

Kempt Field Remediation Construction Traffic Management Plan



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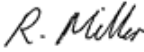
Kempt Field Remediation Construction Traffic Management Plan

NSW Department of Planning, Housing and Infrastructure

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WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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1 Introduction

WSP has been engaged by the NSW Department of Planning, Housing and Infrastructure to undertake a Construction Traffic Management Plan (CTMP) for the remediation works at Kempt Field, located at 75 Durham Street, Hurstville (referred to as “the project site”). The full construction works is detailed within the “Remediation Action Plan” document. The project site is largely vacant, featuring only landscaping, a cycling path and an existing playground. It is owned and maintained by Georges River Council and located in Hurstville of New South Wales, near Allawah and Kogarah.

1.1 Project background

Kempt Field is a park located at 75 Durham Street, Hurstville NSW (refer to Figure 1.1). The park has been subject to progressive subsidence since 2016 causing significant damage to onsite infrastructure and posing a safety risk to site users. Potential asbestos containing materials and asbestos fines have been historically detected at the shallow and deep fill at the project site, failing the relevant site criteria. Similarly, the project site has also been producing high volume of landfill gases (methane and carbon dioxide) that requires appropriate and ongoing monitoring and management.

As a result, a large portion of the park is currently closed off and unusable to the public. Due to the nature of the contamination and its impact of the park landform instability, the project site is proposed to be remediated to actively manage and mitigate onsite risk and allow the project site to be monitored and maintained long-term in a safe and efficient manner (the project).

The project would involve:

- site preparation and infrastructure removal including vegetation clearing and removal of Kempt Field playground
- installation of a landfill gas ventilation system
- importation and placement of required capping material to seal the surface of the landfill and provide a physical separation layer to contain asbestos contaminated material
- reinstallation of required monitoring wells and completion of site validation works to confirm the remediation works meet the objectives of the project
- landscaping and rehabilitation of the site.

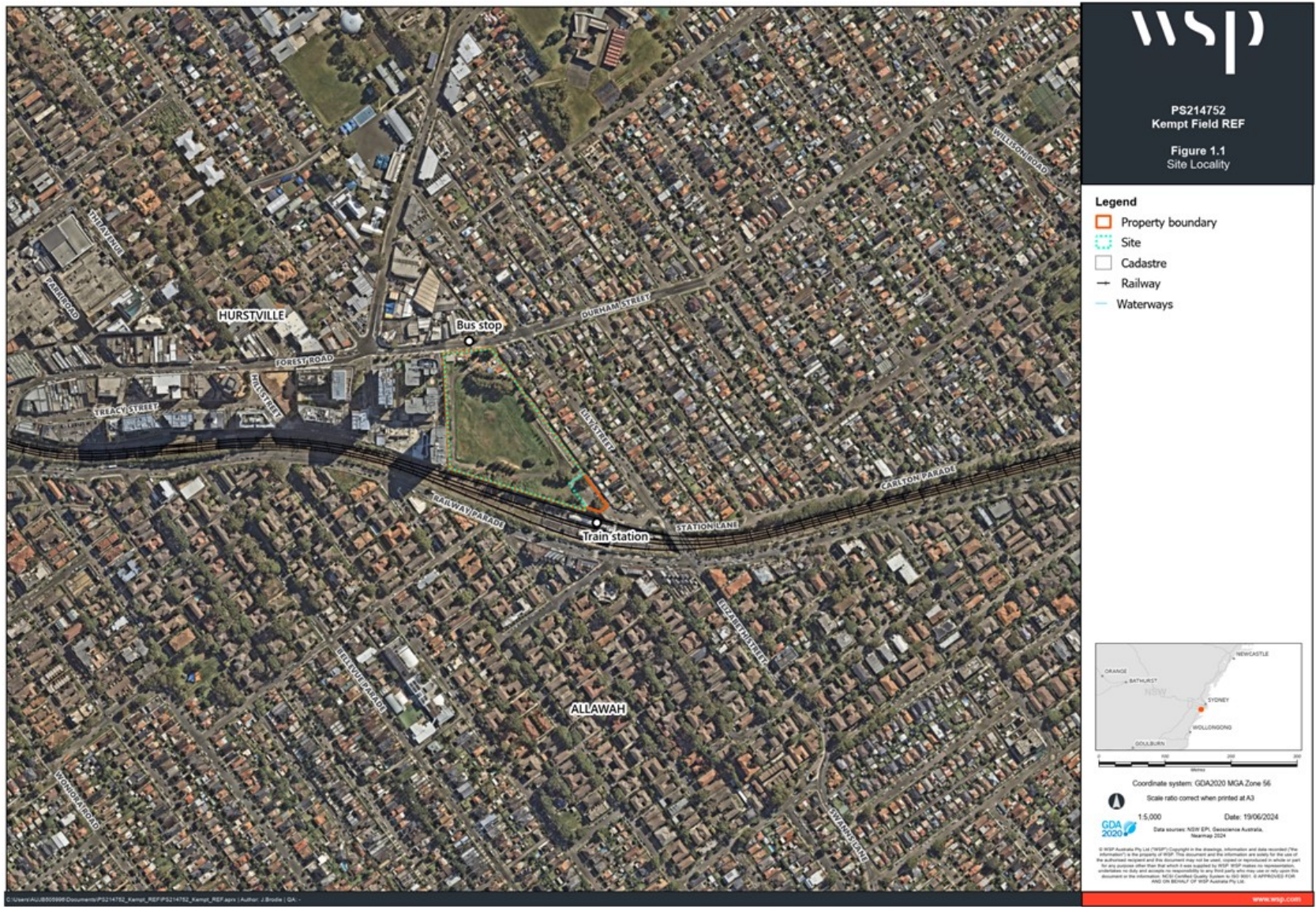


Figure 1.1 Kempt Field, Hurstville – project site location

1.2 Scope

This CTMP report has been prepared to inform the NSW Department of Planning, Housing and Infrastructure and other relevant stakeholders about the potential transport impacts to access, parking, active and public transport, and other transport related issues, resulting from the proposed remediation works at the Kemp Field project site.

The assessment outlines impacts and proposes suitable mitigation measures. Specifically, it details the transport needs during construction, including vehicle types, volumes, distribution, access to the project site and proposed transport haulage routes. Additionally, the construction traffic movements have been investigated and their impacts quantified as necessary. Appropriate mitigation measures have then be developed to minimise these impacts.

It should be noted that this CTMP does not consider vehicle access permits or the haulage route assessment to transport any oversize/overmass components. Road Occupancy License (ROL), road closure permits and Traffic Guidance Schemes (TGSs) are not included as part of this CTMP report. It is understood that necessary permit applications will need to be prepared by contractors engaged by the NSW Department of Planning, Housing and Infrastructure.

1.3 Report objective

This report assesses the potential traffic, pedestrian, cyclist, and access impacts on and around the project site with the planned remediation works and recommends mitigation measures to address impacts where appropriate. More specifically, the report covers:

- A review of the existing public transport, parking, pedestrian, and cyclist conditions within the study area
 - A description of the proposed project and project construction traffic generation
 - Identification of the expected impacts of the project during the remediation works period for all road and field users
 - Provision of suggested mitigation measures to ameliorate project related impacts.
-

1.4 Site inspection

A site inspection was carried out on Monday 24 June 2024 to understand the function of the adjacent road network and existing traffic movement. Whilst on site, observations were made on the following:

- Nearby road intersection layouts
- Traffic flow proportions and vehicle queuing on Durham Street and Roberts Lane
- Signage indicating vehicle turn, length or travel direction restrictions
- Pedestrian and cyclist movements
- Kerbside parking conditions.

Photographic records were made to allow for validation.

1.5 Consultation

In preparation for this report, WSP has consulted with Emma-Jayne Lavas (Senior Project officer, Environmental Services Group & Waste Assets Management group of DPHI), confirming construction phase arrangements and information regarding the project construction traffic generation and distribution.

2 Existing conditions

This section describes the existing conditions assessment which involves undertaking desktop and mapping analysis to identify, describe and qualitatively assess the existing conditions. This includes the proposed construction traffic routes, including road classification, lane configuration, speed limit, pedestrian/cyclist facilities, the existing heavy vehicle restrictions, traffic operating performance, and public transport provisions. A number of these items are available as data sets from Transport for NSW's Open Data platform and have been used or referenced accordingly.

2.1 Project site

The project site is a vacant land operated by Georges River Council which is located off Durham Street and Roberts Lane in Hurstville NSW. The total site area is approximately 2.97 hectares.

Currently, the project site includes a children's playground towards the northern end near Durham Street, a shared path and some bushes and small trees. The project site is surrounded by residential and commercial developments on northern, eastern and western boundaries, and bounded by railway corridor on the southern side. The main access road into the project site is Durham Street, which is situated to the north.

2.2 Road network

The road network in the study area comprises the following roads – Railway Parade, Lily Street (between Railway Parade and Durham Street), Durham Street, Roberts Lane and Forest Road which are all shown in Figure 2.1. The road network in the study area comprises regional roads and local roads that facilitates travel through Hurstville and to the project site.

To manage the extensive road network, Transport for NSW and the local Councils established an administrative framework of classified and unclassified road categories. Regional roads are typically managed by local councils and financed by both state and local governments, and Local Roads are managed and financed by Councils. The existing conditions of the road network are presented based on the categories under this administrative framework, which is known as the NSW Schedule of Classified Roads and Unclassified Regional Roads.



Figure 2.1 Extent of study area for the traffic assessment

2.2.1 *Railway Parade*

This is a regional road running east-west direction through Hurstville, south to the railway corridor connecting Woniara Road and Princes Highway. It is generally a two-lane, two-way road with a posted speed limit of 50 km/h. Additional turn lanes are provided at the signalised intersections, where kerbside parking is not permitted. At the Railway Parade / Lily Street / Elizabeth Street intersection, Railway Parade offers two travel lanes in each direction. Note that there is an existing restriction for vehicles turning left from Railway Parade to Lily Street, limiting turns to vehicles longer than 6.6 metres.

2.2.2 *Lily Street / Elizabeth Street*

This regional road runs in a north-south direction through Hurstville, providing a vital connection between the project site and the Princes Highway. The road has a posted speed limit of 60 km/h, with kerbside parking permitted on both sides of Lily Street between Forest Road and Roberts Lane. Lily Street and Elizabeth Street offer one travel lane on each side, with auxiliary turning lanes provided near the Railway Parade / Lily Street / Elizabeth Street intersection.

2.2.3 *Durham Street*

This is a local collector road that runs in the east-west direction north of the project site, connecting Willison Road and Forest Road. Durham Street typically has one travel lane in each direction with a posted speed limit of 50 km/h. Kerbside parking is permitted at most locations along this route. Vehicle access to the project site would be provided via Durham Street, located east of the existing toilet facility in the Kempt Field playground.

2.2.4 *Queens Road / Forest Road*

Queens Road is a State Road providing a vital connection between the project site and King George Road via Forest Road and Croydon Road. Queens Road generally has two travel lanes in each direction with a posted speed limit of 60 km/h.

2.2.5 *Roberts Lane*

This local road runs north-south, connecting Forest Road and Lily Street with a posted speed limit of 50 km/h. The section from Durham Street to the commuter carpark north of Allawah station is one-way southbound, primarily serving residential access along Roberts Lane and to Allawah station. The commuter carpark north of Allawah station offers 40 unrestricted parking spaces. At the southern end of Roberts Lane, there are additional 38 spaces available for 90-degree kerbside parking. However, it was noted during the site inspection that eight parking spaces at the northern end of this section were fenced off due to pavement failure, as shown in Figure 2.2.

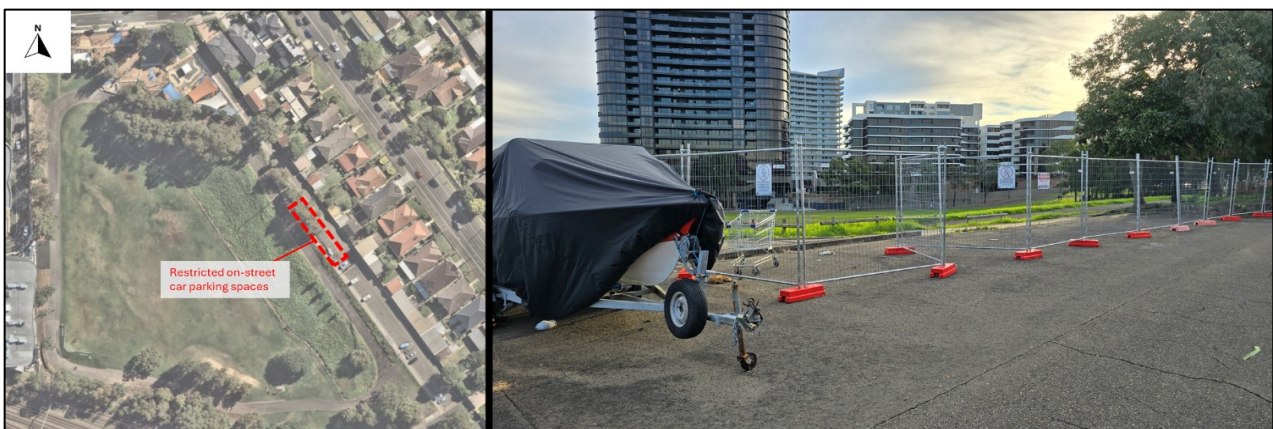


Figure 2.2 On-street car Parking Spaces on Roberts Lane

2.3 Active Transport

Active transport infrastructure is defined as allocated off-road or on-road facilities for pedestrians and cyclists to travel. These can be provided in a mixed traffic condition, visually separated, physically separated or segregated from the main traffic lanes or public transport corridor.

Near the project site, Durham Street, Lily Street, and Forest Road feature paved pedestrian footpaths on both sides. These paths include pedestrian pram ramps at intersections and pedestrian crossings at signalised junctions, facilitating pedestrian movements in the local area. Roberts Lane has a footpath on its western side, but pedestrian access along Roberts Lane is currently restricted (closed for access) by Georges River Council, as depicted in Figure 2.3.

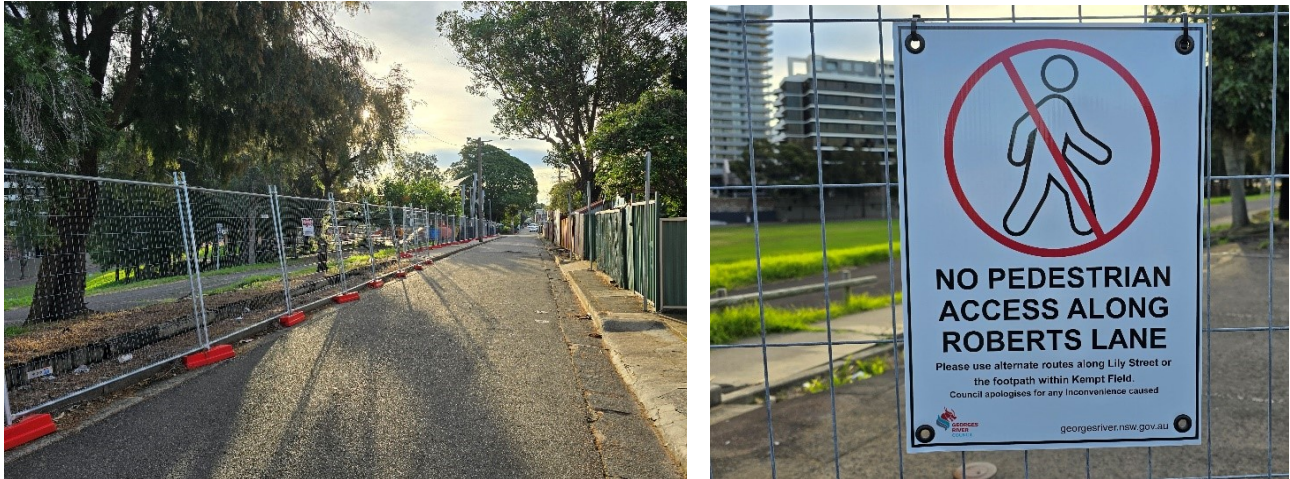
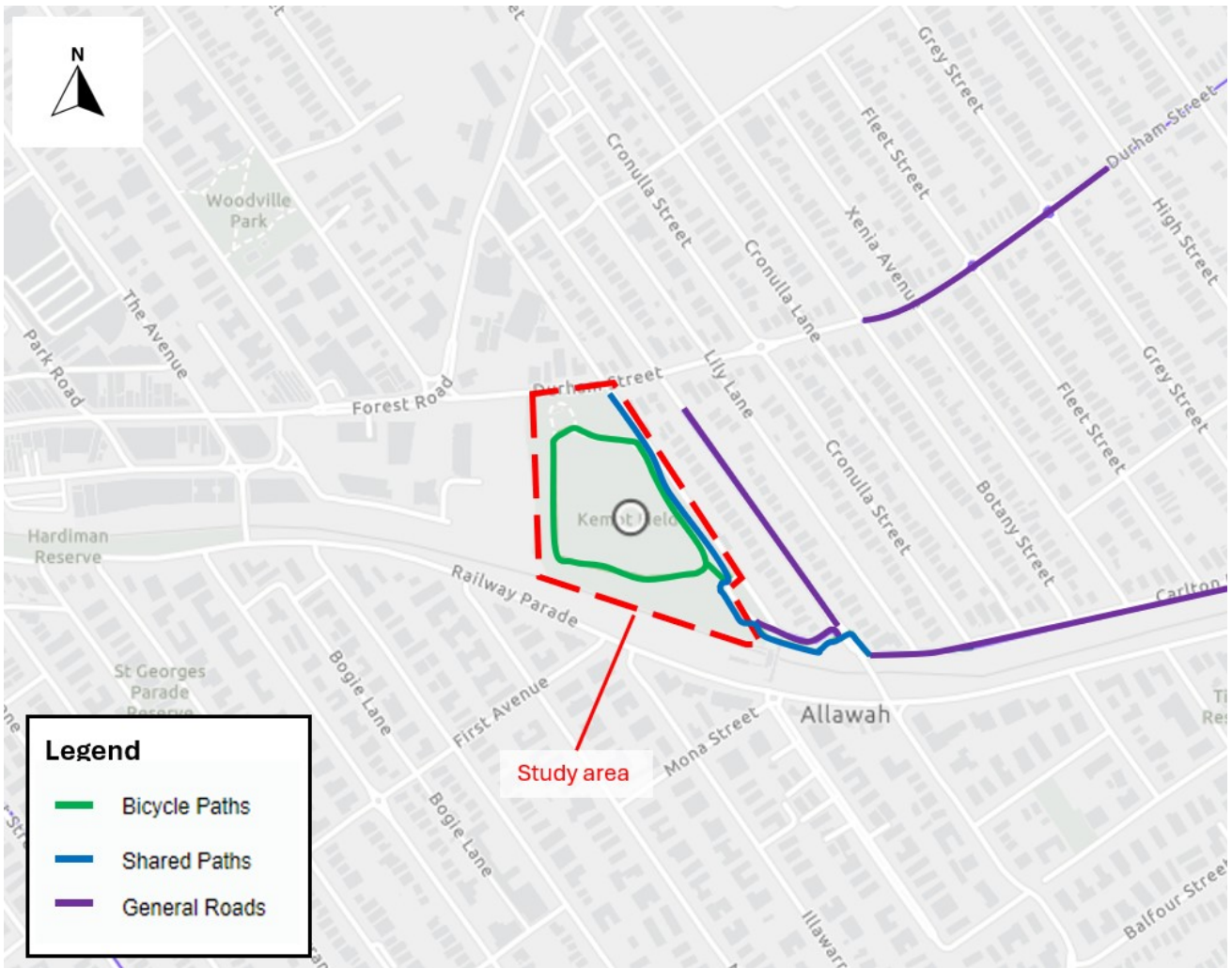


Figure 2.3 Current footpath closure on Roberts Lane

According to the Cycleway Finder by Transport for NSW, there are designated bicycle paths within the project site, illustrated in Figure 2.4. However, the shared path along Roberts Lane is currently inaccessible due to fencing, as seen in Figure 2.3. Therefore, cyclists travelling adjacent to the project site need to share the road with vehicle traffic for their travel needs.



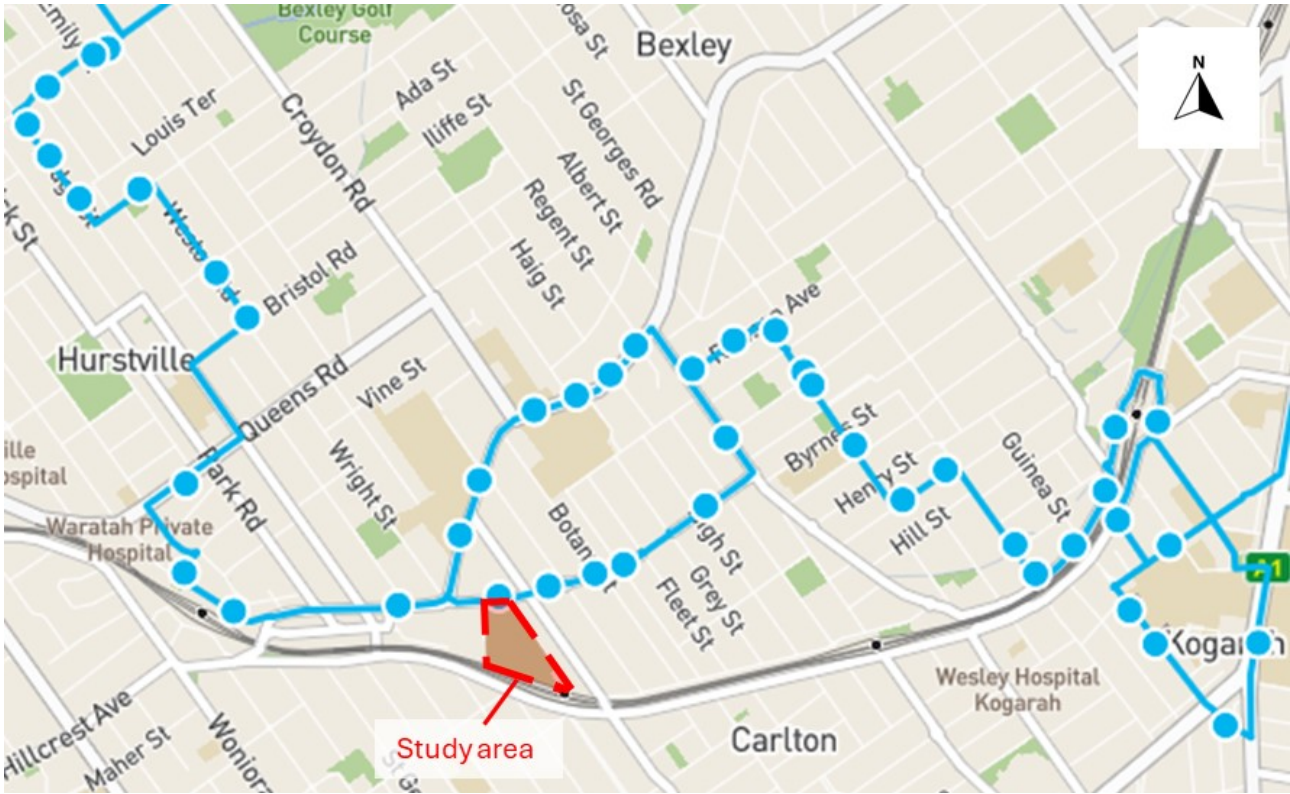
Source: *Cycleway Finder (Transport for NSW)*
 Figure 2.4 Cycling Paths near the Project Site

2.4 Public transport

There are two bus routes operating within the study area: Route 455 (Kingsgrove to St George Hospital, Kogarah) and Route 947 (Kogarah to Hurstville via Dolls Point). Bus stops for these routes are located in both eastbound and westbound directions on Durham Street, west of Roberts Lane.

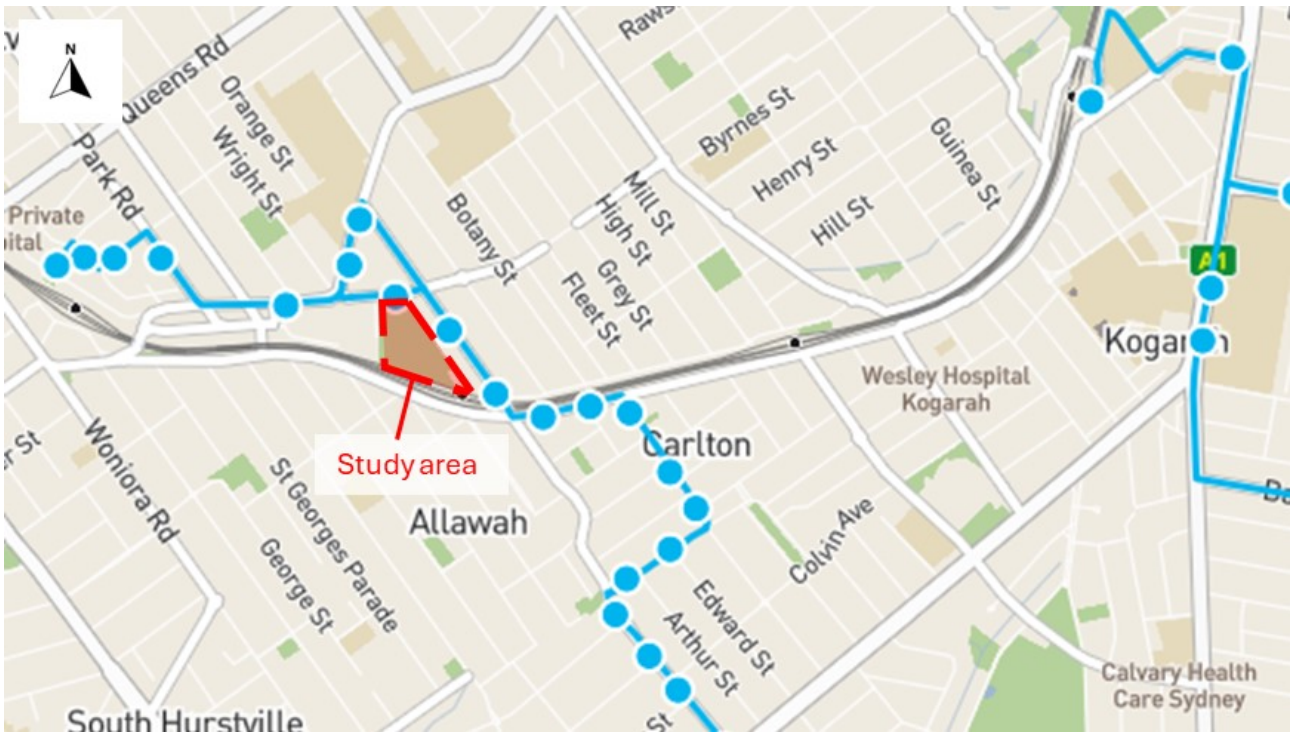
According to the bus service timetable, Route 455 runs twice during the AM and PM peak hours on weekdays while Route 947 runs twice during the AM peak hour and thrice during the PM peak hour on weekdays. The routes for 455 and 947 are shown in Figure 2.5 and Figure 2.6, respectively.

Allawah Station is located approximately 350m south of the project site and serves the T4 – Eastern Suburbs and Illawarra Line. Trains on the T4 line operate run every ten minutes during the AM and PM peaks. This route is shown in Figure 2.7.



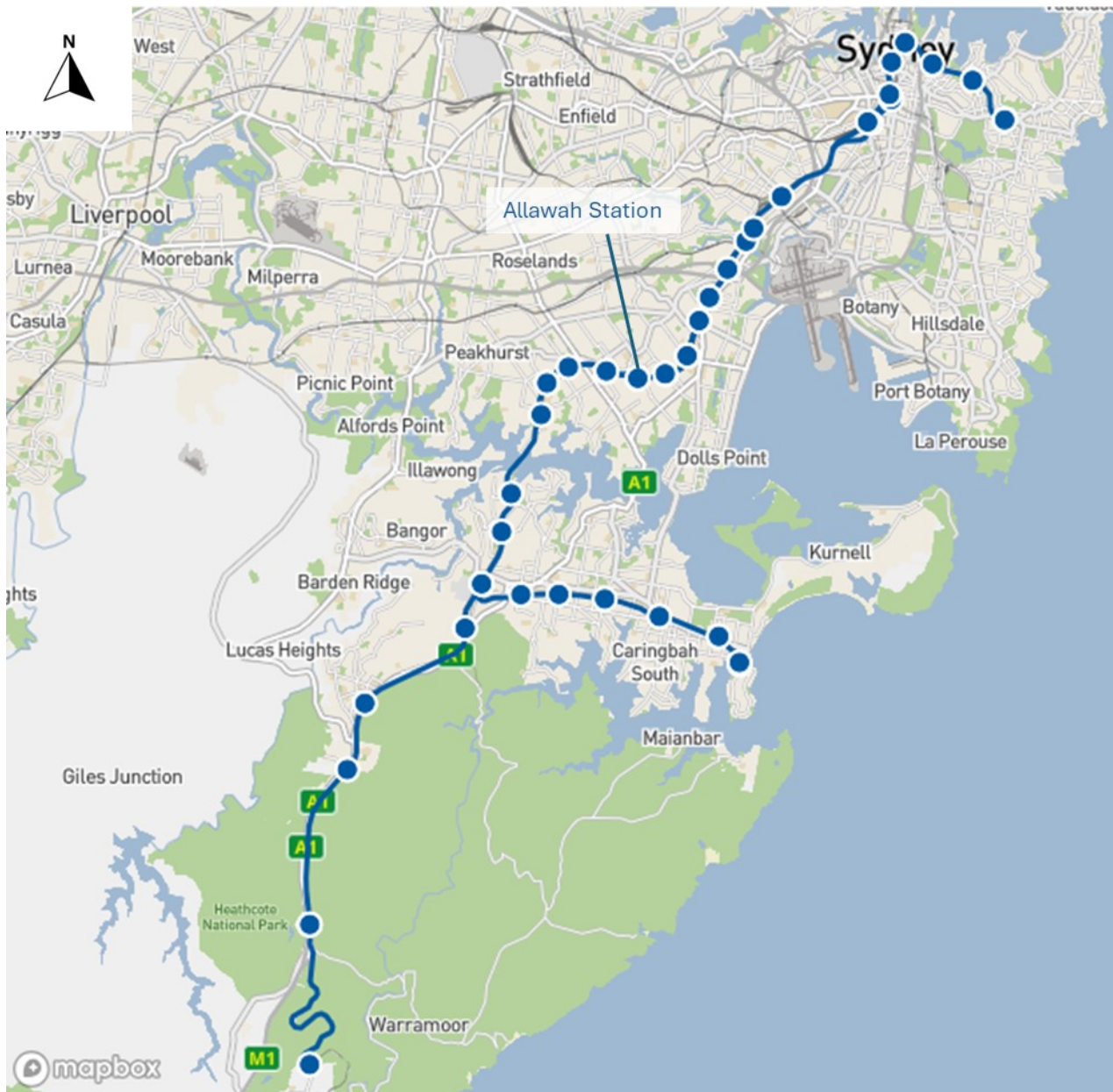
Source: Transport for NSW (<https://transportnsw.info/>)

Figure 2.5 Bus route map for Route 455 (Kingsgrove to St George Hospital, Kogarah)



Source: Transport for NSW (<https://transportnsw.info/>)

Figure 2.6 Bus route map for Route 947 (Kogarah to Hurstville via Dolls Point)



Source: Transport for NSW (<https://transportnsw.info/>)

Figure 2.7 Train route map for T4 (Eastern Suburbs & Illawarra Line)

3 Proposed works and construction overview

3.1 Description of the proposed works

The Remediation Action Plan (RAP) outlines the necessary steps for conducting the remediation works at the project site. The proposed works include:

- site preparation and infrastructure removal including vegetation clearing and removal of the Kemp field playground
 - installation of a landfill gas ventilation system
 - importation and placement of required capping material to seal the surface of the landfill and provide a physical separation layer to contain asbestos contaminated material
 - reinstallation of required monitoring wells and completion of site validation works to confirm the remediation works meet the objectives of the project
 - landscaping and rehabilitation of the site.
-

3.2 Construction overview

3.2.1 *Site compound*

A site compound will be established north of the project site, as shown in Figure 3.1. The existing Kemp Field playground will be removed prior to the remediation works, and vehicular access to the site will be provided from Durham Street, located between the toilet facility in the Kemp Field playground and the existing westbound bus stop on Durham Street. The site compound will include a site office, a stockpile area, and 10 light vehicle parking spaces.

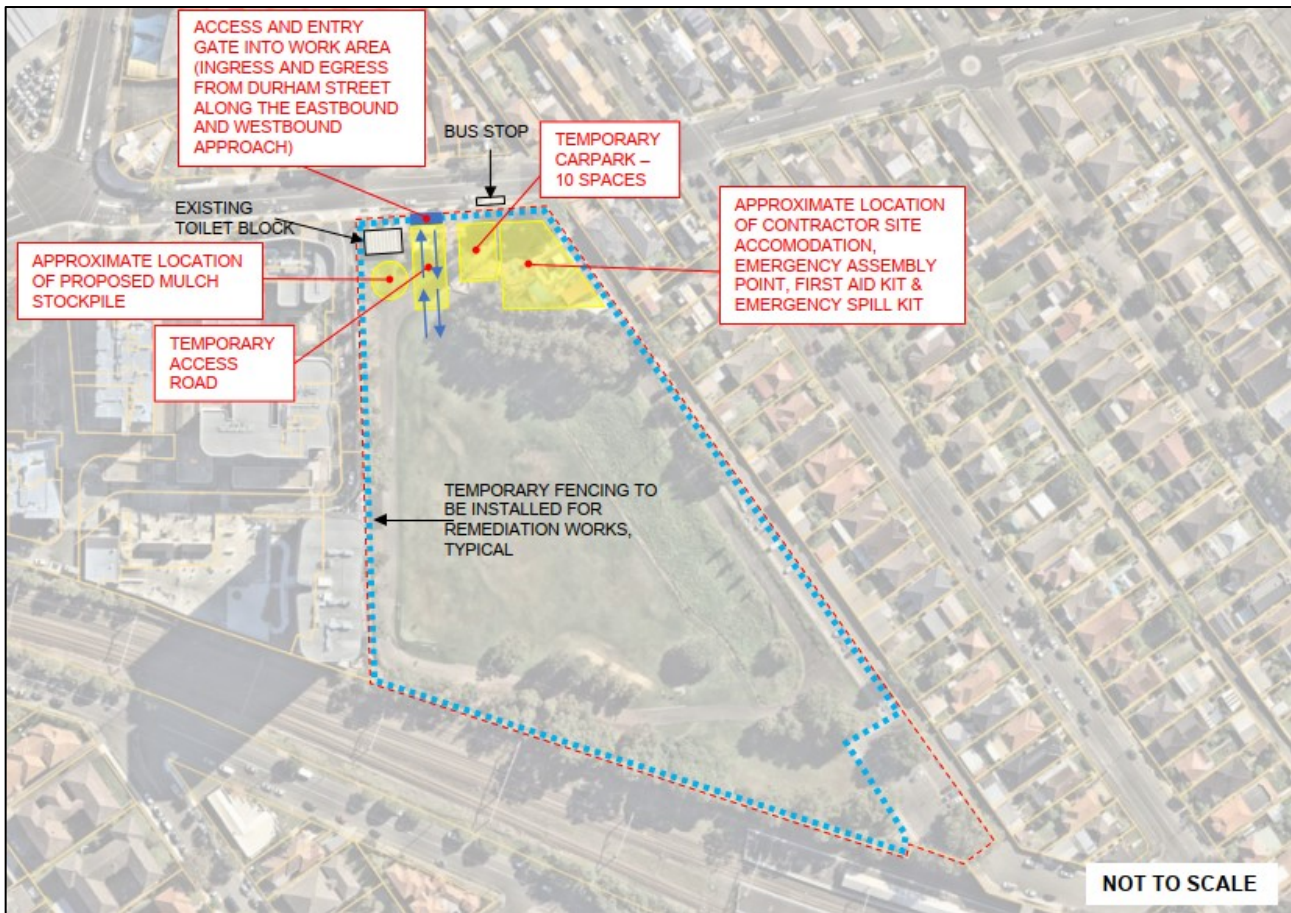


Figure 3.1 Construction Site Plan

3.2.2 *Timing of construction works*

The proposed construction works are expected to be complete by June 2025, occurring over a 10-month construction period. This means that construction works are likely to commence in late 2024.

The hours of construction work will be as follows:

- Monday to Friday, from 7 AM to 5 PM
- Saturday from 8 AM to 1 PM (as required)
- No works on Sundays, or Public Holidays.

3.2.3 *Workforce movements and trip generation*

Workforce movements, primarily involving light vehicles, and heavy vehicle activities will take place during construction hours from 7 AM to 5 PM on weekdays. Some construction vehicle movement might occur from 8 AM to 1 PM on Saturdays if required.

WSP has been informed that up to 25 workforce staff will be required, and a maximum of 80 trucks would access the project site per day during the peak period of the remediation works, for approximately 60 to 80 days. For the remaining duration, up to 50 trucks will access the project site per day. Table 3.1 provides a summary of the expected trip generation associated with these construction activities.

Table 3.1 Summary of construction works and associated trip generation

Stage of construction	Period	Vehicle movement during peak hour (veh/hr)		Daily traffic movement (veh/hr)	
		Heavy Vehicle	Light Vehicle	Heavy Vehicle	Light Vehicle
Site mobilisation and infrastructure removal	2 months	10	40	100	40
Establishment of site fencing, access road and site amenities		(5 inbound & 5 outbound)	(20 inbound in AM & 20 outbound in PM)	(50 inbound & 50 outbound)	(20 inbound & 20 outbound)
Installation of gas extraction system and leachate sump	6 months	16	50	160	50
Importation and placement of required capping materials		(8 inbound & 8 outbound)	(25 inbound in AM & 25 outbound in PM)	(80 inbound & 80 outbound)	(25 inbound & 25 outbound)
Reinstallation of required wells and site validation works	2 months	14	40	100	40
		(7 inbound & 7 outbound)	(20 inbound in AM & 20 outbound in PM)	(50 inbound & 50 outbound)	(20 inbound & 20 outbound)

Construction traffic, including staff and heavy vehicles, would access the project site throughout the construction period. Traffic volumes and movement frequency will fluctuate based on the time of day and construction stage. Light vehicle trips inbound are expected to occur mainly before the morning peak period, with outbound trips generally happening after the afternoon peak period. Heavy vehicle operations are expected to continue throughout the day.

During the second phase of construction, involving the installation of gas extraction system / leachate sump and importation and placement of required capping materials, it is estimated that a maximum of eight heavy vehicles will visit the project site. This will result in eight inbound and eight outbound movements per hour.

3.3 Construction vehicle routes

It is proposed that all of construction vehicles would access the project site using left turn-in and left turn-out movements via Durham Street. Given that most construction vehicles are expected to approach the site via Princes Highway and King Georges Road, the proposed inbound and outbound routes for construction traffic are illustrated in Figure 3.2 and Figure 3.3, respectively.

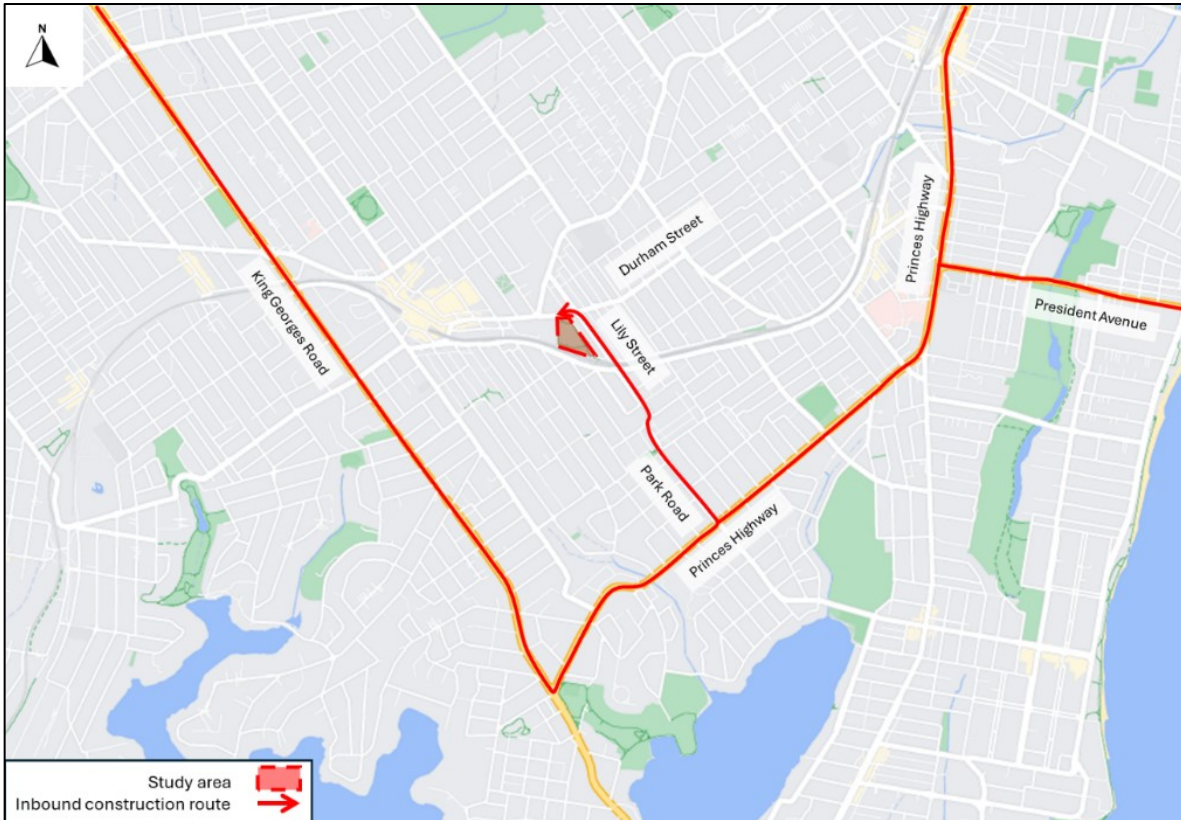


Figure 3.2 Construction traffic route to (inbound) the Project Site via King Georges Road, President Avenue and Princes Highway

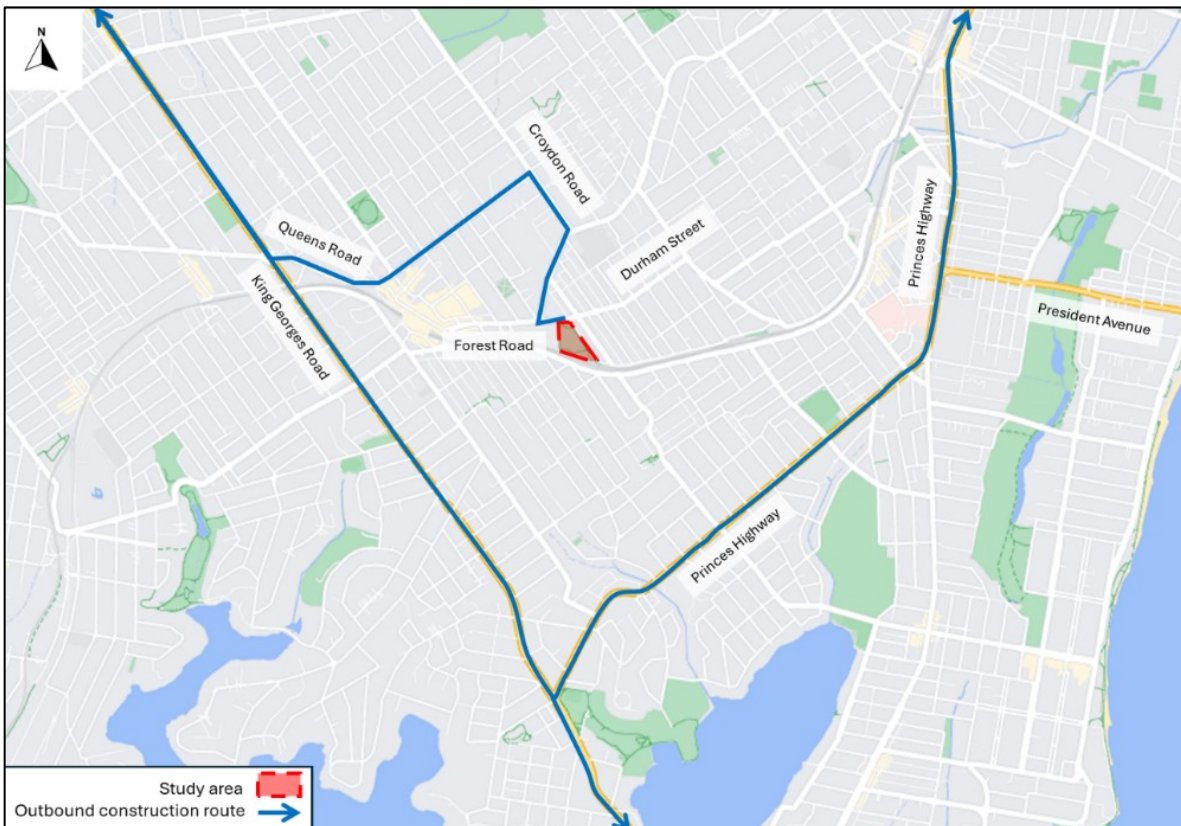


Figure 3.3 Construction traffic route from (outbound) the Project Site via King Georges Road, President Avenue and Princes Highway

3.4 Vehicle requirements

3.4.1 *Vehicle types*

Construction vehicles likely to be generated by the proposed remediation works include:

- articulated vehicles – for the delivery of machinery
- medium rigid trucks and possibly Truck and Dog combinations – for the delivery of construction material
- light delivery vehicles
- construction staff light vehicles.

3.4.2 *Construction traffic volumes*

Based on the construction activities described in Section 3.2, the estimates of construction traffic volumes have taken into consideration:

- movements of the workforce that would mainly occur in the morning and afternoon peak
- material transfers throughout the day, using heavy vehicles
- movement of visitors and deliveries.

Most of the expected construction traffic movements are associated with the second phase of construction. Therefore, the following construction traffic volumes have been estimated:

- the expected trip generation from light vehicles, primarily attributed to the workforce, during the peak hour is expected to be 25 vehicle movements per hour. It will be assumed that all light vehicle traffic will travel towards the project site during the AM peak and exit from the project site during the PM peak, resulting in up to 25 vehicles entering during the AM and 25 vehicles exiting during the PM peak hours.
- the expected trip generation by heavy vehicles is 16 vehicle movements per hour, with eight vehicles entering the project site and eight vehicles exiting the project site via Durham Street.

4 Impacts of the proposed works

4.1 Impacts to traffic

The traffic impact from the estimated heavy vehicle movements, up to 16 trucks per hour (eight vehicles entering and eight vehicles exiting), visiting the project site is considered minimal and can be easily accommodated on the surrounding road network. The slow manoeuvring of trucks on Durham Street during entry and exit may temporarily affect traffic flow in the lane. However, due to the relatively low number of truck movements and the restriction to left-turn access only, the operational impact on Durham Street is expected to be minimal. Traffic controllers will assist with vehicle access to and from the project site, further mitigating any associated impacts.

During the construction peak period, up to 25 construction staff will be on site, primarily arriving before 7 AM and departing after 5 PM. As such, their movements are not expected to significantly impact peak hour traffic flows.

Mitigation measures have been developed to reduce the impacts which are detailed in Chapter 5 of this report.

4.2 Impacts to parking on local roads

During the construction peak period, a maximum of 25 construction staff will be working on site, with each expected to commute using light vehicles. A total of 10 car parking spaces are proposed within the compound site. This implies that the remaining staff vehicles may need to use on-street parking and the commuter car park on Roberts Lane or nearby residential streets, potentially reducing available parking spaces in these areas.

In addition, approximately five existing on-street parking spaces with a 30-minute time restriction on the southern side of Durham Street, north of the project site, will be removed for the entire construction period.

4.3 Impacts to pedestrians and cyclists

The anticipated construction-related traffic and remediation works are not expected to significantly impact pedestrians and cyclists travelling along Durham Street. Traffic controllers on the project site will manage conflicts involving pedestrians, general traffic and construction traffic to minimise the risk of a collisions near the construction site access point on Durham Street.

However, the project site will be enclosed by fencing, limiting pedestrian and cyclist access within the Kemp Field site. Pedestrians and cyclists traveling between Allawah Station and the northeast area of the project site will be directed to use the existing footpath along Lily Street and Roberts Lane, as shown in Figure 4.1. This may result in additional travel time for pedestrians and cyclists navigating around the project site.



Source: Nearmap

Figure 4.1 Pedestrian detour route on Durham Street

4.4 Impacts to public transport

The construction activities would have limited interactions with the existing bus services (Routes 455 and 947). Both bus stops on Durham Street for both travel directions will remain operational. While slow truck manoeuvres on Durham Street during entry and exit may temporarily affect traffic flow in the lane, the presence of traffic controllers facilitating vehicle access to and from the project site aims to minimise delays.

The additional traffic movement generated over the construction period of the project is not expected to have a significant impact on the public transport network adjacent to the project site.

4.5 Impacts to emergency vehicle access

No changes to access for emergency vehicles is proposed or required. There would be no disruption to emergency vehicles on Durham Street or Roberts Lane during the construction period. The NSW Police, Ambulance, NSW Fire and Emergency Services, and State Emergency Service (SES) will be informed of the commencement of the proposed project, and any implementation of short/long-term temporary road closure (if required).

5 Mitigation measures

The proposed mitigation measures are discussed in this section.

5.1 General

The following mitigation measures can be implemented to minimise impacts during the remediation works at the project site:

- Prior to the commencement of remediation works, a Traffic Guidance Scheme (TGS) should be developed and would include at a minimum:
 - Ensuring adequate regulatory road signage, line marking and all other traffic control devices necessary to inform road users of the project site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised.
 - Management of construction vehicles entering and exiting the project site
 - Maintaining a reasonable level of public access and public transport services.
 - Parking locations for loading and unloading activities are to be limited within the project site and details of how this will be monitored for compliance.
- Alternative pedestrian and cyclist paths would be maintained throughout the construction period to ensure safe and easy access.
- There are limited parking spaces available within the site compound, which may not be sufficient to accommodate all the light vehicles used by the workforce. It is recommended to consider providing additional parking spaces within the project site to ensure all project vehicles can be parked onsite at all times, without affecting parking availability in the surrounding area. Additionally, given the proximity of Allawah Station and bus stops, it is advisable to encourage the workforce to use public transportation instead of commuting by their own light vehicles.
- Durham Street should ensure adequate pedestrian access throughout the entire construction period.
- Fencing and barriers would be installed to ensure safe and easy navigation for pedestrians and cyclists.
- Qualified traffic controllers would be used during remediation works to ensure safe and efficient movement of vehicle and pedestrian traffic on the external road as well as in and out of the project site.
- Whilst not a specific part of a CTMP, conducting a drive-through assessment or swept path analysis is highly recommended to ensure that sufficient manoeuvring space is provided for the largest design vehicle to and from the project site access and along the proposed haulage routes.
- Communication would be provided to the community and residents to inform them of changes to parking, pedestrian or cyclist access and/or traffic conditions including vehicle movements and anticipated effects on the local road network relating to remediation works.

5.2 Traffic Guidance Schemes

Traffic Guidance Schemes (TGSs) must be developed for all areas of work that impact the road network and related areas, requiring traffic control for all road users. The TGSs will outline the signs and devices that will be installed to warn pedestrians, cyclists, and traffic around or through the project site. These TGSs should be developed in consultation with the Georges River Council and other stakeholders, as required, and based on the AS1742.3 Manual of uniform traffic control devices – Part 3: Traffic Control for Works on Roads and the TfNSW Traffic Control at Work Sites (2022).

Certified traffic controllers will be positioned at key access points and within the closure to regulate traffic movements to and from the project site and adjacent properties.

5.3 Signage

Signage will be installed to inform and guide cyclists and pedestrians about the ongoing work near the southern footpath on Durham Street. This will help manage pedestrian movements as required. Furthermore, detour signs will be installed at key decision points to advise alternative travel routes for pedestrians and cyclists.

5.4 Stakeholder Consultation

Initial stakeholder consultation with the following agencies should be conducted to inform them of the proposed construction activities and temporary footpath closure on Durham Street. It is advisable to share this CTMP with the stakeholders mentioned below for feedback before the start of any construction. Any comments from the stakeholders and the community should be taken into account during construction.

5.4.1 *Georges River Council*

It is anticipated that consultation with Council will be necessary prior to and throughout the works concerning following issues:

- temporary footpath closures
- work zones on Durham Street (if required).

5.4.2 *Notification to emergency services*

Emergency services need to have up-to-date information about changed traffic conditions and potential delays they may experience when travelling around the project site. Emergency services should be regularly consulted about proposed changes to traffic conditions.

Emergency services should be notified before commencing remediation works and any lane or road closure. Consultation with the following emergency service organisations should be undertaken:

- NSW Police – Local Area Command
- Ambulance Service of New South Wales – District Manager
- State Emergency Service
- NSW Fire Brigade.

5.4.3 *Public consultation*

An important aspect of this CTMP will be the consultation and community strategies to be applied for managing traffic. The main objectives of the public consultation will be to:

- provide timely, accurate and comprehensive traffic and transport information to potentially affected road users
- allow and accommodate community feedback regarding traffic and transport management issues
- minimise and manage traffic impacts to protect local residents and business amenities.

The public consultation will include the following traffic management related consultation:

- temporary signposting to warn pedestrians and cyclists of proposed work, temporary traffic diversions and other temporary traffic arrangements

- variable message signs
- letterbox drops to local residents and businesses.

5.4.4 *Local business operators*

There are a number of businesses in the vicinity that will require information regarding the construction activities and potential impacts. Local business operators around the project area would be informed following information prior to the construction commencement:

- section and duration of temporary footpath closure
- potential parking impacts adjacent to their property
- access for customers
- turnaround facility.

6 Summary

This report has assessed the traffic and transport impacts of the proposed remediation works. The assessment considered the traffic and transport impacts associated with capacity, parking, access, public and active transport and emergency access.

These impacts have been summarised below:

- During the peak construction period, the project anticipates up to 80 heavy vehicles and 25 light vehicles accessing the site daily. Heavy vehicle movements will be evenly spread across working hours, amounting to eight vehicles inbound and eight outbound per hour. Additionally, up to 25 construction staff will be on site, mostly arriving before 7 AM and leaving after 5 PM, thereby not significantly impacting peak hour traffic flows. Therefore, the additional traffic generated by the remediation works at the project site is expected to be easily accommodated on the surrounding road network.
- There are insufficient parking spaces within the site compound to accommodate all the light vehicles used by the workforce. As a result, some staff vehicles may need to use on-street parking and the commuter car park on Roberts Lane or adjacent residential streets. This situation could potentially reduce the available parking spaces in these areas.
- Pedestrians and cyclists traveling between Allawah Station and the northeast area of the project site will be redirected through the existing footpath along Lily Street. This redirection may slightly increase travel time for pedestrians and cyclists navigating around the project site, but the additional travel time is expected to be minimal.
- It is not anticipated that there will be any significant impact on public transport and emergency service access.

In conclusion, the remediation works are expected to generate low amounts of traffic, resulting in minimal or negligible impacts on the road network and road users. Mitigation measures can be implemented to further reduce these impacts. Overall, the traffic impact of the remediation works in the vicinity of the project site will be minimal.

7 References

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Transport for NSW (2024), Travel information for bus and train routes (<https://transportnsw.info/>)