



# **New Primary School in Murrumbateman (Monaro Cluster 2) (SSDA - 11233241)**

## **Construction Worker Transport Strategy**

Murrumbateman

13/12/2021

Ref: P1669



Info@asongroup.com.au

+61 2 9083 6601

Suite 17.02, Level 17,

1 Castlereagh Street,

Sydney, NSW 2000

## Document Control

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I	3/12/2021	01	W. Zheng	D. Choi
II	9/12/2021	Version 02	W. Zheng	D. Choi

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# 1 Introduction

## 1.1 Overview

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Ason Group has been commissioned by Hansen Yuncken Pty Limited to prepare a Construction Worker Parking Strategy (CWPS) to support the development of Murrumbateman Public School at 2 Fairley Street, Murrumbateman (the Site).

This CWPS details the measures and strategies to be undertaken during construction to minimise the effects of construction worker parking demand on the community.

This report is to be read in conjunction with the Construction Traffic Management Plan.

## 1.2 Purpose

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The purpose of this document is to address the relevant conditions of State Significant Development SSD-11233241. The relevant Condition of Consent (B19) is reproduced below:

*Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers (including specific arrangements for Saturdays when nearby public parking would be unavailable) in order to minimise demand for parking in nearby public and residential streets or public parking facilities. The strategy must be prepared in consultation with Council and TfNSW. A copy of the strategy must be provided to the Planning Secretary for information.*

## 1.3 Scope and Application of Strategy

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It is the intent of this Strategy to outline the management of construction worker transportation to and from the Site. In particular, the Strategy has been prepared to manage construction worker car parking to minimise demand of parking in nearby public and residential streets during the construction of the school.

Recognising the need for these procedures to adapt to changing circumstances in order to achieve the desired management of construction worker travel, the Strategy may be varied from time to time to account for the changing circumstances. Those circumstances include changes to site, altered traffic conditions and / or off-site operational imperatives during construction.

Any changes to the Strategy shall be communicated to all construction workers, impacted community members and stakeholders.

HY will be responsible for the review and update of this Strategy when required which will be reviewed per stage of the project.

## 2 Site Details

### 2.1 Site & Location

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The Site is located at 2 Fairley Street, Murrumbateman, in the local government area of Yass Valley Council. The Site is formally described as Lot 302 DP1228766. The Site is irregular in shape and has an area of 15,434.92m<sup>2</sup>.

The Site shown relative to the surrounding development context is provided in **Figure 1**.



*Figure 1: Site Location*

The Site is located at the northern end of the Murrumbateman Village, which is characterised by a mix of uses including low density residential and some commercial.

The Site contains an existing parking lot at its northern end and a driveway along its western boundary. There is also a mound of soil at the southern end of the site. The Site is otherwise cleared and vacant.



## 2.2 Surrounding Road Network

The key roads in proximity of the Site are summarised in Table 1: Local Road Network with reference to the Site plan and road hierarchy in **Figure 2**.

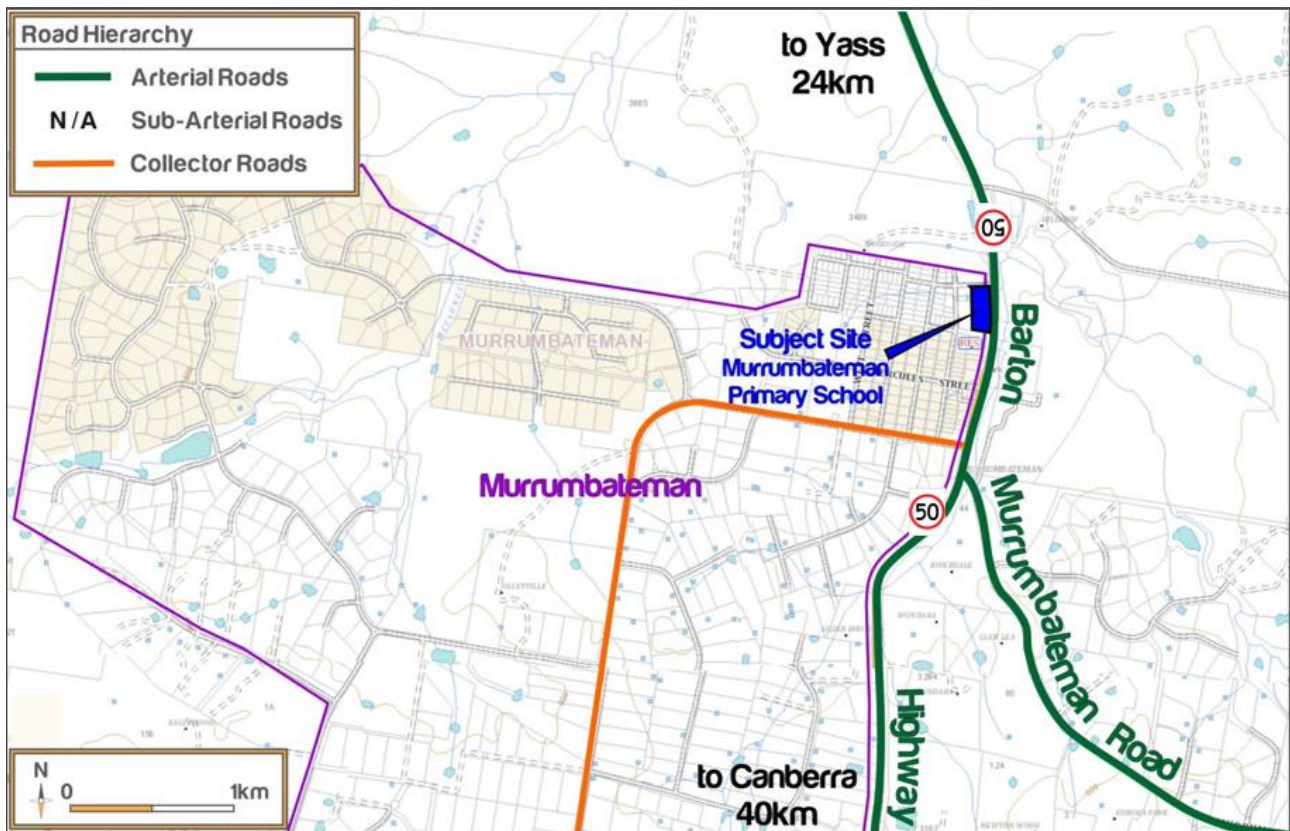


Figure 2: Road Hierarchy

**TABLE 1: LOCAL ROAD NETWORK**

Road	Class	Speed Limit	Parking
Barton Highway	State Highway	100 km/h 50 km/h within Murrumbateman township	no
Fairley Street	Local Road	50 km/h	Indented parking
Rose Street	Local Road	50 km/h	Indented parking
Hercules Street	Local Road	50 km/h	Unrestricted parking

## 2.3 Existing Public Transport

### 2.3.1 Rail Services

Railway services that are suitable for the purposes of commuting to and from the Site are not available.

### 2.3.2 Bus Services

Bus Routes 842 and 843 operate in the area, connecting Yass to Canberra, with a stop at Murrumbateman Village accessed from Barton Highway. As described in Table 2 Bus services below, Bus Route 842 operates 6 times per day whilst Bus Route 843 only operates twice a day.

The stops are located approximately 400 m to the south-east of the Site, as shown in **Figure 3** below

**TABLE 2 BUS SERVICES**

Route	Description	Stops	Service Frequency
842	Yass to Canberra City Centre via Woden Interchange & Canberra Hospital	Yass, Yass Depot, Yass Interchange, Yass Valley Way, Murrumbateman Village, Murrumbateman Winery, City Interchange, Russell, Barton, Woden Interchange, Canberra Hospital	6 services per day
843	Yass Rossi St to Canberra City Centre via Belconnen & Calvary Hospital	Yass, Yass Depot, Yass Interchange, Yass Valley Way, Murrumbateman Village, Murrumbateman Winery, Hall Village, Community Bus Station, Calvary Hospital, City Interchange	2 services per day



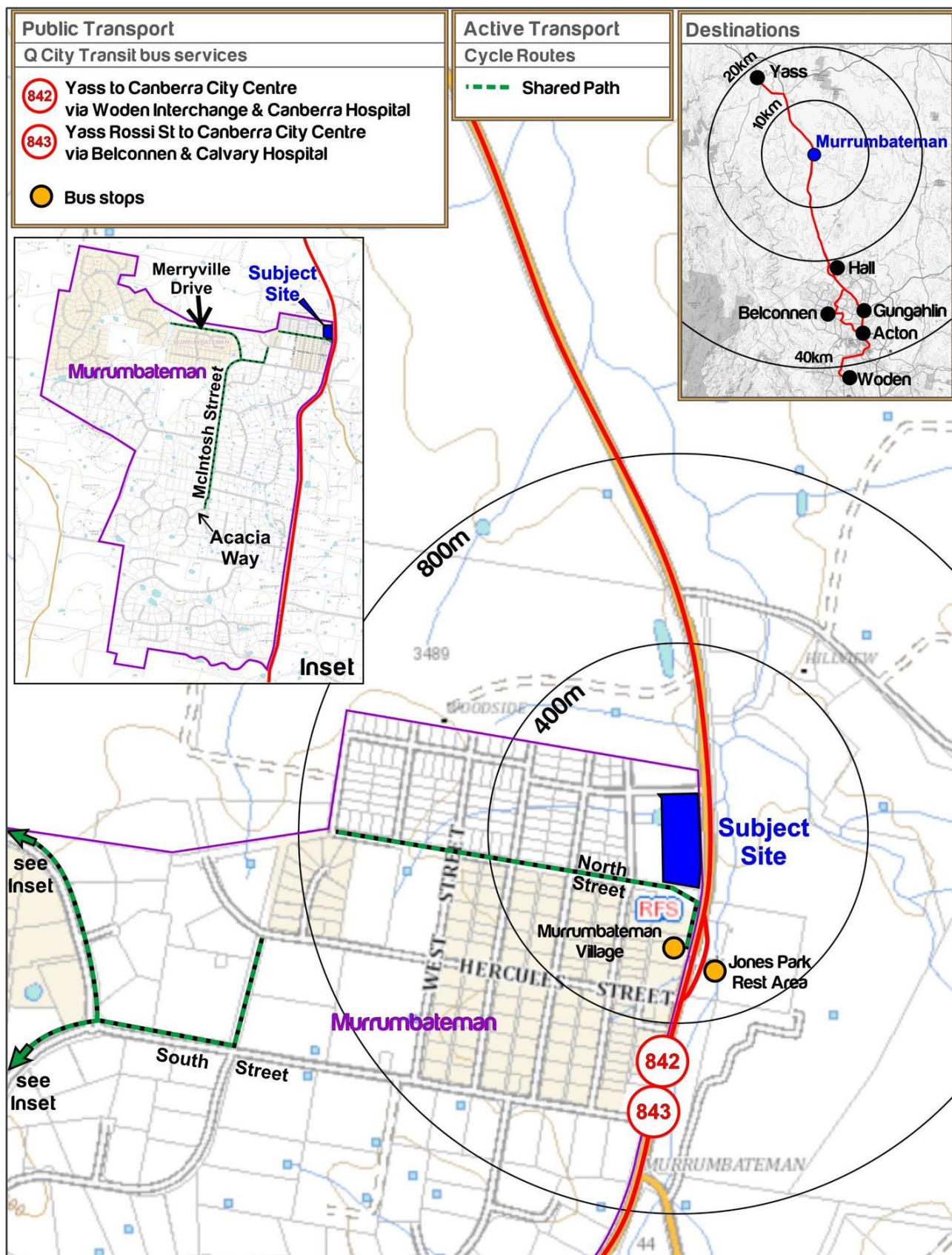


Figure 3: Public and Active Transport Network

## 3 Key Management Stakeholders

### 3.1 Hansen Yuncken

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Hansen Yuncken being the manager of the site has a duty of care to ensure the safety of all staff working on the Site and the surrounding community. Traffic management arrangements should be implemented to enable the orderly use of trafficable space provided within the Site and the road network surrounding it. Whilst every effort will be made to eliminate traffic safety risks, in instances where risks cannot be fully eliminated, traffic management measures are proposed to mitigate those risks.

Hansen Yuncken shall:

- Ensure all staff are provided with sufficient training to abide by the parking strategy outlined in this plan. This includes responsibility for measures to ensure that all staff and visitors are familiar with site specific rules through appropriate site induction procedures, including being inducted into this Construction Worker Transport Strategy.
- Conduct all travel in a safe, professional and legal manner.
- Be familiar with and address their respective duty of care requirements in accordance with the applicable under the WH&S Act 2011 requirements.
- Ensure WH&S Incident logbooks are maintained and undertake necessary action(s) in relation to any reported issues.

### 3.2 Yass Valley Council (YVC)

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Where and when applicable, Council shall be contacted when necessary. Council's responsibilities are largely focussed on issues affecting the local community and businesses, management of the local road network and coordinating special events which may affect the availability of publicly available parking such as:

- Community events at Murrumbateman Recreation Ground
- Coordination of off-site parking availability on Saturdays or event days

### 3.3 Transport for NSW (TfNSW)

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Where and when applicable, TfNSW shall be contacted, specifically relating to any impacts to the Barton Highway.

### 3.4 Stakeholder Consultation

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Construction traffic management aspects of the project was discussed with stakeholders in a series of meeting prior to the approval of the SSD:

**TABLE 3: ENGAGEMENT 1**

Scheduled Weekly Meeting 02	
Identified Party to Consult:	Yass Valley Council, TfNSW, SINSW, Ason, Hansen Yuncken, Pedavoli, Savills, Mecone

Scheduled Weekly Meeting 02	
<b>Consultation type:</b>	Microsoft Teams Meeting
<b>When is consultation required?</b>	Prior to submissions
<b>Why?</b>	<p>An update on the project was provided, noting a D&amp;C contractor would be on board late February 2021 to assist with the design development and SSDA documentation. The School was on target to open D1T12023.</p> <p>SEARS had been received, with agency comments, the project team are working through requirements.</p>
<b>When was consultation scheduled?</b>	Meetings are scheduled to occur on a weekly basis from project inception.
<b>When was consultation held?</b>	17 <sup>th</sup> March, 2021
<b>Identify persons and positions who were involved</b>	<p><b>YVC</b> – Liz Makin (Strategic Planning Manager)</p> <p><b>TfNSW</b> – Maurice Morgan (Murrumbateman TfNSW Rep), Damien Pfeiffer (Director Land Use)</p> <p><b>SINSW</b> – Lachlan MacDonald (Project Director), Alfred Jury (Project Director), Rebecca Lehman (Project Director)</p> <p><b>Ason Group</b> – Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant)</p> <p><b>Hansen Yuncken</b> – Paul Todhunter (Project Manager)</p> <p><b>Pedavoli</b> – Sam Rigoli (Architect), Katie- Lee Carter (Architect)</p> <p><b>Mecone</b> – Adam Coburn (Town Planning Consultant)</p> <p><b>Savills</b> – Emma Viljoen (Project Manager)</p>
<b>Provide the details of the consultation</b>	Preliminary discussion to raise working concerns, share project progress.
<b>What specific matters were discussed?</b>	<p>DC (Ason) presented their investigative findings to date, having undertaken a site visit on Friday 12 March 2021. During the site visit Ason observed the operations of the childcare facility in close proximity. During this discussion Ason gave an overall appraisal of the site, its constraints and opportunities and a consideration of best locations for the transport infrastructure, including:</p> <ul style="list-style-type: none"> <li>- Bus bays</li> </ul>

## Scheduled Weekly Meeting 02

	<ul style="list-style-type: none"> <li>- Private car kiss and ride</li> <li>- Pedestrian routes and access points</li> <li>- Staff car parking</li> </ul> <p>Ason is undertaking traffic counts to obtain data to support current design considerations.</p> <p>TfNSW noted a number of items for consideration:</p> <ol style="list-style-type: none"> <li>The Barton Highway upgrade works has not been funded to reach Murrumbateman and as such the project should not plan for any changes to traffic conditions.</li> <li>School bus stop should be on the local road network, not the highway.</li> <li>Concerns at the noted short stay parking suggestions for Rose Street.</li> <li>support linkages to the southern pedestrian and cycling linkages to the site</li> <li>Catchment area is likely to come from the west, but also from the growing subdivisions in the North Eastern direction</li> <li>concern of how the management of children crossing the Barton Highway for use of the Oval, consider access times and movement of children. RL noted this would be addressed in the Transport Plan and the Operational Plan.</li> <li>Project team to review potential pedestrian access off Rose Street to the old School site</li> </ol> <p>Council noted a number of items for consideration:</p> <ol style="list-style-type: none"> <li>Consider utilisation of Mecca Childcare (on Rose Street adjacent to the Old School House) for OSHC as it becomes unoccupied at 3pm</li> <li>Expectation that drop off happens internally on site so as not to cause congestion on Rose Street and surrounds</li> <li>Changes to ACT policy will see students coming to Murrumbateman from closer to the border.</li> <li>Water pipeline project being commissioned later this year which will see an increase in residents.</li> <li>Consideration of how students get to school from the denser older village.</li> </ol> <p>SINSW noted that Ason will prepare the School Transport Plan, which includes the Green Travel Plan and will continue to work with SINSW on its implementation once the school is operational. The Transport Plan will set mode share targets.</p> <p>Council/ TfNSW to consider an appropriate school of a similar size for transport benchmarking purposes.</p>
<b>What matters were resolved?</b>	n/a – preliminary discussion

**TABLE 4: ENGAGEMENT 2**

Scheduled Weekly Meeting 03	
<b>Identified Party to Consult:</b>	Yass Valley Council, TfNSW, SINSW, Ason, Hansen Yuncken, Pedavoli, Savills
<b>Consultation type:</b>	Microsoft Teams Meeting
<b>When is consultation required?</b>	Prior to submissions
<b>Why?</b>	Purpose of this meeting was to take the form of a working group and a follow on from meeting held 17th March 2021.
<b>When was consultation scheduled?</b>	Meetings are scheduled to occur on a weekly basis from project inception.
<b>When was consultation held?</b>	24 <sup>rd</sup> March, 2021
<b>Identify persons and positions who were involved</b>	<p><b>YVC</b> – Liz Makin (Strategic Planning Manager), Meryl Hinge (Yass Council Engineer), Terry Cooper (Yass Council Rep)</p> <p><b>TfNSW</b> – Maurice Morgan (Murrumbateman TfNSW Rep)</p> <p><b>SINSW</b> – Lachlan MacDonald (Project Director), Alfred Jury (Project Director), Rebecca Lehman (Project Director) Sarah Kelly (Project Director)</p> <p><b>Ason Group</b> – Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant)</p> <p><b>Hansen Yuncken</b> – Paul Todhunter (Project Manager)</p> <p><b>Pedavoli</b> – Sam Rigoli (Architect), Katie- Lee Carter (Architect)</p> <p><b>Mecone</b> – Adam Coburn (Town Planning Consultant)</p> <p><b>Savills</b> – Emma Viljoen (Project Manager)</p>
<b>Provide the details of the consultation</b>	Weekly discussion to raise working concerns, share project progress.
<b>What specific matters were discussed?</b>	<p>DC (Ason) presented an overview of transport and traffic strategy and drivers, key items below, presentation attached:</p> <ul style="list-style-type: none"> <li>Catchment areas with walking and cycling opportunity</li> </ul>



## Scheduled Weekly Meeting 03

	<ul style="list-style-type: none"> <li>• Catchment likely to be 20km radius, acknowledgement of future</li> <li>• students to be attending from East of Barton Highway</li> <li>• Mode share assumptions</li> <li>• Case Study at Estella PS, Wagga Wagga</li> <li>• OSHC accounts for approx. 30% of students utilising alternative hours</li> <li>• Proposed location of school bus stop on Fairley Street</li> <li>• On site kiss &amp; ride</li> <li>• Requested clarification on background growth percentage for future</li> <li>• base case and horizon year (10 year post Project Completion)</li> <li>• Seeking confirmation of traffic survey locations. Ason propose:             <ul style="list-style-type: none"> <li>– Barton Highway / Fairley St</li> <li>– Fairley St / Rose St</li> <li>– Rose St / Hercules St</li> <li>– Hercules St / Barton Hwy</li> <li>– AM (6am – 10am), PM (2pm – 5pm)</li> </ul> </li> </ul> <p>TfNSW noted a number of items for consideration:</p> <ul style="list-style-type: none"> <li>• Catchment to the East of the highway will be expanding and the traffic assessment should consider the 10- and 20-year projections.</li> <li>• School bus stop proposed on Fairley Street should not be used as an interchange; consideration of all other bus stop locations to be covered off in assessment, i.e., on site, Rose Street, Barton Highway etc</li> <li>• Operation plan to include the frequency of Oval use, concern of how the management of children crossing the Barton Highway.</li> <li>• SINSW to provide presentation to TfNSW (issued with these minutes)</li> </ul> <p>Council noted a number of items for consideration:</p> <ul style="list-style-type: none"> <li>• Integration of the adjacent childcare was good, utilising existing ramp, consideration for Mecca Childcare access. It was noted the Southern pedestrian gate facilitated this.</li> <li>• Understanding required of school operational plan around the school bus stop, concern of children congregating.</li> <li>• Bus route to be determined, through consultation with TfNSW bus services.</li> <li>• Council to supply Ason with information of the developments planned for the North East of the site</li> <li>• Council to supply Ason with Cadastral data contact details.</li> <li>• Stage 2: Council requested clarity on next stage and whether this was being considered in this SSDA application. LMac noted that any future demand would be analysed by demographers and when a need arose a new business case would be written, and funding sought. All recognised the constraints of this site.</li> </ul>
What matters were resolved?	n/a – preliminary discussion



**TABLE 5: ENGAGEMENT 3**

Scheduled Weekly Meeting 04	
<b>Identified Party to Consult:</b>	Yass Valley Council, TfNSW, SINSW, Ason, Hansen Yuncken, Pedavoli, Savills
<b>Consultation type:</b>	Microsoft Teams Meeting
<b>When is consultation required?</b>	Prior to submissions
<b>Why?</b>	Purpose of this meeting was to take the form of a working group and a follow on from meeting held 24th March 2021.
<b>When was consultation scheduled?</b>	Meetings are scheduled to occur on a weekly basis from project inception.
<b>When was consultation held?</b>	31th March, 2021
<b>Identify persons and positions who were involved</b>	<p><b>YVC</b> – Liz Makin (Strategic Planning Manager), Meryl Hinge (Yass Council Engineer), Terry Cooper (Yass Council Rep)</p> <p><b>TfNSW</b> – Kristy Campbell (Manager – Road Use Safety), Jayd Marsh (Community and Partnering)</p> <p><b>SINSW</b> – Alfred Jury (Project Director),</p> <p><b>Ason Group</b> – Dora Choi (Transport Consultant),</p> <p><b>Hansen Yuncken</b> – Paul Todhunter (Project Manager), Dean Katsikaros (Project Manager)</p> <p><b>Pedavoli</b> – Sam Rigoli (Architect)</p> <p><b>Savills</b> – Emma Viljoen (Project Manager)</p>
<b>Provide the details of the consultation</b>	Weekly discussion to raise working concerns, share project progress. EV noted that project team (HY and Architects) have undertaken a site visit and noted number of opportunities and limitations.
<b>What specific matters were discussed?</b>	<p>DC (Ason) presented back on a number of items requiring clarity after meeting 24th March 2021:</p> <ul style="list-style-type: none"> <li>• School capacity was for 370 students as outlined in the SEARS</li> <li>• Crossing of the Barton Highway was not required by the school for curriculum purposes, as confirmed with the DEL</li> </ul>

## Scheduled Weekly Meeting 04

- The operational requirements for occasional use of the Oval would be addressed in the School Travel Plan as part of the SSDA.

New depersonalised data shows no students in walking or cycling catchment East of Barton Highway, these students would rely on buses.

Requests for Information, as listed in the attached presentation for Council/ TfNSW feedback:

Traffic Surveys:

- Total movement count (pedestrian, cyclist, vehicles (classified). Typical weekday (during school term), between 6am –10am, and 2pm – 6pm

Intersections of:

- > Barton Highway / Fairley Street
- > Fairley St / Rose St
- > Rose St / Hercules St
- > North St / Rose St

Traffic Assessment:

- Apply 2% background growth between 2021 data to Future Base Case (at Project Completion, Jan 2023)
- 2% growth over 10 years for Horizon Year
- Sensitivity test – apply 3% growth between 2021 to 2023, and 3% growth over 10 years for Horizon Year

Parking Restrictions:

Draft parking restrictions suggestion:

- Fairley Street Bus Stop – confirmation required on whether bus bay to be applicable during school times only or full time bus stop?
- Rose Street, between Fairley St to North St – East Side - 1-hour, between 8am – 6pm, School Days only?
- Rose Street, between Fairley St to North St – West Side – No Stopping?
- Rose Street, between North St to Hercules St – Given there are no kerbs – suggestion from Council sought

LM noted comments on the adequacy of the intersection traffic counts relies on an understanding of the proposed bus routes.

DC was to meet with bus services division of TfNSW next.

DC presented the masterplan showing pedestrian routes and play areas.

Council noted a number of items for consideration:

- a) Concern noted from an urban planning perspective of the waste collection on the prominent corner of the site. SR noted that this would be reviewed with Ason in terms of alternative placement but that the enclosure was set back from the boundary to allow for landscape and screening.
- b) Consultation with the Fairly Early Childhood Centre should be undertaken regarding potential access from their car park into the site. The project team agreed and would reach out but noted the site did not rely on this access.
- c) LM queried whether any further development to access from the South had been undertaken. SR noted the building arrangement allowed for good visual and physical connection and this was a key aspect of the design. EV noted discussions with Mecca childcare were underway. DC noted a further review would be undertaken.

Scheduled Weekly Meeting 04	
	<p>d) MH queried access from the southern gate should on arrival it was found to be locked. DC noted a footpath was already established along Rose Street and a further footpath would be established from Fairley into the main gate.</p> <p>e) LM noted that the transport assessment would need to address potential parent drop off from the Crown land to the South.</p> <p>f) LM queried status of consideration of school use of the Crown land to the South, EV noted a building inspection report had been undertaken to assist in decision making. Report was under review. This would be discussed further with Council.</p>
What matters were resolved?	n/a – preliminary discussion

Post SSD approval TfNSW and YVC was engaged with to consult regarding the construction traffic management recorded below:

TABLE 6: POST APPROVAL CONSULTATION RECORD 01	
Identified Party to Consult:	TfNSW, Yass Valley Council (YVC)
Consultation type:	Teleconference (Teams)
When is consultation required?	Prior to issue of CC
Why	Council is the local road authority and TfNSW is the state road authority – they are in charge of coordinating activities on the local and state road networks.
When was consultation scheduled/held	Thursday 9 <sup>th</sup> December 2021
When was consultation held	Thursday 9 <sup>th</sup> December 2021
Identify persons and positions who were involved	<p>Meryl Hinge (YVC)</p> <p>James Dugdell (YVC)</p> <p>Mel Lausz (TfNSW)</p> <p>Duncan McCrae (TfNSW)</p> <p>Maurice Morgan (TfNSW)</p> <p>Paul Todhunter (HY)</p> <p>Nick Gordon (HY)</p> <p>Dora Choi (Ason)</p> <p>Wendy Zheng (Ason)</p>
Provide the details of the consultation	Consultation with Yass Valley Council and Transport for New South Wales to discuss the strategies proposed in the

	Construction Traffic Management Plan (CTMP) and Construction Worker Transport Strategy (CWTS).
<b>What specific matters were discussed?</b>	<p>DC (Ason) presented the CWTS per TfNSW's request to the group.</p> <p>The following queries for the strategies within the CWTS was noted by TfNSW and YVC:</p> <ul style="list-style-type: none"> <li>• Will all construction workers arrive on site from Fairley Street?</li> <li>• TfNSW would like to see a strategy for managing construction workers so that they cross the Barton Highway at the existing pedestrian refuge instead of using the shortest route. Additionally, no construction worker vehicles are to be parked on the side of the Barton Highway or have free direct access to the Barton Highway.</li> <li>• YVC has noted that the Murrumbateman Recreation Ground (MRG) is in regular use for a series of community events and has spoken internally to the sports and recreation manager regarding construction worker parking on site.</li> <li>• YVC will work with HY to allocate an area for construction parking and access routes to avoid conflict with events and to enforce safe crossing of the Barton Highway</li> <li>• On Saturdays YVC has noted that the Murrumbateman Town Centre is very busy and construction worker parking on either Hercules or Rose Streets is not recommended for Saturday especially and also for weekdays.</li> <li>• YVC does not think that the carpooling numbers can be achieved and would prefer to accommodate all excess construction parking at the MRG.</li> <li>• A review of the CWTS must be submitted to Council prior to the start of construction stage 5</li> <li>• YVS has raised the issue that food availability is very limited within the Murrumbateman area and to reduce the need for construction workers to cross the Barton Highway to drive to lunch, they would recommend having a food van on site for the workers.</li> </ul>
<b>What matters were resolved?</b>	<ul style="list-style-type: none"> <li>• All construction workers will arrive on site from Fairley Street</li> <li>• HY will manage construction workers to enforce safe movement on and off the site. Workers who do not follow the safe method of movement will be warned and if necessary, suspended from Site. This is typical for projects that HY undertakes and have a series of management strategies to enforce it.</li> <li>• HY will meet with Council on site to work out the location of the allocated construction parking at the MRG as well as the route for construction vehicles to access the MRG from the Barton Highway</li> <li>• HY will manage construction parking requirements in the Murrumbateman Town Centre outside of the site and will update their worker induction as necessary in response to community feedback.</li> </ul>

	<ul style="list-style-type: none"> <li>• HY will review the CWTS prior to stage 05 and consult with YVS and TfNSW</li> <li>• HY will look into the availability of local food delivery services to site.</li> </ul>
<b>What matters are unresolved?</b>	<ul style="list-style-type: none"> <li>• YVC and HY to meet on site to determine location of construction worker parking at the MRG and access route off the Barton Highway.</li> </ul>
<b>Any remaining points of disagreement?</b>	n/a - HY will work with YVC and TfNSW
<b>How will SINSW address matters not resolved?</b>	n/a

## 4 Construction Worker Parking

### 4.1 Construction Worker Numbers

The proposed number of workers per construction stage are outlined in Table 7: Stages & Phases of Construction below. Note that the number of workers proposed per stage will range from an average to a maximum, for example in Stage 1 the average number of workers on site per day will be 10 and the maximum will be 20.

**TABLE 7: STAGES & PHASES OF CONSTRUCTION**

Stage	Timeline	Description	Worker Number
1	16.12.21 to 14.01.22	Demolition of road and car park	10 (average) – 20 (maximum)
2	14.01.22 to 07.02.22	Strip site and bulk earthworks	10 (average) – 20 (maximum)
3	07.02.22 to 25.02.22	Substructure works	30 (average) – 50 (maximum)
4	25.02.22 to 09.05.22	Structure works	50 (average) – 80 (maximum)
5	21.03.22 to 20.06.22	Internal & external finishes / service works	60 (average) – 80 (maximum)
6	20.04.22 to 28.07.22	External works	60 (average) – 80 (maximum)

### 4.2 Construction Hours

Construction hours have been outlined below per SSD Condition C4.

**TABLE 8: HOURS OF WORK**

Activity	Day	Time
Construction works	Monday – Friday	7 am to 6 pm
	Saturday	8 am to 1 pm
	Sunday & Public Holidays	No Work to carried out

Note that per Condition C5 works can take place on Mondays to Fridays between 6pm and 7pm, Saturdays between 1pm and 4pm providing noise levels do not exceed existing background noise levels plus 5dB.

It is anticipated that construction works and deliveries will not be conducted or undertaken outside of the hours outlined above. Should out of work hours be required, Hansen Yuncken will lodge an application for an Out of Work Hours Permit with Council to seek approval for these works.



## 4.3 On-Site Parking Provision

25 car spaces will be available on-site during all phases of construction in the northern portion of the existing carpark in the northern half of the Site as shown in Figure 4: Construction Stage Site Layout.

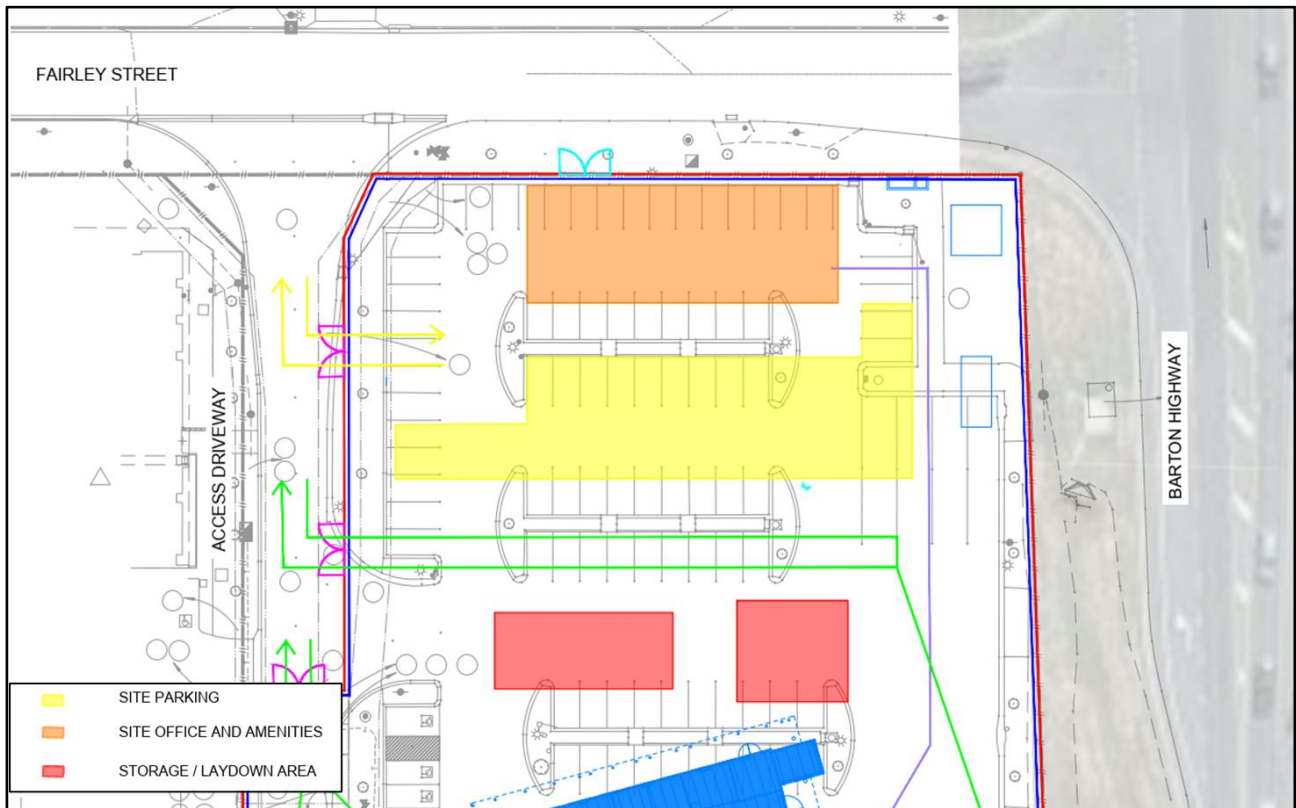


Figure 4: Construction Stage Site Layout

## 4.4 Off-Site Parking Provision

As Murrumbateman is a regional town, demand for on-street parking during weekdays is low. The Health Centre and Childcare Centre adjacent to the site does attract traffic but both provide sufficient on-site car parking to accommodate the demand.

The roads surrounding the Site with the exception of the Barton Highway all have unrestricted parking with some formalised unrestricted parking on Fairley Street (8 spaces) and Rose Street (15 spaces).

Murrumbateman Recreation Ground (MRG) can be accessed by the existing pedestrian crossing point on the Barton Highway which is within 200m of Site. Parking around the perimeter of the Oval at the MRG (400m of parallel spaces) is available depending on event demands and formalised parking is available to the east of the Oval with 1350m of access roadway which can accommodate 90-degree angled parking on both side being available.

## 5 Construction Worker Parking Strategy

### 5.1 Travel Arrangements for Construction Workers

As it is unlikely given the location of the Site and the existing available public transport that construction workers would be able to travel to / from site via public transport, a carpool system will be implemented for the site. Subcontractors will be encouraged to carpool with the expectation that those living in Yass or Canberra would be able to carpool with more than one co-worker.

A 50% carpool target is set and that the parking demand generated by the construction would be expected to be reduced by 25%.

**TABLE 9: CONSTRUCTION STAGES AND WORKER NUMBERS**

Stage	Worker Number (Average)	Worker Number (Maximum)	Worker Parking Demand (Average)	Worker Parking Demand (Maximum)
1	10	20	8	15
2	10	20	8	15
3	30	50	23	38
4	50	80	38	60
5	60	80	45	60
6	60	80	45	60

To encourage the carpooling, an on-site secure tool storage area would be provided by HY to allow construction workers to drop off and securely store their tools and equipment for the project within the Site instead of bringing it to Site every day.

Additionally, the site amenities will include fridges, microwaves, etc to encourage workers to drop off their lunch on site at the start of the day and not leave the site for lunch.

As part of the carpooling system, a whiteboard will be provided within the lunchroom where contractors will nominate after shifts are arranged whether the worker will be driving to site and if they can carpool with another worker so that HY will be able to forecast the construction parking demand in advance.

Encouragement of carpooling will form part of the toolbox talk conducted on-site daily.

If the forecasted parking demand exceeds the on-site parking capacity and the Rose Street / Fairley Street allowable capacity (of up to 10 spaces), HY will notify Council that MRG parking will be needed to accommodate off-site construction worker parking.

Parking location will be allocated to construction workers the day before their shift on site so those who are parking at the MRG will know to drop off their tools and personal items on site prior to parking.

### 5.2 Parking Arrangements for Construction Workers

As parking spaces on site are limited, it is expected that from Stage 3 onwards those who cannot park on-site will park in the unrestricted parking areas in the road network surrounding the Site.

However, noting that the community facilities surrounding the Site, a maximum of 10 construction worker vehicles will be allowed to park on Rose Street and Fairley Street within the indented parking bays to reduce impact on the community.

When the construction worker parking demand exceeds the on-site parking provision and Rose Street / Fairley Street allowable parking capacity, construction workers will be directed to park at Murrumbateman Recreation Ground to the east of the Barton Highway.

Murrumbateman Recreation Ground is located within 5-minute walking distance to the Site and accessible via the pedestrian crossing point 200m south of the Site and has the capacity to park approximately 1000

vehicles using the parking area to the east of Murrumbateman Oval shown highlighted in blue in Figure 5: Construction Worker Off Site Parking below.



Figure 5: Construction Worker Off Site Parking

Noting that the Barton Highway is a State Road and is subject to a significant amount of traffic, construction workers parking at the MRG will be instructed to drop off all necessary tools and personal items on Site first before parking.

With all necessary amenities provided on site, the need for workers to return to their vehicles parked at the MRG is expected to be minimal. Outside of exceptional circumstances once the worker arrives on site from MRG they be unlikely to need to access MRG again until they are going home for the day.

## 5.3 Saturday Construction Worker Parking Management

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Off-site construction worker parking will be required for this Site from the beginning of February 2022 until the end of construction in July 2022.

During the weekdays the off-site parking demand can be accommodated by the available on street parking as well as the public car parking within the MRG.

On weekends the community facilities (Health Centre, Friendly's Grocers, etc) will attract more visitors from the regional community which will impact the availability of the on-street parking surrounding the Site. Additionally, MRG hosts the Murrumbateman Village Market which is planned to occur monthly every second and fourth Saturday in 2022 which will impact the availability of the public car parking within the MRG.

As the MRG can be booked through YVC's website, HY will liaise with YVC to obtain advance notice of when events will take place at the MRG. On Saturdays when events at MRG will take place, HY will schedule the works on site to minimise the amount of construction worker parking required and alert the subcontractors needed for the works that carpooling will be strongly encouraged.