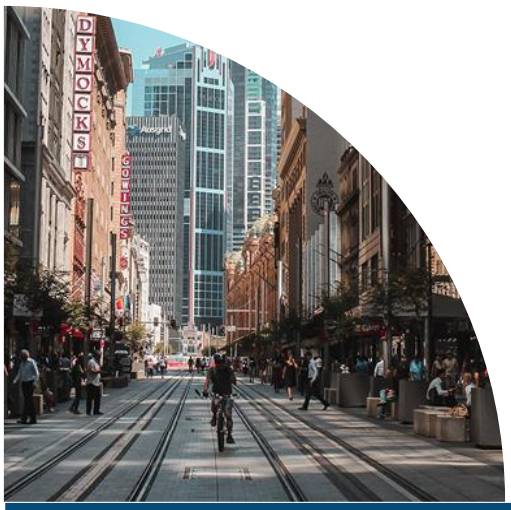

Crossley Transport Planning
Level 11, 338 Pitt Street
SYDNEY NSW 2000
Australia
www.crossleytp.com.au

Construction Traffic and Pedestrian Management Plan

Dundas Public School Upgrade

85 Kissing Point Rd
Dundas NSW 2117

Quality Assurance

Project Details

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Crossley have based this Report on information received or obtained on the basis that such information is accurate and complete. The information contained in this Report has not been subject to an audit.

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1 Introduction

1.1 Overview

This Construction Traffic and Pedestrian Management Plan (CTPMP) has been prepared to support a Review of Environmental Factors (REF) for the Department of Education (DoE) for the upgrade of the Dundas Public School (the activity). The purpose of the REF is to assess the potential environmental impacts of the activity prescribed by State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP) as "development permitted without consent" on land carried out by or on behalf of a public authority under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The activity is to be undertaken pursuant to Chapter 3, Part 3.4, Section 3.37 of the T&I SEPP and in consideration of the stakeholder and community participation plan.

The proposed activity is for upgrades to the existing DPS at 85 Kissing Point Road, Dundas NSW 2117 (the site).

The purpose of this report, the Construction Traffic and Pedestrian Management Plan (CTPMP) is to provide guidance on how vehicular, cyclist and pedestrian movements will be managed during construction works to ensure a safe road environment and minimise impacts on the surrounding road network whilst maintaining access for all road users and the local community.

Specifically, this document aims to:

- Provide a safe environment for vehicular, pedestrian and cyclist movements at all times during construction
- Maintain access for the local community to/from adjacent properties
- Manage access to/from adjacent properties if necessary
- Manage construction vehicle activity and general traffic around the work site
- Minimise the construction impacts to all surrounding road users
- Carry out construction activity in accordance with the approved work hours.

The details, specifications and strategies outlined herein are based on preliminary information and are subject to change. The project has not yet been issued for construction tender, and as such, elements of the plan including scheduling, resource allocation and other items may be modified during the detailed design and tendering stages. CrossleyTP disclaim responsibility for any reliance placed on this preliminary document for purposes beyond its intended use.

1.2 Proposed Activity Description

The proposed construction activity involves upgrades to the existing DPS, including the following:

- Creation of 6 new teaching spaces and 2 learning commons in a single-story building
- Installation of covered walkways connecting the new building to the existing school network
- Landscaping and external works around the new building and eastern entry
- Upgrades to site infrastructure and services to support the new building.

2 Existing Conditions

2.1 Site Location

DPS is located at 85 Kissing Point Road, Dundas. The school site is bound by Kissing Point Road to the north and Calder Road to the south. Kenworthy Street is located parallel to the site to the east as is Saint Andrews Street to the west. The site has an area of 1.99 ha and comprises 1 allotment legally known as Lot 3 DP 610.

The site currently comprises an existing co-education primary (K-6) public school with 9 permanent buildings, 6 demountable structures (1 demountable includes 2 classrooms), interconnected covered walkways, play areas, on-grade parking, sports court and green spaces with mature trees.

Majority of the buildings are 1 storey with only one 2-storey building being Building A (Admin/staff hub and amenities building). Buildings are clustered to the north of the site, with the southern part comprising of a large play area/informal sports oval and a sports court.

Figure 1 Dundas Public School site boundary

2.2 Road Network

2.2.1 State Roads

Kissing Point Road is designated as a state road and it located on the northern side of the school. It consists of 3 lanes in each direction and is a key public transport corridor. The road has a speed limit of 60km/h, with a reduction to 40km/h during designated school zone periods.

2.2.2 Local Roads

Calder Road is designated as a local road and is the main access route to Dundas Public School. It is located to the southern side of the school. It consists of 1 lane in each direction. The road has a speed limit of 50km/h, with a reduction to 40km/h during designated school zone periods. Parking is permitted on this road except for the No Stopping zones directly adjacent to the school. There is a pedestrian crossing to the southeast corner of the school.

St Andrews Street is designated as a local road and is one of the two secondary access routes to Dundas Public School. It is located to the west of the school and runs perpendicular to Calder Road. It consists of 1 lane in each direction into a cul-de-sac. The road has a speed limit of 50km/h, with a reduction to 40km/h during designated school zone periods. Parking is permitted on the western side of the street only.

Kenworthy Street is designated as a local road and is one of the two secondary access routes to Dundas Public School. It is located to the east of the school and runs perpendicular to Calder Road. It consists of 1 lane in each direction into a cul-de-sac. The road has a speed limit of 50km/h, with a reduction to 40km/h during designated school zone periods. Parking is permitted on the western side of the street outside of designated school zone periods with parking permitted on the eastern side.

Adeline Street is designated as a local road. It is located to the southwest of the school and runs perpendicular to Calder Road. It consists of 1 lane in each direction into a cul-de-sac. The road has a speed limit of 50km/h. Parking is permitted on this street.

Joseph Street is designated as a local road. It is located to the south of the school and runs perpendicular to Calder Road. It consists of 1 lane in each direction into a cul-de-sac. The road has a speed limit of 50km/h. Parking is permitted on this street.

Yeramba Place is designated as a local road. It is located to the southeast of the school and runs perpendicular to Calder Road. It consists of 1 lane in each direction into a cul-de-sac. The road has a speed limit of 50km/h. Parking is permitted on this street.

Chudleigh Street is designated as a local road. It is located to the southeast of the school and runs parallel to Calder Road. It consists of 1 lane in each direction. The road has a speed limit of 50km/h. Parking is permitted on this street.

Elder Road is designated as a local road. It is located to the east of the school and runs perpendicular to Calder Road connecting through to Kissing Point Road. It consists of 1 lane in each direction. The road has a speed limit of 50km/h. Parking is permitted on the eastern side of the street only

Arrunga Street is designated as a local road. It is located to the east of the school and runs parallel to Calder Road. It consists of 1 lane in each direction into a cul-de-sac. The road has a speed limit of 50km/h. Parking is permitted on this street.

2.2.3 Summary of Road Network

Table 1 summarises the surrounding road network as defined by the NSW Road Classification Review (2004) and is displayed in Figure 2.

Table 1 Summary of Surrounding Road Network

Road Name	Classification	Speed Limit	Road Configuration
Kissing Point Road	State	60km/h 40km/h school zone	3 lanes in each direction
Calder Road	Local	50km/h 40km/h school zone	1 lane each direction
St Andrews Street	Local	50km/h 40km/h school zone	1 lane each direction
Kenworthy Street	Local	50km/h 40km/h school zone	1 lane each direction
Adeline Street	Local	50km/h	1 lane each direction
Joseph Street	Local	50km/h	1 lane each direction
Yeramba Place	Local	50km/h	1 lane each direction
Chudleigh Street	Local	50km/h	1 lane each direction
Elder Road	Local	50km/h	1 lane each direction
Arrunga Street	Local	50km/h	1 lane each direction

Figure 2 Road network hierarchy surrounding Dundas Public School

2.3 Public Transport

A range of public transport options are available for people travelling to and from Dundas Public School, including light rail and bus services. These options present accessible, convenient and sustainable alternatives to private vehicle usage.

Figure 3 presents an overview of the public transport network within vicinity of the school.

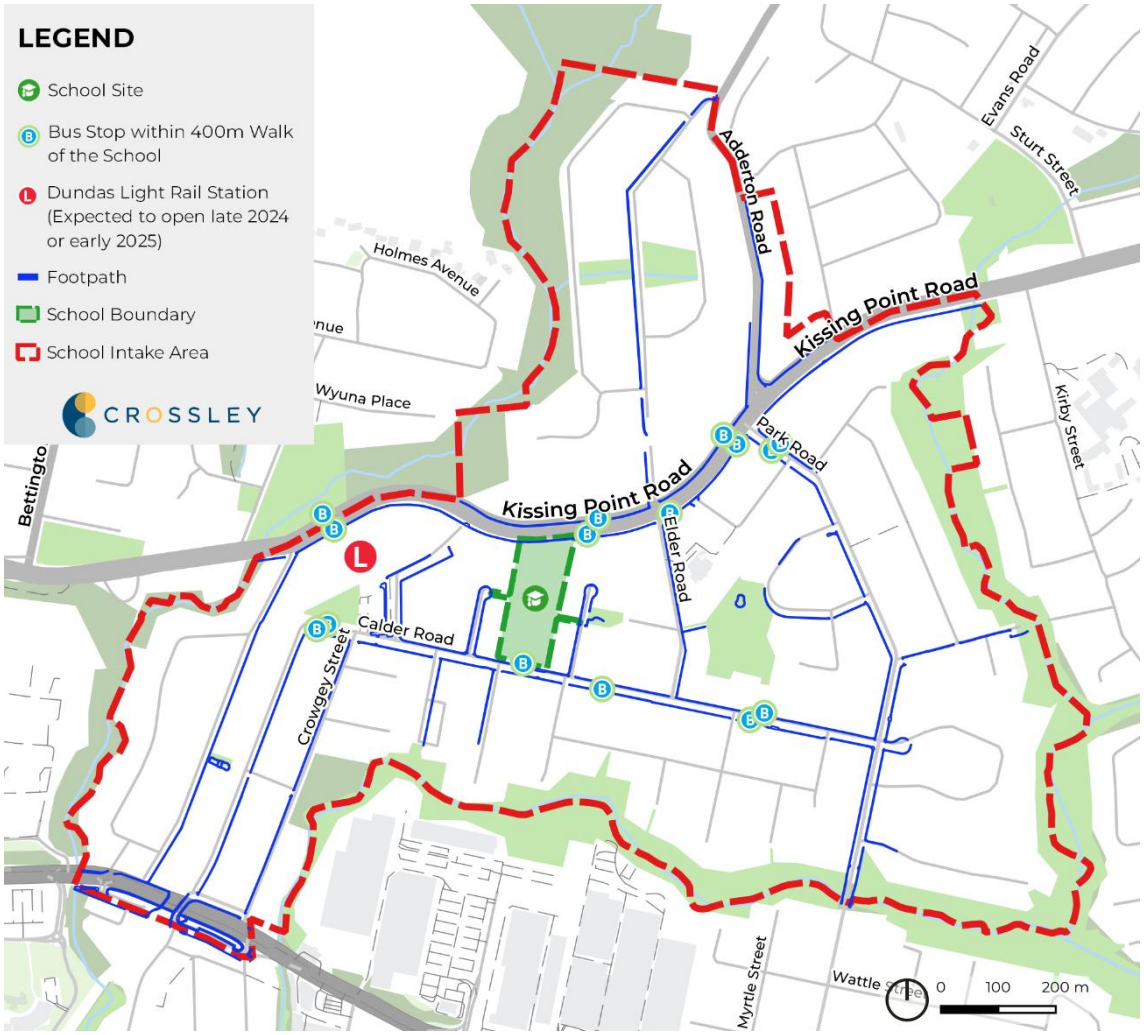


Figure 3 Public transport network in vicinity of Dundas Public School.

1.1.1 Light Rail

The Parramatta Light Rail Stage 1 was recently opened to the public in December 2024 and includes a stop at the new Dundas Light Rail Station. The station is located approximately 600 metres west of the school and is utilised by school students travelling to and from school, as well as by local residents.

1.1.2 Bus

There are 7 bus stops located within 400 metres of the school entry gates, primarily concentrated along Kissing Point Road and Calder Road. These bus stops facilitate services for 3 public bus routes and 7 school bus services which bring students to school in the morning and afternoon.

Table 2 outlines all the existing bus routes to Dundas Public School.

Table 2 Existing bus routes to Dundas Public School

Route	Type	Destinations	Frequency During Weekday (AM)	Frequency During Weekday (PM)	Aligns with School Travel? (8:40-9:10 & 15:10-15:30)
535	Public Bus	Parramatta to Carlingford	Every 10-15 minutes	Every 20 minutes	Yes
521	Public Bus	Eastwood to Parramatta via Park Rd	Every hour	Every 30 minutes	Yes
545	Public Bus	Macquarie Park to Parramatta Via Eastwood and Telopea	Every 5-10 minutes	Every 3-10 minutes	Yes
602w	School Bus	St. Patricks, Dundas to Parramatta Station	-	Once at 2:40PM on Thursday and 3:20PM all other days	Yes
605w	School Bus	Westfield, North Rocks to St. Patricks, Dundas	Once at 7:44AM	-	Yes
606w	School Bus	Baker and Pennant Hills Rd to St. Patricks, Dundas	Once at 8:00AM	-	Yes
607w	School Bus	St. Patricks, Dundas to Westfield, North Rocks	-	Once at 2:40PM on Thursday, at 3:30PM and 3:32PM all other days	Yes
608w	School Bus	Parramatta Station to St. Patricks, Dundas	Once at 7:49AM	-	Yes
611w	School Bus	Macarthur GHS to Stewart St and Kissing Pt Rd, Dundas	-	Once 3:29PM	Yes
617w	School Bus	Cumberland High School to Calder Rd and Dudley St, Rydalmere	-	At 3:05PM and 3:10PM	Yes

2.4 Active Transport

2.4.1 Walking

Dundas Public School is well integrated into the local pedestrian network, with the majority of surrounding roads featuring footpaths on both sides. This infrastructure facilitates safe and convenient walking access for children commuting to school.

Generally, most people are willing to walk for distances up to 1.2 kilometres to reach their destination which corresponds to approximately a 15-minute journey.

The entirety of the school's intake area is within a 15-minute walk of the school site. Figure 4 visualises the footpath network overlayed over the school intake area and various walking catchments relative to the school site.

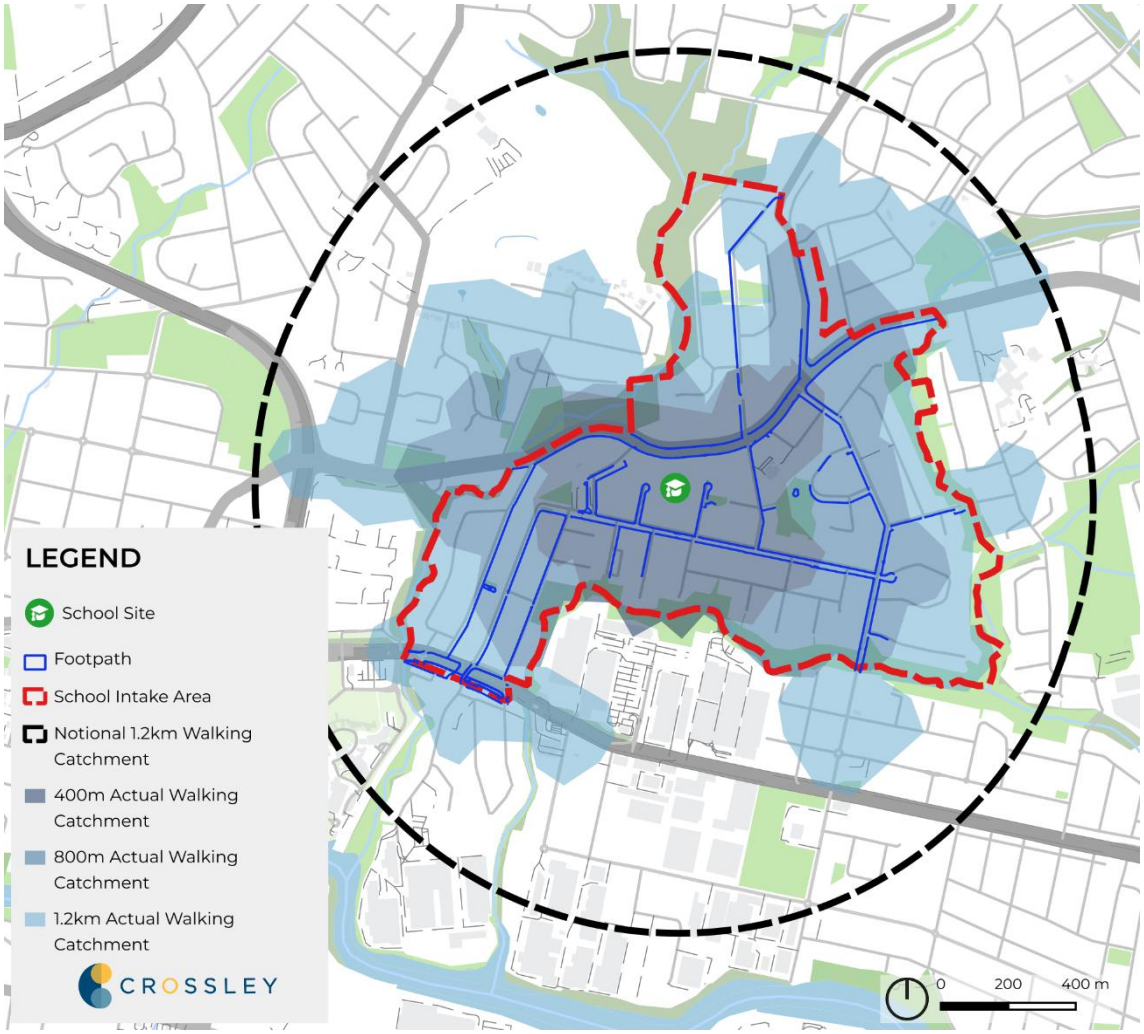


Figure 4 Footpath network and walking catchments within the school intake area

A notional walking catchment defines the maximum service area accessible by foot through a straight-line (crow-flies) analysis, whereas the actual walking catchment represents the maximum area accessible via the existing pedestrian network.

The minimal discrepancy between the notional and actual walking catchments in the east-west axis suggests that the pedestrian network is well-developed and highly permeable. Meanwhile, the large difference between catchment coverage in the north-south axis suggests permeability is low.

Key walking routes have been identified based on the cardinal distribution of student clusters relative to the school. These routes include:

- East: Dora Crescent and Park Road, using parks such as Williams Reserve and Arrunga Street Reserve as thoroughfares.
- West: Andersen Avenue and Station Street, incorporating pedestrian walkways near Dundas Light Rail Station
- South: Calder Road
- North: Leamington Road.

These routes represent the most direct walking connections to the school and are visualised in Figure 5.

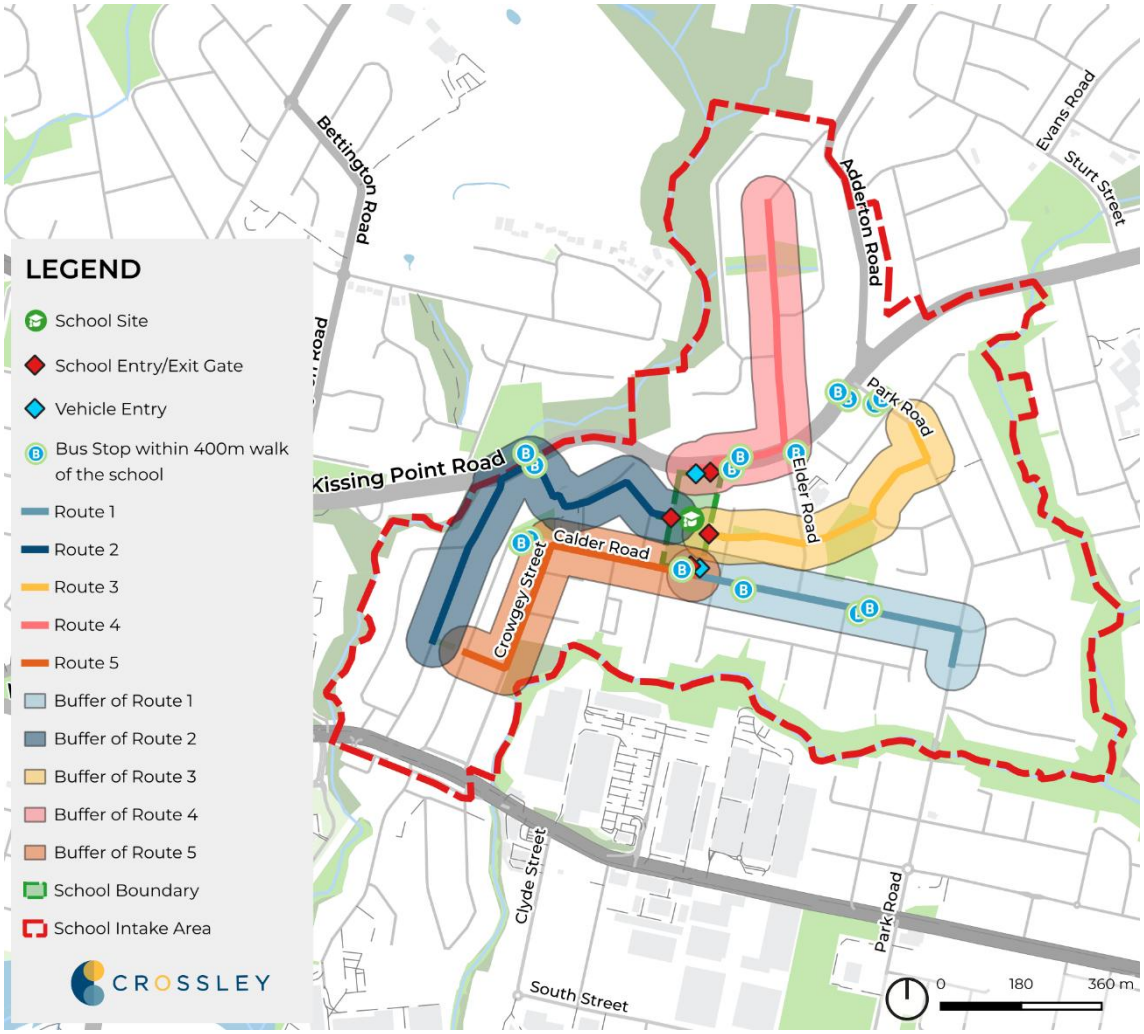


Figure 5: Key routes to and from student cluster locations to Dundas Public School

The Calder Road route serves dual purposes and is also utilised by the wider community to access Dundas Light Rail Station.

Crossing facilities are essential for ensuring comfortable and safe pedestrian journeys. Figure 6 provides a visual representation of all crossing facilities around the school site.

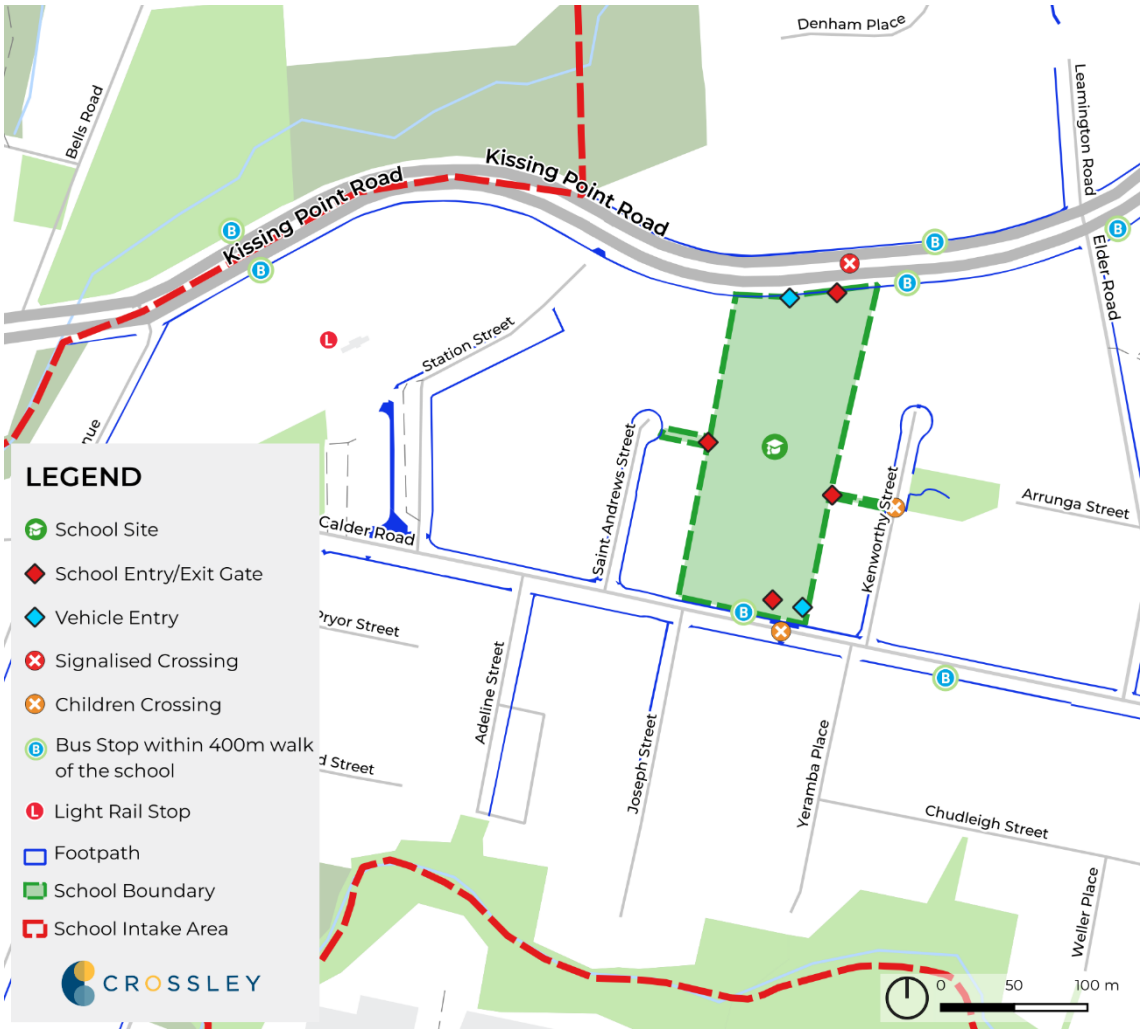


Figure 6: Crossing facilities around the school site

Pedestrian crossing facilities located in the immediate vicinity of the site along the key walking routes include:

- Children's crossings: Located on Kenworthy Street and Calder Road, these crossings are supervised by school crossing supervisors during the morning and afternoon school periods to ensure student safety.
- Signalised intersection: Positioned at Kissing Point Road, this intersection provides a safe location and dedicated time that is separate from vehicles for students travelling southbound across the road

2.4.2 Cycling

Cyclists can travel a much greater distance than pedestrians and are typically on bike for distances up to 4 kilometres to reach their destinations which corresponds to approximately a 15-minute bike ride. This catchment would cover the entirety of the school intake area.

Figure 7 visualises the existing cycleway network sourced from Transport for NSW's Infrastructure Cycleway Data.

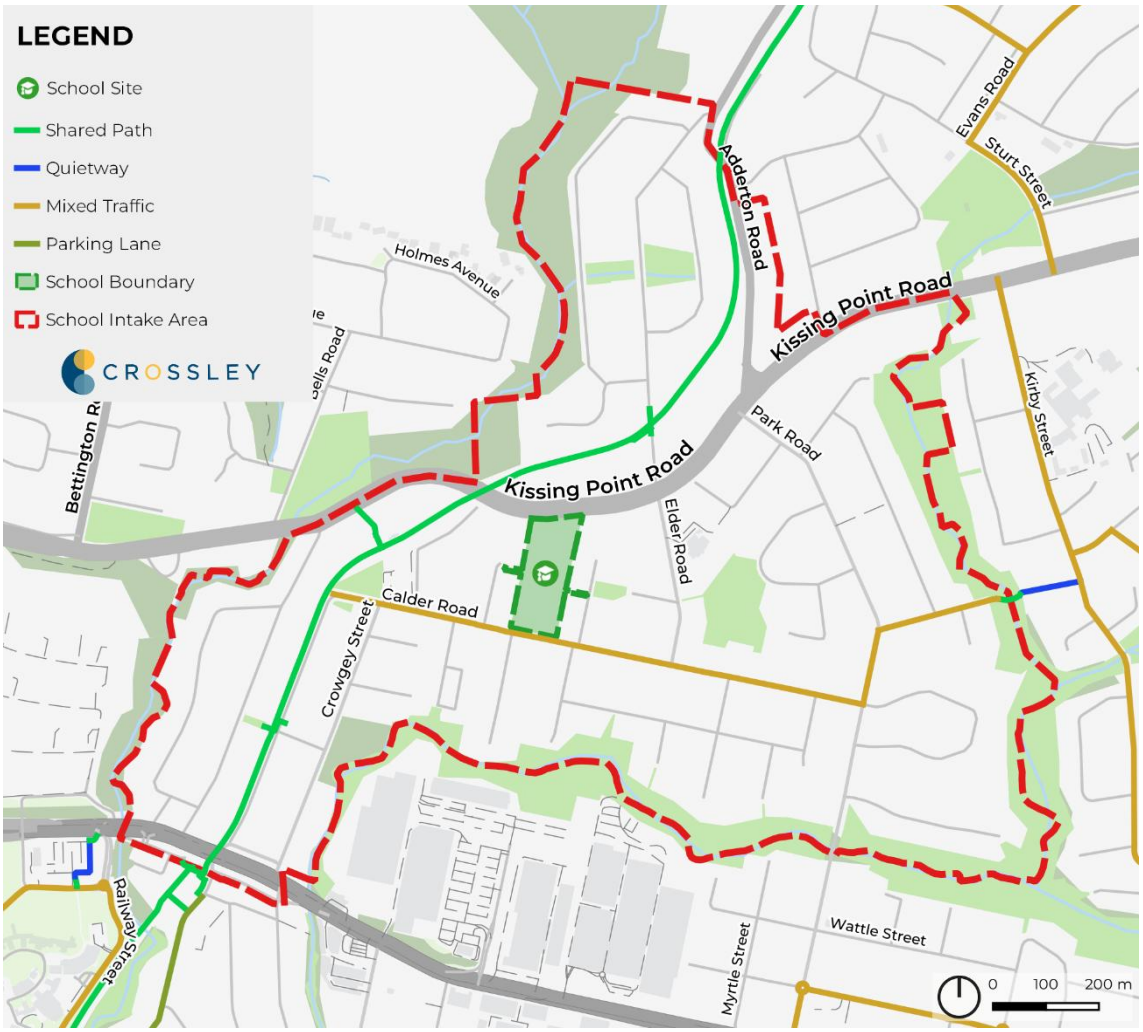


Figure 7 Cycleway network map around school site

2.5 Parking

At-grade parking is located along the southern end of the eastern boundary of the school, providing 17 marked spaces.

On-street parking is generally permitted on surrounding streets.

2.6 Kiss and Drop

Parents and guardians use the Kiss and Drop areas along Calder Road, St Andrews Street and Kenworthy Street for student pick-up and drop-offs.

3 Proposed Construction Activities

3.1 Proposed Construction Activity

The proposed construction activity involves upgrades to the existing DPS, including the following:

- Creation of 6 new teaching spaces and 2 learning commons in a single-story building
- Installation of covered walkways connecting the new building to the existing school network
- Landscaping and external works around the new building and eastern entry
- Upgrades to site infrastructure and services to support the new building.

The intent of the activity is to increase the number of permanent teaching spaces (PTS) from 9 to 15 and students from 331 to 345.

Figure 8 below show the scope of works for the proposed activity.

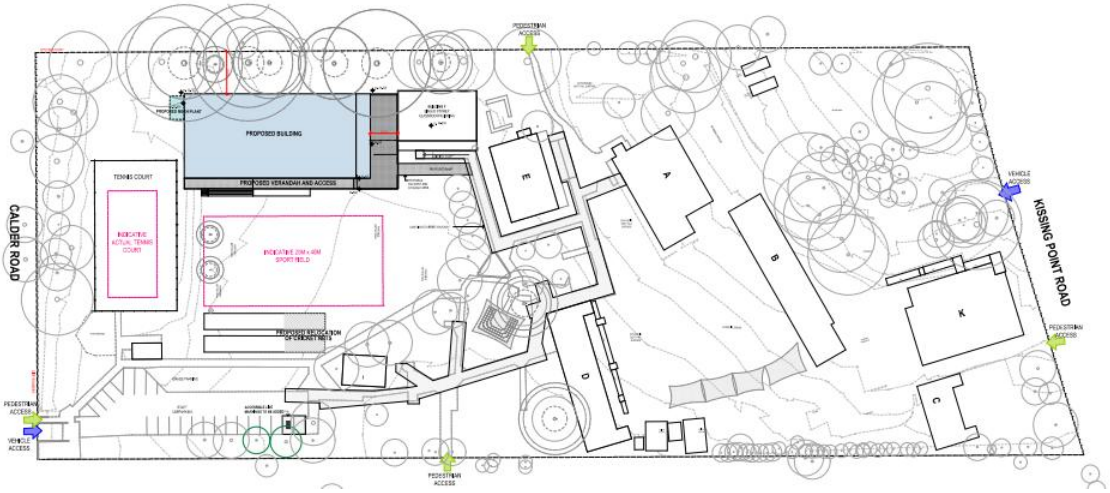


Figure 8 Proposed Scope of Works (Source: Fulton Trotter Architects, Proposed Site Plan (Rev P5))

3.2 Site Layout and Access

The site fronts Calder Road to the south, which is classified as a local road. A staff car park is located along the southern end of the eastern boundary with the sole entrance on Calder Road.

Swept path analysis has been completed for medium rigid vehicles (MRV) and heavy rigid vehicles (HRV) accessing and egressing the site and manoeuvring within the proposed work zone.

It should be noted that for both MRV and HRV will require adjustments to site access while light vehicles will have no impact to the site access.

It should also be noted that the pedestrian access gate adjacent to the vehicle access will need to be temporarily closed during construction activities to reduce the risk of student collisions.

3.3 Construction Staging

The construction program will be confirmed once the contractor has been awarded. However, construction activities are anticipated to commence in August 2025 and conclude July 2026.

The works will be completed in one stage.

3.4 Site Work Hours

The construction works will be carried out in accordance with City of Parramatta Council's DCP which stipulates the standard hours of site operation and is summarised in Table 3.

Table 3: Hours of operation

Day of Week	Hours of Operations
Monday – Friday	7:00am to 5:00pm
Saturday	8:00am to 5:00pm
Sunday & Public Holidays	No work on Sunday or public holidays

It is noted that the New South Wales Environment Protection Authority (EPA) recommends a different set of hours for operation during Saturday (8:00am to 1:00pm).

Dundas Public School will remain in operation throughout the construction works.

Access to site for Construction vehicles and delivery trucks should be limited to outside of school peak times where possible, other than necessary deliveries.

It should be noted that no deliveries should be made outside of construction hours.

The contractor shall be responsible to liaise with Council and TfNSW to obtain the relevant advice and approval if required.

4 Construction Traffic Management

4.1 Construction Traffic Volumes

Construction and delivery vehicles will generate additional traffic during the construction program. Similar projects of the types of construction activities typically range from 5 to 20 heavy vehicles a day. The impact to the network is deemed as minor impact.

Light vehicles are typically associated with construction works traveling to and from site. The impact of the generated vehicles typically occurs when workers arrive at site in the morning and leave site in the afternoons. The works hours are outside of normal peak school zone periods, resulting in minimal impacts to the network.

Construction workers are encouraged to use alternative modes of transportation to further impact the surrounding network. Workers should also be aware of generation of noise when arriving and leaving the neighbourhood.

4.2 Construction Vehicle Type

The largest trucks accessing the site during construction will be medium rigid vehicles (MRV). Other typical vehicles will include small rigid vehicles (SRV).

Swept path analysis has been conducted for MRV and is in Appendix A and have been carried out for the following movements:

- Access and egress from Calder Road to the proposed site through the vehicular access point and manoeuvring within the proposed work zone
- Turning circles along the nominated construction vehicle route from the state road network.

For any oversized or over mass vehicles, a separate application is to be submitted to Council and/or relevant authorities for approval.

4.3 Construction Vehicle Routes

Construction vehicles associated with the project are expected to originate from and travel to different locations across Sydney. However, all construction vehicles will be required to adhere to the heavy vehicle network established by the National Heavy Vehicle Regulator (NHVR) for the relevant vehicle classifications. Where practical, construction vehicles will primarily utilise the State and Regional Road network to minimise impact on local streets.

Dedicated construction vehicle routes have been developed to ensure the shortest possible distances to and from the arterial road network, thereby reducing the impact of construction traffic on surrounding streets. All truck drivers will be instructed to use the designated truck routes and will be required to strictly adhere to the nominated routes.

This route has been selected to minimise impact to local roads and the pedestrian crossing and Kiss and Drop zone along Calder Road.

The proposed construction vehicle routes are presented in Figure 9.

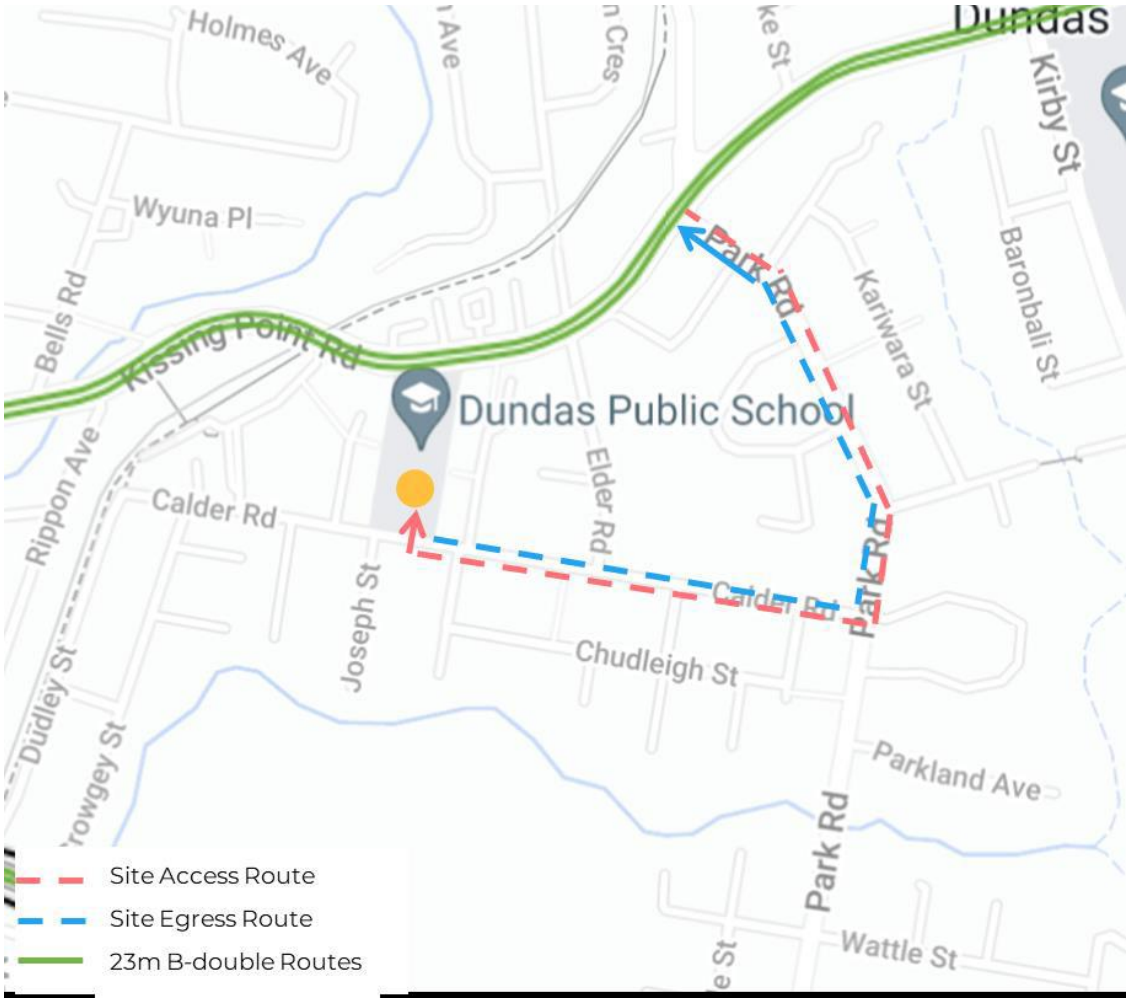


Figure 9 Construction vehicle routes

Under the Heavy Vehicle National Law (HVNL), vehicles exceeding general mass limits must obtain a permit to use local roads. As a result, permits will be required for Park Road and Calder Road during the construction period.

4.4 Vehicle Management

It is anticipated that additional traffic volumes of 5 to 20 construction and/or delivery vehicles a day. The movements are expected to occur throughout the day during work hours. Traffic management of these vehicles is important to ensure the safety of the students and staff attending the school, surrounding neighbourhood and workers on site but minimised where possible during drop off and pick up times.

Clear lines of communication between site workers, traffic controller and vehicles attending site shall be outlined in the awarded Contractor's communication plan and implemented during construction activities.

All loading and unloading of vehicles will be conducted wholly within the construction site. Deliveries are to be made during the approved work hours with movements to and from site to be scheduled outside of peak school zone hours.

4.5 Work Zones

All loading and unloading activities will occur wholly within the site, no on-street Work Zones are proposed to facilitate the works. The work zone is proposed to be located to the southeast corner of the site as shown in Figure 10.

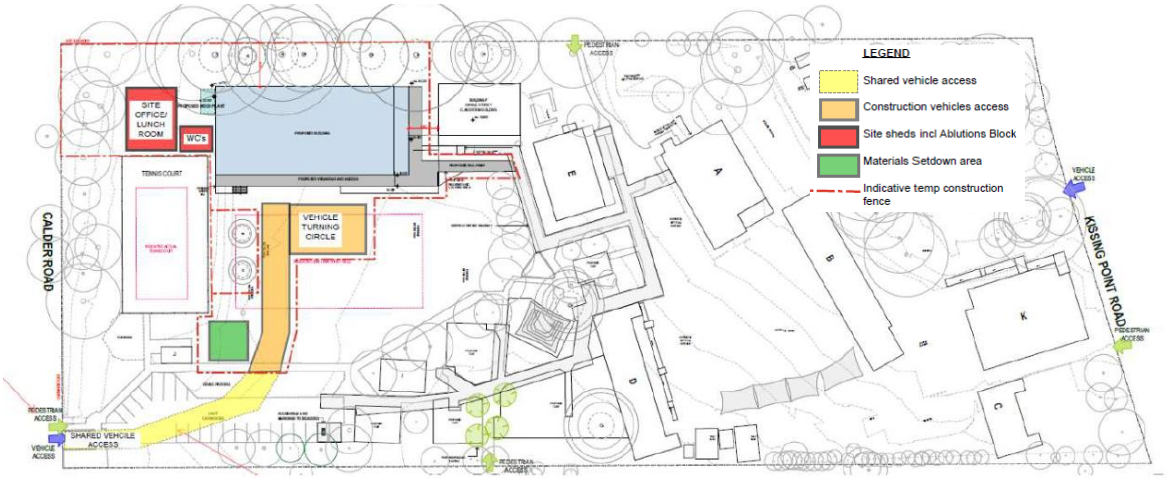


Figure 10 Proposed Work Zone (Source: Fulton Trotter Architects, Proposed Site Plan (Rev P5))

4.6 Construction Worker Parking

Due to the constraints of the construction site, no on-site parking will be provided for construction workers.

Construction workers are to be encouraged to use alternative travel modes such as carpooling or public transportation to decrease parking demand.

It is noted that the construction site is located approximately 400m from the Dundas Light Rail Station. This is a reasonable walking distance to a station and hence construction workers will be encouraged and expected to use public transport to travel to/from the site.

5 Project Impact

5.1 School Operation

Access to the operational areas of the site for school staff, students and visitors will generally be maintained throughout the construction period. However, school staff will not be permitted to enter the designated work areas unless prior arrangements have been approved by the Contractor.

Site personnel will be stationed at the staff car park access to manage and guide construction vehicles entering and exiting the site. This measure will ensure the safety of staff, students, visitors and any pedestrians travelling through the area.

Statutory and way-finding signs will also be installed around the site to provide warning and assist people in navigating through the area safely and efficiently.

The proposed construction work site is located within the school grounds, necessitating the closure of the on-site car park to school staff during the construction period. Consequently, school staff who typically rely on the on-site car park will require alternative long-term parking arrangements.

Contractor to coordinate temporary closure of staff car park and pedestrian gate with the school and avoid the drop off/pick up times, generally 8am – 9am and 2:30pm – 3:30pm respectively.

It is recommended that school staff be directed to Chudleigh Street, which offers unrestricted parking and is located within walking distance of the school providing a suitable alternative during the construction phase.

5.2 Local Traffic

The volume of traffic generated by construction vehicle movements considered low and is unlikely to have a significant impact on the surrounding road network.

Traffic flow around the site shall be maintained under existing conditions wherever possible. To facilitate the safe entry and exit of construction vehicles, traffic controllers will be stationed at the approach to the site access driveway. During these operations, vehicular traffic, pedestrians and cyclists may be temporarily stopped for brief periods to ensure the safety of all road users. It is imperative that vehicles are not stopped, detoured or held for extended durations in anticipation of construction vehicle movements. To minimise disruption to the surrounding road network, it is recommended that construction vehicles enter or exit the site outside of AM and PM peak traffic periods.

Queueing of vehicles is strictly prohibited on any public road. Given the projected construction traffic volumes, it is unlikely that queueing will occur as sufficient space has been allocated within the site. However, in instances where any Work Zone space is inadequate, the arrival of construction vehicles should be coordinated to ensure sufficient capacity is available before vehicles proceed to the site.

The unrestricted parking along the northern side of Calder Road, near its intersection with Kenworthy Street, should be temporarily converted to a “No Stopping” zone. This measure would provide additional clearance and improved visibility, thereby enhancing safety for site personnel and road users during construction-related activities particularly during the entry and exit of construction vehicles.

5.3 Adjoining Properties

Local access to adjacent properties will be maintained at all times throughout the construction works. The Contractor will provide advance notification to neighbouring properties regarding the proposed construction activities and the movement of construction vehicles.

The Contractor will also install signage displaying a contact phone number and email address to enable members of the local community to make inquiries or lodge

complaints related to traffic control at the site. Furthermore, the Contractor will designate a representative to participate in meetings, as required, involving representatives from the local community and Council staff to address and discuss matters concerning traffic control at the site.

5.4 Safety

5.4.1 Construction Vehicle Access Points

The only access to site is via the existing vehicle access on Calder Road. Access to site is recommended to be controlled by Traffic Controllers to prevent unauthorised access and ensure safe access is provided for all vehicles and pedestrians.

The vehicle access is directly adjacent to a pedestrian access point. This pedestrian access should be temporarily closed during the construction works and redirected to alternative pedestrian accesses on St Andrews and Kenworthy Street.

5.4.2 Construction Vehicle Routes and Intersections

The Construction Vehicle Route consists only of signalised intersections on the surrounding local streets. Signalised intersections minimise safety concerns to all road users due to the controlled

5.4.3 Pedestrians

Pedestrian movements within the construction works area on-site shall be prohibited at all times during construction. The portion of the site undergoing construction will need to be secured from pedestrian access with fencing.

Appropriate pedestrian traffic measures, such as signage, traffic controllers, and barriers, will be implemented to control access. These measures will be detailed in a Traffic Guidance Scheme (TGS) that will be prepared for the site by the awarded Contractor.

Pedestrian access to the site will be restricted by site fencing and boarding. Directional signage will be provided to guide pedestrians around the site, and access to adjacent operational buildings will be maintained.

5.4.4 Cyclists

Signage will be installed along the approach to notify both drivers and cyclists of the altered traffic conditions ahead. This measure is particularly important for construction vehicle operators and workers who may be unfamiliar with local traffic patterns and must be prepared for the presence of cyclists.

5.5 Public Transport

A bus stop is located adjacent to the construction site access point, servicing bus routes 535 and 617W. Route 535 is a public bus service operating between Parramatta and Carlingford, while Route 617W is a school bus service operating during morning and afternoon periods.

Construction activities are not anticipated to disrupt these bus services, except during instances when construction vehicles are entering or exiting the site. During such times, buses may be required to briefly stop before continuing their route along Calder Road.

5.6 Pedestrians and Cyclists

The arrival and departure of construction vehicles will result in vehicles traversing the driveway and footpath at the vehicular access point on Calder Road. It has been identified that the site access is constrained due to the presence of nearby existing infrastructure, including a raised crossing and various retaining walls. As a result, pedestrian management measure will be required during these times.

Pedestrian and cyclist access around the site will be maintained under existing conditions wherever possible, with the existing footpath along the site frontage on Calder Road remaining accessible at all times.

To minimise disruptions, it is recommended that delivery trucks entering and exiting the site during the construction phase are restricted to the following times which are outside the designated school zone hours:

- Before 8:00am
- Between 9:30am to 2:30pm
- After 4:00pm

Traffic controllers will be stationed at the site access driveway to guide construction vehicles during entry and exit operations. During this, vehicular traffic, pedestrians and cyclists may be temporarily stopped for a short period of time to ensure the safety of all road users. However, pedestrians must not be stopped, detoured or held for extended durations in anticipation of vehicle movements.

In the event that a temporary footpath closure becomes necessary, a separate application will be submitted to Council for approval prior to implementation.

5.7 Parking

The works are expected to impact the at-grade car park within the school grounds due to construction vehicles accessing and egressing the site. The impact will be dependent on the awarded Contractor's confirmation of work zone extents and required safety buffer zones.

Contractor to coordinate temporary closure of staff car park and pedestrian gate with the school and avoid the drop off/pick up times, generally 8am – 9am and 2:30pm – 3:30pm respectively.

5.8 Kiss and Drop

There are no impacts to the Kiss and Drop zones. The construction vehicle routes avoid all Kiss and Drop zones.

5.9 Public Infrastructure

Public infrastructure and road markings and/or signage may be damaged by construction vehicles travelling to and from and accessing/egressing from site. Contractors are responsible for repairing any damage to the infrastructure and road markings and/or signage in line with consent conditions.

The contractor is also responsible for ensuring that any dust, dirt or gravel that does transfer to the road network or pedestrian footpaths, are cleaned in accordance with their environmental management controls.

5.10 Emergency Vehicle Access

Access to the subject site and adjacent buildings by emergency vehicles will not be impacted by the construction works, as the road and footpath frontages are expected to remain largely unaffected except during instances where construction vehicles are entering or exiting the site.

Emergency protocols for the site should include provisions for suitably accredited site personnel to assist in facilitating emergency access from the street when required.

Ongoing liaison will be maintained with police and emergency service agencies throughout the construction period to ensure effective and clear communication. Additionally, a 24-hour contact will be established to address any "out-of-hours' emergencies or access requirements.

5.11 Cumulative Local Impact

At time of preparing this CTPMP, there are no publicly available planned construction projects in the vicinity of the site for the proposed construction program. The awarded Contractor is responsible for reconfirming prior to site mobilisation. The awarded Contractor shall in section in their communication plan to liaise with nearby construction sites to jointly minimise cumulative local impact.

5.12 Communicating Impacts

Notification of upcoming construction works is to be communicated to the local neighbourhood. Notifications should outline the type of works, duration and potential impacts to their neighbourhood.

The awarded Contractor will prepare a communication plan that outlines the most effective communication channels to ensure the community is suitably informed of the planned activities and planned disruptions.

All site personnel are to be familiarised with this CTPMP, TGS' and their obligations to conform with these documents as part of the site induction process.

5.13 Driver Code of Conduct

Management of vehicular access to and from the site is essential in order to maintain the safety of the general public as well as the labour force. The following code is to be implemented as a measure to maintain safety within the site:

- Utilisation of only the designated transport routes
- Drivers to operate during the specified working hours
- Construction vehicle movements are to abide by finalised schedules as agreed by the relevant authorities

5.14 Environmental Controls

All construction vehicle wheels shall be cleaned prior to leaving the site to prevent the transfer of dust, dirt or gravel from the worksite to the road network or pedestrian footpaths.

All loads are to be covered when entering or leaving the site. Loading of disposable materials into vehicles to be removed from site is to be completed within the site.

5.15 Approvals and Certifications

Approvals may be required from TfNSW, City of Parramatta Council and other relevant authorities. Approvals may be required for the following items, but are not limited to:

- Road Occupancy approvals
- Oversized vehicle use of local roads
- Hoarding/Fencing approvals

Only certified personnel shall be used to implement, monitor and carry out the Traffic Guidance Schemes on site.

5.16 Evaluation of Environmental Impacts

The impact during construction is temporary. The proposed works are not expected to have a significant effect on the environment due to the minimal vehicle volumes and mitigation measures outlined in Section 6.

6 Mitigation Measures

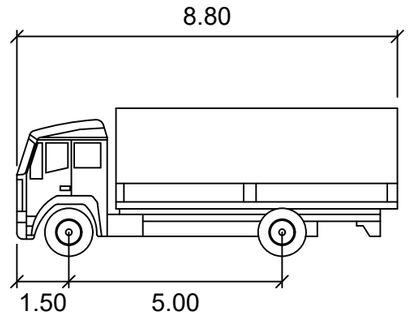
Risk	When to comply with Mitigation Measure	Mitigation Measure	Reason for Mitigation
Construction traffic interacting with school traffic	During works	Construction traffic and deliveries to be scheduled outside of peak school zone periods. Implement Traffic Controller at site access to manage movements during construction vehicle and deliveries during permitted hours.	Construction traffic interacting with school generated traffic
General traffic/construction vehicle interaction	During works	Temporary Signage and communications plans are recommended for the works. Traffic Guidance Schemes to be prepared by qualified Traffic Control Work holder outlining construction vehicles are in the area.	Construction vehicles and delivery vehicles interact with general public traffic
Pedestrian activity near construction site within the site	During works	The work zone is to be isolated from students and staff with site fencing.	The site is located with school grounds and high pedestrian movements and curious students are expected.
Pedestrian access gate adjacent to site access	During works	Temporarily close the pedestrian access gate and redirect to alternative pedestrian accesses on St Andrews and Kenworthy Streets	Use of pedestrian access would expose students to construction vehicles and activities within the school grounds.
Pedestrian Crossing adjacent to site access	During works	Implement Traffic Controller at site access to manage movements during construction vehicle and deliveries.	Use of pedestrian crossing would expose pedestrians and students to construction vehicles accessing and egressing the site.
Construction vehicle access	During works	Traffic Controllers to manage construction vehicle access for deliveries to and from site outside of peak school periods.	Site access is constrained

Appendix A Swept Path Analysis

LEGEND

VEHICLE BODY

500mm CLEARANCE



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

REV.	DESCRIPTION	DESIGNER	REVIEWER	DATE
01	ISSUED FOR FINAL	S.C.	K.S.	05/02/25

N

CROSSLEY
Crossley Transport Planning
T +61 498 641 687
E stephanie@crossleytp.com.au
W www.crossleytp.com.au

CLIENT

NSW GOVERNMENT Education School Infrastructure

PROJECT

DUNDAS PUBLIC SCHOOL

DISCLAIMER

THIS DRAWING IS FOR CONCEPT DESIGN DEVELOPMENT AND NOT FOR CONSTRUCTION PURPOSES. THE DESIGN HAS BEEN DEVELOPED USING NEARMAP AERIAL IMAGERY (DATED) AND HAS EXCLUDED TOPOGRAPHIC AND UTILITY SURVEY INFORMATION.

TITLE

MEDIUM RIGID VEHICLE (MRV)

SHEET

1 OF 3

DRAWING

VEHICLE SWEPT PATH ANALYSIS

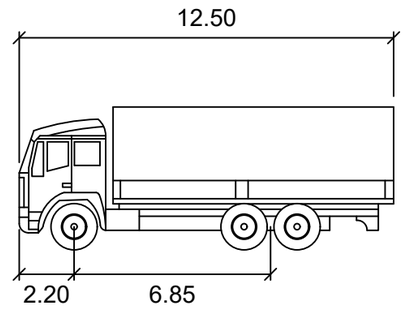
REV

01

LEGEND

VEHICLE BODY

500mm CLEARANCE



HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

REV.	DESCRIPTION	DESIGNER	REVIEWER	DATE
01	ISSUED FOR FINAL	S.C.	K.S.	05/02/25

N

CROSSLEY
Crossley Transport Planning
T +61 498 641 687
E stephanie@crossleytp.com.au
W www.crossleytp.com.au

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TITLE

HEAVY RIGID VEHICLE (HRV)

SHEET

2 OF 3

DRAWING

VEHICLE SWEPT PATH ANALYSIS

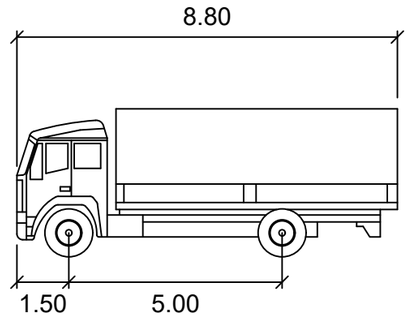
REV

01

LEGEND

VEHICLE BODY

500mm CLEARANCE



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

REV.	DESCRIPTION	DESIGNER	REVIEWER	DATE
01	ISSUED FOR FINAL	S.C.	K.S.	05/02/25

N

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E stephanie@crossleytp.com.au
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TITLE

MEDIUM RIGID VEHICLE (MRV)

SHEET

3 OF 3

DRAWING

VEHICLE SWEPT PATH ANALYSIS

REV

01