

Bungendore High School – Preliminary Construction Traffic Management Plan



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1 Introduction

This Preliminary Construction Traffic Management Plan has been prepared to support a Review of Environmental Factors (REF) for the NSW Department of Education (DoE) for the construction and operation of the new Bungendore High 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 3.37A of the T&I SEPP.

This document has been prepared in accordance with the *Guidelines for Division 5.1 assessments* (the Guidelines) by the Department of Planning, Housing and Infrastructure (DPHI). The purpose of this report is to outline the impacts and mitigations to the transport network and encourage sustainable travel to and from school.

1.1 Site Description

The current street address is part of 18 Harp Avenue, Bungendore, NSW, 2621 (the site), and is legally described as part Lot 125 in Deposited Plan 1297613. As shown in Figure 1-1, the proposed school site forms part of a larger lot which is the subject of a proposed residential subdivision.

The site is located within the North Bungendore Precinct (Elm Grove Estate) in Bungendore. As a result of precinct wide rezonings, the surrounding locality is currently transitioning from a semi-rural residential area to an urbanised area with new low density residential development.

The site is zoned R2 Low Density Residential, with all adjoining land also zoned R2 Low Density Residential.

The site has three frontages:

- Approx 500m southern frontage to Birchfield Drive
- Approx 500m northern frontage to Bridget Avenue
- Approx 100m eastern frontage to Winyu Rise.

The site is currently cleared of all vegetation and consists of grassland, having been prepared for the purposes of future low density residential development.



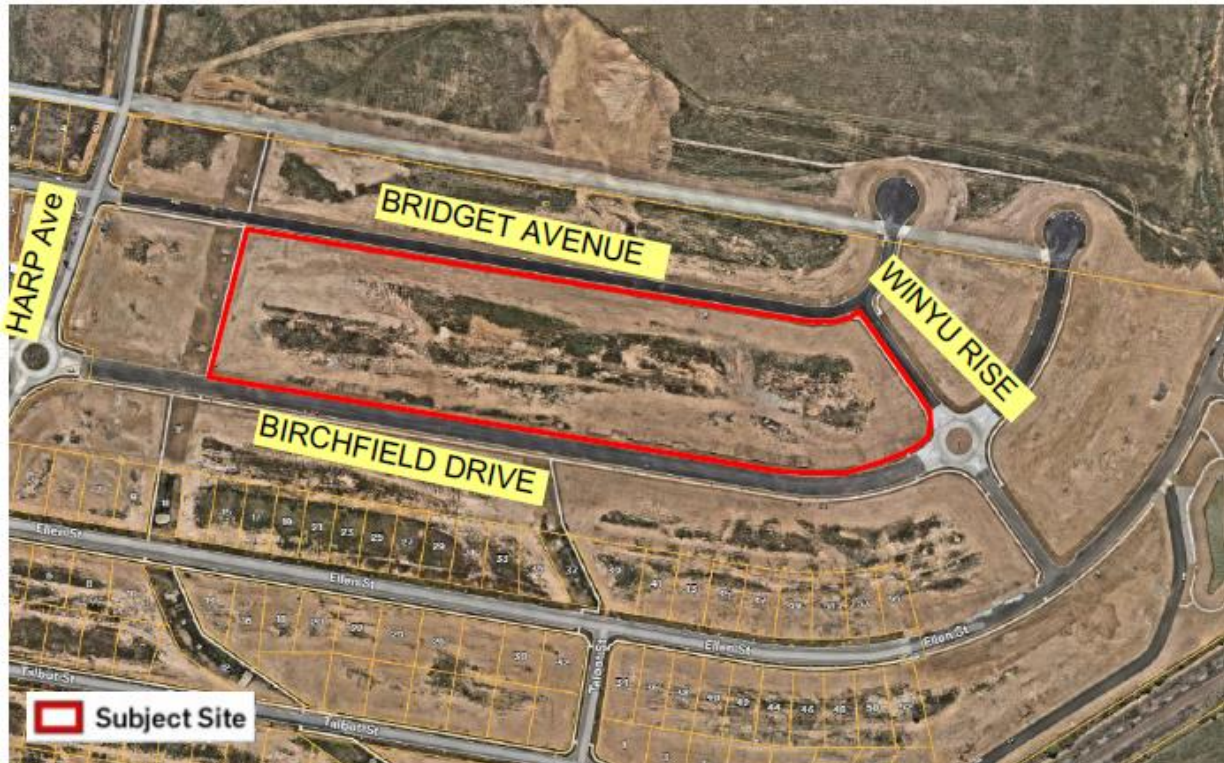


Figure 1-1: Aerial photograph of the site

Source: Urbis, 2024

1.2 Proposed Activity Description

The proposed activity is for the construction and operation of a new high school known as Bungendore High School. The new high school will accommodate 600 students and will involve the construction of three buildings including two learning hubs and a school hall.

The buildings will be three-storey in height and will include teaching spaces, specialist learning hubs, a library, administrative areas and a staff hub. Additional core facilities are also proposed including a standalone school hall with covered outdoor learning area (COLA), a carpark, a pick-up and drop-off zone along Birchfield Drive, sports courts, a sports field and an agricultural building.

Specifically, the project involves the following:

- Building A, which is three storeys accommodating general learning hubs, administration / staff hub and library.
- Building B, which is a part three/ part four storeys accommodating general learning hubs and staff areas.
- Building C, which is a standalone school hall with COLA.
- Building D, which is an agricultural block.
- Carpark with 50 spaces.
- Open play space including sports courts and a sports field.
- Associated utilities and services including substation.

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The proposed site access arrangements are as follows:

- Main pedestrian entrance to be located off Birchfield Drive.
- Secondary pedestrian access from Bridget Avenue.
- Pick up and drop off zone proposed along Birchfield Drive.
- Onsite parking access via Bridget Avenue.

The design has been masterplanned to allow for an additional future stage.

Figure 1-2 provides an extract of the proposed site plan.

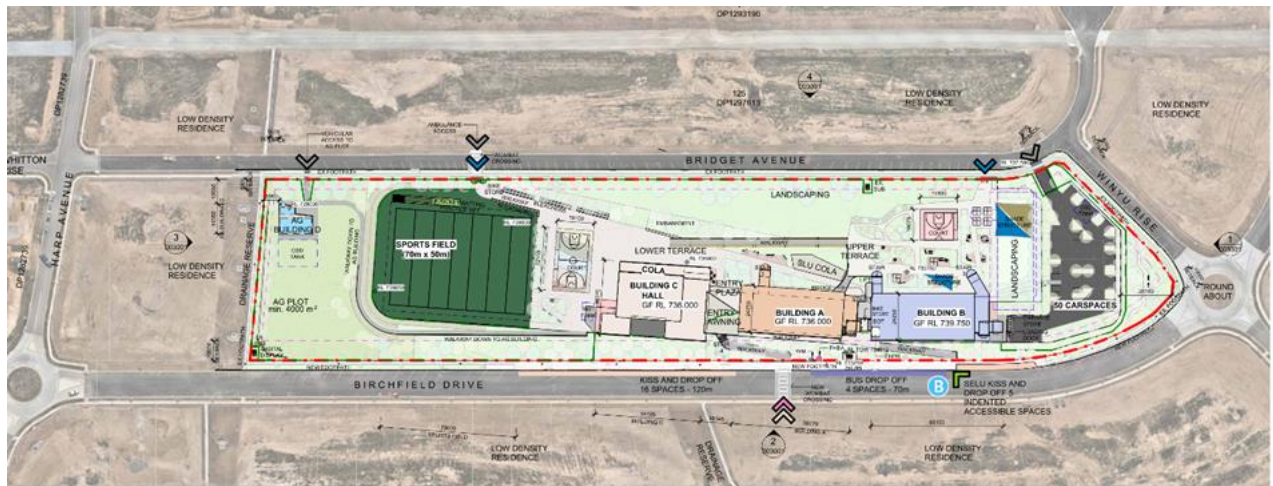


Figure 1-2: Site plan

Source: NBR5, 2025

1.3 Evaluation of Environmental Impacts

Potential construction traffic impacts associated with Bungendore High School site can be appropriately mitigated or managed to ensure that there is minimal impact on the locality, community and/or the environment.



2 Construction Traffic Management Plan

2.1 Overview

This overview of construction traffic impacts aims to ensure the safety of workers and road users in the vicinity of the construction site. The primary objectives of the Preliminary CTMP include the following:

- To identify the need for adequate and compliant traffic management requirements within the vicinity of the school.
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction vehicles.
- Establishment of a safe pedestrian environment around the site.
- To inform the Contractor and set the ground rules for managing construction traffic associated with the site.

2.2 Key objectives

The overall principles of traffic management during the construction activity include:

- Provide an appropriate and convenient environment for pedestrians
- Minimise the impact on pedestrian movements
- Maintain appropriate capacity for pedestrians at all times on footpaths around the site
- Maintain appropriate public transport access
- Maintain current levels of parking within the precinct
- Maintain permanent access to/ from the hospital accesses for emergency services
- Restrict construction vehicle movements to designated routes to/ from the site
- Manage and control construction vehicle activity around the site
- Minimise impacts to general traffic in the vicinity of the site.

2.3 Work hours

It is anticipated that work associated with the development will generally be carried out between the following hours of construction:

- Monday to Friday (other than public holidays) (7:00am to 6:00pm)
- Saturday (8:00am to 1:00pm)
- Sunday/ public holiday (no work).

In addition to regular work hours, there will be occasions where specific out-of-hours work is required. The contractor will be responsible for instructing and controlling all sub-contractors regarding the hours of work. Any work conducted outside of the approved construction hours would be subject to specific prior approval from Council.

2.4 Construction worker parking and traffic

It is expected that up to 200 construction workers would be on site during peak construction activities. Construction worker parking is to be provided on site where possible. Public parking is available on surrounding local streets such as Birchfield Drive and Bridget Avenue for any parking spillover. This will not have a significant impact on availability of parking for local residents because of the proposed low-density residential nature of the land uses on Birchfield Drive and Bridget Avenue within vicinity of the



site. Any construction worker arrivals and departures by vehicle would typically be outside of road network peak hours and as such, are unlikely to impact the surrounding road network. The Principal Contractor would be required to outline a schedule of worker start and finish times and demonstrate that this does not have any significant impact on local traffic activity. It is also expected that the Principal Contractor would be required to implement measures to reduce worker car travel, such as shuttle buses from key transport nodes or designated remote pick-up points as necessary.

2.5 Construction traffic volumes

The site will have various types of construction vehicles accessing the site. The largest standard construction vehicles regularly accessing the site would include 12.5-metre heavy rigid vehicles. It is likely that a limited number of larger special-purpose vehicles (e.g. floats for plant and equipment, large mobile cranes) will be required, however, these would be subject to a separate oversize and over-mass application process, with an analysis of the specific vehicle access and manoeuvring requirements.

It is expected that for most of the project, no more than 20 heavy vehicles (40 heavy vehicle movements) are expected per day.

2.6 Site access

Considering the main access route for the site to be via Birchfield Drive, it is assumed that construction vehicles are to enter the site via an entry point off Birchfield Drive for construction works, as indicated in Figure 2.1. The Principal Contractor is to confirm the exact location of the site entry point for construction vehicles.

As part of the detailed CTMP, a traffic guidance scheme (formerly a traffic control plan) will be prepared in accordance with the principles of the Transport for NSW Traffic Control at Work Sites manual. The traffic guidance scheme (TGS) would primarily show where “Trucks” signs would be located at specific locations (such as uncontrolled intersections) along the approved truck routes to warn other road users of the increase in construction vehicle movements.



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2 Construction Traffic Management Plan

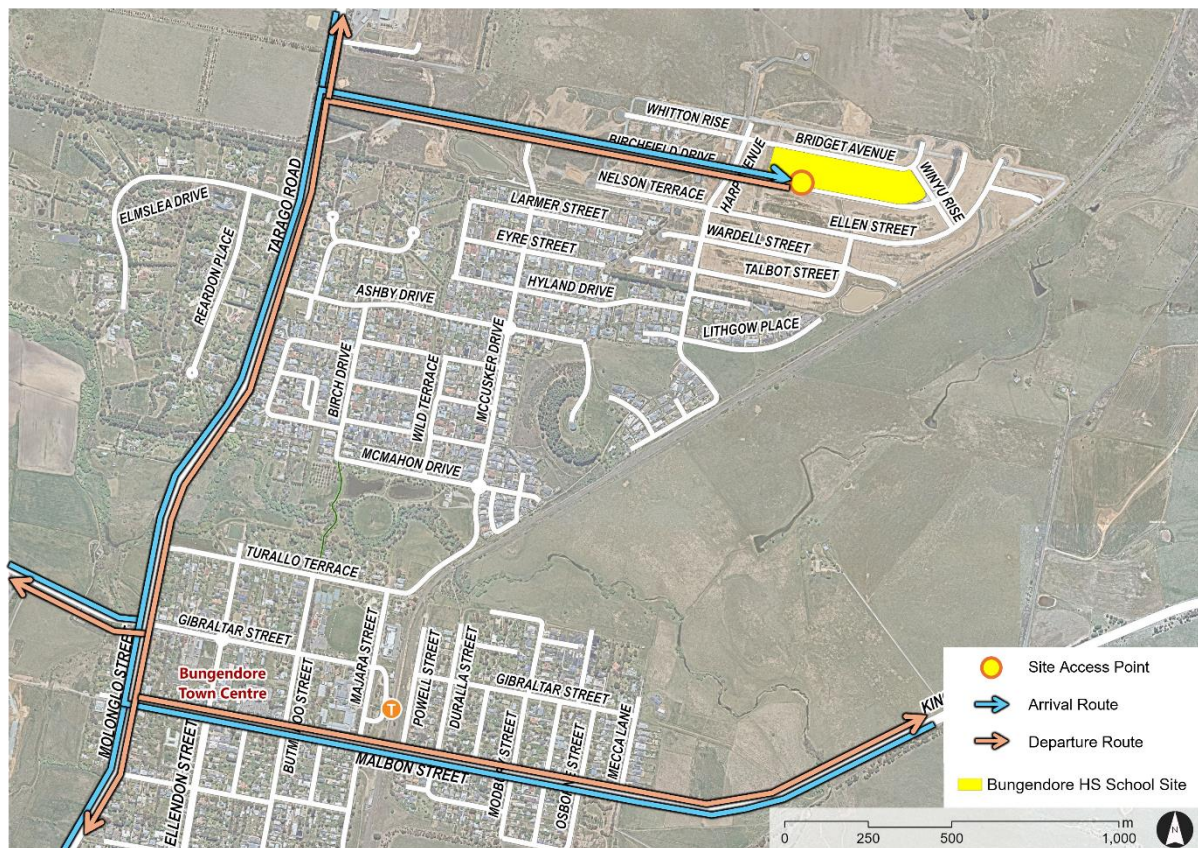


Figure 2.1: Site Access Point and Construction Vehicle Routes

2.7 On-street work zones

No on-street works zones are proposed at this stage. However, this may change subject to the proposed methodology of the appointed contractor.

2.8 Construction vehicle routes

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout the Queanbeyan Region. However, all construction vehicles will be restricted to the State and Regional Road network where practicable. It is expected that vehicles will approach the site from the surrounding major roads, such as Tarago Road, Kings Highway and Bungendore Road, to reach the relevant access point on Birchfield Drive.

Construction vehicles should be advised to follow the routes shown in Figure 2.1. No queuing or marshalling of construction vehicles will be permitted on public roads.

2.9 Traffic guidance scheme

Detailed information for work site operations is contained in the Traffic Control at Work Sites manual version 6.0 (Transport for NSW, 2020). The control of traffic at work sites must be undertaken with reference to Workcover requirements and any other Workplace Health and Safety manuals.



The Principal Contractor will be required to provide TGSs for the proposed works which will generally consider the following:

- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site.
- Pedestrians and all passing vehicles will maintain priority.
- A clear definition of the work site boundary is to be provided by the erection of site fencing and/ or A and B Class hoardings around the site boundaries.
- All construction vehicle activity will be minimised during peak periods, where possible.

2.10 Pedestrian and cyclist management

During the construction period, pedestrian and cyclist movements are to be maintained as much as possible. Where works require the closure of an existing pedestrian route, a suitable alternative is to be provided. Class A hoarding/ ATF fencing would be provided between pedestrian paths and any work site. Where overhead works are occurring, B-Class hoarding will be provided where pedestrian movement is being maintained. It is not expected that cyclist or pedestrian routes would be majorly impacted by the proposed construction works.

Where pedestrian or cyclist routes are affected, accredited traffic controllers will be provided to manage the impact and minimise conflict between vehicles and pedestrians or cyclists surrounding the site.

The existing Bungendore Public School and Bungendore High School is located at the corner of Majara Street and Malbon Street. Given that Malbon Street is identified as a heavy vehicle access route, this may raise safety concerns with students walking or riding to/ from the existing schools sites exposed to additional construction vehicles. Therefore, heavy vehicle movements associated with the construction are to be limited to occur outside of pick-up and drop-off periods at the existing schools.

Bell times at the existing schools occur at 9:05am and 3:10pm. Therefore construction vehicle access on Malbon Street should be restricted between the periods of 8:35am to 9:05am, and 3:10pm to 3:40pm.

2.11 Public transport

Given the infrequent heavy vehicle movements associated with the construction works, the overall impact on existing public transport services on Malbon Street / Kings Highway is expected to be negligible. This includes the impact on the identified local area bus services.

2.12 Traffic movements in adjoining areas

No adverse effects are expected from the movement of heavy vehicles through adjacent council areas.



3 Mitigation measures

The following table outlines mitigation measures to potential issues during construction activities.

Issue	Mitigation measure
Limited construction worker parking accommodated on site	<p>Construction workers are to be guided where appropriate parking is available around the site on induction, and also be encouraged to use public transport services. Appropriate arrangements are to be made for any equipment/ tool storage and drop-off requirements.</p> <p>The Principal Contractor is required to outline a schedule of worker start and finish times and demonstrate that this does not have any significant impact on local traffic activity. It is also required that the Principal Contractor implement measures to reduce worker car travel, such as shuttle buses from key transport nodes or designated remote pick-up points as necessary.</p>
Addition of construction related vehicles to the local transport network, including on roads that provide walking and cycling access to the existing Bungendore Public School and Bungendore High School.	<p>Construction vehicles are to follow specified routes (see Figure 2.1). The Principal Contractor will be required to provide TGSs for the proposed works (see Section 2.9).</p> <p>Construction vehicle access is to be limited to occur outside of the pick-up and drop-off periods for the existing Bungendore Public School and Bungendore High School ie 8:35am to 9:05am, and 3:10pm to 3:40pm.</p>
Obstructions to pedestrian and cyclist movements	Where pedestrian or cyclist routes are affected, accredited traffic controllers will be provided to manage the impact and minimise conflict between vehicles and pedestrians or cyclists.
Potential safety concerns associated with construction vehicle traffic	Prior to construction commencing, the Contractor is to prepare a detailed Construction Traffic Management Plan to the satisfaction of Council and DoE.







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