Bungendore North Campus High School

Preliminary Construction Traffic Management Plan

Stantec

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1 Introduction

This Bungendore North Campus High School 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 North Campus 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) as well as the Addendum Division 5.1 guidelines for schools and Addendum October 2024 (Consideration of environmental factors for health services facilities and schools).

The purpose of this report is to provide a preliminary construction traffic management plan for the construction of the Bungendore North Campus High School site.

1.1 Site Description

The project site, and land to which the REF applies (the site) includes Nos. 4-6, and 10 Majara Street, part Lot 1 DP 1276279 (previously Majara Street road reserve) and part Lot 1 DP 1276282 as identified in Figure 1-1.

As shown in Figure 1-1, the Bungendore North Campus High School will utilise the former Council administration building and car park located at 10 Majara Street. Demountable buildings are proposed to be placed north of the existing building. Public domain upgrades will feature in part Lot 1 DP 1276279 and part Lot 1 DP 1276282.

The site is located between Mick Sherd Oval (to the west) and the rail corridor (to the east). The site is located approx. 170m north of the Bungendore Train Station and Bungendore Primary School. The Bungendore Primary School, located on the corner of Gibraltar Street and Majara Street currently accommodates Bungendore High School on a temporary basis.

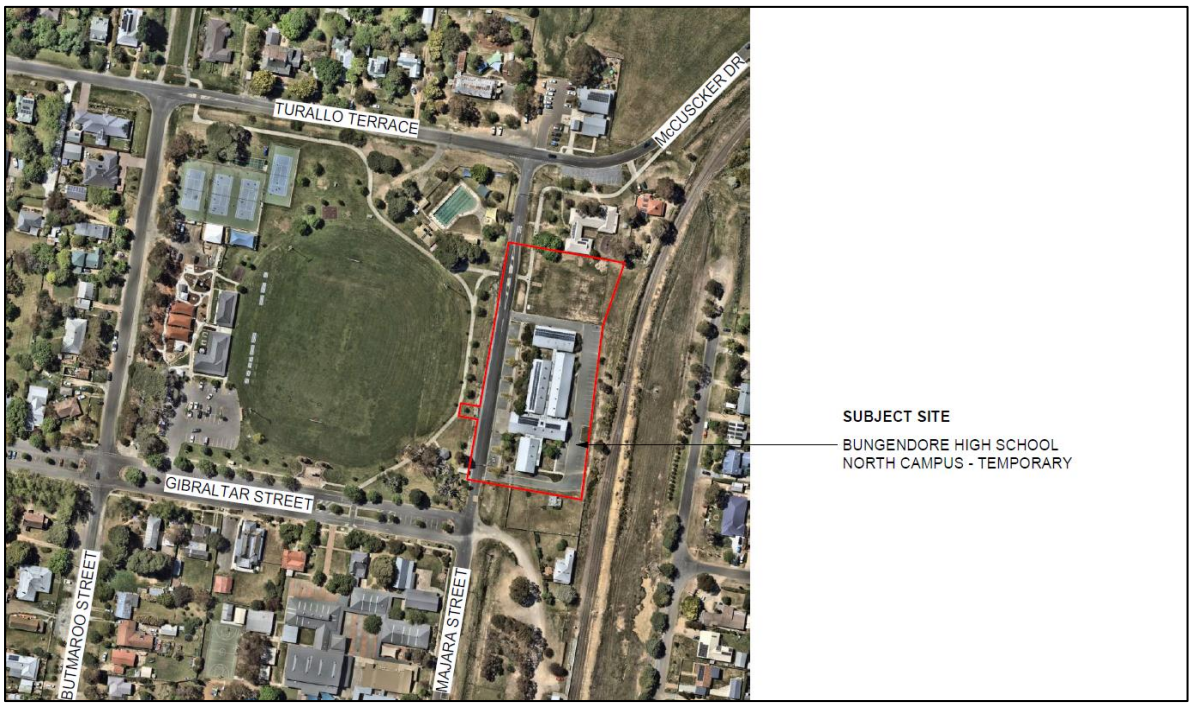

Figure 1-1: Aerial photograph of the site

Source: TKD, 2025

1.2 Proposed Activity Description

The proposed activity is for the construction and operation of the new Bungendore North Campus High School. The high school will accommodate the operational needs of the high school on a temporary basis (together with the existing high school located within the grounds of Bungendore Public School) as students as enrolments continue to grow. These facilities will be utilised until such time the permanent high school at Birchfield Drive is established.

Specifically, the project involves the following:

- Use of the former Council administration building as part of the new Bungendore North Campus High School,
- New demountable classrooms,
- Landscaping, outdoor play areas, shade structure and basketball court,
- On site staff parking which utilises the existing car park and access from Majara Street, and
- Public domain upgrades to part Lot 1 DP 1276279 (previously Majara Street Road reserve) and part lot 1 DP 1276282 to enable kiss and drop from Majara Street and pedestrian connectivity to surrounding areas.

The facilities proposed will supplement the existing high school facilities located within the Bungendore Primary School site.

Refer to the Review of Environmental Factors (REF) for the detailed scope of works and operational details.

Figure 1-2 provides an extract of the proposed Overall Campus Plan.

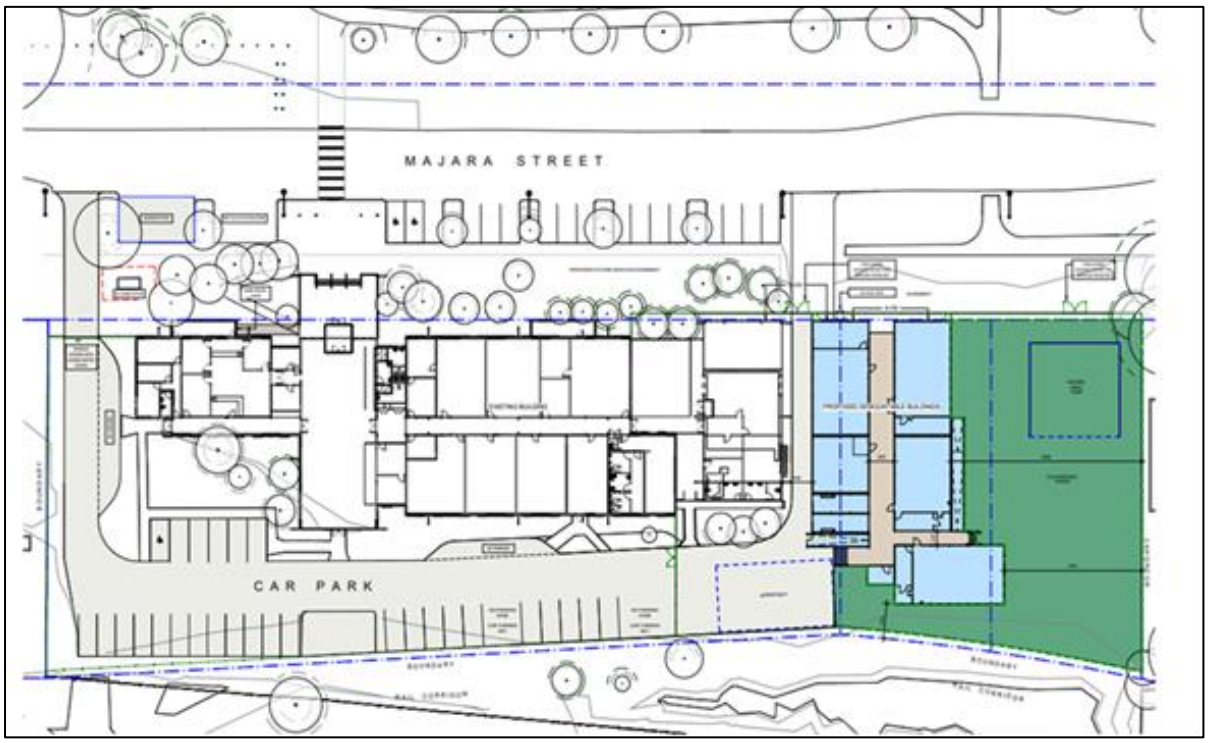

Figure 1-2: Overall Campus Site Plan

Source: TKD, 2025

1.3 Evaluation of Environmental Impacts

Potential impacts of the construction of the Bungendore North Campus 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 50-60 construction workers would be on site during peak construction activities. Construction worker parking may be accommodated on site in the existing car parking area at the rear of the building if it does not conflict with construction vehicle movements and storage areas. Otherwise, public parking is available on surrounding local streets such as Majara Street and Gibraltar Street.

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 10 heavy vehicles (20 heavy vehicle movements) are expected per day. This is expected to peak at 20 heavy vehicles (40 heavy vehicle movements) during a peak period of two weeks during the delivery of the modular buildings.

2.6 Site access

It is proposed that construction vehicles enter the site via an entry point to the on-site parking area off Majara Street for construction works, as shown in Figure 2-1. The previously closed section of Majara Street between Gibraltar Street and Turallo Terrace has been reopened to the public in April 2025. Majara Street is expected to be fully accessible during construction. Access is to be provided for construction vehicles via the southern entry only.

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.

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 Kings Highway/ Malbon Street, Tarago Road and Bungendore Road to reach the relevant access point on Majara Street.

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

Construction workers will arrive on site as directed by the appointed contractor. Refer to Section 3 for more detail on construction worker parking.

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.

2.11 Public transport

Given the infrequent heavy vehicle movements associated with the construction works, the overall impact on existing public transport services on Majara Street 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 local areas due to relatively small scale construction works and low frequency of high vehicle movements.

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	Construction workers should be guided where appropriate parking is available around the site on induction, and also be encouraged to use public transport services. Appropriate arrangements should be made for any equipment/ tool storage and drop-off requirements. 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.
Addition of construction related vehicles to the local transport network	Construction vehicles are advised 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).
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.

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