

Development Services - Construction Management Guidelines Brisbane Central Business District and City Frame

There are several significant developments and major infrastructure projects within the inner Brisbane area already underway, with others commencing in 2020 and continuing until 2024. Brisbane City Council has created these guidelines to raise awareness and assist construction companies to better plan for and factor in the major projects' construction management during this period.

Some major projects currently underway include, but are not limited to:

- Queen's Wharf Brisbane
 - main Integrated Resort Development site between George Street and the Brisbane River; and
 - Neville Bonner Pedestrian Bridge North Quay to South Bank Parklands
- Cross River Rail
 - new underground rail stations at Roma Street station, Albert Street station, Woolloongabba station and Boggo Road station
 - upgraded rail stations at Exhibition station, Dutton Park station and all stations between Fairfield station and Salisbury station
- Brisbane Metro
 - an upgraded Cultural Centre surface station, with sufficient capacity to support Metro and bus services for up to 10 years
 - Victoria Bridge converted to green bridge (public and active transport modes only)
 - new tunnel for Metro and bus services under Adelaide Street
 - early works in South Brisbane, including the relocation of public utility services and intersection upgrades
- New Performing Arts Venue (NPAV) at QPAC
- South Bank 1 and 2 ferry terminal upgrades
- Riverside Open Space (ROS) project at South Bank
- Council's new green bridges proposed including a bridge from Kangaroo Point to the CBD as well as a new crossing at Breakfast Creek.

With these major infrastructure projects occurring concurrently, there will be a high volume of construction traffic accessing the Central Business District (CBD) and City Frame (for details, refer to the City Frame Map at end of these guidelines). Without adequate coordination and planning, there is the potential for major cumulative impacts to traffic flows, safety and overall operation of the inner-city transport network.

Council recognises the need to continue to accommodate private sector projects and their construction traffic and traffic management for commercial, mixed use and residential purposes over the same time period using the same transport network.

Coordination of all concurrent projects and the construction traffic movements will be vital to ensure the transport network can continue to operate efficiently whilst also ensuring safety of all road users including cyclists and pedestrians.

To help guide the coordination of construction projects, Council provides the following construction management information and associated permit requirements for information purposes.

Construction management restrictions in the CBD and City Frame area

Below is a list of development construction activity requirements for any proposed development in the CBD and City Frame whilst these major projects are underway:

- Full footpath closures are not permitted and will be assessed on a site-by-site basis with hoarding and gantry installation as the acceptable method. Partial footpath closures (i.e. maintaining 2.4 m minimum width of the verge) may be considered for streetscape work or street trunk works conditioned by Development Services.
- Streetscape works are always to be staged to accommodate pedestrian access and comply with the *Disability Discrimination Act*. Traffic controllers are required to allow pedestrians to safely pass the development site with the only delays to allow trucks to enter and exit the construction site. Site entries with a high volume of heavy vehicle movements may be required to provide an alternative street crossing away from the development site for safe movement of pedestrians.
- To temporarily close any part of a Council road within the road corridor (i.e. from kerblines-to-kerblines including parking bays and shoulders), you are required to obtain a 'Temporary Road/Lane Closure Certificate'.

Please note a Temporary Road/Lane Closure is generally only issued for short term temporary works carried out solely within the road corridor.

Some typical examples of construction related activities requiring a temporary road/lane closure certificate include:

- road maintenance, such as re-surfacing or line-marking
- moving tower cranes or other major equipment in or out of a building site as a once off/infrequent occurrence
- trenching and utility works
- installation and removal of air conditioners.

A Temporary Road/Lane Closure is not for the purpose of ongoing servicing of a construction site (i.e. concrete pours, crane lifts for materials and goods etc.) from any part of a Council road, including parking bays/shoulders and or footpath.

In general, Council will not support lane closures within the CBD between the peak periods of 7.30am to 9am and 4pm to 6.30pm. Council will assess a construction site's need for closures during these periods specifically for concrete pours only, and if considered acceptable, will condition the permit as follows:

“Use of the single lane closure is for major concrete pours only and granted on the basis that a minimum of 72 hours’ notice of the closure is provided to Temporary Road Closures at temporaryroadclosures@brisbane.qld.gov.au”

- A ‘Construction Work Zone’ (or work zone) is a reserved section of kerbside road space for the loading and unloading of equipment and materials to a work site.

Work zones change the existing kerbside allocation or traffic lane area to allow a construction site to have dedicated space to park construction vehicles during construction activity.

Some typical examples of construction related activities requiring a work zone include:

- regular loading and unloading of equipment and materials to an adjacent site
- regular concrete pours to an adjacent site
- regular crane lifts from roadway to adjacent site.

Work zones are issued for 12-hour or 24-hour periods. Generally, within the CBD they are limited to 12-hour periods from 6.30am to 6.30pm (due to restrictions on night time construction activity).

To supplement work zones, a [temporary road/lane closure](#) permit can be used to close an adjacent lane or shoulder to provide a safe working area around a work zone for a specific, short term activity such as concrete pours or crane lifts.

- Kerbside layover for general loading and unloading is not permitted without a work zone permit and a temporary lane closure permit is only applicable for one-off deliveries or activities, i.e. tower crane installation.
- Heavy vehicles are not permitted to layover within the CBD and City Frame, or any other locations as specified by Council, waiting for access to the developments or their work zone. Deliveries should be timed so that this is avoided.
- As part of the Traffic Impact Assessment submitted with the planning development application there should be a section on construction management which covers the points raised above and clearly sets out the construction methodology for each stage of construction of the development including:
 - establishment and demolition stage
 - excavation stage
 - major construction stage
 - commissioning stage including any verge or streetscape work.

Although permits and written advice is not mandatory at the planning application stage, if any Council assets are impacted during construction, it is strongly encouraged to start early conversations with the section of Council who will need to approve your proposed approach. A list of these can be viewed below.

- The standard building work construction management plans and process still apply as per requirements set out in the Workplace and Occupational Health and Safety and Building Code legislations.

Associated Council permits and advice

Once a development application has been approved and the project is proceeding through to construction, a CBD and City Frame Construction Management Plan (CMP) will be a condition of your development approval.

The submitted CMP must be supported with permits and/or written advice from the relevant Council sections or other body listed below to ensure all potential impacts to Council and other infrastructure and operations have been identified and addressed.

The Council areas responsible for the specific requirements are identified in the table below and can be contacted on 3403 8888.

Specific requirements	Council Work Area
<p>Hoarding and gantry</p> <p>Refer to JCDecaux and oOh!media infrastructure – consultation and agreement with TfB CCS is required via PT.Office@brisbane.qld.gov.au – prior to hoarding/gantry plan submission – minimum of six-weeks prior to construction start.</p>	<p>Engineering Compliance Development Services complianceengineering@brisbane.qld.gov.au</p>
<p>Construction work zones</p>	<p>Road Corridor Permit Team Congestion Reduction Unit</p>
<p>Temporary Lane/Road Closure</p>	<p>Transport Planning and Operations Brisbane Infrastructure</p>
<p>Temporary Closure of Off-Road Shared Pathway/Bikeway</p>	<p>Road closures and work zones: temporaryroadclosures@brisbane.qld.gov.au Off-road bikeways: BCC-Transport-Permit@brisbane.qld.gov.au</p>
<p>Street lighting advice</p>	<p>Asset Services - City Lighting Brisbane Infrastructure</p>
<p>JCDecaux owned infrastructure including CityCycle stations and advertising signage (including obstruction to sight lines for such advertising directly or indirectly – hoardings/gantry placement) – minimum of six-weeks prior to construction start. Agreement with JCDecaux is required.</p>	<p>Commercial and Contract Services Transport for Brisbane PT.OFFICE@brisbane.qld.gov.au</p>
<p>oOhmedia! bus stop shelters (shelters with advertising material - including obstruction to sight lines for such advertising directly or indirectly – hoardings/gantry placement) – minimum of six-weeks prior to construction start. Agreement with oOh!media is required.</p>	
<p>Street furniture advice (excluding bus stops)</p>	<p>Transport Network Operations Brisbane Infrastructure</p>
<p>Waste bins</p>	<p>Waste and Refuse Recovery Brisbane Infrastructure</p>

Specific requirements	Council Work Area
Bus stops/shelters (without advertising)	Transport Planning Operations Brisbane Infrastructure Network Planning & Bus Operations Brisbane Transport
Street trees advice/permit if requiring removal	Asset Services - Arboriculture Brisbane Infrastructure
Parking meters/spaces	City Parking Brisbane Infrastructure
Traffic signals	Traffic Signals Operations Congestion Reduction Unit
Stormwater drainage gullies/pits etc.	Roads and Drainage Brisbane Infrastructure
Other service providers and utilities	Refer to Energex, Telstra, Optus, Queensland Urban Utilities, AGL.

Note: All fees must be paid in full prior to any permit being granted by Council. For council sections that do not have a direct contact, utilize 3403 8888

Council may revoke any permits at any time for non-compliance with requirements or if it considers that safety, capacity and/or operation of public transport, vehicle and pedestrian traffic are likely to be compromised during the construction phase.

Council permits may be reconsidered post approval if necessary, to address major projects activity and schedule changes during this period.

Additional information

The Traffic Impact Assessment provided during the development application should provide preliminary details on construction management. A Construction Traffic Management Plan (CTMP) will be conditioned for approval by Council prior to construction commencing.

The CTMP must comply and consider all information within these guidelines as well as address the following:

- Identify complete truck haulage routes to and from site (refer to City Frame Haulage Routes and CBD City Frame mapping for overall and specific major state and local government location information) as well as any layover areas and site operations so not to interfere with major project traffic and activities.
- Look at the frequency of truck haulage both for carrying spoil and or materials and empties.
- Location of and impacts on any Council or other authority's assets within or external to the site.
- How materials are to be loaded/unloaded from a work zone or from within the site.

- Location of proposed external hoardings and gantries with clearances to street furniture and other footpath assets (e.g. CityCycle stations).
- Provision for fire exit routes and emergency services access for other road uses and adjoining sites.
- Undertake a dilapidation survey before the commencement of work to protect road assets.

Proposed arrangements which utilise any part of the road reserve for overhead gantries, or where paid parking spaces are impacted upon, are subject to separate application fees and rental fees.

The approved CTMP does not permit specific work activities for any phase of construction to occur outside of normal working hours.

Heavy Vehicle Lock Out Periods

Council has imposed a lock out period for all construction related traffic movements within the CBD. Lock out periods are in place to restrict the movement of heavy vehicles exceeding 12.5 metres in length on weekdays between 7.30am to 9am and 4pm to 6.30pm. This restriction excludes normal concrete trucks.

Lock out periods are now being imposed on all major construction sites within the CBD.

There are some exceptions where Council will provide a relaxation for particular sites that do not generate construction vehicles on local roads within the CBD, i.e. if they are very close to the Riverside Expressway or have alternative routes not through the CBD. These shall be treated on a case-by-case basis.

The purpose of lock out periods is not so much a capacity issue, rather a cumulative impact from all construction sites as well as obvious safety issues. During the morning and afternoon peaks there is a significant amount of pedestrian and cyclist activity within the CBD which introduce dangerous conflicts with large construction vehicles. Additionally, there is also a tendency for large construction vehicles to block intersections and accesses in queued/congested traffic.

Construction sites can bring large vehicles in by 7.30am and have them stacked in work zones during the lockout period, however they are not permitted to then leave until 9am.

Lane closure certificates and work zone approvals issued will include a condition as follows:

"This certificate shall be subject to CBD Lock Out Periods for the haulage of spoil and/or delivery of materials and equipment by any vehicle exceeding 12.5 metres in length between 7.30am to 9am and 4pm to 6.30pm Monday to Friday."

City Frame Map (City Plan 2014)

This map identifies the area where the restriction identified above is applicable.

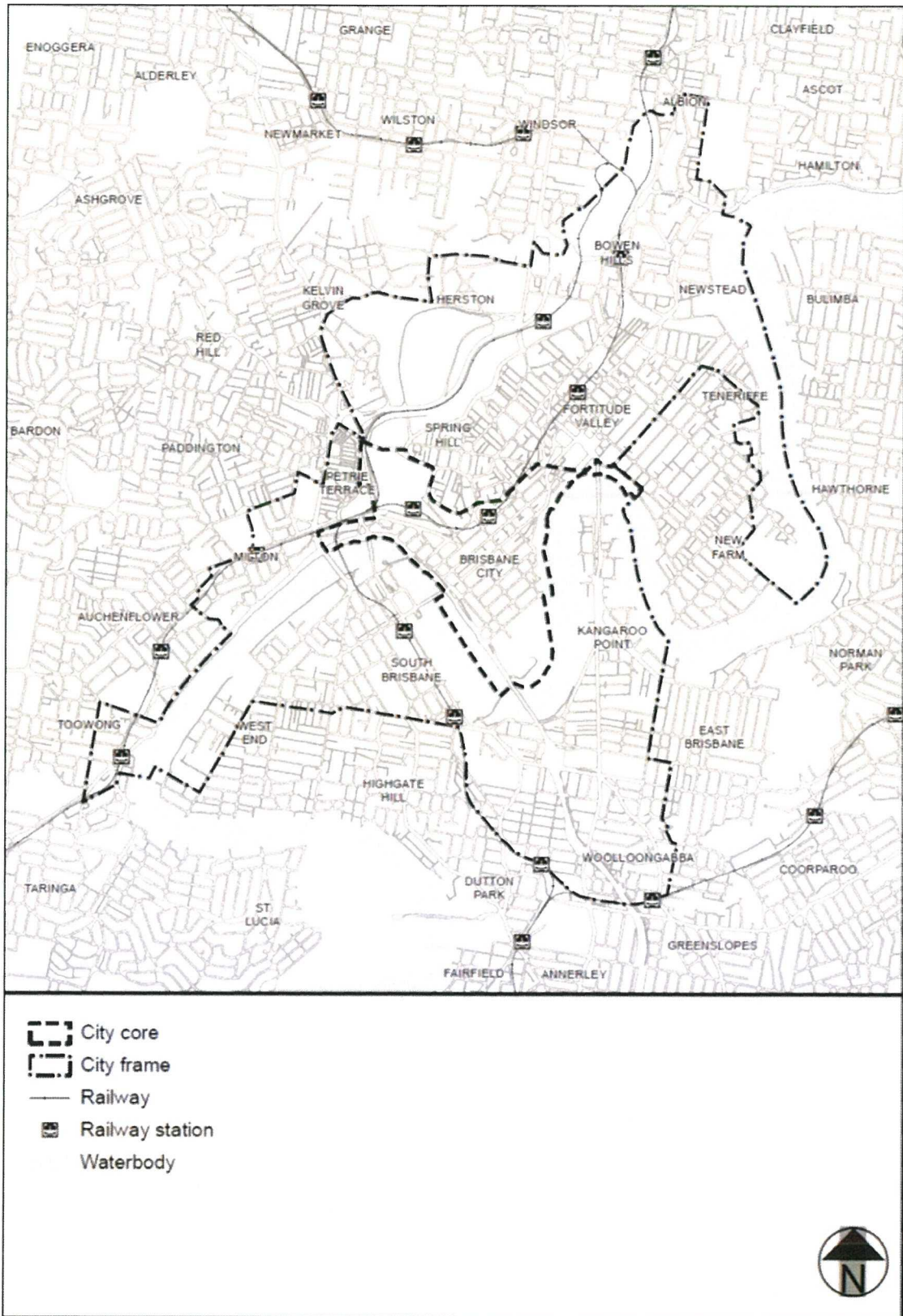


Figure a—City core and City frame