

RE: Western Sydney Stadium: Statement on impact of excavation and piling in addition to Stage 1 DA impact assessment for the Section 96 submission purposes.

2 February 2017

Attention: Angus Morten, Project Manager, Buildings – Lend Lease

1 Introduction

This statement supports an application made under section 96(2) of the Environmental Planning and Assessment Act 1979 (EP&A Act) to modify Development Consent, SSD 16_7534 relating to the Stage 1 concept proposal and demolition works approval for the redevelopment of the Western Sydney Stadium.

Development Consent SSD 16_7534 was granted on 7 December 2016 by the Minister for Planning for the following components of the development:

- Concept Proposal for the Western Sydney Stadium, including building envelopes, a new 30,000 seat stadium, 500 surface car parking spaces, access, ancillary infrastructure and landscaping; and
- Detailed works for staged demolition and removal of the existing stadium and associated infrastructure and the Parramatta Swimming Centre.

This section 96 application (the Modification Application) constitutes the first modification to the consent.

2 Overview of Proposed Modifications

The modification application seeks to expand the approved range of site preparation works to include piling and remediation, as outlined below:

- Remediation works comprising the excavation and storage of contaminated materials and bulk excavation. Contaminated materials will be stored on site and capped below ground in accordance with the recommendations outlined in the Remedial Action Plan.
- Piling works which will comprise the driving and drilling of concrete piles to establish foundations for the construction of a stadium located within the Stage 1 building envelope.

3 Site Description and Context

The Western Sydney Stadium is located at 11-13 O'Connell Street, within the Parramatta Park on the north-western edge of the Parramatta CBD. It is bound to the south and west by the Parramatta Park and the Parramatta River, the Parramatta Rugby Leagues Club to the north and O'Connell Street to the east. The Site is located within the City of Parramatta local government area (LGA).

A locational context plan and location plan are provided at **Figure 1** below.

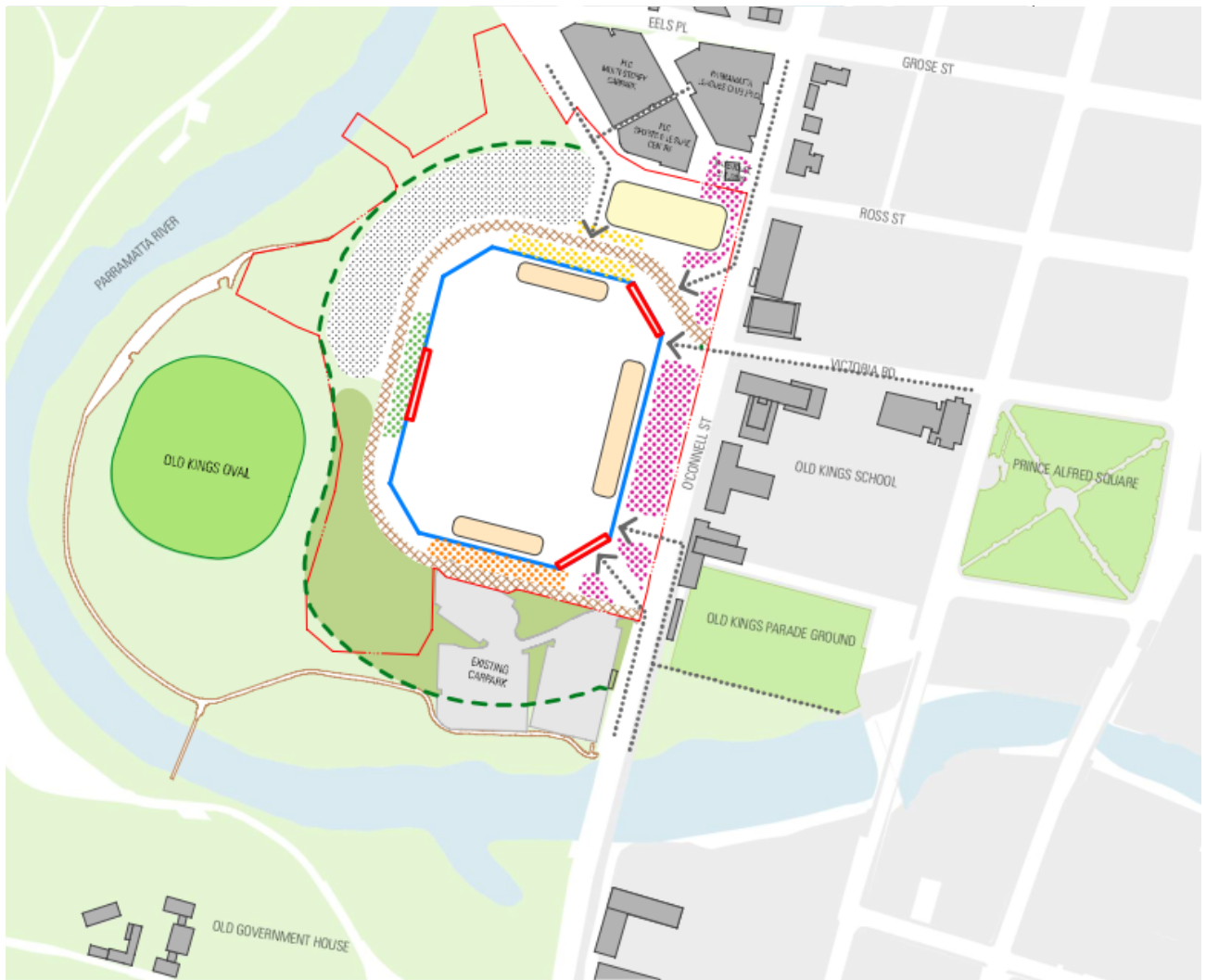


Figure 1 – Site Location

Lendlease have requested Beca to prepare a statement on the estimated traffic impact, if any, generated by the remediation and excavation earthworks, and piling activities during site preparation works at the new Western Sydney Stadium (WSS) in Parramatta. This potential impact is to be assessed in addition to the impact already addressed in the *Stage 1 Development Application (DA) – Western Sydney Stadium (WSS) Transport and Accessibility Working Paper, Appendix F, AECOM (2016)*.

This report qualitatively assessed the key intersection performance in regards to these construction activities, noting it would have a negligible effect.

4 Traffic Impact Assessment

4.1 Site Preparation Construction Activity

Information related to the proposed construction traffic environment during site preparation works includes:

- a) As stated in the Beca report - CONSTRUCTION TRAFFIC MANAGEMENT PLAN dated 13/01/2017, the site preparation works will take place from January to March 2017. These works will now include:

- excavation and stockpiling activities (related construction vehicle movements to be on site only); and
- foundation piling activities (additional truck movements for concrete deliveries).

The maximum construction traffic movements in and out of the site per working day during this period therefore are:

- General demolition activity – 40 trucks (typically 30 tonne truck and trailers - approved as part of Stage 1 DA);
- Excavation – 20 trucks per day but generally less than 10 per day (these trucks will not leave the site);
- Piling – 30 trucks per day for concrete deliveries (additional trucks to be assessed as part of this statement).

The maximum additional truck movements for foundation piling activity will be in the order of 30 trucks per day in and out of the site. If 20% of these movements occur during the peak hour it means a potential maximum of 3 trucks in and 3 out during the peak hour.

- b) The existing pool complex remains operational during this site preparation phase. The main construction access point will be located at the current signalised intersection of the site at Gate A as indicated below in **Figure 2**. This access will accommodate the daily truck movements as the main entry/exit gate with an alternate exit point at Gate C, utilising the left out southern carpark access with O'Connell Street. Access for site work pedestrians will be dedicated to Gate B.
- c) Construction activities will be carried out within approved specified hours on Monday to Friday – 7am to 6pm; Saturday – 8am to 1pm; and Sunday/Public Holiday – no work.
- d) The northern carpark will be closed for public access and become part of the construction zone and will be used as the site accommodation area. There are about 340 parking spaces in this area. It is conservatively assumed that a maximum 40% of the available parking spaces represent the current inbound and outbound vehicular parking peak hour movements. It means a total of 140 vehicles in and 140 out during the peak hour. This translates to a reduction of about 5 vehicles in and 5 out per traffic signal cycle during the peak hour.



Figure 2 – Site Preparation works including excavation and piling (January to March 2017)

4.2 Traffic impact – Qualitative Assessment

From 4.1 above it is estimated that the additional truck movements generated by the site preparation works related to excavation and piling activities will have no additional traffic impact on the performance of key intersections along O'Connell Street.

5 Conclusion

The modification to include excavation and piling in the current demolition planning consent is consistent with the Stage 1 DA traffic report for demolition. The excavation and piling works will not increase the volume of traffic entering or exiting the site given all earthworks are being retained on site.

Yours faithfully

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