

**MLC SCHOOL BURWOOD
SENIOR SCHOOL
PROPOSED ALTERATIONS
AND ADDITIONS**
Construction Traffic Management Plan

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(Rev B)

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1. INTRODUCTION

The MLC site at Burwood (Figure 1) contains a number of elements including Senior and Junior campuses. The proposed development scheme for the Senior School involves:

- demolition of a number of existing buildings
- construction of a new Teaching and Learning Building and an Art Building
- construction of an additional level on the existing Grade 6 Building

This Construction Traffic Management Plan has been prepared in response to the Secretary Environmental Assessment Requirements for the Application SSD 6484.

Importantly construction vehicle movements into and out of the site will be restricted during school arrival and departure times (8.00-9.30am and 2.30-4.00pm School Days).



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING DEVELOPMENT

The MLC landholding at Burwood (Figure 2) comprises 4 separate parcels with a total of some 4.14 ha. Details of the school elements are provided on the diagrams in Appendix A and summarised in the following:

- **Senior Campus**

This parcel of some 1.25ha has frontages to Rowley Street, Park Road and Grantham Street and comprises a “hotch potch” of numerous buildings having various original uses and including 2 residential cottages on the Park Road frontage. There is an existing service vehicle access on the Grantham Street frontage and an open grassed area in the northernmost part.

There are some 860 students in the Senior Campus at the present time.

- **Junior Campus**

This is the largest parcel which extends along the eastern side of Park Road northwards from Burwood Park and also has frontage in part to Britannia Avenue. The classrooms and ancillary facilities extend along the central and northern part of this site with sports and play area in the northernmost part.

In the southern part there is a new building with a large undercroft parking area accessed via Britannia Avenue. This area provides a total of 148 spaces being:

- parking for staff associated with both the Junior and Senior campuses
- visitor parking
- pre kindergarten parking
- setdown and pickup facility



LEGEND



SITE

FIG 2

- **Music Centre and Tennis Courts**

This parcel has frontages to Rowley Street and the western side of Grantham Street with a building occupying the eastern part and playing courts in the western part.

- **Visual Arts Centre and Gallery**

This parcel has frontages to Gordon Street and Mount Pleasant Avenue and the southern side of Rowley Street. Vehicle access is located on Gordon Street for on-site parking of 6 spaces for Senior School staff.

There is a total of 200 staff (fte) engaged at the school including some 180 teaching staff and, importantly, the start/finish times of the Junior and Senior Schools are staggered in order to avoid a concentration of student arrival and departure movements and consequential traffic/parking activity.

In relation to setdown/pickup activity:

- Junior Campus parents/carers use the undercroft facility and surveys indicate some 160 vehicles using this in the morning and some 140 vehicles in the afternoon
- there are extensive sections of “No Parking AM and PM School Days” restrictions along Rowley Street and Grantham Street for the setdown and pickup of Senior Campus students supplemented by a section of 15 minutes parking on the southern side of Rowley Street at Mount Pleasant Avenue

Some buses pick up in the afternoon on Rowley Street in the No Parking area adjacent to the Senior Campus main entrance.

The MLC site is located some 400m from Burwood CBD being some 800m from Burwood Railway Station and 600m from Strathfield Railway Station and is surrounded by residential, educational and hospital/medical uses.

2.2 PROPOSED DEVELOPMENT

It is proposed to demolish a number of existing school buildings and the two residential cottages in the northern part of the Senior Campus site. A new Teaching and Learning Building will be constructed on the Park Street frontage with a large courtyard/open space area on the southern side. This building will provide for Maths, History, Science, HSIE, English and Library.

A smaller new Art Building will be constructed on the Grantham Street frontage with a courtyard/open space area on the eastern side. An additional level will also be constructed on the existing Grade 6 Building in the northernmost part of the site to provide for Speech and Drama.

The proposed development will increase the Senior Campus floor area by some 1,678m² to a total of 11,462m² GFA.

The proposal is to better accommodate senior students providing a contemporary learning environment while it is not proposed to increase either the student enrolment or the number of staff.

Details of the development scheme are provided on the architectural plans which accompany the application and are reproduced in part in Appendix B.

2.3 CONSTRUCTION PROGRAM

A program has been established for completion of the various work processes as follows:

1. Site establishment	4 weeks
2. Demolition	12 weeks
3. Ground Works	8 weeks
4. Construction	40 weeks*
5. Fitout	52 weeks*
6. External Works	20 weeks*

** Concurrent works*

2.4 CONSTRUCTION PROCESS

The proposed development will involve the undertaking of demolition, ground works, construction and fitout processes over a total period of up to 88 weeks.

Demolition

Demolition of existing building elements will be undertaken in stages during the overall of the process, with this activity being preceded with the erection of A Class perimeter fencing. The demolition process is expected to take up to 12 weeks to complete and during this period the number of workers on the site at any one time will be some 10 persons.

The transport of demolition material will generally be undertaken by truck & trailer with an average of 4 visitations per day.

During this process trucks will access via Grantham Street or Park Street, stand within the site as indicated on Appendix D.

Ground Works Process

The ground works process will take up to 8 weeks and will involve some 6 persons on the site with up to 10 truck visitations per day. Trucks will continue to access the site as indicated in Appendix D.

Construction Process

The construction phase will take up to 40 weeks and at peak activity involve in the order of 120 persons on the site any one time.

Whilst the activity on the site will be more intense during this period the movement of heavy vehicles will only be on average some 8 visitations per day. Unloading/loading provision for this process will be undertaken either within the site or with on-street WORKS ZONE using a tower crane. No parking will be available for workers within the building site and workers will be encouraged at all times to

utilise the highly accessible public transport system which exists in the vicinity of the site and alternatively to car pool wherever possible.

Fitout Process

The fitout process will take up to 52 weeks and will involve up to 60 persons on the site (concurrent with construction process). No parking will be available for workers at this time. This process will involve up to 8 deliveries per day which can occur within the site or on WORKS ZONES on Grantham Street or Park Street.

3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

The roads network serving the site (Figure 3) comprises:

- * *Great Western Highway (Parramatta Road)* – a State Highway and major arterial route which along with the M4 Motorway provides connection to Penrith and beyond.
- * *Hume Highway (Liverpool Road)* – a State Highway and major arterial route providing connection to Liverpool and the intrastate connection to Melbourne
- * *The Boulevard/Leicester Road/Concord Road* – a State Road and arterial route connecting through Strathfield to the Ryde Bridge crossing
- * *Burwood Road* – a major collector route through Burwood connecting between Parramatta Road and Liverpool Road
- * *Railway Parade/Paisley Street* – an east-west Regional Road running along the southern side of the railway line
- * *Wentworth Road* – a collector road connecting between Parramatta Road and Liverpool Road
- * *Park Road, Grantham Street and Rowley Street* – local access roads

Barriers to road network continuity are presented by the railway line, Parramatta Road and the absence of an east-west connection in between Park Avenue and Parramatta Road (i.e Burwood Park and the school property).

Park Road is some 7.5m wide while Grantham Street and Rowley Street are some 11m wide with all being relatively straight and level.



LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR



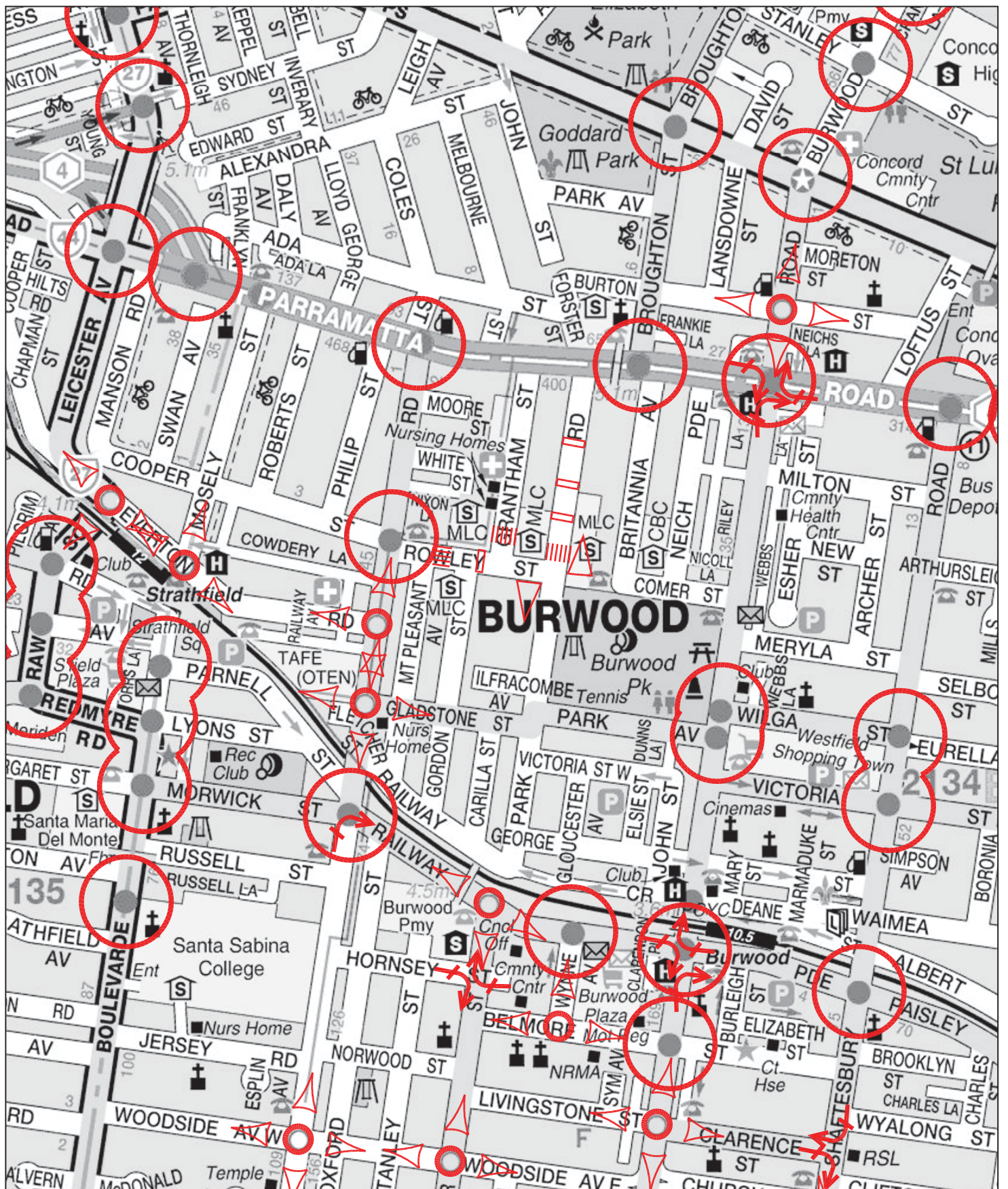
ROAD NETWORK

FIG 3

3.2 TRAFFIC CONTROLS

The traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) comprise:

- * the traffic signals on Parramatta Road at the Moseley Street, Wentworth Road, Broughton Street, Burwood intersections
- * the traffic signals at the Wentworth Road, Rowley Street and Cooper Street intersection
- * the central median island extending along Parramatta Road across the Park Road and Grantham Street intersections
- * the roundabouts on Wentworth Road at the Everton Road and Gladstone Street intersections
- * the raised speed control devices along Park Road between Parramatta Road and Rowley Street
- * the marked footcrossings on raised platforms across Park Road and Grantham Street at Rowley Street and across Rowley Street west of Gordon Street
- * The GIVEWAY controls on Park Road at Rowley Street
- * The 50 kmph speed restriction on the local road system with a 40 kmph school speed restriction on the roads in the vicinity of the school
- * The NO PARKING AM & PM School Days restrictions on the eastern side of Grantham Street and northern side of Rowley Street between Grantham Street and Park Road
- * The ¼ Hour AM & PM School Days restrictions on the southern side of Rowley Street east of Mount Pleasant Avenue
- * The Bus Zone restrictions for the school buses on Rowley Street and Gordon Street



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT
-  GIVE WAY
-  MARKED FOOT CROSSING
-  RAISED THRESHOLD



TRAFFIC CONTROLS

FIG 4

3.3 TRAFFIC CONDITIONS

An indication of traffic conditions in the vicinity of the precinct is provided by data published by RMS and surveys undertaken as part of this study.

The data published by the RMS is expressed in terms of Annual Average Daily Traffic (AADT) and details are provided in the following:

	AADT
Railway Parade at Burwood Road	13,749
Burwood Road at Railway Parade	16,812
Wentworth Road at Railway Parade	8,961
Railway Parade at Wentworth Road	16,359

Details of the very low traffic movement volumes at the Park Road/Rowley Street intersection during the morning and afternoon school time peak periods are summarised in the following:

		AM	PM
Park Road	NB	28	34
	LT	84	50
	SB	40	36
	RT	16	16
Rowley Street	RT	200	130
	LT	16	14

The operational performance of the road system around the precinct is generally satisfactory apart from some delays and congestion that occur along Parramatta Road and Burwood Road during the commuter peak times. Vehicle speeds along Park Road, Rowley Street and Grantham Street are relatively low, particularly during school arrival/departure times, being restricted by the speed control devices, and the 40kmph speed limit.

3.4 TRANSPORT SERVICES

The site is very well served by public transport services comprising:

- * the high frequency rail services accessed at Strathfield and Burwood Railway Stations located within ready walking distance
- * the numerous State Transit bus services which run along Burwood Road and other routes including the Strathfield Railway Station interchange and along Parramatta Road

4. TRAFFIC MANAGEMENT PLAN FOR CONSTRUCTION

4.1 CONSTRUCTION VEHICLE ROUTE

Truck movements associated with the demolition, ground works, construction and fitout processes will approach the site via Parramatta Road along Park Street or Grantham Street and depart in the same manner as illustrated in Figure 5. Only trucks approaching the WORKS ZONE in Park Street or departing the WORKS ZONE in Grantham Street will be permitted to travel via Rowley Street. Construction vehicle movements will be prevented during the school arrival and departure times (8.00-9.30am and 2.30-4.00pm School Days).

4.2 TRUCK MOVEMENTS

The proposed truck arrivals will be:

Demolition	4 per day	(truck & trailer)
Ground Works	10 per day	(truck & trailer)
Construction*	8 per day	(concrete to semitrailer)
Fitout	8 per day	(vans to crane trucks)

** more during major concrete pour*

During major construction activity stages (eg concrete pours) trucks will stand at a selected location well away from the site and will be directed by mobile phone when it is appropriate to proceed to the site. Large trucks requiring to reverse into the site will only be permitted to do so with appropriate Traffic Controller supervision. Assessment of the truck turning paths are provided in Appendix D confirming adequate provision will be available.

4.3 CONSTRUCTION HOURS

The proposed hours of construction activity will be:

7.00am – 6.00pm	Monday to Friday
7.00am – 5.00pm	Saturday
No work	Sunday and public holidays