

14 November 2025

The Compass Centre Bankstown

Barings Preliminary Construction Traffic Management Plan;

document control;

| Issue: | Date | Issue details | Author | Reviewed |
|--------|------------|----------------------|--------|----------|
| 1 | 14/11/2025 | Issue for submission | MA | DP |
| | | | | |
| | | | | |

For the attention of:

Barings

Contact:

Dan Palmer

+61 2 8920 0800

+61 416 251 524

dan.palmer@ptcconsultants.co

Musstafa Abdullah

+61 2 8920 0800

musstafa.abdullah@ptcconsultants.co

COMMERCIAL IN CONFIDENCE

The information contained in this document, including any intellectual property rights arising from designs developed and documents created, is confidential and proprietary to **ptc**. This document may only be used by the person/organisation to whom it is addressed for the stated purpose for which it is provided and must not be imparted to or reproduced, in whole or in part, by any third person without the prior written approval of a **ptc** authorised representative. **ptc** reserves all legal rights and remedies in relation to any infringement of its rights in respect of its intellectual property and/or confidential information.

© 2025

ptc.

Suite 502, 1 James Place, North Sydney NSW 2060
info@ptcconsultants.co | (+61) 2 8920 0800 | ptcconsultants.co
ABN 85 114 561 223

contents;

Barings

| | |
|---|-----------|
| 1. Introduction | 1 |
| 2. Background Information | 2 |
| 2.1. Local Land Use | 2 |
| 2.2. Development Site | 3 |
| 3. Existing Transport Conditions | 4 |
| 3.1. Road Network Hierarchy | 4 |
| 3.2. Key Intersections | 5 |
| 3.3. Public Transport | 7 |
| 3.3.1. Train Services | 8 |
| 3.3.2. Bus Services | 9 |
| 3.4. Active Transport | 12 |
| 4. Traffic Management Plan | 13 |
| 4.1. Objective | 13 |
| 4.2. Traffic Management Planning Process | 13 |
| 4.3. Traffic Management Strategy | 14 |
| 4.4. Decision of TTM Method | 14 |
| 4.5. General Requirements | 15 |
| 4.6. Hours of Work | 15 |
| 4.7. Construction Staging Overview | 15 |
| 4.8. Wayfinding and Advance Warning Signage | 16 |
| 4.9. Construction Vehicle Volumes | 16 |
| 4.10. Construction Vehicle Routes | 17 |
| 4.11. Site Access Arrangement | 17 |
| 4.12. Traffic Control Measures | 18 |
| 4.13. Traffic Guidance Scheme (TGS) | 18 |
| 4.14. Traffic Controllers | 18 |
| 4.15. Pedestrian Management | 18 |
| 4.16. Special Deliveries | 19 |
| 4.17. Staff Parking | 19 |
| 4.18. Work Site Security | 19 |
| 4.19. Staff Induction | 19 |
| 4.20. Emergency Vehicle Access | 20 |

contents;

| | |
|---|-----------|
| 4.21. Access to Adjoining Properties | 20 |
| 4.22. Temporary Road Closure | 20 |
| 4.23. Occupational Health and Safety | 20 |
| 4.24. Method of Communicating Traffic Changes | 20 |
| 4.25. Contact Details for Onsite Enquiries and Site Access | 21 |
| 4.26. Maintenance of Roads and Footpaths | 21 |
| 4.27. Hazard and Risk Identification | 21 |
| 5. Summary | 24 |
| Appendix 1. Construction Vehicle Swept Paths | i |
| Appendix 2. TGS | ii |
| Figure 1: Local Land Use Map (Source: NSW Eplanning Spatial Viewer, 2025) | 2 |
| Figure 2 - Site Locality (Source: Hatch) | 3 |
| Figure 3: Road Network Classification Map (Source: Tfnsn, 2022) | 4 |
| Figure 4: Key Intersection Locations | 6 |
| Figure 5: Public Transport Options In The Locality | 7 |
| Figure 6: Current and Future Sydney Metro Network | 8 |
| Figure 7: Surrounding Bus Routes (Source: Transport For NSW) | 9 |
| Figure 8: Surrounding Cycling Network (Map Source: Tfnsn Cycleway Finder) | 12 |
| Figure 9 – Traffic Management Planning Process | 13 |
| Figure 10 - Construction Vehicle Routes | 17 |
| Table 1: Key Intersections | 5 |
| Table 2: Surrounding Bus Operation Summary | 9 |
| Table 3: Construction Staging | 16 |
| Table 4 - Risk Matrix | 23 |

1. Introduction

This Preliminary Construction Traffic Management Plan (PCTMP) has been prepared on behalf of Barings Real Estate Australia in support of the proposed redevelopment of the Compass Centre, located at 83–99 North Terrace, Bankstown. The PCTMP forms part of the documentation for the Development Application (DA) submitted to the City of Canterbury-Bankstown Council under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979).

The DA seeks approval for the construction of a mixed-use development comprising:

- Demolition of existing buildings, site remediation and bulk excavation;
- A five-storey mixed-use podium;
- Three towers accommodating hotel, residential and commercial uses;
- Ground-floor retail, childcare and medical suites;
- Provision of a two-level basement car park and three levels of podium parking;
- A series of new through-site pedestrian links between The Mall, North Terrace, The Appian Way and Fetherstone Street.

For the purposes of this PCTMP, the project is referred to as the Compass Centre Redevelopment.

This PCTMP assesses the anticipated construction-phase traffic, access, parking, pedestrian management, servicing and sustainable transport arrangements associated with the works. It also considers the high-activity transport environment surrounding the site, including Bankstown Station, the bus interchange, and the Bankstown Central retail precinct.

2. Background Information

2.1. Local Land Use

The site and surrounding areas are mostly categorised as B4 - Mixed use. With reference to Canterbury-Bankstown Local Environmental Plan 2023 (LEP), the land zoning permits a wide range of uses and has objectives to:

- Integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling;
- Reinforce the role of the Bankstown CBD as a strategic centre; and
- Promote a high standard of urban design and local amenity.

A few other land use zonings in the vicinity of the site are summarised in the following:

- R4 High Density Residential (various dwellings, flat buildings, facilities and shops, etc.)
- RE1 Public Recreation (parks and reserves)
- SP2 Infrastructure (railway stations, emergency services, etc.)

The existing local land zoning and uses determine that the locality carries considerable amount of people and good movements in various modes of transport.

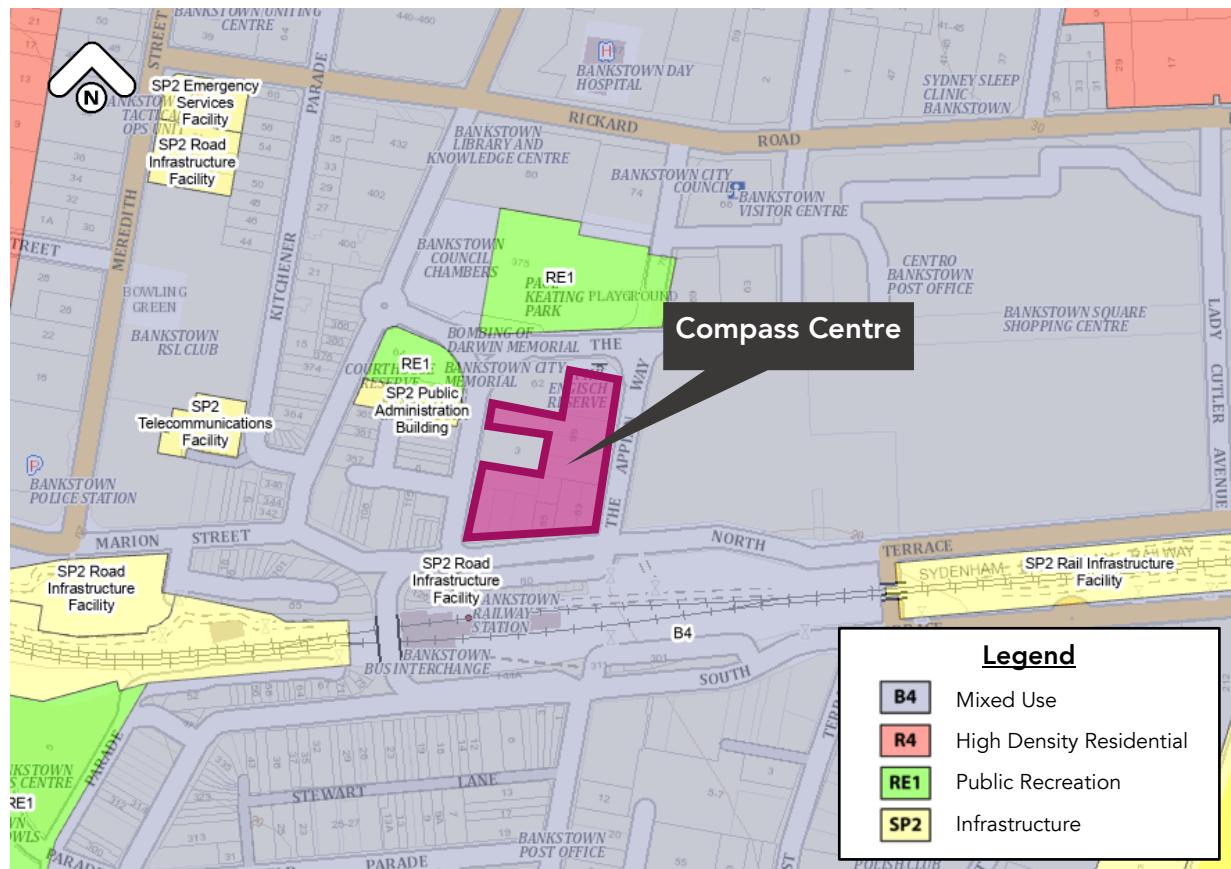


Figure 1: Local Land Use Map (Source: NSW Eplanning Spatial Viewer, 2025)

2.2. Development Site

The site is located within the City of Canterbury-Bankstown Local Government Area (LGA), within Bankstown City Centre, one of Sydney's designated strategic centres. The Compass Centre site occupies 83–99 North Terrace, Bankstown, positioned immediately north of Bankstown Station and the future Sydney Metro Bankstown Station, forming part of the block bounded by The Mall, The Appian Way, North Terrace, and Fetherstone Street.

The site is adjoined on all frontages by high-activity urban uses. To the east, the site interfaces with Bankstown Central Shopping Centre, a major regional retail destination that generates significant pedestrian and vehicular movement. To the west, the site adjoins a mixed-use building comprising retail at ground level and residential uses above. To the north, the site interfaces with the former Bankstown City Library site and Phil Engisch Reserve, which forms part of the local pedestrian and open space network.

To the immediate south is Bankstown Station, currently operating as part of the T3 Bankstown Line and undergoing conversion to the fully segregated Sydney Metro City & Southwest. This area contains a high-density cluster of bus stops and temporary bus replacement services, forming one of the busiest public transport nodes in south-west Sydney. Refer to Figure 2 for a site context map.

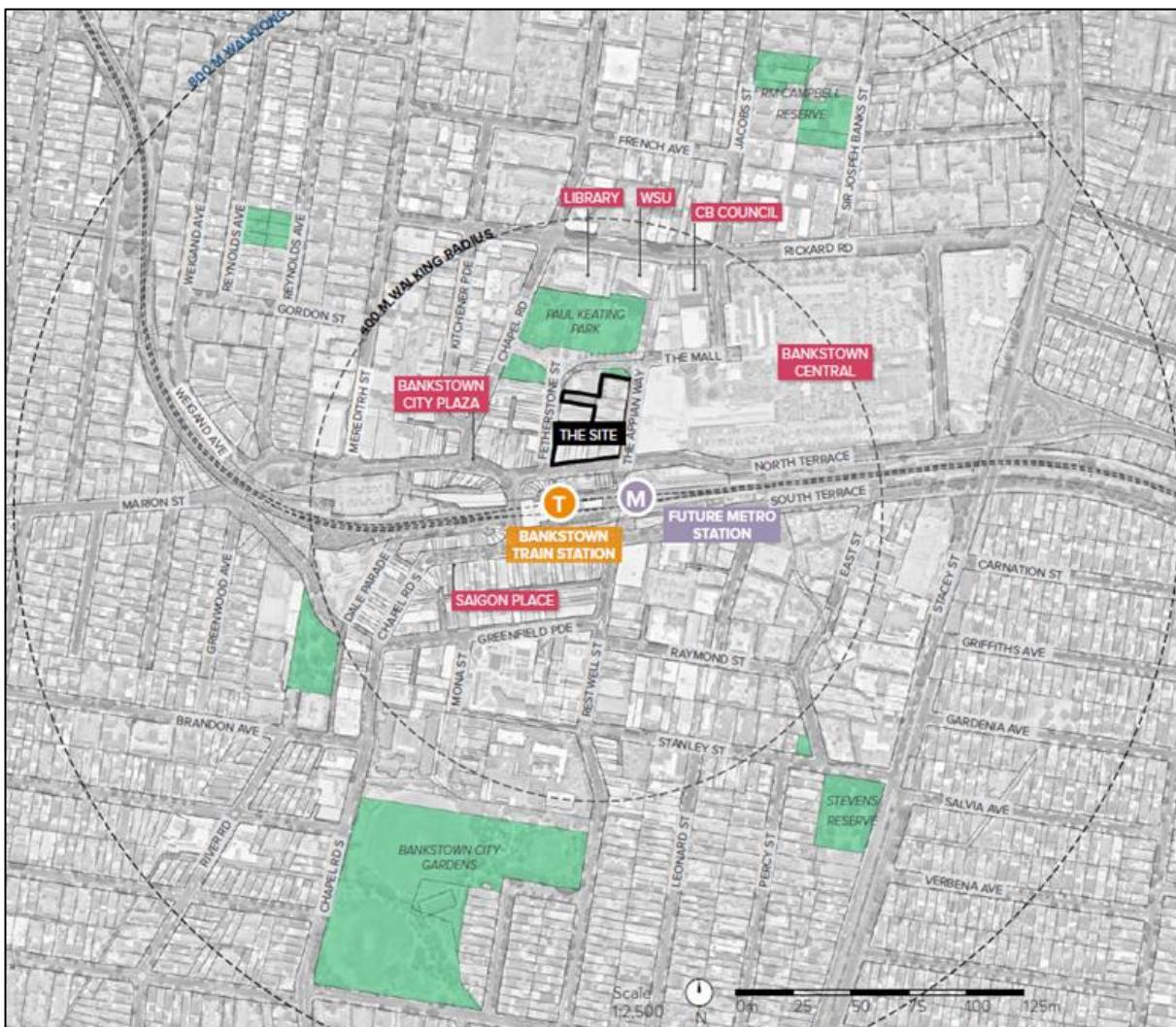


Figure 2 - Site Locality (Source: Hatch)

3. Existing Transport Conditions

3.1. Road Network Hierarchy

The proposed development site is located adjacent and to the north of Bankstown train station and has road frontages to The Mall, The Appian Way, North Terrace and Fetherstone Street. The existing traffic arrangements around the site are one-way movement only at the site frontages.

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- **State Roads** Freeways and Primary Arterials (TfNSW managed)
- **Regional Roads** Secondary or sub arterials (Council managed, part funded by State)
- **Local Roads** Collector and local access roads (Council managed)

The frontage roads are all classified as local roads and have access to regional and state roads within a radius of approximately 600m (Figure 3). The existing road network suggests that the transport activities around the site are largely associated with the local residential and commercial properties.

The proposed development site currently has convenient and ready access to the existing road network. With consideration to the proposed land uses of the development, its future transport activities are expected to be consistent with the current local amenity.

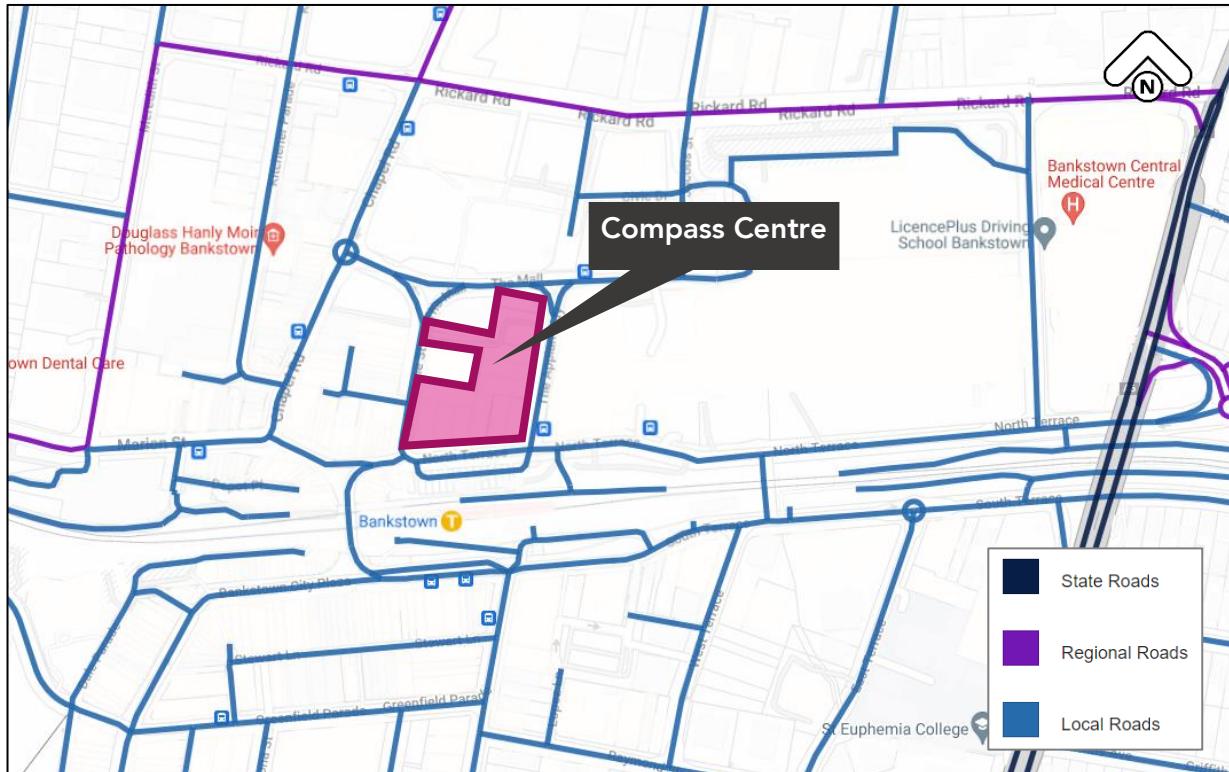


Figure 3: Road Network Classification Map (Source: Tfnsw, 2022)

3.2. Key Intersections

The key intersections surrounding the proposed development site are identified in Table 1, their locations in relation to the development site are illustrated in Figure 4.

Table 1: Key Intersections

| Number | Intersection | Description |
|--------|---|---|
| 1 | The Mall / Chapel Road | 3-arm roundabout |
| 2 | The Mall / Fetherstone Street | 3-arm unsignalised no sign controlled intersection |
| 3 | The Mall / The Appian Way | 3-arm unsignalised no sign controlled intersection |
| 4 | The Mall / Jacobs Street | 3-arm priority sign-controlled intersection |
| 5 | Chapel Road / Marion Street / Bankstown City Plaza | 3-arm signalised intersection |
| 6 | Fetherstone Street / North Terrace / Bankstown City Plaza | 3-arm signalised intersection |
| 7 | The Appian Way / North Terrace | 3-arm priority sign-controlled intersection |
| 8 | North Terrace / West Terrace | 3-arm signalised intersection, common control group (CCG) with site 9 |
| 9 | West Terrace / South Terrace | 3-arm signalised intersection, common control group (CCG) with site 8 |
| 10 | The Appian Way Midblock Pedestrian Crossing | Signalised pedestrian crossing |

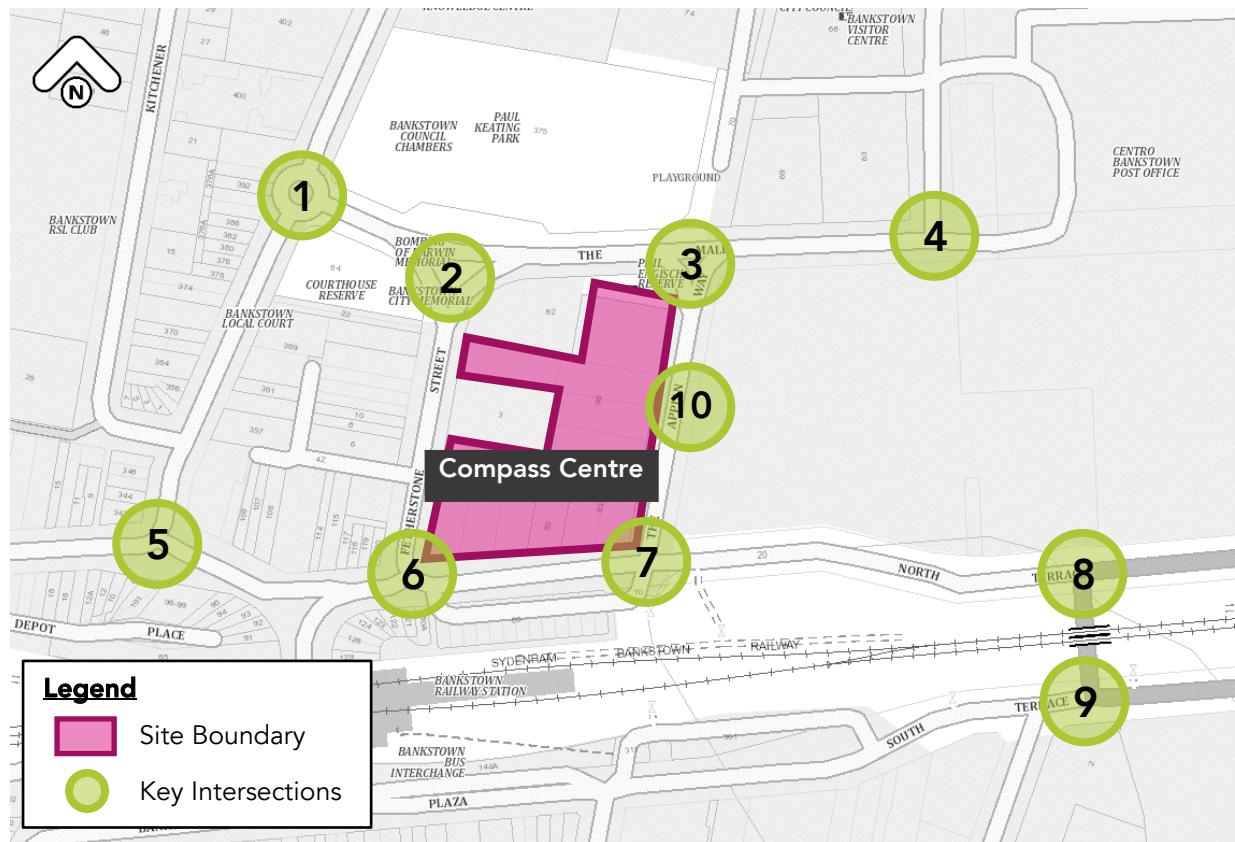


Figure 4: Key Intersection Locations

3.3. Public Transport

The public transport and active travel network surrounding the site has been reviewed with consideration to construction phase access. The high level of transport connectivity, including frequent bus services, the nearby Bankstown Station and Metro interchange, and extensive pedestrian links, provides strong opportunities for contractors and construction workers to travel sustainably to and from the site. These options will be promoted as part of the contractor induction process to minimise private vehicle use and reduce pressure on the surrounding road network.



Figure 5: Public Transport Options In The Locality

3.3.1. Train Services

Bankstown Station is located opposite the site on North Terrace. The station is currently operating as part of the T6 Lidcombe and Bankstown Line shuttle while the Sydney Metro City and Southwest conversion works are underway. During this period, train services between Bankstown and Sydenham are closed, and bus replacement services operate to connect passengers with surrounding stations and the wider rail network. These temporary arrangements may affect construction workers if the construction program overlaps with the ongoing works.

The station will reopen as part of the new Sydney Metro City and Southwest line. When completed, the Metro will provide high frequency services between Bankstown and the Sydney CBD, with direct interchange to the broader Sydney Trains network. This will significantly improve accessibility for future residents, workers and visitors to the development.

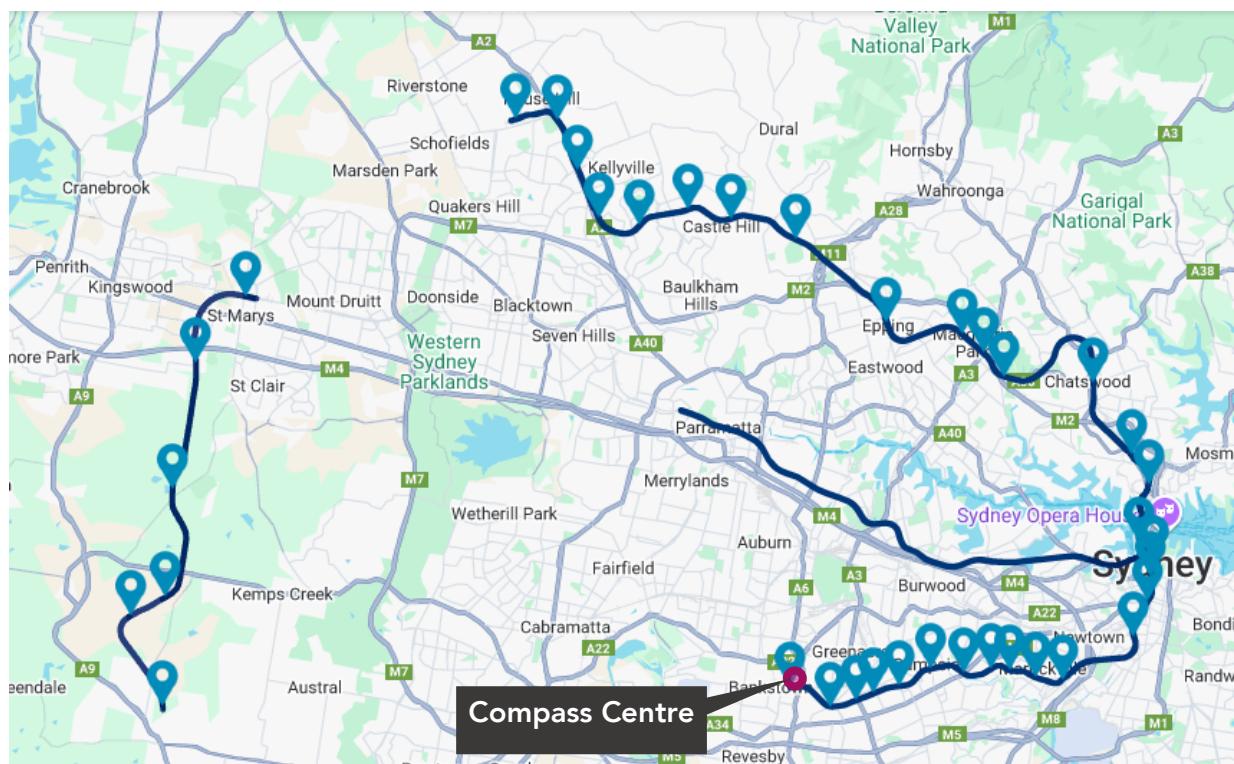


Figure 6: Current and Future Sydney Metro Network



3.3.2. Bus Services

Bus services in vicinity of the development site are operated by Transit Systems. The services connect Bankstown with wider parts of Sydney, such as Liverpool, Parramatta, Fairfield, Hurstville, Sutherland, etc. A high number of bus stops are located within convenient catchment from the proposed development site.

In addition to regular bus services, train replacement buses are currently operating to support the temporary closure of the T3 Bankstown Line during Metro conversion works.

The bus routes around the site are presented in Figure 7, a summary of the bus service operation and frequencies is provided in Table 2.

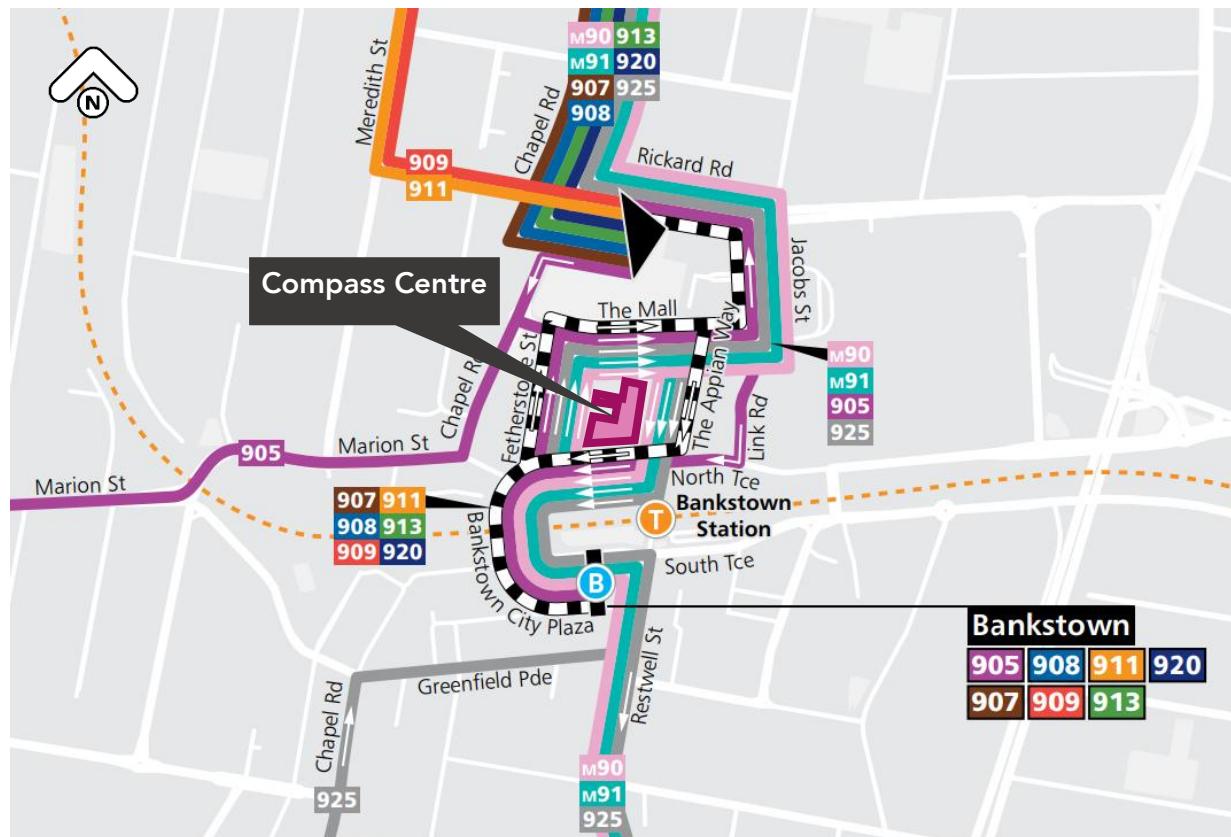


Figure 7: Surrounding Bus Routes (Source: Transport For NSW)

Table 2: Surrounding Bus Operation Summary

| Routes | Coverage | Operation Summary |
|--------|---|---|
| M90 | Burwood to Liverpool | Weekdays: every 10 minutes during peak hours Saturdays: every 20 minutes during peak hours Sunday and public holidays: every 20 minutes during peak hours |
| M91 | Hurstville to Parramatta via Padstow & Chester Hill | Weekdays: every 10-15 minutes during peak hours Saturdays: every 20 minutes during peak hours |

| | | |
|-----|--|--|
| | | Sunday and public holidays: every 20 minutes during peak hours |
| 487 | Bankstown Central to Canterbury | Weekdays: every 30-60 minutes during peak hours Saturdays: every 30 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 905 | Bankstown to Fairfield | Weekdays: every 15 minutes during peak hours Saturdays: every 30 minutes during peak hours Sunday and public holidays: every 30 minutes during peak hours |
| 907 | Bankstown to Parramatta via Bass Hill | Weekdays: every 15 minutes during peak hours Saturdays: every 30 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 908 | Merrylands to Bankstown via Birrong & Auburn | Weekdays: every 35-60 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 909 | Bankstown to Parramatta via Birrong & Auburn | Weekdays: every 30 minutes during peak hours Saturdays: every 30 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 911 | Auburn to Bankstown via Georges Hall | Weekdays: every 30 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: no services |
| 913 | Strathfield to Bankstown | Weekdays: approximately every 30-60 minutes during peak hours Saturdays: no services Sunday and public holidays: no services |
| 920 | Parramatta to Bankstown | Weekdays: every 15 minutes during peak hours Saturdays: every 20 minutes during peak hours Sunday and public holidays: every 20 minutes during peak hours |
| 922 | East Hills to Bankstown via Milperra | Weekdays: every 20-60 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |

| | | |
|-----|---|--|
| 923 | Panania to Bankstown via Picnic Pt | Weekdays: every 20-30 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 924 | East Hills to Bankstown via Panania | Weekdays: every 30-60 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 925 | East Hills to Lidcombe via Bankstown | Weekdays: every 30 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 926 | Revesby Heights to Bankstown | Weekdays: every 15-30 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 939 | Greenacre to Bankstown | Weekdays: every 30 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: no services |
| 940 | Bankstown to Hurstville via Riverwood | Weekdays: every 30 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 941 | Bankstown to Hurstville via Greenacre | Weekdays: every 30-60 minutes during peak hours Saturdays: every 30 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 944 | Bankstown to Mortdale via Peakhurst Heights | Weekdays: every 30 minutes during peak hours Saturdays: every 60 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 945 | Hurstville to Bankstown via Mortdale | Weekdays: every 15-30 minutes during peak hours Saturdays: every 30 minutes during peak hours Sunday and public holidays: every 60 minutes during peak hours |
| 960 | Sutherland to Bankstown | Weekdays: every 15 minutes during peak hours Saturdays: every 20 minutes during peak hours |

| | |
|--|--|
| | Sunday and public holidays: every 20 minutes during peak hours |
|--|--|

3.4. Active Transport

The existing walking and cycling infrastructure surrounding the site has been reviewed, with the focus on site frontage roads.

For walking, the surrounding roads are provided with footpaths, signalised pedestrian crossings and unsignalised pedestrian (zebra) crossings.

For cycling, currently there are no dedicated cycle lanes or shared paths provided in proximity to the site, therefore cyclists need to share the road with motorists. A map of the cycling infrastructure in the area is provided in Figure 8. The locality is currently defined as a high pedestrian activity area, the implemented 40km/h speed limit provides a generally friendly environment for cycling.

Based on the above, the area in proximity to the site is considered adequate for walking and cycling. However, it is noted that, due to the separation created by the railway lines, the local area currently has limited options for north-south active transport connections, detours may be required for some origins and destinations.

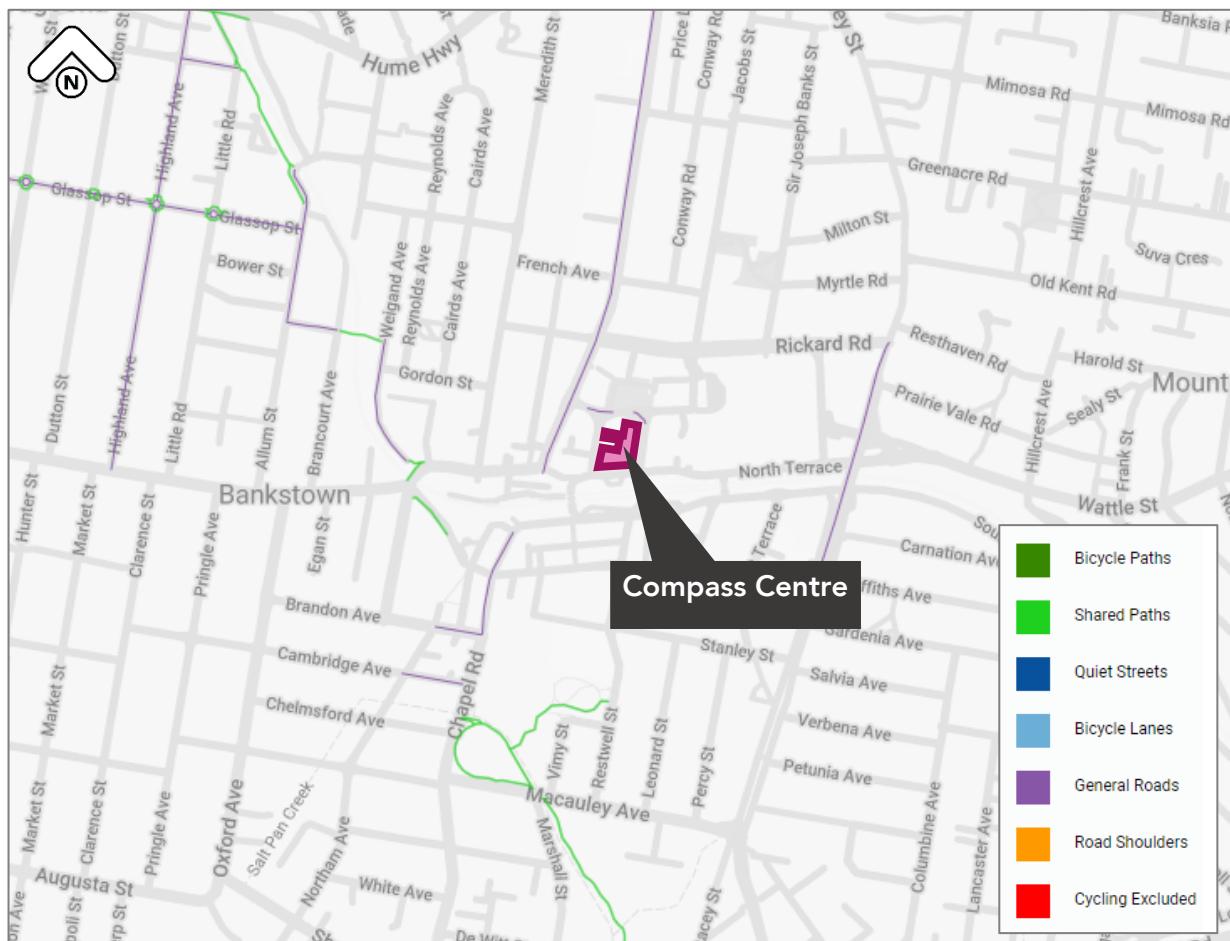


Figure 8: Surrounding Cycling Network (Map Source: Tfnsw Cycleway Finder)

4. Traffic Management Plan

4.1. Objective

The following sections outline the proposed construction activity, anticipated timeline as well as the proposed management measures relating to vehicular access, pedestrian access and other key considerations for the duration of the early works.

- Minimise the impact of construction traffic on the surrounding road network, particularly North Terrace, Fetherstone Street and The Appian Way;
- Ensure continuous, safe and efficient movement of traffic for the general public, construction vehicles and construction workers;
- Install appropriate advance warning signs to inform road users of changed traffic and pedestrian conditions;
- Provide a description of the construction vehicles expected to access the site and the anticipated volumes at each stage;
- Provide information regarding temporary access arrangements and external haulage routes for construction vehicles; and
- Establish and maintain a safe pedestrian environment around the site, noting the high pedestrian volumes associated with Bankstown Station, the bus interchange and Bankstown Central.

4.2. Traffic Management Planning Process

Temporary Traffic Management (TTM) for the project has been planned in accordance with Transport for NSW, Traffic control at work sites – Technical Manual, Issue No.6.1, March 2022 (TCAWS). The process is shown in Figure 9.

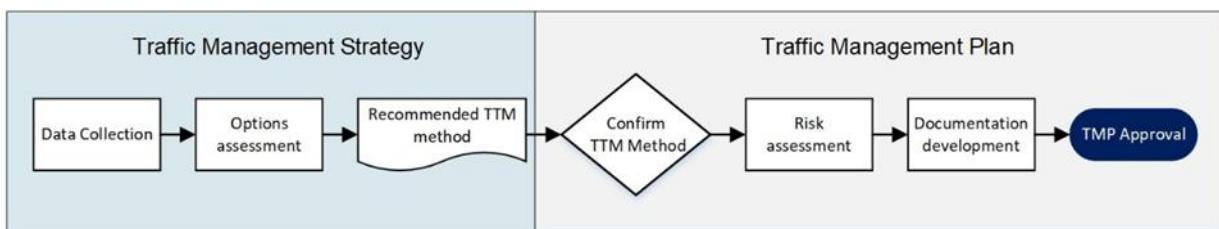


Figure 9 – Traffic Management Planning Process

An iterative process is being adopted in collaboration with relevant stakeholders to adopt the most appropriate traffic management approach and develop the associated documents for the work.

4.3. Traffic Management Strategy

A traffic management strategy has been prepared to support the effective allocation of time, resources and consultation throughout the construction process. The strategy considers the following factors:

Detour Options

- Temporary traffic management may include lateral shifts of traffic lanes, short-term adjustments to kerbside parking, temporary pedestrian diversions and protected walkways.
- No full road closures are anticipated on North Terrace, The Appian Way or Fetherstone Street.
- Any temporary lane occupation will be minimised and scheduled outside peak pedestrian and bus activity periods wherever possible.

Site Location

- The Compass Centre is located in a highly constrained CBD environment, with very high pedestrian movements associated with Bankstown Station and the Bankstown Central precinct.
- Traffic guidance schemes (TGS) will be set out by certified Traffic Controllers in accordance with TCAWS to ensure all devices are visible, safely positioned and compliant.

Work Area

- Some activities—such as demolition, excavation and tower crane installation—may require short-term occupation of kerbside areas or establishment of Work Zones.
- All construction vehicles will access the site from Fetherstone Street, unless otherwise approved.
- Construction traffic must enter and exit via designated access points only and must not obstruct bus operations or pedestrian access.

Vulnerable Road Users

- The site experiences very high pedestrian activity, including school students, commuters, shoppers and visitors.
- Pedestrian desire lines along North Terrace, The Appian Way and Fetherstone Street must be protected at all times through temporary fencing, barriers and delineation.
- Cyclists share the roadway in this area and must be accommodated in all temporary arrangements.

Community Facilities and Needs

- Access to nearby public facilities—including Bankstown Station, Bankstown Central, Paul Keating Park and the surrounding retail precinct—will remain open at all times.
- Clear signage and wayfinding will be installed for any temporary changes to pedestrian access.
- Any night works, short-term closures or temporary restrictions will be communicated in advance and scheduled to minimise impacts on nearby residents and businesses.

4.4. Decision of TTM Method

The method selected in accordance with TCAWS is a combination of Around (Elimination) and Past (Isolation). For Around (Elimination), all truck, and excavation/construction activity will take place on

site, including the delivery of plant and site goods, and traffic is fully separated from the works. For Past (Isolation), all truck activity shall take place in approved Work Zones.

4.5. General Requirements

In accordance with Transport for NSW requirements, all vehicles transporting loose materials will have their loads fully covered and adequately secured to prevent spillage of debris, dust or materials onto the roadway during travel to and from the site. All subcontractors will be inducted by the principal contractor to ensure compliance with these procedures for every vehicle entering or exiting the site.

The principal contractor will monitor the haulage routes and surrounding road network and will take all necessary steps to clean any material deposited on public roads by construction vehicles. Vehicles operating within, to and from the site shall do so in a manner that minimises unnecessary noise, engine idling, vibration or disturbance to surrounding properties, public transport users and pedestrians.

No tracked vehicles will be permitted on any paved public roads. Public roads, footpaths and vehicle access points must remain unobstructed at all times and must not be used for the storage of materials, plant, waste skips or equipment unless explicitly approved by Council.

Construction vehicles are not permitted to double-park, stand within bus zones, stop illegally, queue on public roads, or use public parking spaces under any circumstances. All construction vehicle queuing must occur within the site or at an approved holding area coordinated by the contractor.

No building materials, demolition waste, excavation spoil, cranes, concrete pumps, hoists, lifts or any plant and equipment are permitted to occupy Council footpaths, roadways, parks or verges without prior written approval from Canterbury-Bankstown Council.

No trees, landscaping, vegetation or public domain elements on public land (including footpaths, reserves and verges) are to be removed or damaged during construction unless specifically approved as part of the development consent. This includes the installation of hoardings, fencing, gantries, work zones and temporary pedestrian diversions.

4.6. Hours of Work

All works associated with demolition, excavation and construction, as well as any activities in the vicinity of the site generating noise associated with work preparation (e.g. loading/unloading of goods, transferring of tools, etc.), will generally be carried out in accordance with the ICNG [3] recommended standard construction hours. Should Saturday work be required beyond these standard hours, separate approval will be sought for the extended hours.

Construction Hours:

- Monday to Friday: 7am to 6pm.
- Saturday: 8am to 1pm.
- Sunday & public holidays: No work permitted.

4.7. Construction Staging Overview

The detailed construction staging plan will be confirmed by the appointed contractor prior to commencement of works. However, for the purposes of this PCTMP, the construction program is expected to comprise the following high-level stages:

Table 3: Construction Staging

| Stage | Indicative Timeframe |
|---|-------------------------------|
| 1. Site Establishment & Hoarding Installation | To be confirmed by contractor |
| 2. Demolition & Site Clearance | To be confirmed by contractor |
| 3. Bulk Excavation & Shoring | To be confirmed by contractor |
| 4. Basement Construction | To be confirmed by contractor |
| 5. Podium Construction | To be confirmed by contractor |
| 6. Tower Superstructure Construction | To be confirmed by contractor |
| 7. Services Installation & Internal Fit-Out | To be confirmed by contractor |
| 8. Public Domain Works & Through-Site Links | To be confirmed by contractor |

4.8. Wayfinding and Advance Warning Signage

A wayfinding strategy is to be agreed with council.

4.9. Construction Vehicle Volumes

The detailed construction traffic volumes are not known at this stage and will be confirmed by the appointed contractor as part of the final Construction Management Plan. For the purposes of this PCTMP, it is anticipated that construction vehicle activity will be managed so that the peak construction hour traffic generation does not exceed the net additional traffic generation of the completed development as outlined in the Transport Impact Assessment (TIA) prepared by ptc.

The TIA identifies the net additional traffic generation of the proposed development as follows:

- Weekday AM peak: +129 trips
- Weekday PM peak: +124 trips
- Saturday midday peak: +136 trips

SIDRA intersection analysis undertaken as part of the TIA demonstrates that the surrounding road network, including key signalised intersections, can accommodate this level of additional traffic while continuing to operate at acceptable levels of service (generally LoS A–B).

In comparison, construction traffic will be actively scheduled outside of the road network peak periods, with heavy vehicle movements generally occurring between 9:00am–3:00pm on weekdays. As a result, construction vehicle activity will not coincide with the highest commuter, pedestrian, and bus interchange demands around Bankstown Station and Bankstown Central. This operational approach significantly reduces the potential impact of construction traffic compared with the development's assessed peak-hour traffic generation.

On this basis, construction traffic is expected to generate lower peak-hour impacts than the operational development traffic assessed in the TIA. With this management strategy in place, and subject to the traffic control measures outlined in this PCTMP, the surrounding transport network is expected to safely accommodate construction-related vehicle activity without unacceptable impacts on intersection performance or road safety.

The exact estimated construction vehicle volumes will be provided by appointed contractor.

4.10. Construction Vehicle Routes

The proposed construction vehicle routes have been developed with careful consideration of the surrounding traffic conditions and sensitive land uses within the Bankstown City Centre. Nearby schools, retail centres, the bus interchange and Bankstown Station have been factored into the planning to minimise disruption.

Construction vehicle movements will be limited to the approved haulage route (refer Figure 10). No queuing or marshalling of heavy vehicles is permitted on public roads, and all loading and unloading activities will occur within the site boundary or within approved work zones, subject to council approval.

Larger construction vehicles, including Heavy Rigid Vehicles (HRVs) and Articulated Vehicles (AV), will use the higher-order road network. The inbound route will follow:

Stacey Street → Rickard Road → Chapel Road → The Mall → The Appian Way → site access.

The outbound route will follow:

Site access → Fetherstone Street → The Mall → Chapel Road → Rickard Road → Stacey Street.

Swept paths for a 20 m Articulated Vehicle (AV) along the proposed route are provided in Appendix 1.

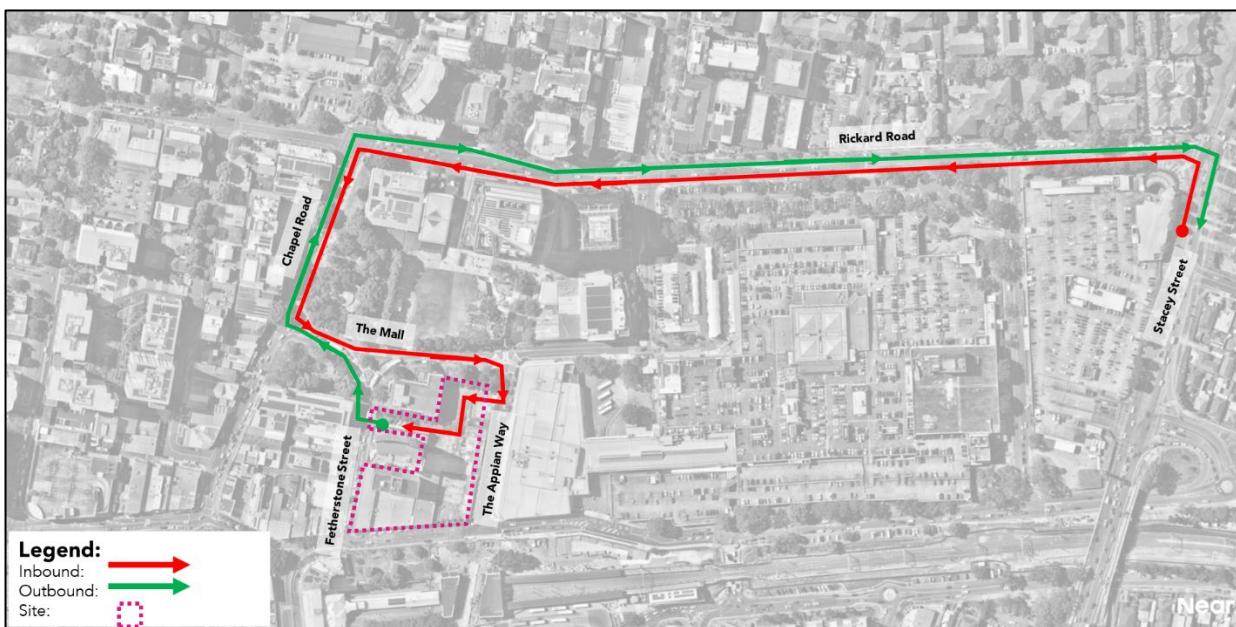


Figure 10 - Construction Vehicle Routes

4.11. Site Access Arrangement

Site access during construction will be from The Appian Way and Fetherstone Street. All construction vehicles will enter and exit the site via these designated access points only, under the direction of trained Traffic Controllers where required. No other public roads or frontages will be used for construction access unless separately approved by Council. The exact site access will be confirmed by appointed contractor.

4.12. Traffic Control Measures

There will be a need for traffic control measures to facilitate the entry and egress of the construction vehicles. This is to be confirmed by the appointed contractor.

4.13. Traffic Guidance Scheme (TGS)

The Traffic Guidance Scheme (TGS) outlines the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site.

The TGSs have been set out in accordance with the TfNSW *Traffic Control at Work Sites*.

Any changes made to the TGS by the appointed traffic management contractor must be submitted to Council and TfNSW for approval. All Traffic Guidance Schemes associated with the CTMP must comply with the Australian Standards and Roads and TfNSW *Traffic Control at Work Sites Guidelines*, Issue 6.1 (2022).

The Principal Contractor shall provide appropriate traffic and pedestrian management at all site interfaces with the public road. This will ensure truck movements and deliveries are received efficiently and safely.

The proposed TGS has been designed to be suitable for the work and location in accordance with Issue 6.1 of the *Traffic Control at Work Sites Technical Manual*, 2022 (TCAWS). (Refer to Appendix 2)

Where general truck access and egress to the site is occurring on a day-to-day basis, gate controllers (in the form of accredited Traffic Controllers (TCs)) shall manage construction traffic. Appropriate signage on public roads is required to advise drivers of the presence of Traffic Controllers.

4.14. Traffic Controllers

In instances where Traffic Controllers are required, they are to be implemented to ensure that no conflict arises between construction vehicles and public traffic.

4.15. Pedestrian Management

The general public will not be permitted to access the construction site at any time. The contractor will ensure that the site perimeter is maintained in a clean, well-lit and safe condition for the full duration of the works.

The site is located within a high-activity pedestrian environment, with significant foot traffic associated with Bankstown Station, the bus interchange, Bankstown Central, and surrounding retail, education and civic facilities. These pedestrian movements occur along all site frontages, including The Appian Way, Fetherstone Street, North Terrace, and The Mall.

Wherever construction activities impede normal pedestrian flow along site-adjacent footpaths, the contractor will provide appropriate detours, barriers, and signage in consultation with on-site traffic control. Any temporary footpath closure, diversion, or narrowed passage must comply with all relevant guidelines, including TCAWS and Council requirements.

Traffic Controllers must not stop general traffic, pedestrians or cyclists to prioritise construction vehicles. Construction vehicles must wait for a safe gap in traffic before entering or exiting the site. Vehicles leaving the site are not afforded special priority over road users or pedestrians, and pedestrian right-of-way must be maintained.

Pedestrians may only be held briefly where required to ensure immediate safety during a truck's turning or exit movement. However, pedestrians must not be stopped in anticipation of a vehicle movement. At all times, pedestrians on public footpaths have right-of-way over construction vehicles.

4.16. Special Deliveries

Any oversized vehicle (greater than a 20 m Articulated Vehicle) required to access the site will be managed under a separate approval process. Oversize and overmass (OSOM) deliveries will require the necessary permits and approvals from Transport for NSW and Canterbury-Bankstown Council prior to mobilisation. Where possible, oversized vehicle movements will be scheduled during early morning or evening periods to minimise impacts on general traffic, bus operations and pedestrian activity within the Bankstown City Centre.

All OSOM deliveries will be accompanied by accredited Traffic Controllers and will follow an approved route and time window to ensure safe access and minimal disruption to the surrounding road network.

4.17. Staff Parking

Due to site constraints, no on-site parking will be available for construction personnel. All site workers and subcontractors will be instructed not to park on surrounding streets, particularly on The Mall, Fetherstone Street, The Appian Way and North Terrace, to avoid impacting local businesses, residents and public transport operations.

The Contractor will actively minimise parking demand by encouraging the use of public transport, which is highly accessible from the site. The Compass Centre is located within a short walking distance of Bankstown Station, the future Metro entrance, and numerous high-frequency bus services operating along The Appian Way, North Terrace and Chapel Road. This provides convenient, reliable transport options for all site personnel.

Staff will also be encouraged to carpool where practicable and will be informed of all alternative transport options available in the area. A Public Transport Information Pack will be provided to all site workers and contractors during induction, outlining available train and bus services, walking routes, and nearby bicycle parking facilities.

These measures will help ensure that construction activities do not generate additional demand for public parking within the surrounding road network.

4.18. Work Site Security

As discussed in Section 4.15, to provide security to the work site and protection to the general public, it is proposed that the site perimeter boundaries consist of temporary fencing or hoardings. These boundaries will be established immediately following site possession and fitted with appropriate signage where required. All gates are securely locked outside of working hours and may be regularly patrolled by security staff. This security network shall continue to work closely with the contractor to ensure that security is being maintained throughout construction. The contractor shall maintain a site entry register requiring all visitors to sign in upon entry. All visitors are required to wear an identification "visitor" badge and always wear appropriate PPE whilst on site.

4.19. Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, Workplace Health and Safety (WHS), driver protocols and emergency procedures. Additionally, the lead contractor will discuss TMP requirements regularly as part of

toolbox talks and provide ongoing reminders about the public transport and carpooling opportunities in the area.

4.20. Emergency Vehicle Access

The proposed traffic control arrangements will not restrict access for emergency services. Emergency vehicles will continue to access the site via Fetherstone Street and Appian Way, which will remain unobstructed at all times. This frontage provides the most direct and practical point of access for emergency response vehicles.

The contractor must ensure that:

- Site accesses remains clear of parked vehicles, materials, plant and equipment.
- Traffic Controllers facilitate emergency access immediately when required.
- Any temporary hoarding, barriers or work zones are positioned to maintain a minimum clear access width suitable for ambulances and fire appliances.
- No construction activity blocks or delays emergency vehicle movements.

Emergency vehicle access must be preserved at all times throughout demolition, excavation and construction works.

4.21. Access to Adjoining Properties

Access to all adjoining properties will be maintained throughout the construction period. The proposed works and temporary traffic control arrangements will not restrict access to nearby buildings along Fetherstone Street, The Appian Way, North Terrace, or The Mall.

4.22. Temporary Road Closure

Based on the current scope of works, no temporary road closures are anticipated. All construction activities will be managed within the site boundaries, with appropriate traffic control measures implemented as required to ensure safe operation and to minimise impacts on the surrounding roads, including Fetherstone Street, The Appian Way, North Terrace, and The Mall.

Access for nearby properties, businesses, pedestrians and public transport users will be maintained at all times. Should any short-term kerbside occupation or footpath adjustments be required, these will be managed under approved Traffic Guidance Schemes (TGS) and in consultation with Council.

4.23. Occupational Health and Safety

Any workers required to undertake tasks or traffic control within the public domain will be suitably trained and covered by appropriate insurances. All traffic control personnel must hold TfNSW accreditation in accordance with Section 8 of Traffic Control at Worksites.

4.24. Method of Communicating Traffic Changes

Traffic Guidance Schemes (TGS) in accordance with the Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and TfNSW Traffic Control at Worksites will advise motorists of upcoming changes in the road network. During site operation the contractor shall, each morning, prior to work commencing, ensure all signage is erected in accordance with the TGS and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size "A". The associated TGS road signage will inform drivers

of work activities in the area including truck movements in operation. Any variation to the layout of the TGS on site is to be recorded and certified by authorised SafeWork NSW accredited personnel. Amended TGSs must also be approved by Council prior to implementing any changes. A minimum 14-day notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures. A Road Occupancy License is required for any works which impact on the road corridor, in addition to any permits required by Council. These need to be submitted to the Transport Management Centre (via the OPLINC system) a minimum of 10 business days prior to commencement of works.

4.25. Contact Details for Onsite Enquiries and Site Access

This will be provided by appointed contractor.

4.26. Maintenance of Roads and Footpaths

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. Any damage arising as a result of the proposed truck movements will be treated / repaired by the lead contractor at no cost to Council.

4.27. Hazard and Risk Identification

All construction projects entail a set of risks—from a transport perspective—that may need to be mitigated. Some of these hazards and risks are related to:

- Moving traffic;
- Queued traffic;
- Site vehicle access and egress points;
- Highly vulnerable road user activity;
- Other construction activity or roadworks in close proximity to the proposed work site; and
- Reduced lane and shoulder widths.

This is appropriate for the construction of the development because of the following:

Risk Matrix Reference: R1 – Conflict between construction traffic and the general public, especially vulnerable road users such as pedestrians and cyclists.

Risk Matrix Reference: R2 – Construction traffic creating localised negative impacts to the surrounding road network.

Risk Matrix Reference: R3 – Conflict between construction vehicles and high pedestrian volumes associated with Bankstown Station, the bus interchange and Bankstown Central.

Risk Matrix Reference: R4 – Potential disruption to bus operations and bus stops along The Appian Way and North Terrace if construction access is not properly managed.

Risk Matrix Reference: R5 – Construction vehicle turning movements at Fetherstone Street causing short-term safety risks if sight lines or pedestrian priority are not maintained.

Risk Rating

- Very High (VH)
- High (H)

- Medium (M)
- Low (L)

Consequence

- Insignificant: Illness, first aid or injury not requiring medical treatment. No lost time.
- Minor: Minor injury or illness requiring medical treatment. No lost time post medical treatment.
- Moderate: Minor injuries or illnesses resulting in lost time.
- Major: 1 to 10 serious injuries or illnesses resulting in lost time or potential permanent impairment.
- Severe: single fatality and/or 11 to 20 serious injuries or illnesses resulting in lost time or potential permanent impairment.
- Catastrophic: multiple fatalities and/or more than 20 serious injuries or illnesses resulting in lost time or potential permanent impairment.

Likelihood

- Almost certain: expected to occur multiple times (10 or more times) during any given year.
- Very likely: expected to occur occasionally (1 to 10 times) during any given year.
- Likely: expected to occur once during any given year.
- Unlikely: expected to occur once every 1 to 10 years.
- Very unlikely: expected to occur once every 10 to 100 years.
- Almost unprecedented: not expected to occur in the next 100 years.

Table 4 - Risk Matrix

| Likelihood | Consequence | | | | | | |
|----------------------|-------------|---------------|-------|----------|-------|--------|--------------|
| | | Insignificant | Minor | Moderate | Major | Severe | Catastrophic |
| Almost certain | | | | | | | |
| Very likely | | | | R3 | | | |
| Likely | | R4 | | | R5 | | |
| Unlikely | | | | | R2 | | |
| Very unlikely | | | | | | | |
| Almost unprecedented | | | R1 | | | | |

Some recommended risk mitigation measures include:

- Implementation of traffic control where required to reduce potential conflict between road users.
- Adequate signage and advance warning of ongoing construction activity at the site.
- scheduling construction vehicle movements outside AM and PM peak periods to minimise conflicts with commuters, buses and high pedestrian flows.
- Maintaining clear pedestrian paths around Fetherstone Street, The Appian Way and North Terrace, with barriers and delineation installed where needed.
- Ensuring Traffic Controllers do not stop pedestrians and always maintain pedestrian priority at site access points.
- Installing site access gates and sight-distance controls to safely manage vehicle turning movements.
- Ensuring all construction vehicles follow the approved haulage route and do not use The Appian Way or the Station forecourt areas.
- Preventing any construction vehicle queuing or marshalling on public roads.
- Providing induction and route training for all construction drivers to minimise navigation errors and unsafe manoeuvres.

5. Summary

This Preliminary Construction Traffic Management Plan (PCTMP) outlines the proposed construction traffic, access, pedestrian management and safety arrangements for the Compass Centre redevelopment in Bankstown. The site is located within a highly active transport environment, adjacent to Bankstown Station, the bus interchange and Bankstown Central, requiring careful coordination of construction vehicle movements.

Construction traffic volumes are not yet confirmed and will be finalised by the contractor; however, construction vehicle activity will be scheduled outside the network peak periods and will be managed so that peak construction traffic does not exceed the net traffic generation identified in the project's Traffic Impact Assessment. SIDRA analysis, presented within the submitted TIA, indicates that the surrounding road network can accommodate this level of activity without unacceptable impacts.

All construction vehicles will use the approved haulage route via Stacey Street, Rickard Road, Chapel Road and The Appian Way, entering and exiting the site via Fetherstone Street. Swept paths for a 20 m AV have been prepared and are included in Appendix 1. No construction vehicle queuing will occur on public roads, and all loading/unloading will be contained within the site or approved work zones.

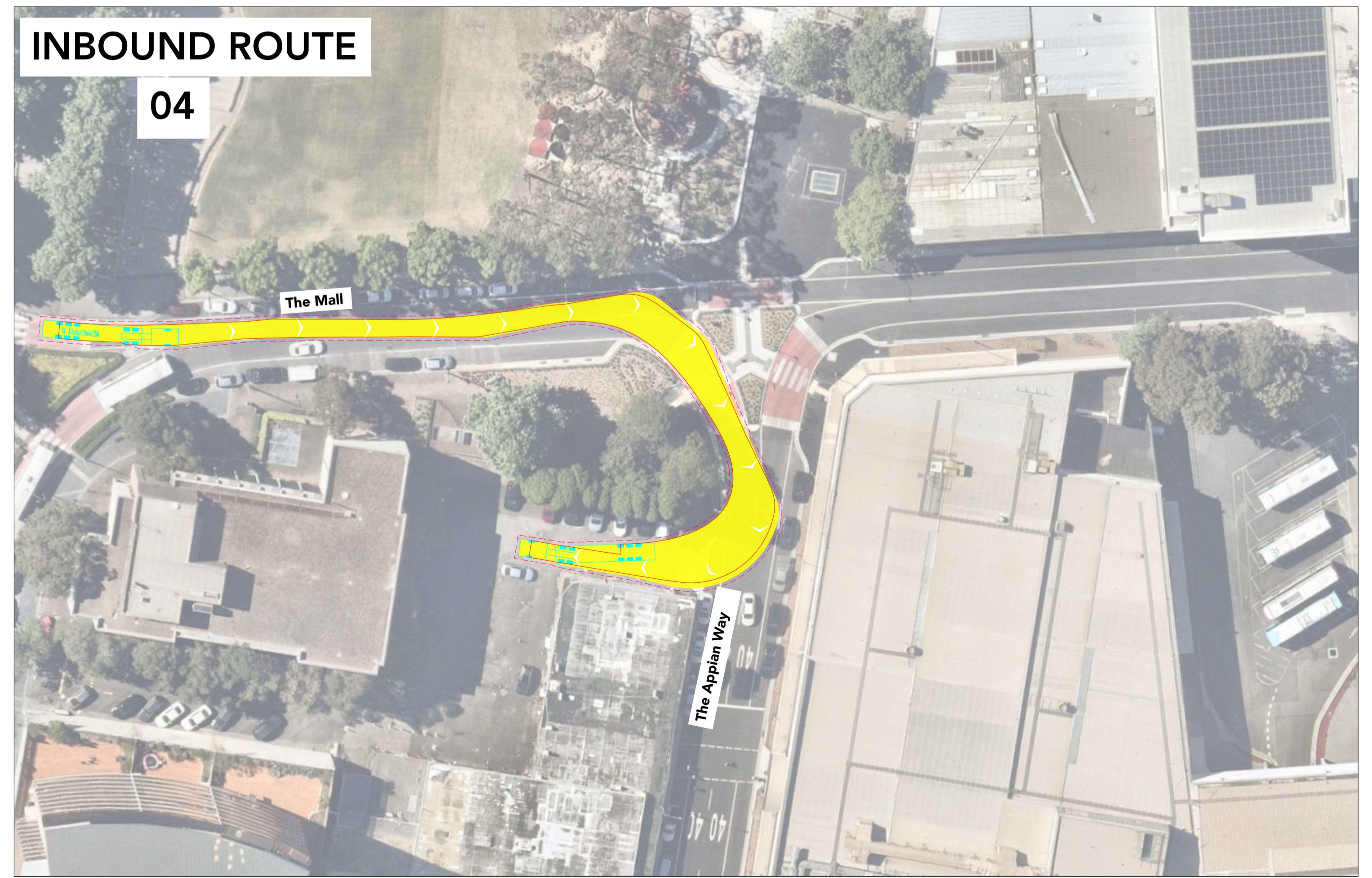
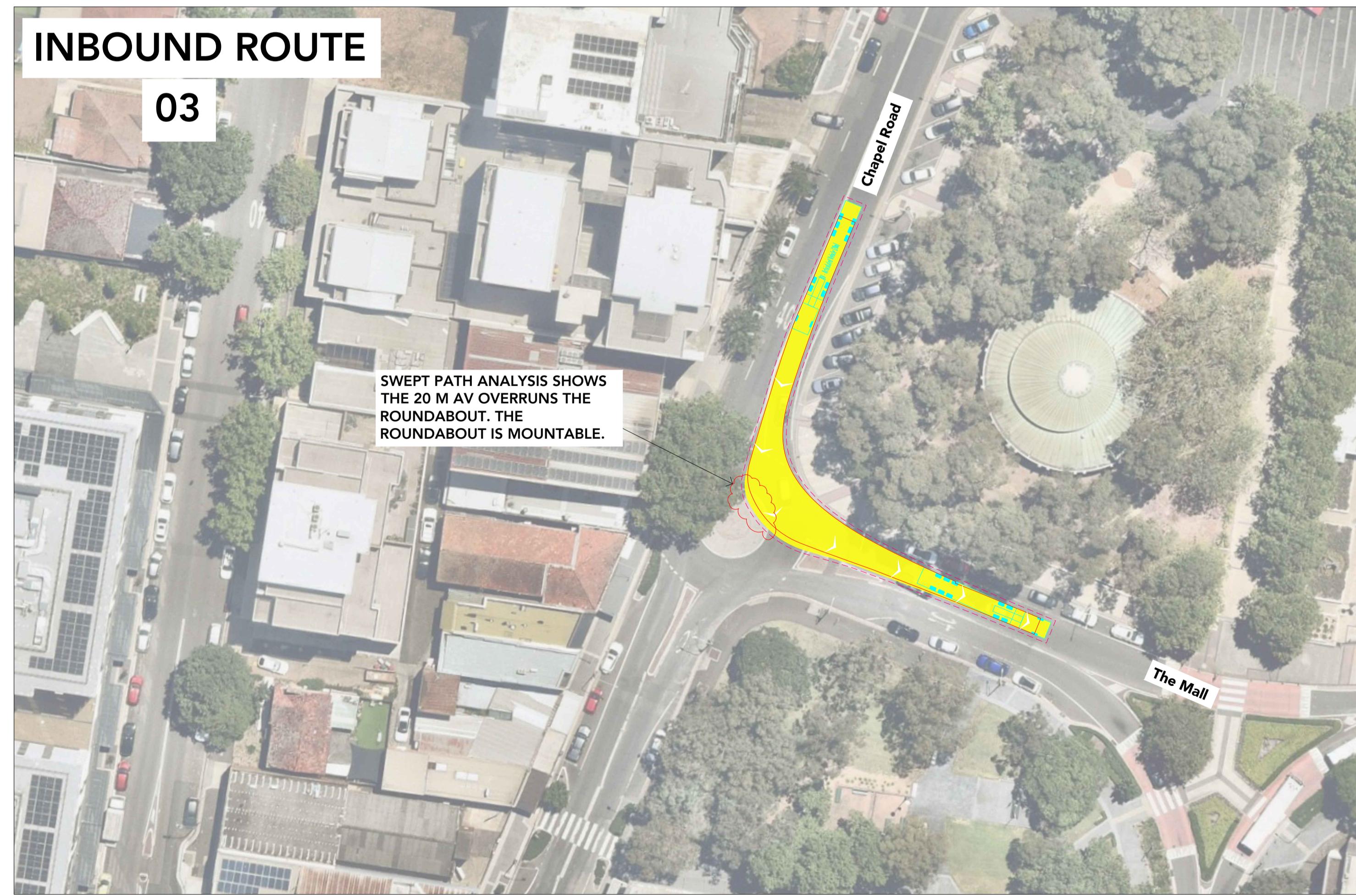
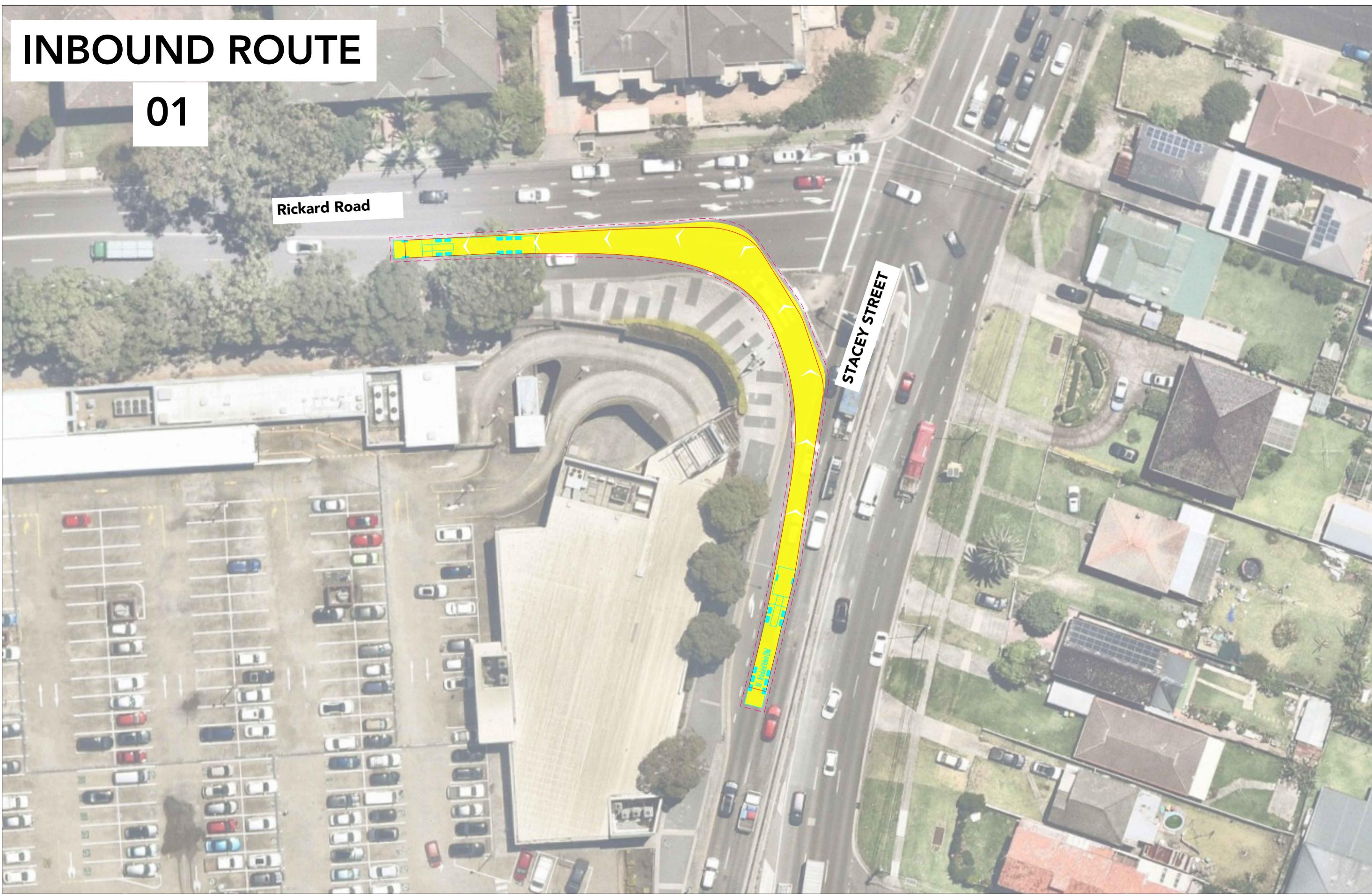
Pedestrian safety is a key priority. Pedestrian access will be maintained along all site frontages with appropriate detours, signage and delineation provided where required. Pedestrians retain right-of-way at all times, and Traffic Controllers will only hold pedestrians briefly where necessary for immediate safety.

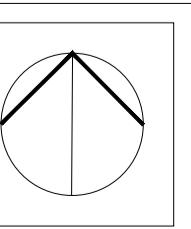
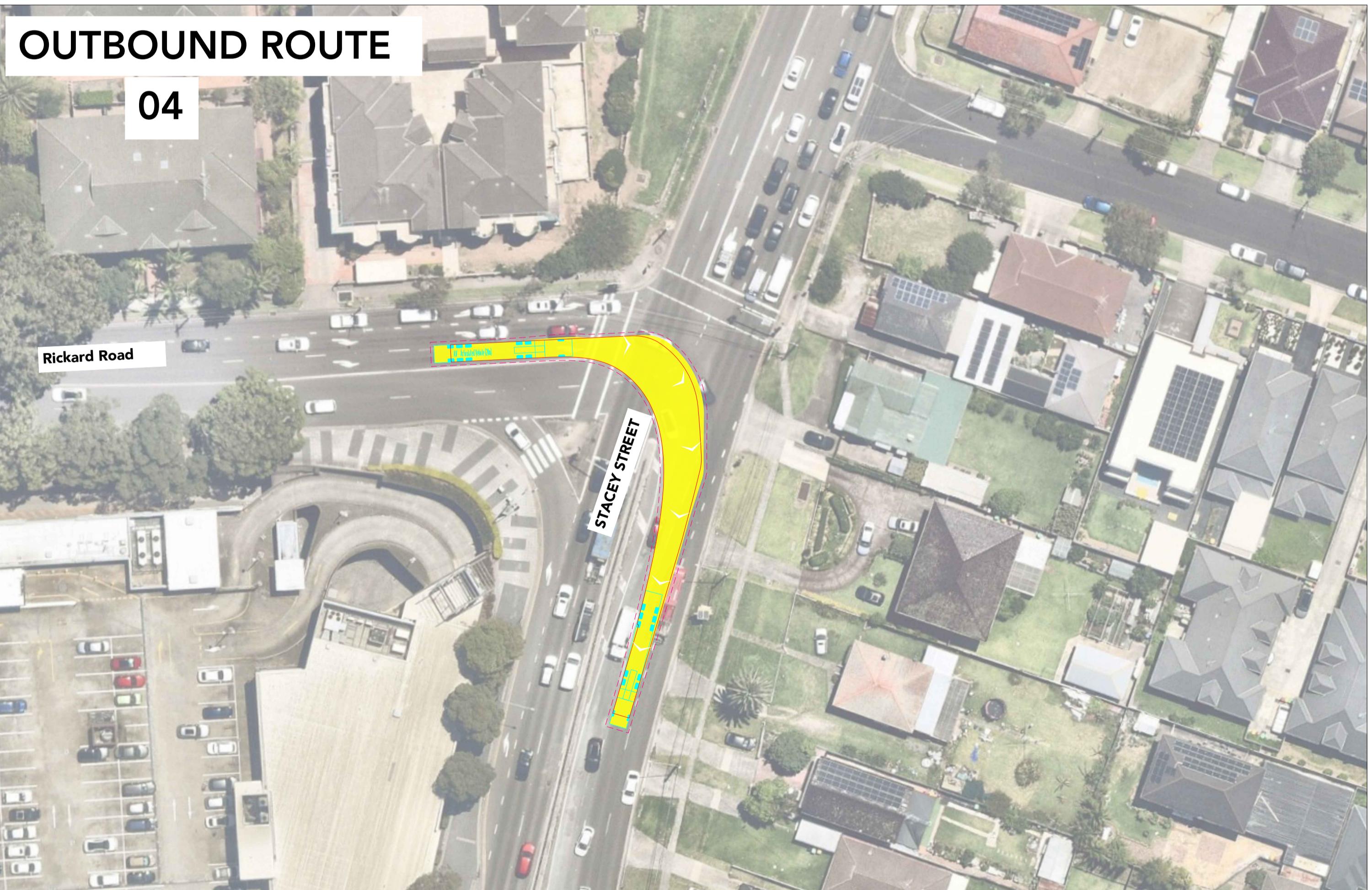
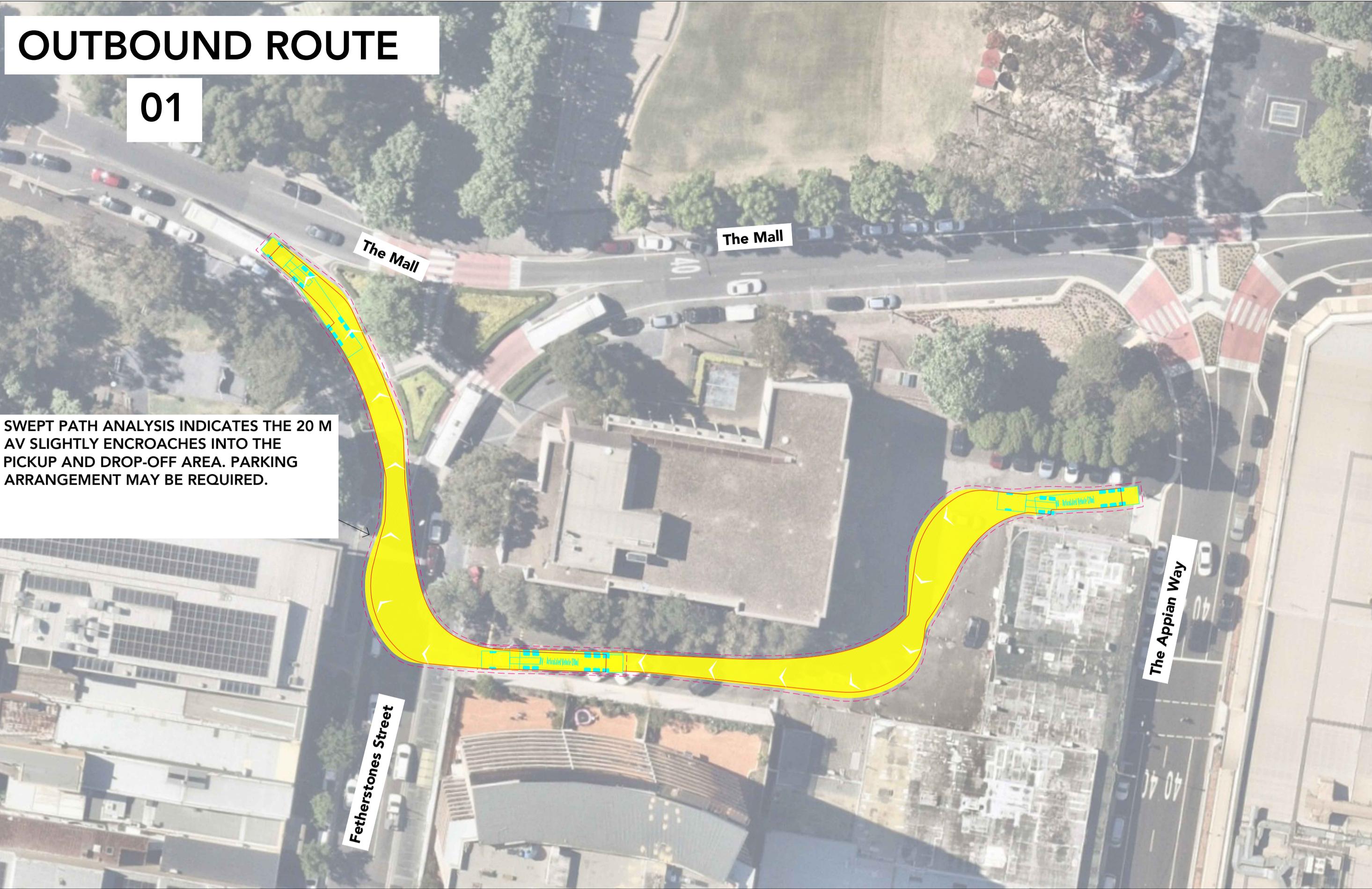
No road closures are anticipated, and access to adjoining properties will be maintained at all times. Emergency vehicle access will remain available via Fetherstone Street. Staff parking will not be provided on site, with personnel encouraged to use the extensive public transport options available around the site.

A risk assessment has been undertaken, identifying key risks including conflict with high pedestrian volumes, impacts to bus operations and vehicle turning movements. Appropriate mitigation measures have been identified and incorporated into the management approach.

With the implementation of the proposed traffic control measures, haulage routes, pedestrian management strategies and risk mitigations outlined in this PCTMP, construction activities are expected to be carried out safely and with minimal impact on the surrounding transport network and local community.

Appendix 1. Construction Vehicle Swept Paths





Appendix 2. TGS

