

JMT
Consulting

Atlassian Central Station

*Preliminary Construction Pedestrian
Traffic Management Plan*

Prepared for: **Atlassian**

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1 Introduction

1.1 Background

JMT Consulting has been commissioned by Atlassian (the Applicant) to prepare a preliminary construction pedestrian traffic management plan (CPTMP) in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the SSD-10405 for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket.

The Department of Planning, Industry and Environment (DPIE) issued a list of the Secretary's Environmental Assessment Requirements (SEARs) which inform the Environmental Impact Statement (EIS). Table 1 lists the SEARs that are specific to the development of a draft Construction Pedestrian and Traffic Management Plan.

Table 1 Response to SEARs

SEARs – Transport and Accessibility	Section Discussed
Construction: <i>Include a draft Construction Pedestrian and Traffic Management Plan addressing</i>	
cumulative impacts associated with other construction activities in the area, including any work to Central Station and the Sydney Metro City and Southwest	3.8
peak hour and daily construction and servicing vehicle movements and access arrangements and cumulative impact from surrounding development sites, on the local road network, public transport services and parking	2.7, 2.9, 2.10
construction vehicle routes, hours of operation, works zone location, haulage routes, construction program, access arrangements at all stages of construction and traffic control measures for all works	2.1, 2.2, 2.4, 2.7,
road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity	3.3
access arrangements for workers to/from the site, emergency vehicles and service vehicle movements	3.2, 3.7
temporary cycling and pedestrian access during construction o likely construction traffic impacts including road / lane closures and diversions, impacts on bus and 'point to point' transport, pedestrian and cycle movement and taking into account other construction activities	3.1

SEARs – Transport and Accessibility	Section Discussed
details of proposed mitigation measures should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified	4.1

1.2 Report purpose

This document details a draft Construction Pedestrian and Traffic Management Plan (CPTMP) for the construction of the future Atlassian building. The purpose of the CPTMP is to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. The Contractor (once appointed) will prepare a more detailed CPTMP with Traffic Control Plans and detailed vehicle swept path analysis prior to the commencement of works, detailing specific methods of safely managing construction and pedestrian traffic within the surrounding area.

2 Description of construction activities

2.1 Construction program and staging

It is currently envisaged construction works will commence in July 2021 and take approximately three and a half years to complete. As the project is in its preliminary stages, the following timeframes are approximate and may vary once further details are known. The various stages of construction are noted in Table 2 below.

Table 2 Preliminary construction programme

Activity	Description	Finish date
Site Establishment & demolition	July 2021	November 2021
Dive ramp construction	November 2021	March 2022
Basement and podium levels	March 2022	August 2023
Structure & Facade	August 2022	July 2024
Fit-out, commissioning and handover	January 2023	October 2024

2.2 Construction hours

Typically works will be undertaken between 7am and 7pm Monday to Friday, and 7am and 3pm on Saturdays. No work is permitted to be carried out on Sundays or public holidays.

All significant works relative to site establishment are expected to occur outside of peak vehicular, railway and busway periods. This approach is to reduce the risk of interference with bus, rail and vehicular operations. Where mobile cranes and booms (e.g. concrete booms and pumping stations) are required it is envisaged that set up of the cranes will occur outside of peak periods.

The appointed contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval.

2.3 Construction site boundary

The proposed site boundary for the construction works is illustrated in Figure 1 below, and largely encompasses the perimeter of the site. Fencing and hoarding will be installed by the contractor to establish this boundary and ensure appropriate separation of construction works with other users of the precinct.

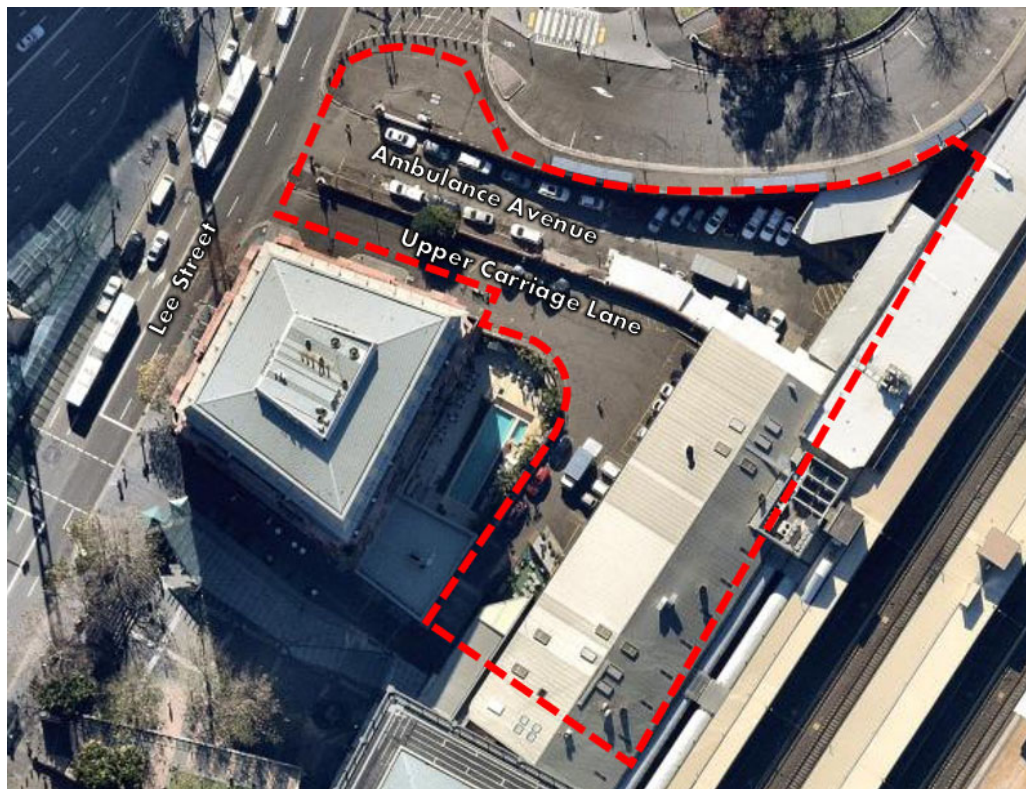


Figure 1 Construction site boundary

2.4 Construction vehicle types

Articulated vehicles up to 19m in length are expected to access the construction site. Due to the constrained geometry of Ambulance Avenue and Upper Carriage Lane the largest vehicles expected to access these areas will be 12.5m Heavy Rigid Vehicles (HRVs) and 8.8m Medium Rigid Vehicles (MRVs) for concrete deliveries. These different types of vehicles may access the site at the same time. To accommodate 19m articulated vehicles investigations are currently being explored to build an overhead structure above Ambulance Avenue which would facilitate the turning manoeuvres of this large vehicle. These arrangements are currently the subject of discussions with TfNSW and would be documented in the detailed CPTMP to be prepared prior to the commencement of construction.

Special permits will be required to bring in large heavy plant during civil & piling phases, these will be managed on a case by case basis in close consultation with relevant authorities.

Pending on design outcomes, the project may use a 'restricted access low load trailer for structural steel components'. Separate approval from the City's Construction Regulation Unit and Transport for NSW will be required for each occurrence.

2.5 Fencing and hoardings

Temporary B Class hoardings will be installed along the site frontage on Henry Deane Plaza and along Central Station Platform 0/1 to ensure the safety of pedestrians walking adjacent to the construction site. The aim is to delineate the work front from public areas to reduce the risk of unauthorized site access.

2.6 Loading and lifting zones

At this preliminary stage the following loading and lifting zones are envisaged as part of the construction project.

- Ambulance Avenue which would be the primary arrival point for concrete trucks and rigid vehicles less than 12.5m in length.
- Upper Carriage Lane which would be used when available for rigid vehicles less than 12.5m in length.

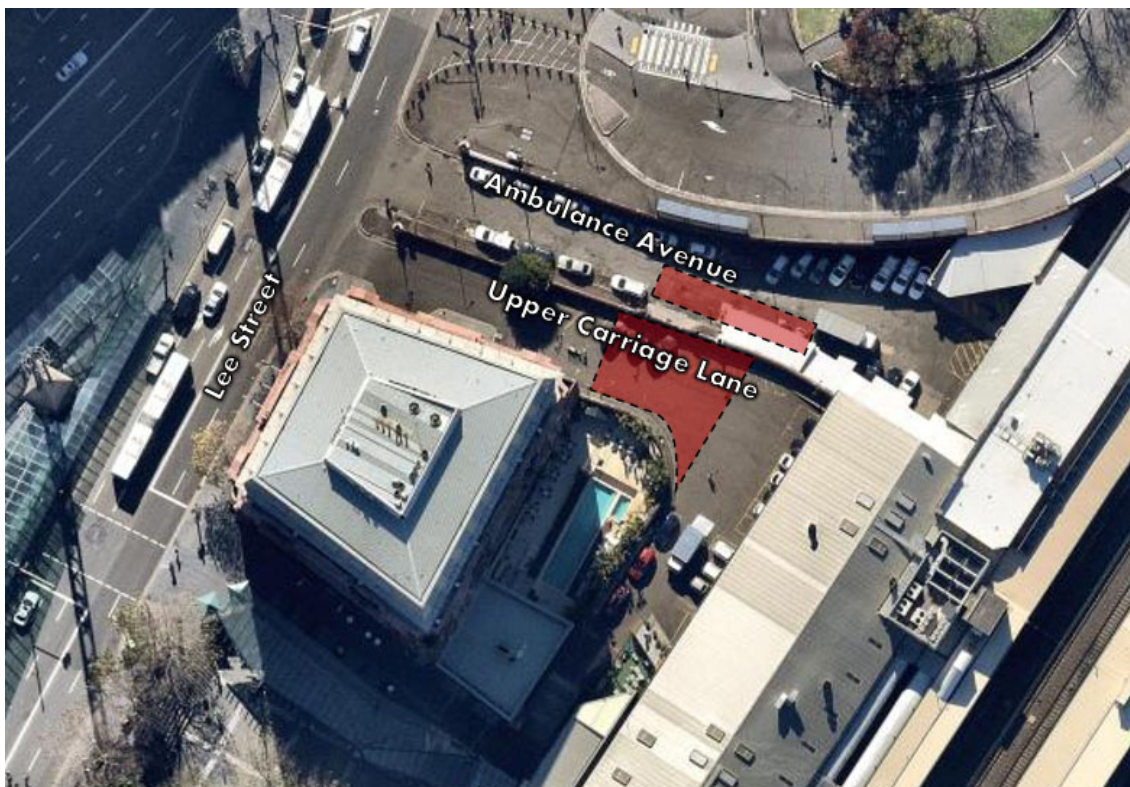


Figure 2 Proposed work zones

2.7 Construction vehicle site access

Two vehicular site access points are proposed to facilitate the construction works as shown in Figure 3. All vehicle access will be via Lee Street, with construction vehicles to enter the site through either Ambulance Avenue or Upper Carriage Lane. Vehicle movements on Lee Street will be restricted to left in – left out only, with all vehicles to enter and exit the site in a forwards direction. Traffic controllers will be present at all vehicle crossover points to manage interactions with pedestrians.

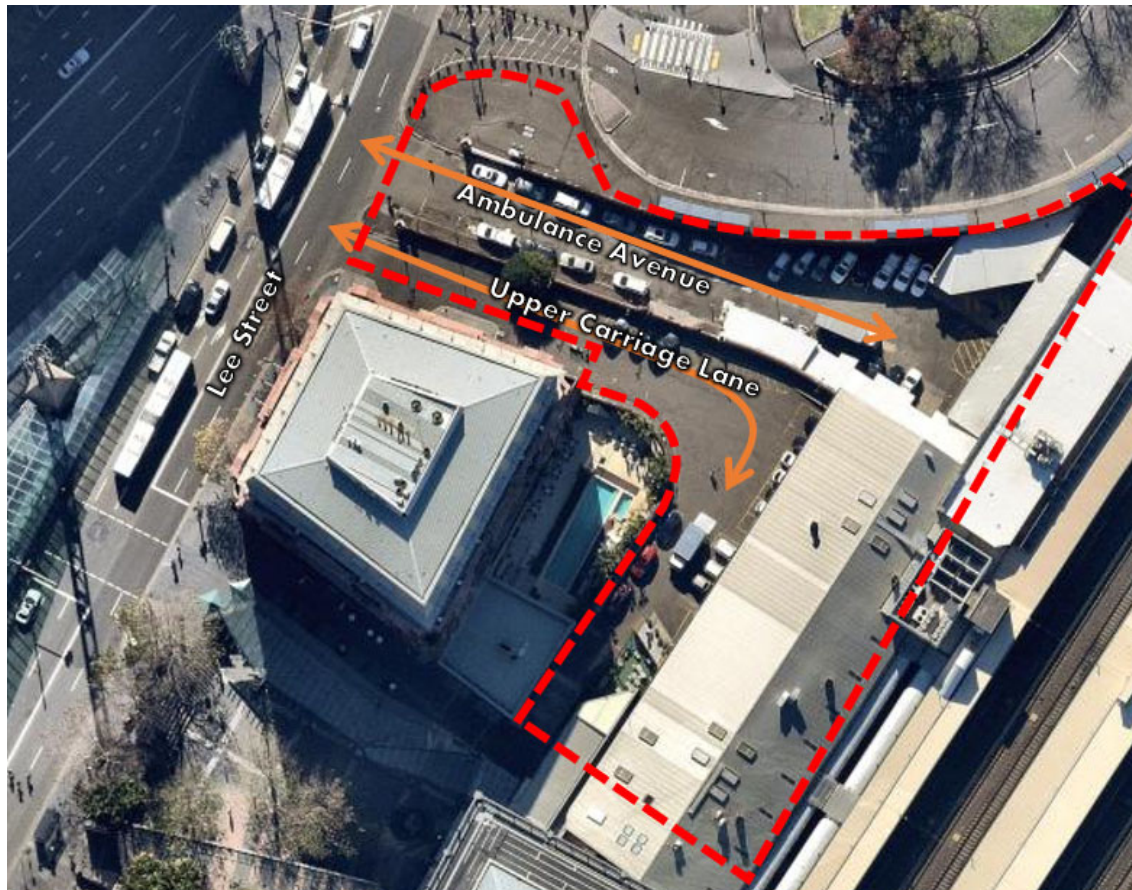


Figure 3 Construction vehicle access points

There is sufficient manoeuvring space within both Ambulance Avenue and Upper Carriage Lane for a 12.5m HRV to enter and exit in a forwards direction.

Detailed vehicle swept path analysis will be provided following the appointment of a contractor and detailed within an updated CPTMP, prior to the commencement of works on the site.

2.8 Construction vehicle routes

Given the current road access arrangements around the Central Station precinct, including the left in – left out site access restrictions for construction vehicles, there are a limited number of access and egress routes to the construction site. The proposed routes are shown in Figure 4 (approach routes) and Figure 5 (departure routes), and have been selected to avoid any local streets around Haymarket or Chippendale.

Generally the approach routes are focused along Foveaux Street and Pitt Street corridors, with the departure routes via Lee Street and Regent Street. More broadly other major roads facilitating access to the site will include Cleveland Street, Elizabeth Street, Chalmers Street and Botany Road.

These construction vehicle routes will be confirmed following the appointment of a contractor and prior to construction commencing, outlined in a detailed CPTMP to be approved by TfNSW.

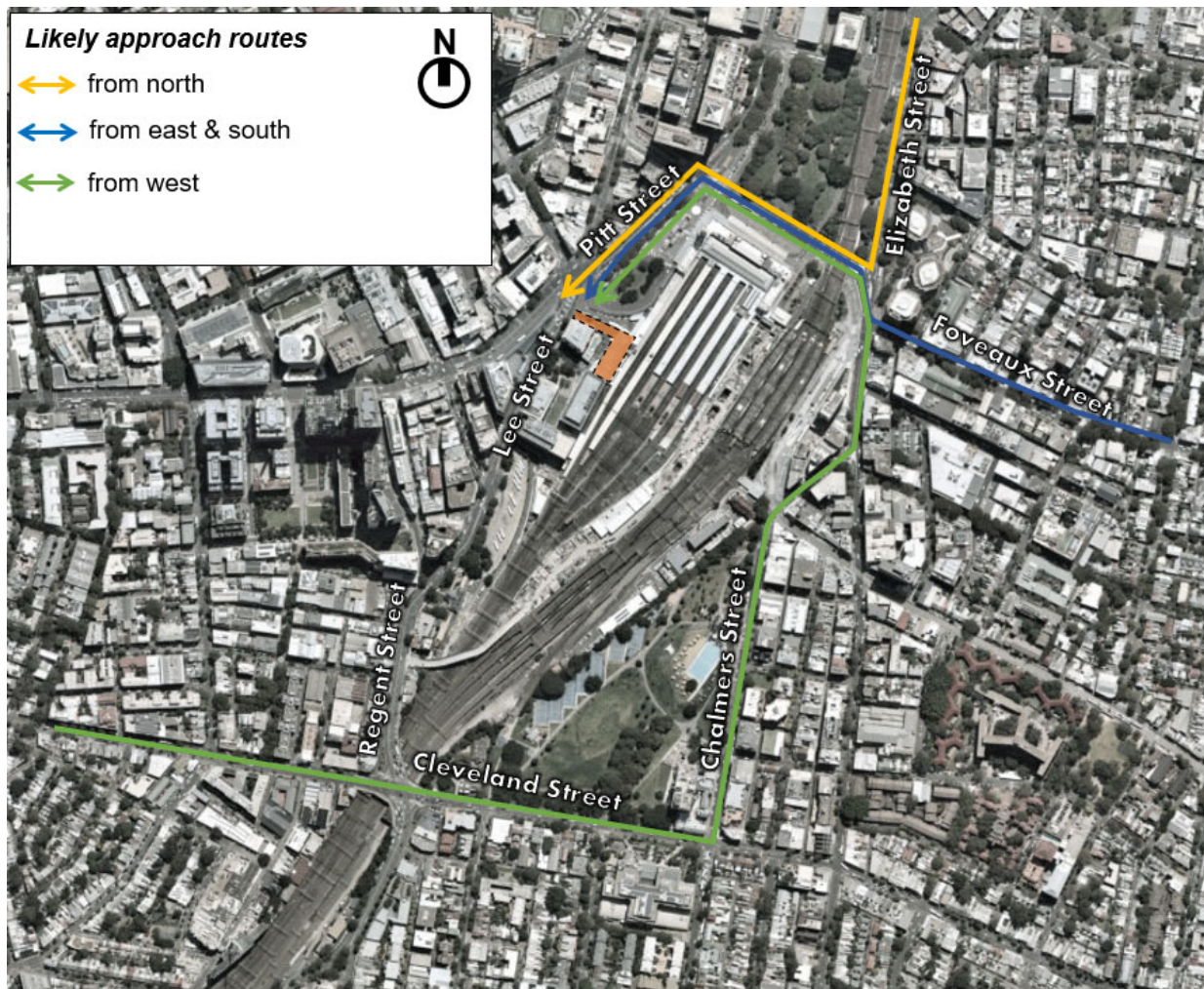


Figure 4 Construction access routes from broader road network

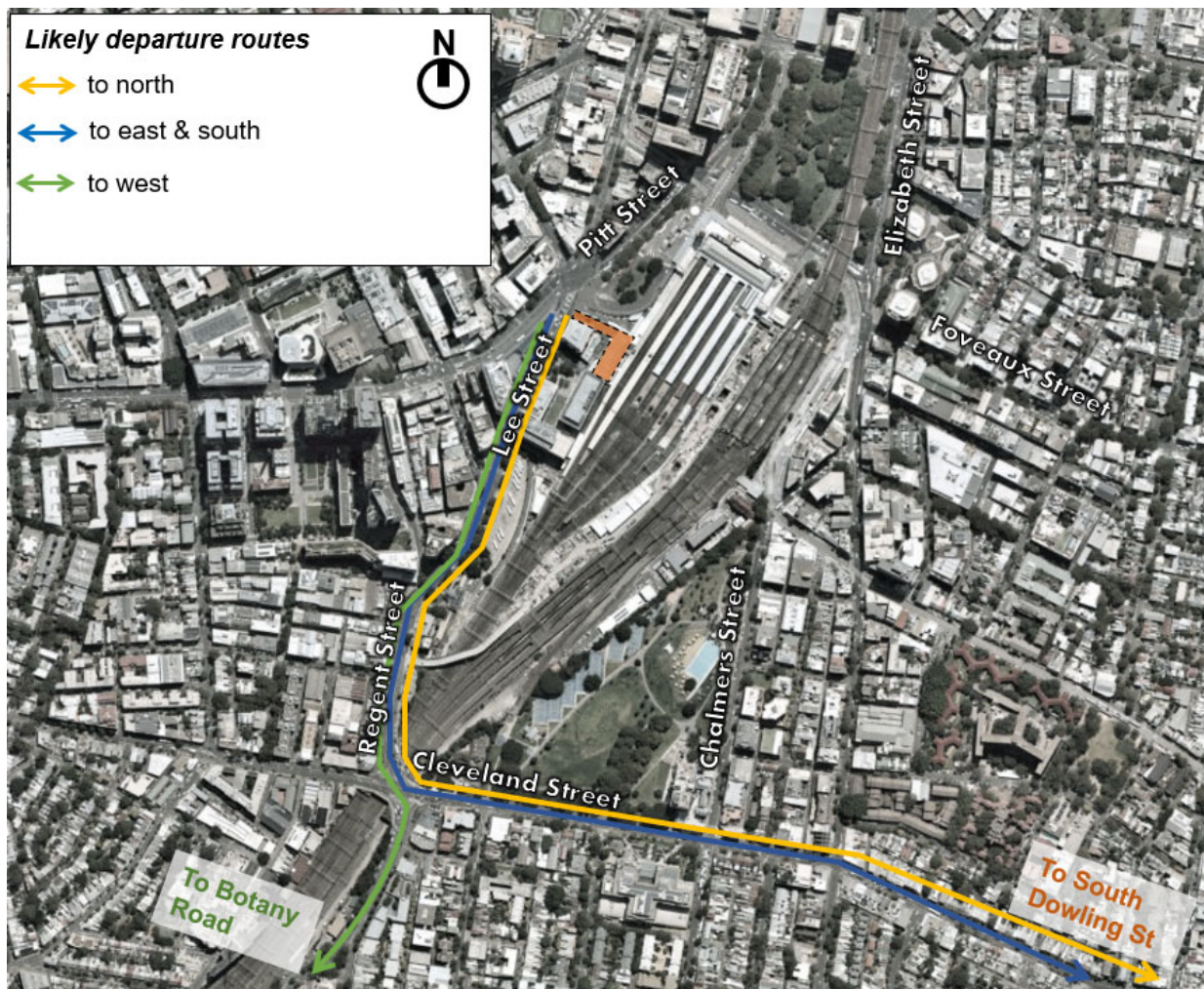


Figure 5 Construction egress routes to the broader road network

2.9 Construction traffic volumes

2.9.1 Heavy vehicles

The number of daily heavy vehicles accessing the site is forecast to peak at approximately 80 vehicles per day during the tower construction phase. During other phases of the project the level of heavy vehicle activity will be lower at between 40-60 per day. The expected profile of truck numbers accessing the site over the course of a busy weekday (80 vehicles per day) is illustrated in Figure 6. It is important to note however that the numbers shown are indicative only and subject to change on a daily basis. The expected volumes will be updated following the appointment of a contractor to the project.

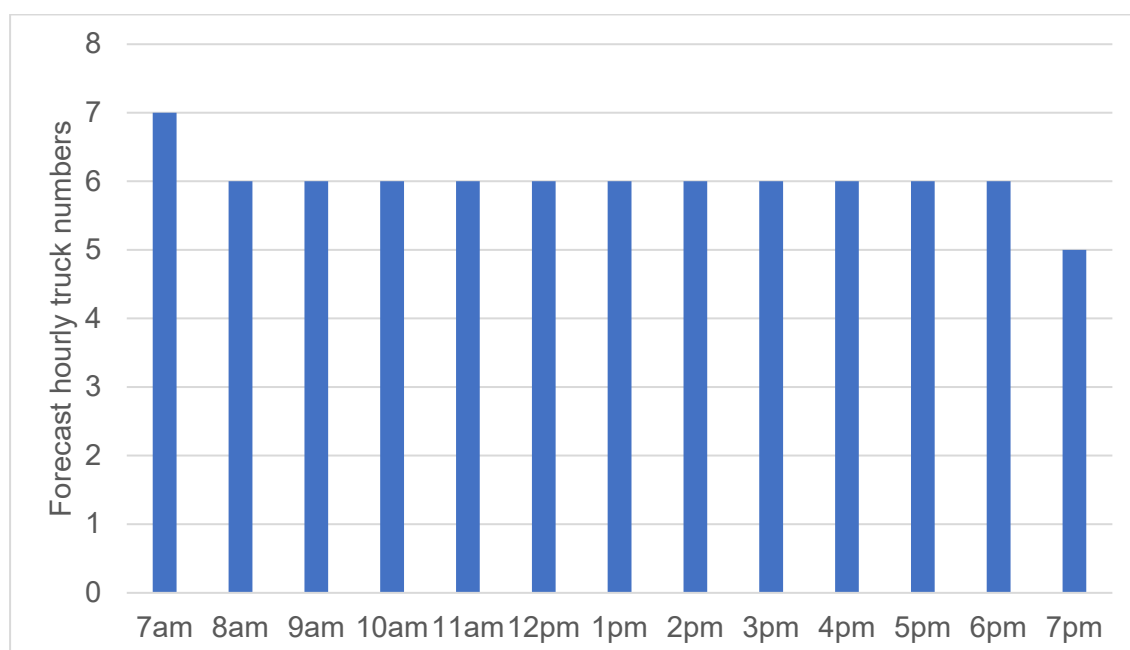


Figure 6 Typical daily profile of truck activity (weekday)

2.9.2 Light vehicles

Workers will generate some additional traffic to the site. At peak times there may be up to 350 people on site during the construction phase. Typically construction workers have a high vehicle occupancy of between 2-3 people per vehicle, however a conservative vehicle occupancy of 1.5 people / car has been assumed for this project. Further, given the site's proximity to nearby public transport services and limited parking availability it is expected only 20% workers will arrive by car, which is considered a conservative assumption. This would generate approximately 40 vehicles which is not expected to result in any undue impacts on the surrounding road network. Further, construction workers will need to arrive to the site prior to 7am, therefore not coinciding the morning commuter peak hour.

2.10 Parking

Given the location of the site, workers will be encouraged to use public transport as a means of access. There will be no on-site parking for the Contractor, employees of relevant subcontractors or visitors to the job site. All other parking will be the responsibility of the individual and those requiring car parking will be directed to the nearby public car parks.

The Contractor may permit site personnel to park in the completed basement levels during the latter stages of the project. This potential opportunity is subject to the Contractor's safety and construction methodology review and assessment.

2.11 Road closures

Road Occupancy Licence/Permits will be sought as required by the Contractor when and if required. Temporary Lee St and Pitt Street road closures are anticipated during;

- Significant infrastructure works (outside of the site)
- Erection and dismantling of cranes and hoists.
- Delivery of large plant, equipment or materials.

Should road closures be required these will be scheduled well in advance, take place outside of daytime hours and be subject to approval from Transport for NSW and City of Sydney Council.

3 Assessment of Construction Activities

3.1 Pedestrians and cyclists

There will be no public access onto the site, which will be restricted through fencing and hoardings established around the site boundary. Pedestrians will be able to continue to use the public footpath along Lee Street. Traffic controllers with appropriate accreditation will hold construction vehicles at cross-over points and allow pedestrians to cross these work areas.

At this stage it is not envisaged that any footpath closures will be required to facilitate the construction project during normal daytime hours. Should footpath closures out of daytime hours be required, these will be scheduled in advance with appropriate detour routes provided (with associated traffic controllers). The Contractor will at all times, be required to obtain Authority Approvals prior to the closure of any footpaths and the commencement of such works

At all times throughout the construction works pedestrian access into the Adina Hotel will be maintained via both Lee Street as well as Upper Carriage Lane.

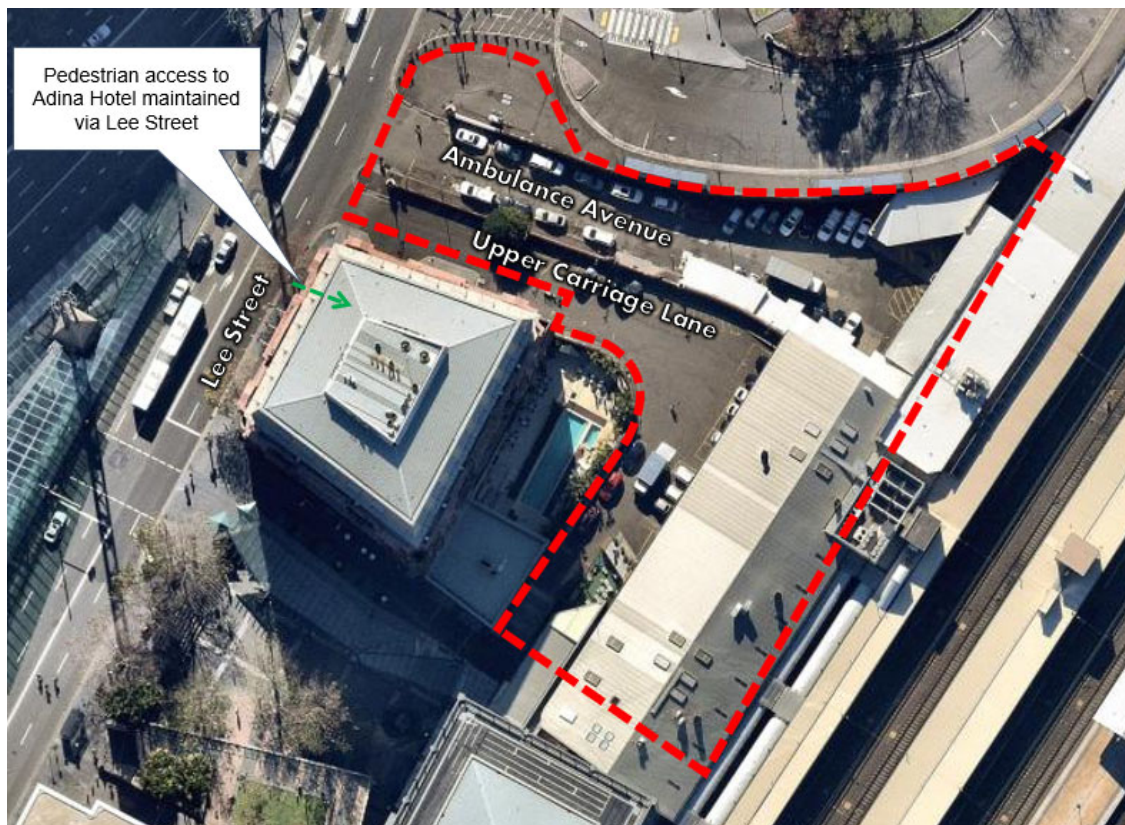


Figure 7 Pedestrian access to Adina Hotel during construction works

Further detail regarding additional measures for pedestrians and cyclists will be provided in the detailed Construction Pedestrian Traffic Management Plan, to be developed by the appointed contractor prior to the commencement of works on the site.

3.2 Public transport

It is not expected that public transport services would be affected by the works. The small number of additional construction vehicles using public transport corridors such as Foveaux Street and Pitt Street is unlikely to materially impact the operation of the public transport network in the vicinity of the site. Construction vehicle arrival and departure routes have been selected in order to avoid major public transport corridors – with further input from TfNSW to be provided to identify any alternate routes that may reduce the impact on public transport services.

The close proximity of public transport servicing the site via heavy rail and the adjacent bus network will enable construction personnel to easily access the site via public transport, minimising the road traffic impact around the site.

Given that Hay Street is proposed as an approach route for heavy vehicles, if access is required to the Sydney Light Rail Corridor for activities such as crane mobilisation and demobilisation the contractor will (where possible) align with the planned Light Rail closures to minimise disruption to the public transport network

3.3 Road safety

The construction works are not anticipated to impact road user safety for the following reasons:

- The vehicle site access points will be under the control and management of accredited traffic controllers, who will prevent vehicles from leaving the site until it is safe to do so;
- Hoardings and perimeter fencing will be established so as to restrict pedestrian access into the construction site
- Construction traffic vehicle flows are relatively low – in the order of 80 vehicles per day at peak times during the construction project. This is considered minimal in the context of existing traffic movements in the precinct and therefore would not impact road user safety; and
- All footpaths and bicycle paths will remain open and unaffected during normal daytime hours throughout the construction period.

3.4 Adina Hotel vehicle access

Access to the Adina Hotel basement car park will generally be maintained throughout the construction project. Initially access will be maintained by Ambulance Avenue while the new Lee Street dive ramp structure is being constructed. Following the completion of the dive ramp structure, vehicle access into the Adina Hotel will revert to Lee Street – with Ambulance Avenue used exclusively for the purposes of construction activity. This arrangement is summarised in Figure 8 below.

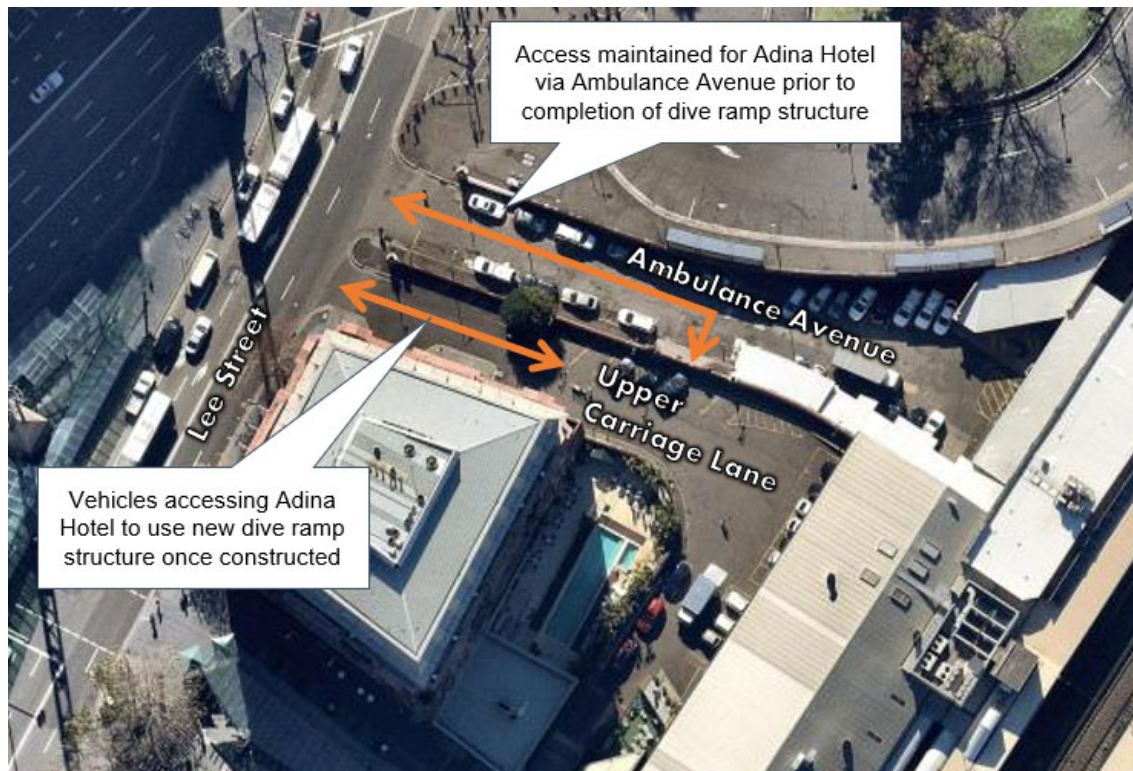


Figure 8 Adina hotel vehicle access

For a period during the construction vehicle access to the Adina Hotel basement will be restricted for the general public. This is to facilitate the construction of the connecting ramp between the dive structure and the existing Adina basement.

3.5 Existing retail servicing

Currently vehicles servicing the retailers in the precinct, including within Henry Dean Plaza, park in Ambulance Avenue and trolley goods through an existing service corridor. During the construction of the Atlassian Site Ambulance Avenue will be unavailable for general vehicle access and therefore alternate servicing arrangements will be required. The proposed arrangements are illustrated in Figure 9 below and involve the creation of a temporary loading zone on Lee Street immediately adjacent to the Adina Hotel. This area could accommodate three vans or two trucks parked at any one time. Goods would be trolleyed from this loading area directly to the tenancies within the precinct. This arrangements has received in-principle support from Transport for NSW as well as neighbouring landowners.

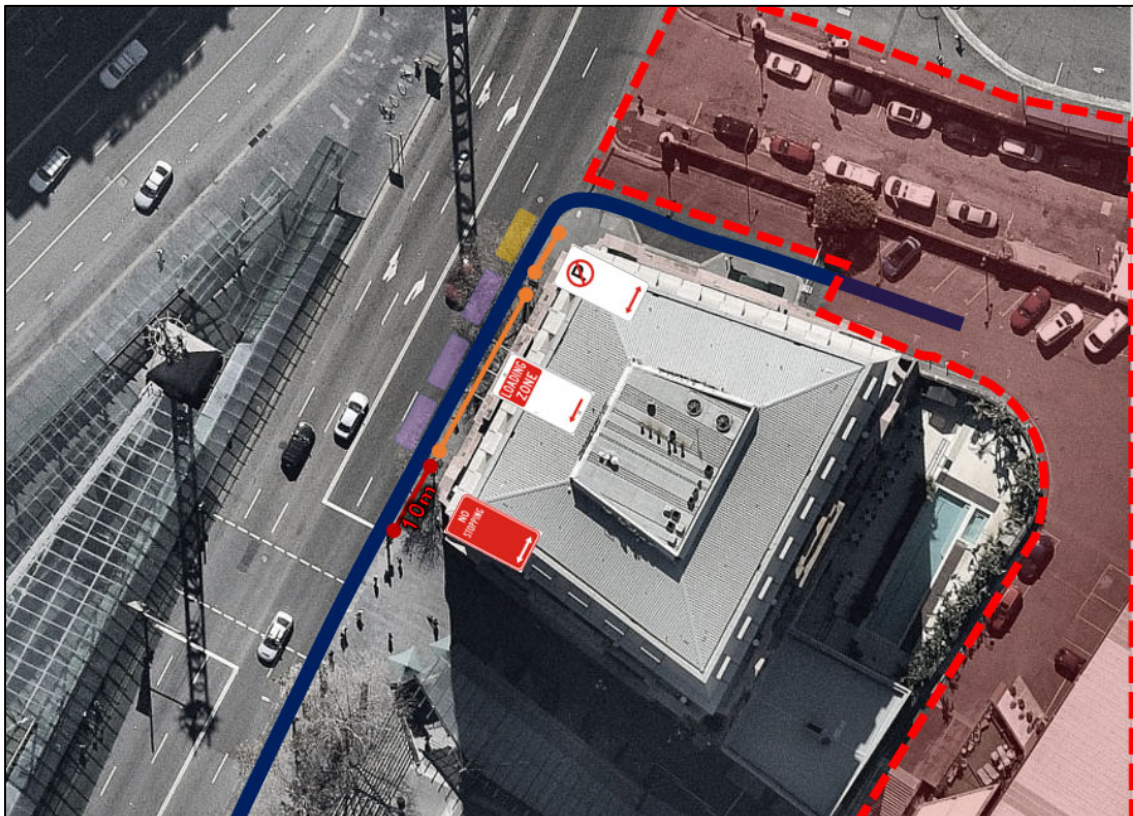


Figure 9 Temporary Lee Street loading zone during construction

3.6 Car parking

3.6.1 Worker car parking

No on-site car parking is proposed for construction staff, with public transport to be promoted as the primary form of access to the site.

To support construction workers in utilising public transport and reduce dependency on private vehicle as a mode of access to the site, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

3.6.2 Public car parking

To facilitate the proposed work zones within the site boundary on Ambulance Avenue and Upper Carriage Lane approximately 40 parking spaces will be removed. These parking spaces are currently used by authorised TfNSW vehicles, YHA staff/visitors and Adina Hotel staff/visitors. Discussions are ongoing with TfNSW and other stakeholders in relation to this loss of car parking, which is required to facilitate the development of the broader Central Station precinct.

3.7 Emergency vehicles

Emergency vehicle access will be maintained at all times along Lee Street, or if necessary site personnel will grant access to emergency vehicles entering the site at either Ambulance Avenue or Upper Carriage Lane.

The contractor will liaise with the NSW Police, Fire Brigade and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access. The emergency services will be briefed through the appropriate forum.

3.8 Cumulative construction activities

There will be a number of construction projects occurring at the same as the construction of the future Atlassian building. These projects include:

- Central Station redevelopment including Sydney Metro City and Southwest
- Central Station Western Gateway Precinct

Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these projects will be undertaken on a regular basis between the Contractor and Transport for NSW (particularly within Sydney Coordination Office) to minimise impacts on the road network. Regular coordination meetings are to be held between the respective project teams to discuss construction activities in the precinct and best manage the transport network.

The appointed building contractor will engage a traffic management consultant to review & consider existing CPTMPs currently implemented by surrounding developments. The CPTMP for the Atlassian Building will address the cumulative construction impact assessment (i.e. arising from concurrent construction activity).

4 Management of Construction Activities

4.1 Mitigation measures

Mitigation measures will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Trucks to not use any local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;
- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit);
- Trucks to not circulate on the road network to wait to enter the site;
- Restrict construction vehicle activity to designated routes which do not utilise any local roads;
- Pedestrian movements adjacent the construction site to be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Construction activity to be carried out in accordance with approved hours of work;
- Truck loads would be covered during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements;
- Activities related to the construction works would not impede traffic flow along adjacent roads;
- During site induction, workers will be informed of the public transport network servicing the site;
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements; and
- Development and enforcement of driver charter.

4.2 Detailed construction traffic and pedestrian management plan

The Contractor (once appointed) will prepare a more detailed CPTMP prior to the commencement of works on the site. This plan will contain additional information to that presented in this document such as:

- Site compound locations
- Driver facility areas
- Crane locations
- Vehicle turning paths
- Traffic control plans including location of traffic controllers, site fencing/hoarding and other management measures

4.3 Driver code of conduct

No queuing or marshalling of trucks is permitted on a public road marked as No Stopping or No Parking. All vehicles must enter and exit the site from Lee Street in a forward direction. 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. Vehicles entering, exiting and driving around the site will be required to give way to pedestrians at all times.

4.4 Site induction

All staff employed on the head contractor (including sub-contractors) would be required to undergo a site induction. Delivery driver inductions will take place to ensure truck drivers are aware of approved CPTMP, and any changes that may occur on a case by case basis.

The induction would include permitted access routes to and from the construction site for site staff and delivery vehicles, limited parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

4.5 Consultation

City of Sydney Council and Transport for NSW will be given the opportunity to contribute to the final version of this report. They will also be contacted by the appointed contractor to inform the more detailed CPTMP to be prepared prior to the start of construction.

5 Summary

This preliminary Construction Pedestrian Traffic Management Plan (CPTMP) has been prepared to support the construction of the new Atlassian building within the Western Gateway precinct. The construction works are programmed to begin in the first half of 2021 and be completed by the end of 2024.

The assessment provides a framework for the appointed contractor to follow such that the works can be carried out safely, with impacts to pedestrians and other road users appropriately managed through the measures described in this report.

Overall, the impacts of the construction works are considered to be low with the provision of appropriate safety and mitigation measures. These include ensuring that vehicles enter and exit the site in a forwards direction via Lee Street, erection of pedestrian hoardings / barriers and provision of traffic controllers are in place to manage the interaction between vehicles and pedestrians.