Western Sydney University

Bankstown City Campus

SEARs (SSD 9831) - Preliminary Construction Pedestrian and Traffic Management Plan

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Arup Australia Pty Ltd ABN 76 625 912 665

Arup
Level 5
151 Clarence Street
Sydney NSW 2000
Australia
www.arup.com

ARUP

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1 Introduction

1.1 Background

This report details the preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) for the Bankstown City Campus Development (BCCD). The project is a transformative project for the Bankstown CBD and from a transport and traffic perspective, will respond to improvements in public transport access that is planned with the introduction of Metro services from 2024.

This CPTMP responds to Section 5 Transport and Accessibility of the Planning Secretary's Environmental Assessment Requirements (SEARs) for SSD 9831. The purpose of this preliminary CPTMP is to assess the proposed access and operation of construction traffic associated with the construction works only with respect to safety and capacity.

This preliminary plan details the management needed to control construction traffic, while minimising effects on the surrounding developments and allowing for appropriate access at all times. The final CPTMP plan will be developed by the appointed contractor and provide additional detail.

1.2 CPTMP requirements

The preliminary CPTMP requirements as outlined in the project SEARs are included in Table 1 along with the section of this report where it has been responded.

Table 1: SEARs CPTMP requirements

Requirement	Section
Assessment of cumulative impacts associated with other construction activities	See section 3.7 where the Sydney Metro and works are discussed
Assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity	See section 3.2 for locations where traffic controllers are proposed to help manage the interaction between construction vehicles and pedestrians
Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts	See proposed measures in section 3 for various users.
Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process	See program and description of the works in Section 2.2
Details of anticipated peak hour and daily construction vehicle movements to and from the site	See section 3.3 for anticipated daily and peak hours truck volumes
Proposed haulage routes and location of work zones (if any)	See section 3.1 for the primary haulage route. The northern section of Appian Way (adjacent

Requirement	Section
	to the site) is proposed to be closed for the duration of the works.
Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicles	See section 3.2 for construction vehicle site access and egress arrangements. No car parking is being provided for construction workers. No impact to emergency or service vehicle access is anticipated.
Details of temporary cycling and pedestrian access during construction	See section 3.4 for details of arrangements for pedestrians and cyclists during the works.

2 Description of proposed works

2.1 Location and site description

The proposed site is in Bankstown City Centre, north of Bankstown Train Station and west of Bankstown Central Shopping Mall (see Figure 1). The existing use of the site is at-grade car parking and green space.

The site is situated within the Canterbury-Bankstown Local Government Area (LGA) and is bounded by Bankstown Library and Knowledge Centre to the west, Bankstown Civic Tower to the east, Rickard Road to the north and Paul Keating Park to the south. It is well connected to the public transport network, with both a rail and bus interchange located within 400m of the site.

Figure 1: Site location of BCCD

2.2 Description of the works

The proposed BCCD will have a GFA of approximately 29,266 m^2. The building will be 18 floors above ground with two basement levels. A site plan of the BCCD is presented in Figure 2.

The primary use of the building will be for tertiary education (accommodating the relocation of WSU from their Milperra campus). The campus will also have ancillary retail.

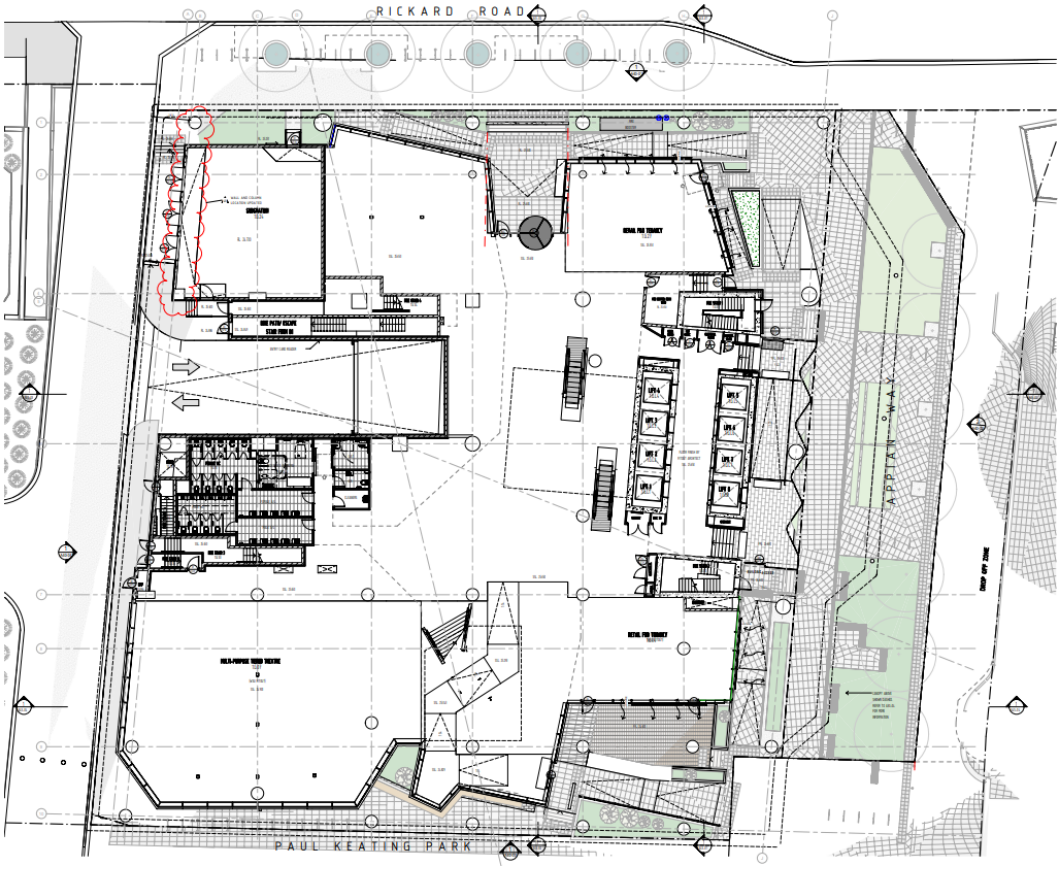


Figure 2: BBCD site plan

Subject to approval timing, the early works are proposed to commence in mid-2020 with the main works commencing in early 2021 and a target project completion date of mid-2022.

Early site preparation works will be subject to a separate development application and assessed by Canterbury Bankstown Council. Early works not the subject of this CTMP include:

- Erection of site hoardings;
- Demolition, including tree removal;
- Bulk excavation;
- Shoring, including temporary anchors;
- Disconnection and/or diversion of services; and
- A new lay-back along Rickard Road leading into Appian Way.

The proposed new layback between Rickard Road and The Apian Way will be constructed within the early works package so as to allow the safe manoeuvring of construction traffic into the site.

The timeline of the key construction works relating to the Bankstown City Campus is presented in Table 2. A more detailed programme will be developed by the appointed Contractor and submitted with the final CPTMP.

Table 2: Timeline of construction works

Activities	Start Date	Finish Date
Early Works	Mid 2020	End 2020
Main Works	Early 2021	Mid 2022

2.3 Hours of operation

Main site working hours will be governed by the final SSDA consent conditions, however the following is proposed for the preliminary CPTMP:

- Mondays to Fridays inclusive: 7am–5pm
- Saturdays: 7am–1pm
- Sundays and public holidays: No work

Works may also be undertaken outside these hours where approvals are gained.

3 Proposed measures and impact

3.1 Truck routes and controls

The effective management of haulage operations is not only critical to the success of the project but is also necessary to minimise the impact on the road network and to maintain the safety of pedestrians.

Truck routes have been selected on the basis that trucks are to utilise state and regional roads first before travelling on local roads. The primary arrival and departure haulage routes are listed below and illustrated in Figure 3.

Primary arrival routes

- From the north – via Stacey Street > Rickard Road
- From the south – via Stacey Street > Rickard Road

Primary departure routes

- To the north – via Rickard Road > Chapel Road (outside of school hours) / via Rickard Road > Meredith Street (during school hours)
- To the south – via Rickard Road > Chapel Road > Marion Street > Meredith Street -> Rickard Road -> Stacey Street.

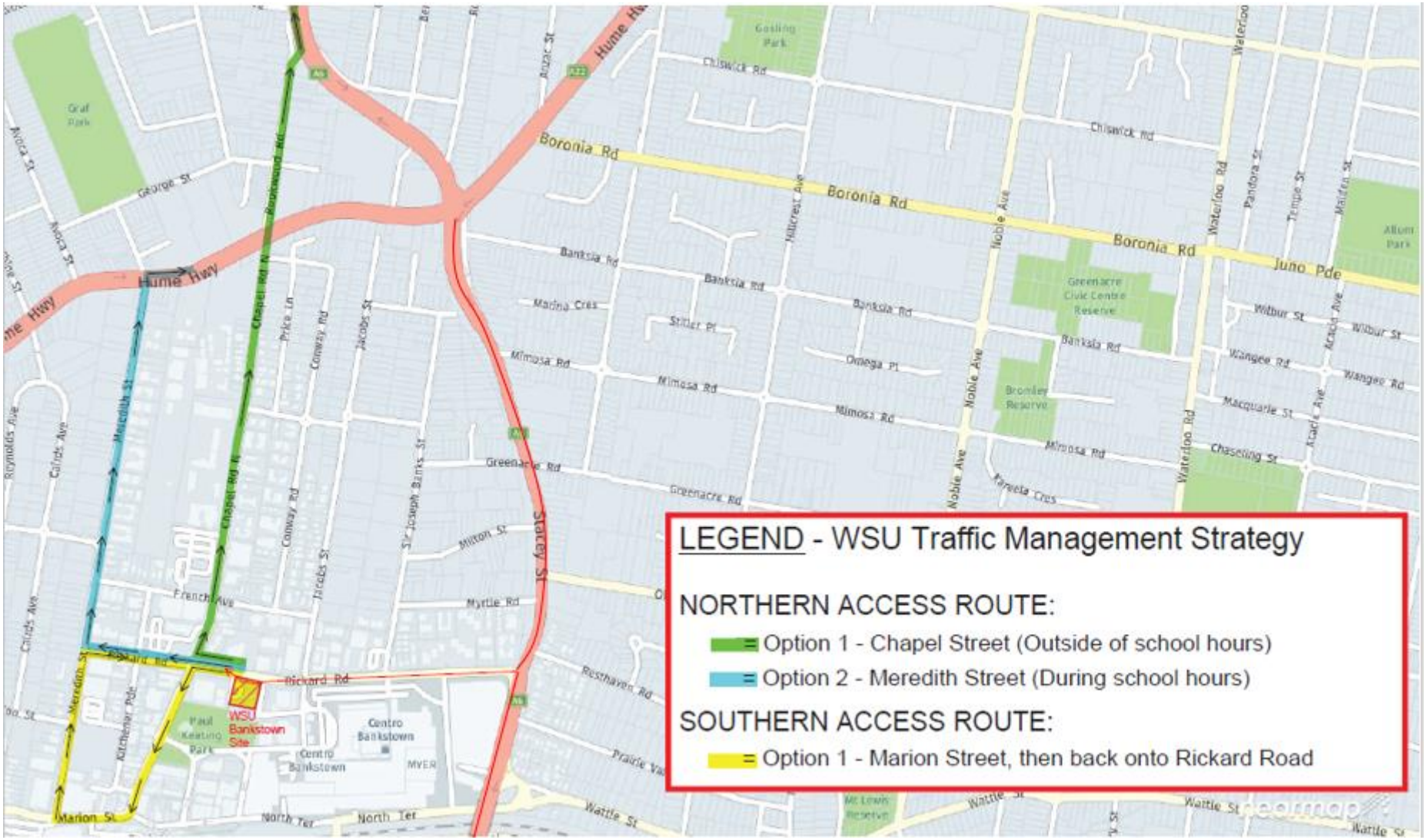


Figure 3: Truck arrival and departure routes

3.2 Construction vehicle access and traffic staging plan

Vehicular access to site to enable delivery of large plant, material and equipment will be through the northern boundary of the site, via Rickard Road.

This vehicular access will accommodate large material and plant deliveries including steel, concrete, external elements which require delivery by table top truck, semi-trailer, concrete truck etc. This will also apply to smaller deliveries by utility vehicles. The single-entry point will necessitate close monitoring and coordination of vehicular movements to ensure they do not encumber access for the adjoining properties and existing pedestrian thoroughfares.

The proposed construction methodology ensures that the basement and tower will be constructed without affecting access through the existing Bankstown Library and Knowledge Centre and The Appian Way roads from Rickard Road.

The access route and associated traffic management is presented in Figure 4 below. A swept path of the vehicle access is included in Appendix A.

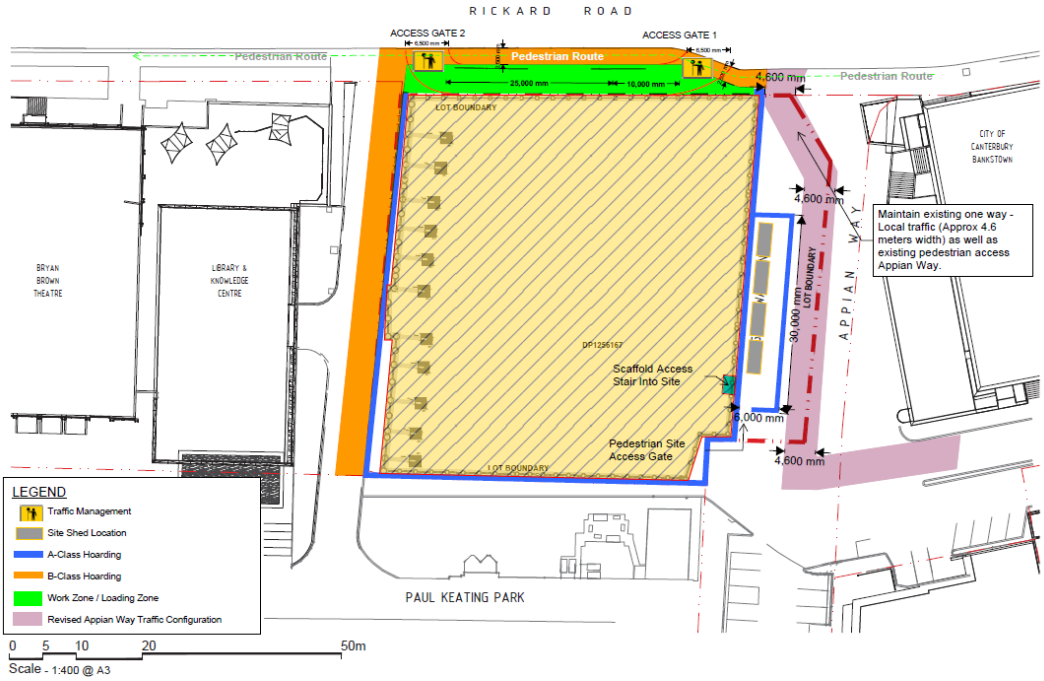


Figure 4 Construction access and egress route

Other key points in relation to construction vehicle access include:

- As much as possible, truck movements to and from the site will be scheduled to minimise traffic disruption in the surrounding road network;
- Oversized vehicles will be transported to/from the site in strict accordance with Roads and Maritime guidelines and Canterbury-Bankstown Council requirements to minimise traffic disruption during normal business hours;
- The designated haulage routes will be communicated to all truck drivers to ensure truck movements to/from the site are as efficient as possible;

- The loading and unloading of trucks would be planned to ensure each individual truck haulage capacity is fully utilised reducing the number of truck movements;
- The need for construction vehicle marshalling areas outside of the site will be determined closer to the time of construction when there is more detailed information available regarding the origin of construction vehicle trips. If required, potential areas will be identified, and their suitability discussed with the relevant stakeholders;
- All construction vehicles associated with the site will be parked wholly within the site in designated off-street parking areas. Construction vehicles associated with the subject site must not park in any on-street parking spaces;
- On-site parking would not be made available for construction workers. Workers would be encouraged to use public transport when travelling to/from the site, hence minimizing traffic impacts on the surrounding road network; and
- Following the construction of the basement levels, there may be an option to utilise these spaces for construction workers (subject to the appointed contractors final Construction Traffic Management Plan).

In terms of traffic staging and pedestrian access, the following has been considered:

- Continued pedestrian access along Rickard Road, Jacob Street, The Appian Way and along the northern boundary of Paul Keating Park;
- Continued vehicle access to the Library car park;
- Continued function of The Appian Way for both vehicles and pedestrians;
- Continued access to Civic Drive, including vehicle access to the Council car park and any remaining parking spaces;
- Traffic controllers in place at two key locations:
    - At the site entry (at Rickard Road)
    - At the exit from site (at Rickard Road)
- The traffic controllers will ensure the safe interaction between pedestrians and construction vehicles at the three locations listed above. If required, expandable barriers will be in place at these locations to temporarily hold pedestrians while construction vehicles are entering and exiting only.

Traffic control plans will be prepared as part of the final CPTMP prepared by the appointed Contractor.

3.3 Construction traffic volumes

It is anticipated that the site will generate approximately 75 trucks per day during peak activity which equates to approximately 8 vehicles per hour over the course of the day, including during peak times.

During other construction stages, the vehicle generation is expected to be approximately 50 trucks per day.

The busiest period in terms of construction traffic volumes is likely to be during construction of the core and slab when a consistent arrival of concrete agitator trucks is required.

During the construction works, vehicles that will access the site will comprise of:

- 19m semi-trailers
- 12.5m Heavy Rigid Vehicles
- 8m Bogie Tippers
- Concrete agitators and pump trucks

Occasionally, larger vehicles may need to access the site for specific purposes (e.g. delivery of cranes etc.). These types of movements will be infrequent and will be planned to occur outside of peak traffic periods with limited lifting operations on weekends. These operations would be subject to a separate application for partial road closure with the Roads and Maritime Services (RMS), Transport for NSW (TfNSW), Canterbury-Bankstown Council and emergency services as required where a Road Occupancy Licence will be issued.

3.4 Pedestrian and cyclist access

It is proposed to maintain all pedestrian and cycle access on all streets surrounding the site. At the key locations where construction vehicles need to enter and exit the site and cross areas of pedestrian activity, traffic controllers are proposed. These locations are:

- At the site entry (at Rickard Road)
- At the exit from site (at Rickard Road)

If required, expandable barriers will be in place at these locations to temporarily hold pedestrians while construction vehicles are entering and exiting only

Existing pedestrian crossing facilities are to be maintained at all nearby signalized intersections and mid-block locations on Jacobs Street and Chapel Road.

Suitable signage including the “Watch for Pedestrians” signs would be provided at egress points for construction vehicles to maintain pedestrian safety when pedestrians travel across the proposed vehicular crossings.

3.5 Emergency vehicle access

Access to the site and neighbouring sites by emergency vehicles would not be affected by the works as the main roads and footpath frontage would be unaffected. Emergency protocols on the site would include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Contact shall be maintained with the police and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access.

3.6 Public transport

No changes to bus stops or services are proposed during the BCCD construction activities. Changes are, however, anticipated as part of the Sydney Metro works due to need for rail replacement services. A summary of Temporary Transport Plan is presented in Figure 5.

The temporary transport bus stops would use areas that are currently allocated car parking, bus layovers, loading zones and special events bus zones.

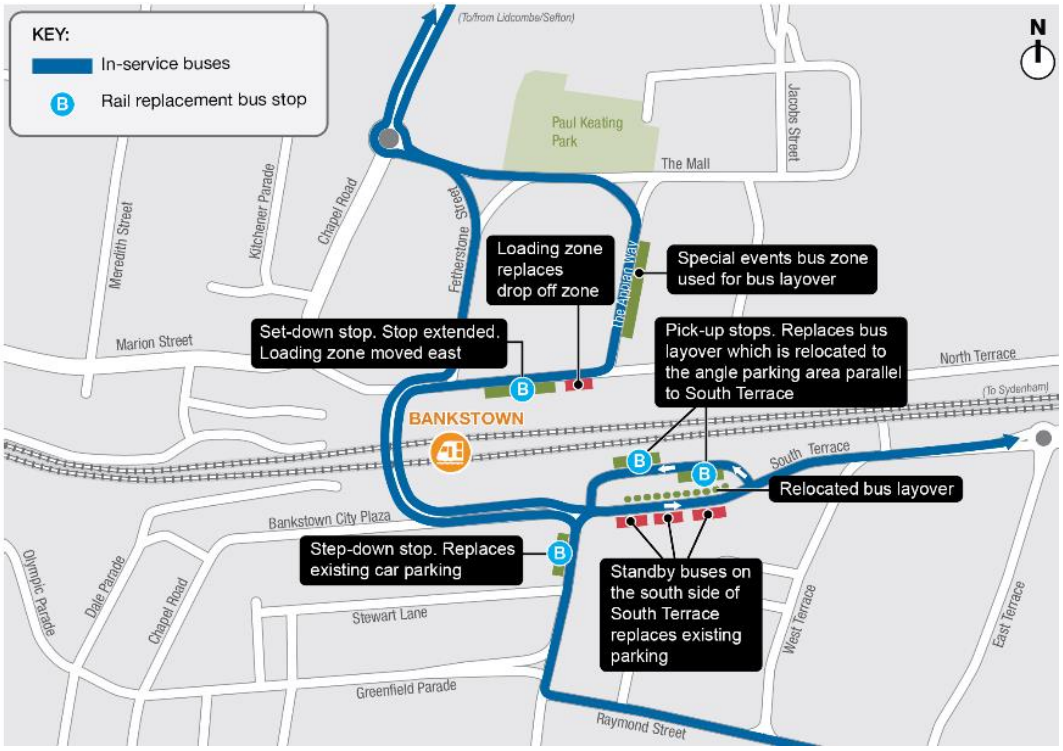


Figure 5 Bankstown Temporary Transport Plan

Source: Sydney Metro City and Southwest EIS (Sydenham to Bankstown)

3.7 Concurrent construction projects

3.7.1 Sydney Metro

The main construction works taking place within 400m of the site will be the Sydney Metro works. The proposed construction haulage routes into the sites to be used during the Metro construction works are presented in Figure 6. Stacey Street is identified as the primary Haulage Route, with Rickard Road and Meredith Street as secondary routes.

The EIS anticipates that 10 heavy and 10 light vehicles would be generated in the AM and PM peak hours.

While the BCCD project also uses Stacey Street and Rickard Road as the primary haulage route, the cumulative peak period volumes will not be significant, and no issues are anticipated given the additional capacity be added to Stacey Street as part of the RMS pinch point program.

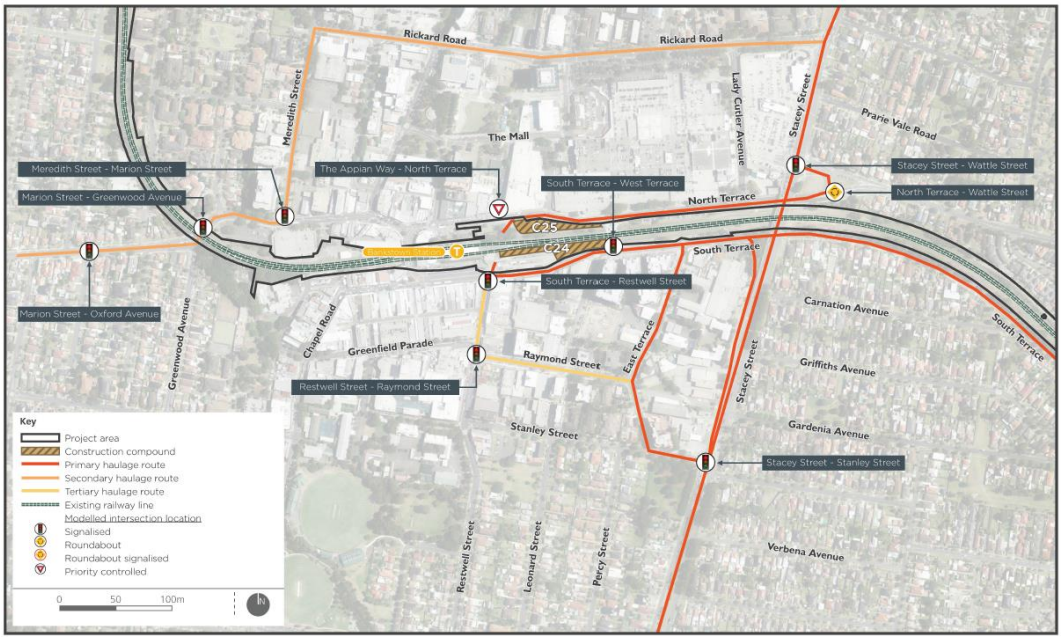


Figure 6 Metro construction routes

Source: Sydney Metro City and Southwest EIS (Sydenham to Bankstown)

In addition to the construction traffic volumes generated by the Sydney Metro works, temporary road and lanes closures will occur at the following locations

- Stacey Street Overbridge (6 months of weekend works (half-lane closures) and 4 weeks of half lane closures)
- North Terrace to South Terrace Underbridge (6 months of weekend works (half-lane closures) and 4 weeks of half lane closures)
- Chapel Road Overbridge (no lane closures)

Sydney Metro will also be implementing a comprehensive Temporary Transport Plan during rail line possession works which will include temporary rail services, temporary bus services and supporting infrastructure.

3.7.2 Gateway to the south – pinch point program

Stage one of the works along Stacey Street have been completed and the second stage of works is due to commence in the second half of 2019. It is likely this project will be substantially completed by the time works commence at the BCCD.

The works are generally removing pinch points along the A6 Stacey Street to improve the flow of traffic and reduce congestion.

3.7.3 Bankstown Central

A transformative redevelopment of the Bankstown Central shopping centre has been announced by the owners, Vicinity Centres, however as no development application has been submitted to date, the cumulative impact of any construction activities cannot be considered.

3.7.4 Draft Bankstown Complete Streets

The draft Bankstown Complete Streets project will be progressively implemented over the next 20 years. Of the projects having ‘high priority’, the conversion of the Appian Way to a shared space between Bankstown Station and Rickard Road and is identified as being a number 1 priority.

The northern portion of the works on Appian Way will be delivered as part of the BCCD works.

4 Summary

This CPTMP has been prepared for the construction of the Bankstown City Campus Development. Key features of the plan are summarised below:

- The proposed construction vehicle access is at the northern boundary of the site, via Rickard Road (entry and exit – one-way route). This arrangement minimizes disturbances to existing accesses;
- Initially, no on-site parking will be provided for construction staff. Construction staff will be encouraged to use public transport. Any staff driving will need to avail of public parking in the surrounding area;
- Following the construction of the basement levels, this could be potentially used for contractor parking during later construction stages (subject to the appointed Contractors staging and methodology);
- It is expected that the western access road to the Bankstown Library Knowledge Centre and The Appian Way/Civic Drive will continue to be operational as per the existing situation (subject to the appointed Contractors staging and methodology);
- RMS certified traffic controllers are proposed be in place at site access and egress point to ensure the safe interaction of pedestrians and construction traffic;
- Construction vehicle traffic generation is expected to be approximately 75 trucks per day during the peak construction stages and 8 trucks per hour. This reduces to approximately 50 trucks per day during other stages; and
- A final Construction Pedestrian and Traffic Management Plan will be developed by the appointed Contractor and submitted to Council for approval following liaison with relevant stakeholders such as Council, TfNSW, RMS and neighbouring developments.

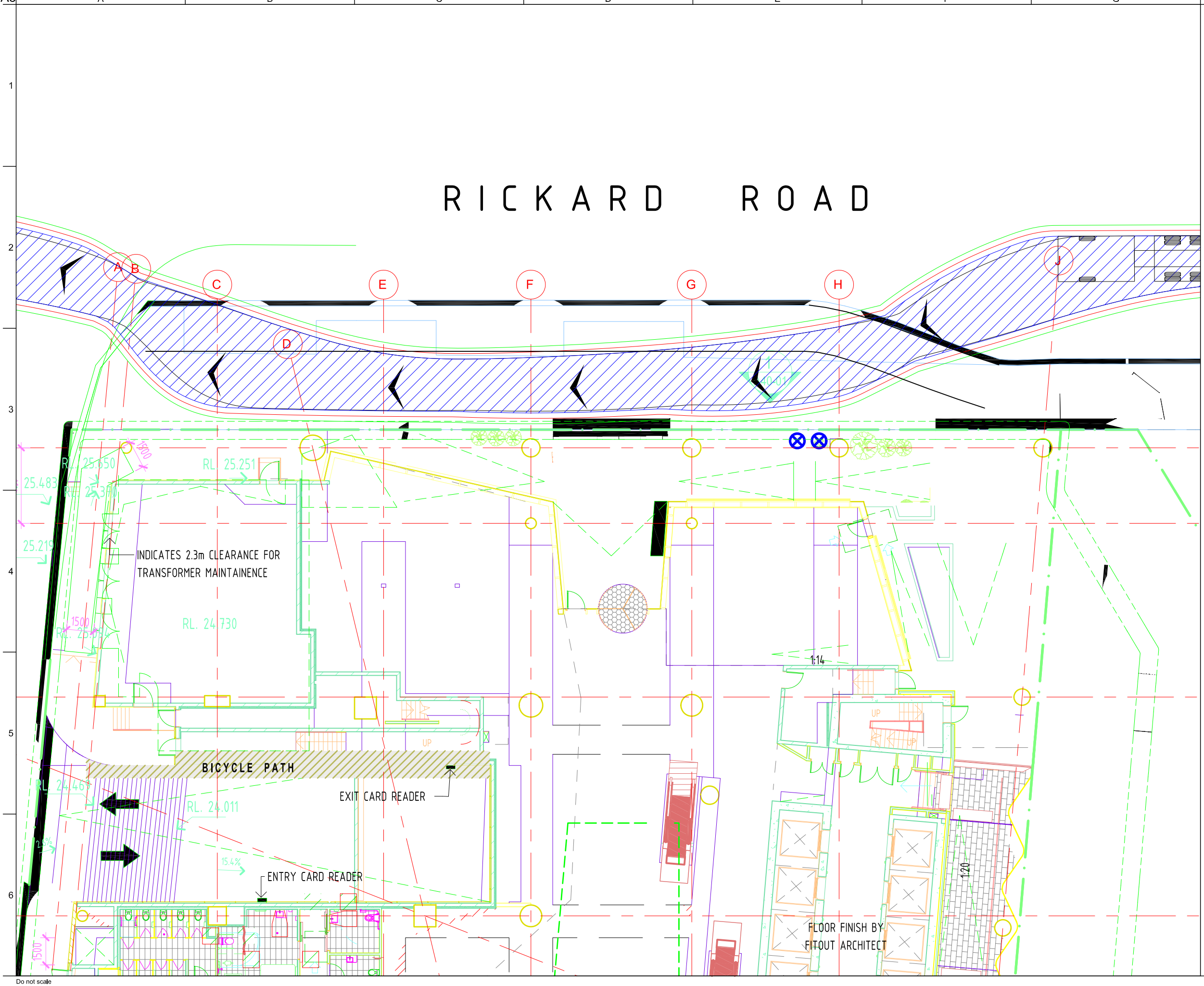
Appendix A

Construction Vehicle Access

A3

A B C D E F G

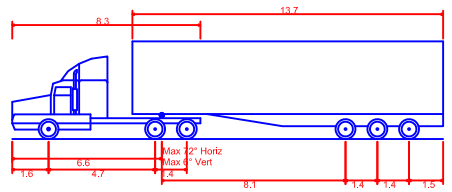
1 2 3 4 5 6



Legend

- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Design Vehicle(s)



AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Issue	Date	By	Chkd	Appd
A	12/08/20	SZ	JT	JT

For Information

ARUP

Arup, Level 5, 151 Clarence Street
Sydney, NSW, 2000
Tel +61(02)9320 9320 Fax +61(02)9320 9321
www.arup.com.au

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Do not scale