



Construction Traffic and Pedestrian Management Plan

Inner Sydney High School
244 Cleveland Street, Surry Hills
(Structure and Fit-out & Finishes Stages)

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Reference: 18.369r02v04 TRAFFIX CTPMP Report
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Traffic Control Plan Certificates

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1. Introduction

TRAFFIX has been commissioned by Hansen Yuncken Pty Ltd to prepare a Construction Traffic and Pedestrian Management Plan (CTPMP) for the construction associated with the construction of the Inner Sydney High School at 244 Cleveland Street, Surry Hills. It is noted that this CTPMP report is in addition to the previous Demolition CTPMP Report prepared by CTP (Report - T2-2359, dated 26 April 2018) and the Excavation CTPMP Report prepared by TRAFFIX (18.369r01v08, dated 27 September 2018).

The site currently accommodates heritage listed buildings and lies on the north-western corner of the intersection of Cleveland Street and Chalmers Street in Surry Hills. A Location Plan is presented in **Figure 1**, for ease of reference.

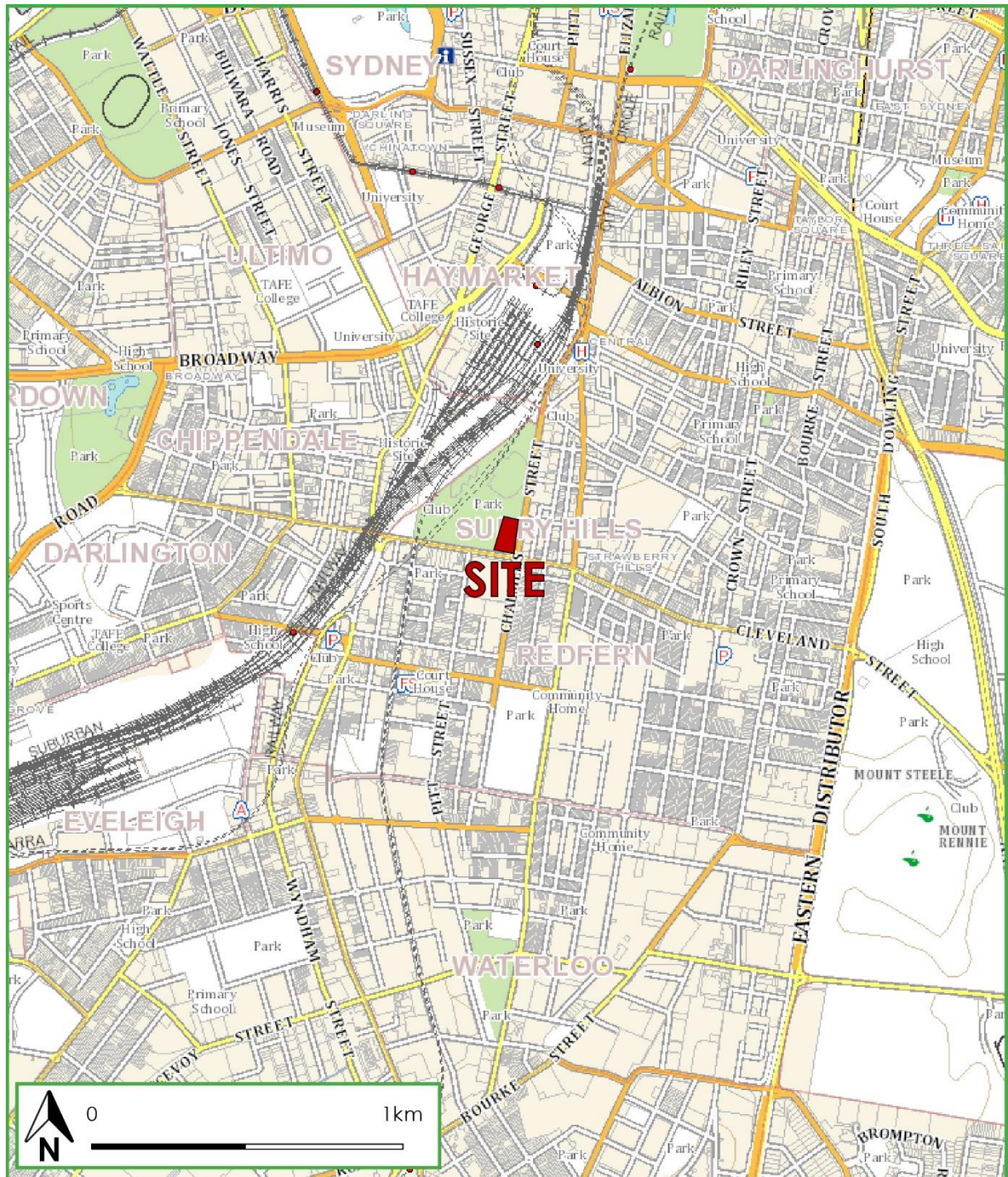


Figure 1: Location Plan



2. Council's Requirements

2.1 Traffic Control Plans

The Traffic Control Plans (TCPs) that are included in this report, should be implemented taking due account of on-site conditions as will occur over the construction period. Accordingly, construction crew are expected to respond in a pro-active manner to ensure that the plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available.
- All barriers should be positioned to provide satisfactory clearances.
- Installations should be checked intermittently during the course of the day/s, and
- A certified Traffic Controller should be on-site at all times to supervise vehicle access and pedestrian movements.

2.2 CTMP Requirements

2.2.1 Conditions of Consent

The consent conditions regarding the development consent (Reference number: SSD 7610) for the subject site, states:

Condition Number	Description	Reference
B58	a) Prior to the commencement of construction, a Construction Traffic and Pedestrian Management Plan (CTPMP) must be prepared in consultation with the Council, CBD Coordination Office (CCO) within Transport for NSW and RMS. A copy of the final plan is to be submitted to the Coordinator General, Sydney coordination office for endorsement, prior to the commencement of construction.	The endorsement of the plan will be obtained from the Co-ordinator General, Sydney Co-ordination Office and all relevant authorities prior to the commencement of construction.



B58 cont'd	The CTPMP must address, but not be limited to, the following matters:	-
	i) ingress and egress of vehicles to the site, including swept path analysis;	Section 5.2 and Appendix E
	ii) construction vehicle routes and the potential impacts on general traffic, cyclists and pedestrians and bus services;	Section 5.1 and Appendix D regarding construction vehicle truck routes. Section 5.4 and Appendix F regarding Traffic impacts and controls. Section 5.5 regarding pedestrian impacts and controls. Section 5.6 for impacts on bus services.
	iii) cumulative construction impacts of projects including Sydney Light Rail Project and Sydney Metro City & Southwest. Including reference to existing CTPMPs for development within or around the development site to ensure coordination of work activities are managed to minimise impacts on the CBD road network;	Section 5.6
	iv) loading and unloading, including construction works zones noting that Chalmers Street and Cleveland Street may not be suitable due to impact on buses and general traffic;	Section 4.5
	v) location of the crane and the crane swing paths;	Section 5.8 and Appendix B
	vi) predicted volumes of construction vehicle movements, types and haulage routes;	Section 4.3
	vii) hours of arrival of all construction vehicles and detail the management of the arrival and departure times of heavy vehicles outside of morning and afternoon peak;	Section 4.2
	viii) pedestrian and traffic management methods;	Section 5.5 (pedestrians) and Section 5.4 (traffic)
	ix) construction hours and program;	Section 4.2



B58 cont'd	x) consultation strategy for liaison with surrounding stakeholders;	Section 2.3 regarding stakeholder consultation with CoS and TfNSW. Section 5.3 for consultation with stakeholders during construction.
	xi) cumulative construction impacts of surrounding construction projects and coordination of activities to manage and minimise road network impacts; and	Section 5.3 regarding the notification strategy. Section 5.4 regarding traffic control measures. Section 5.6 regarding cumulative impacts.
	xii) details of impacts identified, duration and proposed measures to mitigate any associated general traffic, public transport, pedestrian and cyclist impact.	Sections 4.3 regarding works required and duration of works. Sections 5.1 and 5.2 describes construction vehicle routes and access respectively. Section 5.4 describe traffic control measures. Section 5.5 describes pedestrian control measures. Section 5.6 describes impacts on surrounding construction sites and public transport.
	b) Any alterations to the public road, involving traffic and parking arrangements, must be referred to and approved by the relevant traffic committee.	Noted
	c) The Applicant must submit a copy of the final plan to the Council and the Department, prior to the commencement of works.	Noted
	The Applicant must submit a copy of the CTPMP to the Department and to the Council, prior to commencement of work.	Noted
	The CTPMP (as revised from time to time) must be implemented by the Applicant for the duration of the construction works.	Noted
B57	d) The Applicant must notify the Roads and Maritime Authority's Traffic Management Centre (TMC) of the truck route(s) to be followed by truck	Section 5.1



	transporting waste material from the Site, prior to the commencement of the removal of any waste material from the Site.	
B59	The Applicant shall provide the builder's direct contact number to small businesses adjoin or impacted by the construction and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues directly relating to traffic, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction	Section 5.3
AN4 – Use of mobile cranes	<p>The Applicant must obtain all necessary permits required for the use of mobile cranes on or surrounding the Site, prior to the commencement of works. In particular, the following matters must be complied with:</p> <ul style="list-style-type: none"> a) For special operations including the delivery of materials, hosting of plant and equipment and erection and dismantling of on-Site tower cranes, permits must be obtained from Council: <ul style="list-style-type: none"> i) At least 48 hours prior to the works for partial road closures which in the opinion of Council will create minimal traffic disruptions; ii) At least four weeks prior to the works for full road closures and partial road closures which, in the opinion of Council, will create significant traffic disruptions; and b) The use of mobile cranes must comply with the approved hours of construction and must not be delivered to the Site prior to 7.30 am without the approval of Council. 	No mobile crane proposed for this stage.
B30	A Road Occupancy Licence should be obtained from the Transport Management Centre for any works that may impact on traffic flows on Cleveland Street during construction activities.	All works to be contained within the site and Chalmers Street Works Zone.
B31	Plans demonstrating compliance with the following requirements shall be submitted to the satisfaction of the Certifying Authority prior to the commencement of building works:	-
	a) All vehicles must enter and leave the site in a forward direction;	Section 5.2
	d) All demolition and construction vehicles (excluding worker vehicles) are to be contained wholly within the site and vehicles must enter the site before stopping;	Section 5.2 and Appendix E.



B31 cont'd	e) Appropriate pedestrian advisory signs are to be provided at the egress point of the car park;	Not required as traffic controllers will be provided at the accesses. Traffic controllers to manage pedestrians.
	f) All works/regulatory signposting associated with the proposed development shall be at no cost to the relevant roads authority;	Sections 4 5.4
	g) The swept path of the longest vehicle entering and exiting the Inner Sydney School site in association with the new work, as well as manoeuvrability through the sites, shall be in accordance with AUTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement; and	Appendix E
	h) The safety of vehicles and pedestrian accessing the adjoining properties, where shared vehicle and pedestrian access occurs, is to be addressed.	Sections 5.2 and 5.5

2.2.2 Council's Standard Requirements for CTMP

The City of Sydney Council's Standard Requirements for Construction Traffic Management Plans is attached in **Appendix A** and will be adhered to at all times.

2.3 Consultation with Stakeholders

Hansen Yuncken will undertake stakeholder consultation with the City of Sydney and Transport for NSW to ensure this CTPMP satisfies all of their requirements.



3. Existing Conditions

3.1 Location and Site

The subject site covers the property of 244 Cleveland Street, Surry Hills and is located on the northwest corner of the signalised intersection of Cleveland Street and Chalmers Street. The site is generally rectangular in shape and accommodates heritage listed buildings. The site has a southern frontage of about 60 metres to Cleveland Street, a western frontage of about 100 metres to Chalmers Street, and northern and western boundaries to Prince Alfred Park.

A Site Plan is provided in **Figure 2** which provides a more detailed appreciation of the site in the context of neighbouring properties.



Figure 2: Site Plan



3.2 Road Hierarchy

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- ➡ Cleveland Street: an RMS Main Road (MR 330) that traverses in an east west direction to the south of the site. It carries two lanes of traffic in each direction and parking is generally not provided along either kerbside in the vicinity of the site. .
- ➡ Chalmers Street: an Unclassified Regional Road (RR 7083) that runs in a north south direction to the east of the site. Chalmers Street carries four lanes of traffic in a northbound direction with the left lane being a Bus Lane, right lane generally providing restricted parking and the two central lanes for general traffic. At the southeast corner of the site, Chalmers Street forms a signalised intersection with Cleveland Street.

It can be seen from **Figure 3** that the site is conveniently located with respect to the arterial and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising traffic impacts.

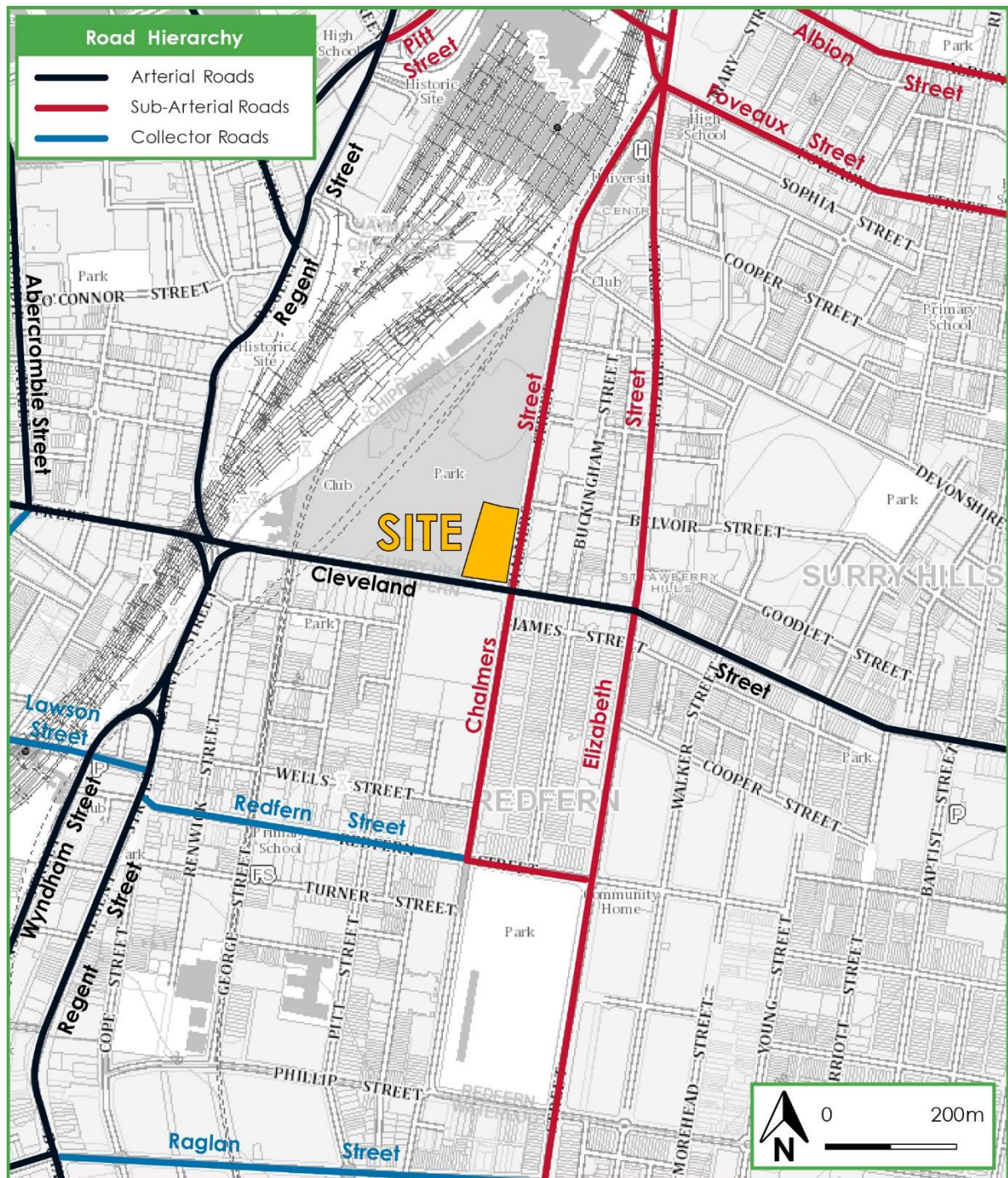


Figure 3: Road Hierarchy



3.3 Public Transport

The site is extremely well located to take advantage of the numerous public transport services that serve Surry Hills. The existing rail and bus services that operate in the locality are shown in **Figure 4**.

The site is within 400 metres walking distance to Central Railway Station to the north of the site. It provides access to T1 North Shore, Northern and Western Line, T2 Inner West and Leppington Line, T3 Bankstown Line, T4 Eastern Suburbs and Illawarra Line, T8 Airport and South Line, Central Coast and Newcastle Line and South Coast Line. In addition, Central Light Railway Station is within 800m of the subject site.

With regard to buses, numerous bus stops are located nearby on Chalmers Street, Elizabeth Street, and Cleveland Street, as shown on **Figure 4**, all within 400 metres of the site.

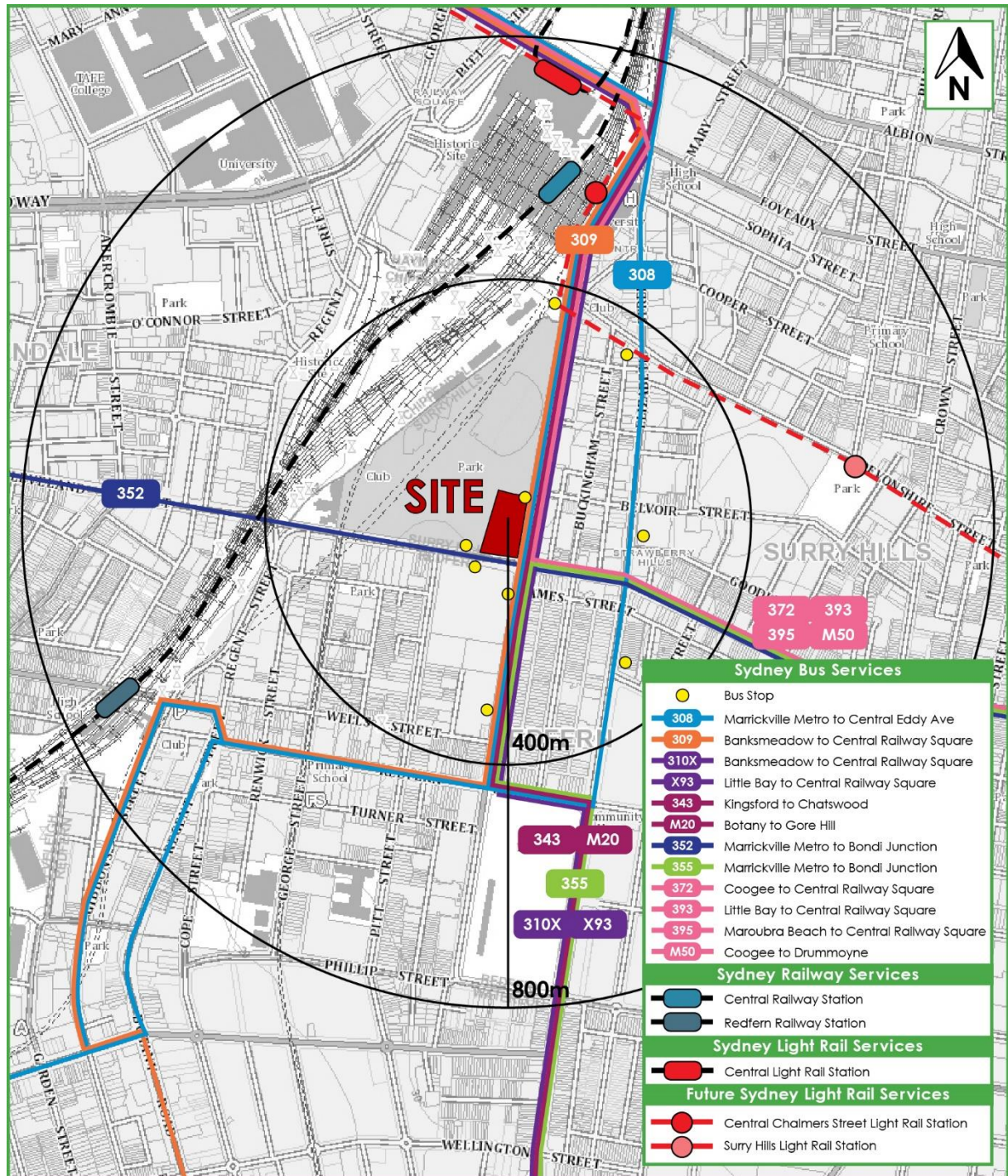


Figure 4: Public Transport



4. Overview of Construction Program

4.1 Description of Proposed Works

A detailed description of the proposed development is provided in the Statement of Environmental Effects prepared separately. In summary, the development is the Inner Sydney High School, which comprises the following components:

- ➊ Retention and adaptive re-use of the heritage-listed buildings; and,
- ➋ Construction of an additional 14-storey building.

Site establishment plans and crane radius for this CTPMP are provided by Hansen Yuncken are included in **Appendix B**.

4.2 Times of Operation for Construction

The conditions of consent specify the following times construction activity is allowed to take place:

- ➊ Monday to Friday: 7:00am to 6:00pm;
- ➋ Saturday: 7:30am to 3:30pm; and,
- ➌ No work may be carried out on Sundays or public holidays.

Truck movements would be limited to two (2) vehicle arrivals per hour during the peak periods 7:00am – 9:00am and 4:00pm – 6:00pm Monday to Friday for the Chalmers Street to minimise the impact on the operations of the bus routes along Chalmers Street as specified by previous correspondence with the CBD Coordination Office (CCO).

4.3 Fit Out and Finishes Stage

This is anticipated to finish by the end of 2020 which will involve an average workforce of 60 people with a maximum of 100 workers at any one time. Trucks utilised during this stage will be limited to 12.5 metre long heavy rigid vehicles (HRV) with loading to occur within the site (vehicular access via Cleveland



Street and Chalmers Street). This stage will have a maximum of 10 truck arrivals per day (10 in, 10 out) with a maximum of one (1) truck movements per hour. The arrival of trucks will be strictly managed and monitored throughout all stages of construction by an on-site manager who will only call trucks to the site (via CB radio or hands free mobile) when required and when there is capacity within the site. This management of deliveries will ensure that no trucks are required to queue or park on-street, with this arrangement considered acceptable.



5. Traffic Management Plan

5.1 Truck Routes

5.1.1 Routes for the Chalmers Street Access

In consultation with the City of Sydney Council, ingress and egress through Chalmers Street has been approved via the deed negotiations between the NSW Department of Education and City of Sydney Council. The deed negotiation approval is provided in **Appendix C**.

Routes to the Chalmers Street Site Access

- ➡ From the North: Trucks will access the site via the Harbour Bridge, Bradfield Highway, Western Distributor, Harris Street, Regent Street, Cleveland Street and Chalmers Street.
- ➡ From the South: Trucks will access the site via Southern Cross Drive, South Dowling Street, Cleveland Street and Chalmers Street or

Trucks will access the site via Princes Highway (King Street, City Road), Cleveland Street and Chalmers Street
- ➡ From the West: Trucks will access the site via Parramatta Road, Broadway, City Road, Cleveland Street and Chalmers Street.
- ➡ From the East: Trucks will access the site via Anzac Parade, Cleveland Street and Chalmers Street.

Routes from the Chalmers Street Site Access

- ➡ To the North: Trucks will egress the site via Chalmers Street, Randle Street, Elizabeth Street, Cleveland Street, Abercrombie Street, Wattle Street, Fig Street and Western Distributor.
- ➡ To the South: Trucks will egress the site via Chalmers Street, Randle Street, Elizabeth Street, Albion Street, Flinders Street, South Dowling Street and Southern Cross Drive.



- ➡ To the West: Trucks will egress the site via Chalmers Street, Randle Street, Eddy Avenue, George Street, Broadway and the Great Western Highway.
- ➡ From the East: Trucks will egress the site via Chalmers Street, Randle Street, Elizabeth Street, Albion Street, Flinders Street and Anzac Parade.

5.1.2 Routes for the Cleveland Street Access

Routes to the Cleveland Street Site Access

- ➡ From the North: Trucks will access the site via the Harbour Bridge, Bradfield Highway, Western Distributor, Harris Street, Regent Street and Cleveland Street.
- ➡ From the South: Trucks will access the site via Princes Highway (King Street, City Road) and Cleveland Street.
- ➡ From the West: Trucks will access the site via Parramatta Road, Broadway, City Road and Cleveland Street.

Routes from the Cleveland Street Site Access

- ➡ To the North: Trucks will egress the site via Cleveland Street, South Dowling Street, Eastern Distributor (northbound) and Harbour Tunnel.
- ➡ To the South: Trucks will egress the site via Cleveland Street, South Dowling Street and Southern Cross Drive.
- ➡ To the West: Trucks will egress the site via Cleveland Street, South Dowling Street, Eastern Distributor (northbound), Cross City Tunnel and Western Distributor.
- ➡ From the East: Trucks will egress the site via Cleveland Street and Anzac Parade.

Accordingly, all construction vehicles are to follow the route map illustrated in **Appendix D**, which is to be prominently displayed on site. All construction vehicle movements will be carried out taking into consideration of the surrounding land uses and function of the roads. Traffic control plans will be put in place to ameliorate construction traffic impacts.



5.2 Vehicular Access

5.2.1 Vehicular Access Arrangements

Vehicles will be restricted to entering and exiting from the same access. A vehicle entering via Cleveland Street is to turn around and with the hardstand. A vehicle entering from Chalmers Street is to reverse into the site from Prince Alfred Park and exit the site in forward direction and on to Chalmers Street. All vehicle entry and exit movements from the public road will be restricted to left in and left out at both accesses.

Vehicles used for this arrangement will be restricted to a maximum of an 8.8 metre long medium rigid vehicle (MRV) for entry via the Cleveland Street access and 12.5 metre long HRVs for entry via the Chalmers Street access. It should be noted that vehicles entering and exiting the Cleveland Street will drive over the footpath however this is considered acceptable as the client has agreed to restore the kerb to its original condition at the end of the works at their expense. In addition, all vehicles egressing Cleveland Street would not cross the centre line.

5.2.2 Council's Requirements and Approval for Chalmers Street Access into Prince Alfred Park

A legal agreement between The Council of The City of Sydney as Crown land manager of Prince Alfred Park & The State of New South Wales by its Department of Education is in place by an Access Licence Agreement (14th September 2018) to utilise Chalmers Street access.

The following comments have been received from the City of Sydney and must be adhered to when using the Chalmers Street Access.

(a) Prior to occupying the Chalmers Street Access Route under this Agreement, the Licensee must prepare and obtain the City's approval acting reasonably of the traffic management plan in respect of its proposed use of the Chalmers Street Access Route which must provide, in addition to usual elements of a traffic management plan required by the City, that:

1. *Traffic controllers must be located at each end of the Chalmers Street Access Route at all times during those hours the Licensee is permitted to use the Chalmers Street Access Route.*
2. *The Chalmers Street Access Route must be available to the public when the Licensee's vehicles are not using the Chalmers Street Access Route;*
3. *The Licensee must at all times keep the Chalmers Street Access Route safe; and*



4. *The Chalmers Street Access Route must be sufficiently fenced off when the Licensee's vehicles are using the Chalmers Street Access Route and not fenced when the Licensee's vehicles are not using the Chalmers Street Access Route.*

(b) If the Licensee fails to comply with the obligation to keep the Chalmers Street Access Route safe after the City has provided the Licensee with a written notice of the non-compliance and a reasonable time to rectify the non-compliance, the City may undertake any required actions to make it safe and the Licensee must promptly reimburse the City's reasonable costs incurred in respect of the required actions.

(c) The Licensee must use the Chalmers Street Access Route in accordance with the traffic management plan approved by the City, and subject to any restrictions imposed by any approvals or authorisations from consent authorities and compliance with all laws.

(d) The Licensee must ensure that any damage caused by the Licensee to the Chalmers Street Access Route is promptly repaired such that the Chalmers Street Access Route remains in the condition it was in at the commencement of the Agreement. If the Licensee fails to comply with this obligation after the City has provided the Licensee with a notice of the non-compliance and a reasonable time to rectify the non-compliance, the City may undertake the required repairs and the Licensee must promptly reimburse the City's reasonable costs incurred in respect of the required repairs.

5.3 Notification Strategy

Notification of construction activity to surrounding stakeholders has been provided by letterbox drop including the works to be conducted and site contact details.

In addition, it is the responsibility of the builder / project manager to assist in ongoing coordination between the surrounding sites (within 200 metres) in order to ensure that major truck deliveries do not occur simultaneously. This will aid in ensuring uninterrupted traffic flow, as well as minimising the impact towards the local traffic network.

5.4 Traffic Control Plans

The proposed Traffic Control Plans (TCPs) are provided to safely manage traffic / pedestrians around the proposed vehicular accesses and are included in **Appendix F**. These TCPs have been designed in accordance with the requirements of AS 1742.3 and the RMS *Traffic Control at Work Sites Manual*



and are recommended for adoption. In summary, the implementation of the proposed TCPs will have minimal adverse impacts on traffic and pedestrian flows along Cleveland Street and Chalmers Street, and considered acceptable; as well as being essential.

The signs to be erected as part of the Traffic Control Plan will be at no cost to the relevant roads authority.

5.5 Pedestrian Control

A-Class hoarding is to be erected around the construction site. Appropriate fencing will be provided for the shared area within Prince Alfred Park to maintain safe separation between vehicles and pedestrians. The footpath will be managed when vehicles enter and exit the site during the construction stage by Traffic controllers to ensure pedestrians are safe. Portable boom gates will not be used on Cleveland Street or Chalmers Street. This will only occur when vehicles enter or exit the site and at all other times the footpath is to remain open.

The deed negotiations specify that the Department of Education is to provide alternative pedestrian access to the park during construction of the school. Pedestrians and cyclists can also use the numerous other existing accesses to Prince Alfred Park along Cleveland Street and Chalmers Street. Specifically to the footpath that will be closed from Cleveland St parallel to the western boundary of the site, pedestrians and cyclists can access the park via a footpath 60 metres west of the closed footpath.

These arrangements are considered acceptable and will ensure that pedestrian access and safety is maintained along the site frontages at all times. Reference should be made to the Site Establishment Plans prepared by Hansen Yuncken, which are included in Appendix B, provide an overview of the proposed site layout.

5.6 Cumulative Impacts

The construction of the Sydney Light Rail has altered the traffic conditions at the northern end of Chalmers Street. This has been accounted for in the determination for the truck routes for vehicles exiting along Chalmers Street. The Sydney Metro is not expected to impact the works of the site. More importantly, the proposed works would not impact the Sydney Metro.



The bus zone and bus stop on Chalmers Street will not be impacted and will continue to operate throughout the duration of the construction stage.

5.7 Employee Vehicles

Limited on-site parking will be provided during the construction stage. However, employees / contractors are encouraged to use public transport to / from work, which is considered reasonable on the basis that the site is located within 400 metres from the Central Railway Station and the abundance of bus services that operate in the subject site's vicinity. The parking of vehicles associated with the works will not occur on surrounding local streets.

5.8 Crane Operation

An on-site tower crane will be erected for structure and fit-out & finishes stages. The tower crane will facilitate all loading / unloading of trucks on-site.

5.9 Tree and Planting Protection during Works

Tree and planting protection will be implemented in accordance with the *Arboricultural Dilapidation Report for the Inner Sydney High School 200 Chalmers Street, Surry Hills* (dated August 2018).



6. Conclusions

This report should be read in conjunction with other documentation prepared by Hansen Yuncken relating to internal construction activities. The plan outlined above is considered satisfactory and will minimise any disruptions to residents / tenants of neighbouring developments, as well as pedestrians in the area. This plan meets all requirements of AS 1742.3 and the RMS *Traffic Control at Work Sites Manual* and is recommended for adoption.



Appendix A

Standard Requirements for CTMP

The City of Sydney Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at the **corner of Cleveland Street and Chalmers Street, Surry Hills NSW 2010 (SSD 16_7610)**.

1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).

7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone".

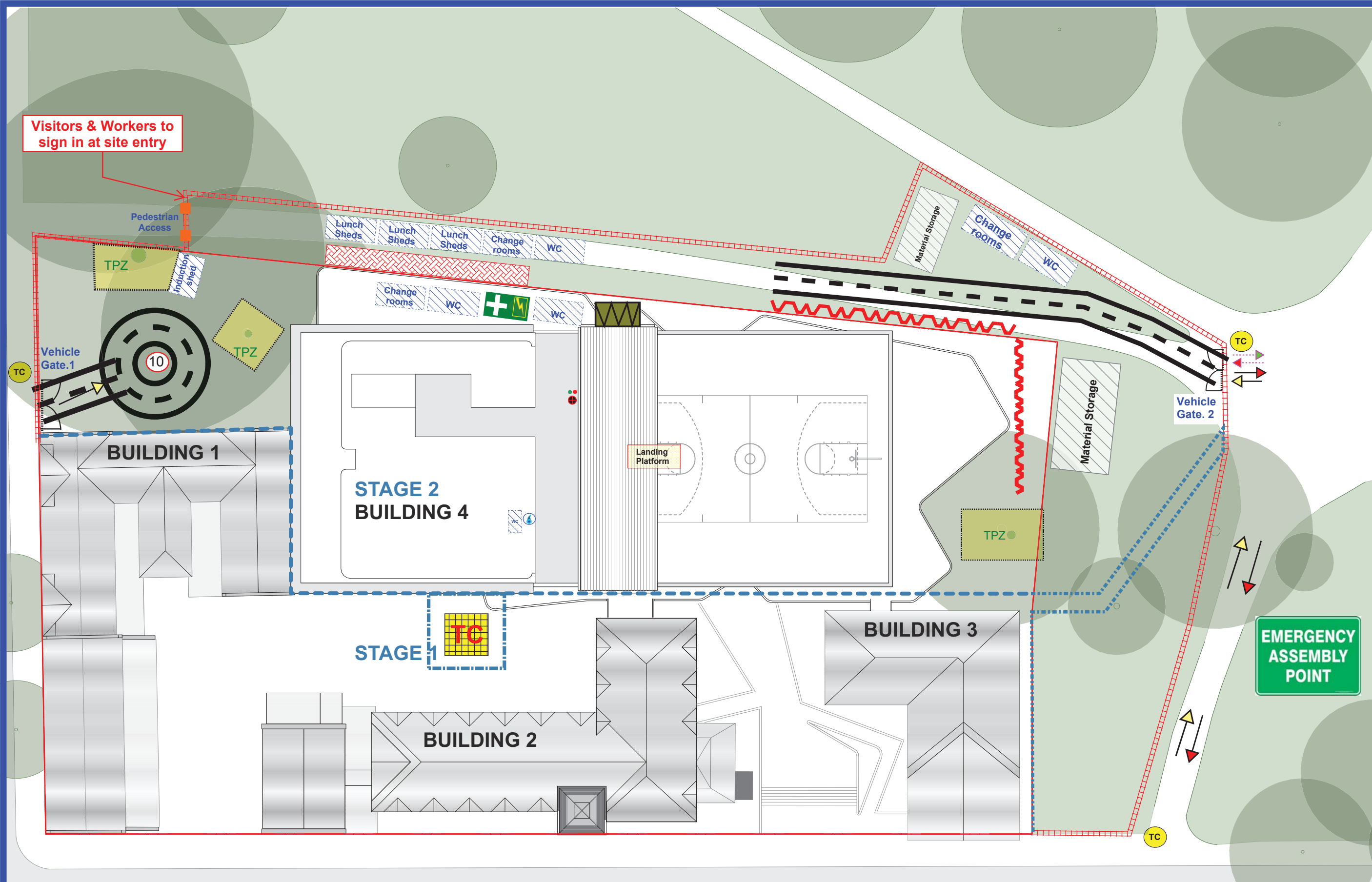
12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.
13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
16. The Applicant must comply with development consent for hours of construction.
17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.
18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way.**
19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks.**
20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.
21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.
23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.



Appendix B

Site Establishment Plans

Not to Scale



- Vehicle Gate
- Temporary Fencing
- Site Shed
- Tree Protection Zone
- Fire Extinguisher
- Spill Kit
- Construction Road
- Man/Material Hoist
- Material Storage
- First Aid w Defibrillator
- Barrier
- Speed limit
- Tower Crane
- Traffic Control
- Tower Boom
- Landing Platform
- Bubbler
- Vehicle Access
- Vehicle Egress
- Evacuation Movement
- Pedestrian Access
- Jump Form
- Emergency Access & Egress
- Stretcher Stair
- Nurse Call
- Evacuation Siren button
- Works Zone 10am-3pm

SC122 - ISHS

INNER SYDNEY HIGH SCHOOL

HANSEN YUNCKEN

244 Cleveland St, Surry Hills NSW 2010

Site Layout Plan -
Stage 2 Building Works

REVISION: 12
REV DATE: 23/06/2020



Appendix C

Deed Negotiation Approval

Paul An Nguyen

From: Sam Franklin <franklin.s@rootpartnerships.com.au>
Sent: Thursday, 16 August 2018 1:48 PM
To: Paul An Nguyen
Cc: Mitchell Alexander; Ryan Kudsi; Fiona Larkin
Subject: RE: Inner Sydney High School Stage 2 CTMP
Attachments: Alexandria Park Community School and Inner Sydney High School - Heads of Agreement with the Departme.pdf; Printed decision Alexandria Park Community School and Inner Sydney High School - Heads of Agreement.pdf; Printed minutes 13082018 1700 Council.pdf; Pages from Printed minutes 13082018 1700 Council.pdf

Hi Paul,

Please find attached the Resolution of Council with regard to the Heads of Agreement, and the minutes from the Council meeting 13/08/18 where it was resolved that Council approve the key terms of the Heads of agreement with the NSW Department of Education for the Inner Sydney High School and Prince Alfred Park.

Please refer to clause 28 of the attached 'Alexandria Park Community School and Inner Sydney High School - Heads of Agreement with the Departme' for the key terms, the first being:

28. To put into effect the proposed arrangements discussed above, the key terms of the proposed Heads of Agreement include the following:

(a) initially, until the Project Deed is executed, a licence to the Department to use an area of the park at all times for construction vehicles to access the site from Chalmers and Cleveland Streets. However, if the Project Deed which reflects the below terms is not entered into between the City and the Department by 31 October 2018, the City may terminate this licence and the Department will be required to pay the City for the licence term up until the termination date, based on the relevant fee as set out in the City's Fees and Charges 2018/2019 schedule;

Please let me know if you require anything further.

Kind regards,

Sam

Sam Franklin Assistant Project Manager
T 02 8272 9329 M 0437 267 016
E franklin.s@rootpartnerships.com.au

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Project Management


From: Paul An Nguyen <Paul.AnNguyen@fordcivil.com.au>
Sent: Thursday, 16 August 2018 10:42 AM
To: Sam Franklin <franklin.s@rootpartnerships.com.au>

Cc: Mitchell Alexander <alexander.m@rootpartnerships.com.au>; Ryan Kudsi <Ryan.Kudsi@fordcivil.com.au>
Subject: FW: Inner Sydney High School Stage 2 CTMP

Hi Sam,

See below comments from TfNSW and RMS. I will get onto the changes that I can make now and provide the approval as an appendix to the report once that comes through.

Kind Regards,

	PAUL NGUYEN M 0434 285 694 E pauln@fordcivil.com.au P 02 9597 4122 F 02 9597 4966 A 9 Hattersley Street, Arncliffe NSW, 2205 PO BOX 26, Arncliffe NSW, 2205 www.fordcivil.com.au	REMEDIAL INFRASTRUCTURE ROADWORKS BULK EARTHWORKS ENVIRONMENTAL LANDSCAPING Ford Civil Contracting Pty Ltd Experience You Can Trust
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From: Pegg, Brendan [<mailto:Brendan.Pegg@transport.nsw.gov.au>]
Sent: Thursday, 16 August 2018 10:27 AM
To: Paul An Nguyen <Paul.AnNguyen@fordcivil.com.au>
Cc: BALLM David <David.BALLM@rms.nsw.gov.au>; TITA Mohamed <Mohamed.TITA@rms.nsw.gov.au>; Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
Subject: RE: Inner Sydney High School Stage 2 CTMP

Hi Paul,

TfNSW Sydney Coordination Office (SCO) and Roads and Maritime Services (RMS) have reviewed the attached Construction Pedestrian Traffic Management Plan (CPTMP) and advise that:

- Until the City of Sydney approves the use of Prince Alfred Park for construction vehicle movements, the attached CPTMP cannot be endorsed. It is our understanding that the site is still negotiating with the City, once or if the City approves, then TfNSW and RMS will be in a position to endorse the CPTMP with the following inclusions/changes to the CPTMP:
 - Evidence of the City Sydney approves the use of Prince Alfred Park for the site's construction movements.
 - TfNSW and RMS will require that if the proposed access via the Park is approved by the City that pedestrian/cyclist protection measures is documented in the CPTMP and alternative access routes provided.
 - Under no circumstances shall the site be permitted to use portable boom gates on Cleveland Street and Chalmers Street.
 - Bus stops and subsequent zones on Chalmers Street will be maintained throughout the works and not be impacted at any stage.

Once TfNSW and RMS receive an amended CPTMP, with the above inclusions, it will be reviewed accordingly.

Kind regards,

Brendan Pegg
Precinct Manager
CBD Planning & Freight
Sydney Coordination Office
Transport for NSW

M 0427 983 135
Level 44, 680 George Street, Sydney NSW 2000



Use public transport... plan your trip at transportnsw.info
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From: Paul An Nguyen [<mailto:Paul.AnNguyen@fordcivil.com.au>]
Sent: Monday, 30 July 2018 4:51 PM
To: BALLM David; TITA Mohamed
Cc: Ryan Kudsi; Mitchell Alexander; Sam Franklin
Subject: Inner Sydney High School Stage 2 CTMP

Hi David and Mohamed,

Please see attached construction traffic management plan written by Traffix for the excavation stage of the project for your approval/acknowledgement for CC2 (Excavation Stage). Note that you have been previously involved in the CC1 stage of the project in signing off the CTMP for the demolition stage.

The updated plan is for the excavation stage with minor additions where additional access is required off Chalmers St. As you may / may not be aware, there are current negotiations between CoS and the Department of Education with regard to access (both ingress & egress) via Chalmers St known as the *Access Deed*. For completeness of the report, access via Chalmers St is included noting comment point 5.1.1 of the Traffix CTMP.

I have also attached the previous report for the demolition stage written by PTC for your convenience.

Can you please review and respond to this as soon as possible.

If you require any further information regarding this, please do not hesitate to contact me.

Kind Regards,

<image001.png>

PAUL NGUYEN

M 0434 285 694
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<image002.png>

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Item 10

Alexandria Park Community School and Inner Sydney High School - Heads of Agreement with the Department of Education for Joint Use Facilities

File No: X005803

Summary

The Department of Education (the Department) is soon to commence the rebuilding and upgrade of the Alexandria Park Community School, Power Avenue, Alexandria, and the Inner Sydney High School, Cleveland Street, Surry Hills. The redevelopment will significantly increase student capacity, from 400 to 2,200 students, and from 400 to 1,200 students respectively.

The new school campuses will contain assets such as communal halls, indoor and outdoor sports courts and fields, and associated amenities. The rebuilding of these campuses provides a unique opportunity to maximise community benefit through the sharing and joint use of school facilities, which is a recommendation of the City's Open Space, Sport and Recreation Needs Study.

Following Council approval in August 2017, the City and the Department entered into a Memorandum of Understanding to explore the potential benefits to both parties of the joint funding and use of school facilities. In addition to facilities associated with Alexandria Park Community School and the Inner Sydney High School, other facilities being considered under the Memorandum of Understanding include those associated with the proposed Green Square Town Centre primary school.

This report proposes that the City enter into Heads of Agreements with the Department for joint use facilities at Alexandria Park Community School and Alexandria Park, and Inner Sydney High School and Prince Alfred Park. The Heads of Agreements set out the parties' understanding for arrangements to be put in place during the construction of the two schools and the future joint use of community facilities.

For the Alexandria Park Community School, the key terms of the proposed Heads of Agreement cover: arrangements for the closure of Park Road and replacement car parking in the adjacent Power Avenue; design requirements for the school's new sportsfield and cost sharing; use of the indoor and outdoor sports facilities and amenities in the school; and asset renewal and maintenance.

For the Inner Sydney High School, the key terms of the proposed Heads of Agreement cover: temporary access by the Department to specified areas of Prince Alfred Park for construction activities and for stormwater and sewer drainage works; long term non-exclusive access to a recreation area in the park for school students; access of shared school facilities by the City and the community; landscaping at the interface of the school with the park; and tree protection conditions.

The Heads of Agreements will be non-binding on the parties. Their purpose is to summarise arrangements resulting from discussions between the City and the Department. It is proposed that following the City and the Department entering into the Heads of Agreement, they will develop and sign binding Project Deeds which reflect the terms of the Heads of Agreements for progressing both joint use projects.

Recommendation

It is resolved that:

- (A) Council approve the key terms of the Heads of Agreement with the NSW Department of Education for the Alexandria Park Community School and Alexandria Park, and for the Inner Sydney High School and Prince Alfred Park, set out in this report;
- (B) Council note that if the key terms contemplated by (A) above are changed, Council's approval will be required for those changes;
- (C) authority be delegated to the Chief Executive Officer to finalise the terms of the Heads of Agreements with the NSW Department of Education based on the key terms contemplated by (A) above, and authorise their execution on behalf of Council;
- (D) authority be delegated to the Chief Executive Officer to finalise the terms of the Project Deeds, licences, leases and any ancillary documents contemplated by the Heads of Agreements with the NSW Department of Education, and authorise their execution on behalf of Council;
- (E) subject to Council approval of the proposed permanent closure of Park Road, Council grant Owner's Consent for the lodgement by the Department of Education of a modification to the State Significant Development application for the Alexandria Park Community School, to extend the site area to include Park Road, so as to accommodate a competition-size sportsfield;
- (F) authority be delegated to the Chief Executive Officer to execute Owner's Consent contemplated by (D) above;
- (G) subject to Council approval of the permanent closure of Park Road, the road be classified as operational land under the Local Government Act 1993 and that Council publicly notify its intention to classify the land as operational land in accordance with the Local Government Act 1993; and
- (H) Council note that it will be provided with regular updates regarding the progress of the re-development of the schools in accordance with the key terms via the CEO Update.

Attachments

- Attachment A.** Memorandum of Understanding with the NSW Department of Education - Joint Use Project
- Attachment B.** Alexandria Park Community School - Sportsfield Business Case Summary (Confidential)
- Attachment C.** Inner Sydney High School - Indicative Fees Offsets (Confidential)

Background

1. Following Council approval on 7 August 2017, the City and the NSW Department of Education (the Department) entered into a Memorandum of Understanding to explore the potential benefits to both parties of the joint funding and use of school facilities. The Memorandum, shown at Attachment A, provides a framework for discussion of joint use project agreements to be developed and brought before Council for consideration. The scope of potential joint use arrangements includes, for example: outdoor sportsfields and courts, indoor recreation and fitness spaces, communal halls and meeting rooms, creative arts spaces and facilities for out-of-school-hours care and holiday programs.
2. The City's collaboration with the Department to formalise joint use agreements takes place in the context of:
 - (a) rapid population growth within the City of Sydney and the City's strategies to efficiently meet community needs, such as those outlined in the Open Space, Sport and Recreation Needs Study (2016), the Social Sustainability Policy (2016) and the Green Square Infrastructure Strategy and Plan (2015);
 - (b) the opportunities for partnerships identified in the City's Sports Facilities Demand Study (2016) to deliver additional sportsfields to meet demand;
 - (c) the Schools Assets Strategic Plan, developed by the Department which proposes joint use of school and community facilities;
 - (d) the current major school redevelopment projects within the City of Sydney, in particular: Alexandria Park Community School in Power Avenue; the relocation of the Intensive English Language School and development of the new Inner Sydney High School in Cleveland Street, Surry Hills; and the new primary school in the Green Square town centre (their location is shown at Figure 1); and
 - (e) the inherent opportunity in that peak demand from schools for facilities such as sportsfields occurs during school hours, whereas the peak demand from clubs and other community users occurs during evenings and weekends.
3. Under the terms of the Memorandum of Understanding, joint Project Control Groups have been set up with representatives from both the Department and the City to progress discussions for joint use opportunities for the Alexandria Park Community School, the Inner Sydney High School and the Green Square town centre school.
4. This report proposes that the City enter into Heads of Agreements for Alexandria Park Community School and Alexandria Park, and Inner Sydney High School and Prince Alfred Park. The Heads of Agreements set out the parties' understanding for arrangements to be put in place during the construction of the two schools and the future joint use of community facilities.
5. The Heads of Agreements are non-binding on the parties. Their purpose is to summarise arrangements resulting from discussions between the City and the Department. Subject to Council approval of the key terms of the Heads of Agreements, it is proposed that following the City and the Department entering into the Heads of Agreement, they will enter into binding Project Deeds which reflect the terms of the Heads of Agreements for progressing both joint use projects.



Figure 1. Location of joint use school development projects

Alexandria Park Community School and Alexandria Park Heads of Agreement

6. The Department is re-building the Alexandria Park Community School to increase its capacity from 400 to 2,200 students (1,000 primary school students and 1,200 secondary school students). Included in the upgrade is a synthetic sportsfield, two outdoor multi-purpose courts, a multi-purpose indoor sports hall and associated amenities. A State Significant Development application for the project is under assessment by the NSW Department of Planning and Environment.

7. Detailed design documentation is underway and the Department is engaging with the community through information booths, workshops and surveys to inform the design. Construction is scheduled to start in early 2019 and the school is planned to be operational by early 2022. Construction will occur in two phases, with temporary pop-up schools used to accommodate current students during phase one. Figure 2 shows the school site adjacent to Alexandria Park and the first redevelopment phase.

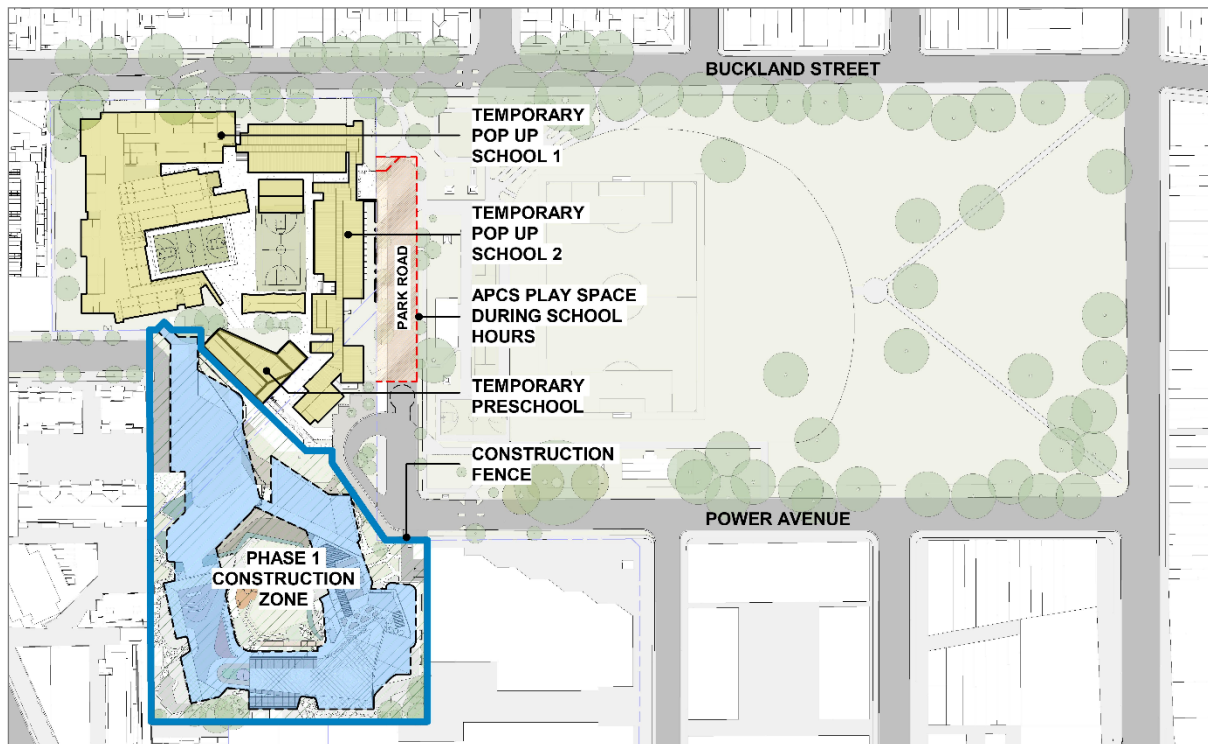


Figure 2. Site plan of Phase 1 showing construction of main works locating pop-up 1, pop-up 2, play space on Park Road, temporary preschool and the construction zone. (Image: Design | TKDArchitects. Source: Department of Education 2018)

8. As shown at Figure 2, phase one and temporary relocation of the students relies on the closure of Park Road to provide a temporary play area during school hours. The closure of the road is the subject of a separate report for consideration by Council in the current Council meeting cycle. Outside school hours the area will be available for public use.
9. As part of the school redevelopment, the Department is planning to construct on their own land a non-competition-size synthetic sportsfield with run offs that do not comply with FIFA requirements. There is an opportunity for the City to contribute capital and land (by a licence) to achieve a competition-size synthetic sportsfield, with compliant run offs, and make the facility more widely available to the community. This relies on the closure of Park Road for the proposed sportsfield to extend beyond the school boundaries onto the road, and the provision of a shared pedestrian and cycle link between Power Avenue and Buckland Street in its place. This arrangement would deliver the following benefits:
- (a) a FIFA compliant competition-size synthetic sportsfield;
 - (b) provision of supporting amenities such as change rooms, field lighting and seating;

- (c) assured community access; and
 - (d) opportunity for the City to provide appropriate maintenance, in line with the City's standards.
10. The Alexandria Park Community School upgrade provides the City with an opportunity to increase the playing field playable hours available to the community in Alexandria and the surrounding suburbs.
 11. The Business Case considered by the City concludes that contribution by the City of capital and a licence for the land which results from the closure of Park Road provide the best value for money - it ensures community access in the future and that the synthetic sportsfield is built to the standards that are expected by the community. Without any contribution from the City, the Department will construct the synthetic field to their own standards on their own land, and there will be no guaranteed community access in the future.
 12. The option to purchase land and build a competition-size synthetic field elsewhere was rejected given the large capital outlay required to purchase land and construct the field and amenities, and the difficulty of finding a suitably sized site. This is estimated at \$50M compared with just one tenth of this cost to deliver the field jointly with the Department. A summary of the Business Case considerations is at Confidential Attachment B.
 13. In addition to the synthetic sportsfield, the upgrade of the school includes two outdoor multi-purpose sports courts, a multi-purpose indoor sports hall, a community centre and amenities for sporting facilities. Figure 3 shows the location of these facilities at completion with the sportsfield extending onto the closed Park Road.

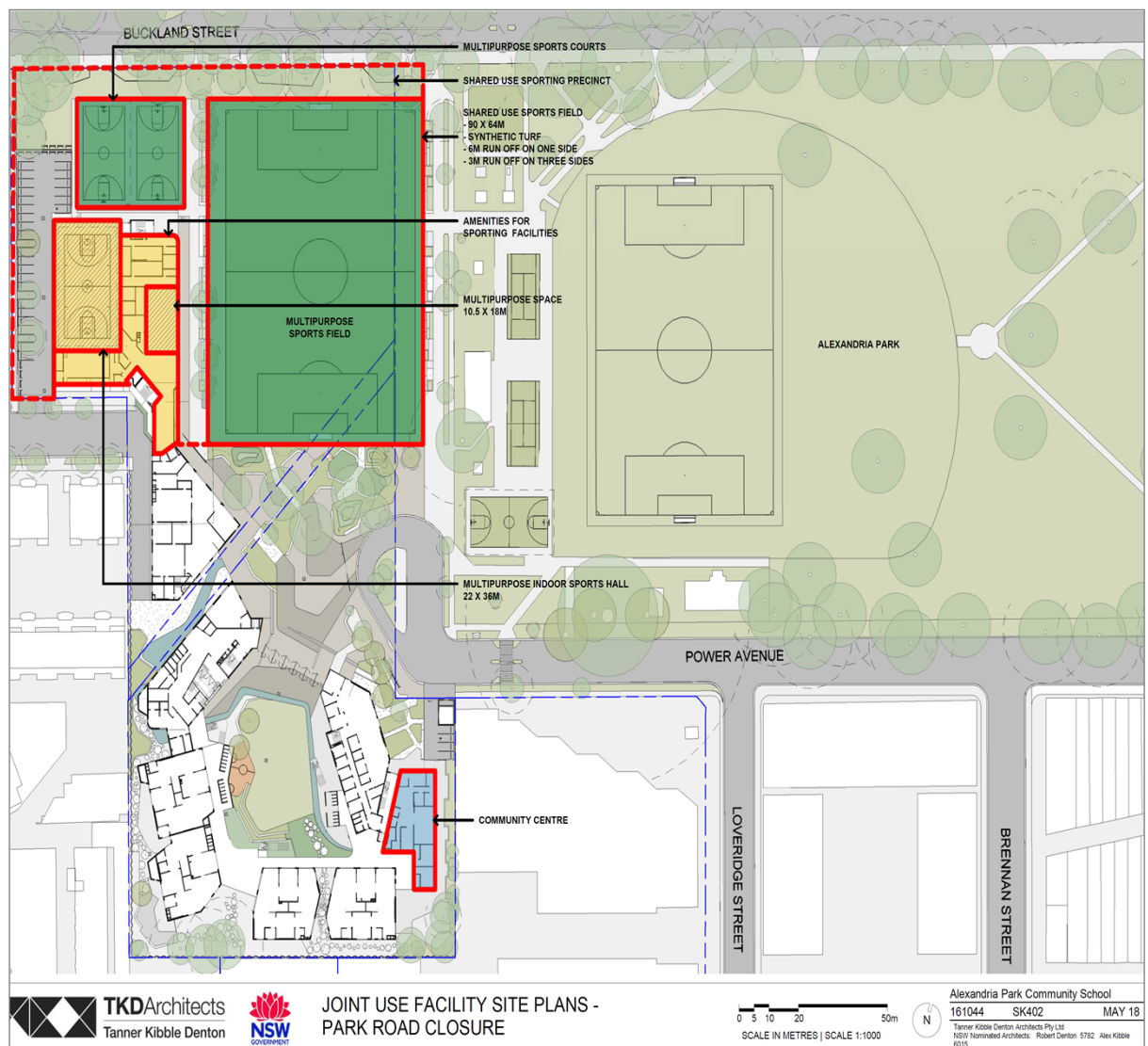


Figure 3. Alexandria Park Community School - Joint use facilities (Image: Design | TKDArchitects. Source: Department of Education 2018)

14. To put into effect the proposed joint use arrangements discussed above, the key terms of the Heads of Agreement include the following:
 - (a) closure of Park Road by the City at its own expense;
 - (b) replacement car parking in Power Avenue provided by the Department at its own expense;
 - (c) 24 months (approximate) lease for the Department to use the land resulting from the closure of Park Road, excluding the existing footpath on the eastern side of Park Road, for school play area during construction of phase one of the project, and during 7.30am to 6.00pm Monday to Friday during school terms, excluding public holidays. The Department will install gates to allow community access outside of these hours;

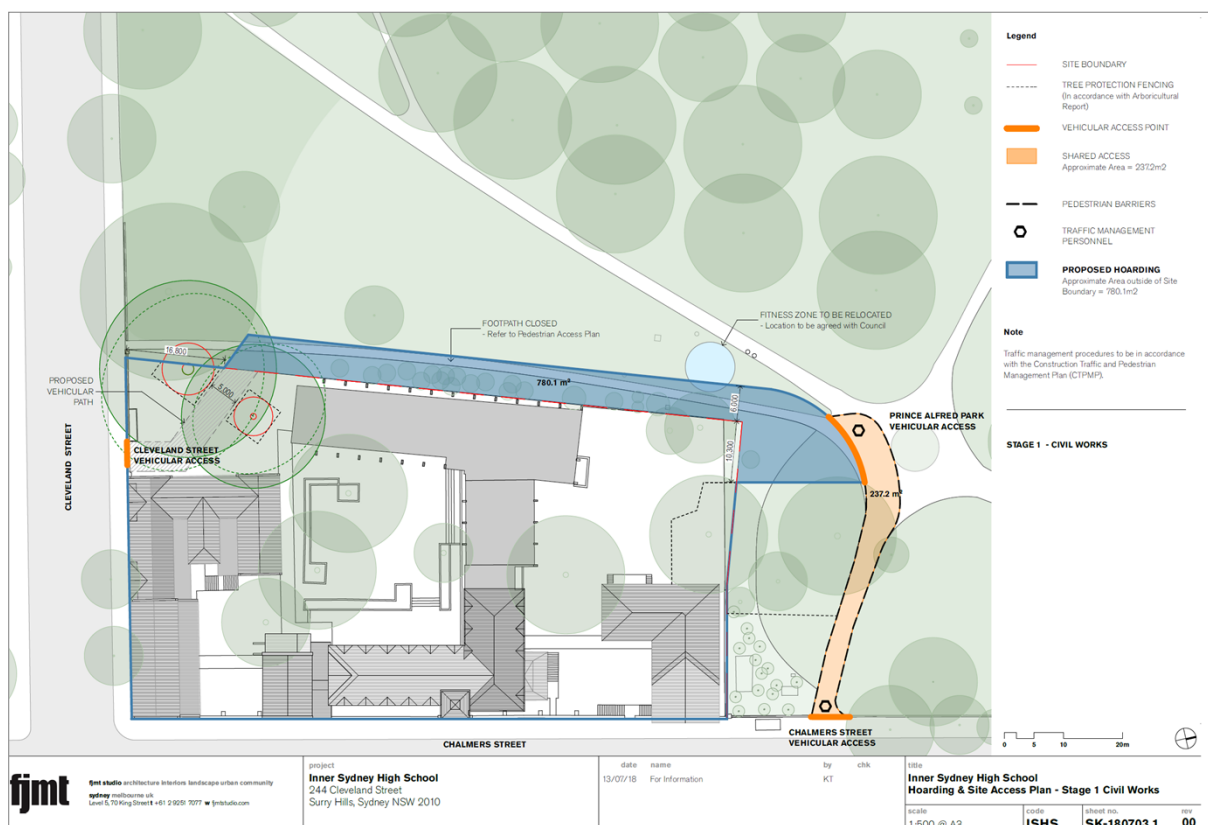
- (d) 12 months (approximate) lease for the Department to use the land resulting from the closure of Park Road, excluding the existing footpath on the eastern side of Park Road, for construction of the sportsfield during 7.30am to 6.00pm Monday to Friday during school terms, excluding public holidays (subject to any restrictions imposed by any approvals from consent authorities);
- (e) construction by the Department of the outdoor school sports facilities - two multipurpose sports courts and a FIFA standard synthetic sportsfield and lighting - built to the Department's and the City's specifications;
- (f) construction by the Department of the indoor school sports facilities - multipurpose sports hall and associated amenities - built to the Department's specifications;
- (g) capital contribution by the City:
 - (i) for the shared cost of construction and renewal of the synthetic sportsfield and the two outdoor sports courts in proportion to the City's use of these facilities;
 - (ii) for full cost and renewal, maintenance and repair of the lighting for the synthetic sportsfield and two outdoor sports courts;
- (h) 20 year cross-licences at a peppercorn fee for the shared use of the synthetic sportsfield and the two outdoor sports courts as follows:
 - (i) for the Department's exclusive use before, during and after school hours, Monday to Friday during school terms, excluding public holidays, with the facilities hiring and fees being managed by the Department during these hours;
 - (ii) for the City's (and the community's) exclusive use outside the above Department's hours, with the facilities hiring and fees being managed by the City during these hours;
 - (iii) the City will be responsible for maintenance and repairs and will be reimbursed by the Department in proportion to its use of the facilities;
 - (iv) the costs of utility services for the facilities (excluding lighting) will be shared by the City and the Department in proportion to their respective use;
- (i) 20 year licence to the City at a peppercorn fee for the use of the indoor sports school facilities as follows:
 - (i) by the City (for community use) in the evenings until 10.00pm Monday to Friday during school terms and 8.00am to 10.00pm on weekends, school holidays and public holidays;
 - (ii) the school will directly hire the indoor sports facilities to the community for use during the above hours and fees are to be in line with fees charged by the City for similar uses; and
 - (iii) cleaning, maintenance and repair of the indoor sports school facilities is to be the responsibility of the Department;

- (j) the Department is required to provide replacement car parking in Power Road to specifications and in locations agreed between the parties; and
 - (k) access will not be granted to the Department under any of the above licences until the Project Deed which reflects the above terms is entered into between the City and the Department.
15. Other matters covered by the proposed Heads of Agreement include dealing with confidential information, public communications, safety and liability. This report recommends that Council approve the key terms of the proposed Heads of Agreement. Following the Heads of Agreement being entered into, a Project Deed will be prepared.
16. An indicative timeframe for completing the Project Deed by 31 October 2018 has been set by the parties. Matters not covered in the Heads of Agreement such as risk, operational management, insurance and security will be negotiated between the parties as part of the Project Deed.
17. As mentioned earlier in this report, the State Significant Development application for the school project is being considered by the Department of Planning and Environment. The application includes a non-competition-size sportsfield. For the field to be competition-size it needs to extend beyond the school land onto Council-owned land on Park Road. A modification to the application is required to extend the site area the subject of the application to include Park Road.
18. Subject to Council approval, Park Road is proposed to be permanently closed. The closure is the subject of a separate report for consideration by Council in the current Council meeting cycle. This report recommends that Council grant Owner's Consent for the Department to submit a modification to the State Significant Development application so as to achieve a competition-size sportsfield.
19. This report also recommends that upon the permanent closure of Park Road, the road be classified as operational land under the Local Government Act 1993, and that Council publicly notify its intention to classify the land as operational in accordance with the Local Government Act 1993. Community land classification would not be appropriate given the Alexandria Park Community School will have exclusive use during school hours and therefore this land would not be open to the public during those hours.

Inner Sydney High School and Prince Alfred Park Heads of Agreement

20. The Department is upgrading the site of the former Cleveland Street Intensive English High School on the corner of Chalmers and Cleveland Streets to a new 13 storey high school. Redevelopment also involves the adaptive reuse and integration of the heritage buildings on site. The school campus is adjacent to Prince Alfred Park as shown at Figure 1.
21. The Cleveland Street Intensive English High School has been relocated to temporary accommodation at Alexandria Park Community School until its permanent relocation into the new and refurbished accommodation on the school's Mitchell Road site.
22. The new Inner Sydney High School will accommodate 1,200 students and is scheduled to be operational in 2020. The Department of Environment and Planning approved the State Significant Development application in February 2018.

23. The Department has engaged contractors who have commenced early works demolition on the site.
24. The school redevelopment will provide some limited play space within the school site. To build the school and to offer greater amenity for the students once the school is fully operational, the Department seeks access to parts of Prince Alfred Park as follows:
- the areas shown at Figure 4 for construction access including vehicle access from Chalmers and Cleveland Streets during school building works anticipated to be for about 24 months;
 - the area shown at Figure 5 for the students' non-exclusive use at recess and lunchtime only - four hours a day from 10.00am to 2.00pm for 40 weeks per year. Sixty per cent of the school's open space requirements are provided on site, and it is estimated that 40 per cent (480) of the children would use the park at recess and lunchtime when the school reaches full capacity;
 - the areas shown at Figure 6 for undertaking drainage works, stormwater and sewer capacity and connections anticipated to be for about six weeks; and
 - the areas shown in Figure 7 for undertaking landscaping works anticipated to be for about two months.



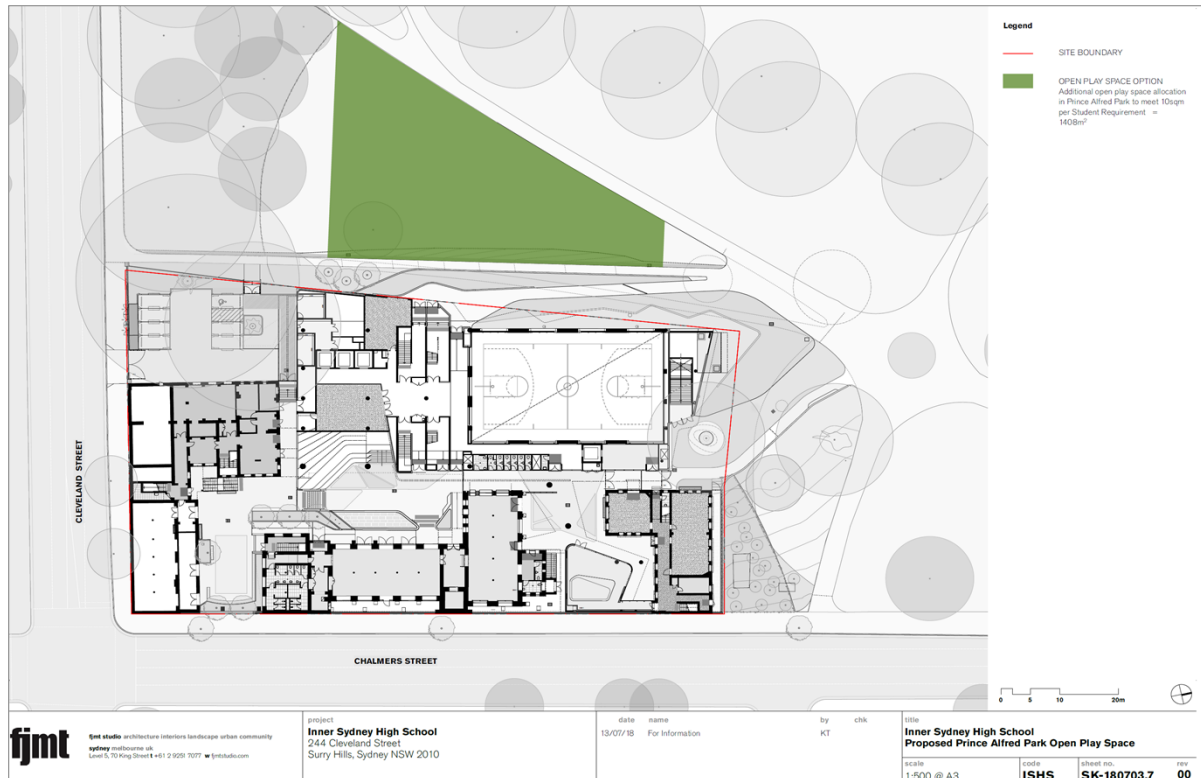


Figure 5. Inner Sydney High School - Students' recreation area

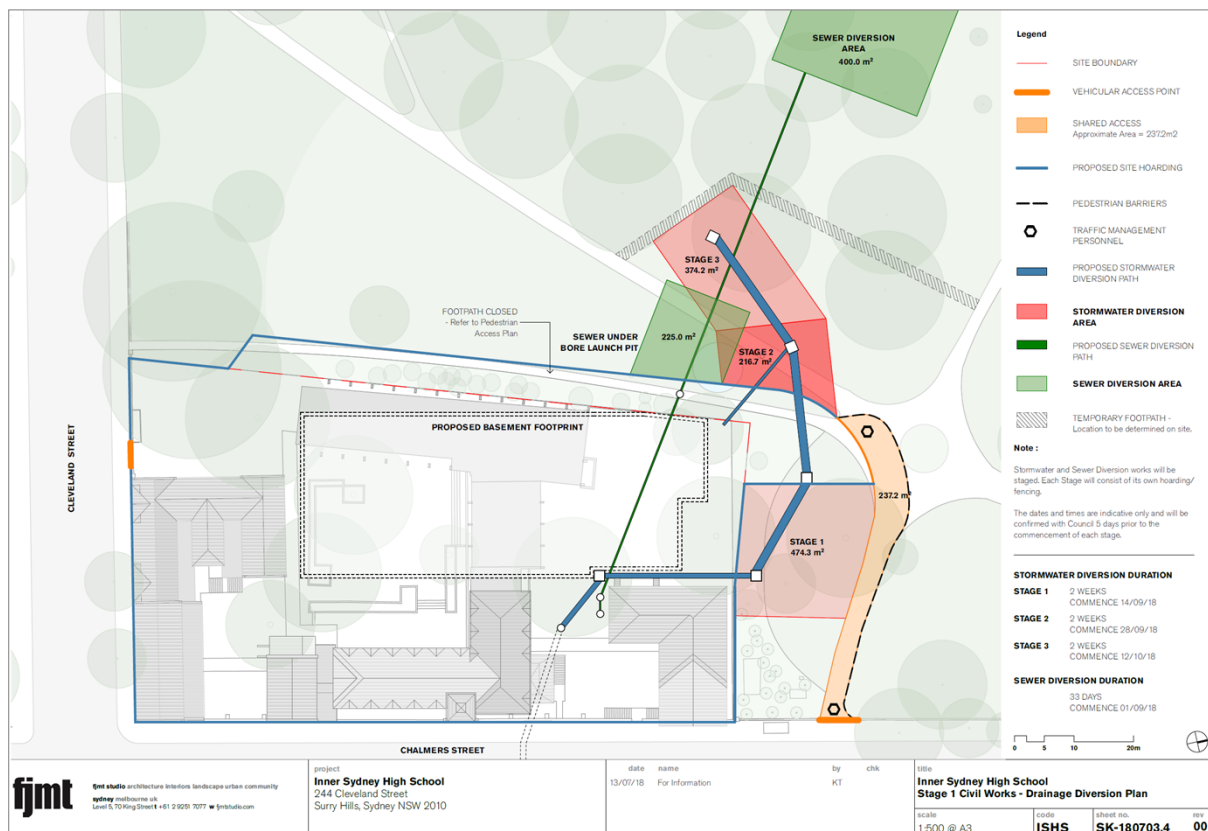


Figure 6. Inner Sydney High School - Area for stormwater and sewer drainage works

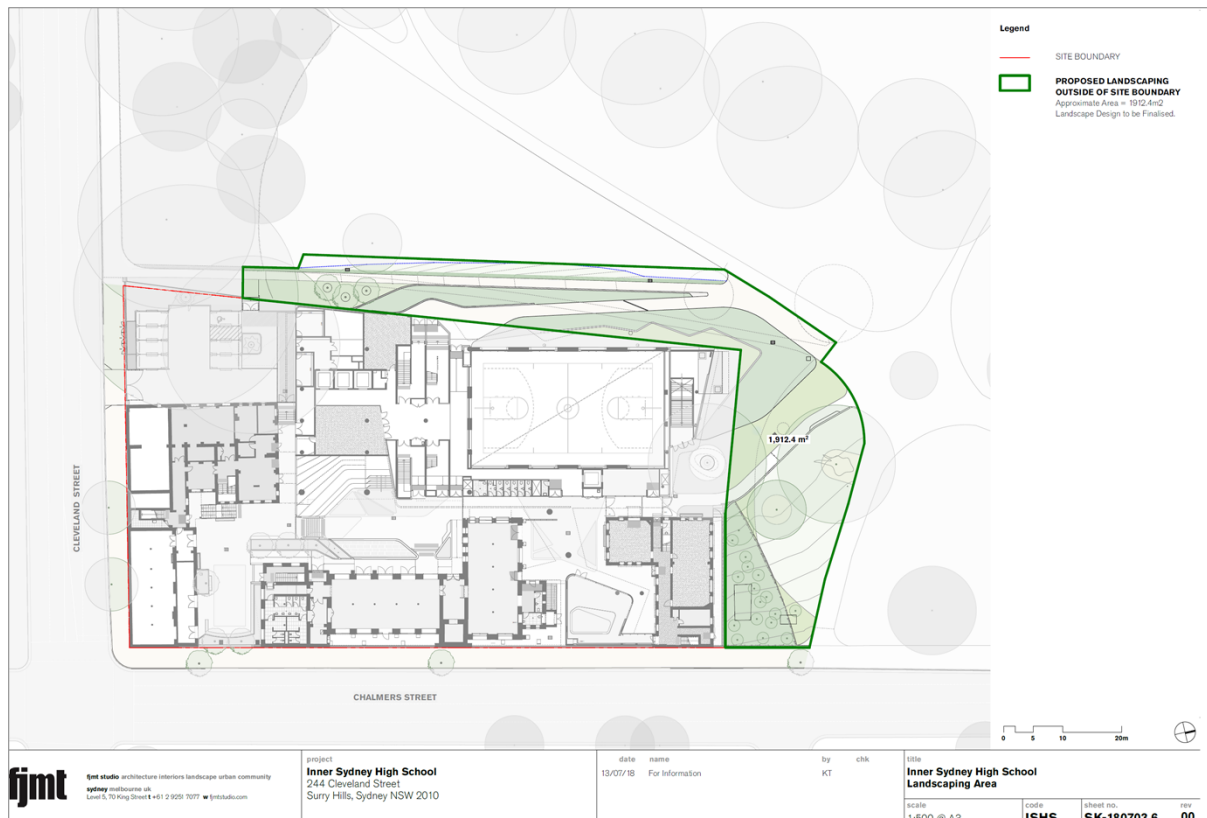


Figure 7. Inner Sydney High School - Landscaping area

25. Discussions on joint use arrangements between the City and the Department have taken place under the terms of the Memorandum of Understanding (shown at Attachment A). Discussions have focused on facilitating the rebuilding of the school, minimising the impacts on Prince Alfred Park both during construction and during full operation of the school, and on arrangements for joint use of facilities.
26. Access by the Department and its contractors to Prince Alfred Park will require a number of licences. The park is Crown land vested in Council for its care, control and management. Under the Crown Lands Management Act 2016 Council is entitled to enter into licence agreements.
27. Access to the park under a construction licence with the Department would be subject to a fee as set out in the City's Fees and Charges 2018/2019 schedule. Fees generated from such licence may offset landscaping works to mitigate the impact of the school students' more intensive use of the park. The table at Attachment C (Confidential) shows indicative offsets from licence fees.
28. To put into effect the proposed arrangements discussed above, the key terms of the proposed Heads of Agreement include the following:
 - (a) initially, until the Project Deed is executed, a licence to the Department to use an area of the park at all times for construction vehicles to access the site from Chalmers and Cleveland Streets. However, if the Project Deed which reflects the below terms is not entered into between the City and the Department by 31 October 2018, the City may terminate this licence and the Department will be required to pay the City for the licence term up until the termination date, based on the relevant fee as set out in the City's Fees and Charges 2018/2019 schedule;

- (b) once the Project Deed is executed, a licence to the Department to use an area of the park (shown at Figure 4) for construction activities during the construction period of approximately 24 months;
- (c) at the end of the construction licence period, the Department's restoration of the area shown in Figure 7 by way of landscaping works to a standard higher than the original condition, as agreed by the Department and the City (noting that the monetary value of the upgrade works are being offset from licence fees applicable under 28 (a), (b) and (h));
- (d) provision by the Department of temporary pedestrian paths as agreed by the City;
- (e) tree protection during construction;
- (f) 20 year licence granted by the Department to the City at no fee for the use of the school facilities (including fitness training areas, performance spaces, and toilets) as follows:
 - (i) by the City (for community use) between 6.00pm to 10.00pm Monday to Friday during school terms and 8.00am to 10.00pm on weekends, school holidays and public holidays;
 - (ii) the school will directly hire the school facilities to the community for use during the above hours and fees are to be in line with fees charged by the City for similar uses;
 - (iii) cleaning, maintenance and repair of the indoor school facilities is to be the responsibility of the Department;
- (g) 20 year licence granted by the City to the Department at no fee for use of an area of the park (shown at Figure 5) as follows:
 - (i) by the Department for the students' use for recreation at recess and lunchtime, from 10.00am to 2.00pm Monday to Friday during school term, excluding public holidays;
 - (ii) additional bench seats and bins for the recreation area are to be provided by the Department at its expense, and subject to the City's approval for their design and location;
 - (iii) cleaning, maintenance, repair and capital expenditure for renewal of the recreation area is to be equally shared between the Department and the City; and
- (h) 6 week licence from September 2018 (subject to the Project Deed being entered into) granted by the City for the Department to occupy an area of the park (shown at Figure 6) to undertake stormwater and sewer drainage works and reinstate the area to at least its original condition, however, access to this area will not be granted until the Project Deed is entered into; and
- (i) payment by the Department to the City to cover any shortfall in licence fees after offsets for the monetary value of the upgrade landscaping works in (c) above.

29. Other matters covered by the proposed Heads of Agreement include dealing with confidential information, public communications, safety and liability. This report recommends that Council approve the key terms of the proposed Heads of Agreement. Following the Heads of Agreement being entered into, a Project Deed will be prepared.
30. An indicative timeframe for completing the Project Deed by 31 October 2018 has been set by the parties. Matters not covered in the Heads of Agreement such as risk, operational management, insurance and security will be negotiated between the parties as part of the Project Deed.

Key Implications

Strategic Alignment - Sustainable Sydney 2030 Vision

31. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
 - (a) Direction 2 - A Leading Environmental Performer – the proposed synthetic sportsfield provides the opportunity to harvest water from the field for re-use in Alexandria Park or within the school. The City will pursue with the Department the inclusion of a water collection and re-use system in the construction and operation of the proposed field;
 - (b) Direction 6 - Vibrant Local Communities and Economies – schools are an important part of the fabric of the community. Delivering guaranteed community access through joint use arrangements for new school facilities will contribute to equitable access to community, cultural and recreation facilities to support wellbeing in daily life; and
 - (a) Direction 10 - Implementation through Effective Governance and Partnership – effective joint use agreements represent a strategic partnership with the NSW Government to deliver public facilities, on a value for money basis. This will be demonstrated through legally binding deeds specific to each school project. The partnerships between the City and the Department for the Alexandria Park Community School and the Inner Sydney School, together with the Green Square town centre school, are significant outcomes of the Memorandum of Understanding for Joint Use Projects which was approved by Council in August 2017.

Organisational Impact

32. The joint use facilities to be delivered through the rebuilding of the Alexandria Park Community School and the Inner Sydney High School will be project managed by the Department. This minimises the organisational impact for the City.
33. In particular, the Department's delivery of the outdoor sports facilities with the rebuilding of the Alexandria Park Community School, is the most efficient method for delivering significant facilities for which the largest component is an educational institution. Specifications for design standards for these facilities are to be agreed by the City, and project management support will be necessary to ensure the outdoor school sports facilities are built to the City's standards.

34. The City will need to collaborate with the Department throughout the duration of both projects, to provide advice, to ensure key design and specification requirements for components funded by the City are met, and to ensure access licences are managed in a timely manner to minimise delays and impacts on users of both Alexandria Park and Prince Alfred Park.
35. Additional demand for service levels and staffing for maintenance, repairs, bookings and the like is proposed to be considered in detail during the preparation of the Project Deeds. This additional demand will require integration into the City's systems and contracts for ongoing services. For example, repair and maintenance of the outdoor school sport facilities at Alexandria Park Community School could be combined with maintenance contracts for Perry Park.

Risks

36. The proposed Heads of Agreements for Alexandria Park Community School and Inner Sydney High School cover key terms for risk associated with the projects, such as apportionment of costs; timing; confidentiality and publicity; maintenance and asset renewal; operational management; and mitigation works. It is intended that the subsequent Project Deeds will define these in detail, in addition to matters such as insurance, safety and security, and dispute resolution.
37. The City will manage potential risks associated with these partnerships with the Department through the legally binding arrangements set out in the Project Deeds for each joint use project and the ongoing Operation Plan for the Alexandria Park shared facilities.

Social / Cultural / Community

38. The key terms under the proposed Heads of Agreements and the proposed subsequent Project Deeds for the Alexandria Park Community School and the Inner Sydney High School deliver outcomes for the community. Both the City and the Department have control over major public assets across the municipality, where greater access can be achieved, particularly in line with peak demand periods. Joint use agreements with the Department facilitate the rebuilding of critically needed schools in the City and secure the future use of shared facilities by the wider community.

Environmental

39. The synthetic sportsfield proposed as part of the rebuilding of the Alexandria Park Community School provides the opportunity to harvest water from the field for re-use in Alexandria Park or within the school. The City will pursue with the Department the inclusion of a water collection and re-use system in the construction and operation of the proposed field. The City will also be seeking to use the lowest energy rated lighting available to achieve the standards required for night time sporting use.

Budget Implications

40. The Business Case prepared for the Alexandria Park Community School synthetic sportsfield demonstrated that the City's contribution of capital and a licence for the land formed by the closure of Park Road provides the best outcome for the City and the community. The Business Case is discussed earlier in this report and a summary of outcomes is included at Confidential Attachment B. The assessment is confidential at this stage, as the cost estimates are deemed to be commercially sensitive and may vary as a result of final negotiations.
41. The City's Long Term Financial Plan adopted by Council in June 2018 confirms a budget for Alexandria Park upgrades and the synthetic sportsfield of \$4.3M to the 2021/2022 financial year. The joint use agreement with the Department will allow community access to a competition-size synthetic field and increase the playable hours available for a significantly reduced capital outlay when compared to purchasing land and constructing a sportsfield (estimated at close to \$50M).
42. The proposed Heads of Agreement for the Alexandria Park Community School proposes the sharing of costs between the City and the Department in proportion to their respective use, for the asset construction, renewal, maintenance and repairs of the two outdoor sports courts and sportsfield. This cost sharing arrangements have been assessed to deliver significant outcomes for both parties in terms of value for money. In addition, the City will be able to generate revenue from hiring fees for these outdoor sports facilities.
43. The rebuilding of the Inner Sydney School will result in more intensive use of Prince Alfred Park by students - of the recreation area adjacent to the school site and the half size sportsfield. The 300 per cent increase (from 400 to 1,200 students) in the potential use of the sportsfield in particular will have an impact on its condition. The cost of improvements to the field and the potential upgrade to a synthetic sportsfield may be partly offset against access fees derived from the Department's use of the park area required for construction of the school.

Relevant Legislation

44. Local Government Act 1993.
45. Attachments B and C contain confidential commercial information which, if disclosed, would:
 - (a) confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business; and
 - (b) prejudice the commercial position of the person who supplied it.
46. Discussion of the matter in an open meeting would, on balance, be contrary to the public interest because it would compromise Council's ability to negotiate fairly and commercially to achieve the best outcome for its ratepayers.
47. Crown Lands Management Act 2016.

Critical Dates / Time Frames

48. The proposed Heads of Agreements set out the key terms for joint use arrangements for the Alexandria Park Community School and Alexandria Park, and the Inner Sydney High School and Prince Alfred Park. These are non-binding and, subject to Council approval, it is proposed to finalise binding Project Deeds for each school development by 31 October 2018.
49. Council approval for the closure of Park Road is critical for the Department to use the land formed by the closure for the temporary school play area. This matter is the subject of a separate report for consideration by Council in the current Council meeting cycle. The closure will enable the area to be available for students by Term 4, 2018.
50. The Department's early works contractor has commenced works on the Inner Sydney High School site. Under the proposed Heads of Agreement the Department seeks the licence for construction access to progress rebuilding of the school. The Department has gone to tender for the main works contract. The timing of this report is critical for the project timing.

Options

51. Discussions on joint use arrangements between the City and the Department have taken place under the terms of the Memorandum of Understanding (shown at Attachment A). Discussions have focused on facilitating the rebuilding of the schools whilst minimising potential adverse impacts, and maximising community benefits through the sharing of public assets, whilst considering best value for money for the City. The option not to proceed with joint use agreements with the Department would severely constrain these outcomes.
52. Options considered by the City to provide a competition-size sportsfield are discussed earlier in this report and summarised at Confidential Attachment B.

Public Consultation

53. The Department continues to engage with the community on the school projects through information booths, workshops and surveys. Communications with the community and other relevant stakeholders required during the delivery of the school projects will be the responsibility of the Department as project manager.
54. The City will work with the Department to define a process for community consultation and notifications. Details of these are planned to be included in the project-specific deeds.
55. The Alexandria Park Community School and local residents have been consulted and provided feedback on the proposed closure of Park Road. The vast majority of respondents were supportive of the closure.

KIM WOODBURY

Chief Operating Officer

DAVID RIORDAN

Director City Services

Lila Contziu, Manager Green Square Place Making

Joel Johnson, Manager City Greening and Leisure

**Item 10 Alexandria Park Community School and Inner Sydney High School -
Heads of Agreement with the Department of Education for Joint Use
Facilities**

Moved by the Chair (the Lord Mayor), seconded by Councillor Miller –

It is resolved that:

- (A) Council approve the key terms of the Heads of Agreement with the NSW Department of Education for the Alexandria Park Community School and Alexandria Park, and for the Inner Sydney High School and Prince Alfred Park, set out in this report;
- (B) Council note that if the key terms contemplated by (A) above are changed, Council's approval will be required for those changes;
- (C) authority be delegated to the Chief Executive Officer to finalise the terms of the Heads of Agreements with the NSW Department of Education based on the key terms contemplated by (A) above, and authorise their execution on behalf of Council;
- (D) authority be delegated to the Chief Executive Officer to finalise the terms of the Project Deeds, licences, leases and any ancillary documents contemplated by the Heads of Agreements with the NSW Department of Education, and authorise their execution on behalf of Council;
- (E) subject to Council approval of the proposed permanent closure of Park Road, Council grant Owner's Consent for the lodgement by the Department of Education of a modification to the State Significant Development application for the Alexandria Park Community School, to extend the site area to include Park Road, so as to accommodate a competition-size sportsfield;
- (F) authority be delegated to the Chief Executive Officer to execute Owner's Consent contemplated by (D) above;
- (G) subject to Council approval of the permanent closure of Park Road, the road be classified as operational land under the Local Government Act 1993 and that Council publicly notify its intention to classify the land as operational land in accordance with the Local Government Act 1993; and
- (H) Council note that it will be provided with regular updates regarding the progress of the re-development of the schools in accordance with the key terms via the CEO Update.

Carried unanimously.

X005803

Resolution of Council

13 August 2018

Item 10

Alexandria Park Community School and Inner Sydney High School - Heads of Agreement with the Department of Education for Joint Use Facilities

It is resolved that:

- (A) Council approve the key terms of the Heads of Agreement with the NSW Department of Education for the Alexandria Park Community School and Alexandria Park, and for the Inner Sydney High School and Prince Alfred Park, set out in this report;
- (B) Council note that if the key terms contemplated by (A) above are changed, Council's approval will be required for those changes;
- (C) authority be delegated to the Chief Executive Officer to finalise the terms of the Heads of Agreements with the NSW Department of Education based on the key terms contemplated by (A) above, and authorise their execution on behalf of Council;
- (D) authority be delegated to the Chief Executive Officer to finalise the terms of the Project Deeds, licences, leases and any ancillary documents contemplated by the Heads of Agreements with the NSW Department of Education, and authorise their execution on behalf of Council;
- (E) subject to Council approval of the proposed permanent closure of Park Road, Council grant Owner's Consent for the lodgement by the Department of Education of a modification to the State Significant Development application for the Alexandria Park Community School, to extend the site area to include Park Road, so as to accommodate a competition-size sportsfield;
- (F) authority be delegated to the Chief Executive Officer to execute Owner's Consent contemplated by (D) above;
- (G) subject to Council approval of the permanent closure of Park Road, the road be classified as operational land under the Local Government Act 1993 and that Council publicly notify its intention to classify the land as operational land in accordance with the Local Government Act 1993; and

- (H) Council note that it will be provided with regular updates regarding the progress of the re-development of the schools in accordance with the key terms via the CEO Update.

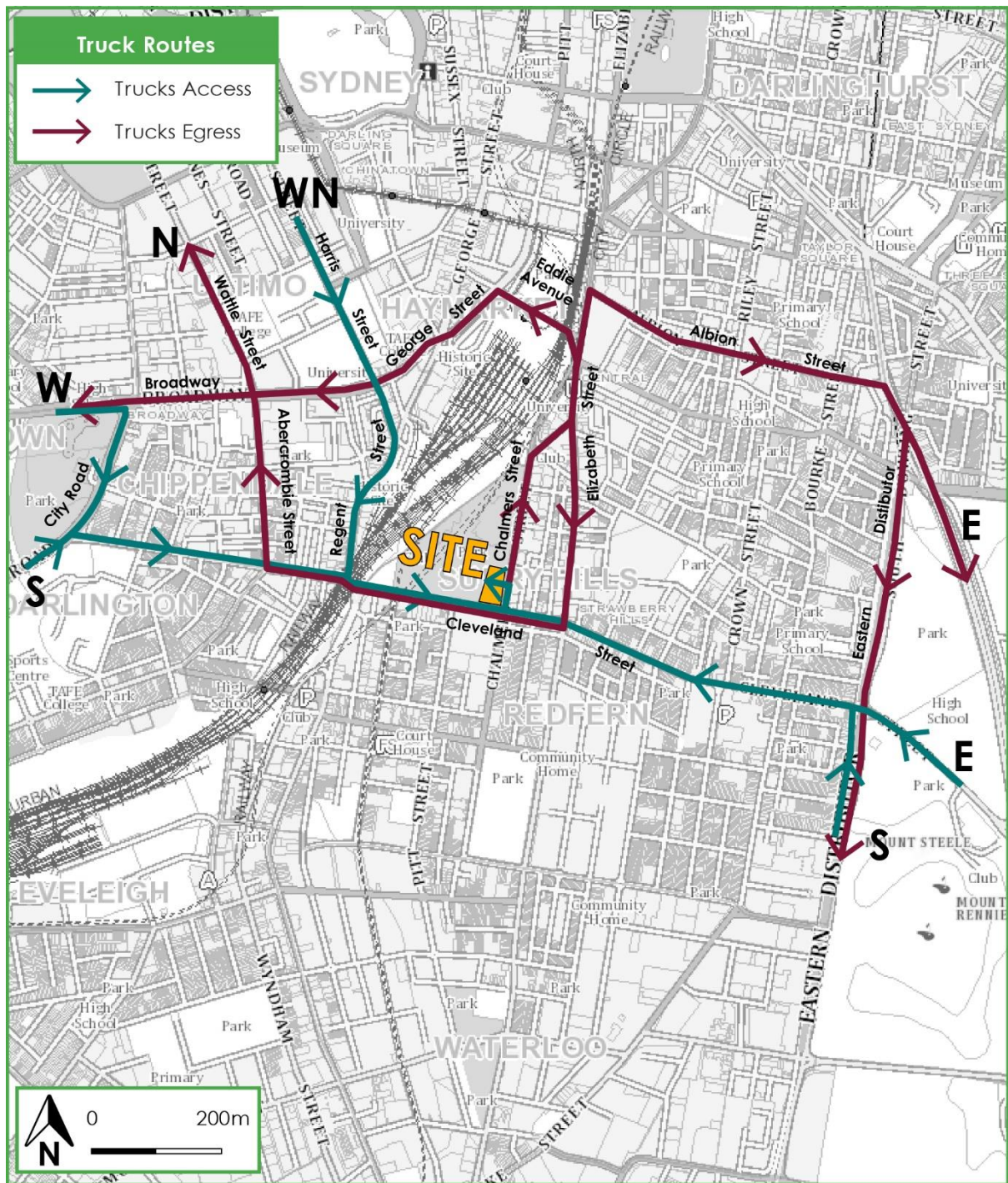
Carried unanimously.

X005803



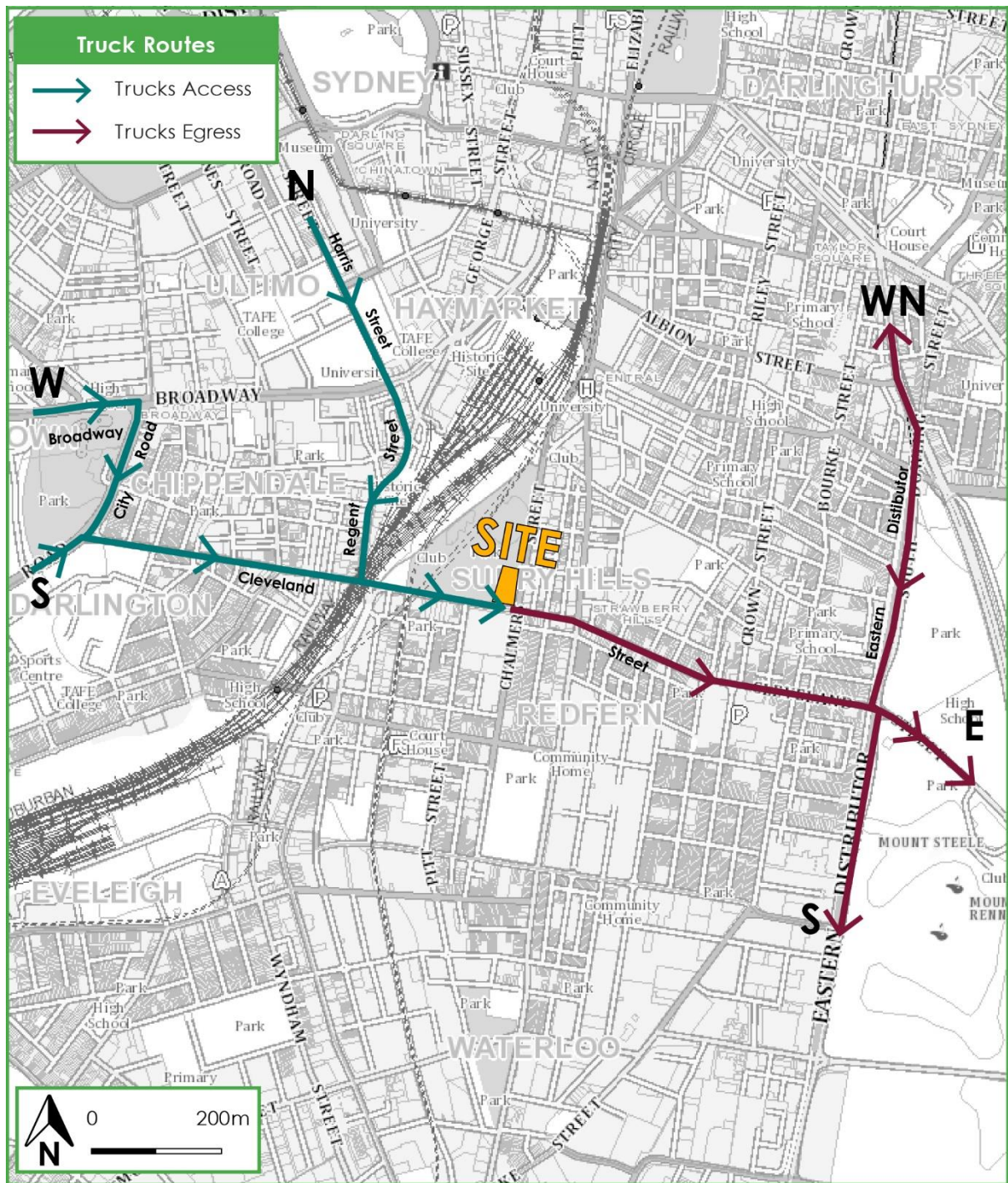
Appendix D

Truck Routes



Truck Routes to and from Chalmers Street Access and Works Zone





Truck Routes to and from Cleveland Street Access





Appendix E

Swept Path Analysis



Notes

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1-2004 *Parking facilities - Off-street car parking*, and/or AS 2890.2-2002 *Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

no.	revision	note	by.	date

Swept Path Legend:

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

architect

client

Ford Civil Pty Ltd

scale

1:400 @ A3

0m

4

8

12

16

project

Inner Sydney High School
244 Cleveland Street, Surry Hills

drawing prepared by

TRAFFIX

traffic and transport planners

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traffic & transport planners

drawing title

Access Arrangement 2
Cleveland Street Entry and Exit
8.8m long MRV

drawn: HD	checked: VD	date: 17-07-2018
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TX.02

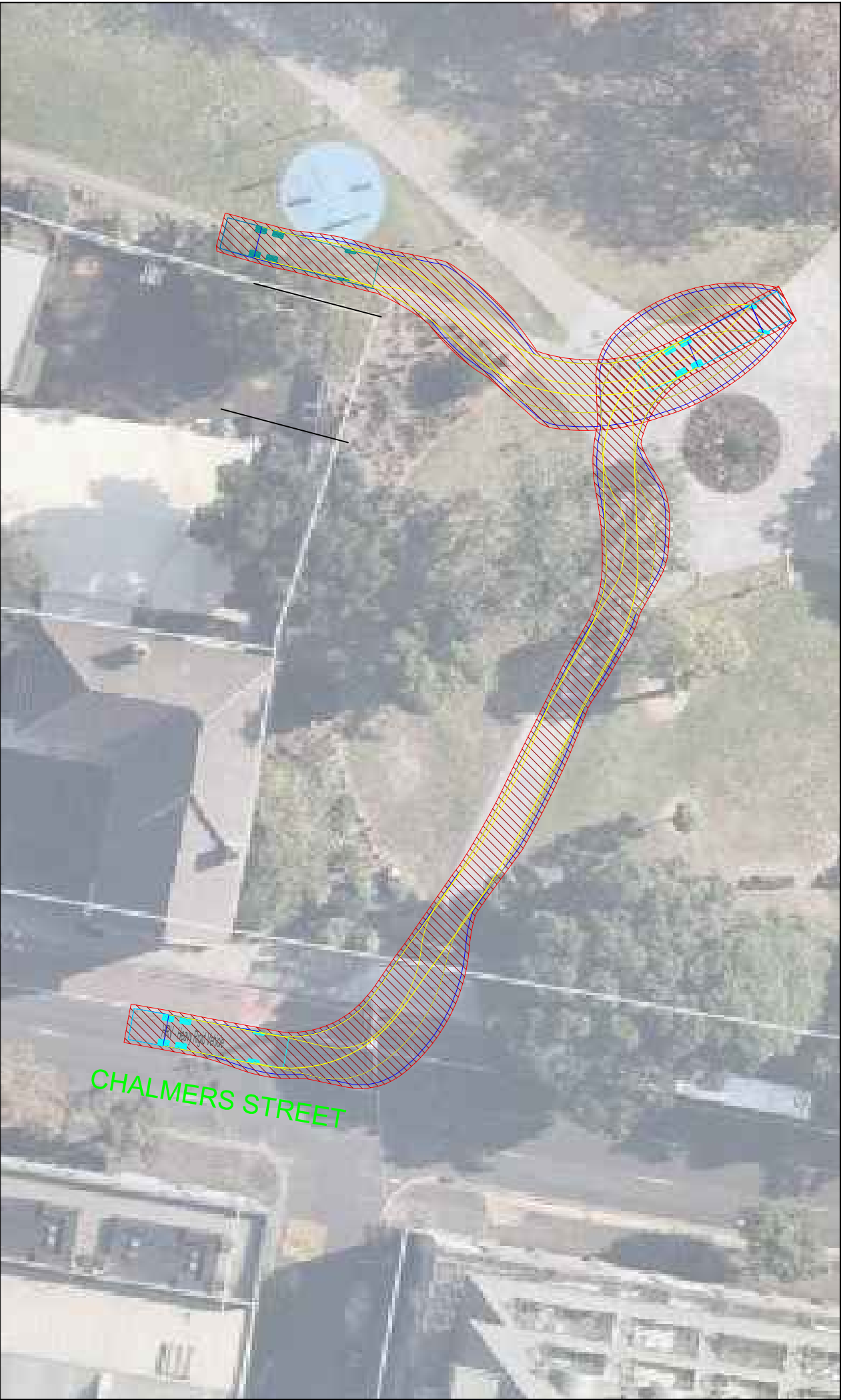
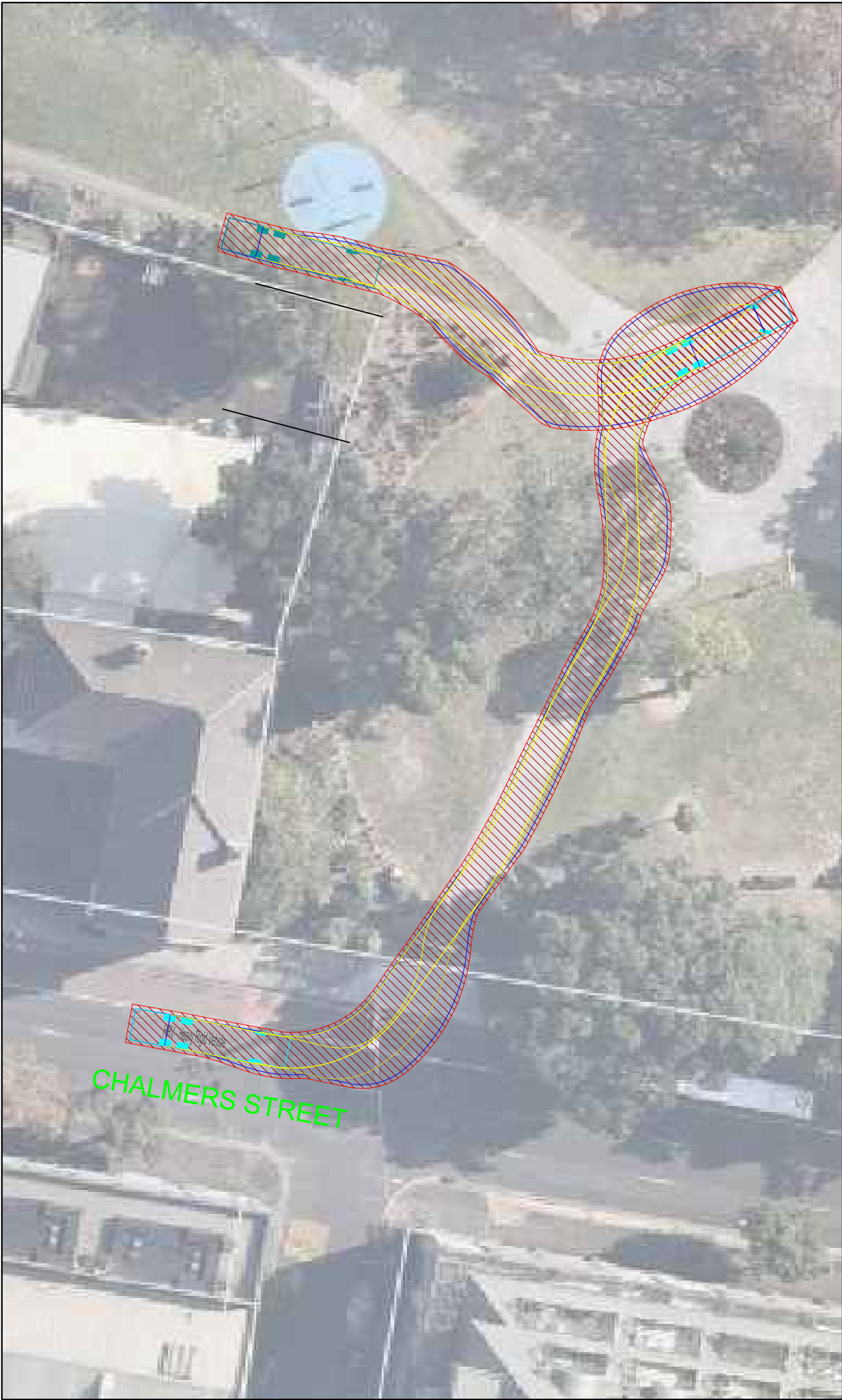
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project no.

drawing phase.

drawing no.

rev



Notes

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no. revision note

A MRV Swept Paths

B HRV Swept Paths

by. date

HD 27-09-2018

HD 03-07-2020

Swept Path Legend:

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

architect

client

Ford Civil Pty Ltd

scale

1:400 @ A3

0m

4

8

12

16

project

Inner Sydney High School
244 Cleveland Street, Surry Hills

drawing prepared by

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drawing title

Access Arrangement 2
Chalmers Street Entry and Exit
12.5m long HRV

drawn: HD

checked: VD

date: 17-07-2018

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B

project no.

drawing phase.

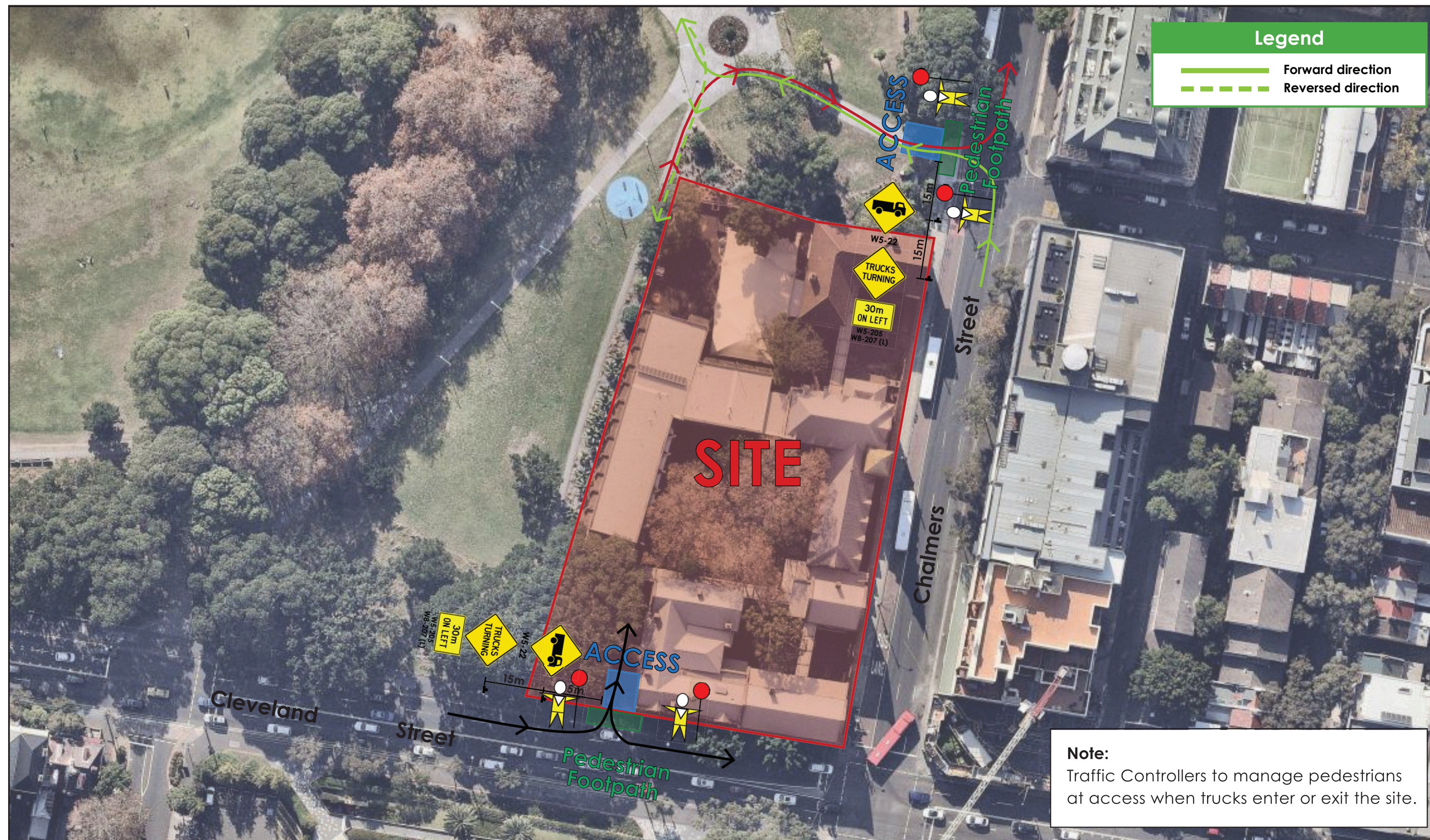
drawing no.


rev



Appendix F

Traffic Control Plans



TCP 2 : Bulk Excavation Stage - Access 2		Date:	24.06.2020	TRAFFIC & TRANSPORT PLANNERS Suite 2.08 50 Holt Street Surry Hills NSW 2010 (02) 8324 8700 info@traffix.com.au	
Project:	Inner Sydney High School Surry Hills	Prepare Work Zone TMP	0031360631		
Project Number:	18.369	Approved By:	Vince Doan		
Client:	Ford Civil	Signature:	