



Preliminary Construction Traffic & Pedestrian Management Plan Addendum

New High School in Bungendore

PREPARED FOR:

Hindmarsh Construction Australia Pty Ltd

REFERENCE:

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DATE:

15/07/2022



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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	28/06/2022	Julius Boncato	Julius Boncato	Paul Corbett	Original Signed
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Appendix A	Preliminary Construction Compound Diagram prepared by Hindmarsh Construction Australia Pty Ltd
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1. Introduction

1.1. Introduction

PDC Consultants (PDC) has been commissioned by Hindmarsh Construction Australia Pty Ltd (HCA) to prepare an Addendum report in relation to a Preliminary Construction Traffic & Pedestrian Management Plan.

GHD prepared a Preliminary Construction & Pedestrian Management Plan that forms part of the Environmental Impact Statement for SSD No 14394209 for a new high school at Bungendore. The Environmental Impact Statement was exhibited by the NSW Department of Planning from Monday 20 September 2021 to Monday 18 October 2021. During the exhibition, submissions were received and following exhibition the Department of Planning and Environment issued two requests for information dated 16 November 2021 and 24 December 2021.

This Report accompanies an Amendment Report for the project and forms an update to the previously issued Preliminary Construction & Pedestrian Management Plan.

1.2. The Amended Proposal

Proposal amendments:

- The amended design no longer includes facilities for Queanbeyan-Palerang Regional Council (Council) such as the previously proposed community health centre, community library and council shop front. The facilities are still to be provided by Council, however, through a separate planning process and on a separate site.
- Administration and staff facilities have been relocated from Block A into Block C (existing council building) and the visual arts and TAS functions have been relocated into Block A.
- The school library has been relocated from Block D to a standalone block, Block E, which is located to east of the Majara Street alignment and centred on the school common.
- Block D has been replanned to address the removal of Council facilities, the relocation of the school library and to sit to the east of the Majara Street alignment. The floor level of Block D has also been lowered to suit the revised building footprint.
- Block B has been relocated to the west, off the Majara Street alignment.
- The games courts and cricket batting nets have been relocated within the school boundary.
- The bulk and scale of buildings facing public roads (Blocks A and B) have been reduced.
- The façade materials of the proposed buildings have been revised to be more sympathetic to the existing village character.
- The primary outdoor learning areas, including the 'covered' outdoor learning areas have been relocated and redesigned to be integrated within the landscape design.



- Minor planning changes to Block B which include relocation of the outdoor learning spaces, student amenities and building services to provide a new covered walk through from the school plaza to Mick Sherd Oval.
- The covered walkway connection between Block B and Block D has been redesigned to arc around the eastern side of the school common and provide a covered connection to the relocated school library, Block E.
- The school security fence between Blocks B and D has been redesigned to arc around the western perimeter of the school common. The school security fence to the northern and southern boundaries has been rationalised and face brickwork piers have been introduced to define the school entries.
- The waste vehicle turning circle has been removed from the proposal. The waste collection area has been relocated to the southern end of the existing carpark and a waste vehicle turning head has been added. A new turning bay is provided for assisted transport vehicles to the northern end of the car park.
- The onsite detention tank has shifted to the west.
- The electronic school sign has been replaced with a changeable, static 'notice board' sign. The sign has been relocated further back from Majara Street, behind the school security fence.
- The Scout storage shed has been relocated from the agricultural plot to within the Scout site. The Scout storage shed will be subject to a separate planning pathway and does not form part of this application. The school agricultural support building, Block F, has been repositioned and the landscape paths and driveways have been updated to suit the change.
- An addition 58 car parking spaces are proposed along Turallo Terrace providing a total of 98 spaces (compared to the original 35). An additional 3 drop off/ pickup spaces are proposed on Turallo Terrace providing a total of 6 spaces (compared with the original 3).
- The proposed delineation works to Mick Sherd Oval and the War Memorial have been removed from the proposal.
- The redesign of pedestrian crossings on Gibraltar Street and Turallo Terrace from 'School Crossings' to 'Wombat Crossings'.
- A footpath is proposed to the northern side of Turallo Terrace connecting the proposed parking with the existing path adjacent to Turallo Creek.

Having regard for the above, **Figure 1** provides an appreciation of the amended new high school in Bungendore.

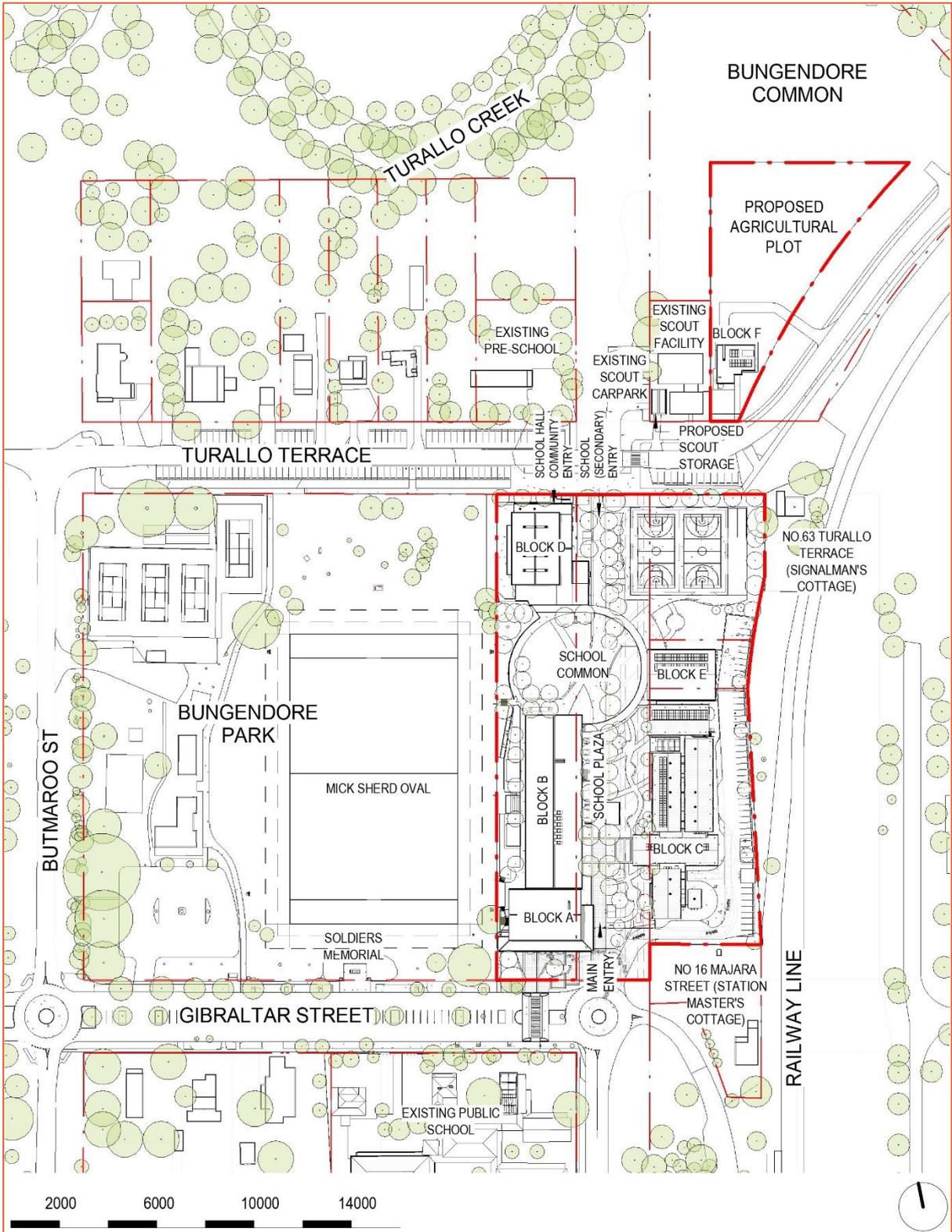


Figure 1: New High School in Bungendore (source: TKD Architects)



1.3. Structure of this Report

This report is based upon information provided by HCA. The remainder of this report is structured as follows:

- Section 2: Provides a description of the land subject to the proposed high school.
- Section 3: Provides an overview of the construction program.
- Section 4: Discusses the proposed traffic management measures.
- Section 5: Presents the overall study conclusions.

1.4. References

In preparing this Report, reference has been made to the following guidelines / standards and reports:

1.4.1. Guidelines / Standards

- Roads and Maritime Services (RMS) Traffic Control at Work Sites Manual, Version 6.0.

1.4.2. Reports

- Transport Assessment (ref: 12548316 Rev 5) prepared by GHD dated 10/09/2021 (TA Report).
- Preliminary Construction and Pedestrian Traffic Management Plan (ref: 12548316 Rev 2) prepared by GHD dated 7/09/2021 (PCPTMP Report).
- Environmental Impact Statement prepared by Mecone dated 9/09/2021 (EIS).



2. Site Description

The proposed development is located within the Bungendore Town Centre within the local government area of Queanbeyan-Palerang Regional Council. The proposal involves the use of land bounded by Bungendore Park, Gibraltar Street, Majara Street, Turallo Terrace and Butmaroo Street, the existing former Palerang Council site at 10 Majara Street, the Majara Street road reserve bounded by Turallo Terrace and Gibraltar Streets and Nos. 2, 4 and 6 Majara Street (Refer to **Table 1** below).

The site is legally described as per the existing Lots and DPs in **Table 1** below. The school site comprises land which has recently been transferred to the ownership of the Department of Education, being Lots 12-14 of DP1139067, Lot 3 of DP830878, part of Lot 701 of DP1027107, the part of lot 701 of DP96240, and part of the Majara Street Road Reserve. The proposed Lots and DPs are detailed within **Table 1** below and are not yet registered at the time of writing of this Amendment Report.

The site is approximately 25,350m² in area and consists of a relatively flat topography. It contains existing Council buildings. The land is mostly cleared of vegetation with some mature trees intersperse throughout subject lots.

The surrounding area generally includes low density residential developments to the north and west, an existing rail line to the east and Bungendore Public School and the Bungendore train station to the south and south west respectively.

Table 1: New High School in Bungendore Legal Descriptions

PROPERTY ADDRESS	EXISTING LOT AND DP	PROPOSED LOT AND DP
6-14 Butmaroo Street	Part Lot 701 DP1027107	Lot 1 DP1276282
2 Majara Street	Lot 12 DP1139067	Lot 12 DP1139067
4-6 Majara Street	Lot 13 DP1139067	Lot 13 DP1139067
	Lot 14 DP1139067	Lot 14 DP1139067
10 Majara Street	Lot 3 DP830878	Lot 3 DP830878
Butmaroo Street	Part Lot 701 DP96240	Lot 1 DP 1276285
Portion of Majara Street (between Turallo Terrace and Gibraltar Street)	N/A	Lot 1 DP 1276279

Figure 2 provides an appreciation of the land subject to the proposed high school.



Figure 2: Site Aerial Depicting the Land Subject to the Proposed High School (source: TKD Architects)



3. Construction Traffic Management

3.1. Construction Compound

A preliminary Construction Compound Diagram has been prepared by HCA and provided as **Appendix A** for reference. The Construction Compound Diagram details the general on-site arrangements including crane locations, contractor parking, materials handling / laydown areas, vehicle accesses and site offices.

3.2. Vehicular Access

With reference to the Construction Compound Diagram included as **Appendix A**, three (3) construction vehicle accesses are proposed to facilitate the construction of the new high school. These include:

- Gate 1: A construction driveway onto Majara Street and will primarily serve as the primary access for contractors, visitors and delivery of materials via light vehicles of the proposed high school site.
- Gate 2: A construction driveway onto Turallo Terrace and will primarily serve as the primary access for delivery vehicles and floating of construction plant and machinery of the proposed high school site.
- Gate 3: A construction driveway onto Turallo Terrace serving the proposed high school agricultural site and will only be utilised for overflow car parking.

3.3. Proposed Hours of Construction Work

Per the PCPTMP Report, construction work is typically restricted to nominated days and times to minimise impacts on neighbouring developments and residences and are typically conditioned and align with the following:

- Weekdays (Monday – Friday): 7am – 6pm.
- Saturdays: 8am – 1pm.
- Sundays and public holidays: No construction work.

In addition to the above it is proposed that truck egress via Majara Street will be restricted during school peak periods to limit construction vehicle movements coinciding with the typical school peak periods and traffic and pedestrian activity of the Public School. During school peak periods, access to the site would occur via Gate 2 provided onto Turallo Terrace.



3.4. Construction Vehicle Routes

3.4.1. Overview

Given the proximity of the proposed high school site to the existing public school, it is considered appropriate that a restriction be imposed on the arrival and departure times of construction vehicle movements to / from the site via Gate 1. In this regard, it is recommended that no construction vehicles be permitted to arrive at or depart from the site via Gate 1 during the typical school drop-off and pick-up periods of 8-9:30am and 2:30-4pm on school days only. This restriction will provide a superior outcome in terms of safety and is therefore recommended for adoption.

The proposed truck routes to / from the site are illustrated by **Figure 3** and can be summarised as follows:

3.4.2. Construction Vehicle Routes to the Site Via Gate 1

- Inbound: All construction vehicles will arrive at the site via:
 - From the north: Tarago Road, Molonglo Street and Turallo Terrace.
 - From the south: Kings Highway, Molonglo Street and Turallo Terrace.
- Outbound: All construction vehicles will arrive at the site via:
 - To the north: Turallo Terrace, Molonglo Street and Tarago Road.
 - To the south: Turallo Terrace, Molonglo Street and Kings Highway.

3.4.3. Construction Vehicle Routes to the Site Via Gate 2

- Inbound: All construction vehicles will arrive at the site via:
 - From the north: Tarago Road, Molonglo Street and Malbon Street and Majara Street.
 - From the south: Kings Highway, Malbon Street and Majara Street.
- Outbound: All construction vehicles will arrive at the site via:
 - To the north: Majara Street, Malbon Street, Molonglo Street and Tarago Road.
 - To the south: Majara Street, Malbon Street and Kings Highway.

It is noted that routes to / from the proposed high school agricultural site is not included considering that this site will primarily be utilised as overflow contractor car parking with all construction deliveries to be accommodated at the proposed high school site.

As much as is reasonably practical, use of local roads as part of the heavy vehicle route is kept to a minimum, and is noted the site has relatively good access to the regional and state road network with:

- Turallo Terrace (north of the site) connecting with Molonglo Street (Regional Road) to the west.
- Majara Street (south of the site) connecting with Kings Highway / Malbon Street (State Road) to the south.

Additionally, it is noted that a copy of the above routes and **Figure 3** is required to be provided to all drivers prior to attending the site.



Figure 3: Construction Vehicle Routes

4. Construction Impacts

4.1. Construction Parking Demand & Impacts

The use of public transport and car-pooling will be actively encouraged by the builder and all sub-contractors to reduce the reliance on private vehicles and minimise parking demands. With regards to on-site parking for the duration of construction, the following is noted:

- It is estimated that a maximum of 110 workers would be on-site at any one time. Applying a car occupancy rate of 1.5 persons / car, this equates to a car parking demand of approximately 74 contractor spaces.
- With reference to the Construction Compound Diagram included as **Appendix A**, the on-site contractor car parking provisions are as follows:
 - An estimated 85 contractor car parking spaces can be provided within the new high school site and accordingly, the anticipated demand for 74 car spaces can be wholly accommodated with no reliance on on-street car parking.
 - Following the demolition of the existing community centre (north-eastern corner of the new high school site) a further 50 car spaces can be accommodated for contractor parking after mid-2023.
 - In the unlikely event that there is greater demand of contractor parking which cannot be accommodated within the new high school site, an overflow car park area has been designated within the new high school agricultural plot site.
- As much as reasonably practical, the builder shall ensure that contractor parking demands are accommodated on-site. To convey the available on-site car parking areas to all on-site workers, workers will undergo a site induction during which, they will be advised to utilise the designated on-site car parking areas.
- Having regard for the above, there are sufficient provisions for on-site contractor parking that would reduce if not, prevent any impacts on the existing on-street parking conditions along nearby local roads including but not limited to, Turallo Terrace, Gibraltar Street and Butmaroo Street.



5. Conclusions

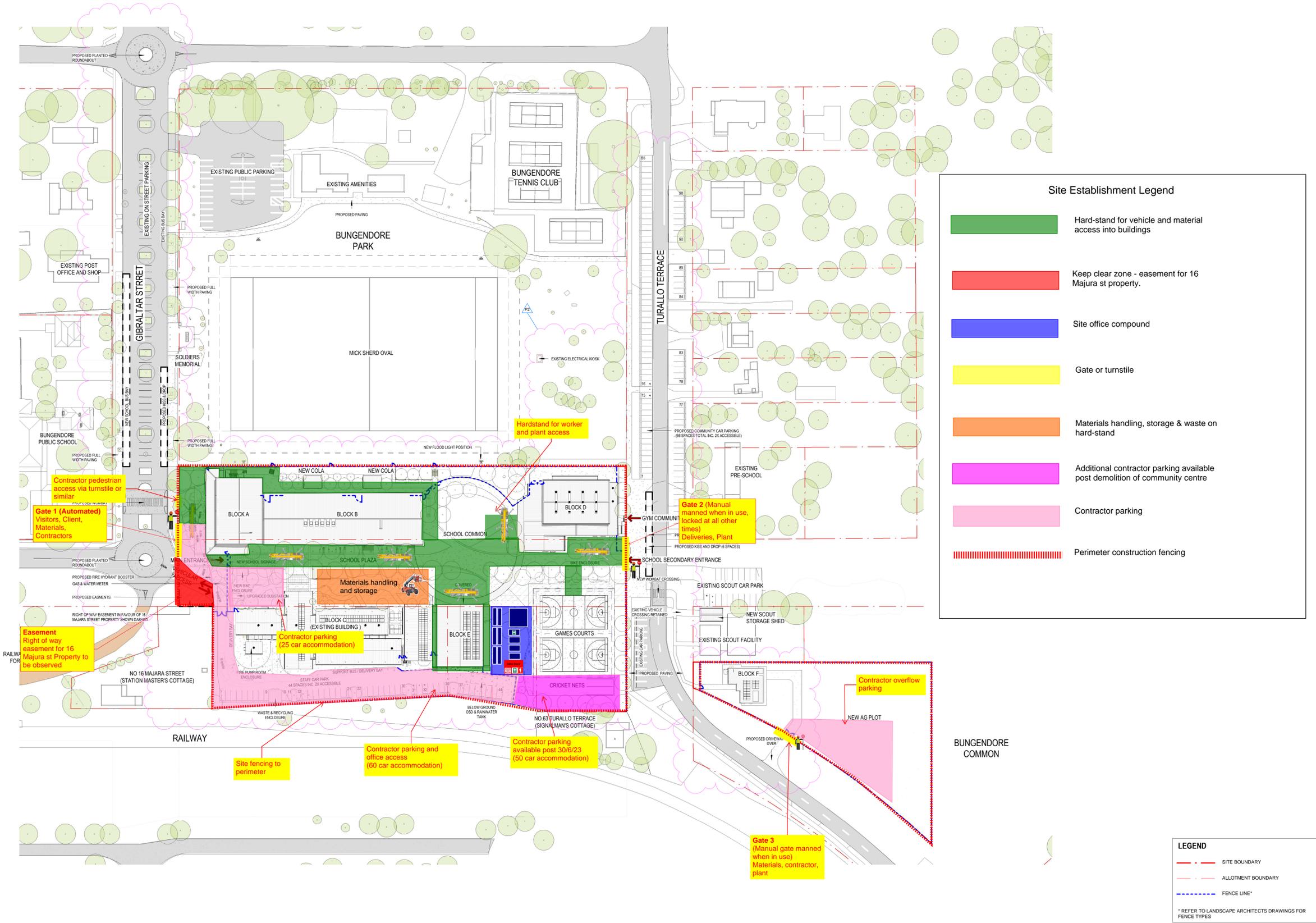
In summary, this report has been prepared to provide an update to the details within the PCTPMP Report and seek to minimise the impact of construction activities on the surrounding community in terms of both vehicle traffic and pedestrian amenity.

It should be emphasised that the construction methodology for the Proposal is still in its preliminary stages for which the preparation of the PCPTMP Report and this report has been based upon. It is typically conditioned that a detailed and comprehensive Construction Pedestrian and Traffic Management Plan be prepared prior to the issue of a Construction Certificate.

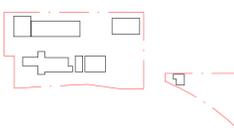
And so, once the built form of the high school has been confirmed which would enable a detailed construction methodology to be developed, it is expected that the PCTPMP Report and this report will form the basis of a comprehensive Construction Traffic & Pedestrian Management Plan to be prepared and issued to relevant approval authorities (i.e. Council and TfNSW) for endorsement.



Appendix A



KEY



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