

The background of the slide is a photograph of a city street. On the left, there are large, mature trees with some autumn-colored leaves. A green-painted bicycle lane runs along the sidewalk. In the center, a road with white lane markings leads into the distance. On the right, a pedestrian is walking across a crosswalk. A traffic light pole is visible on the right side of the road.

# **New High School in Jerrabomberra**

## **Preliminary Construction Traffic and Pedestrian Management Plan**

Hindmarsh Construction Australia Pty Ltd

3 November 2021

**GHD Pty LtdGHD Pty Ltd**

Level 15, 133 Castlereagh Street

Sydney, NSW, 2000

**T** (02) 9239 7100 | **E** [sydmal@ghd.com](mailto:sydmal@ghd.com) | **ghd.com**

<b>Printed date</b>	11/3/2021 2:56:00 PM
<b>Last saved date</b>	3 November 2021 2:56 PM
<b>File name</b>	<a href="https://projectsportal.ghd.com/sites/pp15_04/bungendoreandjarrabo/ProjectDocs/CTMP/12548316/Jerrabomberra%20CTMP%20Rev%203.docx">https://projectsportal.ghd.com/sites/pp15_04/bungendoreandjarrabo/ProjectDocs/CTMP/12548316/Jerrabomberra CTMP Rev 3.docx</a>
<b>Author</b>	Mark Lucas
<b>Project manager</b>	Mark Lucas
<b>Client name</b>	Hindmarsh Construction Australia Pty Ltd
<b>Project name</b>	New High School in Jerrabomberra
<b>Document title</b>	New High School in Jerrabomberra  Preliminary Construction Traffic and Pedestrian Management Plan
<b>Revision version</b>	Rev 2
<b>Project number</b>	12548316

**Document status**

Status Code	Revision	Author	Reviewer		Approved for issue		
			Name	Signature	Name	Signature	Date
S3	A	M Lucas	S Clarke	On file	S Clarke	On file	27/08/21
S3	1	M Lucas	S Clarke	On file	S Clarke	On file	07/09/21
S4	2	M Lucas					

© GHD 2021

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

# Contents

<b>1.</b>	<b>Introduction</b>	<b>1</b>
1.1	Overview	1
1.2	Proposal	1
1.3	Site description	4
1.1	Purpose of the report	4
1.2	Assumptions	5
<b>2.</b>	<b>Existing conditions</b>	<b>8</b>
2.1	Transport networks and operations	8
2.1.1	Road network	8
2.1.1.1	Tomsitt Drive	8
2.1.1.2	Coachwood Avenue	9
2.1.1.3	Jerrabomberra Parkway	10
2.1.2	Active and public transport	12
2.1.2.1	Active transport	12
2.1.2.2	Public Transport	14
<b>3.</b>	<b>Construction outline</b>	<b>14</b>
3.1.1	Heavy vehicles	14
3.1.2	Light vehicles	14
3.1.3	Oversize vehicles	14
3.1.4	Construction traffic impacts	15
3.2	Construction compound	15
<b>4.</b>	<b>Preliminary Construction Management Plan</b>	<b>16</b>
4.1	Objectives	16
4.2	Construction vehicle access route	16
4.3	Construction works timing	16
4.4	Construction parking	17
1.2.1	Heavy vehicles	17
1.2.2	Light vehicles	17
4.5	Traffic management	17
4.6	Pedestrian and bicycle management	17
4.7	Impacts on public transport	18
4.8	Access to adjoining properties	18
4.9	Road closures	18
4.10	Works zones	18
4.11	Roadwork speed zone	18
4.12	Site cranes	18
4.13	Storage of materials	18
4.14	Method of communicating traffic changes	19
4.14.1	Advance notification of works	19
4.14.2	On road communication	19
4.15	Environmental controls	19
4.16	Occupational health and safety	20
4.17	Certificates and approvals	20
4.18	Staff induction	20

4.19	Contact of emergency services	20
<b>5.</b>	<b>Conclusion</b>	<b>21</b>

## Table index

Table 1.1	SEARs comments	1
Table 1.2	Site description	4
Table 2.1	Current Bus Services	14

## Figure index

Figure 1.1	Proposed site plan	3
Figure 1.2	Aerial image of the subject site	6
Figure 1.3	New high school in Jerrabomberra Subject Site and surrounding road network	7
Figure 2.1	Tomsitt Drive looking east towards subject site	8
Figure 2.2	Intersection of Tomsitt Drive and Henry Place	9
Figure 2.3	Coachwood Avenue looking west towards subject site	9
Figure 2.4	Jerrabomberra Parkway looking north from Coachwood Avenue	10
Figure 2.5	Parking controls and School Zones	11
Figure 2.6	State and Regional road network	11
Figure 2.7	Restricted Access Vehicle (RAV) maps – 19 m B-double	12
Figure 2.8	Active transport infrastructure within proximity of the school	13
Figure 2.9	Jerrabomberra active transport infrastructure	13

*This report: has been prepared by GHD for Hindmarsh Construction Australia Pty Ltd and may only be used and relied on by Hindmarsh Construction Australia Pty Ltd for the purpose agreed between GHD and Hindmarsh Construction Australia Pty Ltd as set out in this report.*

*GHD otherwise disclaims responsibility to any person other than Hindmarsh Construction Australia Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.*

*GHD has prepared this report on the basis of information provided by Hindmarsh Construction Australia Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.*

# 1. Introduction

## 1.1 Overview

This Preliminary Construction and Pedestrian Traffic Management Plan (CTPMP) accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) in support of an application for a State Significant Development (SSD No 24461956). The SSDA is for a new high school located at Jerrabomberra. This report addresses the Secretary's Environmental Assessment Requirements (SEARs), as detailed in Table 1.1.

Table 1.1 SEARs comments

SEARs	GHD Response
<p>Analysis of the impacts of the traffic generated during construction of the proposed development, including:</p> <ul style="list-style-type: none"><li>– construction vehicle routes, types and volumes.</li><li>– construction program (duration and milestones).</li><li>– on-site car parking and access arrangements for construction, emergency and construction worker vehicles.</li><li>– cumulative impacts associated with other construction activities in the locality (if any).</li><li>– road safety at identified intersections and level crossings near the site due to conflicts between construction vehicles and existing traffic in the locality.</li><li>– measures to mitigate impacts, including to ensure the safety of pedestrian and cyclists during construction.</li></ul>	<p>The primary construction routes to and from the subject site are detailed in Section 4.2.</p> <p>The available construction program data is detailed in Section 3.</p> <p>The onsite car parking arrangements are detailed in Section 4.4.</p> <p>The emergency services vehicle arrangements are detailed in Section 4.19.</p> <p>Potential impacts to public transport during construction are detailed in Section 4.7.</p> <p>The measures to manage the potential impacts during construction on pedestrians and cyclists are detailed in Section 4.6.</p>
<p>A preliminary Construction Traffic and Pedestrian Management Plan.</p>	<p>This report addresses the requirement for a Preliminary Construction Traffic and Pedestrian Management Plan.</p>

## 1.2 Proposal

The proposed development is for the construction of a new high school in Jerrabomberra. The proposal will meet community demand and to ensure new learning facilities are co-located near existing open space infrastructure. The proposal generally includes the following works:

- Site preparation
- Construction of a series of buildings up to three storeys including administration/staff areas, library, hall and general learning spaces
- Construction of new walkways, central plaza and outdoor games courts
- Construction of a new at-grade car park
- Associated site landscaping and open space.

The proposal has been designed to accommodate approximately 500 students with Stream 3 teaching spaces, however the core facilities will be future proofed to a Stream 5 to enable possible future expansion to meet projected demand.

The proposal will include site preparation works, such as clearing and levelling to accommodate the proposed buildings and play areas. The proposal will involve the construction of a series of buildings housing general learning spaces, administration and staff wings, outdoor learning areas, a library and assembly hall.

The proposal will include construction of a new driveway and hardstand with access proposed off the northern stub road east of Environa Drive. Pedestrian access is proposed off Environa Drive and the northern stub road

The site plan for the new high school in Jerrabomberra is displayed in Figure 1.1.



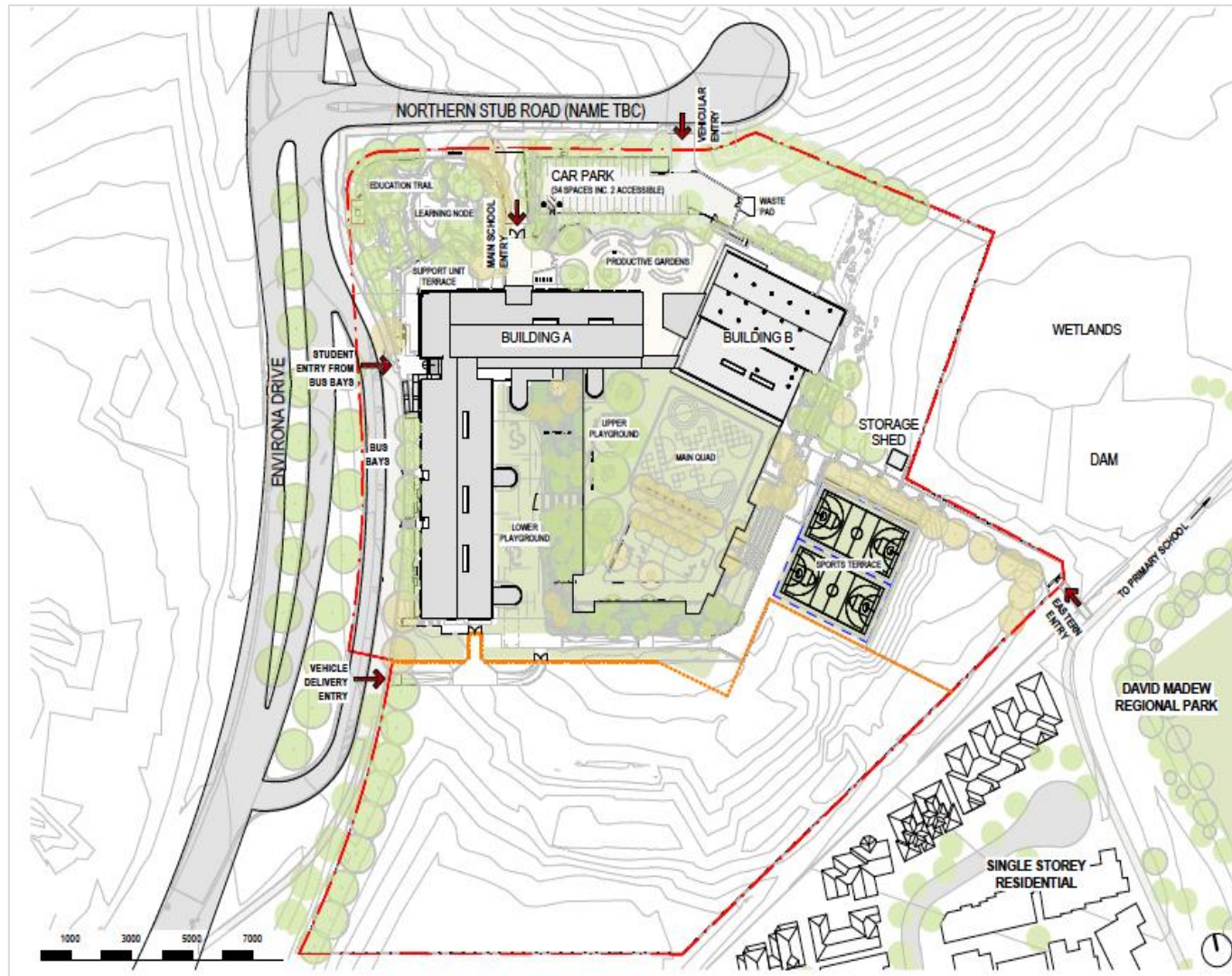


Figure 1.1 Proposed site plan

Source: TKD Architect



## 1.3 Site description

The proposed development is located within the South Jerrabomberra Innovation Precinct, also referred as the Poplars Innovation Hub, in the local government area of Queanbeyan-Palerang Regional Council.

The school site is part of an existing lot (Lot 1 in DP 1263364), which is approximately 65.49 ha in area and will be characterised by a mix of business park and open space uses and a new north-south connector road named Environa Drive.

Delivery of the Precinct is underway with Environa Drive currently under construction. Most of the lot, however, remains undeveloped.

The school site is subject to a proposed lot (Lot 2 in DP 1263364), which was approved by Council under DA332-2015 on 10 March 2021 but is not yet registered. The approved lot is irregular in shape, is largely cleared and is approximately 4.5 ha in area. A small dam is located adjacent to the south eastern boundary of the site, which forms part of a broader wetland.

The site is located in excellent proximity to existing open space facilities. It adjoins David Madew Regional Park to the south east and is located 100 m east of an existing recreational field associated with Jerrabomberra Public School.

A description of the site is provided in Table 1.2 and an aerial image of the school's subject site is displayed in Figure 1.2.

*Table 1.2 Site description*

Item	Description
Site addresses	School address yet to be determined however, it is located within the Jerrabomberra Innovation Precinct at 300 Lanyon Drive, Jerrabomberra.
Legal description	Lot 1 in DP 1263364 (existing) Lot 2 in DP 1263364 (proposed, but not registered)
Total area	Lot 1 – 65.49 ha Lot 2 – 4.5 ha
Frontages	The site provides frontage to Environa Drive and the northern stub road, both currently under construction.
Existing use	The site is undeveloped and contains a series of small vegetation clusters scattered across the site.
Existing access	Existing access is via an informal unsealed driveway off Tomsitt Drive along the northern boundary of the existing lot. The site will be accessed via Environa Drive and a secondary access road (North Road), which is currently under construction.
Context	Land to the south is primarily residential in nature. Jerrabomberra Public School and David Madew Regional Park are located to the east/south-east, while land to the west is undeveloped and features Jerrabomberra Creek. The site is located within the South Jerrabomberra Innovation Precinct, which is currently under construction. The areas north and west of the site are currently undeveloped but the site is currently undergoing a transition from rural to business park uses. Development further north on the opposite side of Tomsitt Drive and along Edwin Land Parkway includes retail and commercial uses. Development immediately to the south includes existing low density residential development. Land in the south west has been identified for future low density residential, light industrial and business park uses.

## 1.1 Purpose of the report

This CTPMP has been prepared to address items contained within the Secretary's Environmental Assessment Requirements (SEARs). This report has been prepared to present the preliminary construction related traffic and pedestrian management arrangements associated with the construction of the development.

This report presents the considerations in relation to the construction traffic management plan, as follows:

- Section 1: Introduction and assumptions
- Section 2: A description of the existing conditions in proximity to the subject site
- Section 3: An outline of construction activities
- Section 4: Details of the Construction Traffic Management Plan outlining the management of construction vehicles, pedestrians and site contact details.

*NOTE: A Detailed CTPMP is to be developed by the engaged Contractor prior to construction commencement in consultation with governing authorities such as the local council, state road and transport authorities (where required). Such Detailed CTPMP encapsulates the principles outlined in this Preliminary CTPMP and provides detail of the implementation and includes appropriately certified Traffic Guidance Scheme(s) to inform motorists of construction activities and management of vehicles, pedestrians, and cyclists around the areas impacted by the works.*

## 1.2 Assumptions

This report is limited by the following:

- Construction information, including construction activities and staging of works have been provided by the Client.
- This CTPMP is preliminary and does not include a detailed Traffic Guidance Scheme (TGS) for the construction works. A register of the TGSs should be maintained by the engaged contractors and with signs monitored on site and recorded on the register.
- Staff numbers and heavy vehicle volumes are preliminary, given the early nature of construction planning engagement.
- No intersection or mid-block capacity assessment of construction traffic impacts was undertaken, with likely traffic volumes being within typical road network operations and have lower traffic volumes when compared to the future land use scenarios outlined in the operational Traffic Impact Assessment (TIA) prepared by GHD.
- The assessment has been undertaken based on a desktop review and the use of aerial and google street view imagery.



Figure 1.2 Aerial image of the subject site

Source: TKD Architects



The North Road cul-de-sac, which will intersect Environa Drive at a priority controlled intersection in a “seagull”<sup>1</sup> arrangement, will provide direct access to the high school’s main pedestrian entry, pick-up/drop-off facility, car park and waste collection facility.

An aerial image from 10<sup>th</sup> July 2021 (refer to Figure 1.3) shows the construction of Environa Drive and surround road to the new high school in Jerrabomberra.



**Figure 1.3 New high school in Jerrabomberra Subject Site and surrounding road network**

Source: Nearmaps modified by GHD

<sup>1</sup> In a seagull arrangement, a separate lane for vehicles turning right from the side road to enter and accelerate to through traffic speed before merging with through traffic.

## 2. Existing conditions

### 2.1 Transport networks and operations

#### 2.1.1 Road network

The key roads in proximity to the subject site are displayed in Figure 1.3Error! Reference source not found..

##### 2.1.1.1 Tomsitt Drive

Tomsitt Drive is a divided sub-arterial road with two travel lanes in either direction (refer to Figure 2.1) and an 80 km/h speed limit. Parking is not permitted on Tomsitt Drive.

An on-road bike lane, designated with logos, is provided within the shoulder on the northern side of Tomsitt Drive.



*Figure 2.1 Tomsitt Drive looking east towards subject site*

Source: Google streetview

The intersection of Tomsitt Drive and Henry Place intersect at a signalised junction, with pedestrian crossings on each leg (refer to Figure 2.2). Environa Drive, which is currently under construction, will form the southern leg of this intersection.





**Figure 2.2 Intersection of Tomsitt Drive and Henry Place**

Source: Google streetview

### **2.1.1.2 Coachwood Avenue**

Coachwood Avenue is a local road that currently operates with a single travel lane in either direction (refer to Figure 2.3). Parking is typically permitted on Coachwood Avenue. A footpath is provided on the northern side of Coachwood Avenue.



**Figure 2.3 Coachwood Avenue looking west towards subject site**

Source: Google streetview



The existing Jerrabomberra Public School has frontage to Coachwood Avenue. A school crossing is provided on Coachwood Avenue at the front of the public school.

The speed limit on Coachwood Avenue is typically 50 km/h and includes a 40 km/h School Zone (8:00 am – 9:30 am and 2:30 pm – 4:00 pm school days) at the frontage to Jerrabomberra Public School.

An indented bus stop, with a small shelter, is provided on Coachwood Avenue at the front of Jerrabomberra Public School that accommodates both public and school services.

Jerrabomberra Public School kiss and ride zone is provided on the northern side of Coachwood Avenue and is controlled by No Parking signage (8:30 am – 9:30 am and 2:30 pm – 4:00 pm school days). In order to access this zone, vehicles currently undertake a U-turn at the cul-de-sac at the end of Coachwood Avenue.

### **2.1.1.3 Jerrabomberra Parkway**

Jerrabomberra Parkway is a collector road that provides a single travel lane in either direction (see Figure 2.4). Parking is not permitted on Jerrabomberra Parkway.



*Figure 2.4 Jerrabomberra Parkway looking north from Coachwood Avenue*

Source: Google streetview

The speed limit on Jerrabomberra Parkway is typically 50 km/h, but it includes a 40 km/h School Zone (8:00 am – 9:30 am and 2:30 pm – 4:00 pm school days) in proximity to Jerrabomberra Public School.

A raised pedestrian crossing is provided on Jerrabomberra Parkway at the frontage to the Jerrabomberra Shopping Centre.

Pedestrian footpaths are provided on the eastern side of Jerrabomberra Parkway.

An informal “goat track” is located on the western side of Jerrabomberra Parkway, suggesting there is a key pedestrian desire line that is not supported by active transport infrastructure.

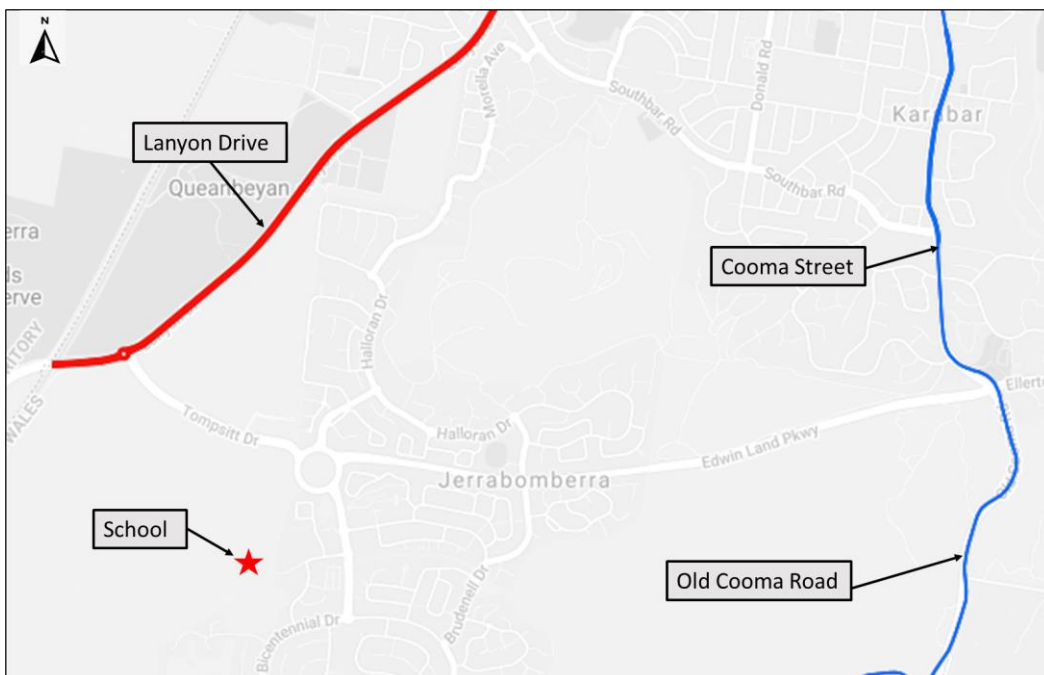
The parking controls and School Zones in proximity to the school site are displayed in Figure 2.5.



**Figure 2.5 Parking controls and School Zones**

Source: Sixmaps modified by GHD

The state and regional roads in proximity to the school subject site are displayed in Figure 2.6 with Figure 2.7 outlining the Restricted Access Vehicle (RAV) map for 19 m B-double vehicles as outline of the Transport for NSW website.



**Figure 2.6 State and Regional road network**

Source: TfNSW modified by GHD





Figure 2.7 Restricted Access Vehicle (RAV) maps – 19 m B-double

Source: <https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>

## 2.1.2 Active and public transport

### 2.1.2.1 Active transport

As described previously:

- An on-road bicycle path is provided on the northern side of Tomsitt Drive.
- Footpaths are provided on the northern side of Coachwood Avenue.
- Footpaths are provided on the eastern side of Jerrabomberra Parkway.

In addition to the above:

- Signalised pedestrian crossings are provided at the intersection of Tomsitt Drive and Henry Place.
- School crossings are provided at the frontage to Jerrabomberra Public School on Coachwood Avenue and Firethorn Place.
- A raised pedestrian crossing is provided on Jerrabomberra Parkway, north of Coachwood Avenue.

At the end of Coachwood Avenue, a pedestrian path, with a width of approximately 1.2 metres is provided that runs along the southern boundary of the school site, past David Madew Oval.

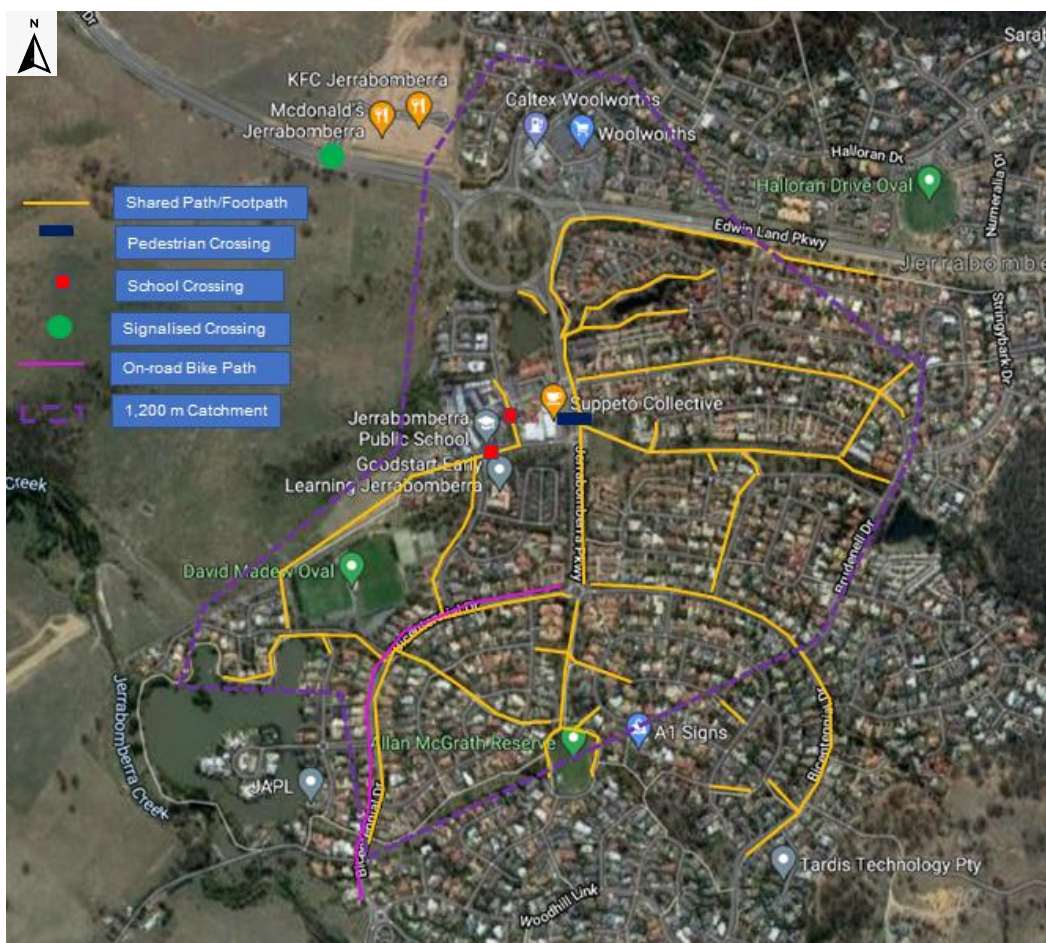
The active transport infrastructure in proximity to the school site is displayed in Figure 2.8.



**Figure 2.8 Active transport infrastructure within proximity of the school**

Source: Google Maps modified by GHD

The active transport infrastructure within the school's walking catchment is displayed in Figure 2.9.



**Figure 2.9 Jerrabomberra active transport infrastructure**

Source: Google Maps modified by GHD

### 2.1.2.2 Public Transport

Three public bus services currently operate from the Bus Zone at the front of the Jerrabomberra Public School on Coachwood Avenue, as summarised in Table 2.1.

Table 2.1 Current Bus Services

Route	Direction	Route name	AM	PM
835	Loop	Queanbeyan Interchange to Jerrabomberra (Loop) via Letchworth	2	1
836	Loop	Queanbeyan Interchange to Jerrabomberra Heights (Loop) via Karabar & North Terrace	2	2
835/836	Loop	Queanbeyan to Jerrabomberra (Loop) via Queanbeyan West	1	1

## 3. Construction outline

The new high school in Jerrabomberra is expected to commence operation on day one, term one in 2023.

Traffic generated by construction activities for the project would include heavy vehicles associated with the construction plant, deliveries and removal of materials along with light vehicles from construction workers.

### 3.1.1 Heavy vehicles

Preliminary estimates of the heavy vehicle activity associated with the construction of the new high school in Jerrabomberra is as follows:

- Cranes – likely to be required during the construction of the superstructure, approximately three cranes per week for a period of two months.
- Truck and dog trailer – likely to be required for the duration of the civil works, approximately four to six movements per day (inbound and outbound) for a period of two months.
- Material deliveries – likely to be multiple deliveries per day, in vehicles ranging from utes to pantechs.
- Waste – likely to be one movement every second day.

### 3.1.2 Light vehicles

It is expected that there will be a maximum workforce of approximately 150 workers.

The majority of workers are expected to reside in the nearby population centres of Queanbeyan and Canberra, offering opportunities for carpooling. For the purpose of analysis, it is assumed that there will be an occupancy rate of 1.5 workers per vehicle.

Application of this car driver rate to the assumed workforce yields a typical traffic generation in the order of 100 light vehicles per day, which are anticipated to access the subject site in the morning and depart the subject site in the afternoon/evening.

### 3.1.3 Oversize vehicles

Section 4.2 outlines the proposed access routes for heavy vehicles, typically up to 19 m semi trailer.

A review of the suitability of the use of the local road network for larger vehicles should be undertaken independently by the Contractor and may require specific traffic control (i.e. vehicle escort) if such larger vehicles are required.

At this stage of the project, details of the oversized vehicles required to transport equipment or plant to the site are not available. However, should oversize vehicles be required (i.e. lifts and pre-cast structures, crane erection), the

Contractor will be required to apply for permits from Transport for NSW and Council, with the submission of suitable traffic management and transportation routes to be agreed, subject to the required size of the vehicle.

Oversize vehicle routes are to be carried out where possible on designated heavy vehicle routes or routes approved by Transport for NSW. Additionally, oversized traffic movements should be carried out, where possible, outside peak road network periods, thereby minimising the impacts on the road network.

### 3.1.4 Construction traffic impacts

The number of construction vehicles to access the site will need to be confirmed by the Contractor during the detailed construction planning stage. However, it is assumed that construction traffic volumes will be within typical daily traffic fluctuations <sup>2</sup>and will not adversely alter the operation of the existing road network condition. Furthermore, it is estimated construction active will be less than the future operational activity of the developed site.

Notwithstanding the above, the Contractor should encourage carpooling for workers and maintain deliveries at staggered intervals and outside road network periods and incorporated them in the Construction Traffic Management Plan.

## 3.2 Construction compound

Information provided by Hindmarsh for the construction compound indicates that:

- A chain mesh fence will be constructed around the compound with shade clothes providing a visual, physical and dust control barrier.
- The site gates at the construction compound will be provided:
  - Gate 1 on North Road will be allocated as the main site access/egress for staff/visitors and an entry only for construction vehicles.
  - Gate 2 on North Road will be for the egress of construction vehicles.
  - Gate 3 from Environa Drive will provide an additional access and egress for construction vehicles.
- Site gates will be managed by authorised traffic controllers to assist in the safe access and egress of vehicles associated with the construction activity and other vehicles, pedestrians and cyclist on the adjoining public road network.
- Site signage installed adjacent to all site gates providing site information to the general public.

---

<sup>2</sup> Based on the current morning and afternoon peak hour vehicle volumes at the intersection of Tomsitt Drive and Henry Place (2,300 - 2,400 veh/h), the construction vehicle activity is expected to result in an increase of (approximately) four percent) compared to the current situation.



## **4. Preliminary Construction Traffic and Pedestrian Management Plan**

### **4.1 Objectives**

The Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) aims to facilitate the safety of all workers and road users within the vicinity of the construction site. The following outlines the primary objectives:

- To minimise the impact of the construction vehicle traffic on the operation of the adjoining road network.
- To facilitate the continuous, safe and efficient movement of traffic for both the general public and construction workers.
- Identify appropriate advance warning signs to inform users of the changed traffic conditions.
- To facilitate the establishment of a safe pedestrian environment in the vicinity of the site.
- To provide a description of the types of vehicles and estimated vehicle volumes during each stage of construction.
- To provide information regarding the access arrangement and a description of the routes for vehicles accessing and egressing the construction site.

### **4.2 Construction vehicle access route**

It is expected that the majority of heavy vehicles and workers will access/egress the subject site to and from the nearby population/commercial centres of Queanbeyan and Canberra.

Access and egress to the construction compound, including delivery and worker vehicles, will be provided via Envirova Drive and North Road.

In determining haulage routes:

- All heavy vehicles will access the site from the north via the signalised intersection of Tomsitt Drive and Envirova Drive. It is noted that Tomsitt Drive between Lanyon Drive and Jerrabomberra Parkway is authorised by Transport for NSW to accommodate vehicles up to the size of 19 metre B-doubles as outline in the RAV map (refer to Figure 2.7).
- Vehicle activity on the township's collector and local road network will be minimized..

As part of an induction truck drivers will be informed of the designated haulage routes to and from the construction compound.

As part of an induction (refer to Section 4.18) truck drivers will be informed of the designated haulage routes to and from the construction compound.

### **4.3 Construction works timing**

The construction works at the new high school in Jerrabomberra will be scheduled to occur during these standard hours.

- Weekdays 7:00 am – 6:00 pm.
- Saturdays 8:00 am – 5:00 pm.
- Sundays and public holidays, no work.

Additionally, where possible, deliveries will be scheduled to occur outside of the periods of 8:00 am – 9:30 am and 2:30 pm – 4:00 pm to minimise potential impacts with vehicle activity at the adjoining Jerrabomberra Primary School.

## 4.4 Construction parking

### 1.2.1 Heavy vehicles

Heavy vehicle activity, i.e. deliveries and waste collection, will occur within the construction compound.

Heavy vehicle arrivals will be coordinated to avoid queuing of vehicles outside the site as queuing of vehicles is not permitted on the public road network or in a position that will cause obstruction or safety issues to vehicles (or occupants), pedestrians or cyclists.

Vehicles are not to double park or queue to impact traffic and pedestrian thoroughfare and property access.

### 1.2.2 Light vehicles

As stated previously, up to 100 light vehicles are expected to access the construction compound.

Short term parking can be made available for workers and deliveries on North Road cul-da-sac with application of a Works Zone with Council by the building contractor, prior to construction commencement. Longer term parking should be made available within the construction site boundary or within the David Madew Park car parking area in consultation with Council.

## 4.5 Traffic management

Public access to the site is expected to be maintained on the surrounding road network with the exception of North Road cul-de-sac. The contractor will be responsible for application to Council for the road closure. It is noted that North Road does not provide access to any other properties, other than the construction site.

Vehicles will be permitted to travel past the worksite on Enviro Drive, with traffic signage in accordance with a TGS to be developed in accordance with Transport for NSW *Traffic Control at Works Sites Technical Manual* (Version 6, 2020) and AS1742.3 – *Traffic Control for Works on Roads*. This will advise motorists of changes in the road network or vehicle movements to/from the site, including any “truck turning” activity.

The TGS will need to be developed by the construction contractor as part of the detailed CTPMP prior to commencing construction activity on the site. The Contractor will ensure all signage is erected in accordance with the TGS and clearly visible. Each evening, upon completion of work, the Contractor will ensure signage is either covered or removed should such be required.

## 4.6 Pedestrian and bicycle management

Site access will be restricted to authorised personnel only.

It is anticipated that the pedestrian, and to a lesser extent, cyclist activity, within the public areas surrounding the site will be low due to the site's vicinity to generally a rural area along Enviro Drive. East of the site, the area is residential including the local primary school which will increase pedestrian and bicycle activity.

Potential interactions between construction traffic and pedestrians and bicycle riders include:

- Impact to pedestrian and bicycle rider movements due to the movement of material, traffic diversions and the location of crane/s during construction, anticipated to be low along Enviro Drive.
- Increased vehicle movements may reduce safety.
- Site access and egress location crossing pedestrian footpath areas, anticipated to be low along Enviro Drive.

Traffic controllers will monitor the site during construction deliveries entering and exiting from the site at each of the access/egress gates to ensure that people in the vicinity of the site are protected from heavy vehicles movements into and out of the construction compound.

The detailed CTPMP incorporating the TGS will need to be developed by the construction contractor will need to consider the safe access for pedestrians and cyclists, which may include minor local diversion to alternate

pedestrian and cycle facilities to avoid the construction works areas. Pedestrian and cyclists path of travel is to be free of trip hazards and debris to minimise the risk of injuries and will be monitored throughout the works

## **4.7 Impacts on public transport**

No changes to existing bus operations are required to facilitate construction works. The bus stop located on Coachwood Avenue will remain operational at all times. Pedestrian access to this bus stop will also be maintained.

## **4.8 Access to adjoining properties**

Access to all adjoining properties and lots will be maintained for the duration of works.

## **4.9 Road closures**

Prior to construction, the building contractor may apply to Council for the closure of North Road cul-de-sac. This road network does not provide access to any properties, with the exception of the construction site. As such should such closure occur, there will be no diversions required to maintain access to other surrounding properties.

## **4.10 Works zones**

Application for a Works Zone may be applied to Council by the building contractor, on North Road cul-de-sac to assist in short term parking and deliveries to the construction site. North Road is cul-de-sac with no access to other properties. Vehicle movement along North Road during the construction of the school would only consist of vehicles associated with construction.

## **4.11 Roadwork speed zone**

Temporary roadwork speed limits are one of many traffic controls that can be implemented to manage the speed of traffic approaching and passing through a work site. However, they can, over long distances, have a significant impact on road user delay.

The proposed works are anticipated to be contained within the boundary of the site with vehicle access from the future Environs Drive. It is not anticipated that Roadwork Speed Zones will be required. However, should the proposed works include road work activities, the Roadwork Speed Zone may be reviewed in accordance with the Transport for NSW Traffic Control at Worksite Technical Manual to assist in the safety in proximity to the road work activities.

Should a Roadwork Speed Zone be required, an application is to be submitted to Transport for NSW for approval, with notifications given to Council and the local police.

The Roadwork Speed Zone is not to be implemented without prior approvals. Inspections and records of implementation of the Roadwork Speed Zone is to be maintained in accordance with Transport for NSW Traffic Control at Worksite Technical Manual and Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads).

Roadwork Speed Zone signs (R4-212 and T4-216) are to be covered during periods of non-work activities.

## **4.12 Site cranes**

It is anticipated that a site crane will need to be erected on site as part of the construction of the new high school in Jerrabomberra. The crane is to be erected within the site and outside road network and adjoining primary school peak periods. The Contractor is responsible for obtaining necessary approvals for the delivery and erection of the site crane.

## **4.13 Storage of materials**

All construction storage containment will occur within the construction compound located within the site.

## **4.14 Method of communicating traffic changes**

### **4.14.1 Advance notification of works**

Prior to the commencement of works on site, the Contractor is to inform neighbouring properties of construction works, impacts and site contact information as per the Community Liaison Plan (to be developed prior to construction). Notification can be provided by various means including, but not limited to:

- Letterbox distribution
- Local newspaper
- Council website.

The Contractor will engage with the primary school leadership, so they can keep parents informed of the and impacts associated with the construction of the high school.

### **4.14.2 On road communication**

Traffic Guidance Schemes (TGS) are to be developed in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and Transport for NSW Traffic Control at Worksites Technical Manual to identify appropriate signage (and location) to advise motorists of upcoming changes in the road network.

Such plans are being provided by other engaged services or are to be developed by the approved Contractor prior to construction.

Sign size should be a minimum size “A” which is suitable for traffic speeds up to 90 km/h (sign location up to 8 m offset from the traffic lane) or 110 km/h (sign location up to 4.5 m offset from the traffic lane).

The use of Variable Message Signs (VMS) provides benefits to the local community and visitors to convey messages of upcoming impacts to the road network as the result of construction activity. VMS (if required) should be installed in locations and used in accordance with relevant guidelines with the necessary approvals from governing authorities.

## **4.15 Environmental controls**

Notwithstanding the environmental requirements specified in other project documents, the following environmental requirements are to be adhered to:

- All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or debris depositing onto the roadway during travel to and from the site, including but not limited to construction rumble strips/wheels wash at the site egress locations.
- The lead contractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles, to maintain the safety of all road users.
- Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration.
- No tracked vehicles will be permitted on paved roads.
- Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.
- All subcontractors must be inducted by the lead Contractor to encourage that all the relevant procedures are met.

## **4.16 Occupational health and safety**

Any workers required to undertake works or traffic control shall be suitably trained and hold the required accreditation to carry out works on site and will also be site inducted. All traffic control personnel will be required to hold Transport for NSW accreditation in accordance with the Transport for NSW Traffic Control at Worksites Technical Manual.

## **4.17 Certificates and approvals**

Approval is to be obtained from Transport for NSW, Council and other relevant authorities as required. Approvals that may need to be obtained for items such as but not limited to:

- Council Road opening permits
- Road occupancy approvals/licences
- Hoarding / fencing approvals
- Crane and barricades
- Oversize Vehicle use on local and state roads

## **4.18 Staff induction**

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will outline the requirements on the CTPMP, including site access routes, environmental and occupational health and safety responsibilities, emergency procedures, potential carpooling opportunities, etc. Additionally, the Site Manager will discuss CTPMP requirements regularly as a part of toolbox talks.

## **4.19 Contact of emergency services**

In the event of an emergency related construction traffic incident on the public road network, it will be the responsibility of the Site Manager to ensure that emergency services are notified. The emergency services include but are not limited to:

- Fire
- Ambulance
- Police.

Phone “000” in cases of emergency.

If required, emergency services vehicles will access the car park or park on the roads adjacent to the subject site.

Furthermore, it is the responsibility of the Site Manager to advise the emergency services of any restriction of vehicular access to the public and private areas (1) one week prior to its implementation.

## 5. Conclusion

This Preliminary Construction Traffic Management Plan has been prepared for the new high school in Jerrabomberra outlining the management of construction vehicles, pedestrians and site contact details to assist in guiding future contractors in the overarching principles for the construction traffic management for the project.

A Detailed CTPMP is to be developed by the engaged Contractor prior to construction commencement in consultation with governing authorities such as the local council, state road and transport authorities (where required).

It is expected that construction works will occur in a safe and efficient manner in accordance with the criteria identified in this report.

The following list summarises the measures that will be in place prior to the commencement of and during the execution of the construction period.

1. Key stakeholders, including operators of adjacent land uses (including the primary school), will be notified of any changed traffic management arrangements prior to the commencement of works and be provided updates throughout the construction period.
2. Construction works will typically occur within the standard hours detailed by the NSW EPA.
3. Deliveries will be during work hours and staged so as no delivery vehicles are causing large traffic disruption around the site or at the primary school.
4. Truck drivers will be directed to follow the predetermined haulage routes (via Tompsitt Drive and Environa Drive) to provide direct access to the site and minimise the impact on the local road network.
5. Traffic controllers will be located at the construction compound's three access/egress gates to assist in the safety of the site and public vehicles, pedestrians and cyclists.
6. TGS will be developed in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and TfNSW Traffic Control at Worksites Technical Manual. It will identify appropriate signage (and location) to advise motorists of upcoming changes in the road network.
7. Pedestrian access will be maintained for the bus stop on Coachwood Avenue.
8. Suitable staff induction methods and environmental controls will be implemented prior to the commencement of construction works.









[ghd.com](http://ghd.com)

→ **The Power of Commitment**