Genesis Traffic

Transport Impact Statement

129 Dalmeny Drive, Prestons

Proposed Upgrades to Dalmeny Public School

24264

Prepared for

Department of Education

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1 Introduction

1.1 Background

This Transport Impact Statement has been prepared to accompany a Review of Environmental Factors (REF) prepared for the Department of Education (DoE) relating to the Dalmeny Public School Upgrade (the activity), located at 129 Dalmeny Drive, Prestons (Figure 1-1), under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP TI).

Figure 1-1 Site

Source: Mecone (Modified by Genesis Traffic)

This document has been prepared in accordance with the *Guidelines for Division 5.1 assessments – Consideration of environmental health facilities and schools*, Addendum October 2024 (the Guidelines) by the Department of Planning, Housing and Infrastructure.

This report examines and takes into account the relevant environmental factors in the Guidelines and Environmental Planning and Assessment Regulations 2021 under Section 170, Section 171 and Section 171A of the EP&A Regulation as outlined in Table 1-1.

Table 1-1 Guidelines and EP&A Regulations

Regulation/ Guideline Section	Requirement	Response	Report Section
A. a) (a1) Impact during construction	Construction traffic management plan (CTMP)	A draft CTMP has been provided, following confirmation of contractors can a final CTMP be completed.	Section 7
A. a) (a2) Impact post-construction	Transport and accessibility impact assessment	The activity is not projected to result in a substantial increase in traffic generation and thus, pose no additional impact post construction.	Section 2

1.2 Scope of Assessment

The purpose of this report is to provide a high-level assessment covering the following scope:

- Outline the proposed activity.
- Describe the existing site, surrounding road network, and parking controls/restrictions.
- Identify available local transport services.
- Evaluate existing pedestrian and cycling infrastructure.
- Analyse current travel patterns based on data provided by SINSW.
- Assess existing car park occupancy level.
- Examine prevailing traffic operating conditions during the peak Drop-Off and Pick-Up (DOPU) periods.
- Review traffic movements and behaviours associated with the peak DOPU operations.
- Evaluate existing car park and traffic conditions.
- Assess the projected traffic generation post-development and its potential impact on the local road network.

1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Development Control Plan (Liverpool City Council)
- Guide to Transport Impact Assessment, NSW Government, 2024
- Draft Rapid Transport Assessment, Dalmeny Public School, October 2023

The Issue 5 version of this assessment further responds to majority of the comments provided by Liverpool City Council (20 May 2025).

2 Proposed Activity

The proposed activity for the Dalmeny Public School Upgrade includes the construction and occupation of a two-storey classroom building and associated covered walkways and landscaping.

Demolition

- Demolish part of existing fence on Dalmeny Drive;
- Tree removal; and
- Earthworks;

Construction and occupation

- Two-storey classroom building (Block H);
- Covered walkways (excluding between Block G and H),
- Footpath between Block G and Block H
- Landscaping (surrounding Block H),
- Fence and gate south of Block H;
- OSD tank;
- New Main Switch Board;
- Substation; and
- Fire Hydrant.

The classroom building will consist of the following floor layout:

- Ground Floor Level: Comprises eight (8) general learning spaces (GLS) and two (2) learning commons spaces (LCS). Also located on the ground floor level are amenities, services, storage spaces and a lift and two stair cases to provide access to the first-floor level; and
- First Floor Level: The first-floor level will also comprise eight (8) GLS and two (2) LCS. Also located on the first-floor level are amenities, a mechanical plant room and other rooms for services.

Works to be undertaken under separate Planning Pathway (not part of this REF)

The following works to be undertaken under a separate planning pathway cannot be undertaken until the Activity is completed and operational.

- Decommission and remove existing single storey portable classrooms;

- Decommission and remove existing portable amenities;
- Associated covered walkways to be demolished;
- Associated site infrastructure works;
- Shade structure over pathway between Block G and H;
- Remainder of landscaping
- Fencing and gate north-west of Block H.

It is advised that the proposed works will not result in increased student enrolment at the school.

Details of the proposal are indicated in the architectural plans which accompany the submission and are reproduced in part in **Attachment 1**.

3 Existing Conditions

3.1 Site and Surrounding Context

The School site (Figure 3-1) is located at 129 Dalmeny Drive, Prestons and is legally described as Lot 312 in DP 882619. The site occupies an area of 29,842m² and has an expansive frontage to Dalmeny Drive along the northern boundary and a small frontage to Umbria Street to the south. The site is adjoined by low density residential dwellings on the eastern and western boundaries.

Figure 3-1 Site Context

Source: DFP Planning Consultants (Modified by Genesis Traffic)

The site comprises 7 education blocks and 14 demountable spaces at present. The existing driveway is located at Dalmeny Drive, providing access to 64 staff-only parking spaces.

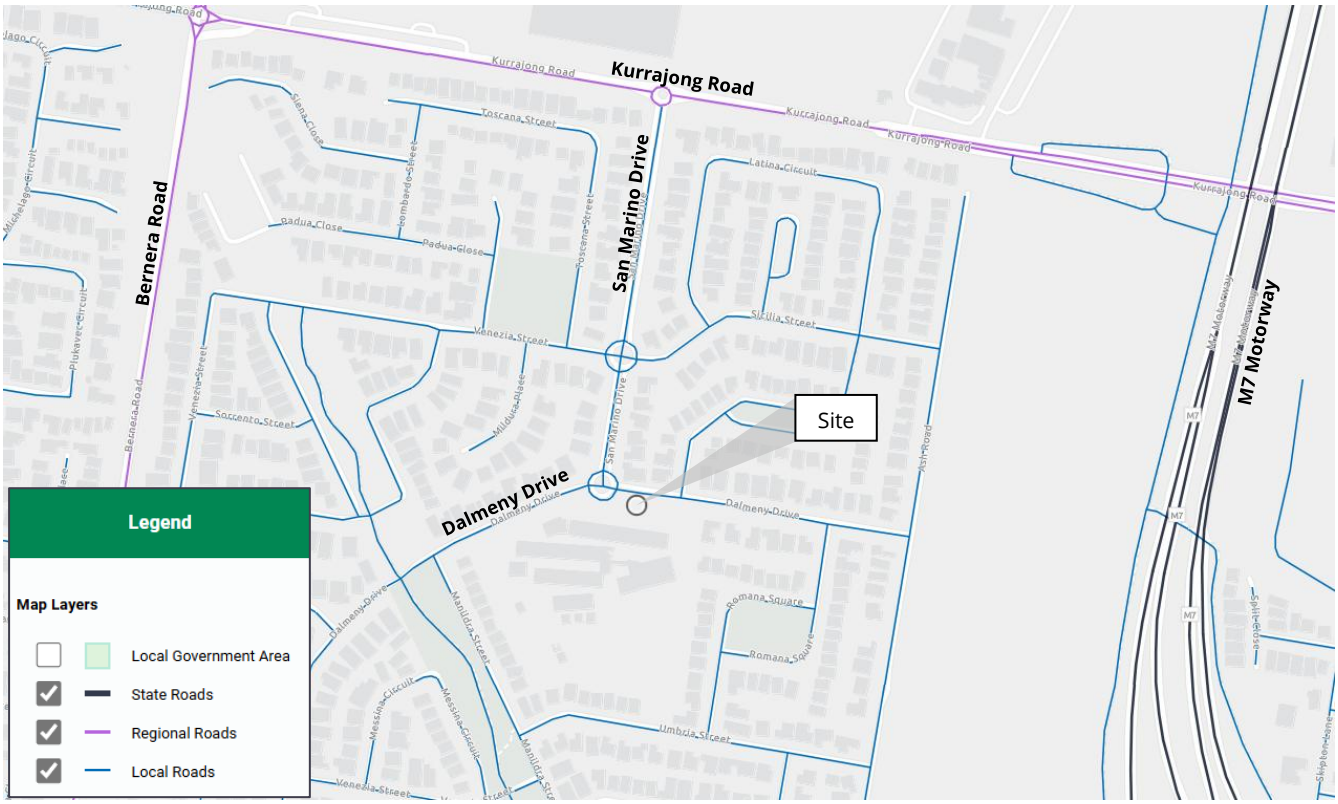
Other adjoining and surrounding land uses include:

- Residential dwellings surrounding the development.
- Industrial developments to the north.
- Amity College to the north of Kurrajong Road.

3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
M7 Motorway	· State Road · Speed limit 100 km/h · 2 lane(s) in each direction · No Stopping restriction along both sides of the street
Kurrajong Road	· Regional Road · Speed limit 60 km/h · 1 lane(s) in each direction · Unrestricted on-street parking along both sides of the street
Bernera Road	· Regional Road · Speed limit 60 km/h · 2 lane(s) in each direction

	· No Stopping restriction along both sides of the street
San Marino Drive	· Local Road · Speed limit 50 km/h · 1 lane(s) in each direction · Unrestricted on-street parking along both sides of the street
Dalmeny Drive	· Local Road · Speed limit 50 km/h · 1 lane(s) in each direction · Unrestricted on-street parking along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site are detailed in Table 3-2:

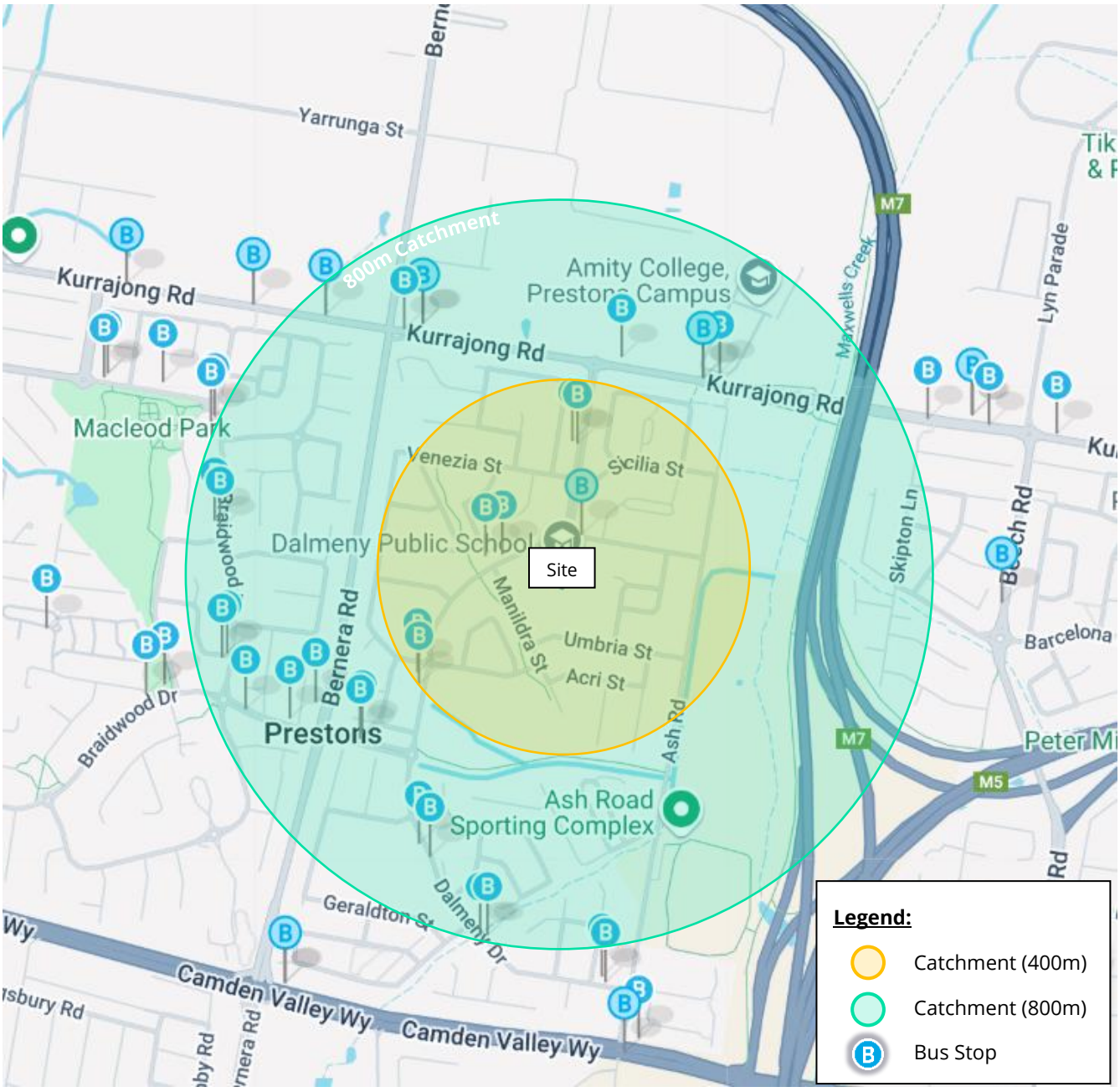
Table 3-2 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	· Intersection(s) of: o Kurrajong Road and Bernera Road
Roundabout	· Intersection(s) of: o Kurrajong Road and San Marino Drive o San Marino Drive and Dalmeny Drive
School Zone	· Along part(s) of o Kurrajong Road and Dalmeny Drive
Pedestrian Crossing	· Along part(s) of o Kurrajong Road and Dalmeny Drive

3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Google Map (Modified by Genesis Traffic)

Train/Metro

There is no train station available near the School. However, there are ample bus services that provide connections to the surrounding nearest train services such as Edmondson Park Train Station. This train station provides the T2 (Inner West & South Line) and T5 (Cumberland Line) services.

Bus

Local bus services are within walking distance of the site. The nearest bus stop is located 50m from the School's entrance on Dalmeny Drive. Table 3-3 and Table 3-4 outlines the local bus services.

Table 3-3 Public Bus Services Provision

Bus Line	Bus Route	Peak Frequency
851	Carnes Hill Marketplace to Liverpool via Cowpasture Road	2 trips per hour
852	Carnes Hill Marketplace to Liverpool via Greenway Drive & Cowpasture Road	3 trips per hour
855	Rutleigh Park to Liverpool via Austral & Leppington	1 trip per hour
856	Bringelly to Liverpool	1 trip per 2 hours
857	Narellan to Liverpool	2 trips per hour
864	Carines Hill to Glenfield via Horningsea	2 trips per hour
866	Casula Mall to Liverpool	2 trips per hour
867	Prestons to Glenfield	3 trips per hour
869	Ingleburn to Liverpool via Edmonson Park & Prestons	4 trips per hour

Table 3-4 School Bus Services Provision

Bus Line	Bus Route	Peak Frequency
1023	Braidwood & Mollymook to Dalmeny Public School	1 trip in the morning
1035	Camden Valley Way & George Steet to William Carey Christian School	1 trip in the morning
2037	Dalmeny Public School to Prestons	1 trip in the afternoon
2068	John Edmonson High School to Leppington	1 trip in the afternoon
2082	Clancy College to Prestons	1 trip in the afternoon

3.5 Vehicle and Pedestrian Accessibility

The School's vehicle access (Figure 3-4) is located on Dalmeny Drive, east of the roundabout at the intersection of Dalmeny Drive and San Marino Drive. This driveway provides entry and exit to the on-site, at-grade secured staff car park.

There are a total of 3 pedestrian access gates along the School frontages. The main access point, Gate 1, is positioned east of the roundabout, while Gate 2 is located to the west (Figure 3-5). The last access gate, Gate 3, is located on Umbria Street (Figure 3-6). The locations of these access points are also contextually identified in Figure 3-1.

Observations indicate that while the access gates are relatively narrow, they function effectively without significant operational issues for students and parents.

A dedicated pedestrian crossing (Figure 3-7) is provided west of the roundabout, connecting Dalmeny Drive and San Marino Drive.

Figure 3-4 Vehicle Access Point

Source: Genesis Traffic

Figure 3-5 Pedestrian Access Points along Dalmeny Drive

Source: Genesis Traffic

Figure 3-6 Pedestrian Access Point along Umbria Street

Source: Genesis Traffic

Figure 3-7 Pedestrian Crossing

Source: Genesis Traffic

3.6 Car Parking

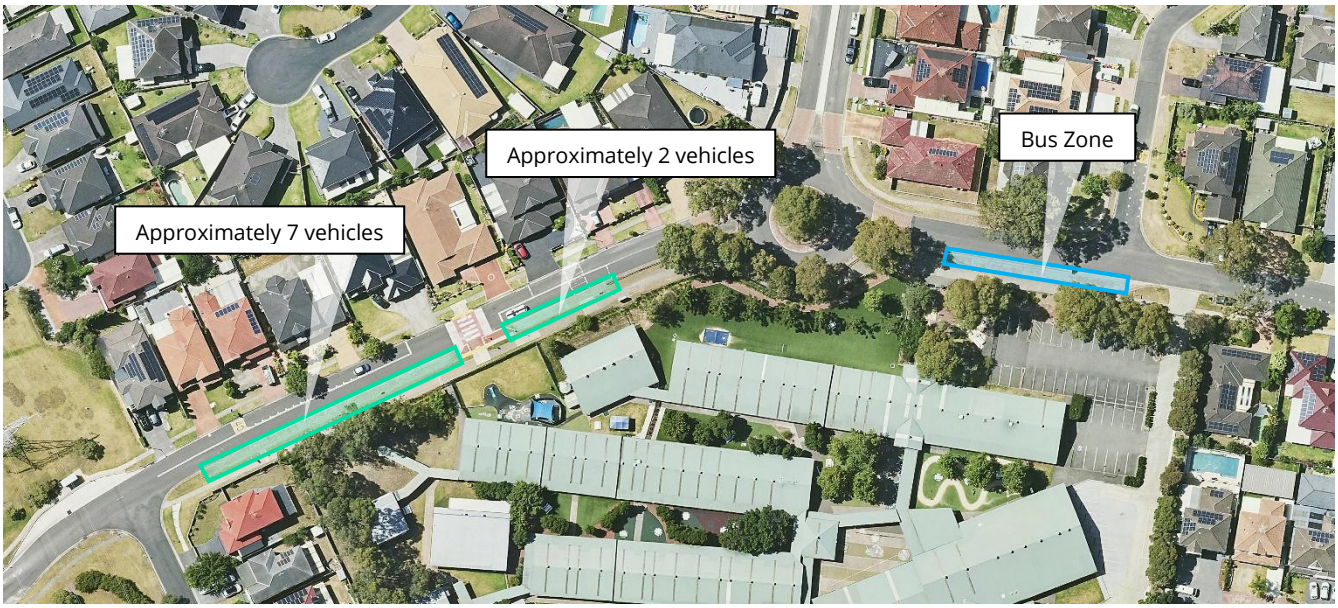
3.6.1 Off-Street Car Parking

The existing School car park is reserved for staff use only. Site count (from Dalmeny Drive) reveals a total capacity of 64 spaces in the car park. Site inspections noted that the car park is largely fully occupied. This circumstance is not expected to worsen as the school staffing level will not change as a result of the proposed development.

3.6.2 On-Street Parking and Drop-off/Pick-up (DOPU) Zones

There are 2 designated DOPU zones all located along Dalmeny Drive (Figure 3-8). Both are situated to the west of the roundabout, separated by a marked pedestrian crossing. There is a Bus Zone located east of the roundabout. Inspections noted that parents regularly use this Bus Zone to drop off their children in the AM peak period. However, excluding the Bus Zone, the Dalmeny Drive drop off zones to the roundabout's west accommodate approximately 7 and 2 vehicles, respectively.

Figure 3-8 DOPU Zones Locations



Source: Metromap (Modified by Genesis Traffic)

In addition to the above, ample on-street parking spaces are available near the School, albeit with various restrictions. A summary of the currently enforced stopping restrictions is provided in Table 3-5.

Table 3-5 Kerbside Stopping Restrictions within the vicinity of the site

Restriction	Street(s)
No Stopping	• Along parts of Dalmeny Drive (northern side) • Along parts of Umbria Street (emergency vehicle access gate)

No Stopping during 8:00am-9:30am and 2:30-4:00pm	• Along parts of Umbria Street (southern side)
No Stopping during 2:30-4:00pm	• Along parts of Umbria Street (southern side) • Along parts of Manildra Street (eastern side)
No Parking during 8:00am-9:30am and 2:30-4:00pm	• Along parts of Romana Square (eastern and western side)

Figure 3-9 provides a contextual indication of the types of onstreet parking available within convenient 200m walking distance of the School.

Figure 3-9 On-Street Parking Restrictions

Source: Metromap (Modified by Genesis Traffic)

3.7 Pedestrian Facilities and Infrastructure

There are public pedestrian footpaths near the School for students. Observations reveal the footpaths are in fair condition and are at least 1.5m wide throughout the majority of Dalmeny Drive. However, observations note that certain sections of these footpaths are of poor pavement quality and may pose as a trip hazard for users (Figure 3-10).

Figure 3-10 Footpaths - Potential Hazard

Source: Genesis Traffic

There is also a pedestrian refuge island crossing north of the roundabout connecting Dalmeny Drive and San Marino Drive. However, based on site observations, the crossing is not well utilised. Site inspections recorded only approximately 10 occasions where the crossing was used during the DOPU periods.

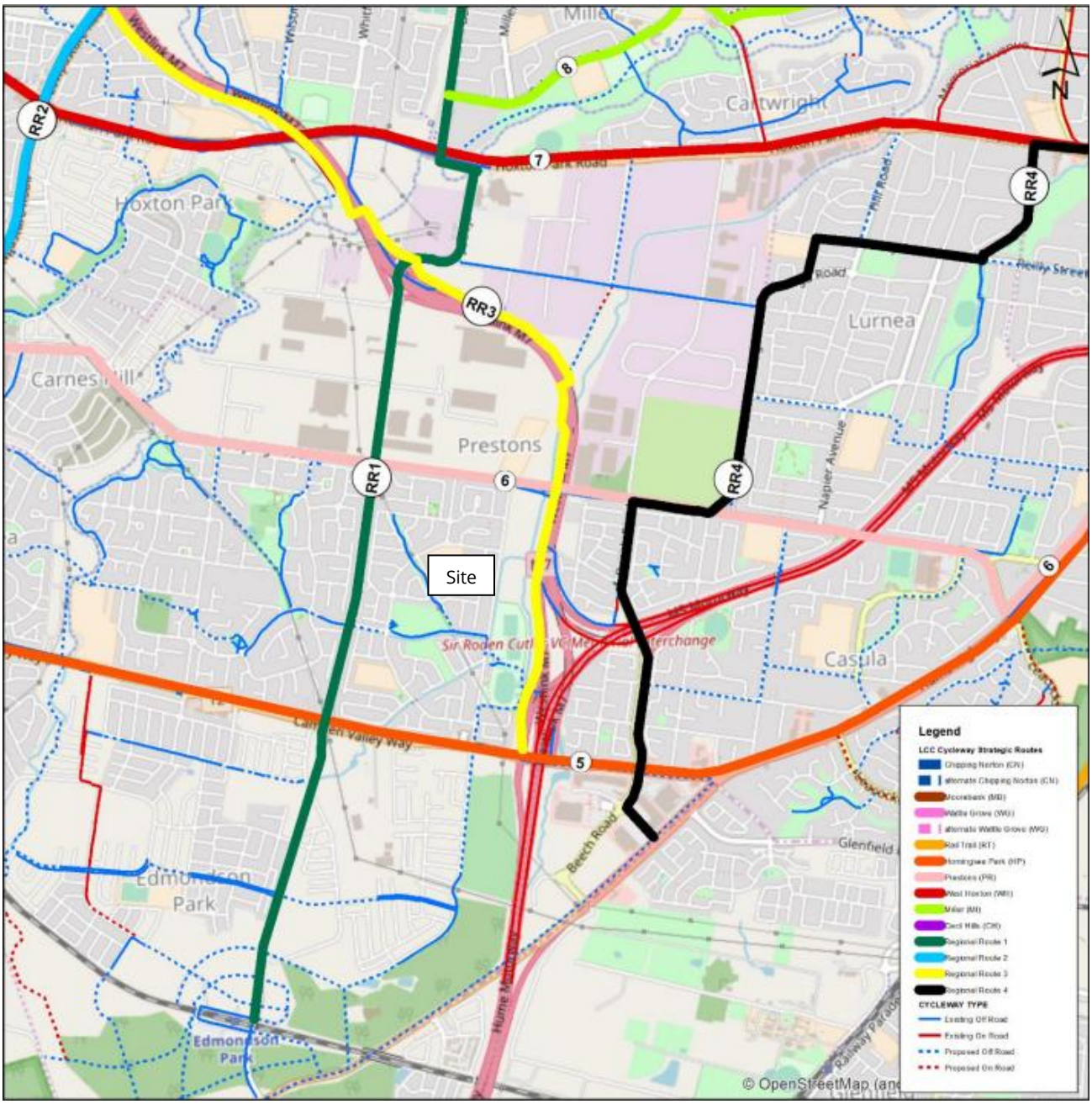
3.8 Cycling Facilities and Infrastructure

The assessment highlights a general lack of established dedicated cycling paths near the school. While some major roads, such as Bernera Road and Kurrajong Road, provide limited shared paths that connect to local roads leading to the School, observations indicate that there are only a limited number of cyclists amongst students, with walking and driving observed to be the primary modes of transportation to and from the School.

The assessment also did not record any onsite bicycle storage/parking facility. Section 6 details strategies to overcome this issue.

The local cycling network is reproduced in Figure 3-11.

Figure 3-11 Cycling Network



Source: Liverpool Bike Plan 2018

4 Existing School Travel Patterns

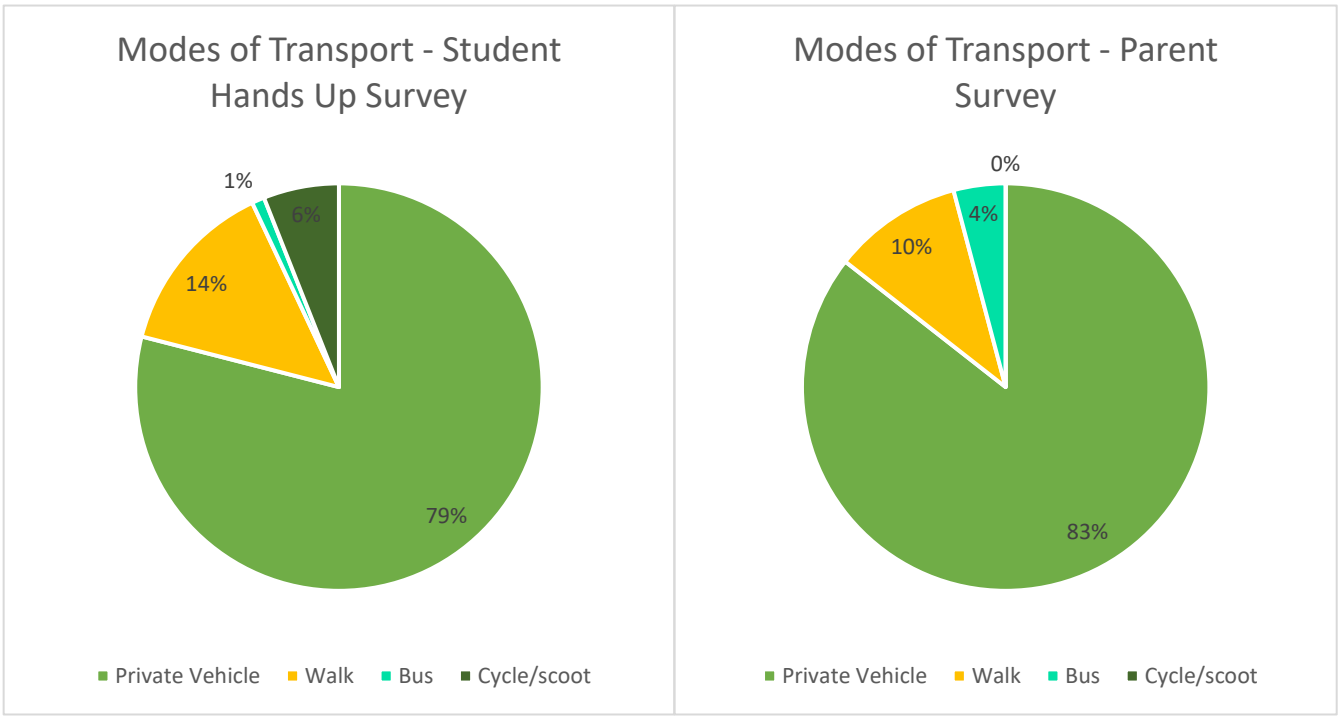
4.1 Travel Mode Survey

SINSW provided a Draft Rapid Transport Assessment that documented a 'student hands-up' survey in September 2023. A total of 245 of the School's 799 students participated in the survey. The results reveal most students (79%) travel to/from School by private vehicles followed by 14% who walked, with the remaining minority being, 6% via public or school bus and 1% cycling/scooting. This is consistent with the observed operation.

The Assessment also documented a parent travel survey based on 69 respondents. The results revealed a consistent outcome, i.e. majority (83%) travel to/from school by private vehicles, followed by 10% walking, 4% public or school bus, and no cycle/scoot.

A summary of both surveys' outcomes is presented in Figure 4-1.

Figure 4-1 Parents Travel Survey



Source: SINSW

4.2 Site Observation

A site inspection was conducted on Wednesday, 12th February 2025, between 8:30 AM – 9:30 AM and 2:30 PM – 3:30 PM to observe the existing drop-off and pick-up (DOPU) operations and staff car park occupancy. A summary of the observed conditions is provided below.

4.3 Existing Car Park Conditions

A total of 64 onsite car parking spaces were counted during the site inspection.

8:30 AM – 9:30 AM

At 8:30am, approximately 5 vacant spaces were recorded in the staff car park. During this period, 6 vehicles entered, while 6 exited. Additionally, a small rigid vehicle (SRV) was recorded entering and exiting the staff car park. By 9:30am, only 2 vacant spaces remained.

2:30 PM – 3:30 PM

At 2:30pm, approximately 4 spaces were available in the staff car park. During the afternoon inspection, 3 vehicles were observed entering, while 3 exited. By 3:30pm, 9 spaces remained vacant.

It is noted that the occupancy of parking spaces concealed behind a building were not easily identified during the site inspection (which does not involve entering the School campus). However, based on the demand observed along the frontage parking area, it is expected that these spaces would be occupied by staff members during the inspection periods.

4.4 Existing Traffic Conditions

8:30 AM – 9:30 AM

The morning site visit identified the following primary manner by which parents drop off their children at the School:

- Some parents utilised the dedicated drop-off zones.
- Others parked their vehicles and walked their children into School.

Observations indicate a largely even distribution between these approaches. No cyclist was observed in the vicinity of the School.

Between 8:30am and 9:00am, traffic demand peaked at Dalmeny Drive and San Marino Drive, as expected, as parents drop off their children before the school bell. Within this half hour period, the inspector observed up to 3 instances where traffic came to a standstill as vehicles queue and wait on San Marino Drive and Dalmeny Drive to access the DOPU zones. When this occurred, the standstill lasted approximately 2 minutes. The Bus Zone remained largely unoccupied. No school bus was observed arriving at the Bus Zone in the morning inspection, however, some parents were observed using the Bus Zone for DOPU.

Additionally, some parents were also observed to have parked within the drop-off zone and accompanying their children into School on foot.

Between 9:00 AM and 9:30 AM, traffic demand had largely subsided, with Dalmeny Drive and San Marino Drive returning to normal operating conditions (free unimpeded traffic flow). As anticipated, very few vehicles were observed using the DOPU zones in this half hour period, as school had already commenced. Only 2 to 3 cars were observed to be using the DOPU zones during this period.

2:30 PM – 3:30 PM

At 2:30pm, 6 vehicles were parked in the drop-off zone. By 2:45pm, this zone was fully occupied with 11 vehicles, including 3 cars waiting (and blocking through traffic) on Dalmeny Drive. By 3:00pm, traffic flows on Dalmeny Drive and San Marino Drive were in standstill in both directions. Figure 4-2 illustrates the extent of the area/catchment where the standstill was observed. The standstill was observed to be largely caused by parents attempting to access the DOPU zones from San Marino Drive, but unable to do so as they waited for other parents to pick up their children and vacate the space. As such, access to the San Marino Drive roundabout was also blocked during that time.

Figure 4-2 Afternoon Gridlocked Traffic

Source: Metromap (Modified by Genesis Traffic)

Two school buses arrived at the Bus Zone and departed at 3:10pm. Traffic conditions gradually recovered by 3:15pm, and by 3:25pm, congestion had largely cleared, with only 2 vehicles remaining in the DOPU zones.

Some parents parked their vehicles on the surrounding streets and walked to the pedestrian access points. Large groups of parents gathered outside these access points, waiting to be let in at 3:00pm.

Based on these observations, the assessment notes the existing DOPU zones operate relatively inefficiently and may warrant further investigations to identify suitable measures to mitigate traffic congestion during School drop-off and pick-up periods.

4.5 Illegal Traffic Behaviour

There were multiple instances of illegal traffic behaviour that were observed during the site visit.

Jaywalking

During both the morning and afternoon site visits, it was observed that parents and students were crossing the street at locations other than the designated pedestrian crossings. This was a frequent occurrence and raises significant safety concerns, especially with oncoming vehicles and the vulnerability of students.

Parking in DOPU zones

During both the morning and afternoon site visits, it was observed that some parents parked in the DOPU zones. In the morning, the presence of parked vehicles did not cause significant issues. However, during the afternoon visit, vehicles were already parked in the DOPU zones as early as 2:30 pm. The high demand for the limited number of parking spaces within these DOPU zones naturally led to blockage of San Marino Drive and Dalmeny Drive during the peak pick up period. Parking in the DOPU zones should be prohibited and the School may communicate the intent of these spaces to parents via correspondence and erection of appropriate signage. The operation will also benefit from presence of duty officers to supervise and prevent such behaviours.

Stopping and waiting along the road

In addition to parking in the DOPU zones, parents who arrived late and found the DOPU zone full were observed waiting along the road to pick up their children. This was observed to be the primary cause of traffic standstill during the afternoon peak period.

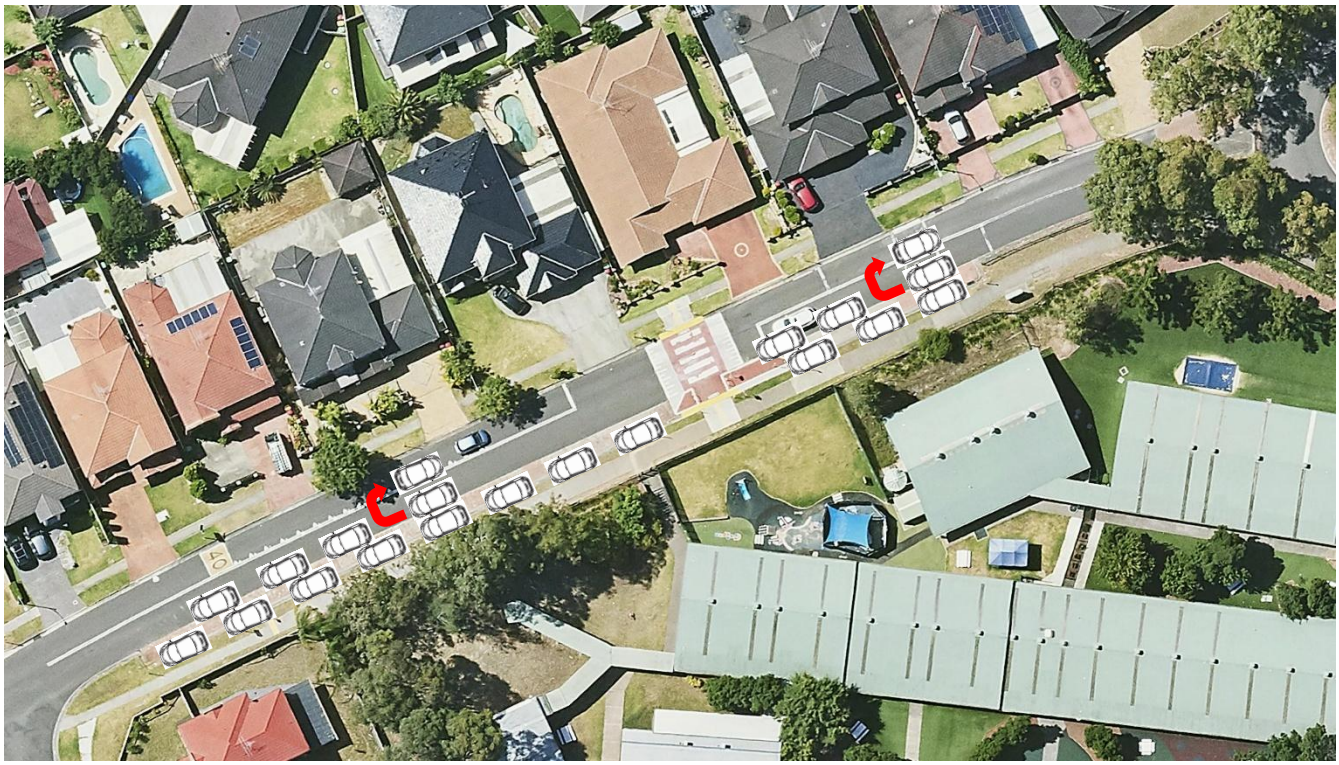
U-turns

During the morning site visit, multiple instances of U-turns were observed near the Bus Zone. It appears that as approaching vehicles travelling south on San Marino Drive encounter traffic congestion in the drop-off zone, they instead proceed east along Dalmeny Drive and perform a U-turn to enter the Bus Zone.

In the afternoon peak period, U-turns were observed near the DOPU zones. After picking up their children, parents, still trapped in the DOPU queue, would perform U-turns on Dalmeny Drive in an attempt to leave northwards via San Marino Drive.

Figure 4-3 presents a summary of the illegal traffic behaviour that was observed during the site visit.

Figure 4-3 Summary of Illegal Traffic Behaviour – DOPU Zone



Source: Metromap (Modified by Genesis Traffic)

Figure 4-4 Summary of Illegal Traffic Behaviour - Bus Zone

Source: Metromap (Modified by Genesis Traffic)

5 Traffic Impact Assessment

5.1 Post-upgrade Traffic Generation

As outlined in Section 2 of this report, the proposed upgrades at Dalmeny Public School will involve the addition of 2 classrooms. The assessment predicts no significant increase in traffic as a result of the proposed upgrade works.

5.2 Traffic Impact and Recommended Improvements

While the proposed upgrade works are not expected to generate additional traffic on the road network, the assessment has identified several existing operational constraints that warrant mitigation measures.

It is important to emphasise that increasing DOPU capacity at the school is neither practical nor forward-thinking. The existing DOPU zones along Dalmeny Drive already span the full length of the school frontage and cannot be further extended due to their close proximity to intersections. Umbria Street has a carriageway width of 5.5m, with on-street parking permitted along its southern side. The introduction of DOPU facilities along this frontage would likely result in significant amenity impacts, including the loss of residential parking and an increase in DOPU-related traffic on an already constrained roadway.

With a student population exceeding 700, it is unfeasible to accommodate the likely DOPU demand from the majority of parents. Instead, a more holistic approach to addressing the prevailing operational challenges is recommended.

The assessment identifies a set mitigation strategies, primarily guided by the following key principles:

1. Optimising the management of existing DOPU zones
2. Regulating traffic flows more effectively
3. Enhancing enforcement measures
4. Encouraging a shift in travel behaviour

These strategies are detailed in Section 6.

6 Mitigation Measures

Table 6-1 provides a summary of the mitigation measures that are deemed essential to ensure the ongoing operation of the School DOPU zones.

Table 6-1 Mitigation Measures

Control	Mitigation Action	Reason for Mitigation Measure
Adherence to DOPU intended function	Signage is to be placed on the school fencing opposite the DOPU area to enforce the intended function, and restrictions of the DOPU area. Appropriate signage is also to be placed at the Bus Zone to reinforce prohibited set down/pick up movements. The School is to issue correspondence to the school community reinforcing the restrictions of the DOPU areas.	Prevent parents from parking in it Prevent parents from overstaying the DOPU zones Advise parents to park in surrounding streets not in DOPU zones
Adherence to traffic rules	Signage is to be placed on the School fencing opposite the DOPU area to enforce traffic rules. Appropriate signage is also to be placed at the Bus Zone to reinforce prohibited set down/pick up movements. A duty officer is to be appointed by the School and be present during DOPU periods to supervise parents' adherence to the DOPU zone restrictions. Duty officers are also to supervise and ensure parents do not misuse the Bus Zone to set down/pick up their children.	Prevent parents from undertaking illegal u-turns Prevent parents/students from jay walking Refer to additional comments in Note 1
Encourage active travel	The School is to actively promote walking and/or riding to school by announcements in assemblies and parental social media correspondence or similar. The School is to provide 16 bicycle/scooter stands for students. The School is to document a School Transport plan, which will include a Travel Access Guide (TAG). The	Discourage/minimise private car DOPU movements

	School will appoint a School Travel Coordinator to implement the School Transport Plan following completion of the project.

Note 1 – *While median strips are commonly used to restrict U-turn movements, their implementation in this context is considered impractical. This is primarily due to the limited carriageway width and the presence of residential access driveways, which would constrain both functionality and accessibility.*

7 Preliminary Construction Traffic Management

7.1 Site Contact

The contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is provided below (Table 7-1).

Table 7-1 Contact Details

Details	
Name	To be appointed
Contact No.	To be appointed
Email:	To be appointed

7.2 Construction Program

Table 7-2 summarises the envisaged truck visitation levels for each work phase.

Table 7-2 Works Program

Phase	Program	Type of Truck	Estimated Trips per Day	Estimated Period (Weeks)	Estimated No. of Workers per Day
1	Site Establishment	6.4m SRV	2	1	5
2	Demolition	16.8m T&D	5	8	8
3	Excavation / Earthworks	12.5m HRV	5	1	5
4	Construction / Concrete Pouring	12.5m HRV	15	30	15-20
5	Fitout	12.5m HRV	2	12	15-20

Abbreviation:
T&D = Truck and Dog
HRV = Heavy Rigid Vehicle
SRV = Small Rigid Vehicle

7.3 Work Hours

Table 7-3 summarises the approved construction hours:

Table 7-3 Permitted Work Hours

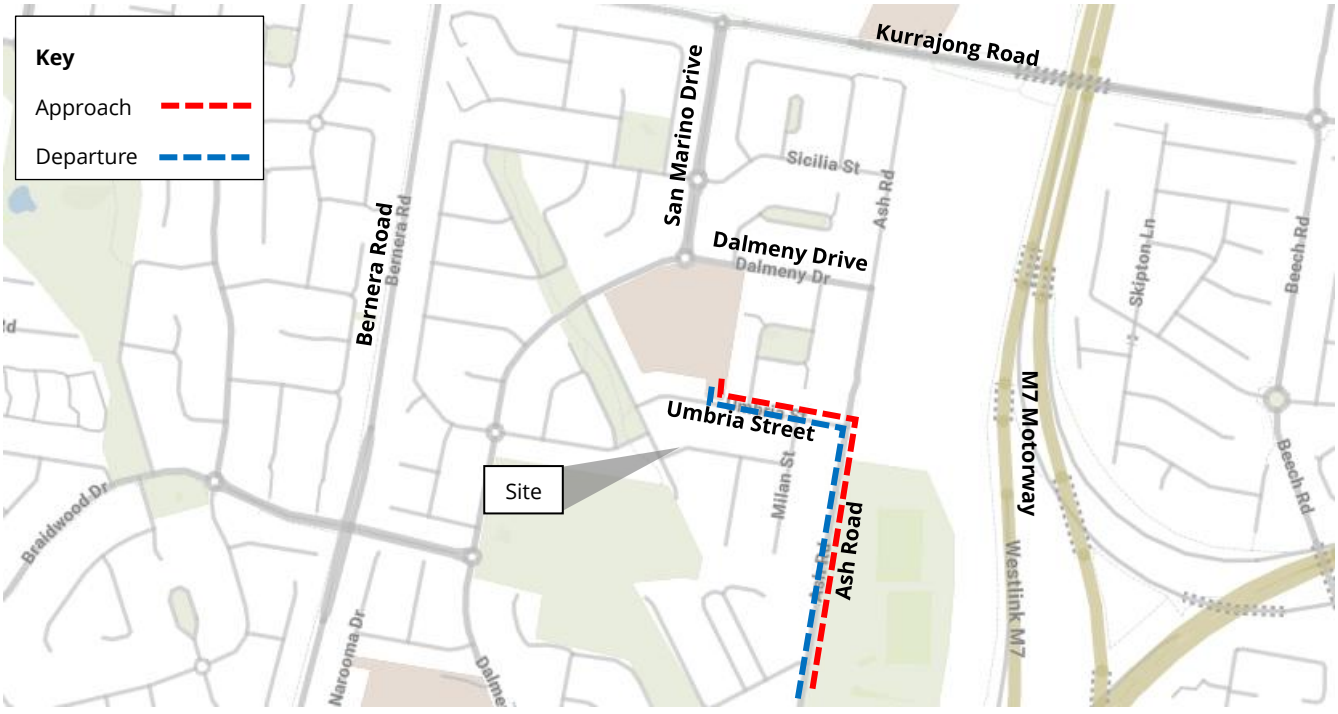
Day(s)	Permitted Work Hours
Mondays to Friday	7.00 AM to 6.00 PM
Saturday	8.00 AM to 1.00 PM
Sunday and Public Holidays	No Work

The construction process will take place throughout both the school term and school holidays. However, to minimise traffic disruption and to prioritise children's safety, deliveries and construction truck movements will be restricted to times outside the morning and afternoon DOPU periods.

7.4 Truck Routes

Truck movements associated with the construction processes will approach and depart the site via Umbria Street, as illustrated in Figure 7-1. No queuing of heavy vehicles is to occur along the surroundings streets unless previously approved by the Council.

Figure 7-1 Truck Routes (nominal)



Source: Mecone (modified by Genesis Traffic)

During the course of construction, all trucks will approach and depart the site in a forward direction. In the event where construction vehicles are unable to manoeuvre from/to the site, a Works Zone will be established along the site frontage. Vehicles will approach, stand within the Works Zone and depart

forwards. All necessary oversized mobile crane/truck access will be subject to a separate permit issued by the Council before the planned event. If reversing is necessary, vehicle movements should be undertaken under the supervision of accredited traffic controllers.

7.5 Site Access

The manner in which vehicles access and depart the site is shown in detail on the Vehicle Movement Plan (VMP) in **Attachment 2**, while detailed swept path analysis demonstrating the nominated truck movements at the site frontages are shown in **Attachment 3**.

It is noted that access via Umbria Street will be subject to Works Zone to temporarily restrict residential on street parking on the southern side of the street.

7.6 Site Setout

A proposed site plan indicating the expected site access location, proposed truck loading area, site office, amenity and storage, are indicated in Figure 7-2.

Figure 7-2 Site Setup

7.7 Fencing/Perimeter Separation

Class A fencing will be erected along the construction zone perimeter to cordon off the site from children and teacher for their safety.

7.8 Materials Handling and Cranage

All materials must be loaded/off-loaded and stored within the site boundary at all times. During the excavation of the site, the excavated materials will be loaded/unloaded on site. No materials are to be stored outside the site boundary at any time.

All materials will be loaded/off-loaded using a mobile crane and the mobile crane will be operated within the site at all times.

7.9 Works Zone

The proposed works do not anticipate Works Zone as necessary at this stage. All construction vehicles/deliveries are expected to be capable of approaching/departing the site in a forward direction, and all materials loaded/offloaded onsite.

7.10 Pedestrian Movement Plan (PMP)

During the course of construction, pedestrian movements along the frontage footpath are to operate and be maintained as existing. All construction-related traffic movements along the frontages will occur under the supervision of on-site trained personnel, with trucks escorted between the site access and associated frontage to ensure pedestrian safety. Details of the Pedestrian Movement Plan (PMP) are provided in **Attachment 2**.

7.11 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) set out a suite of site traffic management principles in accordance with the TfNSW Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites must be undertaken with reference to Workcover requirements and the contractor's Constructions Workplace Health and Safety Manuals.

The TGSs have been prepared by a Certified Traffic Controller in accordance with Australian Standards 1742.3. The site- specific TGSs are reproduced in **Attachment 2**.

7.12 Construction Worker Parking

There will be no on-site car parking available for workers during the construction stage. The construction team may cordon off an internal area to accommodate workers' parking if necessary.

Some unrestricted on-street parking will be available along the surrounding local streets for the workers. All workers must be encouraged at all times to utilise the ready public transport system which exists in the vicinity of the site or to carpool wherever possible.

A tool drop-off and storage facility will be provided within the site. This would allow tradespeople to drop-off and store their tools and machinery, allowing them to use public transport to travel to/ from the site daily.

Workers will also be informed of appropriate tool/equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

7.13 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo formal 'site induction' processes and all inductions will be performed specifically to each trade according to SafeWork OH & S requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

7.14 Other Construction Management Principles

1. Removed or damaged parking signs shall be replaced immediately.
2. Damaged trees shall be repaired / replaced to the satisfaction of Council.
3. Traffic and pedestrian control shall be in accordance with the TfNSW Traffic Control at Work Sites Technical Manual and Australian Standard AS1742.3 – Manual of uniform traffic control devices - Part 3 Traffic control for works on roads.
4. Reserving on-street parking shall not occur without prior Council approval. All on-street parking spaces outside the site are to remain available for the use by the general public during the approved work hours unless Council signage is installed to the contrary.
5. Barricades, delineators (including bollards, witches hats, barrier boards etc.) shall not be placed in the kerbside parking lane outside or adjacent to the site to reserve on street parking spaces without the prior approval of Council.
6. A separate application to and approval from Council will be submitted for occupation of any road related area (traffic and parking lanes, verge, footpath etc.).

8 Works Impact

8.1 Public Notification & Communication

The nominated contractor shall prepare notification letters to advise the following neighbouring properties of the proposed construction works and timing thereof. A minimum notice period of 14 days shall be applicable for all external communications.

The nominated contractor shall also engage with the surrounding building teams at the time of construction to establish the extent of truck delivery movements with an aim to minimise overlapping movements on the same routes.

The following addresses will be notified by letterbox drop prior to the start of works, providing information relating to the project schedule:

Adjacent to the site	2-22 Manildra Street, 19-35 Umbria Street, 22-38 Montella Place
Opposite the site	114-128 Dalmeny Drive, 9 & 12 San Marino Drive, 136 Dalmeny Drive
At the rear of the site	6-32 Umbria Street

8.2 Spoil Management

If necessary, wheel wash station must be positioned at the entry/exit points to ensure that soil/excavated materials are not transported on wheels or tracks of vehicles or plant and deposited on surrounding roadways. All arriving and departing construction vehicles are to have their loads covered during demolition and excavation.

8.3 Road Serviceability

The nominated contractor will be responsible for ensuring that the road pavement, kerb, and gutter along each road frontage shall remain in clean and serviceable states during the course of the construction at no cost to Council.

8.4 Impact on Public Transport Services

The nominated heavy vehicle haulage routes will largely be limited to State Roads and Regional Roads which are designed to accommodate heavy vehicle movements. As such, there will be no adverse impact on existing public transport services.

While the nominated truck routes will overlap with bus routes during the construction period, it is not expected that estimated truck movements would have no material effect on the existing bus services.

8.5 Impact on Emergency Vehicle Access

Site personnel will be on-site regularly with contact details prominently displayed and visible from the road frontage. Access to the site and neighbouring sites by emergency vehicles would not be affected by the construction activities. There will be no adverse impact on emergency vehicle access to the site or other neighbouring properties as a result of the proposed activities.

8.6 Impact on School Operation

Construction will take place throughout both the school term and holidays to minimise the overall duration of the project. The construction area will be confined in size to ensure there is no disruption to the School's teaching activities. At times, the Umbria Street frontage may be temporarily cordoned off for deliveries, requiring parents to use the remaining two access points located along Dalmeny Drive.

9 Construction Mitigation Measures

Table 9-1 provides a summary of the construction related mitigation measures that are deemed essential to ensure minimal construction related impact to the School's operation.

Table 9-1 Construction Mitigation Measures

Control	Mitigation Action	Reason for Mitigation Measure
Site Access	Ensure site access is appropriately defined	Provide clear separation/definition for staff and service personnel
Site parking	Allocate adequate area for workers parking	Prevent unnecessary parking overflow and amenity impact on local residents and school parents
Work Hours	Minimise construction movements during peak DOPU periods	Minimise operational constraints Optimise traffic and pedestrian safety
Notification	Project team to notify local neighbours of project progress School and parents to be kept abreast of project status	Local awareness /update
Truck Movements	Minimise use of local road network	Optimise traffic safety and amenity impact on local residents
Road Maintenance	Ensure roads are kept in a clean and serviceable state during the course of construction	Optimise traffic safety and amenity impact on local residents

10 Conclusion

The traffic and parking assessment undertaken for the proposed upgrade works in respect to the existing Dalmeny Public School at 129 Dalmeny Drive, Prestons has concluded the following findings:

- **Adequate Parking Capacity** – The existing on-site parking is sufficient to accommodate the proposal without requiring additional spaces.
- **No Increase in Traffic Generation** – The proposed activities will not result in a substantial increase in traffic generation; therefore, no additional traffic impact on the surrounding road network is anticipated.
- **Existing Traffic Congestion Issues** – Traffic congestion during the afternoon pick-up period is relatively significant. Mitigation strategies have been identified to overcome these challenges and optimise traffic safety at and surrounding the School.
- **Construction Traffic Management Planning** – A detailed construction traffic management plan shall be prepared following the development consent to detail the works program and necessary strategies to minimise operational risk to the School's users. Relevant mitigation strategies have been identified to minimise construction impact on the School as well as the local residents.

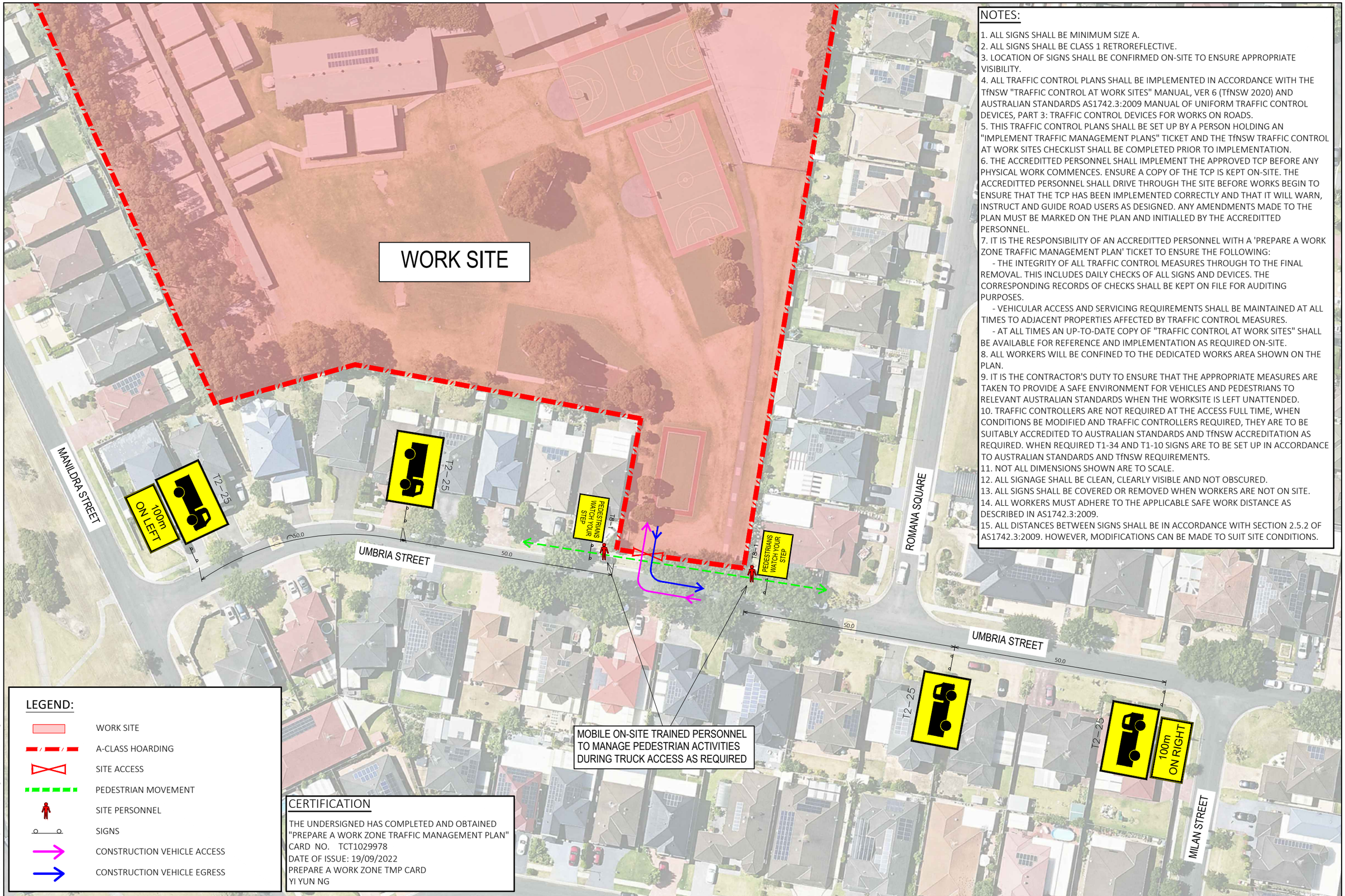
Attachment 1

Architectural Plans

Attachment 2

Vehicle Movement Plans

Traffic Guidance Scheme



NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

LEGEND:

- WORK SITE
- A-CLASS HOARDING
- SITE ACCESS
- PEDESTRIAN MOVEMENT
- SITE PERSONNEL
- SIGNS
- CONSTRUCTION VEHICLE ACCESS
- CONSTRUCTION VEHICLE EGRESS

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"
CARD NO. TCT1029978
DATE OF ISSUE: 19/09/2022
PREPARE A WORK ZONE TMP CARD
YI YUN NG

DALMENY PUBLIC SCHOOL
PROPOSED UPGRADES
TRAFFIC GUIDANCE SCHEME - TRUCK ACCESS DURING THE CONSTRUCTION PROCESS

DRAWING REF NO. 24264-V1.1-TGS | SHEET NO. 01 OF 01 | ISSUE DATE 26 March 2025

DESIGNED BY B.BUI | REVIEWED BY B.LO | SCALE A3 | 1:800

Genesis Traffic

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Plotted by Brian Bui

Attachment 3

Construction Trucks

Swept Path Diagrams

SWEPT PATH ASSESSMENT

AREA OVERVIEW

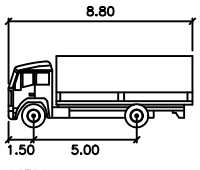
SHEET NO. 01 OF 04

ISSUE DATE 18 March 2025

LEGENDS/NOTES

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



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Steering Angle	: 34.0

Genesis Traffic

PROJECT

DALMENY PUBLIC SCHOOL

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REVIEWED BY B.LO

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Plotted by Brian Bui

SWEPT PATH ASSESSMENT

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SHEET NO. 02 OF 04

ISSUE DATE 18 March 2025

LEGENDS/NOTES

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- VEHICLE BODY PATH
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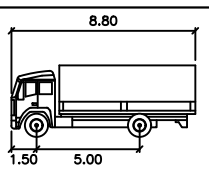

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Plotted by Brian Bui

SWEPT PATH ASSESSMENT

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SHEET NO. 03 OF 04 ISSUE DATE 18 March 2025

LEGENDS/NOTES

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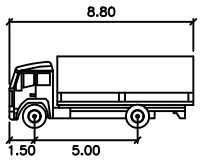

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Plotted by Brian Bui

SWEPT PATH ASSESSMENT

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SHEET NO. 04 OF 04 ISSUE DATE 18 March 2025

LEGENDS/NOTES

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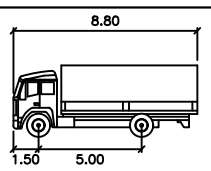

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