SUMMARY

UNSW Review of Council Approved Construction Traffic Management Plan (CTMP) Dated 26 March 2010

Outcome of UNSW Review of Council Approved CTMP

The review of the Council Approved CTMP is now complete and UNSW has concluded that the Council Approved CTMP, whereby the site is accessed for all works through Napier Street Park, would add considerable cost and duration to the project and would pose operational and environmental risk.

On the information available no design for construction related site access, under the Council Approved CTMP, can be developed that would meet all of the requirements of the authorities involved.

Background to COFA Redevelopment Construction Traffic Management Plan

The UNSW original Construction Traffic Management Plan (CTMP) was submitted to Council in August 2009 and proposed the use of local streets for access to the site for the demolition and excavation phases of the project. This CTMP was approved on merit by Council on 23 October 2009. Due to a procedural flaw in the application the University was asked in November 2009 to resubmit the plan, which it did. Council then withdrew its approval on 2 December 2009.

Following detailed technical analysis and further community consultation UNSW resubmitted a CTMP to the Council in February 2010. This plan delivered significantly reduced construction traffic impact on the streets surrounding the campus, seeking to address local residents concerns, but still maintained limited use of local roads.

The UNSW revised CTMP was rejected by the Council on 12 March 2010. Council subsequently issued a heavily amended Council Approved CTMP on 26 March 2010.

UNSW advised Council that it would undertake a detailed review of the Council Approved CTMP to access the implications for the project.

Major Construction Impediments for Council Approved CTMP

The Council Approved CTMP relies on single truck access to the campus through a portion of the Napier St road closure, currently formed as a park. The UNSW assessment shows major difficulties associated with Napier St access, including:

- A requirement from Council to protect the tree roots of listed trees from vehicle traffic by building a heavily engineered suspended roadway across the park, requiring numerous concrete piers to support it;
- The identification of a number of significant Council and utility assets running through the road closure, including 2 x 750mm and 1 x 150mm water mains, sewer lines, storm water and high pressure gas pipes and high voltage power and telecommunication cables. Many of these serve large parts of Sydney and some are aged; and
• The requirement to obtain Sydney Water approval to build over its assets in the street. If approval was to be given the separation distances required between any concrete piling and Sydney Water’s assets make it virtually impossible to build the required suspended roadway.

In addition to the construction related issues outline above the Council Approved CTMP takes no account of COFA’s need to continue to operate the campus for educational purposes in parallel with the project construction.

Under the Council CTMP, construction traffic would enter the site from Napier St, and pass the length of F Block (the main campus building) at a distance of less than two metres. Construction traffic would be very close to a large, fully-occupied building during teaching hours. F Block is not air conditioned, and relies on open windows for ventilation. There would therefore be major air quality and noise issues affecting the viability of continuing to operate from this building.

The UNSW also notes that the need for heavily engineered temporary suspended road structures would generate hundreds of additional truck movements and extensive construction and demolition activity over several months, thereby amplifying rather than minimising inconvenience to surrounding residents. This outcome is counter to the requirements of all parties to minimize the impact on the local community as well as on the students and staff of the COFA campus.

Ends

15 April 2010