

## M<sup>C</sup>LAREN TRAFFIC ENGINEERING

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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

9 April 2025

Reference: 250069.01FA

Sustainable Development Group Limited  
Level 4, 233 Castlereagh Street  
Sydney NSW 2000  
Attention: Josiah Monin

### CONSTRUCTION TRAFFIC MANAGEMENT PLAN OF MIXED USE DEVELOPMENT AT 461 CHAPEL ROAD, BANKSTOWN

Dear Josiah,

This CTMP has been completed in response from Sustainable Development Group Limited to a request for submission to Canterbury Bankstown Council.

#### **1 Site Location**

The subject site is located within the Bankstown City Centre and is generally surrounded by retail and commercial developments in all directions with Bankstown Central Shopping Centre located southeast of the site. Bankstown Train Station is located approximately 500m south of the site.

Chapel Road has the following existing characteristics at the point of construction:

- ❑ TfNSW Unclassified Regional Road
- ❑ Generally 13m wide 2-lane carriageway (1-lane in each direction)
- ❑ Pedestrian footpath along both sides of the carriageway
- ❑ Signposted 40km/h speed limit south of Rickard Road
- ❑ Signposted 60km/h speed limit at all other areas
- ❑ No kerbside parking permitted along the frontage of the site due to parking restrictions

French Avenue has the following existing characteristics at the point of construction:

- ❑ Unclassified LOCAL Road
- ❑ Generally 12m wide 2-lane carriageway (1-lane in each direction)
- ❑ Pedestrian footpath along both sides of the carriageway
- ❑ Signposted 50km/h speed limit
- ❑ No kerbside parking permitted along the frontage of the site due to "No Parking" restrictions

## 2 Proposed Development

The development involves the construction of a mixed-use building including a retail premises, commercial premises, social and affordable rental housing development, child care centre and associated basement car park.

The basement car park consists of a total of 51 car parking spaces and 94 bicycle spaces. Vehicular access to the basement will be made via French Avenue.

Plans of the proposed development have been reproduced within **Annexure A** for reference.

## 3 Duration of Construction

Construction is expected to occur over a total duration of 128 weeks. The expected milestones and durations are as follows:

**TABLE 1: CONSTRUCTION ACTIVITIES**

Activity	Duration
Excavation	16 weeks
Structure	76 weeks
Fit-out	68 weeks
<b>Total</b>	<b>128 weeks <sup>(1)</sup></b>

NOTE:

(1) There is a 32-week overlap between structure and fit-out stages.

This timeframe is indicative only and can possibly change due to delays, weather and construction certification details.

## 4 Construction Hours of Work

The work associated with the construction of the development is expected to be carried out between the general hours of construction as follows:

*Mondays to Saturdays: 7:00am to 5:00pm*

*No work to occur on Sundays and public holidays*

The enforcement of these hours of work is the responsibility of the site contractor and any other delegated authority. All sub-contractors and associated workers are to follow the hours of work as instructed by the site contractor. Any works outside of the approved hours of work must be approved by Council prior to carrying out the work.

## 5 Construction Site Access

All loading and unloading of material will be completed from the works zone for all stages.

Vehicular access into the proposed works zone on French Avenue, along the northern boundary of site will be suitable for construction vehicles up to a 20m AV. Similarly, the Chapel Road work zone will be suitable for construction vehicles up to a 12.5m length HRV.

It has been advised that B-Class hoarding will be erected along the French Avenue and Chapel Road frontages to allow and maintain pedestrian access and safety. Where there is traffic near a severe hazard (such as a deep excavation) during construction, a road safety barrier system may be required to prevent penetration by an out-of-control vehicle, at the discretion of a site manager or OHS officer of the construction. Where required, a road safety barrier shall be designed and provided in accordance with AS/NZS 3845.

Further, any damage done to Council property including the existing road, verge or street trees along the site frontages by construction traffic related to the subject site is to be a repaired as part of the dilapidation survey and bond.

## 6 Work Zones

A works zone is proposed along the French Avenue site frontage, approximately 27m in length and along the Chapel Road site frontage, approximately 14m in length. The works zones shall act as a place for construction vehicles up to a 12.5m length Heavy Rigid Vehicle (HRV) on Chapel Road or 20m Articulated Vehicle (AV) on French Avenue to deliver, service and undertake construction activities for the site. Appropriate Council approval must be granted prior to the operation of the proposed works zones.

## 7 Construction Staff & Parking Requirements

The expected staff requirements for the construction are as follows:

**TABLE 2: CONSTRUCTION STAFF**

Activity	Duration	No. Staff	Expected Staff on-site at any one time
Excavation	16 weeks	40	30
Structure	79 weeks	100	80
Fitout	68 weeks	180	160

It is expected that as a worst case, a total of 160 workers will be on-site at any one-time. Assuming car occupancy of 2 workers per vehicle (carpool and public transport use) would equate to 80 parked vehicles. When the basement is constructed and certified (if necessary), it may be feasible for staff to park within the basement car park, alleviating overflow parking during the internal finish / fitout period which is likely to generate the highest parking demand.

It has been advised by the client that no on-site parking will be offered to constructions staff and will be recommended against parking in the local neighbourhood. Instead, staff will be strongly recommended to use public transport.

The site is located within convenient walking distance to multiple bus stops which provides access to the site from Sutherland, Parramatta, Auburn, and Hurstville.

Bankstown Station is currently undergoing upgrades to incorporate a new Metro Station. Currently, TfNSW is operating train replacement buses until the Metro is under operation. In accordance with the NSW Sydney Metro website, Bankstown Station is expected to service 15 trains per hour during the morning peak period. Further, the Metro services are expected to reduce travel time by up to 25-minutes in some destinations. The increased Metro service frequency and decreased travel times is likely to make the Metro an attractive travel mode for workers which will reduce private vehicle reliance.

## 8 Construction Traffic

Construction traffic generated by the proposed development is to be up to 80 daily construction trucks (up to 20m AV), at maximum output, during excavation (approximately one truck every 8 minutes). However, under typical operation only 50-60 trucks per day are expected during excavation stage. There is up to 15-20 during the structure and fitout stages, whilst staff traffic will generally occur early in the morning (7am) and gradually finish in the afternoon from 3pm onward.

As construction vehicles will be spread throughout the day, a maximum of 10 truck movements will occur during the morning and afternoon peak hour in the area around the site.

## **9 Construction Vehicle Haulage**

All construction vehicles required to access the site and the proposed works zones will utilise the existing road network. The largest construction vehicle required to access the site is a 19m Truck and Dog. The largest construction vehicle required to access the proposed works zone on French Avenue is a 20m AV whilst the largest construction vehicle required to access the proposed works zone on Chapel Road is a 12.5m HRV.

To access the site via the French Avenue frontage, construction vehicles are to turn left or right from Stacey Street before turning right at the signalised intersection of Rickard Road / Jacobs Street. The construction vehicles are to travel along Jacobs Street before turning left onto French Avenue and reaching the site.

To access the site via the Chapel Road frontage, construction vehicles are to turn left or right from Hume Highway onto Chapel Road at the signalised intersection. Construction vehicles are to travel along Chapel Road before reaching the site.

Swept Path Tests have been undertaken to ensure the relevant construction vehicles can adequately manoeuvre the proposed haulage route to and from both proposed works zones. The swept path results are reproduced within **Annexure B**.

## **10 Pedestrian Management**

The site frontage along French Avenue and Chapel Avenue has existing pedestrian footpaths which are to remain open to pedestrian access at all times. These frontages on the outside of the construction fence are to be free of any waste, construction material or trip hazards associated with the development. Only authorised personnel are permitted on-site and must be inducted by the site manager / OH&S officer. Site fencing on the along the frontages should also be regularly inspected for potential trip hazards or encroachment onto the verge where pedestrians will walk.

It has been advised that the site foreman/manager will install full type A hoarding to the perimeter of the site and type B hoarding to the French Avenue and Chapel Road boundaries to allow free access to pedestrians at all times.

## **11 Traffic Guidance Scheme**

Traffic Guidance Scheme (TGS) for the subject construction is shown in **Annexure C** with the truck loading swept paths shown in **Annexure B**. Some modifications to the on-site layout are required depending on the size of vehicle for deliveries. The TGS is based on Roads & Maritime Services (RMS) Traffic Control at Worksites.

For the duration of demolition, excavation and construction, the TGS shown in **Annexure C** shall be implemented and erected by a suitably qualified contractor.

Any proposed additional signage and road closures are to be approved by Council's Local Traffic Committee. Residents and businesses in the area are to be formally informed of the traffic changes via letterbox drop prior to the commencement of any construction activities. VMS signage may also be erected in order to keep local traffic informed of any changes to traffic conditions.

## **12 Traffic Management Plan Checklist**

Reference is made to the TfNSW (previously RTA) *Procedures for Use in the Preparation of a Traffic Management Plan*, version 2.0 December 2001. The following list addresses the required CTMP details.

- A. Description or detailed plan of proposed measures  
*Is the detailed plan of the proposed measures necessary?*  
**Yes**
- B. Identification and assessment of impact of proposed measures  
*Is a detailed assessment required?*  
**No** – The expected generated construction traffic is not expected to measurably increase expected delays or impacts on surrounding network performance.
- C. Measures to ameliorate the impact of re-assigned traffic  
*Is an assessment required?*  
**No** – The expected generated construction traffic is relatively low and is not expected to measurably increase expected delays or impacts on surrounding network performance. The site is located close to the regional roads of Chapel Road and Rickard Road as well as the classified state road of Stacey Street, therefore minimising infiltration to local streets.
- D. Assessment of public transport services affected  
*Is an assessment required?*  
**No** – There are no existing bus stops which will be affected by the proposed works. The required staff levels are also not expected to add loading above what the surrounding public transport network can cater for with its current services and frequency and as such, public transport will not be affected.
- E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians  
*Are these details required?*  
**No** – The proposed works will not adversely impact the current on-street conditions, including access around the site for pedestrians.
- F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures  
*Is an assessment required?*  
**No** – There are no existing bus stops which will be affected by the proposed works. The required staff levels are also not expected to add loading above what the surrounding public transport network can cater for with its current services and frequency and as such, public transport will not be affected.
- G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas  
*Is an assessment required?*  
**No** – The expected generated construction traffic is relatively low and is not expected to measurably increase expected delays or impacts on surrounding network performance. The site is located close to the regional roads of Chapel Road and Rickard Road as well as the classified state road of Stacey Street, therefore minimising infiltration to local streets.

H. Public consultation process

*Is a public consultation process required?*

**No** – The current traffic flow conditions will remain unaltered and therefore no impact on existing traffic flows along local and arterial roads will be evident.

Please contact the undersigned should you require further information or assistance.

Yours faithfully

**McLaren Traffic Engineering**



**Craig McLaren FIEAust**

**RPEQ 19457**

**Director & Mentor**

BE Civil. Grad Dip (Transport Engineering), MITE

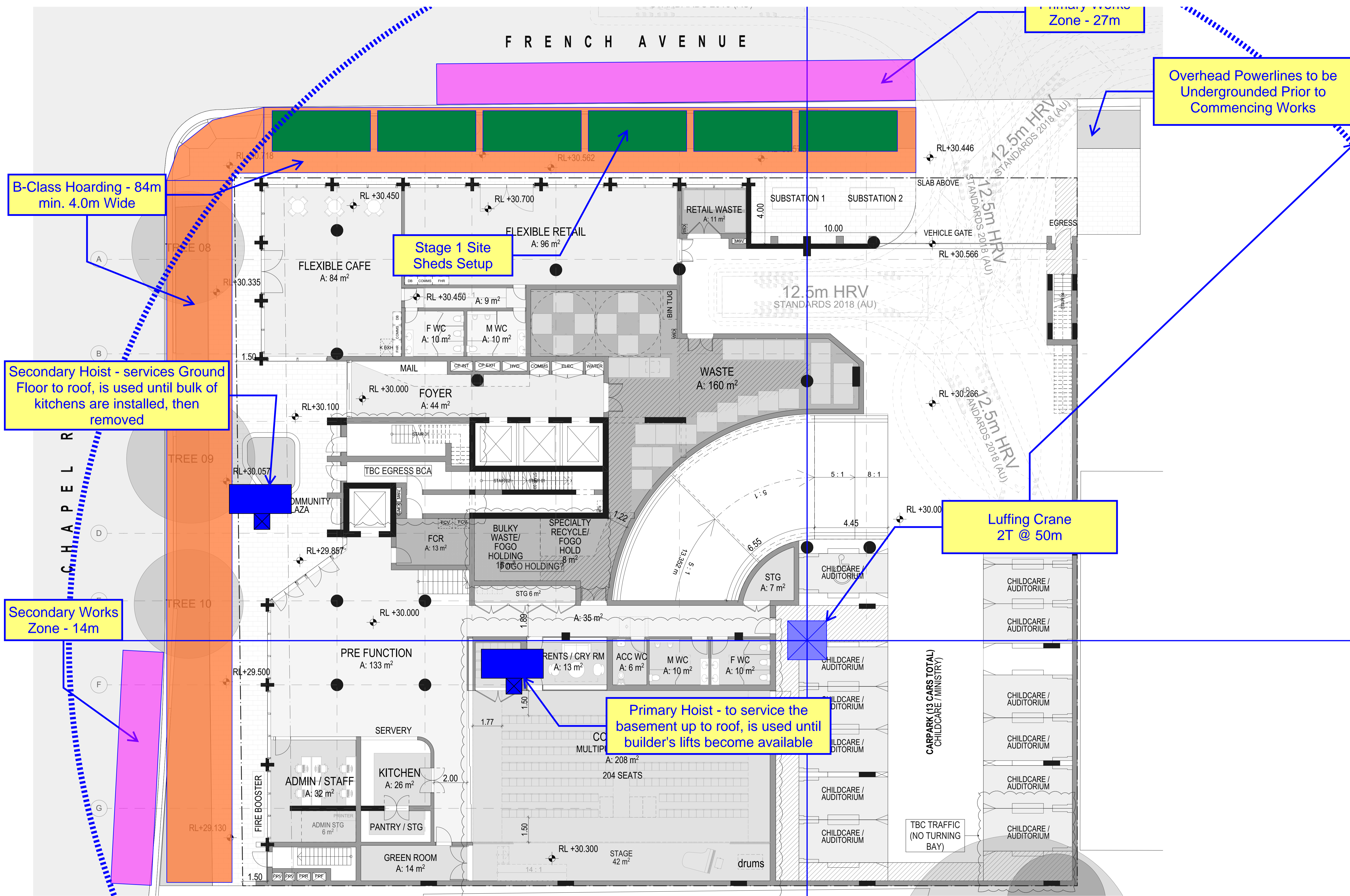
TfNSW Accredited Level 3 Road Safety Auditor [1998]

SafeWork NSW Traffic Control Work Training card, [Authorisation number TCT0015914 : Prepare Work Zone (PWZ)]

Expert Traffic Engineering & Road Safety Witness at NSW Land & Environment & NSW Supreme Court



**ANNEXURE A: GROUND FLOOR PLAN  
(2 SHEETS)**



B-Class Hoarding - 84m  
min. 4.0m Wide

Stage 1 Site  
Sheds Setup

Secondary Hoist - services Ground  
Floor to roof, is used until bulk of  
kitchens are installed, then  
removed

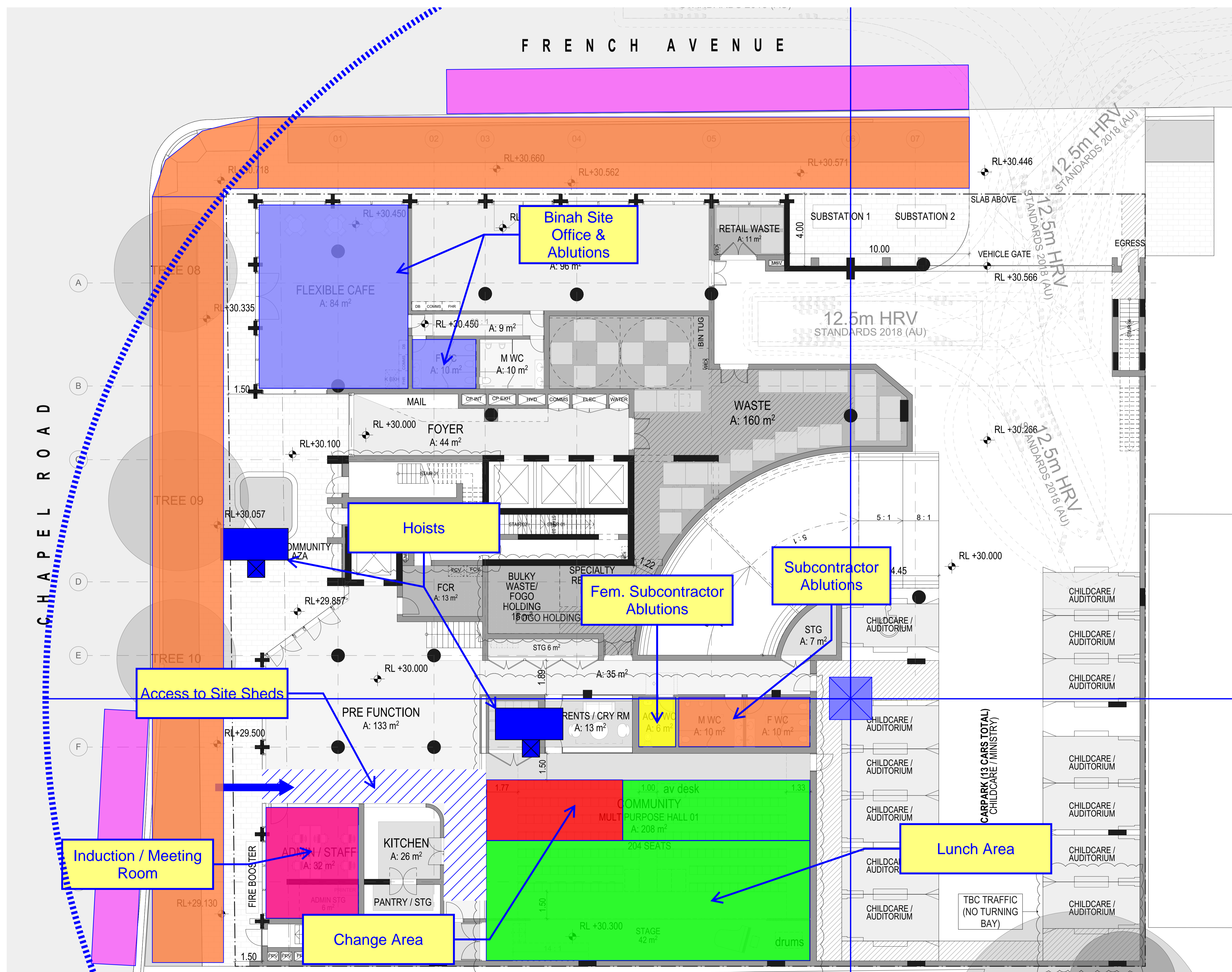
Secondary Works  
Zone - 14m

Primary Hoist - to service the  
basement up to roof, is used until  
builder's lifts become available

Luffing Crane  
2T @ 50m

Overhead Powerlines to be  
Undergrounded Prior to  
Commencing Works

Primary Works  
Zone - 27m



Site Address/Project

461 Chapel Road  
Bankstown NSW

Title

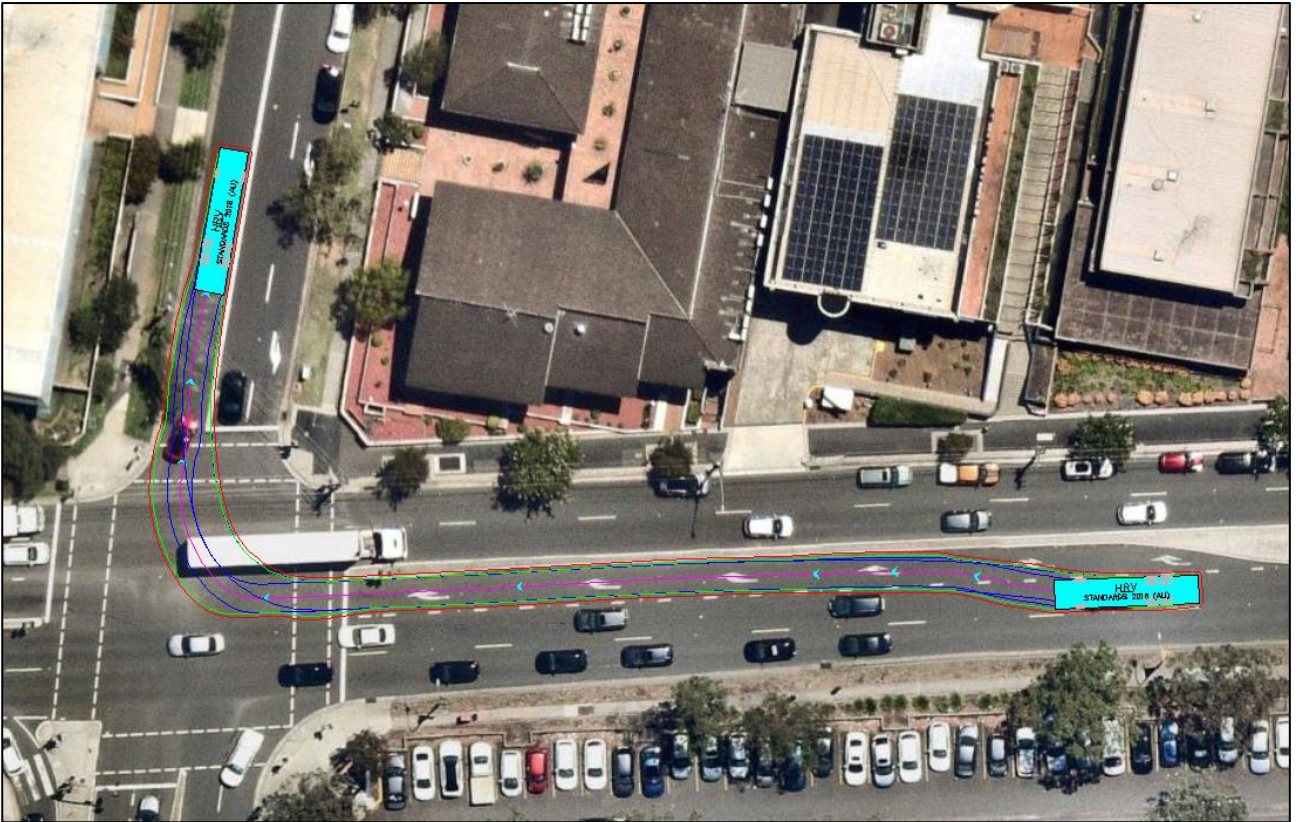
Main Works Site Establishment  
Plan (implemented after stripping  
Ground Floor)

Key / Legend





**ANNEXURE B: SWEEP PATH TESTING  
(7 SHEETS)**



**HRV Right Turn from Rickard Road onto Jacobs Street  
Successful**



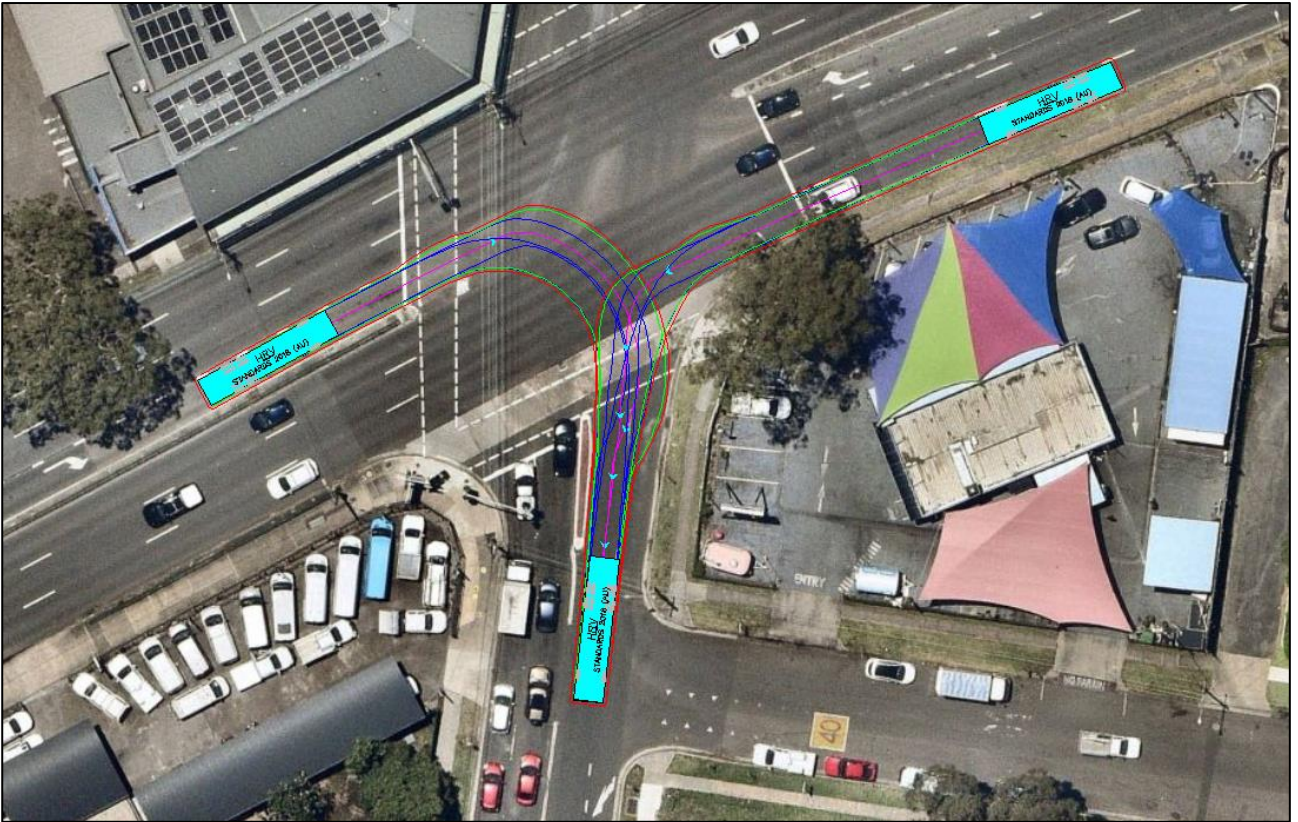
**Truck and Dog Right Turn from Rickard Road onto Jacobs Street  
Successful**



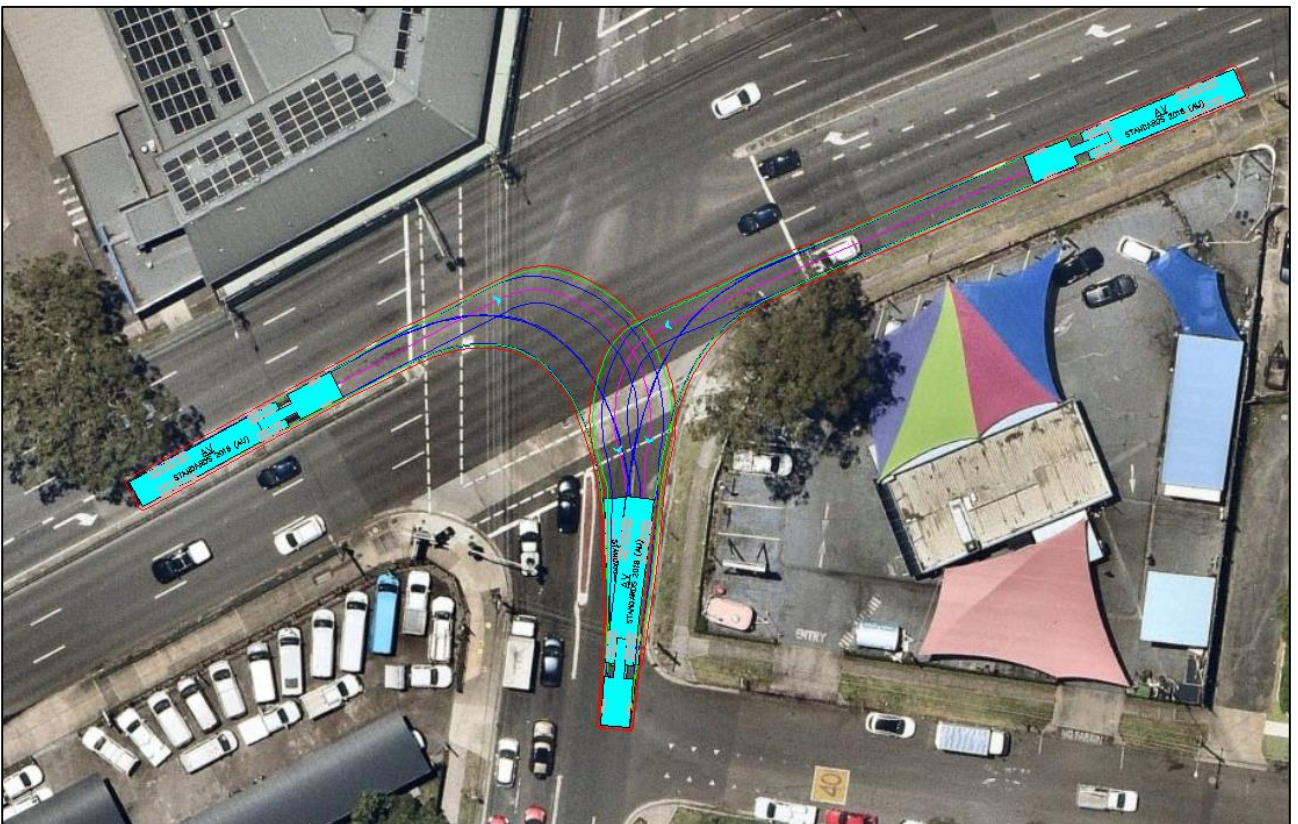
**HRV Left Turn from Jacobs Street onto French Avenue  
Successful**



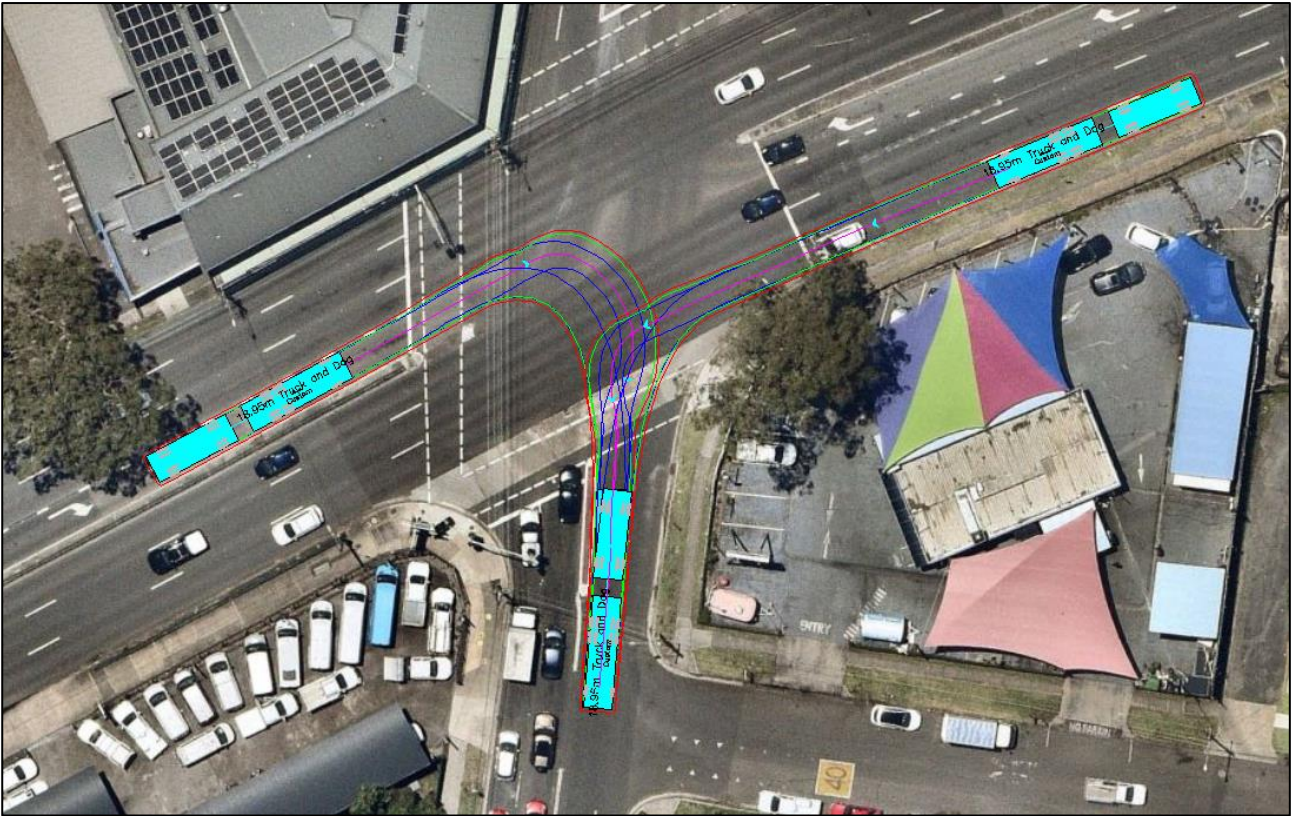
**Truck and Dog Left Turn from Jacobs Street onto French Avenue  
Successful**



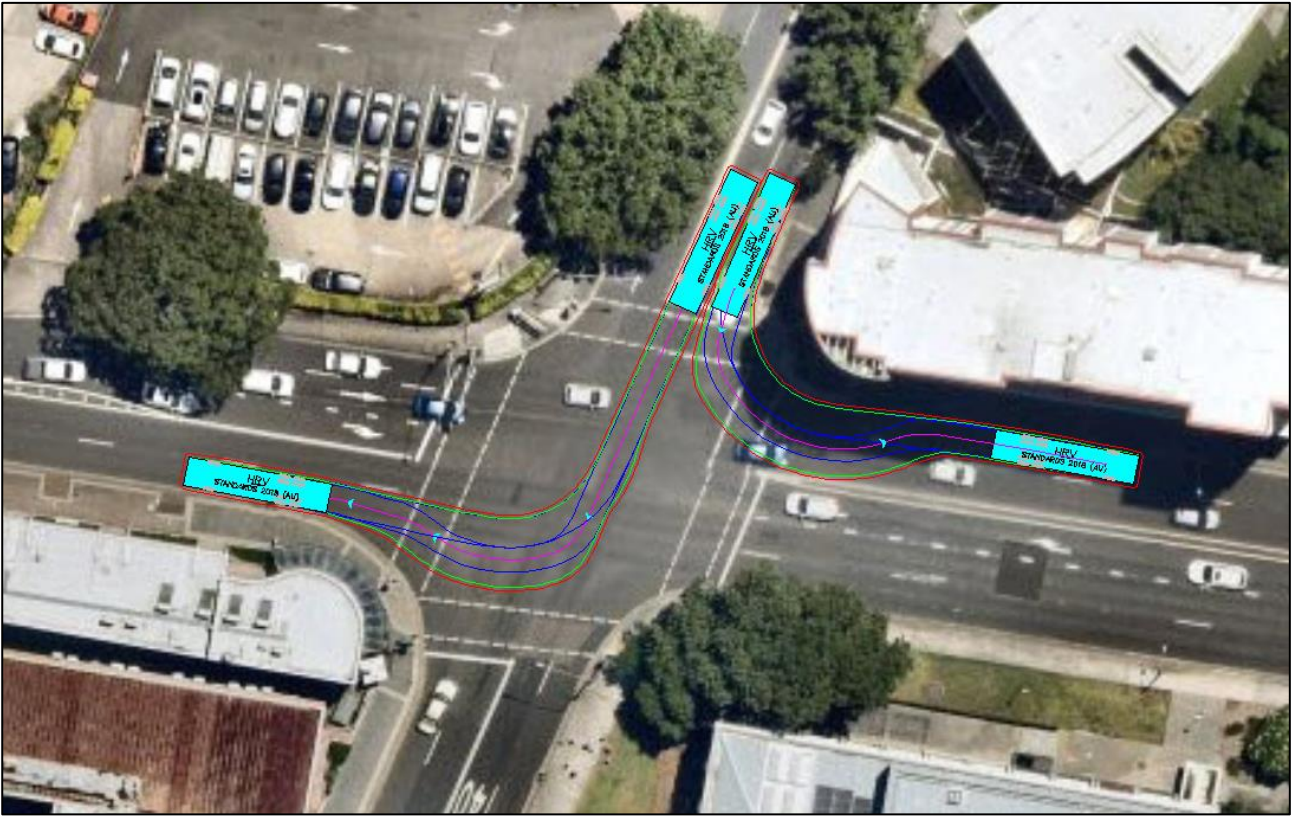
**HRV Left and Right Turn from Hume Highway onto Chapel Road  
Successful**



**AV Left and Right Turn from Hume Highway onto Chapel Road  
Successful**



**Truck and Dog Left and Right Turn from Hume Highway onto Chapel Road  
Successful**



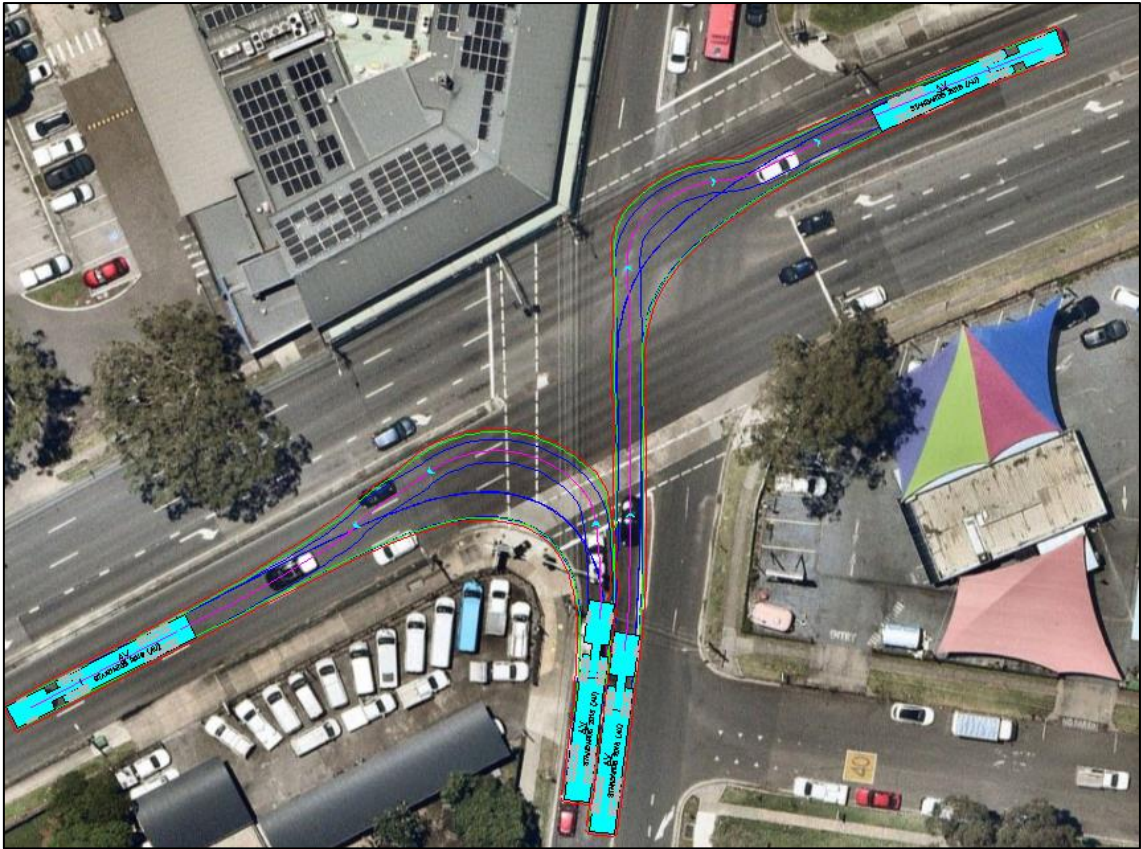
**HRV Left and Right Turn from Chapel Road onto Rickard Road  
Successful**



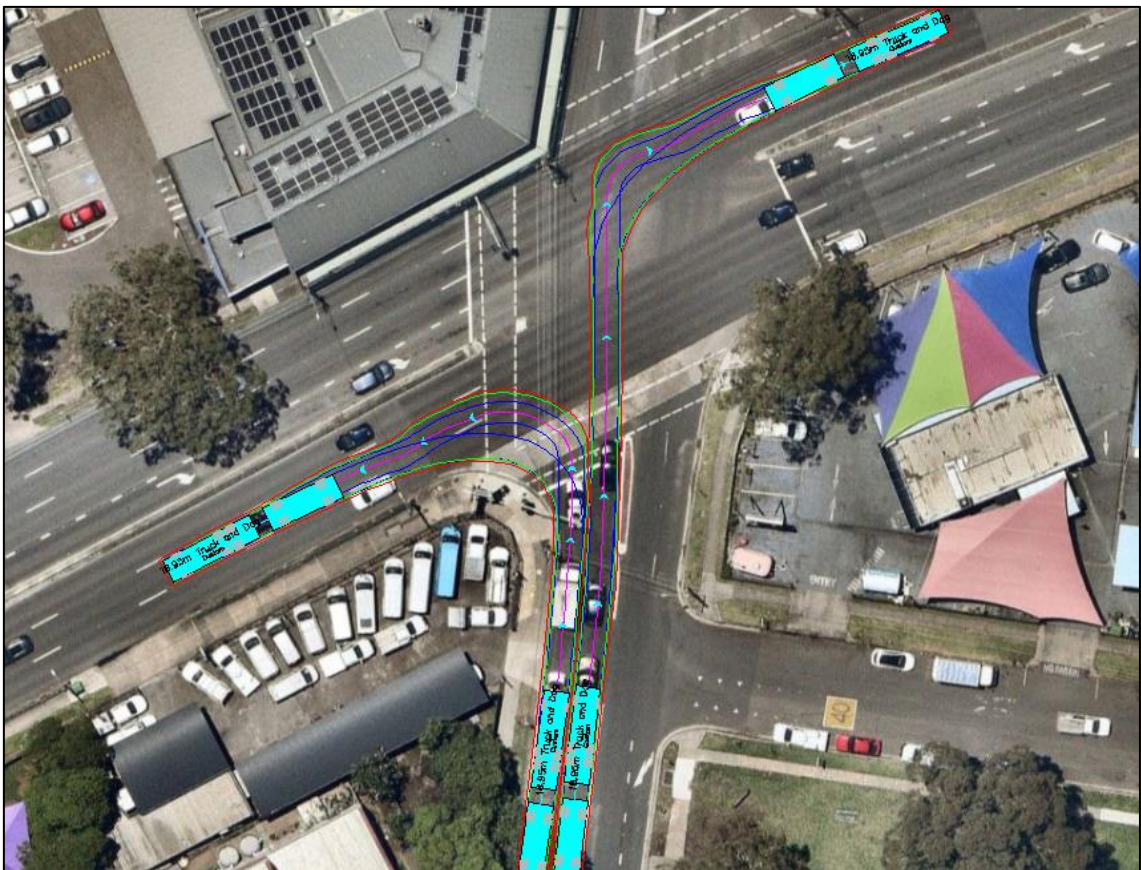
**AV Right Turn from Chapel Road onto Rickard Road  
Successful**



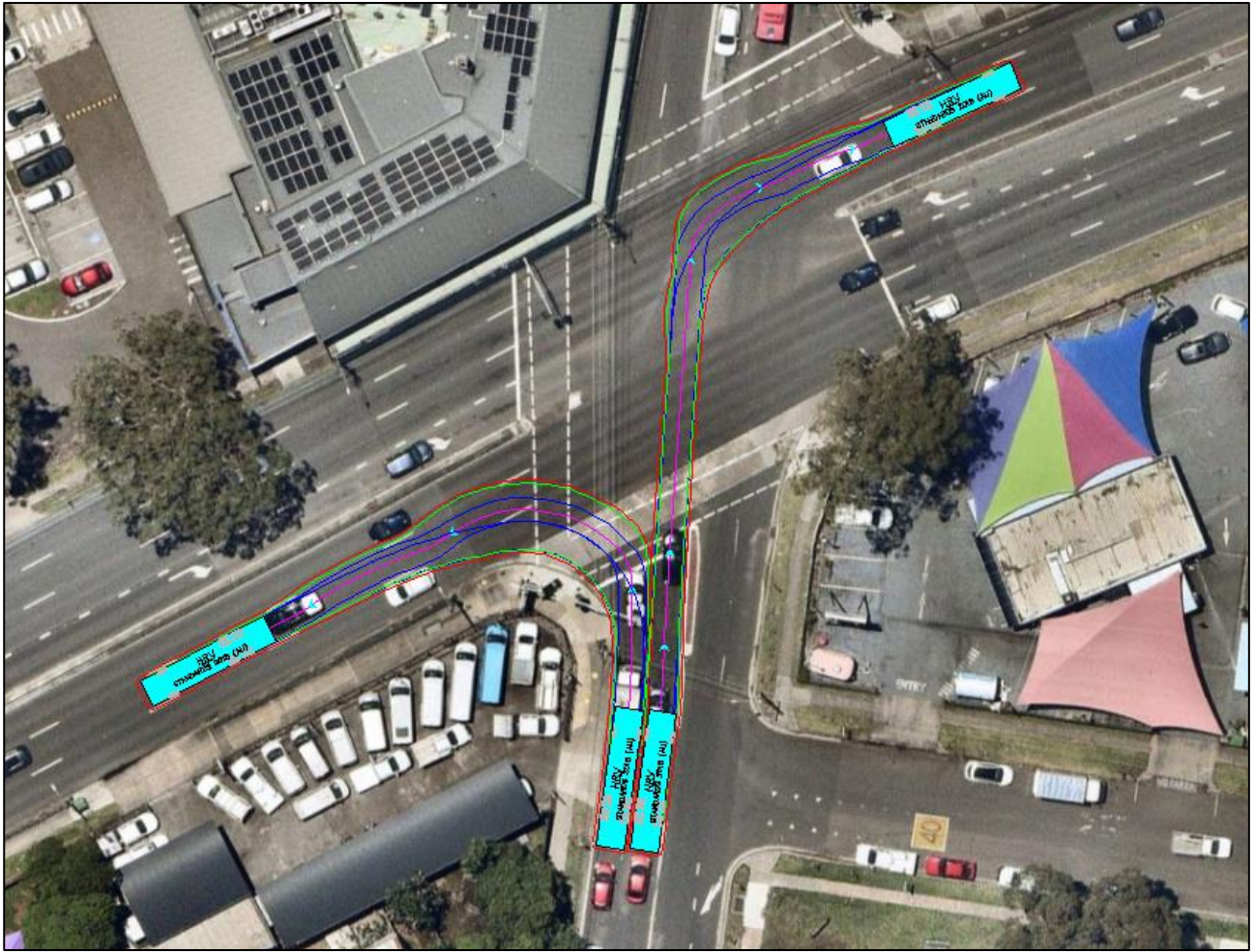
**Truck and Dog Left and Right Turn from Chapel Road onto Rickard Road  
Successful**



**AV Left and Right Turn from Chapel Road onto Hume Highway  
Successful**



**Truck and Dog Left and Right Turn from Chapel Road onto Hume Highway  
Successful**



**HRV Left and Right Turn from Chapel Road onto Hume Highway  
Successful**

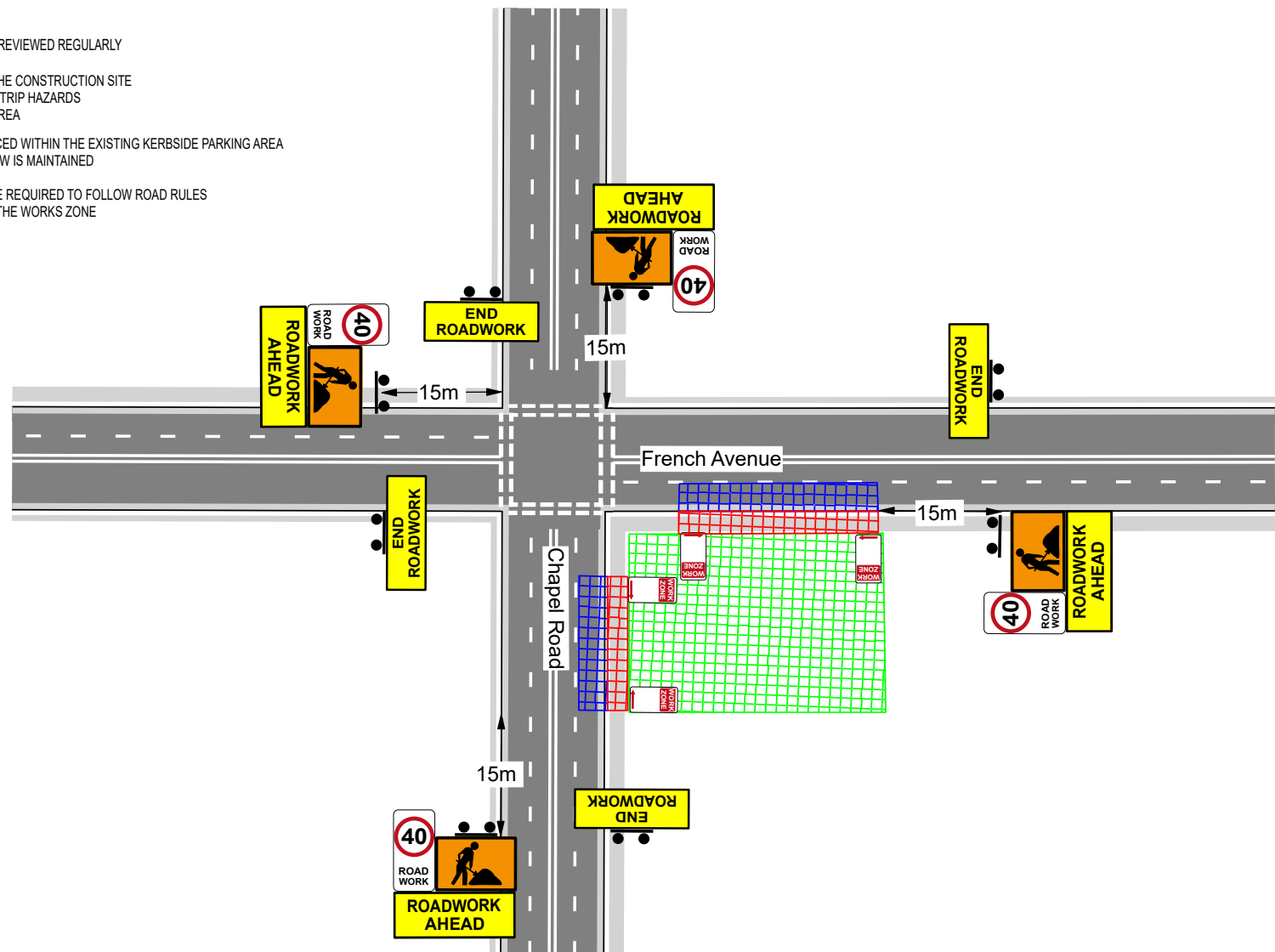


**ANNEXURE C: TRAFFIC GUIDANCE SCHEME  
(1 SHEET)**



- ① TRAFFIC GUIDANCE SCHEME TO BE REVIEWED REGULARLY
- ② THE PUBLIC VERGE IN FRONT OF THE CONSTRUCTION SITE IS TO BE FREE OF ANY WASTE AND TRIP HAZARDS OUTSIDE THE USE OF THE WORK AREA
- ③ THE WORK ZONES ARE TO BE PLACED WITHIN THE EXISTING KERBSIDE PARKING AREA SUCH THAT EXISTING TRAFFIC FLOW IS MAINTAINED
- ④ ALL CONSTRUCTION VEHICLES ARE REQUIRED TO FOLLOW ROAD RULES WHEN TRAVELLING TO AND FROM THE WORKS ZONE

Legend	
	Hoarding
	R4-212 (40)
	R5-25 (L)
	R5-25 (R)
	Site
	T1-1
	T1-5
	T2-16
	Work Zone



Date: 18/03/2025 Job Number: 2025/0069  
 Address: 461 Chapel Road, Bankstown

**TRAFFIC GUIDANCE SCHEME - WORKS ZONE**

Author: Daniel Fonken  
 Certification No: TCT0016942

- Instructions to Traffic Control Contractor:**
- All signage to be removed at completion of works
  - Traffic controllers are to be kept in radio contact of site manager and informed of expected vehicle movements
  - The correct implementation of this TGS is the responsibility of appropriately qualified persons and should be undertaken with regard to on-site conditions

**NOT TO SCALE**