

STATEMENT ON INTEGRATION OF PHASE 2 WORKS WITH PHASE 1

3 April 2017

Richard Crookes Constructions (RCC) has developed a construction methodology specifically tailored to the complex requirements of the UTS Phase 2 project. This will minimise disruption to UTS operations and allow a successful and smooth project delivery. Specifically, consideration has been given to the following:

- Site Establishment
- Demolition
- Structure
- Façade
- Services Installation
- Integrated Fit-out
- Defects management
- Commissioning Management

The RCC document 'UTS Central Project Construction Management Plan – Phase 2' was developed and agreed with UTS, and submitted with the Development Application for this project. Parts are summarised in this Statement, and reference should be made to the full document for a comprehensive understanding of the proposed methodology and integration principles.

In summary,

The occupied areas (levels 1 to 3) beneath the slab extensions on Broadway will be vacated and their operations decanted to alternative accommodation for the duration of the construction.

At the commencement of demolition, hoardings will be established internally, to separate the construction zones from operational areas on levels 4 – 7.

Once the Façade works are completed and these levels are weathertight, the hoardings will be removed and UTS operations on the northern faces of levels 4 -7 will be decanted to allow renovations and refurbishment of these areas to proceed.

RCC will install a B class hoarding to the Broadway frontage of building 1. This will allow for the ongoing use of the Broadway footpath by pedestrians throughout the construction period. RCC will also establish a materials handling zone to the Broadway footpath. Pedestrians will be directed through the construction zone around the materials handling zone via a 10 kPa tunnel (refer attached diagram 'Phase 2 – Site Establishment').

To enable commencement of works on site, adjustments to the existing fire egress from the lower levels of CB01 will be required. These works will be completed prior to the commencement of major works to ensure that the remaining occupied building remains in use during the construction phase.

RCC and UTS will share the use of the existing CB01 loading dock (located on level 2).

The existing CB01 façade facing Broadway will be fully scaffolded to Level 8, to allow the safe removal of façade and handrails etc. The scaffold will be progressively removed to allow for the new structure to be completed.

Internal hoardings will be established along the boundary of the Podium levels within CB01 and the new CB02, to segregate the buildings for demolition and consequent construction.

RCC will establish a comprehensive cohabitation and staging plan in co-operation with UTS. This will mitigate disruption to students and staff that will be using CB02 Podium levels concurrently with the construction works.

The portion of façade to CB02 that will be demolished for the integration work with CB01, has been designed for 'easy removal'. A specific 'junction' point has been determined in the façade, so that the extension of the Podium in Phase 2 will be seen to be seamless.

The structure of CB02 has also been designed to 'accept' the integration of the new CB01 structure (Phase 2).

The affected zone in CB02 is not part of the circulation system of CB02, nor of CB01. There is adequate provision for circulation between the two buildings away from the construction zone.

Some services and egress routes that currently utilise the CB01 building perimeter will be temporarily relocated, and will be re-instated to a permanent location during the course of the work. These include the fire egress passage from Stair 26, the Fire Control Room and the booster pump assemblies.

The current access into CB02 from Broadway will be permanently lost, but will be replaced by additional doors at the new Broadway Podium entry area in front of CB01. Access to both buildings from Jones St and Alumni Green will be retained throughout the course of the Phase 2 works. Access between the two buildings on each floor will be maintained, as shown in the attached diagrams prepared by FJMT Architects.

RCC have prepared a preliminary Construction Program that indicates a 24 month period for construction. It is anticipated that integration will be carefully considered, reviewed and maintained for the full duration of this period.

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