Construction & Traffic Management Plan

80 – 88 Regent Street
Redfern

Prepared by

Iglu Pty

Limited

Document Version: **Final**
Document Date: **31 August 2018**

Version Control

Version No.	Document Status	Submission Date	Prepared By	Reviewed By	Review/ Approve Date	Signed
V1	Draft		TWF		27/08/2018	
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Distribution

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Appendix A: Site Plan – Drawing No. 1241AA[00] dated 14/09/15

Appendix B: Site plan – Construction Management Plan – A03.105[A] dated 23/08/18 markup

Appendix C: Construction Pedestrian Traffic Management Plan prepared by Varga Traffic Planning dated 28/08/18

1. Background

Iglu No. 209 Pty Limited (**Iglu**) has prepared a Development Application for the redevelopment of 80-88 Regent Street, Redfern.

The Department of Planning & Environment (**DPE**), as part of the Development Application, has requested that the applicant submit a preliminary construction & traffic management plan for the project.

2. Purpose of This Report

The purpose of this preliminary construction & traffic management report is to provide a description of how the project will be set up and established during the construction phase of the project at 80-88 Regent Street, Redfern. The report will consider matters including street access, hoardings to street frontages, cranage, scaffolding and materials handling issues.

This report is a preliminary plan and the final construction & traffic management plan will be prepared and submitted for approval as part of the Construction Certificate when Iglu's Building Contractor is appointed for the Construction Works.

Demolition of the existing 5 terrace buildings will be completed prior to a Building Contractor being appointed for the Construction Works.

3. The Site

The site is located at 80-88 Regent Street, Redfern at the southern periphery of the Sydney CBD, within the City of Sydney Local Government Area (**LGA**). The site is situated on the western side of Regent Street at the corner of Regent Street and Marian Street. The site is located approximately 160m to the south-east of Redfern Railway Station.

The site is currently occupied by a row of 5 vacant two-story attached terrace buildings that previously housed retail shops with shop-top housing and commercial premises.

The site is legally described as Lot A, B, C, D and E in DP 105824 with the five lots totalling a site area of 838m^2.

The site has 3 road frontages including Regent Street (26.6m frontage) to the east, Marian Street (31.7m frontage) to the south and William Lane to the west.

The Site has a cross fall of approximately 2.7m from the NE corner adjacent 78 Regent St down to the SW corner at the rear in William Lane.

A copy of the Site Plan is attached as Appendix A.

4. Demolition Works

The demolition of the existing buildings will be undertaken prior to the Construction Works.

5. Construction Works

General

The Site Plan – Construction Management Plan has been marked up to show the proposed locations of the:-

- B-Class hoardings to Regent St and Marian St;
- Gantry hoarding to William Lane;
- Double material gate access points off Marian St and William Lane;
- Single pedestrian gate off Regent St;
- Construction / works zone on Marian St;
- Proposed crane & hoist locations.

A copy of the Site Plan – Construction Management Plan – A03.105[A] dated 23/08/2018, is attached as Appendix B.

Building Hoarding and Gantry

As noted above the site will be secured as follows:-

- Regent St will be protected by a B-class hoarding along the full street frontage with a pedestrian entry gate located on Regent St;
- Marian St will be protected by a B-class hoarding along the full street frontage with double material handling gates located on Marian St;
- William Lane will be protected with a full-width gantry hoarding that will be used for site sheds. A double material handling gate will also be located on William Lane
- The existing precast walls on the Iglu Student Accommodation Building (**Iglu Redfern I**) to the north will provide security along this boundary.

Scaffold

The final design of the external wall system is yet to be determined but if a window wall system is adopted then the tower will require scaffolding. The tower is set back from all boundaries by 3m or more on all elevations. The scaffold will sit on the level 1 slab that covers the full site.

Scaffold will be required at the lower two levels and that scaffold will extend up off the B-class & gantry hoardings.

Construction Zones

City of Sydney Council (**CoS**) was contacted in relation to the proposed construction zone on Regent St. CoS advised that Regent Street in this location is controlled by the Roads and Maritime Services (**RMS**)**.** Varga Traffic (**VT**) has further investigated this matter and has confirmed this section of road is controlled by RMS.

VT has assessed the location and advised that:-

- the kerbside parking is in an indented bay – not a through traffic lane from the lights on the intersection of Regent and Redfern Streets;
- the road is not subject to 'Clearway' restrictions;
- an application to RMS for a Construction / Works Zone will be required and approval should not present any issues.

On the basis of the above we are proposing a Construction / Works Zone for the full length of the site frontage on Marian St.

Site Entry and Exit

A pedestrian entry point will be established on Regent Street. This will be the main control point to monitor all personnel entry to and exit from the site during the Construction Works.

The Marian Street entry will be double gates located in the B-class hoarding allowing access to the site. This will be the main access point for materials delivery to the site.

The William Lane entry will be double gates in the gantry hoarding allowing a second material access point.

Unloading, materials Laydown and Storage Areas

Unloading of large trucks and semi-trailers will occur on Marian Street from within the Construction / Works Zone. Generally material delivered to site on the larger trucks and semi-trailers will be lifted by the crane and placed on site where the goods are required.

Unloading of smaller tucks and delivery vans will occur at the rear of the site off William Lane with the smaller vehicles being able to access the site and be parked on site.

Once the structure is into the tower phase there will be material laydown and storage areas on the podium perimeter zones and the roof of the two-level building at the rear on William Lane once that portion of the structure is built.

Traffic Control

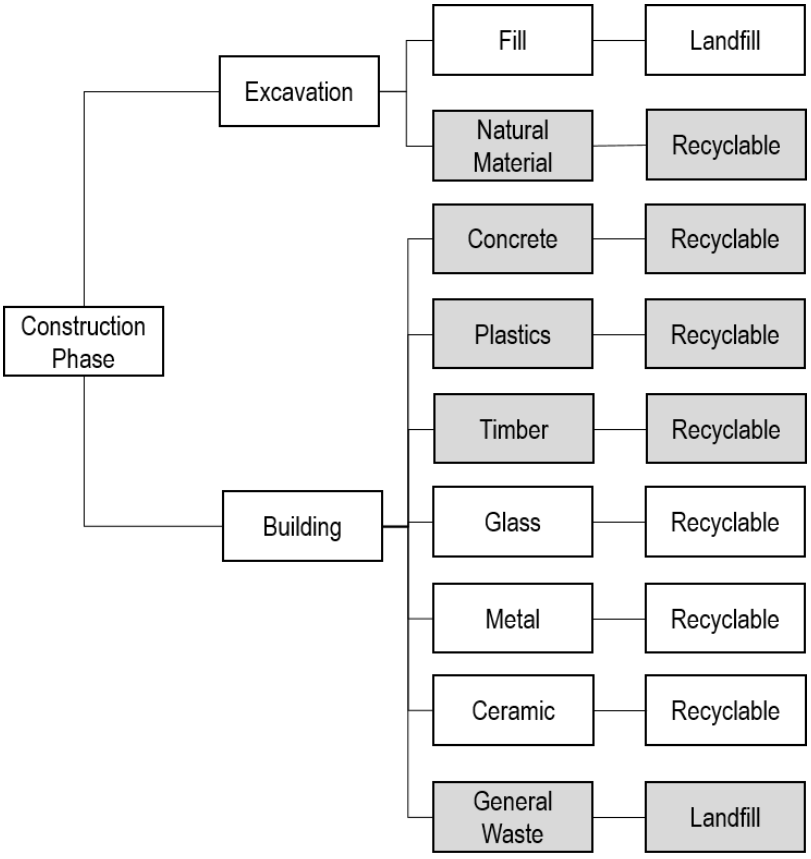
Licensed traffic control will be contracted to provide traffic control as required, with careful planning to ensure no pooling of vehicles.

Site Crane

The site crane is proposed to be located at the rear of the site outside the line of the main tower. The crane will require a boom length of approximately 30m.

6. Construction Waste

A reasonable volume and variety of waste is expected to be generated during construction. Figure 1 shows the major waste streams expected (high volume indicated by shading) and anticipated disposal/recycle outcome. The objective is that a minimum of 85% of used and unused construction materials will be salvaged and recycled.



The following construction waste management measures will be taken:

- Waste streams will be separated as much as possible onsite to ensure efficient sorting and handling with clearly marked waste skips and bins provided for the various types of waste materials.
- Where materials become mixed on-site, evidence will be required that the waste contractor will separate the materials once they are removed to an off-site location.
- Waste collection during construction will be easier due to the reduced material volume and the sequencing of trades. Major recyclables to be recovered in construction are likely to consist of discarded and surplus volumes of materials such as glass, piping, timber, steel, plasterboard and construction packaging.
- Waste unable to be reused or recycled will be safely removed and transferred to licensed landfills. Documentation of materials disposed, landfill receipts, contracts, etc. will be retained and filed to meet data collection requirements.
- Contractors will be held strictly accountable for compliance with the above measures and procedures.

Appendix A

A1 Plan Form

BOUNDARY SURVEY NOTES

1. THE BOUNDARIES SHOWN ON THIS PLAN ARE TITLE BOUNDARIES THAT HAVE BEEN SURVEYED FOR IDENTIFICATION PURPOSES ONLY.
2. THE BOUNDARIES SHOULD BE CONFIRMED BY THE PREPARATION AND LODGMENT OF A PLAN OF SURVEY AT THE LAND TITLES OFFICE.
3. IT IS OUR OPINION THAT THE PROPERTY STANDS IN RELATION TO THE BOUNDARIES AS SHOWN ON THE SKETCH.
4. IF WORKS ARE PROPOSED TO BE CONSTRUCTED ON OR NEAR THE BOUNDARIES THEN A SURVEY TO MARK THE BOUNDARIES SHOULD BE CARRIED OUT.

DETAIL SURVEY NOTES

1. LEVELS ON AUSTRALIAN HEIGHT DATUM (AHD). ORIGIN OF LEVELS PM 53328 RL 28.866.
2. ONLY SERVICES CLEARLY VISIBLE AT THE TIME OF THE SURVEY HAVE BEEN SHOWN. NO SERVICES SEARCH HAS BEEN CARRIED OUT.

LEGEND

BM DENOTES BENCH MARK
D1 DENOTES DOOR No 1
FFL DENOTES FINISHED FLOOR LEVEL
HYD DENOTES HYDRANT
IK DENOTES LEVEL ON INVERT OF KERB
IL DENOTES LEVEL ON INVERT OF PIPE
LK DENOTES LEVEL ON LIP OF GUTTER
RI DENOTES LEVEL ON RIDGE OR ROOF
SMH DENOTES SEWER MANHOLE
TF DENOTES LEVEL ON TOP OF FENCE
TipG DENOTES LEVEL ON TIP OF GUTTER
TK DENOTES LEVEL ON TOP OF KERB
TW DENOTES LEVEL ON TOP OF WALL
UPIT DENOTES UNIDENTIFIED PIT
W1 DENOTES WINDOW No 1

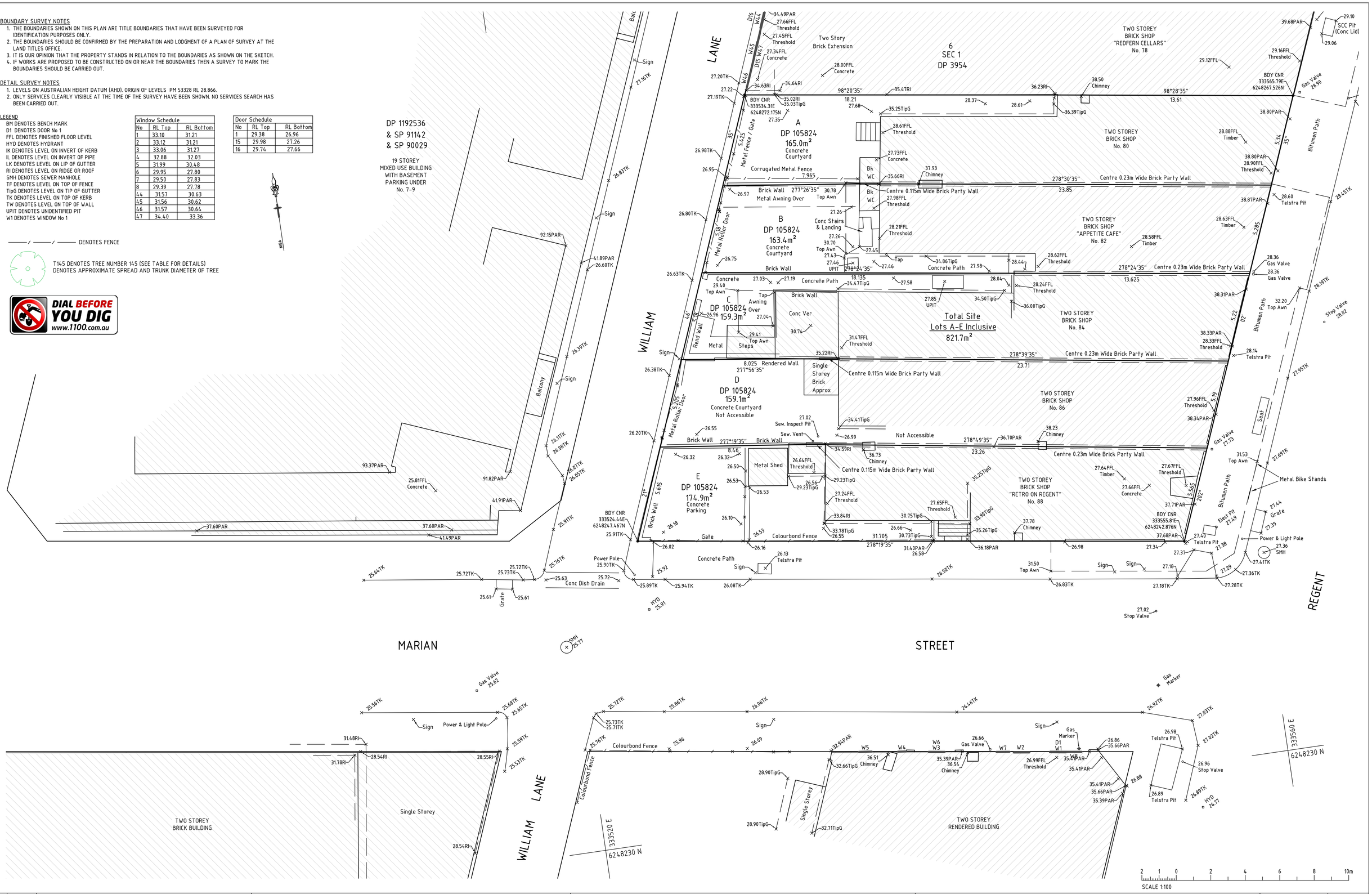
Window Schedule		
No	RL Top	RL Bottom
1	33.10	31.21
2	33.12	31.21
3	33.06	31.27
4	32.88	32.03
5	31.99	30.48
6	29.95	27.80
7	29.50	27.83
8	29.39	27.78
44	31.57	30.63
45	31.56	30.62
46	31.57	30.64
47	34.40	33.36

Door Schedule		
No	RL Top	RL Bottom
1	29.38	26.96
15	29.98	27.26
16	29.74	27.66

DENOTES FENCE

T145 DENOTES TREE NUMBER 145 (SEE TABLE FOR DETAILS)
DENOTES APPROXIMATE SPREAD AND TRUNK DIAMETER OF TREE

DIAL BEFORE YOU DIG
www.1100.com.au



REV	DATE	DESCRIPTION
00	14/9/15	ORIGINAL ISSUE

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Miranda NSW 1490
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f: 02 9531 0068

Project
No 80-88 Regent Street, Redfern
Being Lots A-E in DP 105824

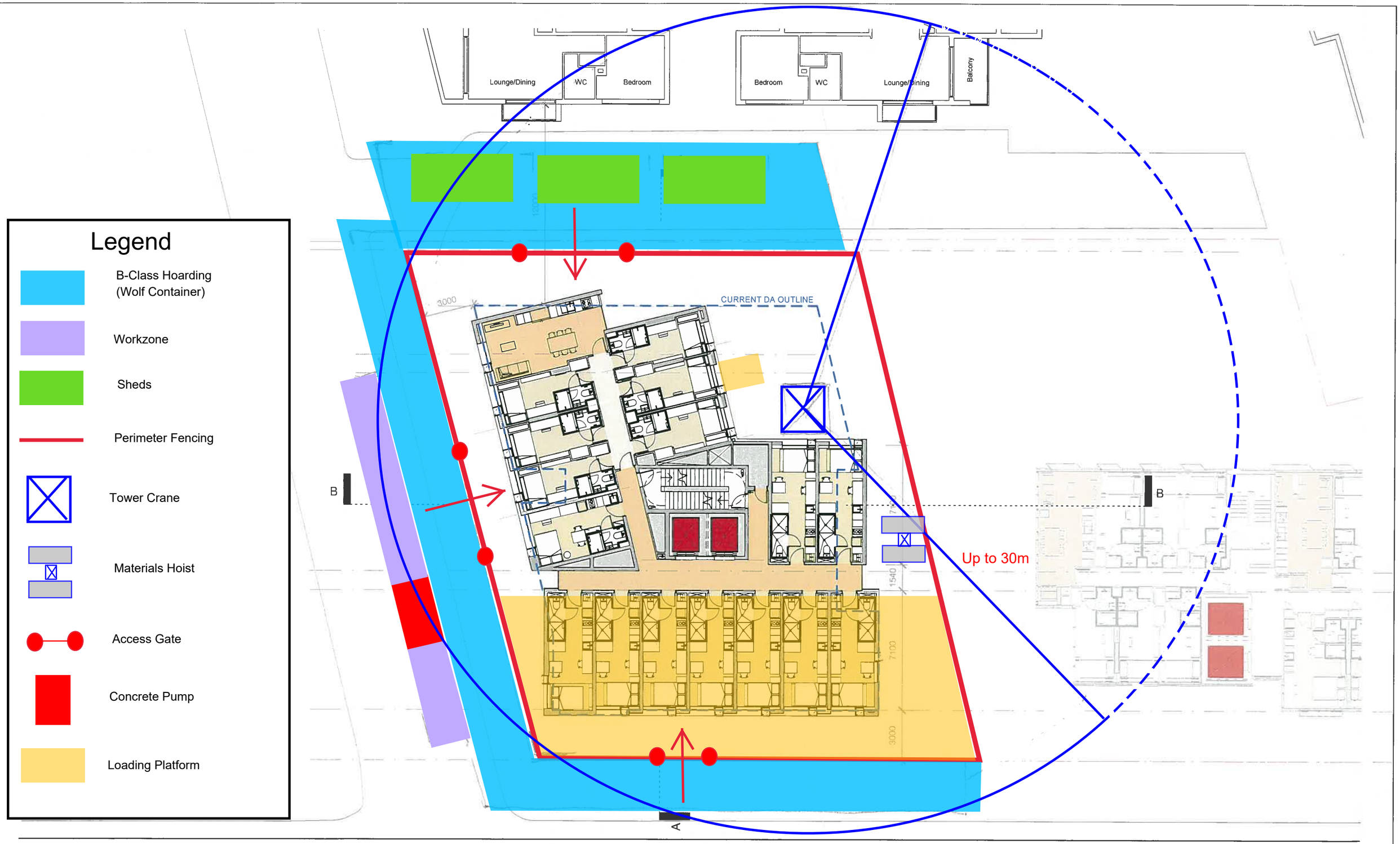
Client
James Milligan

Title
Detail Survey

© Information contained within this drawing is copyright of Mitchell Land Surveyors Pty Ltd.

Drawing No.	Revision
1241AA	00
Date: 14 SEPT 2015	Drawn: SJM
Sheets: 1 of 5	Scale: 1:100

Appendix B



Iglu Regent St

Floorplate Level 03, 07, 12, 13

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

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Revision	Date	Description	Initial	Checked
A	20.08.2018	Development Application		

Scale	1 : 200 @ A3		
Drawn	JC	Checked	MH
Project no.	s12174	Status	Development Application
Plot Date	23/08/2018 4:07:45 PM		
Drawing no.	A03.105	Revision	A

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Appendix C

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants
ACN 071 762 537 ABN 88 071 762 537

28 August 2018
Ref 18347

The General Manager
City of Sydney Council
G.P.O. Box 1591
SYDNEY NSW 2000

E: council@cityofsydney.nsw.gov.au

Dear Sir/Madam

SSD7080
PROPOSED STUDENT ACCOMMODATION DEVELOPMENT
80-88 REGENT STREET, REDFERN
CONSTRUCTION PEDESTRIAN TRAFFIC MANAGEMENT PLAN

Introduction

This Construction Pedestrian & Traffic Management Plan has been prepared on behalf of The Applicant, *IGLU No. 209 Pty Ltd*, to review the traffic, parking and pedestrian arrangements to be implemented during the main construction works associated with the construction of the abovementioned student accommodation development, as required by DA consent condition No. C6 for DA SSD7080.

All correspondence on this matter must be addressed to The Applicant's representative:

Mr Timothy Farrell
IGLU Pty Ltd
Level 4, 68 York Street
SYDNEY NSW 2000
M: 0411 756 821
E: tfarrell@iglu.com.au

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction Traffic & Pedestrian Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

A Demolition Construction Pedestrian Traffic Management Plan (dated 1 August 2018) has previously been submitted is currently under review by the authorities for the demolition and site establishment works associated with the construction of a new mixed use student accommodation development.

Site

The subject site is located on the north-western corner of the Regent Street and Marian Street intersection, extending through to William Lane (Figures 1 and 2). The site has street frontages approximately 31m in length to Marian Street and approximately 30m in length to both Regent Street and William Lane. The site occupies an area of approximately 822m^2.

The site was previously occupied by five shop-top housing buildings fronting Regent Street with at-grade off-street parking areas for each respective properties which has since been demolished as part of the site's redevelopment. Vehicular access to the site is provided at the rear via William Lane and also Marian Street.

Regent Street is a one-way (southbound) road with a pavement width of approximately 12m wide, configured with three traffic lanes directly outside the site frontage. An additional kerbside parking lane is provided along the western side of Regent Street along the site frontage, whilst an indented bus bay is provided directly opposite the site.

Marian Street has a pavement width of approximately 7.8m wide and is restricted to one-way westbound traffic flow only. No Stopping restrictions apply along the southern side of Marian Street, whilst time-restricted 1 Hour kerbside parking restrictions apply along the northern side of Marian Street, directly outside the site.

William Lane is a dead-end service lane with a pavement width of approximately 5.5m wide which provides rear vehicular access to properties fronting Regent Street and Gibbons Street. No Stopping/No Parking restrictions apply along both sides of William Lane at all times, including along the site frontage.

Proposed Development

The proposed development involves the construction of a new multi-storey mixed use building, comprising commercial space on the lower levels and residential student accommodation on the levels above.

Construction Schedule

The main works component of the project is expected to be undertaken over a duration of approximately 15 months. Building construction hours are restricted to between 7:30am to 5:30pm Monday to Friday and 7:30am to 3:30pm on Saturday as per DA consent condition No. D1. No work is to be carried out on Sundays or Public Holidays.

Concrete Pour & Construction Stage

As the future building will be built-to-boundary it will be impossible to provide an on-site unloading area for materials. As such, construction material deliveries, including concrete pumping, will be unloaded from within the kerbside lane along the Marian Street site frontage as illustrated on the TCP and the Works Zone plan. Materials will typically arrive on medium and large rigid trucks up 12.5m in length.

It should be noted that the use of dog trailers and/or articulated vehicles [AVs] requires approval from the City's Construction Regulation Unit.

It should also be noted that any alterations to the public road, including temporary driveways, must be referred to and agreed by Council's Local Pedestrian, Cycling and Traffic Calming Committee prior to any work commencing on site.

RMS-accredited traffic controllers will be located at the construction access driveway in Marian Street to assist with truck manoeuvring, local traffic and pedestrian safety.

The site manager will ensure that multiple deliveries do not arrive at the same time, unless they can all be accommodate within the proposed Works Zone. No queuing or marshalling of trucks is permitted on any public road.

All materials are to be stored on site. The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances, as required by DA consent condition No.D16. Non-compliance with this requirement will result in the issue of a notice by Council to stop all work on site.

Proposed Works Zone

As noted above, the proposed building has no setback area and the building is to occupy the entire site therefore it is impossible for on-site loading/unloading. A plan has therefore been prepared which illustrates a 22m long Works Zone along the Marian Street site frontage.

The Works Zone will be long enough to accommodate two trucks simultaneously such as a concrete pump and concrete truck. The Works Zone parking restrictions are to apply during construction hours only which are specified above and are provided specifically for the set down and pick up of materials, not for the parking of private vehicles associated with the site.

It should be noted that Works Zones are subject to separate approval from Council's Local Pedestrian, Cycling and Traffic Calming Committee.

Hoarding & Site Amenities

B-Class overhead hoarding will be installed above the footpath area along the Marian Street site frontage, allowing the footpath area to remain open to pedestrians. As there will not be any loading/unloading along the Regent Street and William Lane site frontages, A-Class hoarding with scaffolding and mesh cover will be installed along those two site frontages.

Amenities and site sheds will initially be placed within the site until the B-Class hoarding is installed. Scaffolding will also be used to facilitate works to the external face of the building as well as preventing tools/materials falling to the ground.

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents and businesses will be updated as deemed necessary and be provided with a phone number to contact the site manager.

Furthermore, the site manager must liaise with the site managers of any nearby construction sites to ensure that appropriate measures are in place to prevent the combined impact of construction activities. A minimum seven (7) days notification should be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

Sediment Control

Prior to the commencement of work, suitable measures are to be implemented to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site, as per DA consent condition No.D13, and as illustrated on the attached plan.

All practicable measures must be taken, including the use of “truck scrubbers”, any mud or debris deposited on the road must be cleaned up immediately in a manner that does not pollute waters (i.e. by sweeping or vacuuming).

Construction Truck Routes

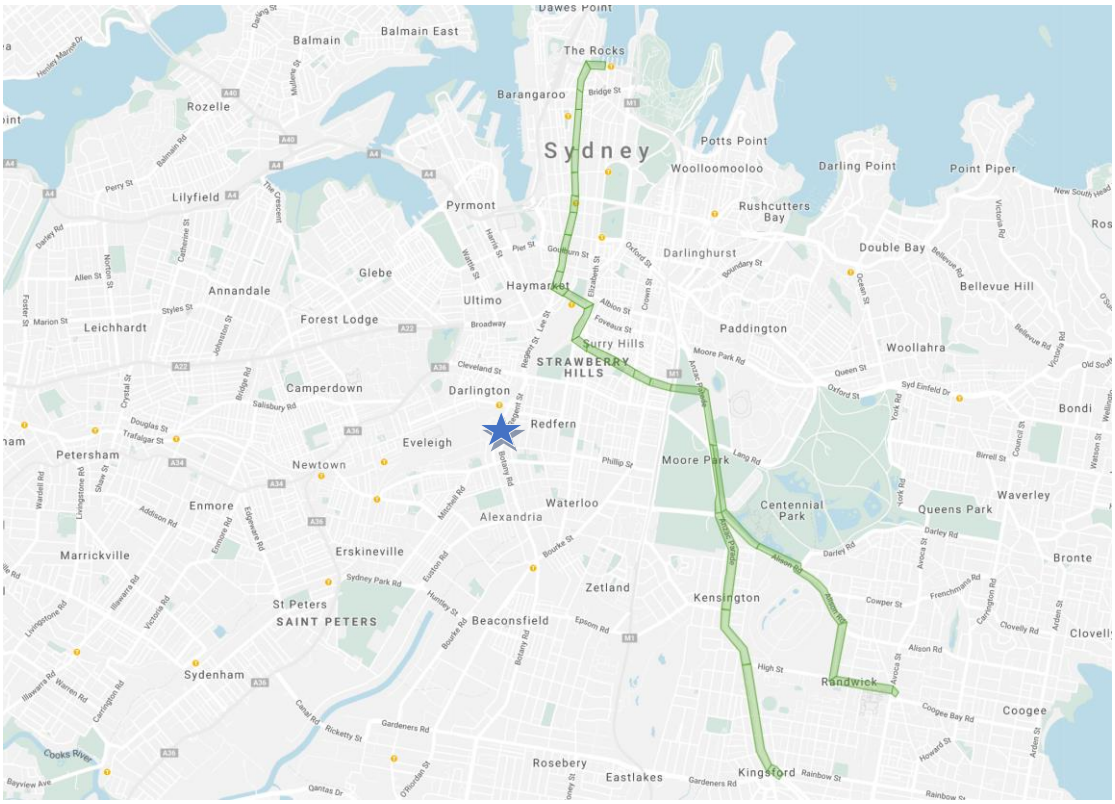
All heavy vehicles involved in the construction works are to approach the site from the north via Regent Street and depart the site back to the north via Gibbons Street, as indicated on Figure 3 and as detailed in Appendix A.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods.

Scheduled NSW State Infrastructure Strategy Upgrades

Works involved throughout the Sydney City Centre area include changes to road infrastructure to support the introduction of the light rail and changes to bus infrastructure upgrades. A map of the new light rail network as well as the location of the subject site is reproduced below.



Source: http://sydneylightrail.transport.nsw.gov.au/map

As such, the construction vehicle route has taken into consideration the road infrastructure works located within the Sydney City area, with the proposed route being the most direct to the major arterial network and causing the least impact on the surrounding roads.

Truck Movements

The proposed development is expected to generate the following truck movements during main construction works of the project:

1. Concrete Pours - Major pours would take approximately 6 hours to pour with 8 trucks per hour or 40 to 50 truck movements per day. Smaller pours would have a similar amount of truck movements per hour however the duration would be a lot shorter say 3 to 4 hours maximum.

2. General Deliveries - these would occur intermittently throughout the project with the major deliveries being reinforcing steel, plasterboard and bricks. The remainder would generally comprise smaller truck deliveries.

Traffic Control Plan

A Traffic Control has been prepared to facilitate the main construction works on the subject site when trucks are unloading from the Marian Street Works Zone. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic and cyclists of the presence of possible road works and traffic controllers ahead

- warning signs alerting pedestrians to watch their step as they walk along the Marian Street footpath

- B-Class Hoarding above the entire length of the footpath area along the Marian Street site frontage which will allow the footpath to remain open at all times and also to accommodate site sheds and amenities above

- westbound traffic flow should be maintained at all times on Marian Street

- trucks are to enter the kerbside loading/unloading area from the north along Regent Street and depart to the north onto Gibbons Street

- two traffic controllers situated outside the kerbside loading/unloading area in Marian Street who will encourage westbound drivers to slow down as they drive past an unloading truck and also monitor pedestrian activity.

It should be noted that the traffic controllers are <u>not</u> to control local traffic flow in Regent Street and/or Marian Street.

The Traffic Control Plan has been prepared generally in accordance with the former RTA's publication *Traffic Control at Works Sites (2010)* and the Standards Australia publication *AS1742.3: Traffic Control Devices for Work Sites on Road.*

It should be noted that a separate Application may be required to the Transport Management Centre for a *Road Occupancy Licence* (for any works that may affect traffic flows along Regent Street) when the precise time and dates of the proposed works are known.

Permits

All necessary permits such as hoarding, crane, roadway/footpath/nature strip occupation etc. will require separate approval from Council and/or the Transport Management Centre. Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover.

Tradesmen and Contractor Parking

IGLU provide a commitment that regular updates to contractors and subcontractors will be made to ensure that all vehicles associated with the development are not permitted to park on public roads. All site staff related with the construction works are to park in a designated off-street area or encouraged to use public transport. In this regard it is noted that Redfern Railway Station is located approximately 150m walking distance north-west of the site, which will minimise traffic and parking impacts as a consequence of the construction process.

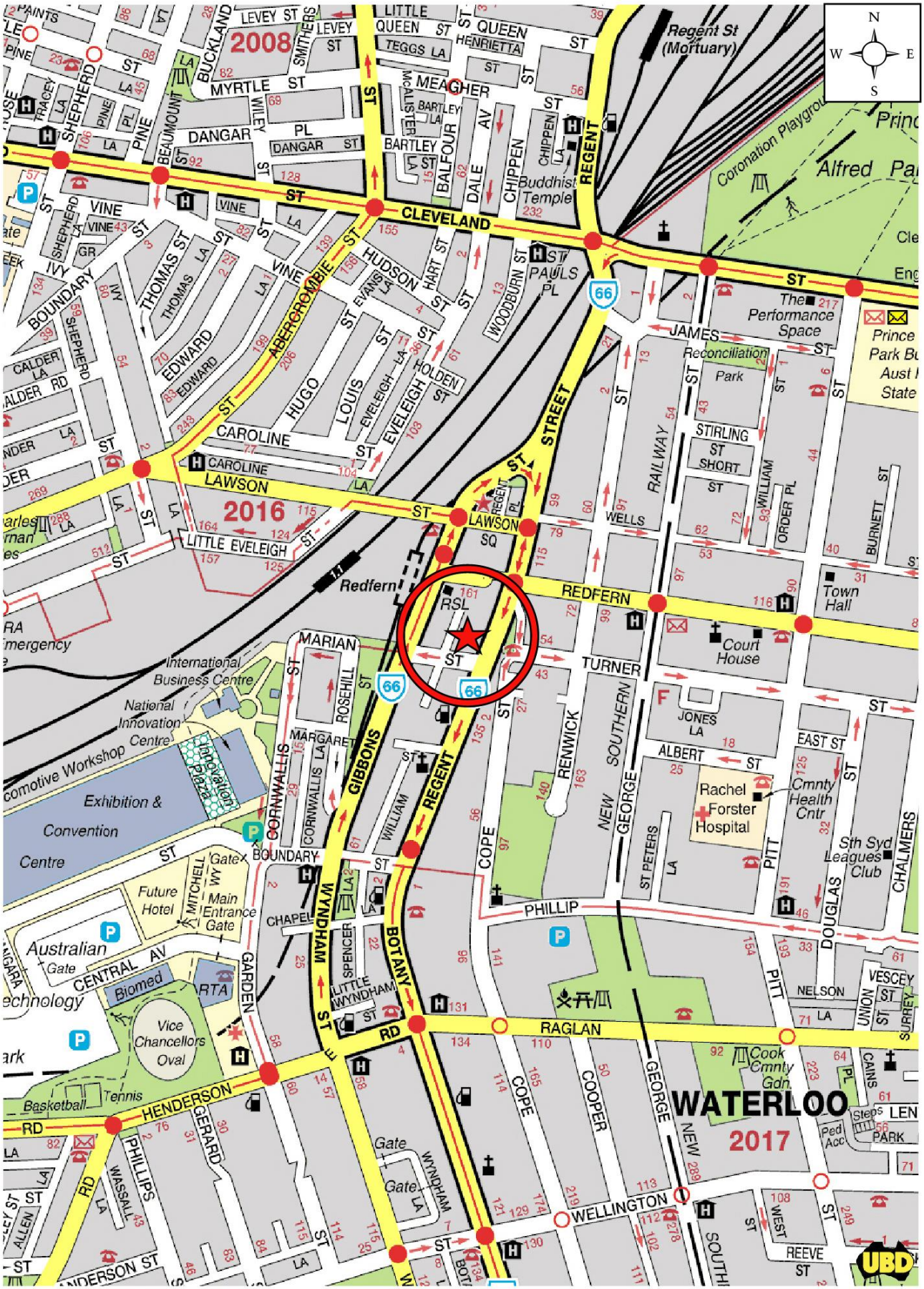
Site Inductions

The requirements of this Construction Pedestrian & Traffic Management Plan must be followed by the construction contractors, builders, owner and any subcontractors. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary.

I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely

Chris Palmer
Traffic Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd

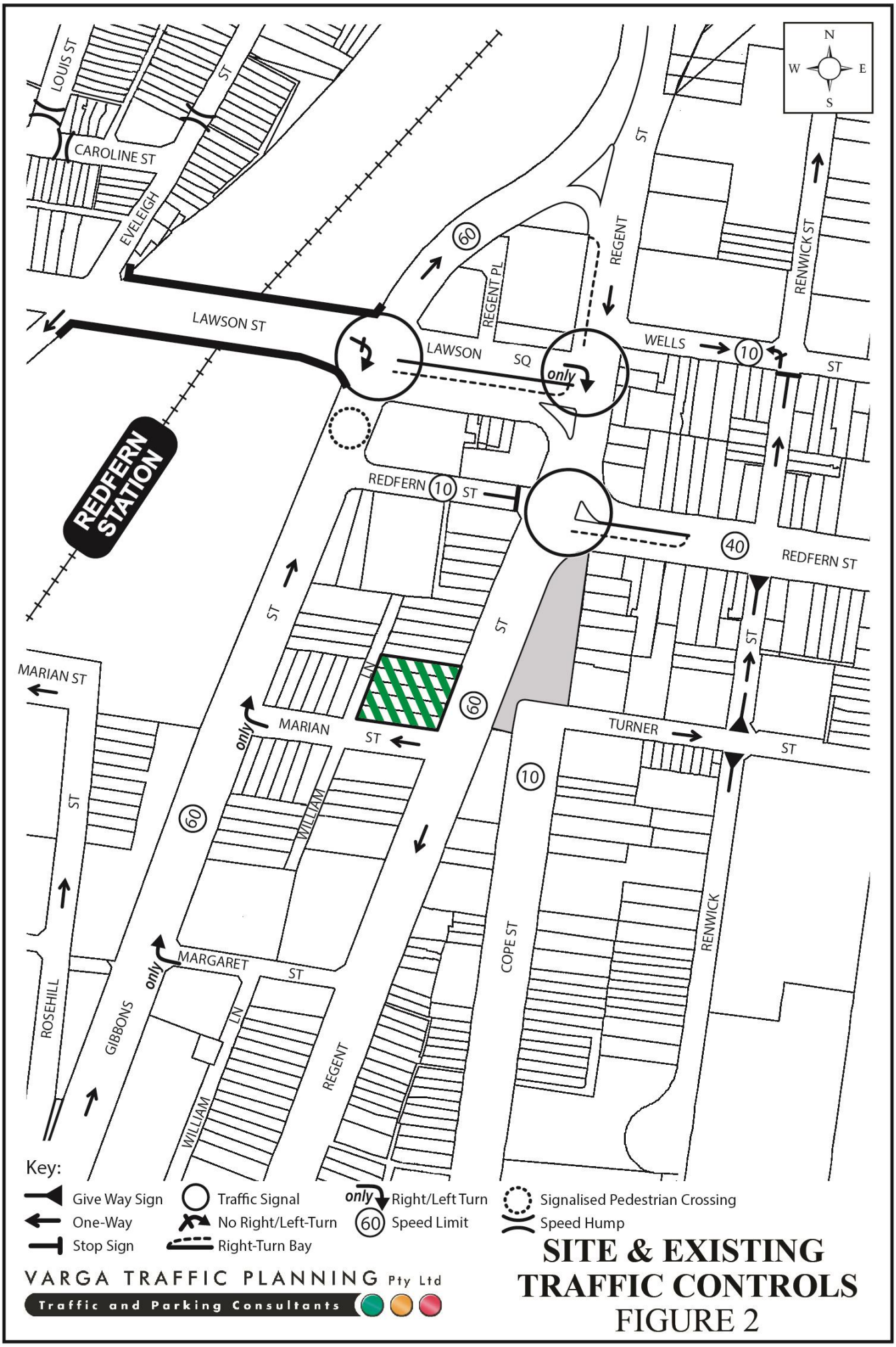


VARGA TRAFFIC PLANNING Pty Ltd

Traffic and Parking Consultants

LOCATION

FIGURE 1

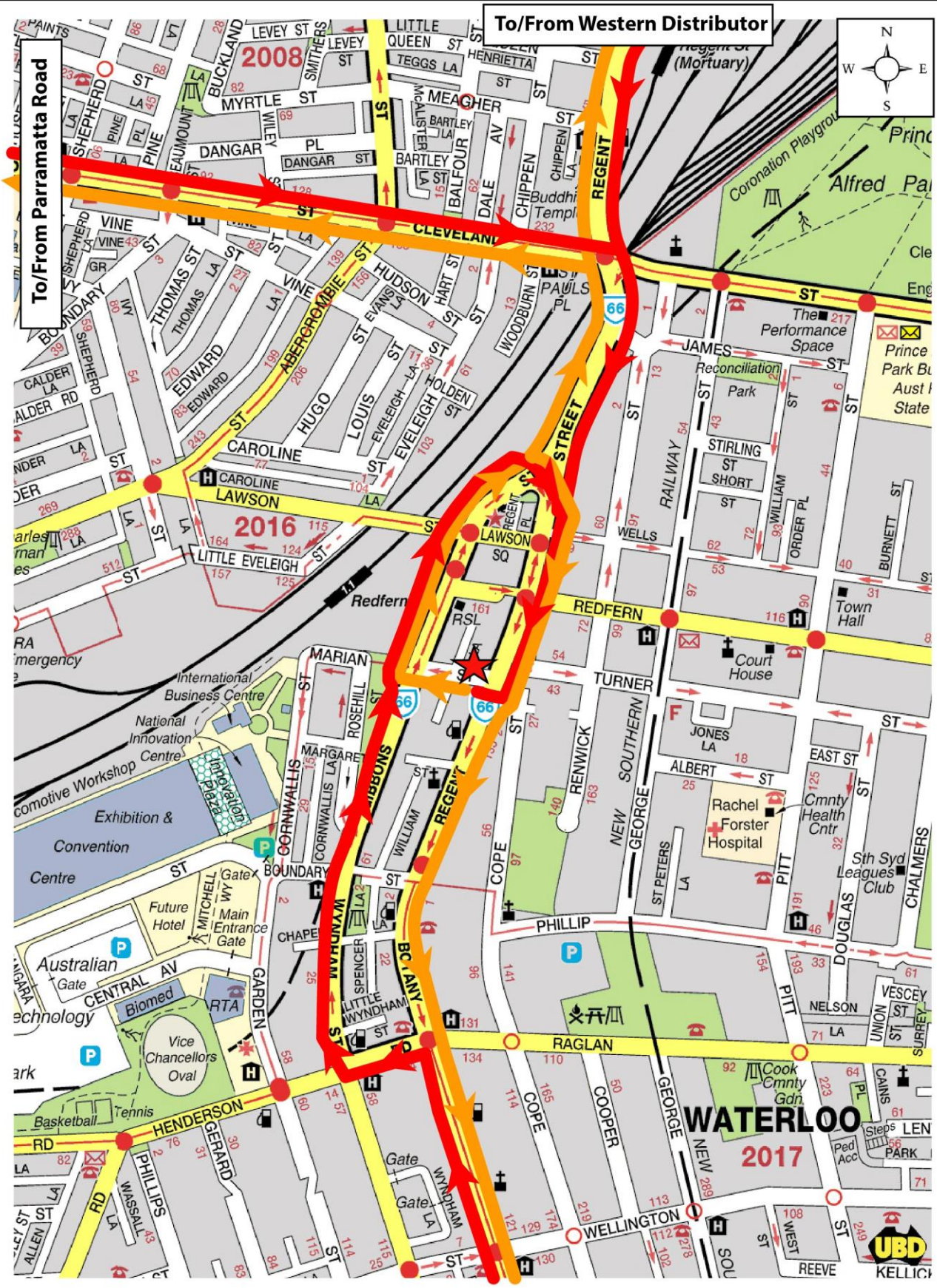


VARGA TRAFFIC PLANNING Pty Ltd

Traffic and Parking Consultants

SITE & EXISTING TRAFFIC CONTROLS

FIGURE 2



Approaching Traffic

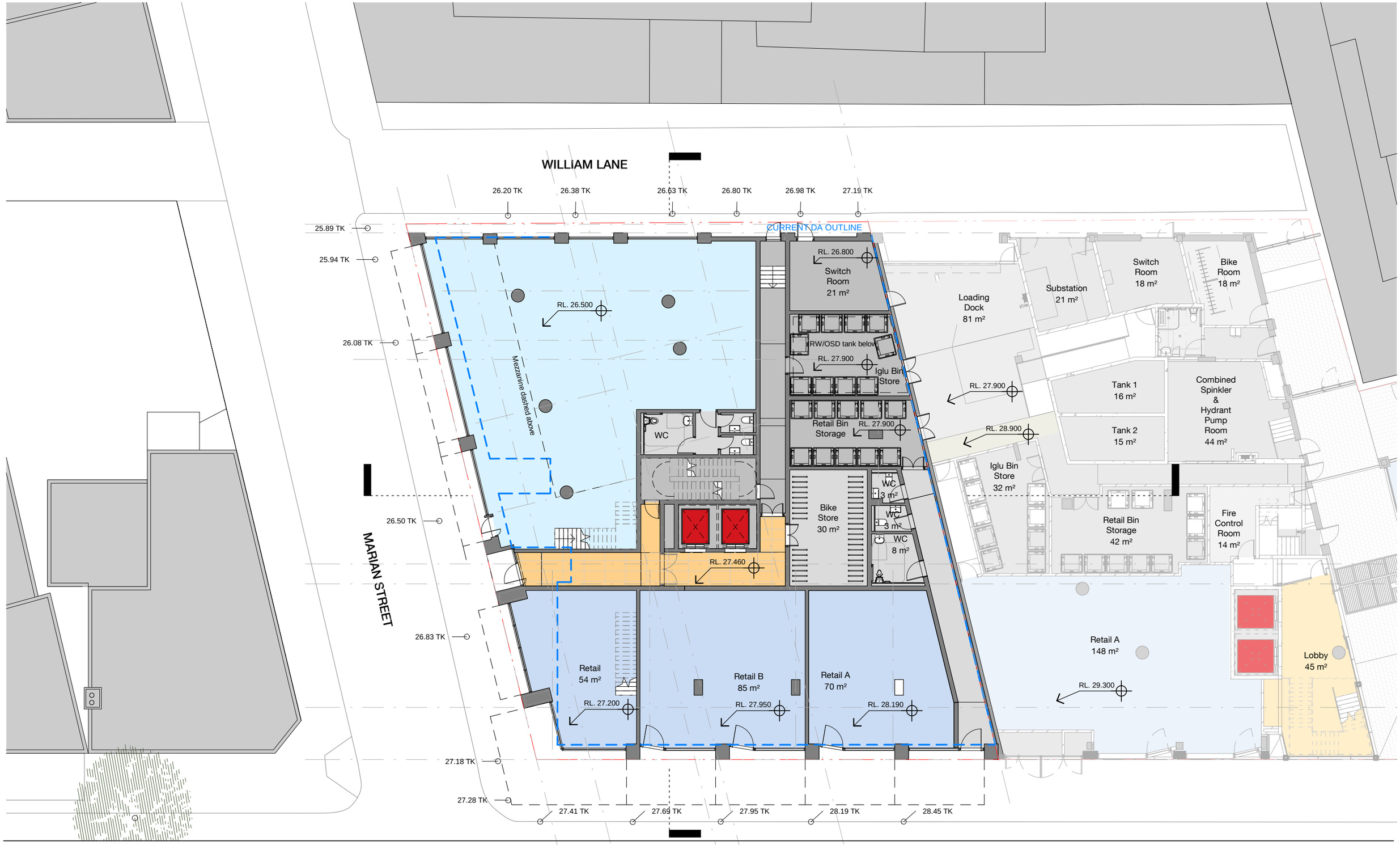
Departing Traffic

VARGA TRAFFIC PLANNING Pty Ltd

Traffic and Parking Consultants

HEAVY VEHICLE ROUTE MAP

FIGURE 3



Iglu Regent St

Ground Floor Plan

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

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Revision	Date	Description	Initial	Checked
A	Date 1	Development Application		

Scale	1 : 200 @ A3
Drawn	JC
Checked	MH
Project no.	s12174
Status	Development Application
Plot Date	10/08/2018 12:49:57 PM
Drawing no.	A03.101
Revision	A

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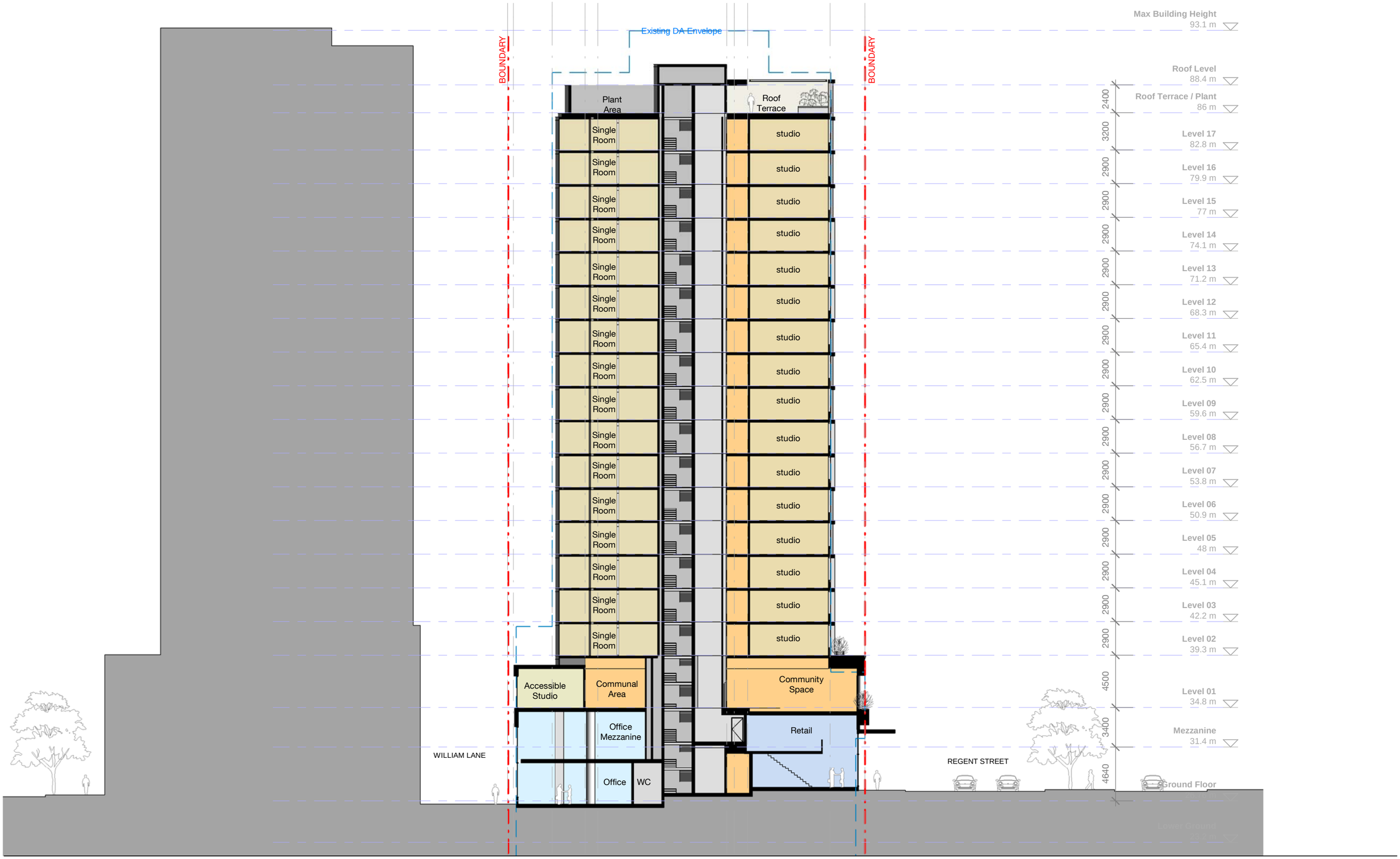

Iglu Regent St

Section A

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A	Date 1	Development Application		

Scale	1 : 300 @ A3
Drawn	JC
Checked	MH
Project no.	s12174
Status	Development Application
Plot Date	10/08/2018 12:31:11 PM
Drawing no.	A10.001
Revision	A

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Bates Smart Pty Ltd ABN 70 004 999 400

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Iglu Regent St

Section B

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

All drawings may not be reproduced or distributed without prior permission from the architect.

Revision	Date	Description	Initial	Checked
A	Date 1	Development Application		

Scale	1 : 300 @ A3		
Drawn	JC	Checked	MH
Project no.	s12174	Status	Development Application
Plot Date	10/08/2018 12:31:30 PM		
Drawing no.	A10.002	Revision	A

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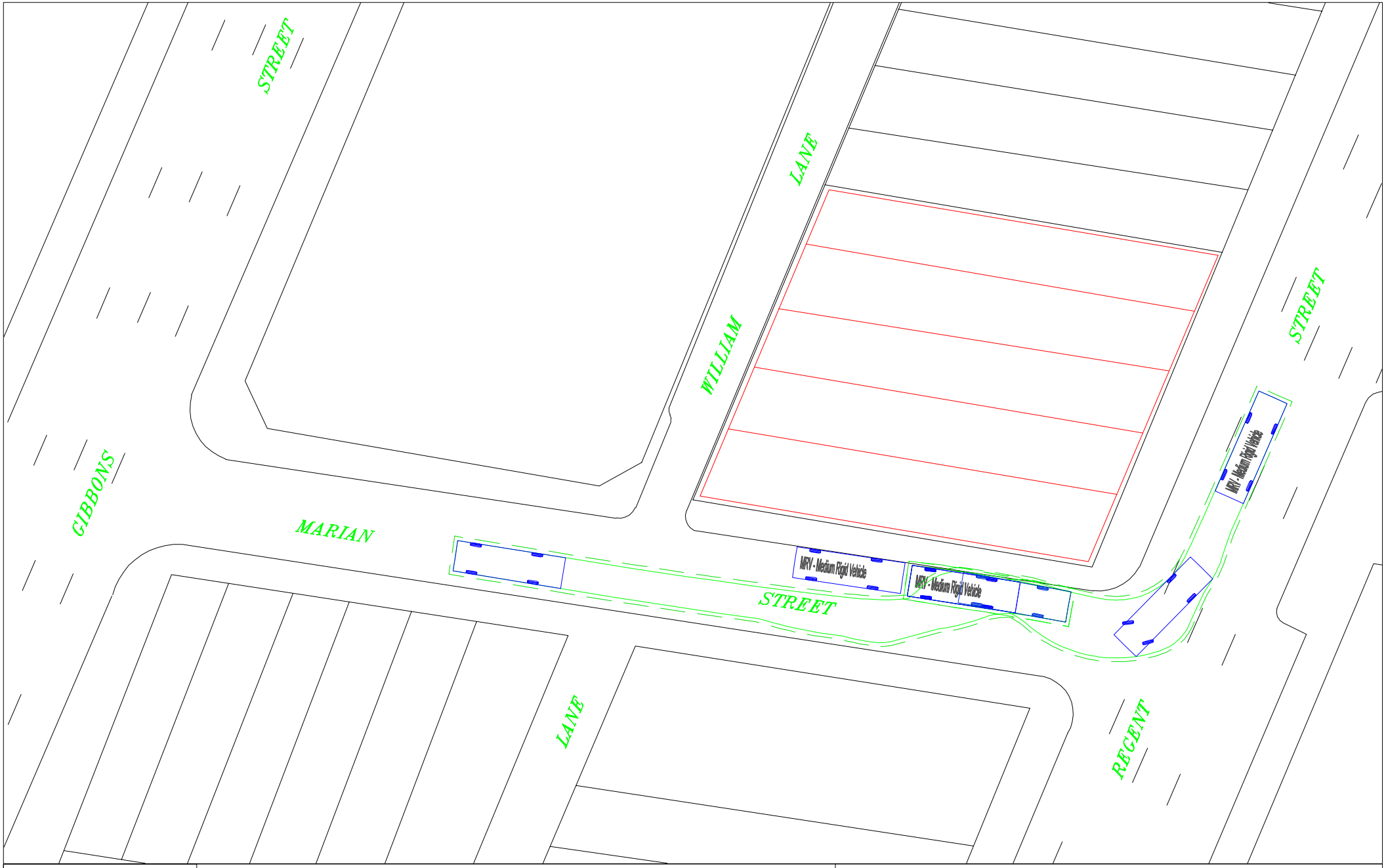

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PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
8.8M MRV TRUCKS TURNING PATH
Entering / Exiting Kerbside Loading & Unloading Area

1:400 @ A4

ADDRESS
80-88 Regent Street, Redfern

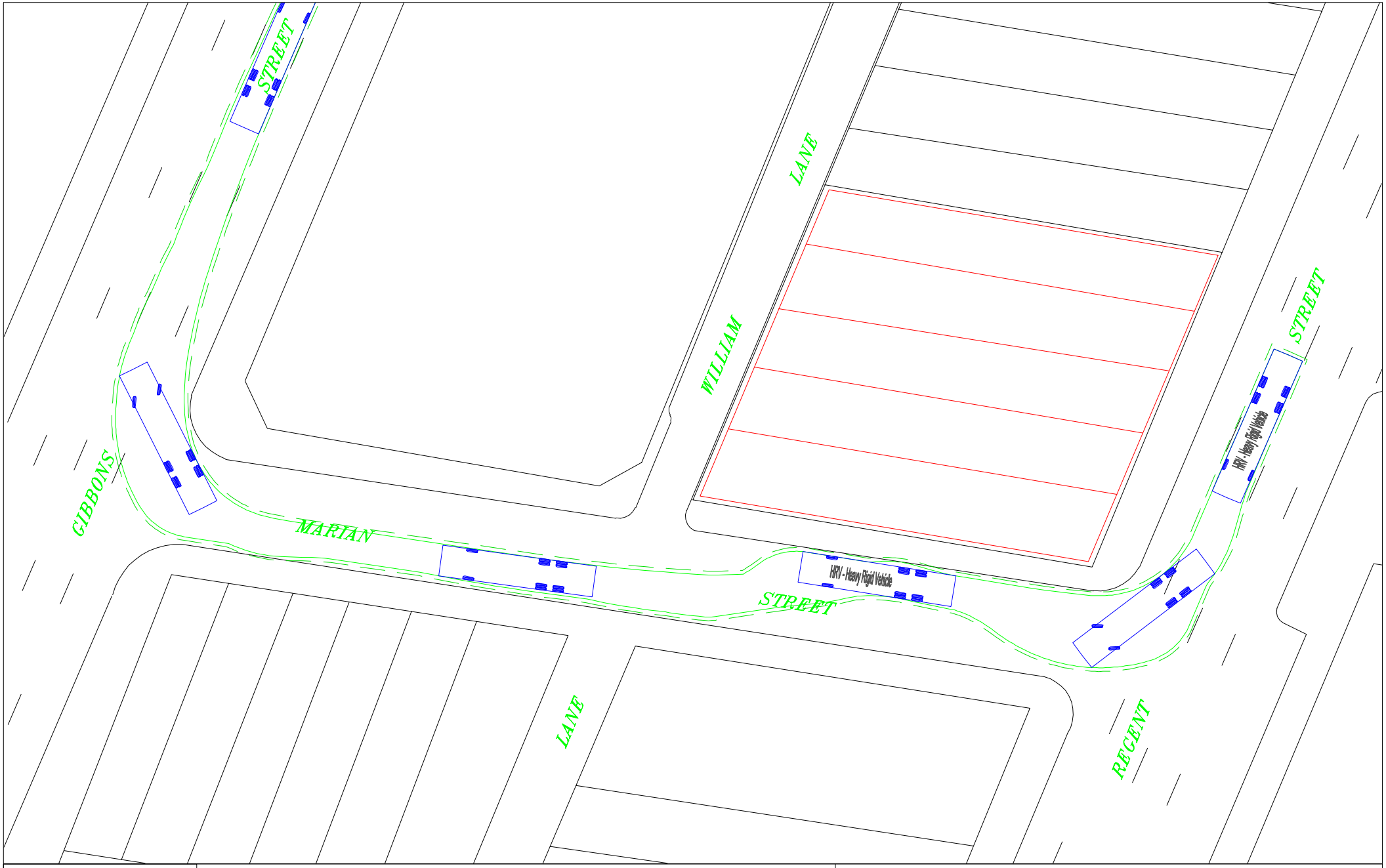
PROJECT NO.
18347

DATE DRAWN
2018-8-28

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
12.5M HRV TRUCKS TURNING PATH
Entering / Exiting Kerbside Loading & Unloading Area

1:400 @ A4

ADDRESS
80-88 Regent Street, Redfern

PROJECT NO.
18347

DATE DRAWN
2018-8-28

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

Notes: Check regularly that signs are in correct position and clearly visible to approaching traffic

Check regularly that signs have not been obscured by parked cars

Signs are to be covered or removed at the end of the working day

LEGEND

Traffic Controller

Single Sided Sign

GIBBONS STREET

LAWSON STREET

REGENT PLACE

LAWSON SQUARE

REGENT STREET

WELLS STREET

T1-5

60m

REDFERN STREET

(ONE-WAY)

NO ENTRY

BICYCLES EXCEPTED

PREPARE TO STOP

T1-18

REDFERN STREET

20m

No. 161

No. 56-58

No. 60

No. 62

T1-200

No. 68A

No. 7-9

A-Class Hoarding & Scaffolding with Mesh Cover

WILLIAM LANE

PEDESTRIANS WATCH YOUR STEP

T8-1

Site

No. 80-88

EXISTING POWER POLE

(ONE-WAY) MARIAN STREET

EX. V/C

TRUCK

TRUCK

Existing Vehicular Crossing to be Used for Construction Access

B-Class Overhead Hoarding Above Footpath

TRAFFIC CONTROL PLAN

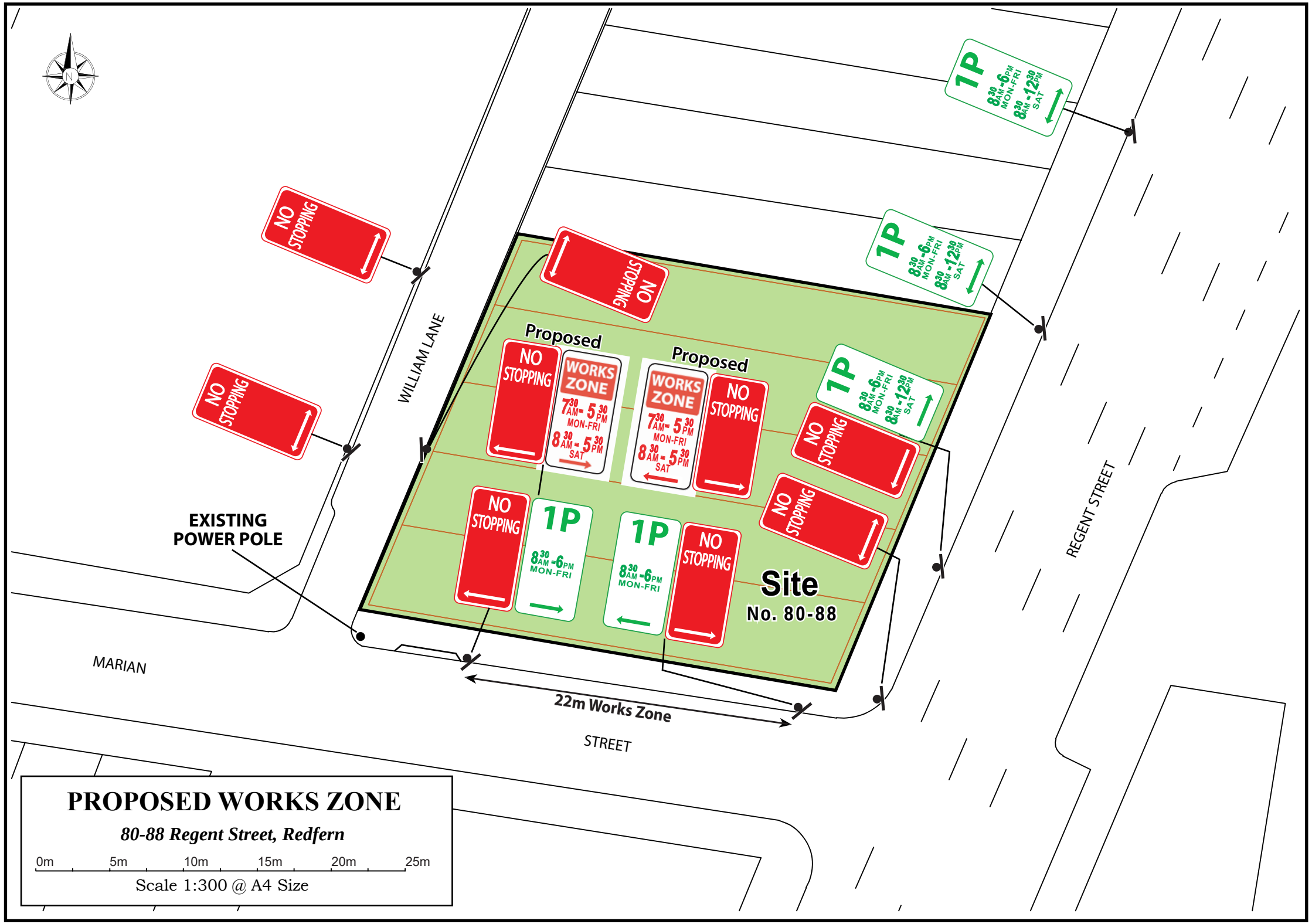
PROPOSED TRAFFIC ARRANGEMENTS DURING CONSTRUCTION & CONCRETE POUR

80-88 Regent Street, Redfern

0m 25m 50m

Scale 1:600 @ A3 Size

"Prepare A Works Zone Traffic Management Plan" No. 0051693984



PROPOSED WORKS ZONE

80-88 Regent Street, Redfern

APPENDIX A

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 construction works at 80-88 Regent Street, Redfern – SSD7080

1. **Arriving to the site from all directions** – All vehicles, including trucks, must approach the site from the north via the Western Distributor – Harris St – Regent St – Marian St, *or* from the west via Parramatta Rd – City Rd – Cleveland St – Regent St – Marian St, *or* from the south via Botany Rd – Henderson Rd – Wyndham St – Gibbons St – Regent St – Marian St. **Departing the site to all directions** – All vehicles, including trucks, must depart the site via Marian St – Gibbons St – Regent St and then either to the west onto Cleveland St back to Parramatta Road, *or* to the north via Cleveland St – Abercrombie St – Wattle St back to the Western Distributor, *or* to the south via Botany Rd.

2. All vehicles, including trucks, must only use the route detailed above. Roads with load limits, quiet residential streets and access/turn-restricted street must not be used

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 construction/fitout.

   NOTE: No dog trailers or articulated vehicles (AV) to be used on local roads (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 Works 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 Compliance Unit to organise appropriate approvals for hoarding prior to commencement of works.

23. The CTMP is for the 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.