

**Built.**

**Western Sydney University  
Bankstown**

Construction Environmental  
Management Plan Revision 5

### EXECUTIVE SUMMARY

The Western Sydney University (WSU) Bankstown Campus development is to be constructed by Built for our client Walker Corporation.

The Purpose of the Construction Management Plan (CMP) is to document the proposed construction methodology and management systems to be adopted to complete the design and construction of the proposed development. This plan refers to works proposed at 74 Rickard Rd, Bankstown NSW, to be known as Western Sydney University Bankstown Campus.

The CMP provides the following information:

- The anticipated construction methods to be utilised, providing details of the major items of plant and equipment proposed for use during construction.
- Details how the delivery of the project will interface with key stakeholders inclusive of neighbours and the public around the site
- It will serve as an active plan on how the construction works will be undertaken

This document also aims to outline the construction planning aspects of the works which will be further refined during the early works phase, these aspects include:

- Provision of the planned construction methodology
- Details of the site establishment planning for the project
- The project logistics planning
- Outlines the sequence of the works and construction methodologies for the project
- Identifies areas of public interaction and the associated management processes to be adopted, including traffic and pedestrian interface with adjacent neighbours.
- Addresses the health, safety, and environmental requirements for the duration of the development

As the design and delivery methodology of the project is further developed, this document will be monitored and updated as required. Key document revisions will occur at:

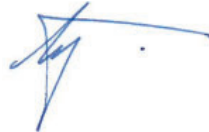
- Commencement of Main Works
- Award of Fitout

Please note this is a live document and will be reviewed and updated on a quarterly basis or as deemed necessary.

## DOCUMENT REVIEW AND AUTHORISATION

This CMP has been reviewed and authorised for issue by the Project Manager.

Future documentation and changes to previously issued documents shall also be approved by the Project Manager.

Revision Details		Approval
Revision:	Rev 5	Position: Project Manager
		Name: Shane Tozer
Date Issued:	May 2021	Signature: 

Controlled Copy Details
Rev 1 – Ongoing development incorporating internal review process.
Rev 2 – Ongoing development incorporating internal review process.
Rev 3 – Comments incorporated from external review
Rev 4 – Updated to reflect key site changes.
Rev 5 – Updated to reflect site progress and latest CBC approvals

Revision: Key Change Summary
Updates to Traffic & Pedestrian Management
Further detail provided in Construction activities

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Pedestrian traffic and access for site operatives will enter / exit site via the south east turnstile adjacent Appian Way and Paul Keating Park for the duration of the project. It will be necessary to manage the entry and exit of operatives and materials to prevent adverse impact to stakeholders and properties surrounding the site.

### 2.8 Construction Parking

No parking will be provided for construction staff and visitors to the site. It is expected most workers will travel by public transport to the site due to the proximity to Bankstown Station. This is common for construction sites adjacent to major transport interchanges and given the scale of the project workers will be able to store their tools on site.

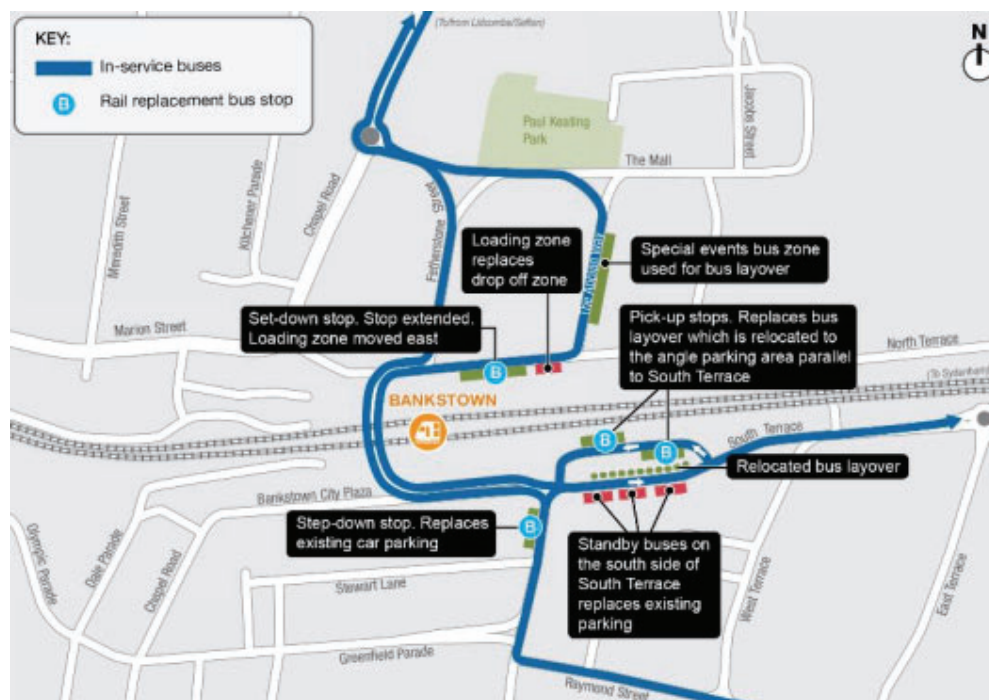


Figure 2-7: Public transport access around the site

Walker and CBC have been in discussions about the use of council operated car parks for construction worker parking. CBC have confirmed construction workers will not be permitted to use BLaKC or Civic Tower carparks however other local carparks will be accessible to construction workers on a first in basis, as is the case within public usage being mindful of signposts restrictions. This advice is as confirmed in the CBC email at Appendix C

During the site induction process for all workers attending the site, Built will complete a survey to ascertain the travel methods people are taking to get to the site and Built will reiterate the preference that public transport is used as the primary travel method for all workers and will also outline the restrictions on parking in the local area.

## 6. APPENDICES

## Appendix A – Arup Construction Pedestrian & Traffic Management Plan



Built Pty Ltd

**Bankstown City Campus**

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

12 March 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 263785

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**ARUP**

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## Appendices

### Appendix A

#### Construction Vehicle Access

# 1 Introduction

## 1.1 Background

This report details the 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 are planned with the introduction of Sydney Metro services from 2024.

This CPTMP responds to Consent Condition B17 for SSD 9831. The purpose of this 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 CPTMP details the management needed to control construction traffic, while minimising effects on the surrounding developments and allowing for appropriate access at all times.

## 1.2 CPTMP requirements

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

Table 1: Consent Conditions CPTMP requirements

Requirement	Section
Be prepared in consultation with Council and TfNSW (B17b)	See section 4
Detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services (B17c)	See section 3
Detail heavy vehicle routes, access and parking arrangements (B17d)	See section 3.1, section 3.2 and section 3.3
Detail measures to prohibit construction vehicles from using Civic Drive, the BLaKC driveway, and the Appian Way (excluding areas within the site) (B17e)	See section 3.2
Prior to the commencement of construction, the Applicant must provide sufficient parking facilities on-site, including for heavy vehicles, to ensure that construction traffic associated with the development does not utilise public and residential streets or public parking facilities (B24)	See section 3.7
Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy (CWTS) to the satisfaction of the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in	See section 3.7

Requirement	Section
order to minimise demand for parking in nearby public and residential streets, or public parking facilities and to ensure construction workers do not use the nearby ALDI carpark (B25)	

## 2 Description of proposed works

### 2.1 Location and site description

The proposed site is located in Bankstown City Centre, north of Bankstown Station and west of Bankstown Central shopping centre (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<sup>2</sup>. The building will be 19 levels 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.

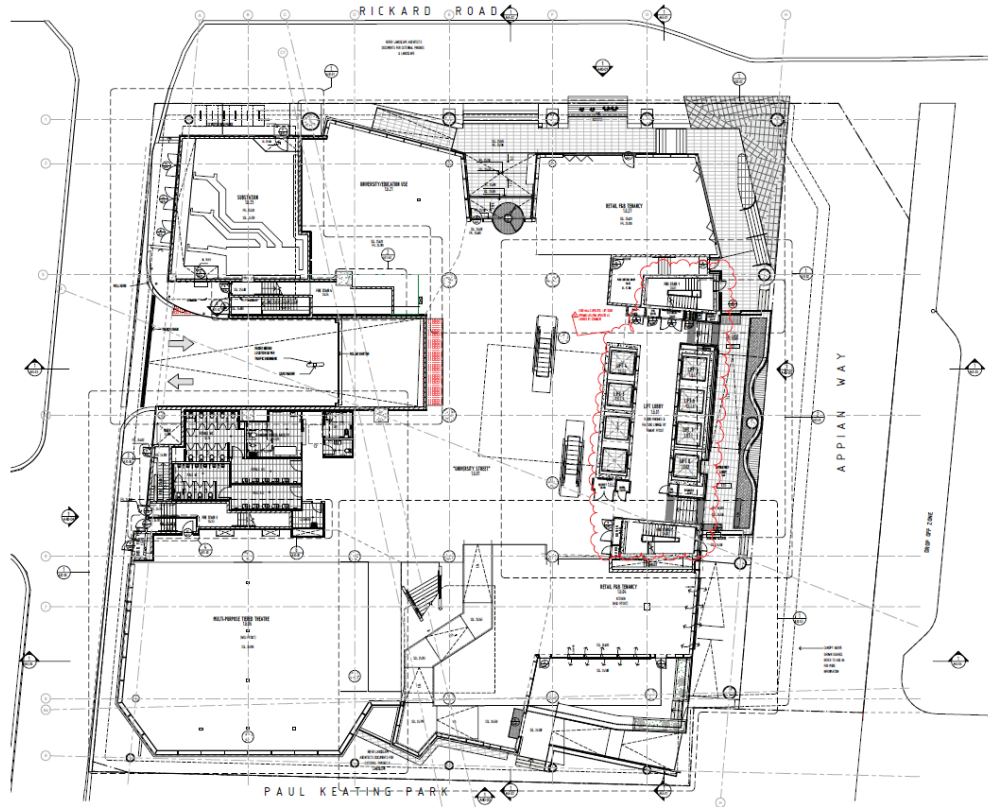


Figure 2: BCCD site plan  
Source: Lyons, 2021

The early works have commenced in mid-2020 with the main works proposed to commence in early 2021 to target a project completion date of late-2022.

Early site preparation works will be subject to a separate development application and assessed by Canterbury-Bankstown Council (Council). Early works not the subject of this CPTMP 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 Appian 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 BCCD is presented in Table 2.

Table 2: Timeline of construction works

Activity	Start Date	Finish Date
Early Works	Mid 2020	End 2020
Main Works	March 2021	Late 2022

## 2.3 Vehicle types expected

## 2.4 Hours of operation

Main site working hours are governed by the SSDA consent conditions, which are as follows:

- Mondays to Fridays inclusive: 7am–6pm
- Saturdays: 8am–5pm
- Sundays and public holidays: no work

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

## 3 Proposed measures and impact

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### 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/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. Vehicles such as AS2890.2 19m Articulated Vehicles (AV), 12.5m Heavy Rigid Vehicles (HRV) and 8.8m Medium Rigid Vehicles (MRV) are expected to access the site. These include deliveries by semi-trailer, tabletop truck and concrete trucks respectively.

Smaller deliveries will also occur by smaller 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 to the existing Bankstown Library and Knowledge Centre laneway and The Appian Way from Rickard Road. Vehicle access will be managed by traffic controllers and may have expandable barriers to control pedestrian activity.

Large AVs and HRVs will enter from the eastern Rickard Road driveway, remain in the hoisting/lifting zone and continue out through the western Rickard Road driveway.

- Approach 1 (Rickard road frontage closed): Concrete trucks will enter the site via the Rickard Road entrance and continue into the hoisting/lifting zone before reversing into the concrete pumping zone. Once pumping is complete, concrete trucks will exit via the Rickard Road entry point (to allow simultaneous loading to occur at the hoisting/lifting zone). In this approach, the whole area in front of the site, including the footpath, will be used. The footpath on Rickard Road is already closed in association with the early works. With this approach, the Contractor will provide enhanced pedestrian measures when compared to the current temporary arrangement.

A swept path of the vehicle accesses for both approaches is included in Appendix A. A 19m AV has been used as the design vehicle.

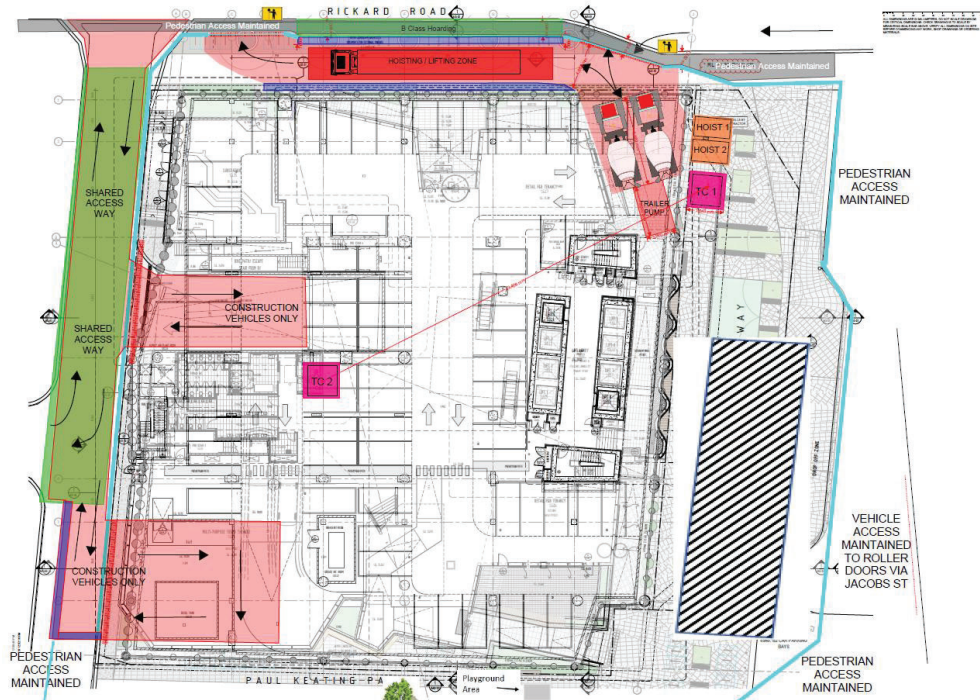


Figure 4: Construction access and egress route

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 Transport for NSW (TfNSW) guidelines and 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 delivery 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; and
- 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.

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

- Temporary closure of the footpath on the southern side of Rickard Road (i.e. diversion of pedestrians to the northern side of Rickard Road via the adjacent signalised pedestrian crossings). Once the footpath is re-opened, pedestrian access along both sides of Rickard Road will be maintained. Jacobs Street, The Appian Way and along the northern boundary of Paul Keating Park will remain open to pedestrians throughout the construction programme;
- Continued vehicle access to the Bankstown Library and Knowledge Centre 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 will ensure the safe interaction between pedestrians and construction vehicles at the following locations. If required, expandable barriers will be in place at these locations to temporarily hold pedestrians while construction vehicles are entering and exiting only
  - At the site entry (at Rickard Road)
  - At the exit from site (at Rickard Road)

Traffic control plans will be prepared by the Traffic Control Contractor once appointed.



### 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 40 trucks per day.

The busiest period in terms of construction traffic volumes is likely to be during construction of the structure when arrival of concrete agitator trucks are heavily scheduled. This has been allowed for above in the peak activity.

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 TfNSW, 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 pedestrian and cycle access on all streets surrounding the site, with the exception of the footpath on the southern side of Rickard Road in the first approach (temporarily). TfNSW accredited traffic controllers are proposed to guide pedestrians to adjacent pedestrian crossings to then use the footpath on the northern side of Rickard Road instead.

When the southern footpath re-opens, expandable barriers will be in place at the entry and exit points to the site to temporarily hold pedestrians while construction vehicles are entering and exiting only. This will improve the safety of these driveways and ensure pedestrians are not crossing as vehicles enter or exit.

Existing pedestrian crossing facilities are to be maintained at all nearby signalized intersections and mid-block locations on Jacobs Street and Chapel Road. Pedestrian access on all sides of the site are maintained, this includes The Appian Way, Paul Keating Park footpath and the Bankstown Library and Knowledge Centre laneway.

Suitable signage including “Watch for Pedestrians” signs will 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 will not be affected by the works as the main roads and footpath frontage will be unaffected. Emergency protocols on the site will 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.

The construction methodology takes into consideration any impacts of the Sydney Metro works.

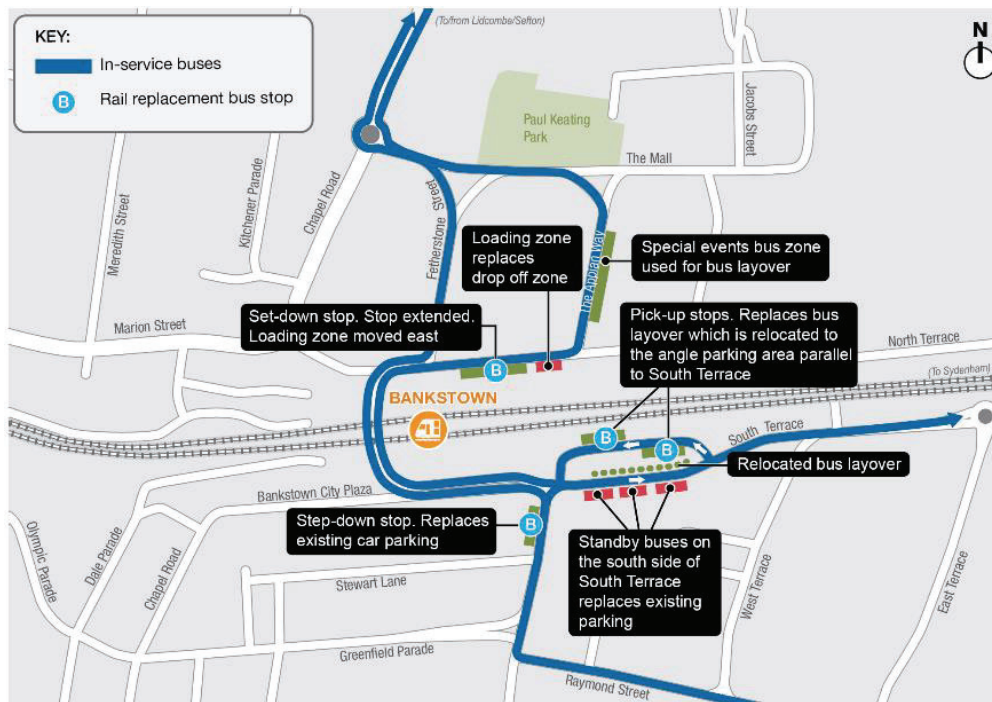


Figure 5: Bankstown Temporary Transport Plan  
Source: Sydney Metro City and Southwest EIS (Sydenham to Bankstown)

### 3.7 Construction worker parking

In general, no parking will be provided for construction staff and visitors to the site. Given parking is restricted in surrounding streets and the site’s proximity to several buses and Bankstown train station, it is expected most workers will travel by public transport to the site. This is common for construction sites adjacent to major transport interchanges, given workers will be able to store their tools on-site.

Parking for workers in the local vicinity will be limited to using the approved CBC car parking facilities and complying with the restrictions therein. The use of the BLaKC and Civic Tower carparks operated by Council and the Aldi Supermarket carpark on Chapel Street are not to be used.

### 3.8 Concurrent construction projects

#### 3.8.1 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 Sydney Metro City and Southwest Environmental Impact Statement (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 to be added to Stacey Street as part of the TfNSW 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); and
- 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.

### **3.8.2 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.

### **3.8.3 Bankstown Complete Streets**

The Bankstown Complete Streets project has been developed in response to growing traffic congestion issues and looks to promote active transport and public transport as a way to move large volumes of people (mass transit) safely to and within the Bankstown CBD.

The Bankstown Complete Streets project was adopted by Council on October 22, 2019, following public consultation. It 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 is identified as being a number 1 priority. The northern portion of the works on The Appian Way will be delivered as part of the BCCD works. This will create a strong link between the BCCD and the train / metro station.



## 4 Consultation

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Early consultation on the principals of the CPTMP was undertaken by the Principal (Walker) with a number of stakeholders which include:

- Canterbury-Bankstown Council; and
- Transport for New South Wales (TfNSW).

A formal consultation of the draft CPTMP with Council has been undertaken on 12 March 2021 with the Contractor.

## 5 Summary

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

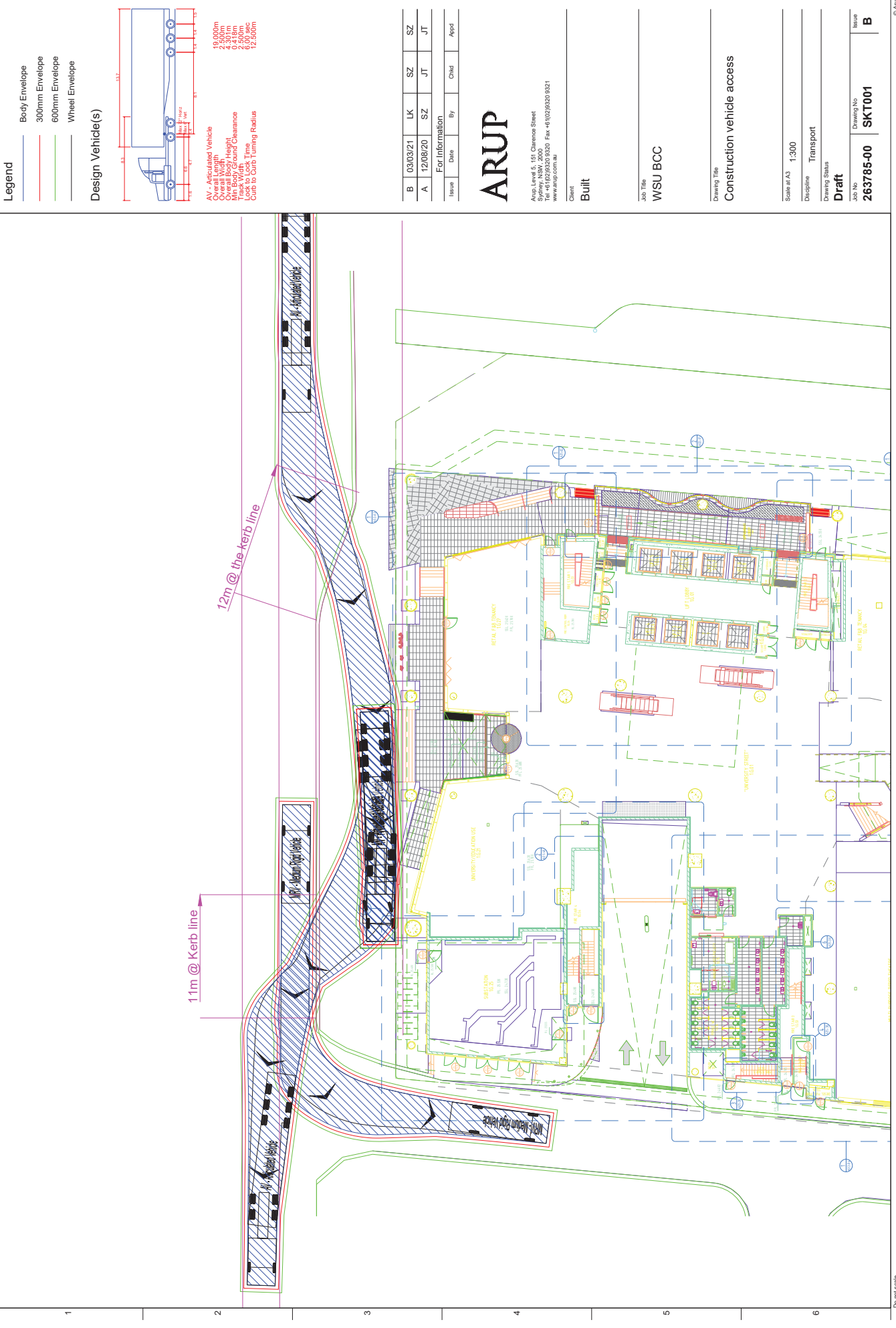
- The proposed construction vehicle access is at the northern boundary of the site, via Rickard Road (entry and exit – one-way route). This arrangement minimizes disturbances to existing accesses;
- Initially, no on-site parking will be provided for construction staff. Construction staff will be encouraged to use public transport. Any staff driving will need to avail of public parking in the surrounding area;
- Parking for workers in the local vicinity will be limited to using the approved parking facilities with the use of the BLaKC and Civic Tower carparks operated by Council and the Aldi Supermarket carpark on Chapel Street restricted.
- The 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). Appropriate approvals will be obtained during public domain works.
- If the first approach is accepted to proceed, temporary closure of the footpath on the southern side of Rickard Road is required to facilitate concrete truck access;
- TfNSW certified traffic controllers are proposed be in place at site access and egress point to ensure the safe interaction of pedestrians and construction traffic; and
- 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 40 trucks per day during other stages.

## Appendix A

### Construction Vehicle Access

## **Option 1**

the alternate footpath strategy around the site with  
Rickard road frontage closed to permit vehicles  
manoeuvring within the site



B	03/03/21	LK	SZ	SZ	SZ
A	12/08/20	SZ	JT	JT	JT
For Information					
Issue	Date	By	Chk'd	App'd	



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Client  
**Built**

Job Title  
**WSU BCC**

Drawing Title  
**Construction vehicle access**

Scale at A3  
 1:300

Discipline  
 Transport

Drawing Status  
**Draft**

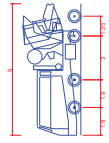
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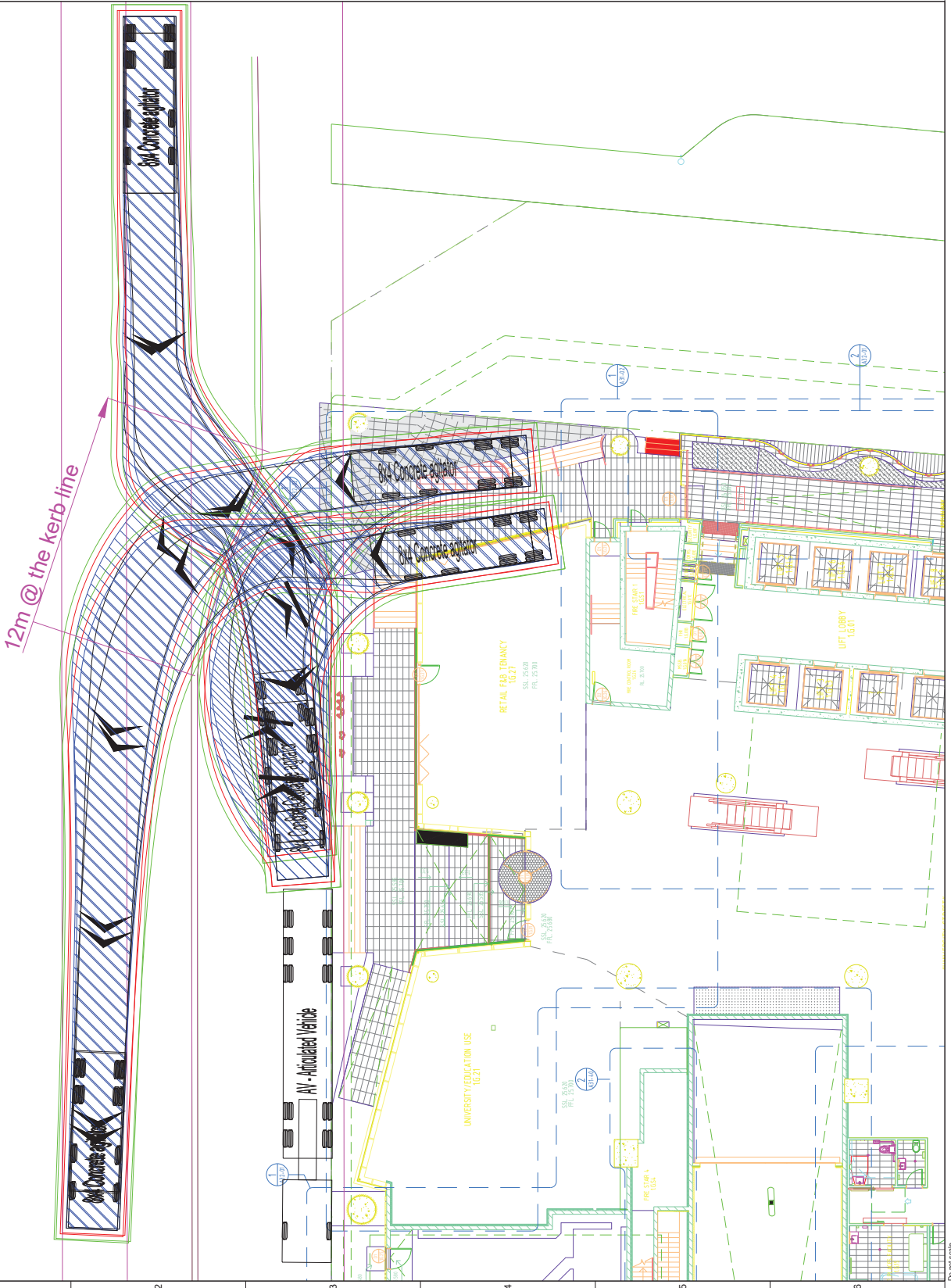
- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

**Design Vehicle(s)**



B&C Concrete agitator  
 Overall Width  
 Overall Length  
 Min Body Ground Clearance  
 Track Width  
 Curb to Curb Turning Radius

12m @ the kerb line



Issue	Date	By	Check	Appr
D	11/03/21	LK	SZ	SZ
C	09/03/21	LK	SZ	SZ
B	03/03/21	LK	SZ	SZ
A	12/08/20	SZ	JT	JT

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Client: **Built**

Job Title: **WSU BCC**

Drawing Title  
**Construction vehicle access  
 Recommended Option**

Scale as A3: **1:200**

Discipline: **Transport**

Drawing Status: **Draft**

Job No:	263785-00	Drawing No:	SKT002	Issue:	D
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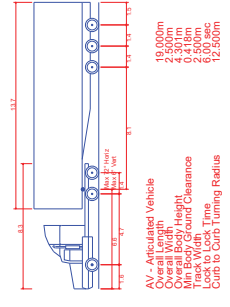
## **Option 2**

halting traffic to permit concrete trucks reversing  
into gate 1 and maintaining the footpath  
throughout the project

Legend

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

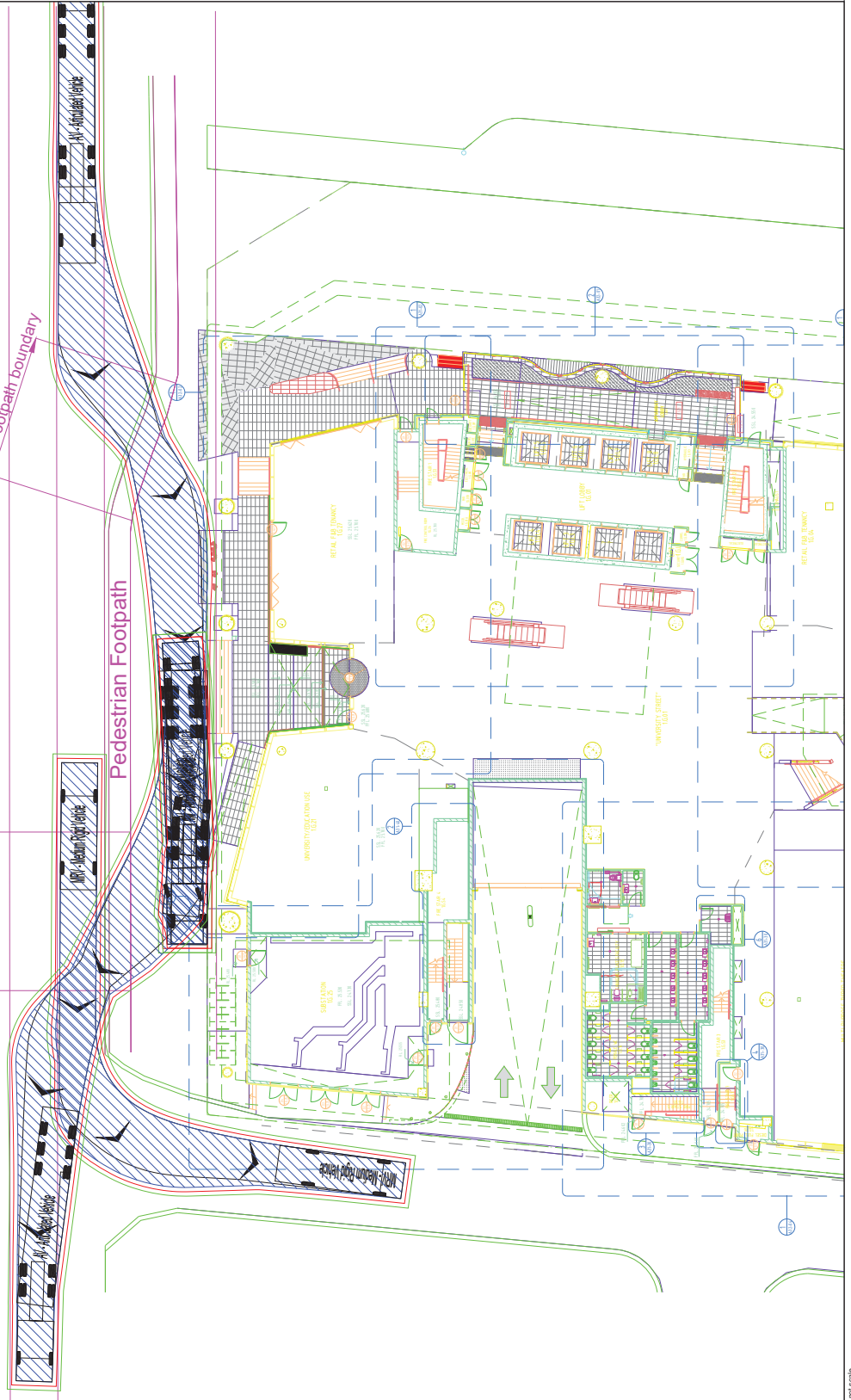
Design Vehicle(s)



11m @ Footpath boundary

10m @ Footpath boundary

Pedestrian Footpath



B	03/03/21	LK	SZ	SZ	SZ
A	12/08/20	SZ	JT	JT	JT

For Information

Issue	Date	By	Chk'd	App'd
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Client: Built

Job Title: WSU BCC

Drawing Title: Construction vehicle access

Scale: A3 1:300

Discipline: Transport

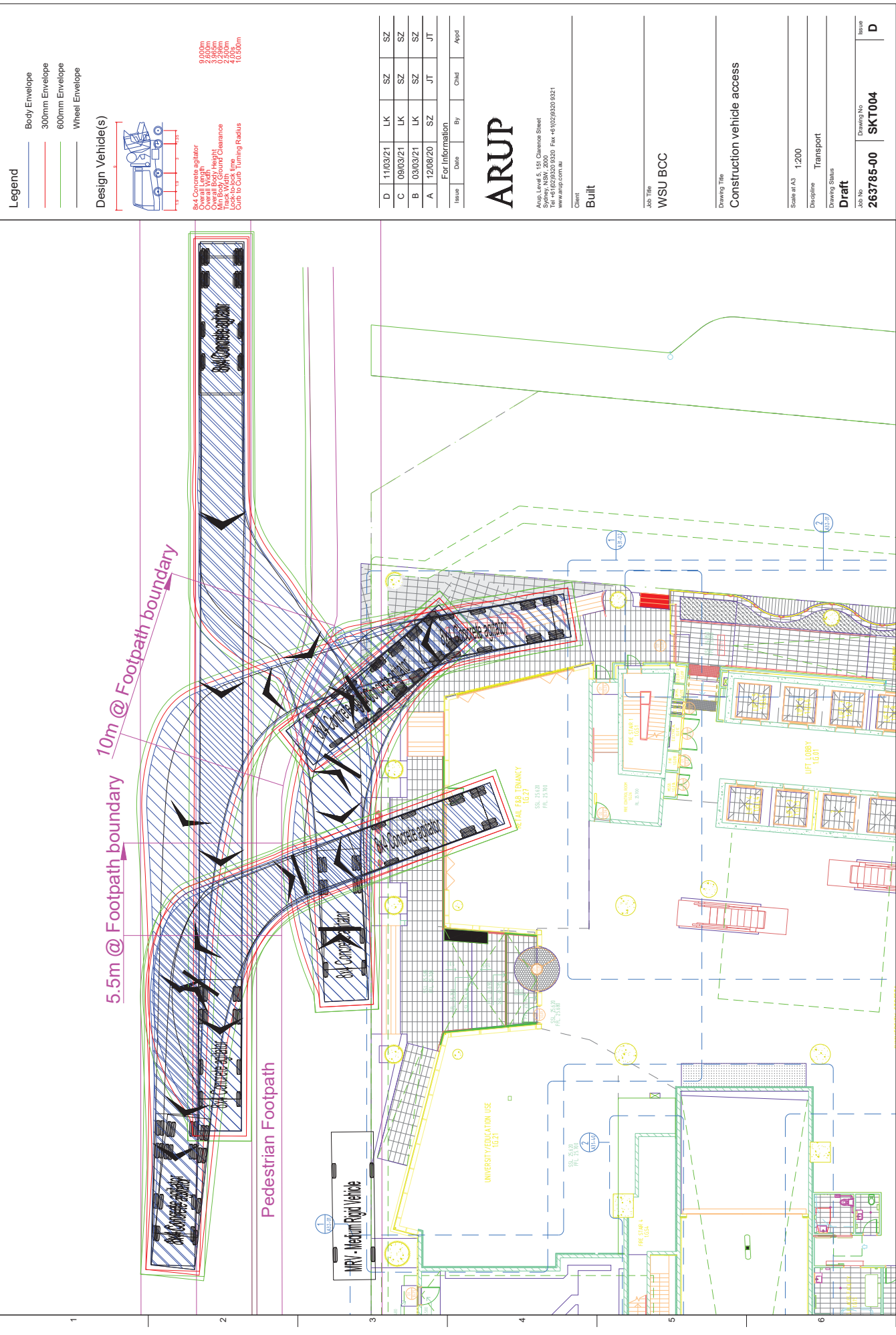
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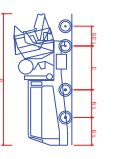
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**Legend**

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

**Design Vehicle(s)**



- B&B Concrete Agitator
- Overall Width
- Overall Height
- Min Body Ground Clearance
- Track Width
- Turn Time
- Curb to Curb Turning Radius

Issue	Date	By	Check	Appr'd
D	11/03/21	LK	SZ	SZ
C	09/03/21	LK	SZ	SZ
B	03/03/21	LK	SZ	SZ
A	12/08/20	SZ	JT	JT



Client  
**Built**

Job Title  
**WSU BCC**

Drawing Title  
**Construction vehicle access**

Scale as A3  
**1:200**

Discipline  
**Transport**

Drawing Status  
**Draft**

Job No	263785-00	Drawing No	SKT004	Issue	D
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Appendix C – Canterbury Bankstown Council email dated 24 March 2021

## Patrick Polomka

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**From:** Shaun Naidoo <Shaun.NAIDOO@cbciry.nsw.gov.au>  
**Sent:** Wednesday, 24 March 2021 3:39 PM  
**To:** Patrick Polomka  
**Cc:** Madeleine Lloyd; Daniel Smith  
**Subject:** RE: WSU - Construction Traffic Location

Hi Patrick,

Further to our phone discussion yesterday and emails below, I provide the following as Council's position in this matter:

- The BLaKC and Civic Tower Carpark usage will not be permitted.
- All other Council carparks in Bankstown will be accessible to workers on a first in basis, as is the case with general public usage, being mindful of restrictions sign-posted.

I trust this suitably addresses your request.

Kind Regards



**Shaun Naidoo** - Principal Project Manager  
**T** 02 9707 9637 **M** 0425 223 548  
**E** Shaun.Naidoo@cbciry.nsw.gov.au  
[www.cbciry.nsw.gov.au](http://www.cbciry.nsw.gov.au)



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**From:** Patrick Polomka <Patrick.Palomka@walkercorp.com.au>  
**Sent:** Tuesday, 23 March 2021 3:06 PM  
**To:** Shaun Naidoo <Shaun.NAIDOO@cbcity.nsw.gov.au>; Daniel Smith <Daniel.SMITH@cbcity.nsw.gov.au>  
**Cc:** Madeleine Lloyd <Madeleine.Lloyd@walkercorp.com.au>  
**Subject:** RE: WSU - Construction Traffic Location

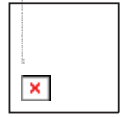
Hi Shaun,

As discussed, I'm just following up on the confirmation below in relation to the Meredith Street Carpark use.

Should you have any queries please give me a ring to discuss.

Kind regards,

**Patrick Polomka**  
Project Manager



Walker Corporation  
Podium 2, 4 Parramatta Square  
12 Darcy Street, Parramatta NSW 2150  
M +61 477 011 183  
www.walkercorp.com.au

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Please consider the [environment](#) before [printing](#) this email.

**From:** Patrick Polomka  
**Sent:** Wednesday, 10 March 2021 12:33 PM  
**To:** 'Shaun Naidoo' <[Shaun.NAIDOO@cbccity.nsw.gov.au](mailto:Shaun.NAIDOO@cbccity.nsw.gov.au)>; 'Daniel Smith' <[Daniel.SMITH@cbccity.nsw.gov.au](mailto:Daniel.SMITH@cbccity.nsw.gov.au)>  
**Cc:** Madeleine Lloyd <[Madeleine.Lloyd@walkercorp.com.au](mailto:Madeleine.Lloyd@walkercorp.com.au)>  
**Subject:** WSU - Construction Traffic Location

Hi Shaun,

Thank you for your time on the phone earlier.

As discussed, Walker are working through our prior to commencement of construction requirements, including construction parking.

We have engaged Arup to prepare a Construction Worker Transportation Strategy (CWTS) which proposes to nominate the Meredith Street Car Park (29 Meredith Street) as a car park where construction workers who elect to drive to site could park.

Could you please confirm Council are comfortable with us nominating the Meredith Street car park as a location construction workers may park in?

I would like to note that the CWTS discourages driving to site, parking in residential streets, and encourages construction workers to use public transport.

Should you have any queries, please do not hesitate to give me a ring to discuss.

Kind regards,

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