

CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT PLAN	Oct 2020
St Ignatius' College, Riverview – Stage 2 2-60 Riverview St & Tambourine Bay Rd, Riverview NSW 2066	Rev 2

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Saint Ignatius' College, Riverview – Stage 2

2-60 Riverview St & Tambourine Bay Rd,
Riverview NSW 2066

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Section 1 - Introduction

This preliminary Construction & Pedestrian Management Plan (CTMP) has been prepared as part of the requirements for the State Significant Development SSD-10424 application submitted for the Saint Ignatius College Riverview Redevelopment Stage 2. The CTMP reviews the traffic and parking arrangements to be implemented during the Stage 2 works.

This Preliminary CTMP will be used as a guide by the appointed Principal Contractor for the works undertaking the works to ensure the works are completed in a safe, orderly and efficient manner.

While the CTMP addresses the relevant requirements of the development, it is noted that the Contractor undertaking the works may further develop the Plan and tailor it to meet the specific requirements of each phase of the project. A formal review process will be put in place to specifically monitor and address traffic access to the site for the construction.

The CTMP addresses the following items:

- The location of the site and its relationship with the surrounding road and footpath network;
- Details of the Construction Program for the works detailing durations of siteworks and highlighting the different stages of construction that will have different impacts on traffic and pedestrians;
- Details of co-ordination of deliveries and traffic movement with the school timetable and significant events to avoid significant disruption to traffic flows;
- Details of anticipated Peak vehicle movements during the different stages of Construction;
- Details of anticipated Vehicle Routes to and from the site
- Details of on-site parking
- Details of any effects on Pedestrian Movement and Cycleways during Construction
- Details of the Site Management Structure including materials delivery setdown areas, crane areas and waiting bays.
- An assessment of traffic control initiatives required at major intersections at various stages of the project

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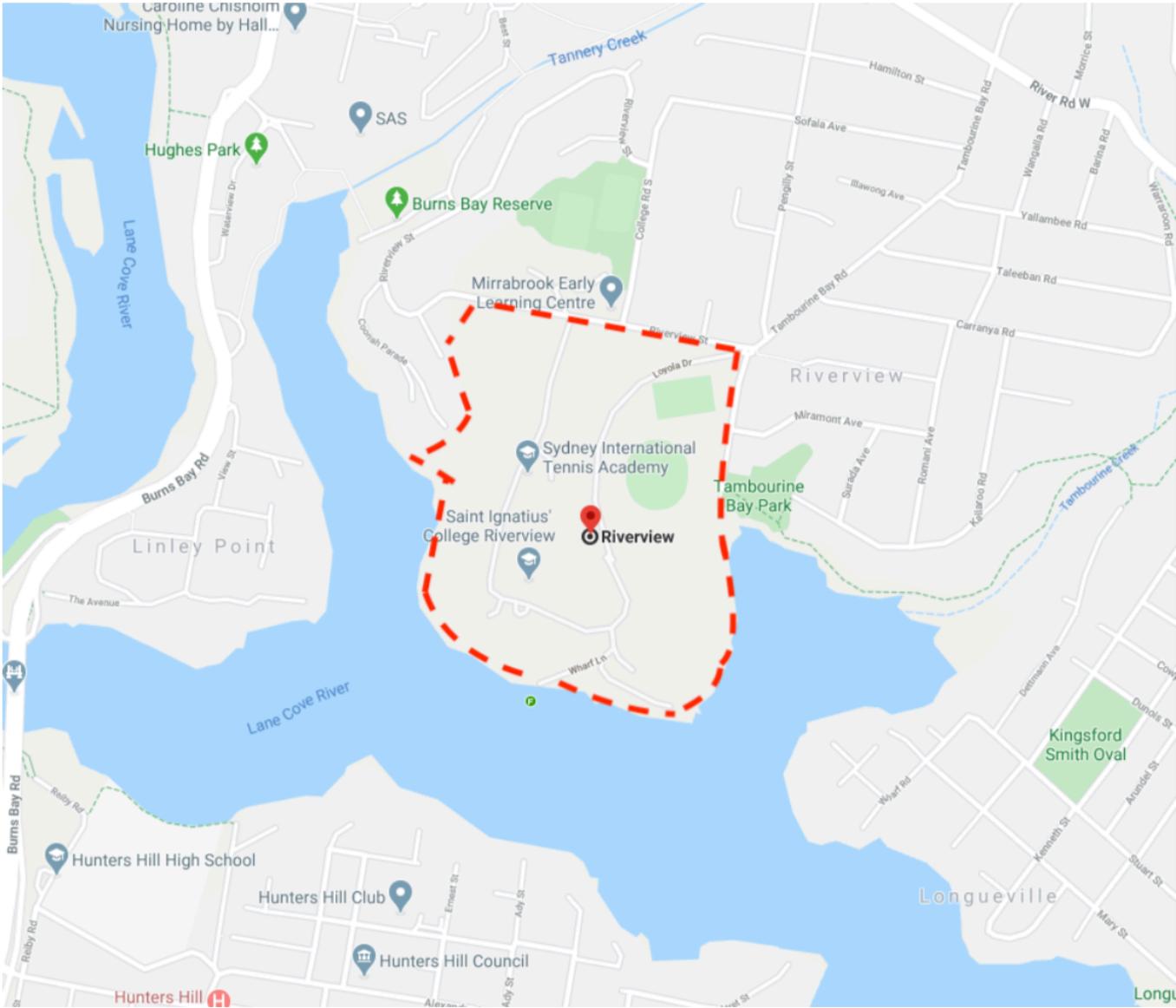
Section 2 - The Site / Proposed Construction Works / School Operations

2.0 The Site & Proposed Construction Works

2.1 Campus & Development Site Location

The location of the St. Ignatius Riverview Senior Campus is shown in Figure 1.

Figure 1 – St Ignatius Riverview Campus Location



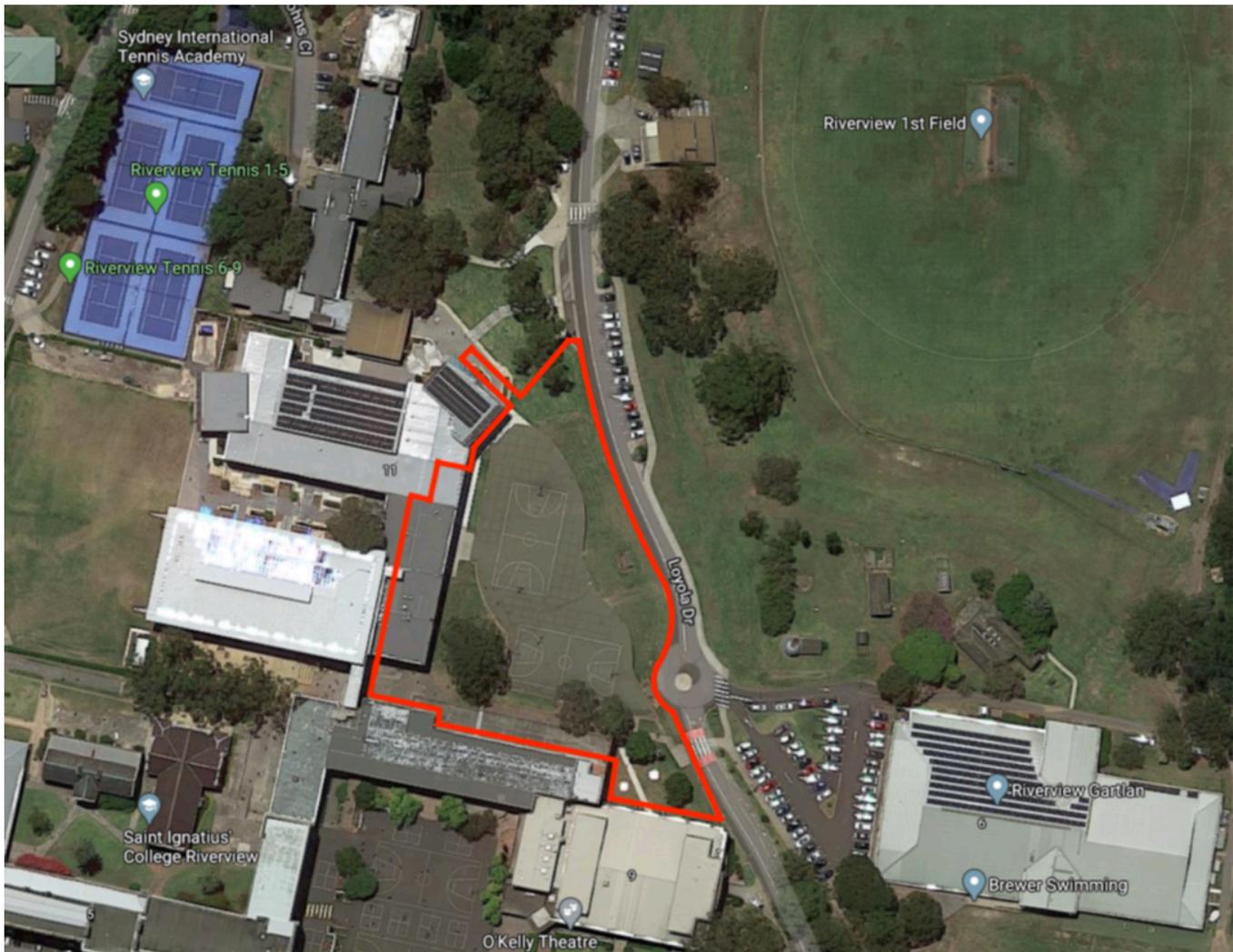
The site is located within the existing St Ignatius College Riverview Senior School campus at 2-60 Riverview St & Tambourine Bay Rd, Riverview NSW 2066. The campus boundaries are indicated by the dashed red line in Figure 1 above. The Campus has two main entries from the Public Road network. The

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first entry is in the North East Corner of the Site where the internal road (Loyola Drive) forms part of an intersection with Tambourine Bay Road and Riverview Street. The second is located along the northern boundary of the campus off Riverview Street.

The Stage 2 Development site is located wholly within the Campus grounds approximately 450m South along Loyola Drive from the intersection with the Public Road network. The Stage 2 Development site boundaries are shown in Figure 2

Figure 2 – Site Boundaries



The site will be accessed from the roundabout shared by Riverview Street, Pengilly Street and Tambourine Bay Rd. Traffic towards the site is restricted to this North Eastern entry. All traffic to the site will travel down Loyola Dr as shown in **Section 3 – Site Access & Construction Traffic Volume (Metrics)**.

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2.2 Proposed Construction Works & Programme

The current site is currently utilised as playing courts and external amenity area by the school. The new building will adjoin the Existing O'Neill building to the West and the existing Wallace Building to the South. The building comprises of a Basement Loading and amenity area with 5 levels of STEM related teaching space, presentation space and laboratory areas. The building interfaces existing buildings as part of the development. The building works will require extensive access to the façade and extensive materials handling to the site. It is anticipated a crane will be required to the site for a majority of the Construction duration.

The Preliminary Construction Program is shown in Appendix A. For the purposes of reviewing Traffic and Pedestrian Impacts, the Construction works can be broken down into the following main stages:

- Stage 1 Enabling Works (December 2020 – January 2021)
- Stage 2 Building Structure Construction (January 2021 – August 2021)
- Stage 3 Building Envelope & Internal Fitout (August 2021 – February 2022)
- Stage 4 External Works (February 2022 – March 2022)

Stage 1: Enabling works

- Includes site establishment, sediment controls, services relocation of gas and fire services.
- Site works including Demolition of existing structures and playing courts, shoring systems, bulk earthworks, footings and drainage commencement.

Stage 2: Building Structure

- Includes Concrete structure including cast insitu wall structure and columns.
- Suspended slabs to the loading area, plant and classroom areas.
- Suspended concrete roof construction to the plant area.
- Structural Steel elements to Roof and façade areas

Stage 3: Building Envelope & Internal Services and Finishes

- Includes Roofing finishes and Façade Finishes.
- Includes installation of all fire, electrical, hydraulic and mechanical services. Includes internal wall and ceiling linings and fix off through to completion.
- Includes all joinery and floor finishes through to completion.

Stage 4: External Works

- Includes pavements, landscaping and external metalwork trades.
- Will overlap with the internal finishes stage.

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2.3 Saint Ignatius College Riverview – School Schedule & Critical Events

As the Proposed development works are wholly located within the Senior Campus, the works will need to be co-ordinated around the School Timetable and Significant events that are hosted by the school. School bell times for the senior school are shown in Figure 3.

Figure 3 - Senior School Bell Times

SENIOR SCHOOL YEARS 7 - 12

8:15AM - 8:35AM	REGISTRATION PERIOD
8:40AM	PERIOD 1
9:35AM	PERIOD 2
10:30AM	RECESS
10:50AM	MENTOR GROUP
11:05AM	PERIOD 3
12:00 NOON	EXAMEN
12:05PM	PERIOD 4
1:00PM	LUNCH
1:40PM	MOVE TO CLASS
1:45PM	PERIOD 5
2:40PM	PERIOD 6
3:30PM	END OF DAY

SENIOR SCHOOL - LATE START

8:40AM	HOUSE MEETINGS
9:25AM	PERIOD 1
10:10AM	PERIOD 2
10:55AM	RECESS
11:15AM	PERIOD 3
12:00 NOON	EXAMEN
12:05PM	PERIOD 4
1:00PM	LUNCH TIME
1:40PM	MOVE TO CLASS
1:45PM	PERIOD 5
2:40PM	PERIOD 6
3:30PM	END OF DAY

Significant vehicle traffic is experienced along Loyola Drive during the parent drop off and pick up times prior to commencement and upon completion of classes. In order to reduce traffic congestion and the possibility of conflict with site deliveries, site deliveries will not be accepted at the following times.

- 7:45am – 8:45am Monday – Friday
- 3:00pm – 4:00pm Monday – Friday

It is expected that not allowing Construction Deliveries during these peak traffic flow periods will also minimise any impact on the surrounding Public Street infrastructure so that there is no difference to current traffic levels at these peak times.

The school also hosts 4 significant events in the Campus grounds throughout the year.

- The Gold Cup Rowing Regatta
- Rugby Match vs St Josephs College
- The Indian Bazaar
- The Australian Schoolboys Rugby Championship

The Construction Site will not operate during these significant events. The school has existing Traffic Management Plans in place for these events and these will remain unaffected by the works.

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2.4 Site Accommodation / Site Security

It is proposed that the site compound will be located along the Northern Boundary of the Proposed Development Site as shown in **Section 3.1 (Figure 5)**. Pedestrian visitor and worker access will be via Loyola Dr with adequate separation between construction workers and Loyola Dr (Active school campus).

The Stage 2 Development Site is located within the campus grounds. A mixture of A Class Construction Hoarding, Temporary Fencing, Vehicle Gates and Pedestrian Gates will fully secure the development site. Delivery laydown areas will be contained within the development site and B Class Overhead Protection Hoarding Structures will not be required.

2.5 Sediment Control

All practical measures will be taken to ensure that vehicles leaving the site mud or debris on the road. These measures will occur within the development site:

- High Pressure Truck Wheelwash facility
- Cattlegrid Sedimentation Control
- All weather unloading bays to the site
- Cancellation of deliveries in extreme weather conditions

All vehicles will exit the campus via Loyola Drive approximately 450m from the intersection to the public road system. Any mud or debris deposited will be cleaned up immediately through the use of a Street Sweeper.

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Section 3 - Traffic & Pedestrian Management

3.0 Construction Truck Routes

All heavy vehicles involved in the demolition, excavation and construction of the proposed development would approach and depart the site as indicated in Figure 4. Traffic from all directions will utilize the signalized intersection of River Road West and Tambourine Bay Road on approach to the school. All traffic will enter the school grounds on Loyola Drive at the Intersection of Tambourine Bay Road and Riverview Street. All trucks will then continue on the schools Loyola Drive a further 450m until reaching the site. A long vehicle turnaround area will be installed along Loyola Drive. All traffic will exit the site along the same route.

Figure 4 – Truck Ingress & Egress



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3.1 Construction Truck Movements & Traffic Control

The Construction Truck Movements will differ throughout the Stages of the proposed development.

Stage 1 Enabling Works Truck Movements (December 2020 – January 2021)

Month	Activity	Daily Average Peak
December -20	Site Establishment / Demolition	8
January - 21	Demolition / Excavation	20

Demolition works would typically involve 2 trucks carrying out 2-3 loads per day. Excavation works will typically involve 4-5 Bogie Trucks carrying out 2-3 loads per day. Traffic control will be provided at the entrance to the development site during this phase. As it is being carried out in School Holidays, it is not anticipated any Traffic Control will be required at the School Campus Entrance. Clear Directional Signage will be provided at the Loyola Drive Campus Entrance.

Stage 2 Building Structure Truck Movements (January 2021 – August 2021)

Month	Activity	Daily Average Peak
Jan 21	Basement Structure	8
Feb 21	Basement Structure / Ground Structure	10
March 21	Ground Structure / Level 1 Structure	10
April 21	Level 1 Structure / Level 2 Structure	12
May 21	Level 2 Structure	10
June 21	Level 3 Structure	10
July 21	Level 3 Structure / Level 4 Structure	10
August 21	Level 4 Structure / Plant Area	6
VARIOUS (7 off)	Major Concrete Pours	60

Major Concrete Pours (7 in number) would occur once every 5 weeks on average. These would typically take 6-8 hours to complete with 8-10 truck movements per hour. Arrangements will be made with the school to close Loyola Drive to school traffic on these days. Traffic Controllers would be situated at the entry to the Campus at Tambourine Bay Road to ensure uninterrupted local traffic flow at all times.

Other deliveries during this Construction Phase would include Formwork Delivery, Reinforcement Delivery and sundry goods delivery. All trucks would unload in the delivery bay inside the development site. Traffic Control would be in place on the School internal road (Loyola Drive) during the deliveries. There would be no impact on Public Roads due to the site being 450m from a public road.

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Stage 3 Envelope & Fit-out Truck Movements (August 2021 – February 2022)

Month	Activity	Daily Average Peak
August 21	Building Envelope / Roofing	8
September 21	Building Envelope / Roofing	10
October 21	Cladding / Internal Fit-out	12
November 21	Cladding / Internal Fit-out	12
December 21	Internal Fit-out	10
January 22	Internal Fit-out	10
February 22	Internal Fit-out	18

Structural Steel and Roofing delivery trucks will require the use of a Long Vehicle Turning Bay on Loyola Drive. This will enable the vehicle to enter and leave the site on the same internal school road. See the Site Parking Diagram for location of the turning bay. Traffic Control will be on site and will chaperone these vehicles from the turning Bay to the site. Arrangements will be made with the school for limited access on Loyola Drive for these deliveries.

Other general deliveries in this time period would occur on smaller flatbed trucks. All would be unloaded in the onsite delivery area and would not affect the traffic flow to Loyola Drive or to the Public Road network.

Stage 4 External Works Truck Movements (February 2022 – March 2022)

Month	Activity	Daily Average Peak
February 22	Hard Landscaping	8
March 22	Soft Landscaping	6

General deliveries in this time period would occur on smaller flatbed trucks. All would be unloaded in the onsite delivery area and would not affect the traffic flow to Loyola Drive or to the Public Road network.

3.2 Loading & Unloading of Construction Vehicles

All loading and unloading of Construction Trucks will occur within the confines of the Development Site.

Stage 1 Enabling Works

Demolition and excavated spoil material will be loaded into Bogey Trucks no larger than a standard 8.8m medium rigid truck . All loading of these trucks will occur within the confines of the development site.

Stage 2 & 3 Structure Works / Fit-out works

For all further works, a delivery set-down bay will be formed within the development site off Loyola Drive. A crane will be on site at this time and an allocated setdown area will be in place for all materials to be craned off trucks. See figure 5 below.

For major concrete pours, the materials handling bays noted above will be transformed into a concrete pump bay. See Figure 6 below. For concrete pours, arrangements will be made with the school to limit access to Loyola Drive. RMS accredited traffic controllers will be in place at the Concrete Pump Bay and where the school road (Loyola Drive) meets Tambourine Bay Road at the Campus Boundary. A truck marshalling area will be set up on Loyola Drive to avoid any congestion back into Tambourine Bay Road.

A site delivery booking schedule will be run to ensure that simultaneous deliveries do not occur to the site.

Figure 5 – Site Amenities, Loading zone & Crane Set-Down location

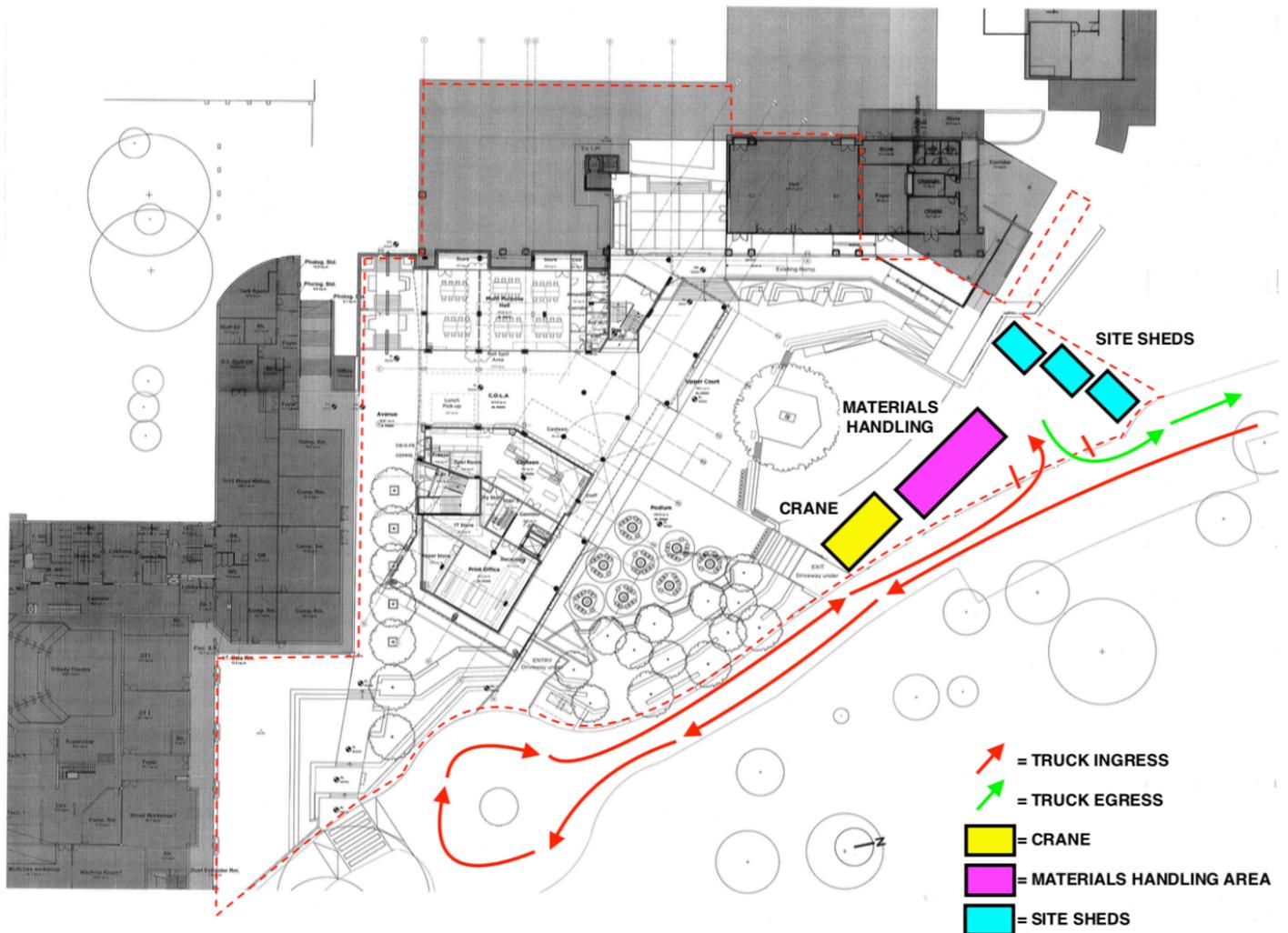


Figure 6 - Concrete Pours/Pump locations



3.3 Work Zones / Permits

The Development Site is located 450m within the boundaries of the school campus. The site is serviced by Loyola Drive access road and there are ample staging / laydown opportunities for all deliveries on site. It is not expected that any Construction Zones or Occupation Permits will be required for the completion of these works.

3.4 Surrounding Public Transport Networks

As the development site is located within the confines of the school campus it is not anticipated there will be any affect on Public Transport services. Deliveries will not occur during the Peak morning School drop off and afternoon school pick up time periods which will ensure these Peak traffic periods remain unaffected.

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3.5 Contractor Site Parking

The school will allocate a Site Contractor Parking Area within its current parking area shown in Figure 7 below. This is approximately 150m from the site. Contractors will be able to drop off tools / materials in the allocated loading zones upon arriving at the site before proceeding to the allocated parking area. All vehicles will be kept within the campus grounds and there will be no effect on surrounding neighbourhood parking.

Figure 7 - Site Parking (The Slopes)



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3.6 Cycling & Pedestrian Access

Pedestrian and Cycling access to the College and along Tambourine Bay Road and Riverview Street will remain unchanged.

These routes will also remain unchanged during Major Concrete Pours, however, to maintain Pedestrian Safety, RMS accredited Traffic Controllers will be utilised at the intersection of Tambourine Bay Road and Riverview Street during major concrete pours.

3.7 Pedestrian & Traffic Management Methods

Traffic Signage will be utilized wherever traffic conditions may depart from the current conditions. This is expected to only affect Loyola Drive within the school grounds. During Major Concrete Pours, signage will accompany the Traffic Controllers in Place to the school entry point.

Traffic Barriers & Delineation will be utilized inside the school grounds to separate the delivery and unloading areas from Loyola Drive.

RMS Accredited Traffic Controllers will be utilized to control deliveries at the unloading zones on Loyola Drive. Traffic Controllers will also be utilized during major concrete pours at the campus gate at Tambourine Bay Road.

The internal school road “Loyola Drive” will have limited access when deemed required for roofing, structural steel or any other circumstance agreed with the school.

3.8 CTPMP Review

The CTPMP will be reviewed weekly where any site operations assumed in this report are modified to ensure the CTPMP remains

