



PRELIMINARY CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT PLAN

**Proposed Industrial Development
49 Stephen Road, Banksmeadow**

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Appendix A: Traffic Guidance Scheme

1. INTRODUCTION

This Preliminary Construction Traffic and Pedestrian Management Plan has been prepared by Trafix to accompany a detailed State Significant Development Application (**SSDA**) for a three-storey warehouse and distribution centre development proposal at 49-61 Stephen Road, Banksmeadow. The site is legally described as Lot A in Deposited Plan 190526, Lot 1 Deposited Plan 1095110, and Lot 1 Deposited Plan 311767.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (**SEARs**) issued for the project (**SSD-65924461**).

This report documents the preliminary construction traffic management arrangements and methodology relating to the proposed works and should be read in conjunction with any other construction documentation prepared in relation to the SSDA works. It should be noted that a comprehensive CTPMP will be prepared once a builder has been appointed to the project and the exact construction methodology is determined.

The report is structured as follows:

- Section 2: Outlines SEARs responses
- Section 3: Describes the site and its location
- Section 4: Documents existing traffic conditions
- Section 5: Describes the preliminary construction programme
- Section 6: Outlines the proposed traffic management arrangements
- Section 7: Concludes the report

2. SEARS RESPONSES

A response to each relevant requirement of the Secretary's Environmental Assessment Requirements (SEARs) is provided below, including references to sections of this report where applicable. Reference should also be made to the SEARs and the below matters relate specifically to Item 6.

Table 1: SEARs Requirements and References

SEARs Requirements	Reference
Traffic, Transport and Accessibility	
a quantitative traffic impact assessment prepared in accordance with relevant Roads and Maritime Services and Austroads guidelines, that includes:	
details of all daily and peak traffic volumes likely to be generated during all key stages of construction and operation, including a description of key access / haul routes, vehicle types and potential queuing impacts	Section 5.2 – Construction volumes Section 6.3 – Vehicular access Section 6.6 – Haul routes Refer to Transport and Accessibility Impact Assessment prepared separately
an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts on existing performance levels of nearby intersections (including maximum queue length), using a calibrated and validated SIDRA (or similar) traffic model (see TfNSW comments in Attachment 2)	Refer to Transport and Accessibility Impact Assessment prepared separately
swept path diagrams demonstrating that the largest vehicle accessing the site can manoeuvre surrounding key intersections	Refer to Transport and Accessibility Impact Assessment prepared separately
plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network	Section 5.2 Refer to Transport and Accessibility Impact Assessment prepared separately for operational aspects
details and plans of the proposed internal road network, loading docks, pedestrian and cycling facilities and on-site parking in accordance with the relevant Australian Standards	Refer to Transport and Accessibility Impact Assessment and Green Travel Plan prepared separately
consideration of any parking that is required for a café use	Refer to Transport and Accessibility Impact Assessment prepared separately
details of the largest vehicle anticipated to access and move within the site, including swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the site	Refer to Transport and Accessibility Impact Assessment prepared separately
details of road upgrades, infrastructure works or new roads or access points required for the development if necessary.	Refer to Transport and Accessibility Impact Assessment prepared separately

3. LOCATION AND SITE

The subject site located at 49-61 Stephen Road, Banksmeadow (Lot 1 of DP311767, Lot 1 of DP1095110 and Lot A of DP190526) is located approximately 3.7 kilometres southeast of Sydney Domestic Airport Railway Station and 3.8 kilometres southeast of Mascot Railway Station. More specifically, it is situated on the eastern side of Stephen Road approximately 580m north of Botany Road.

The site has an irregular configuration with an area of approximately 48,187m² and currently accommodates an industrial development. It has a western frontage to Stephen Road measuring approximately 151 metres, and an eastern frontage to Coal Piers Road measuring approximately 254 metres. It has a northern and southern boundary of approximately 266m to industrial developments.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



Figure 1: Location Plan



Figure 2: Site Plan

4. EXISTING TRAFFIC CONDITIONS

4.1 Road Network

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

- **Foreshore Road:** a TfNSW Main Road (MR617) that traverses northwest-southeast between the General Holmes Drive in the northwest and Botany Road in the southeast. Within the vicinity of the site, it is subject to 80km/h speed zoning and accommodates two (2) lanes of traffic in each direction. Parking is not permitted on both sides of the road.
- **Botany Road:** a TfNSW Main Road (MR170) that traverses north-south between the Boundary Street in the north and Bunnerong Road in the south. Within the vicinity of the site, it is subject to 50km/h speed zoning and generally accommodates a single lane of traffic in each direction. Botany Road generally permits unrestricted on-street parking on either side of the road.
- **Stephen Road:** an unclassified regional road (7044) that traverses north-south between the Ocean Street in the north and Botany Road in the south. Within the vicinity of the site, it is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Parking is generally permitted on both sides of the road.
- **Swimbourne Street:** a local road that traverses east-west between Pater Street in the east and William Street in the west. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Swimbourne Street generally permits on-street parking on either side of the road.
- **McPherson Street:** a local road that traverses east-west between Hill Street in the east and ending in a cul-de-sac in the west. It is subject to 50km/h speed zoning and is split into two sections by Excell Street. The eastern section between Hills Street and Excell Street accommodates a single lane of eastbound traffic, while remainder of McPherson Street accommodate a single lane of traffic in each direction

McPherson Street generally permits on-street parking on either side of the road.

- Coal Pier Road: a local road that traverses north-south between McPherson Street in the south and ending in a cul-de-sac in the north. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Coal Pier Road generally permits on-street parking on either side of the road.
- Hills Street: a local road that traverses north-south between McPherson Street in the north and Botany Road in the south. It is subject to 50km/h speed zoning and accommodates a single lane of northbound traffic. Hill Street generally permits on-street parking on either side of the road.
- Exell Street: a local road that traverses north-south between McPherson Street in the north and Botany Road in the south. It is subject to 50km/h speed zoning and accommodates a single lane of southbound traffic. Exell Street generally permits on-street parking on either side of the road.

It can be seen from Figure 3 that the site is conveniently located with respect to the main arterial road serving the region. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.



Figure 3: Road Hierarchy

4.2 Sustainable Transport Options

The subject site is within 800m walking distance of several bus stops operating along Swimbourne Street and Foreshore Road. These bus services are presented in **Figure 4**, with the service frequencies outlined in **Table 1**.

Table 1: Bus Routes and Service Frequencies

Bus No.	Bus Route	Service Frequency	
		Weekdays	Weekends
307	Eastgardens to Mascot Station (Loop Service)	Every 20 minutes	Every 20 minutes
309	Port Botany to Redfern	Every 5-10 minutes	Every 10 minutes
310	Botany to Central Railway Square	Limited Services	Limited Services

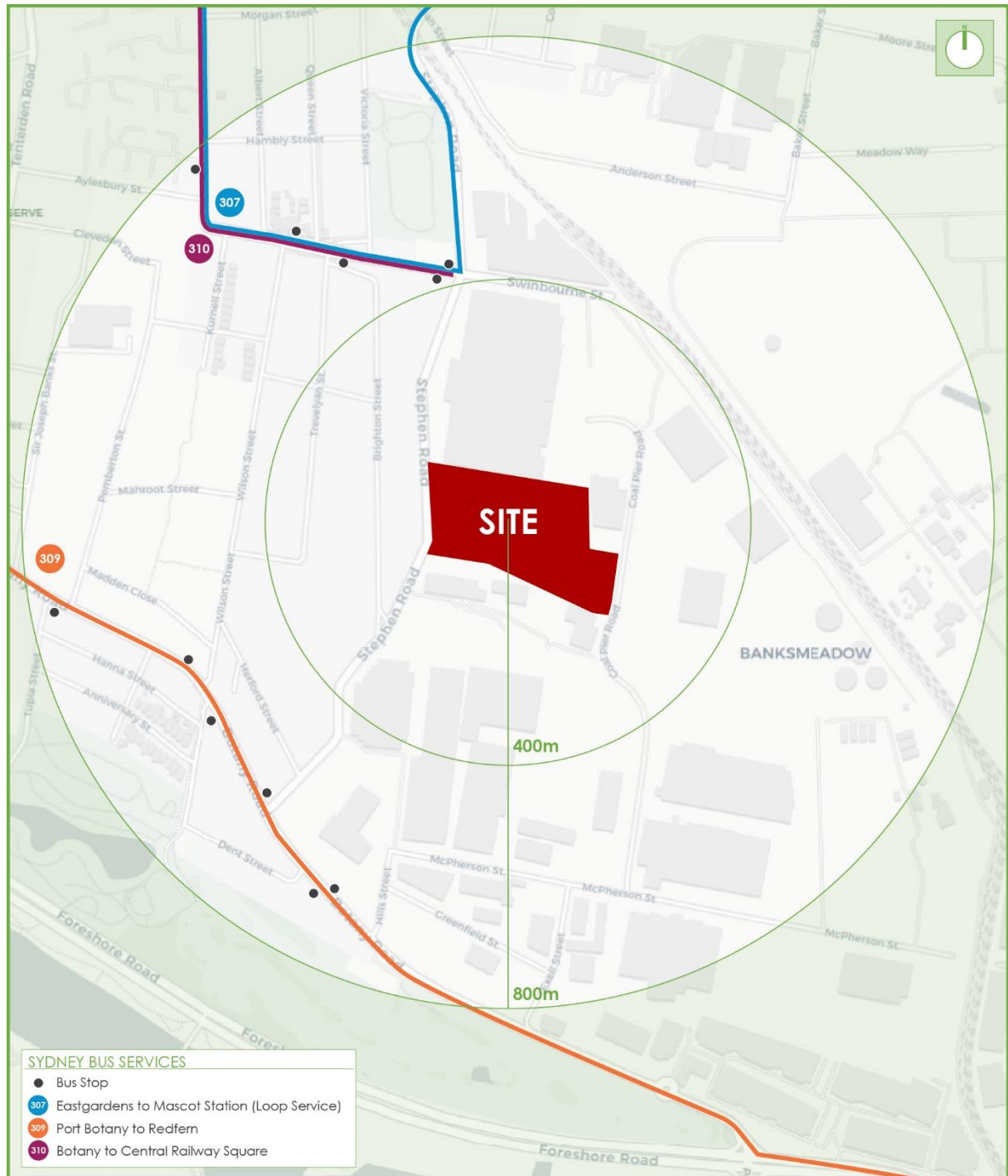


Figure 4: Public Transport

5. OVERVIEW OF CONSTRUCTION PROGRAM

5.1 Hours of Work

The proposed hours of operation summarised are as follows:

- | | |
|----------------------------|---|
| ➤ Monday to Friday | 7:00am to 5:00pm; |
| ➤ Saturday | 7:00am to 3:00pm; and |
| ➤ Sunday or Public Holiday | No building activities to be carried out at any time. |

In addition to the above, the following aspects are considered noteworthy:

- i. The above construction hours are subject to change in response to any future condition, upon approval of the development;

5.2 Overview of Construction Works

Whilst the SEARs require detailed information regarding peak hour and daily truck movements, limited information is able to be provided at this preliminary stage prior to a builder being appointed. Nevertheless, the following stages are expected to be addressed by the comprehensive CTPMP report in response to a suitable condition of consent:

- Site establishment/demobilisation;
- Demolition;
- Bulk Excavation;
- Structure; and
- Fit out and Finishes.

It is anticipated that construction volumes will be less than 100 vehicles arrivals per day with a maximum of 15 truck movements per hour.

6. TRAFFIC AND PEDESTRIAN MANAGEMENT ARRANGEMENTS

6.1 Site Establishment Plan

A detailed site establishment plan will be developed by the appointed builder prior to the commencement of any works. The plan is expected to detail the location of the proposed hoarding/fencing, vehicle access points, pedestrian access points, and contractor parking etc.

6.2 Construction Vehicles

The number of peak hour and daily truck volumes are to be provided by the appointed builder. Nevertheless, the expected traffic volumes are expected to be moderate when compared to the overall traffic movements on the adjacent road network. Truck movements are expected to be scheduled outside of peak network periods where possible. In addition, workers typically arrive and depart the site (6am-4pm) outside of the network peaks, further reducing impacts.

6.3 Vehicular Access

It is proposed all construction vehicles will access and egress the site via Coal Pier Road throughout the construction period. The Coal Pier Road access point is considered optimal for pedestrian safety, as it avoids Stephen Road which contains residential properties and does not permit truck movements along this road. All construction vehicles will access and egress the site in a forward direction. In addition to the above, the following items are noteworthy:

- All loading and unloading activities are to be contained wholly within the site;
- All adjacent property accesses will be maintained at all times;
- All vehicles are not to obstruct any pedestrian crossings or footpaths;

6.4 Traffic Controllers

SafeWork NSW accredited traffic controllers will be utilised at the site vehicle access points to assist construction vehicles and pedestrians during work hours. Pedestrians may be held only for very short periods to ensure their safety when trucks are leaving or entering the site, but they

are not to be stopped in anticipation – i.e. pedestrians have right of way on the footpath at all times.

6.5 Trucks Arrivals

All trucks will be linked via CB radio and / or hands-free mobile and will only be called to the site when required and when there is sufficient capacity to accommodate the proposed trucks. This management of loading / unloading or deliveries is envisaged to be the same throughout all stages of construction and will ensure no trucks would be required to queue or park on-street.

6.6 Truck Routes

The proposed truck routes make use of Transport for NSW (TfNSW) classified State Roads, where possible. All drivers will be required to radio in prior to arriving onsite, to avoid queuing on surrounding roads. Drivers will not be permitted to park on surrounding roads outside of the site. The proposed truck routes are recommended to allow all vehicles to access the site in a forward direction. The routes make use of approved B-Double routes and as such additional swept path analysis is not required. A copy of the routes would be provided to all drivers prior to attending the site, and the proposed inbound and outbound truck routes from Wyong Road are presented in **Figure 5**.

- Routes to Site:
 1. Turn left/right into Botany Road, northbound.
 2. Turn right into Hills Street, northbound.
 3. Turn right into McPherson Street, eastbound.
 4. Turn left into Coal Pier Road, northbound.
 5. Turn left into site, westbound

- Routes from Site:
 1. Depart the construction site, turning left onto Coal Pier Road, southbound.
 2. Turn right onto McPherson Street, westbound.
 3. Turn left onto Exell Street, southbound
 4. Turn left onto Botany Road, eastbound
 5. Turn left/right onto Foreshore Road/Botany Road

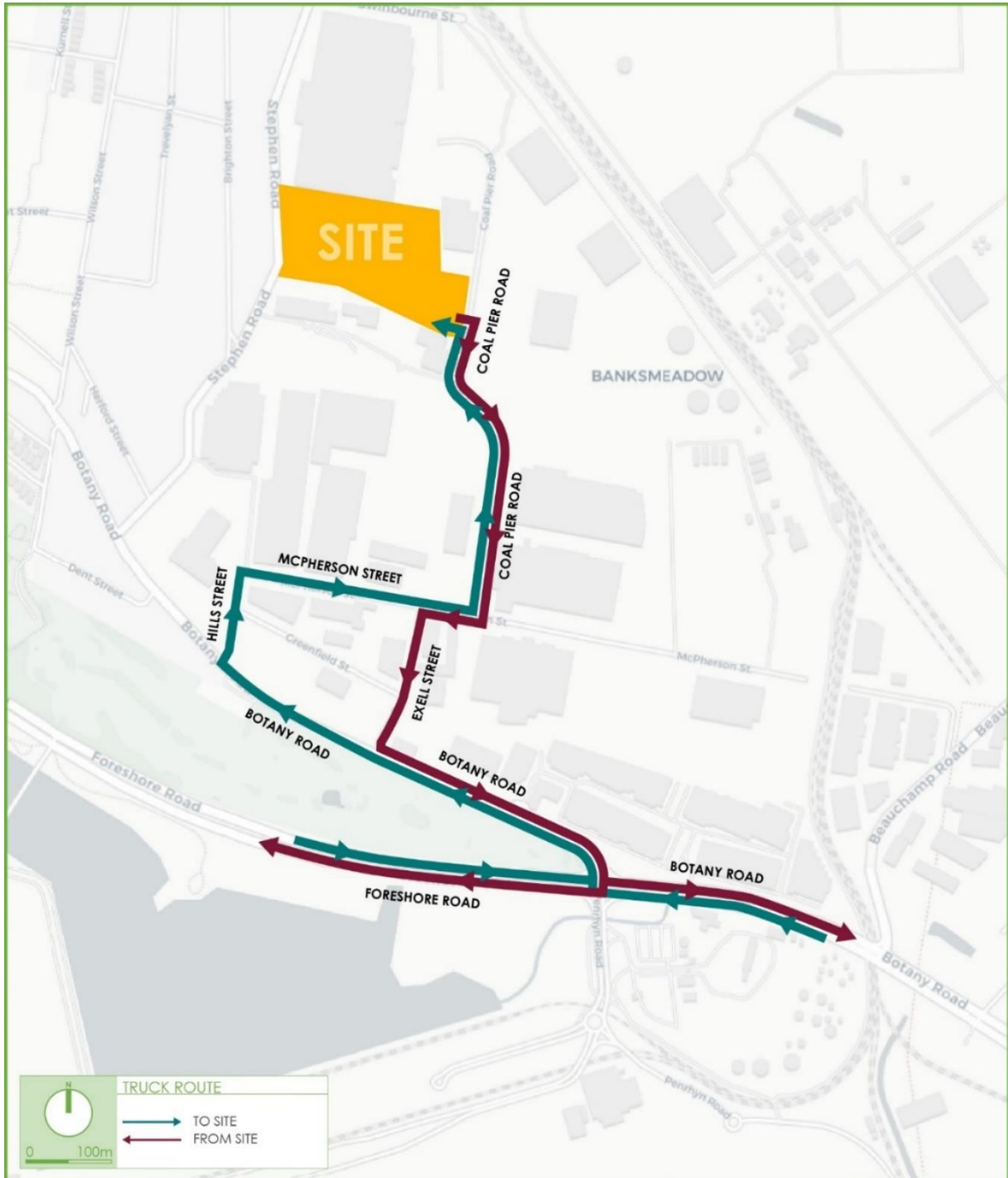


Figure 5. Proposed Inbound and Outbound Truck Routes

6.7 Permits

Permits including out of hours permits, road/lane closure permits, crane permits etc. will be submitted to Council in a separate application.

6.8 Crane Requirements

A single tower crane will be utilised throughout both stages of construction (similar to the hotel tower crane currently erected). Additionally, smaller mobile cranes will be utilised throughout the construction period, when required. The cranes will be located within the subject site and will facilitate loading / unloading of material, machinery plant, etc. from within the site boundary.

6.9 Pedestrian Control

Pedestrian access surrounding the work site will be managed safely during all construction stages. In order to maintain pedestrian safety, chain mesh fencing with shade cloths will be installed along the perimeter of the construction site to maintain pedestrian thoroughfare. The fencing and shade cloth will be maintained from throughout all stages of construction.

In addition to the above, all material, plant and spoil bin storage is to be accommodated within the site at all times during all stages of construction. No building materials shall be placed, dumped or left on any Council road or footpath area at any time, with footpaths to remain in a safe condition for use by pedestrians at all times. Should the builder require any place of any plant/equipment on Council road or land, an application for relevant approvals will be required.

These pedestrian control arrangements are therefore considered acceptable and will ensure that pedestrian safety is maintained at all times.

6.10 Access to Neighbouring Properties

Neighbouring properties are to have their vehicular and pedestrian accesses maintained at all times over the course of construction. If at any time, the accesses to the neighbouring properties are obstructed, temporary access arrangements will be provided to the satisfaction of the occupants and Council.

6.11 Worker Vehicles

Workers will be encouraged during inductions to carpool with others and utilise the range of public transport services available in the locality. Information relating to the available public transport options will be provided within induction material provided to contractors by the appointed builder. It is also envisaged that some on-site car parking will be provided, noting the large site area.

6.12 Traffic Guidance Schemes

The Traffic Guidance Schemes (TGSs) included in **Appendix A** demonstrates the proposed signage / traffic management measures to be adopted for all stages of construction. The TGSs included will ensure that vehicle and pedestrian movements are managed safely and efficiently:

➤ TGS No. 1 – Truck Access

The proposed TGS will ensure that all traffic and pedestrians are managed safely during truck movements. This TGS has been designed in accordance with the requirements of the TfNSW Traffic Control at Work Sites Technical Manual, with copies of the TGSs to be kept on-site at all times.

7. CONCLUSIONS

The plan outlined above is considered satisfactory for a SSDA submission and will minimise any disruptions to residents / visitors of neighbouring developments, and pedestrians in the area. This plan meets all requirements of the TfNSW *Traffic Control at Work Sites Manual* and is recommended for adoption.

APPENDIX A

Traffic Guidance Scheme



VALUE OF DIMENSION "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
50	50
Note: Coal Pier Road - 50 km/h	
Time Period: To be confirmed	