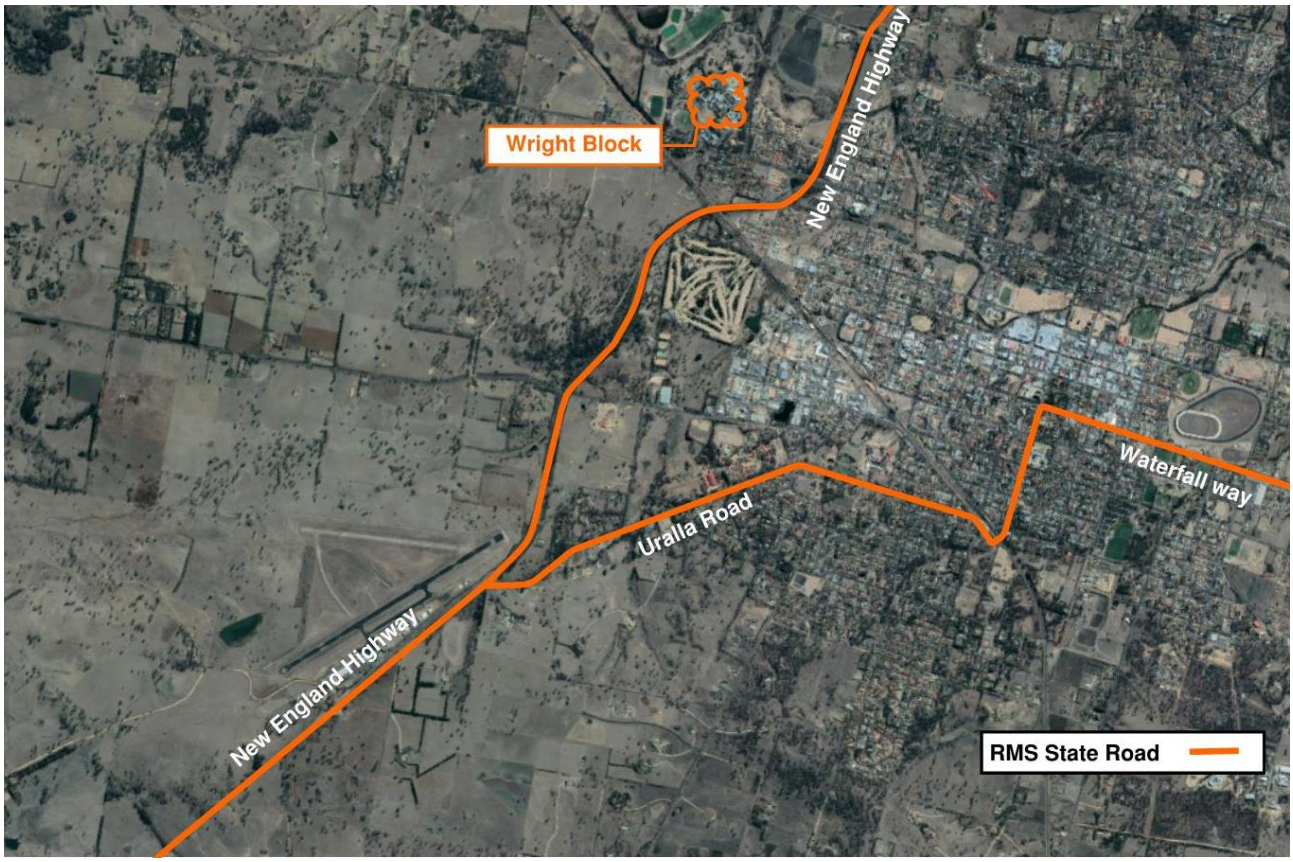

Figure 2.1: State and regional roads
Image source: Google Maps

2.2 Transport Facilities

2.2.1 Public Transport

The University of New England campus precincts are supported by the public bus networks. Bus services operate along Elm Avenue, Clarks Road, and Queen Elizabeth Drive, Meredith Street, Ring Road and Trevenna Road nearby the University of New England. Bus services in the area are operated by Edwards Services.

Bus routes 481, 482 and 485 provide connectivity from University of New England and New Wright Block within city of Armidale. Bus stops are provided along these routes within the university. There are bus stops at both sides of Elm Avenue (at northern part of Elm Avenue intersection with Meredith Street) which are located around 100 metre from New Wright Block entrance.

Figure 2.2 shows these routes in the context of the local area and other transport routes in the region. The average frequency of local bus services is shown in Table 2.1 below.

Table 2.1: Public bus trip frequency during peak periods
Data source: Armidale Regional Council bus time table

Route	Destinations	Approx. Frequency	
		weekdays	weekends
481	Mall & Town to UNE	Every 60 minutes	Every 60 minutes
482	Mall & Town to UNE	7 times daily	-
485	Mall & Town to UNE	2 times daily	1 time daily

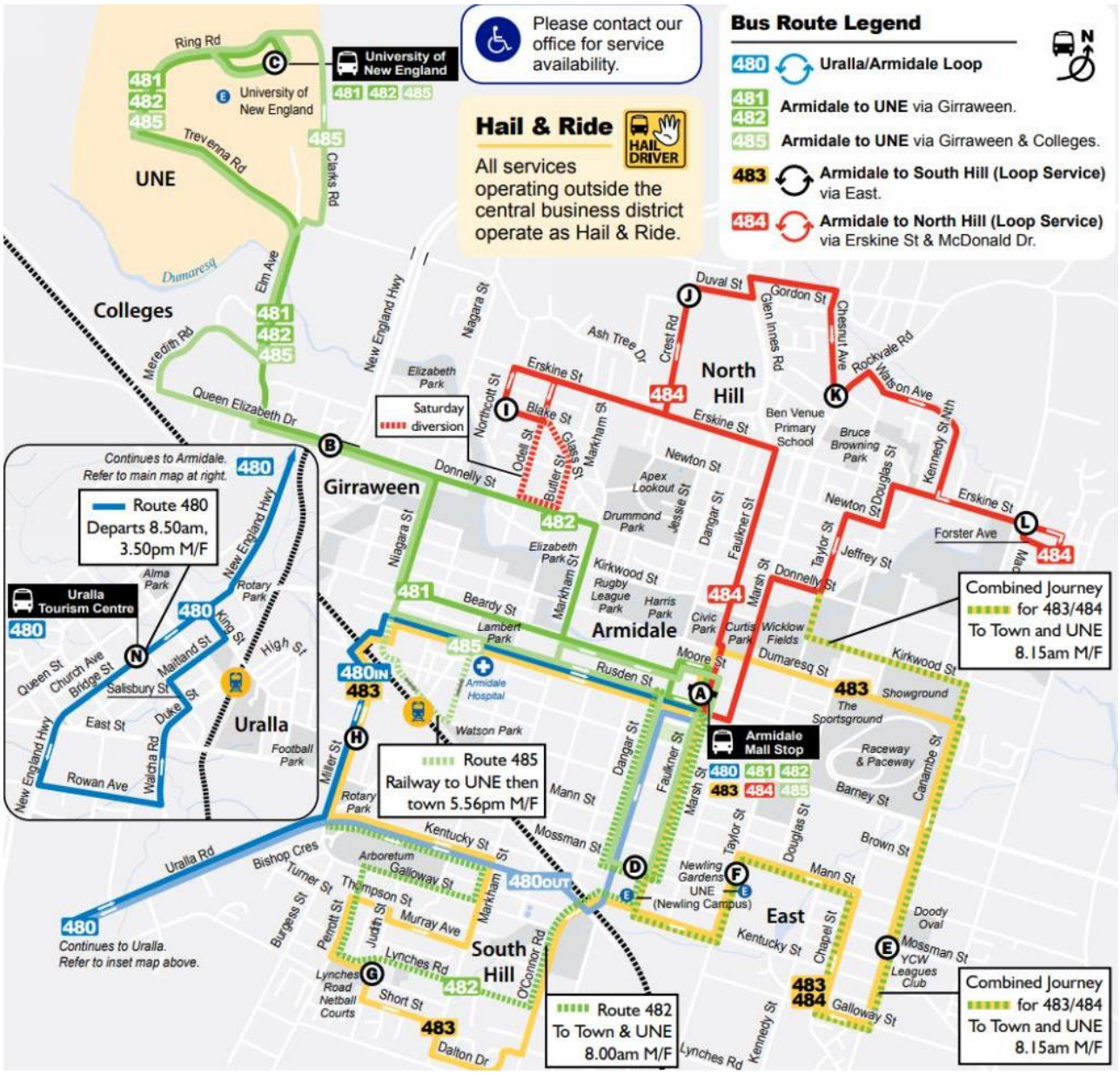

Figure 2.2: Local public transport
Image source: Armidale Regional Council Map (dated: 2018)

3 Management of Construction Vehicles

3.1 Construction Activities

It is proposed that access for all construction activities take place via Abbott Road. This shall include demolition and removal of material, delivery of new materials, and all provision of equipment and machinery.

Access to the adjacent properties including Wright College, shall be maintained throughout the construction of the site.

3.2 Site Access

Incoming construction vehicles are expected to be travelling along New England Highway or Queen Elizabeth Drive as shown in Figure 3.1.

North/East Approach

- Approach from New England Highway
- Turn right onto Queen Elizabeth Drive
- Turn right onto Elm Avenue
- Turn left onto Abbott road

South/West Approach

- Approach from New England Highway
- Turn left onto Queen Elizabeth Drive
- Turn right onto Elm Avenue
- Turn left onto Abbott road

Armidale

- Approach from Queen Elizabeth Drive
- Turn right onto Elm Avenue
- Turn left onto access road

Outbound vehicles will exit the site via the same route in the opposite direction, then turning left or right depending on their destination.

Figure 3.1: Recommended construction vehicle routes
Image source: Google map (dated 03rd April 2019)

3.3 Vehicle Management

During days of high estimated vehicle movements, communication between the site, concrete batching plant and/or vehicles will be maintained to stagger the arrival of vehicles, in order for them to be accommodated within the worksite and to minimise traffic disruptions.

It is anticipated that truck loading and unloading will occur wholly within the site. All deliveries are to be made within the approved work hours. Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the local road network which includes campus precincts and high pedestrian volumes.

4 Project Impact

4.1 Traffic Flow

Local traffic patterns during construction are expected to remain consistent with the existing conditions. Traffic impacts from the construction works are expected to be limited to the volume of construction vehicles only, with minimal contractor traffic and implementation of appropriate strategies to reduce construction workers traffic.

The number of daily vehicles is expected to be minimal in comparison to the total volumes of traffic on local roads. Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the area which includes busy pedestrian areas.

All deliveries and construction works are to take place within the site with no impacts to passing traffic. Existing travel lanes along New England Highway and Queen Elizabeth Drive will remain in operation at full capacity.

4.2 Traffic Safety

All construction work and operations are to be contained within the site. B-class hoarding, and scaffolding are to be implemented on all construction site boundaries, including full hoarding protection. Safety for passing traffic including pedestrians shall be maintained at all times.

Manoeuvring and merging of heavy vehicles on New England Highway and Queen Elizabeth Drive and other internal roads are to be managed carefully, such that traffic safety is maintained. Traffic is not to be held up in advance to allow vehicles to exit the site, and vehicles are to use suitable gaps in traffic (as per normal right-of-way scenario).

If the relevant loading area is found to be full at the time of vehicle arrival, vehicles are not to queue on the roadway. In this instance, vehicles shall store appropriately within other areas of the site (and shall not reverse out of the site) or be turned away and rescheduled if necessary.

4.3 Parking

It is recommended that on-site parking be provided for construction workers to limit the impact on local streets. These will be located in a suitable location without impact to other construction movements or local traffic. The capacity of the on-site parking will be determined once a builder has been appointed.

There may be an increase in local parking congestion during construction as a result of workers accessing the site. Site employees will be encouraged to make use of carpooling options and nearby public transport facilities as part of being inducted into the site to minimise the impact of construction employee vehicles.

4.4 Cumulative Local Impacts

No nearby construction sites are anticipated to create a cumulative impact on local traffic. The volume of construction traffic generated by the site is within normal daily traffic variations and can be catered for within the capacity of the local network.

4.5 Public Transport

There shall be no changes to local public transport routes and services because of construction. Access to all adjoining properties will be maintained throughout the works.

4.6 Public Infrastructure

On infrequent occasions when particularly large vehicles are required to access the site, some mounting or crossing of public kerbs and medians may be necessary. The builder shall repair any damage to this infrastructure if large vehicles are required to mount the devices. Any other road markings damaged as a result of vehicles associated with the construction shall be repaired as a responsibility of the builder.

4.7 Pedestrians and Cyclists

The proposed works will not impede access to any operational campus buildings. The site is to remain secured from pedestrian access with site fencing.

There are no changes to dedicated cycleways in the area. Cyclists on public roads will be required to follow direction from traffic controllers as per standard vehicles.

Appropriate traffic measures will be in place such as signage, traffic controllers, and barriers to control access.

5 Operational Information

5.1 Construction Traffic Management

A detailed Construction Traffic and Pedestrian Management Plan must be completed prior to occupation of the site or any site works taking place.

5.2 Communication and Consultation

Prior to any site works taking place, notification of commencement of the works shall be distributed to the neighbourhood. Community notifications will be undertaken as per a Construction Environmental Management Plan or similar to be prepared by the appointed builder.

5.3 Overall Impacts

The construction traffic impacts and requirements of this project are deemed to be manageable within the site constraints. Impact is expected to remain limited to within the site, with vehicle access and loading areas to be in place as necessary. Full access will be retained for all vehicles to the remainder of the university campus and other adjacent properties. Appropriate hoarding and protection measures will be implemented to ensure safety of all users of the area at all times.