

Our Reference: **PT16042**

Root Partnerships
Level 5, Kyle House
27-31 Macquarie Place
Sydney NSW 2000

25 May 2017

Attention: Mr Aaron Chandler

Proposed Secondary School Expansion – 244 Cleveland St, Surry Hills
Review of Environmental Factors (REF) Assessment

As requested we have reviewed the potential impacts of the proposed works associated with the Review of Environmental Factors (REF) submission. The findings of our assessment are provided below.

Background

The State Significant Development Application for the redevelopment of the existing school site to provide facilities for 1,200 students is currently subject to an assessment by the Department of Planning. The proposal has included a traffic and parking assessment report prepared by Positive Traffic Pty Ltd.

REF Proposal

The key elements of the REF proposal are summarised below:

- *Removal of selected trees*
- *Site services isolation*
- *Demolition of Building 4 and all connecting bridge links on the site*
- *Construction of temporary works (for on-site truck turning, hoardings, site amenities, support gantry's and site services connections).*
- *Potential removal of hazardous material and the services stirp out of buildings 1,2 and 3.*

To facilitate service / construction vehicle access to the site, the proposal includes vehicular access via two existing access points.

The first access would be via the existing entry / exit driveway in Cleveland Street which provides access to the existing on site car park. The second access would be via Chalmers Street utilising the existing emergency vehicle access to Prince Alfred Park public pool. At all times, existing pedestrian pathways within the park would be maintained.

Plans of the proposed access arrangements and construction vehicle routes are provided in [Appendix A](#) of this report.

[Assessment of Proposal](#)

Access

The proposed vehicular access for construction vehicles takes advantage of existing vehicle access driveways in both Cleveland Street and Chalmers Street. As shown in [Appendix B](#) of this report, City of Sydney's (CoS) Prince Alfred Park Plan of Management and Master Plan denotes a designated Vehicle Entry Point and Vehicle Access to the site via Prince Alfred Park via Chalmers Street.

The provision of two access points for the REF provides flexibility in managing the necessary truck movements into and out of the site around the respective construction in each location.

At the time of writing this report the volumes of materials to be removed and the size of the expected largest construction vehicle was not known. However, to confirm the truck turning is adequate in size to accommodate a rigid truck / trailer, turning path assessment of such a vehicle was undertaken. This turning path assessment is provided in [Appendix C](#) of this report and confirms the truck turn around area is sufficient in size to accommodate a large construction vehicle for material removal.

It is recommended that to safely facilitate the movement of pedestrians in both Cleveland Street and Chalmers Street, stop / go persons are present within the footpath. The purpose of these controllers would be to halt pedestrian movements at the time of a construction vehicle entering / exiting the access.

It is recommended that appropriate signage is provided for both general traffic and pedestrians in accordance with the requirements of the RMS Traffic Control at Worksites Manual.

It is recommended that vehicle access during morning and afternoon peak network periods is confined to light vehicle access to the site. No large vehicles should access / exit the site between the hours of 6:00am – 10:00am and 3:00pm – 7:00pm.

Traffic Generation

Given the small scale of the REF works, traffic generation is expected to be low and confined to some worker vehicle travel to the site in the AM and from the site in the PM combined with truck movements. There would also be a small number of haulage vehicles bringing machinery to the site for the works.

The demolition works would not result in large vehicles of construction vehicles at any one time. The nature of the works requires periods of demolition followed by periods of removal. At times, vehicles carrying removed material are required to wait until sufficient volumes of materials have been gathered and loaded.

Over a typical day at peak operation, it is estimated that the demolition works would not generate more than 10 truck movements over a working day.

Summary

Overall the potential traffic impacts of the REF works are expected to be minimal.

Management of the existing vehicle access points in Cleveland Street and Chalmers Street can be safely achieved through the provision of traffic controllers. In particular, the management of pedestrian movements at the access point being used at any one time.

The provision of two access points would be beneficial to both the project and the management of the public space as it provides flexibility to accommodate any necessary closure of one of the access points if deemed required at any one time.

The proposed truck turning area within the site is sufficient in size to accommodate a rigid truck / trailer construction vehicle so that it can enter and exit the site in a forward direction.

Please do not hesitate to contact myself on 0414 462247 should you require any additional information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D Brodie', with a horizontal line underneath.

DEAN BRODIE

Managing Director

APPENDIX A – REF PLANS

APPENDIX B - City of Sydney's (CoS) Prince Alfred Park Plan of Management

APPENDIX C – TRUCK TURNING PATH ASSESSMENT