

Preliminary Construction Traffic Management Plan

Melrose Park High School

Prepared for School Infrastructure NSW

29 January 2025

231605

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Section 1 Background

1.1 Introduction

This Preliminary Construction Traffic Management Plan (CTMP) has been prepared by TTW on behalf of the Department of Education (DoE) to assess the potential environmental impacts that could arise from the construction and use of the new Melrose Park High School (MPHS) project (the **Activity**) at 37 Hope Street, Melrose Park. This report supports the assessment of the proposed Activity under Part 5 of the *Environmental Planning and Assessment Act 1979*. The Activity is proposed by the DoE to meet the growth in educational demand in the Melrose Park precinct.

This report has been prepared to assess and address the construction traffic impacts of the proposed development and define the necessary management process and mitigation measures for construction of the project. This preliminary CTMP is prepared to accompany the Review of Environmental Factors (REF) planning submission. This report is considered preliminary in nature. Following planning approval, this CTMP will be superseded by an agreed and a detailed CTMP developed once a contractor has been appointed. This document should also be read in conjunction with the Transport and Accessibility Impact Assessment (TAIA) prepared for the REF.

1.2 Summary of the Activity

The proposed activity involves the construction and use of a new high school, known as Melrose Park High School (MPHS) in two stages for and ultimate capacity of approximately 1,000 students.

Stage 1 of the proposed activity includes the following:

- Site preparation works.
- Construction of Block A – a six-storey (with additional roof/plant level) school building in the south-western portion of the site containing staff rooms and General Learning Spaces (GLS).
- Construction of Block B – a one storey (double height) hall, gymnasium, canteen and covered outdoor learning area (COLA) building in the south-eastern portion of the site.
- Construction of Block C – a single storey plant and storage building at the north-eastern portion of the site.
- Associated landscaping.
- Construction of on-site car parking.
- Provision and augmentation of services infrastructure.
- Associated public domain infrastructure works to support the school, including (but not limited to):
 - Provision of kiss and drop facilities along Wharf Road, and widening of the Wharf Road footpath.
 - Raised pedestrian crossings on Wharf Road and Hope Street.
 - Consolidation of 2 bus zones on the southern side of Hope Street

Stage 2 of the proposed activity includes the following:

- Construction of Block D – a five-storey (with additional roof/plant level) school building in the north-western portion of the site containing staff rooms and GLS:
- Additional open play spaces within the terrace areas of Building D.
- Minor layout amendments to Block A.

The Review of Environmental Factors prepared by Ethos Urban provides a full description of the proposed works.

1.3 Site Description

The site is located at 37 Hope Street, Melrose Park within the Parramatta LGA. The school covers an approximate area of 9,500m² and is generally rectangular in shape. The site is currently cleared and vacant. The site is located approximately 8km east of the Parramatta CBD.

1.4 Significance of Environmental Impacts

Based on the identification of potential issues, and an assessment of the nature and extent of the impacts of the proposed development, it is determined that:

- The extent and nature of potential impacts are low and will not have significant impact on the locality, community and/or the environment.
- Potential impacts can be appropriately mitigated or managed to ensure that there is no significant impact on the environment.

1.5 REF Reporting Requirements

The NSW Guidelines for preparing a REF were reviewed to ensure the construction traffic and parking requirements were met in this report. below identifies the typical requirements that need to be met for a school planning submission and identifies where they have been addressed in various sections of this report.

Table 1: Planning Submission Requirements

Requirements	Section Reference
<i>Preliminary Construction Traffic Management Plan</i>	
Set out proposed construction vehicle routes and site access arrangements and estimated movements per day	Construction vehicle routes – Section 2.3.4 Construction traffic management – Section 2.3
Include a high level assessment of / conclusion that the local road network could accommodate the movements subject to appropriate managements	Road Network Impacts – Section 4.1
Set out parking arrangements for construction workers and conclude that sufficient parking would be available on site / proposed arrangements would avoid detrimental impacts to local road	Construction parking – Section 2.2.3
Set out whether works zones are required	A detailed CTMP will be provided, and further investigation will be conducted if work zones are required. Detailed CTMP will be provided following approval and once a contractor has been appointed.
A preliminary construction management plan that details management and mitigation measures to minimise impacts and ensure safety of road users and pedestrians	Mitigation measures – Section 4

Section 2 Construction Overview

Until the appointment of a contractor and the development of a detailed construction methodology, few details are known about the precise scope of works, and construction vehicle movements required to service this site. However, preliminary estimates can be made based on the site constraints, existing connections, and proposed new works. Once a contractor is appointed, and a construction methodology is developed, these details will be further refined and published in an updated CTMP.

2.1 Construction Staging

2.1.1 Stage 1 Construction

The new MPHS is intended to be constructed in 2 stages to provide an ultimate capacity of 1,000 students. Stage 1 includes the construction of blocks A, B, & C, associated landscaping, on-site car parking and public domain upgrades. All proposed transport provisions, including pedestrian accesses, end of trip facilities, on-site bicycle spaces and public domain upgrades will be implemented as part of Stage 1. Figure 1 below provides an overview of MPHS Stage 1.

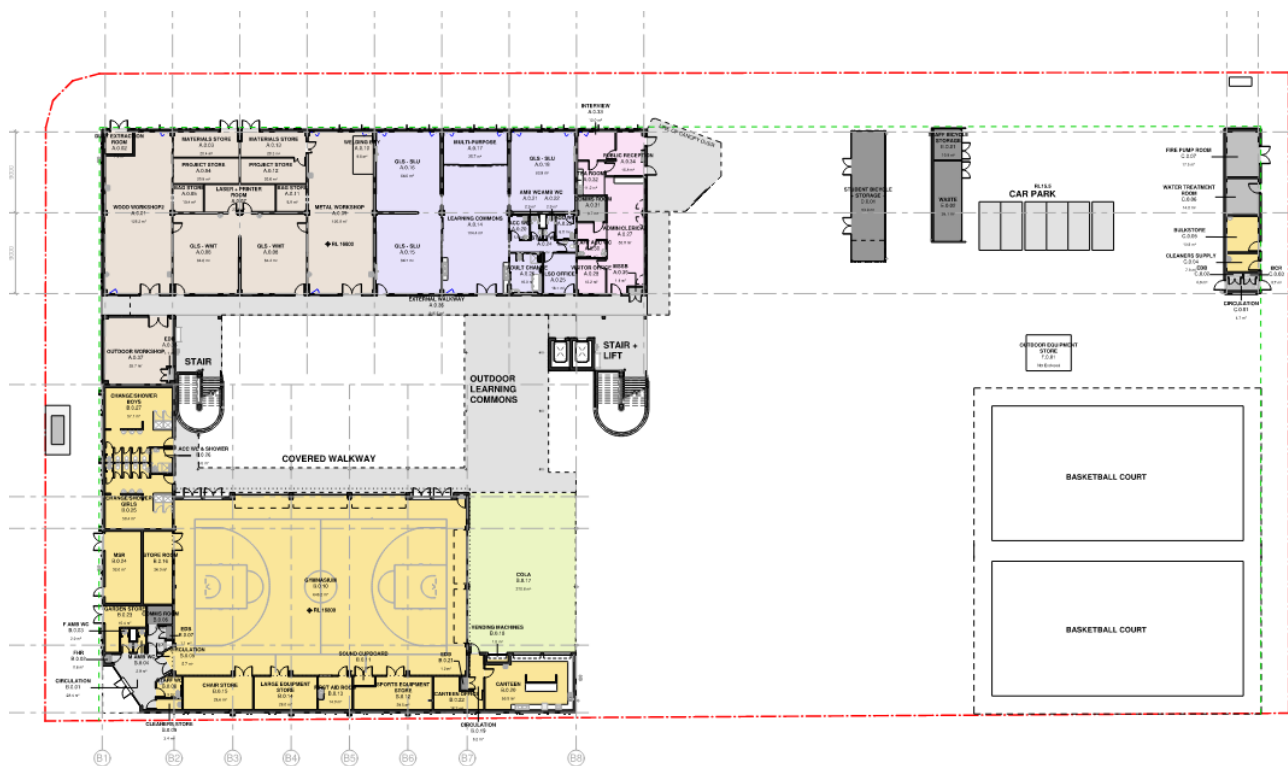


Figure 1: MPHS Stage 1
Source: NBRIS (MPHS-NBRIS-GF-ZZ-DR-A-000202[3])

2.1.2 Stage 2 Construction

Stage 2 of MPHS is intended to be constructed and operational by 2036. Stage 2 includes construction of Block D, additional open play space, and additional on-site bicycle spaces. Additional staff car parking spaces will also be constructed on Melrose Park Public School (MPPS) site as a part of Stage 2. It is intended Stage 1 MPHS will be operational while Stage 2 works are constructed, a detailed CTMP will be provided detailing how Stage 2 construction activity will be separated from school activity. Figure 2 provides details of the Stage 2 site plan.

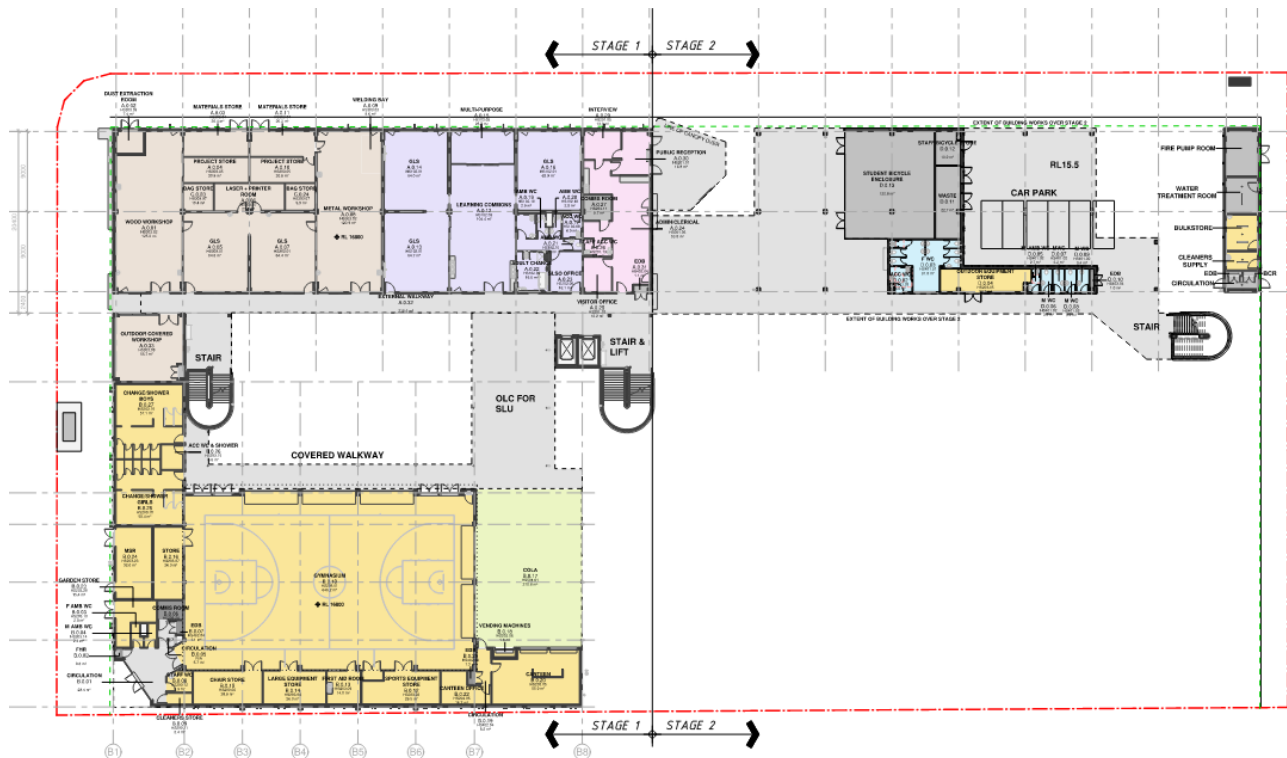


Figure 2: MPHS Stage 2
Source: NBRs (MPHS-NBRs-GF-ZZ-DR-A-000211[3])

2.2 Construction Operation

2.2.1 Access Arrangements

Based on the Section 2.1, MPHS buildings will be constructed in 2 stages. Stage 1 will cover Building A, B, & C which are located on the western portion of the site while the staff car park will be located north-east portion of the site, adjacent to NSR-4. It is therefore anticipated that construction vehicles will access the site via the proposed vehicle access on NSR-4. In stage 2, Block D, located at the northeastern portion of the site, will be constructed. Since the building is located adjacent to NSR-4, it is expected that NSR-4 will be the main access point for construction vehicles. As the school will be in operation during Stage 2, it is expected that the pedestrian and vehicle access will be redirected temporarily and additional hoarding and protection will be installed to protect pedestrians.

It is important to note that the discussed are potential access point estimated based on existing information that are preliminary in nature. The real-time access points will require the establishment of a contractor. This includes the construction and operation status, such as any potential on-road work zones designated for public domain works, and potential site sheds. However, any final construction access methods must be developed and managed to not significantly impact the day-to-day operation of the school

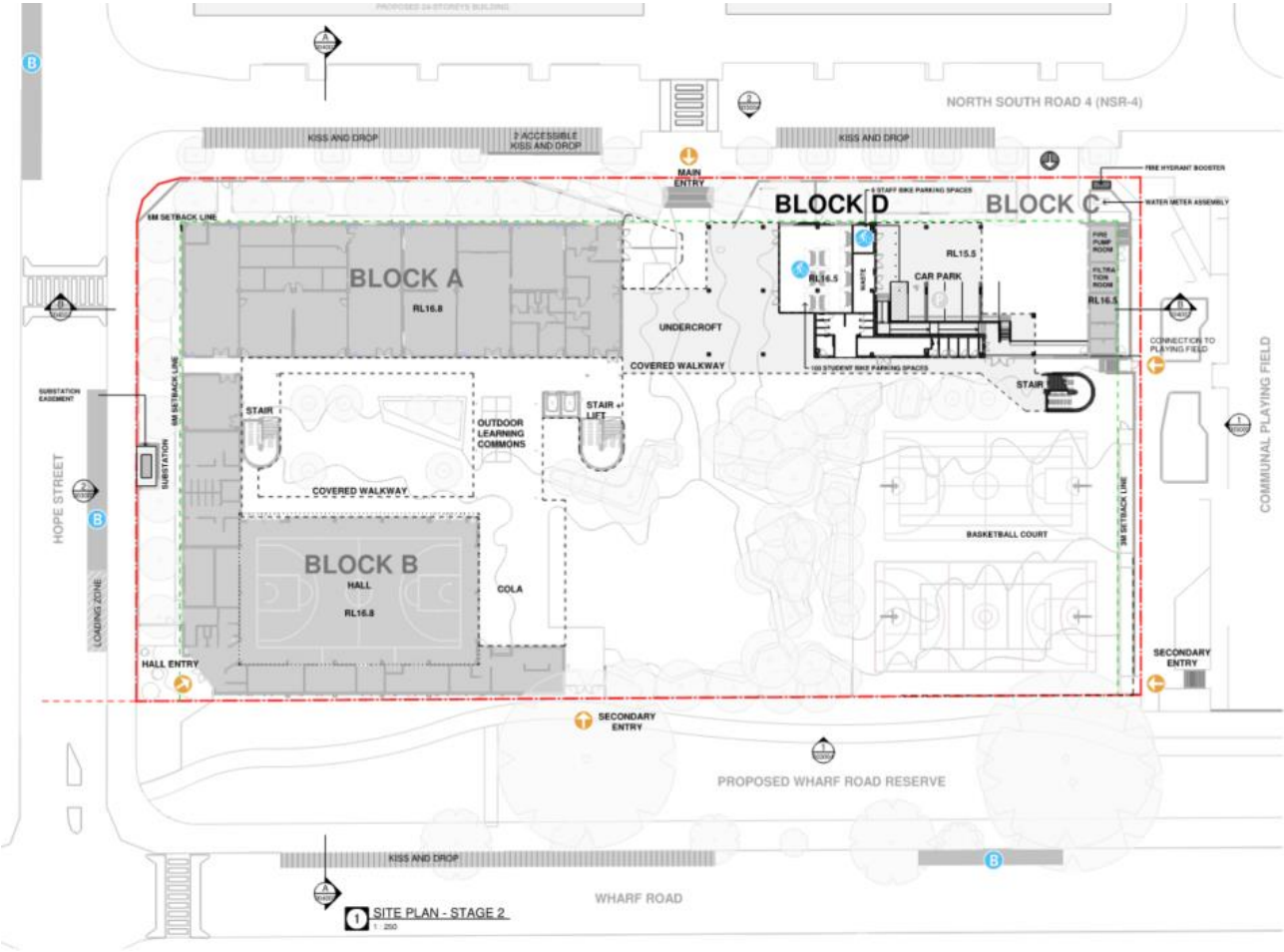


Figure 3: Proposed Site Plan

Source: NBR5 (MPHS-NBR5-ZZ-ZZ-DR-A-000201[4])

2.2.2 Construction Vehicle Volumes

It is assumed that the average volume of construction vehicle traffic to and from the site would be consistent with other similar SINSW projects. Sample data from other projects is provided in Table 2 below.

To better understand the potential impacts of construction vehicle traffic, it is useful to consider the size of the school. Table 2 includes data on SINSW projects with their increased student populations (as a result of the construction works) listed. However, this information is provided for reference only, and more accurate data would be provided by the appointed contractor prior to the commencement of construction.

Table 2: Construction Vehicle Volumes at Similar Construction Sites

Project	Projected Student Population	Peak No. of Trucks per Day	Typical No. of Trucks per Day
Pendle Hill High School	1,320 students	20	6 – 8
Smalls Road Public School	1,000 students	30	2 – 8
John Palmer Public School	1,012 students	6	6

Therefore, with a proposed school population of 1,000 students, it is estimated that this project will involve approximately 10 – 30 trucks during peak phase (60 for two way movements), and around 5 – 10 on a typical day (20 for two-way movements).

2.2.3 Worker Parking

To provide an understanding of the potential impacts of construction worker vehicle parking, Table 3 includes data from similar SINSW projects to provide an indication of anticipated construction worker parking demands.

Table 3: Typical and Peak Workforce Numbers at Similar Construction Sites

Project	Projected Student Population	Peak No. Daily Workforce	Typical Daily Workforce
Pendle Hill High School	1,320 students	70	20
Smalls Road Public School	1,000 students	130	70
John Palmer Public School	1,012 students	50	50

As shown in Table 3, based on similar size projects, it is estimated that the project will generate similar demands, resulting in an anticipated maximum workforce of 130 construction workers. On a typical day during construction the workforce is anticipated to be between 20 – 70 construction workers.

Where possible construction workers utilise public transport and carpool to access the site. As a conservative assessment it has been assumed applying a 2 person per car occupancy rate to the typical daily workforce results in a car parking demand of 10-35 parking spaces per day.

Whilst not recommended, from on-site observations and review of Nearmap aerial footage there is available on-street unrestricted parking within the vicinity of the site. Specifically, Wharf Road and Waratah Street had approximately 50% spare capacity. It was observed parking demand on Hope Street was higher, with approximately 30% spare capacity. Reference can be made to the TAIA report to obtain further detail on on-street parking provisions. However, once a contractor is appointed, mitigation measures will be developed to minimise demand for parking in nearby public and residential streets and ensure construction workers utilise public transport and carpooling methods where possible. Typical mitigation measures include the following:

- Workers to be provided with a Travel Access Guide containing information on available public transport options and transport planning
- Workers recommended and reminded to carpool where possible
- Preferred parking locations should be advised to workers, to reduce impacts to residents for those workers that do choose to drive
- No workers to park within 100 metres of the school boundary (to ensure parking availability and to reduce impact to drop off and pick up periods)
- Workers recommended to park away from the pick up and drop off areas to avoid additional congestion
- Workers must follow all on-street regulatory signage including drop off and pick up zones around the school

2.2.4 Construction Vehicle Types

The most common vehicle types are expected to range from 8.8 metre Medium Rigid Vehicle (MRV) to 12.5 metre Heavy Rigid Vehicles (HRV). Semi-trailers (up to 20 metres in length) may also be used from time to time, during bulk earthworks, however these larger trucks will not be frequently utilised during construction.

Larger special-purpose vehicles may be required for activities such as installation and removal of tower cranes. These may be subject to special approval which would be obtained on a case-by-case basis. The necessary approvals would be discussed with TfNSW and Council at the time, subject to the affected road location.

2.2.5 Hours of Operation

The hours of operation for construction activities are to be determined by the planning authority, and will likely contain similar work hours to the following:

- Monday to Friday 7:00 am – 6:00 pm
- Saturday 8:00 am – 1:00 pm
- Sunday and Public Holidays None

2.2.6 Construction Program

The construction will be conducted in stages. The construction program has not yet been determined, and a detailed CTMP would be prepared by the appointed contractor prior to construction.

2.3 Construction Traffic Management

2.3.1 Construction Delivery Management

The delivery of material to and from the site will result in some generated traffic activity associated with the works. The estimated construction traffic volume for the standard operation for the worst case is 30 trucks per day. This is equivalent to approximately 4 trucks per hour. It is expected that the heavy vehicles would generally arrive outside of AM and PM peaks, therefore there is no impact on the peak period traffic volume associated with the heavy construction vehicles.

2.3.2 Construction Traffic Management

Light vehicle traffic generation would be generally associated with construction worker movements to and from the site. Construction workers would be comprised of project managers, various trades and general construction employees. Over the full construction period, the peak workforce detailed in Section 2.2.3 shows a maximum workforce of 130 workers and an average typical workforce of 70 workers. Assuming a car occupancy rate of 2 workers per vehicle this equates to an approximate vehicle demand of a maximum of 65 vehicles and 35 vehicles on a typical day.

The peak construction traffic periods for the workforce will typically arrive and depart at 6:30 – 7:00am and 6:00 – 6:30pm respectively each day. Therefore, the peak construction traffic is intended not overlap with the typical peak commuter traffic and thus, the construction traffic will have a minimal impact on the local network. Although, construction traffic for light vehicles will have minimal impact, workers should be encouraged to use active and public transport options.

Heavy vehicles would be generally associated with deliveries and construction machinery to and from the site. As mentioned previously in Section 2.3.1, any deliveries will be conducted outside of the school peak period in the morning and afternoon. Hence, heavy vehicles will have a minimal impact on the local network.

During construction of the proposed public domain works e.g. wombat crossings, or footpath widening, construction will be managed to ensure minimal impact on existing traffic movements. The detailed CTMP will provide details on the construction of public domain works associated with the project.

2.3.3 Construction Vehicle Management

During days of high estimated vehicle movements, communication between the site and incoming vehicles will be maintained to stagger the arrival of vehicles, in order for them to be accommodated within the worksite and to minimise traffic disruptions.

Loading and unloading activities will occur within the site, at the nominated vehicle zones, or within any approved Works Zone. All deliveries should be made outside of any posted School Zone times where possible to ensure the highest level of safety for students at the adjacent primary school. Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the local and state road network. All deliveries are to be made within the approved work hours.

Similar construction vehicle management will be applied in Stage 2 of the construction. However, since the school will be operational during Stage 2, additional precautions will be executed to ensure the safety of the high school students, the adjacent primary students, and nearby pedestrians. Additional precautions can be in the form of traffic controllers managing and monitoring the truck movements to and from the site, ensuring that trucks can load and unload in safe areas without impacting pedestrians, ensuring that no deliveries related to the construction occur during the school pick up and drop off time for student's safety.

Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plants regularly used on-site (i.e., greater than one day) and for any out of hours work.

2.3.4 Construction Vehicle Routes

All construction vehicles are to travel on the main road network (such as motorways and arterial roads) as far as practical, except where strictly required to reach the construction site.

It is anticipated that trucks travelling to / from the west / east will mainly utilise Victoria Road and Wharf Road, as shown in Figure 4. However, note that these are suggested routes only. Drivers are expected to travel to their intended destination using routes that are deemed as appropriate depending on local traffic conditions.

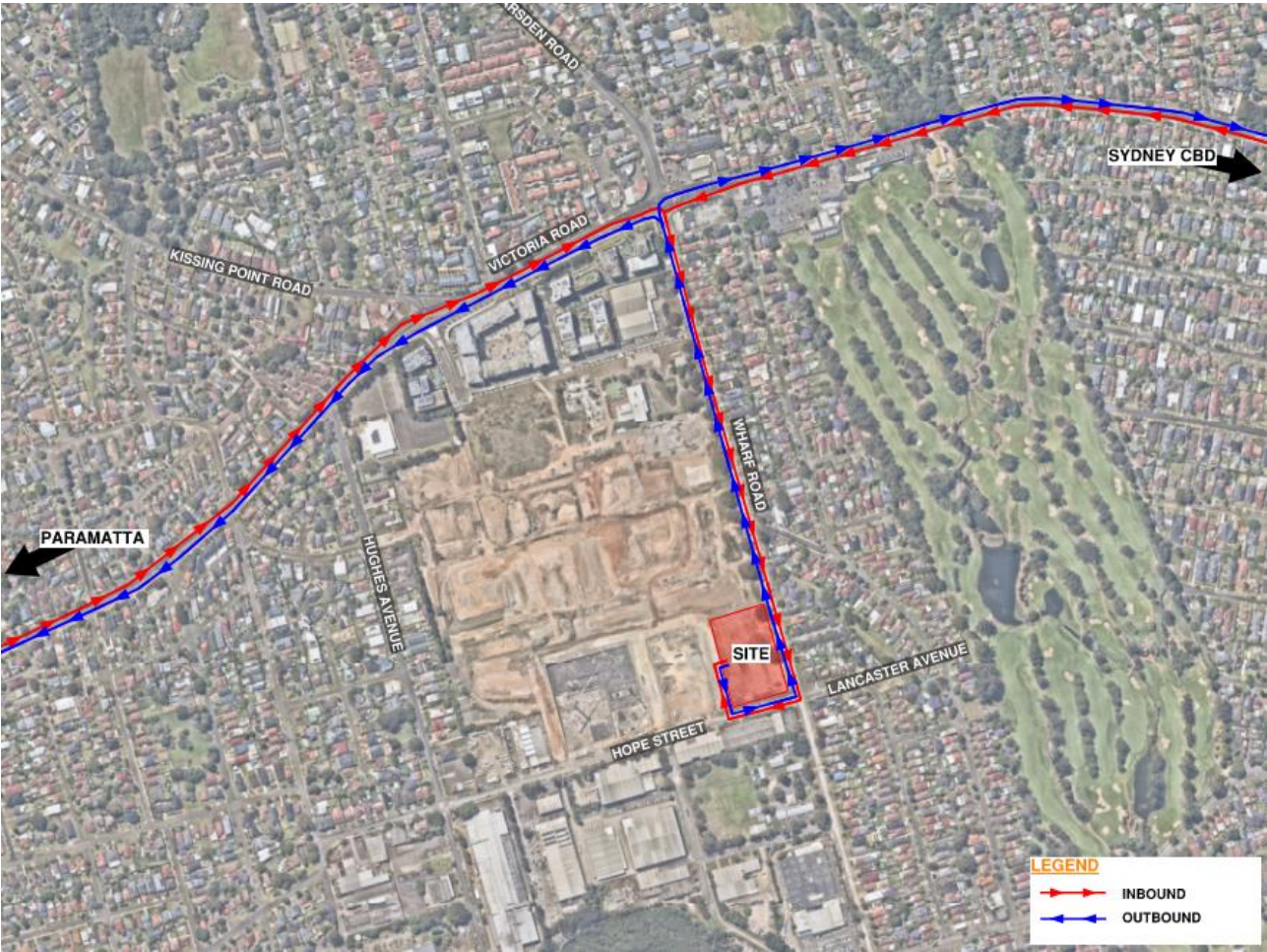


Figure 4: Truck Travelling Routes
Source: Modified from Nearmap

Section 3 Cumulative Impacts and Coordination

3.1 Neighbouring Construction Works

As MPHS is located in a precinct that is undergoing significant development. An assessment has been undertaken to evaluate the potential cumulative impacts of the neighbouring construction works, which has been reproduced in Table 4 and illustrated in Figure 5.



Figure 5: Neighbouring Construction Project

Source: Modified from Nearmap

Table 4: Neighbouring Construction Projects

No.	Projects	Address	DA no. / Status ¹
1	Melrose Park North Precinct	38-42,44, and 44A Wharf Road, Melrose Park	DA/1100/2021 - Approved
2	Melrose Park Town Centre	33 Hope Street, Melrose Park	DA/764/2022 - Approved
3	Holdmark Sites Melrose Park South Street Network	82 Hughes Avenue Ermington 2115, 30, 32 Waratah Street Melrose Park, 112 Wharf Road Melrose Park	DA/75/2024 - Under assessment
4	Parramatta Light Rail Stage 2– Early Works	Waratah Street Melrose Park 2114	SSI-10035 – Approved
5	Parramatta Light Rail Stage 2 – Main Works		

¹The DA number have been referenced from the City of Parramatta Planning Portal Website and NSW Major Project Planning Portal

As shown in Table 4, the majority of neighbouring developments are currently approved, with the exception of Melrose Park South Street Network (No. 3). At present, construction works are currently underway for Melrose Park North Precinct and the Town Centre. The following sections provide further details on construction activities and timelines for each of the developments.

3.1.1 Melrose Park North Precinct

As a part of the redevelopment of Melrose Park Precinct, Melrose Park North Precinct will be redeveloped from an industrial area to a residential area that facilitates approximately 5,500 dwellings. The redevelopment extends from Victoria Road to Hope Street. Melrose Park High School and Melrose Park Town Centre are part of the upgrades.

Following Planning Proposal Approval (PP-2020-1983), a DA (DA/1100/2021) for the Melrose Park North Precinct Street network, including roads, footways, street trees, landscaping, drainage, services and associated infrastructure was approved in December 2023, with construction works currently underway at the time of writing. Construction of the northern precinct is anticipated to be finished by early 2026. The approved civil engineering general arrangement plan is shown in Figure 6.



In relation to construction workers, it is estimated numbers will fluctuate day to day but it is estimated that 28 to 30 workers at its peak. All staff are advised to park within the dedicated construction worker parking areas within the Melrose Park North Precinct.

3.1.2 Melrose Park Town Centre

Melrose Park Town Centre is a mixed-use ‘town centre’ development comprising 5 storey commercial podium and 6 x 6 - 24 storey- top housing towers, consisting of approximately 30,000m² non-residential floor space (retail, business, office, medical centre, centre-based child care centre, and an indoor recreational facility), 494 residential apartments, 1,412 car parking spaces and public domain works. The DA was approved in December 2023, with construction currently underway at the time of the writing.

The project will be conducted in 2 stages. The first stage is estimated to be 39 months, finishing in 2027 and the second stage to be 12 months after the first stage finish with an anticipated completion date of 2028. The construction is expected to generate a peak of 20 trucks per day. However, there is no detailed information on the expected number of light vehicle trips.

In relation to construction worker demands it is assumed there will be a peak demand of 28-30 construction workers per day. Car parking areas will be provided within the site,

3.1.3 Holdmark Sites Planning Proposal

The Melrose Park South Precinct obtained Planning Proposal approval in late 2022, for a mixed-use development including open space, retail/commercial uses, high density residential, supported by a new local road network. Holdmark owns two sites within the Melrose Park South Precinct, known as Melrose Park West (centred on the former Glaxo Smith Kline Site) and Melrose Park East (south of Mary Street and west of Wharf Road). The location of the Holdmark sites is shown in Figure 7.

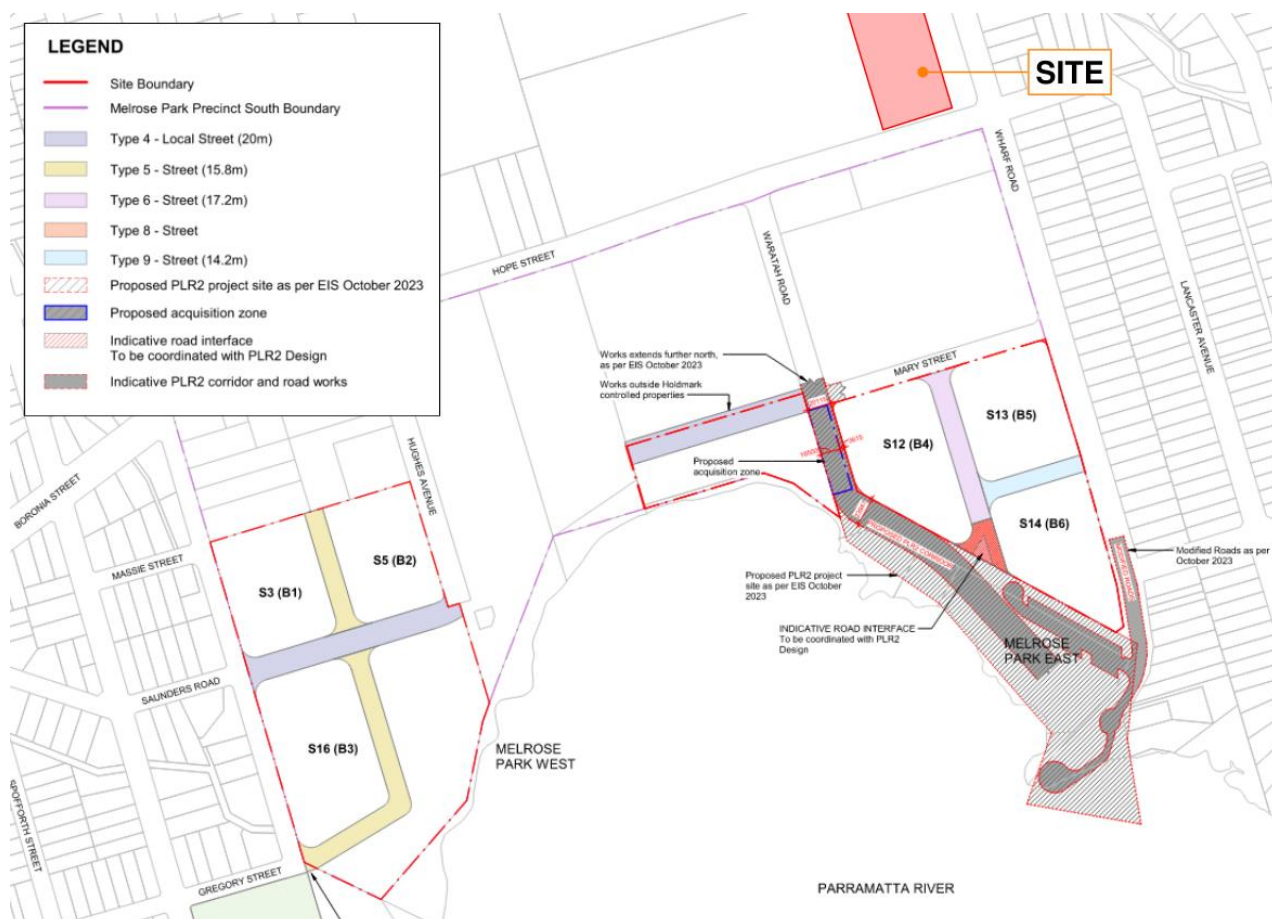


Figure 7: Melrose Park South (Holdmark Sites) Concept Drawing

Source: DA Concept Plan (COX, 2023)

Following the Planning Proposal, DA/75/2024 for the proposed demolition of the existing buildings and construction of new roads within the Holdmark sites was lodged in February 2024 and is currently under assessment by Council. The proposed construction will be undertaken in 3 stages. Each construction stage will be undertaken post-completion of the prior stage. That is, the construction stage will not be undertaken concurrently. The duration for Stage 1, Stage 2, and Stage 3 are expected to be 66 weeks, 58 weeks, and 20 weeks, respectively. The peak construction workforce is expected to be in the order of 20 workers on-site at any one time and during the demolition, it is anticipated that the demolition activities would generate 20 heavy vehicles per day or max 6 heavy vehicles per hour. Construction timing is yet to be confirmed, given the DA is still under assessment by Council.

3.1.4 Parramatta Light Rail Stage 2

An Environmental Impact Statement has been conducted for the Parramatta Light Rail Stage 2 (PLR2). As shown in Figure 8 the study area relevant to the impact assessment generally extends from the Parramatta CBD in the west to Melrose Park in the east and Lidcombe in the south. It includes the road network, Parramatta River and other transport networks along and surrounding the project site with the potential to be directly or indirectly affected by the project during construction or operation

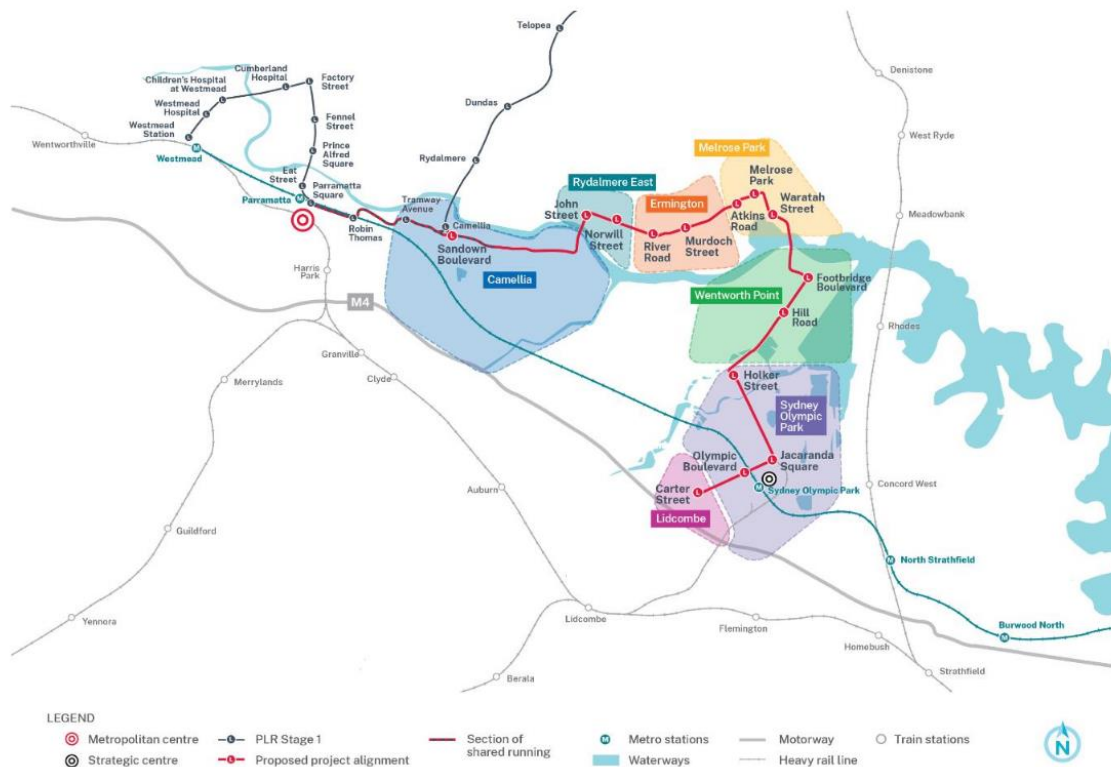


Figure 8: Parramatta Light Rail Stage 2 EIS Study Area

It should be noted that the main works are expected to begin construction in 2028 – 2029, however, no exact date has been confirmed at the time of the writing.

Early Works

As part of the early works of PRL Stage 2, a new bridge will be constructed between Wentworth Point and Melrose Park. The bridge construction is expected to occur for three months. The bridge construction will be accessed via Victoria Road, Wharf Road and Waratah Street. The location of the new bridge is shown in Figure 9.

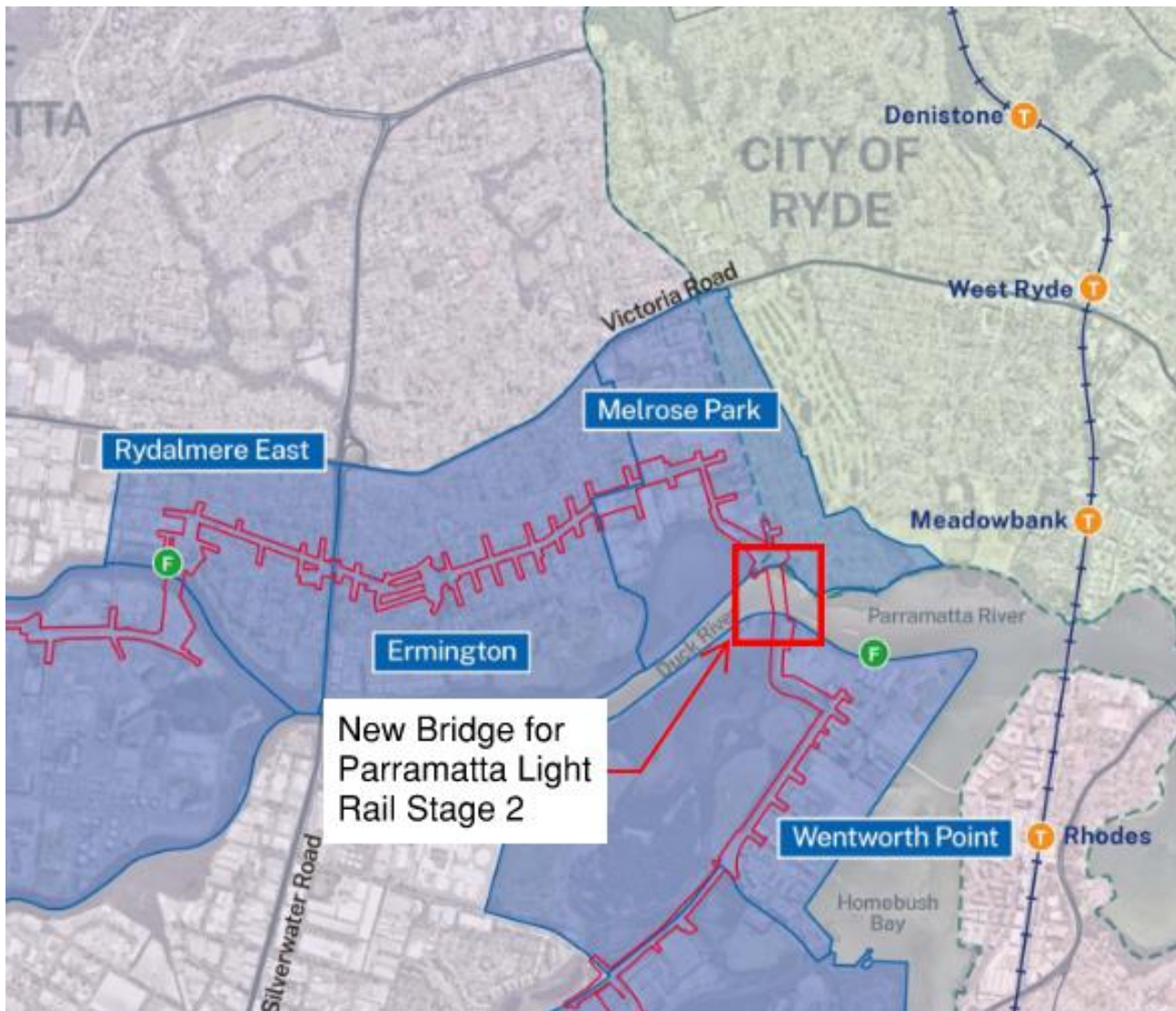


Figure 9: The New Bridge Location as Part of PLR Stage 2

Source: modified from Parramatta Light Rail Stage 2 – Environmental Impact Statement– Chapter 2 – Location and Setting

Main Works

The main works for the PLR Stage 2 within Melrose Park will run from the Atkins Road to Hughes Avenue in an off-road corridor running parallel to, and south of Hope Street, and then continues along the northern side of Hope Street, between Hughes Avenue and Waratah Street. The extent of the main works for Melrose Park section is shown in Figure 10.

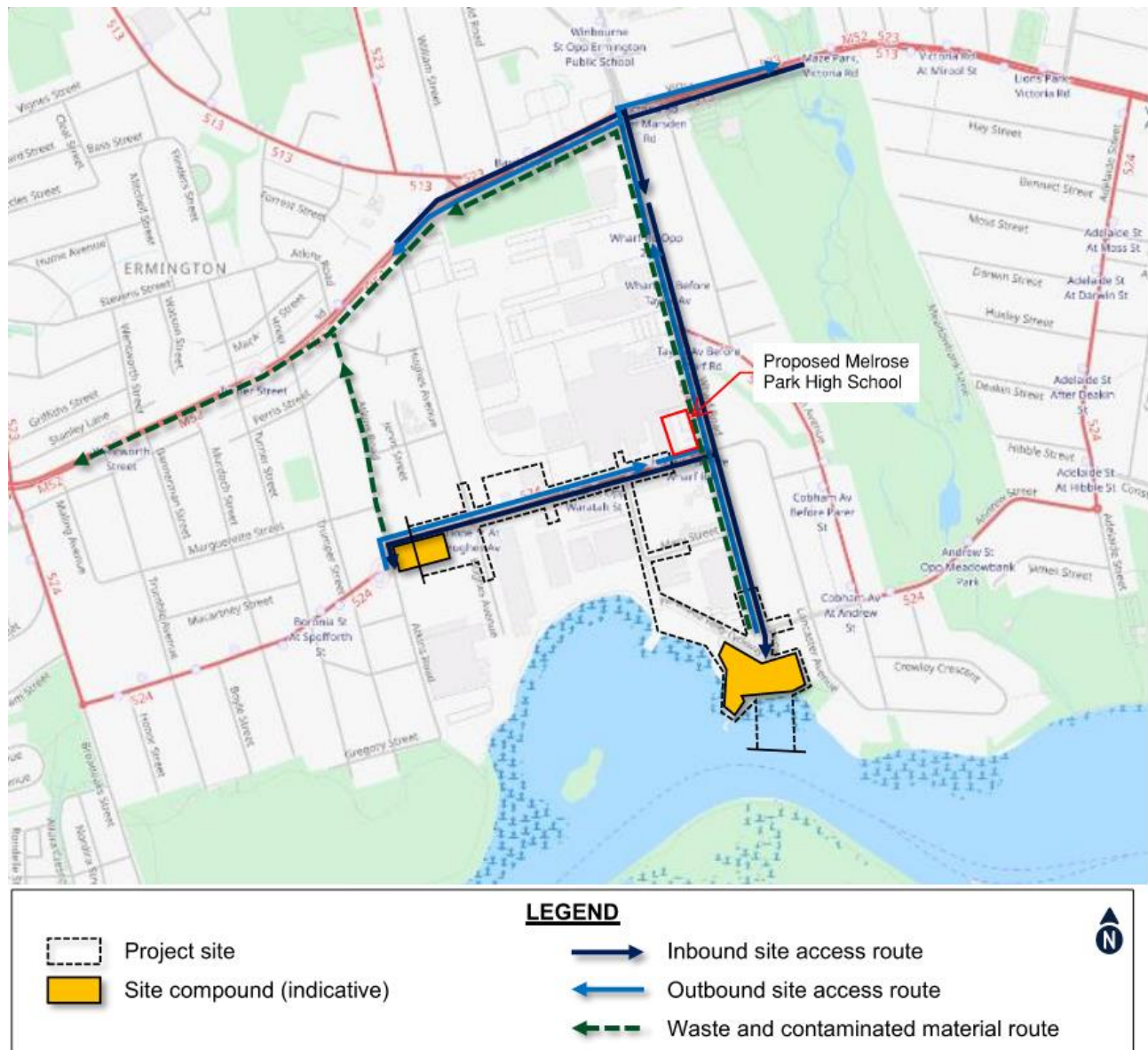


Figure 10: PLR Stage 2 Main Works - Melrose Park Section

Source: Modified from Parramatta Light Rail Stage 2 – Environmental Impact Statement - Technical Paper 2

PLR Stage 2 Construction Traffic Generation – Melrose Park Area

The PLR Stage 2 – Melrose Park area construction traffic generation is shown in Table 5.

Table 5: Parramatta Light Rail Stage 2 Construction Traffic Generation

Source: Parramatta Light Rail Stage 2 – Environmental Impact Statement - Technical Paper 2

Construction Activities	Daily	Morning Peak	Afternoon Peak
Heavy Vehicle	30-50	2-4	2-4
Light Vehicle	16-24	1	5-6
Workforce	Daily	Morning Peak	Afternoon Peak
Light vehicle	131-175	53-70	53-70

As shown in Table 5, approximately 30-50 heavy vehicles and 16-24 light vehicles will be generated for the construction activities of the PLR Stage 2 in Melrose Park. In addition, approximately 131 to 175 light vehicles are expected to be generated from the workforce that travels to / from the PLR Melrose Park Site. The light vehicles are in the form of private vehicles or shuttle buses that are provided by the project.

3.1.5 Summary of Neighbouring Construction Sites

Table 6 provides a summary of the neighbouring Construction projects, there current or anticipated construction timings and estimated truck volumes.

Table 6: Summary of Neighbouring Construction Projects

No.	Projects	Development Application no. / Application Status	Construction timing	Estimated Truck Volume
1	Melrose Park North Precinct	DA/1100/2021 – Approved	Currently under construction Construction completed by early 2026	Averaging 40 truck per day with 140 trucks at its peak
2	Melrose Park Town Centre	DA/764/2022 - Approved	Currently under construction Stage 1 – 39 months Stage 2 – 12 months	Averaging 20 trucks per day
3	Holdmark Sites Planning Proposal	DA/75/2024 – Under assessment	DA is under assessment. No construction has commenced Stage 1 – 66 weeks Stage 2 – 58 weeks Stage 3 – 20 weeks	20 heavy vehicles per day, and 20 light vehicles per day
4	Parramatta Light Rail Stage 2	SSI-10035 – Approved	The project is expected to start from 2028 to 2029. No further detail on project duration.	30 – 50 heavy vehicles per day 16 – 24 light vehicles per day 131 – 175 workforce light vehicles per day
Total trucks and light vehicles volumes per day				110-130 heavy vehicles daily, and 167- 219 light vehicles daily

As shown in Table 6, Melrose Park North Precinct and Melrose Park Town Centre are currently in construction and may remain in construction when MPHS starts construction. The remaining projects may coincide with MPHS construction program. Nonetheless, these projects are anticipated to not significantly affect the local traffic and MPHS construction as it is assumed that all relevant roadways can accommodate the extra heavy vehicle trips generated by MPHS. Due to the existing construction project nearby, the road network is currently used by heavy vehicles such as trucks and buses. Additionally, the road network is designed to accommodate future population growth and associated traffic volumes; the construction vehicle volumes associated with these sites would be substantially lower than the total volumes on these roads in future.

In the case of worker parking, both Melrose Park North Precinct and Melrose Park Town Centre provide on-site car parking for workers during construction. Hence, there would be a minimal impact on the nearby on-street parking and thus have a minimal impact on MPHS construction operation.

3.2 Local Impacts

The site manager shall be responsible for liaising with the site manager of any surrounding construction projects once identified. In particular, communication across sites should ensure:

- Overall project programs are to be identified and shared.
- High-volume days or periods (such as concrete pours) are to be communicated, and where possible are to be coordinated to avoid excessive impact to the road network.
- Oversize / over mass delivery days are to be communicated, and where possible are to be coordinated to avoid excessive impact to the road network.
- Traffic control measures (including Traffic Control Plans / Traffic Guidance Schemes) are to be shared if these may be relevant to construction vehicle routes for surrounding projects.

3.3 Community Notification

Community notification shall be undertaken as per any School or SINSW requirements and should include:

- Temporary notification signage installed around the site and affected areas highlighting the upcoming changes / impact.
- Door knocking to the immediately surrounding stakeholders advising them of the upcoming works.
- Mailbox drops within a set radius around the project, distributing the monthly project updates.
- Project updates on School websites containing project updates, notifications, and contact numbers.
- Project specific distribution lists that can be signed up to by members of the public who wish to receive notifications electronically.

Section 4 Impact Management and Mitigation Measures

4.1 Road Network Impacts

The potential impacts to the road network, and associated mitigation measures, are detailed in Table 7.

Table 7: Construction Impacts to the Traffic Network

Project Stage	Impact	Mitigation Measures
Construction	Construction traffic increases traffic volumes on road network during all stages	<p>As stated in Section 3.1, the local road network has already been designed to accommodate the additional volumes, hence no mitigation measures are required.</p> <p>Furthermore, construction traffic movements are to be scheduled outside peak periods where possible.</p>
Stage 1 Construction	Construction worker parking exerting additional demand to on-street parking during Stage 1	<p>On-site car parks are to be made available to workers as soon as practical; additional areas such as the staff car park, which are anticipated to be built at early phases of the project, are to be made available for workers car parking if possible.</p> <p>Construction Worker Transport Strategy shall be prepared to encourage alternate transport modes, and reductions in car usage by construction workers.</p> <p>Workers choosing to park on-street to be instructed to park in areas of least impact to neighbours.</p>
Stage 2 Construction	Limited on-site construction worker parking due to site constraints during Stage 2	<p>Worker parking is always recommended to be accommodated on-site. However, during stage 2, the available spaces for worker parking will be limited due to site constraints. Hence, workers that choose to drive to the site are likely to utilise the existing on-street parking near the school site.</p> <p>To discourage workers travelling to the site by private vehicle:</p> <ul style="list-style-type: none"> Workers to be provided with a Travel Access Guide containing information on available public transport options and transport planning Workers recommended and reminded to carpool where possible Preferred parking locations should be advised to workers, to reduce impacts to residents for those workers that do choose to drive No workers to park within 100 metres of the school boundary (to ensure parking availability and to reduce impact to drop off and pick up periods) Workers recommended to park away from the pick up and drop off areas to avoid additional congestion Workers must follow all on-street regulatory signage including drop off and pick up zones around the school

Project Stage	Impact	Mitigation Measures
		A strategy to minimise on-street parking will be further investigated once a contractor has been appointed and will be included in a detailed CTMP.
Construction	Congestion with neighbouring developments	<p>As stated in 2.3.2, construction vehicle generation will be minimal when compared to the Melrose Park Precinct currently under construction</p> <p>Construction vehicle movements will be time restricted to occur outside school pick-up and drop off times to avoid conflicts with the existing MPPS. In addition, all construction deliveries are to be monitored by a traffic controller and any delivery related to the project is to be scheduled and staged to reduce congestion.</p>
Stage 1 Construction	Impacts to Hope Street and Wharf Road during public domain works	<p>Public domain construction works are to be staged and/or managed (e.g. contraflow movements) to maintain vehicle flows along Hope Street and Wharf Road.</p> <p>Any road closures (if required) are to be coordinated with Transport for NSW and Council.</p>
Operation	Local impacts.	Sufficient communication measures as documented in Section 3.2 are to be implemented to ensure nearby neighbours are well-informed of any project updates.

4.2 Pedestrian and Cyclists Impacts

The potential impacts to the pedestrian network, and associated mitigation measures, are detailed in Table 8.

Table 8: Construction Impacts to the Pedestrian Network

Project Stage	Impact	Mitigation Measures
Construction	Impacts on cyclists during construction (including intersections and bus bay).	<p>Construction works are to be staged and/or managed (e.g. contraflow movements) to maintain cyclist flows.</p> <p>Any construction vehicle movement will be monitored and controlled to ensure cyclists safety on the road.</p> <p>Any road closures (if required) to be coordinated with Transport for NSW and Council.</p>
Construction	Impacts to Hope Street and Wharf Road footpaths during footpath reconstruction/extension works.	Pedestrians to be diverted to appropriate locations either in the kerbside parking lane (with suitable barrier protection) or on the opposite side of the road (with suitable crossing points provided).
Construction	Materials lifting / construction activities adjacent to Hope Street & Wharf Road footpaths.	Appropriate hoarding to be provided at site boundary.
Construction	Impacts of Stage 2 construction while the high school is in operation	<p>As the school will be constructed in stages, stage 2 will be constructed while the school is in operation.</p> <p>To minimise the impact on the students accessing the school and the nearby pedestrians, appropriate hoarding is to be provided at stage 2 site boundary.</p> <p>Any pedestrian or cycling accesses that are obstructed by Stage 2 construction will be redirected temporarily during the construction.</p>

Section 5 Conclusions

Subject to implementing the recommendations/mitigation measures set out in Section 4 of this report, the conclusion of this assessment is that the proposed Activity is not likely to significantly affect the environment in relation to construction traffic matters.

This preliminary CTMP has been prepared as part of the preliminary construction works for the proposed MPHS. The plan aims to assess and address the construction traffic impacts of the proposed development and define the necessary management process and mitigation measures for construction of the project.

The proposed traffic management arrangements recommended in this plan satisfy the requirements of TfNSW Traffic Control at Work Sites Manual, AS 1742.3 and AS 2890.2, and the plan seeks to minimise the impact of construction activities on the surrounding community, in terms of both vehicle traffic and pedestrian amenity. It is important to reiterate this plan is preliminary in nature and is required to be updated once a contractor has been appointed.