

Our Ref: 23302

7 March 2024

Taylor Construction Group Pty Ltd
Level 16, 100 Pacific Highway
North Sydney, NSW 2060

Attention: Katherine Barrionuevo

Dear Katherine,

**RE: DARCY ROAD PUBLIC SCHOOL UPGRADE
CONSTRUCTION WORKER TRANSPORTATION STRATEGY**

As requested, please find herein the Construction Worker Transportation Strategy prepared by The Transport Planning Partnership (TPPP) on behalf of Taylor Construction to address the development consent condition associated with Construction Parking for Darcy Road Public School Upgrade (SSD-49073460).

Introduction

A Construction Worker Transportation Strategy (CWTS) is required to satisfy Condition No. B26 of the consent conditions for SSD-49073460 prior to the commencement of construction works. The requirements of Condition No. B26 is shown as follows:

Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the Certifier. The Strategy must detail the provision of sufficient parking facilities on and off-site or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be made publicly available on the Applicant's website in accordance with condition A26. This condition cannot be staged.

This letter presents TPPP's strategic advice to accommodate construction workers' transportation to and from the work site for each stage of construction works. It is ultimately the construction manager's responsibility to implement the measures identified in this CWTS.

Proposed Construction Activities

Construction Staging and Timing

The construction activities at the subject site will be undertaken in two main stages, in accordance with the SSDA approval. This CWTS has been prepared to address both construction stages, which include the following works:

Stage 2 - Milestone 1 - SSDA Works

- Demolition & Excavation
 - Site establishment
 - Demolition / Site Clearance
 - Bulk Earthworks / Early Civil Works: excavation, backfill, proof roll, etc.
- Construction of two interconnected buildings
 - Substructure
 - Structure
 - Building Envelope
 - Services & Finishes
 - External Works

Stage 3 - Milestone 2 - SSDA Works

- Demolition & Excavation
 - Site establishment
 - Demolition / Site Clearance
 - Bulk Earthworks / Early Civil Works: excavation, backfill, proof roll, etc.
- Construction – Refurbishment and extension of the existing hall and extension of the existing car park
 - Substructure
 - Structure
 - Building Envelope
 - Services & Finishes
 - External Works

The estimated duration of each stage of construction works is summarised in Table 1.

Table 1: Construction Staging and Duration

Construction Stage		Approximate Duration
Stage 2 - Milestone 1	Demolition & Excavation	16 weeks
	Construction	47 weeks
Stage 3 - Milestone 2	Demolition & Excavation	8 weeks
	Construction	21 weeks
Total		92 weeks (~23 months)

Construction Workforce

The anticipated average and peak number of construction workers on site at any one time for each construction stage are summarised in Table 2.

Table 2: Proposed Construction Workforce

Stage		Average No. of Workers	Maximum No. of Workers
Milestone 1	Demolition & Excavation	20	30
	Construction	60	80
Milestone 2	Demolition & Excavation	15	25
	Construction	30	50

Construction Workforce Parking

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

All construction workers will be encouraged and expected to use public transport to travel to/from the site, noting that the site is located within 1.2km walking distance to Pendle Hill and Wentworthville train stations and a bus stop in front of the site on Darcy Road.

Initiatives will be reinforced and incorporated in the workers induction training to encourage workers to use public transport to travel to/from the site.

The public transport services in the vicinity of the subject site are shown in the section below. Construction workers will be provided with information about public transport near the site during the induction and regular management meetings. The site manager will also display public transport timetable information at key locations within the work site and ensure that it can be easily accessed by construction workers.

Public Transport Facilities

The site is located within proximity to Pendle Hill and Wentworthville train stations. The walking distance between the site and Pendle Hill station or Wentworthville station is approximately 1.2km (15-minute walk).

Both train stations are serviced by T1 (North Shore and Western Line) and T5 (Cumberland Line) train lines, which provide rail connection between the Western Sydney region and the Northern Sydney region via Sydney CBD, and Leppington via Liverpool. The service frequency is 15 minutes during the peak period and 30 minutes during the off-peak period for the T1 train line. The service frequency is 30 minutes during both peak and off-peak periods for the T5 train line.

Public bus Route 709, which provide connection between Constitution Hill Retirement Community and Wentworthville Shopping Plaza via Dunmore Street opposite Wentworthville Station, services the bus stop in front of the site on Darcy Road. This bus route provides hourly services between 9am and 3pm during weekdays. Construction workers can use the bus service to travel between the site and the Wentworthville Railway Station when required.

Figure 1 presents a map of the existing public transport facilities in proximity of the subject site.

Figure 1: Public Transport Facilities within Close Proximity of the Site



On-street Parking Capacity

An on-street car parking survey was undertaken during the AM and PM periods on Wednesday 7th September 2022 between 7am and 5pm, as part of the Traffic & Transport Impact Assessment study undertaken by Stantec for the proposed development. The parking survey covered the on-street parking within vicinity of the school frontage (Area A) and a 200m-radius surrounding the subject site (Area B), as shown in Figure 2.

There is a total capacity of 403 possible on-street parking spaces recorded within the parking survey areas. The parking survey data shows that the on-street parking surrounding the site comprises a combination of unrestricted parking and 'No Parking' during school drop-off and pick-up hours.

The car parking occupancy for Area A and Area B are summarised in Figure 3.

The peak occupancy rate was observed to be 75% for Area A and 45% for Area B, both of which occurred in the PM period. During the peak period around 2:45pm (School PM Peak), there were a total of 209 occupied on-street parking spaces across both Area A and Area B (52% occupancy rate), which suggests there were 194 unoccupied spaces within the parking survey area.

This indicates that the surrounding on-street parking is underutilised and has spare capacity to accommodate additional car parking demand without adversely affecting residential parking or the school pick-up/drop-off activities.

Figure 2: On-street Car Parking Survey Area

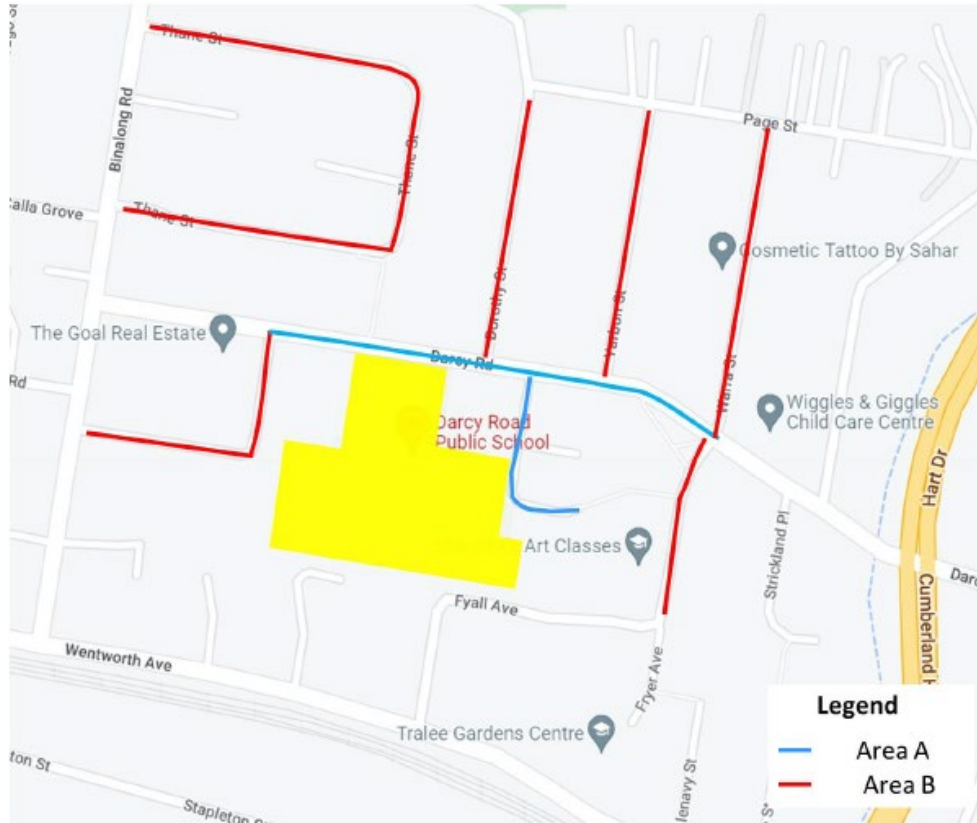
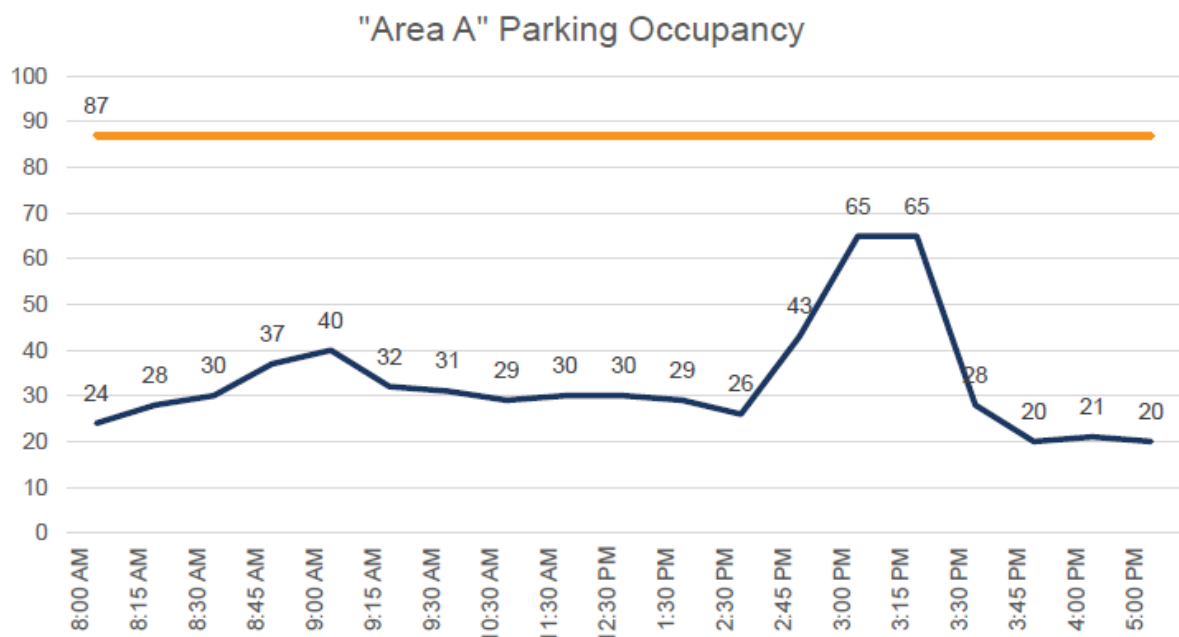
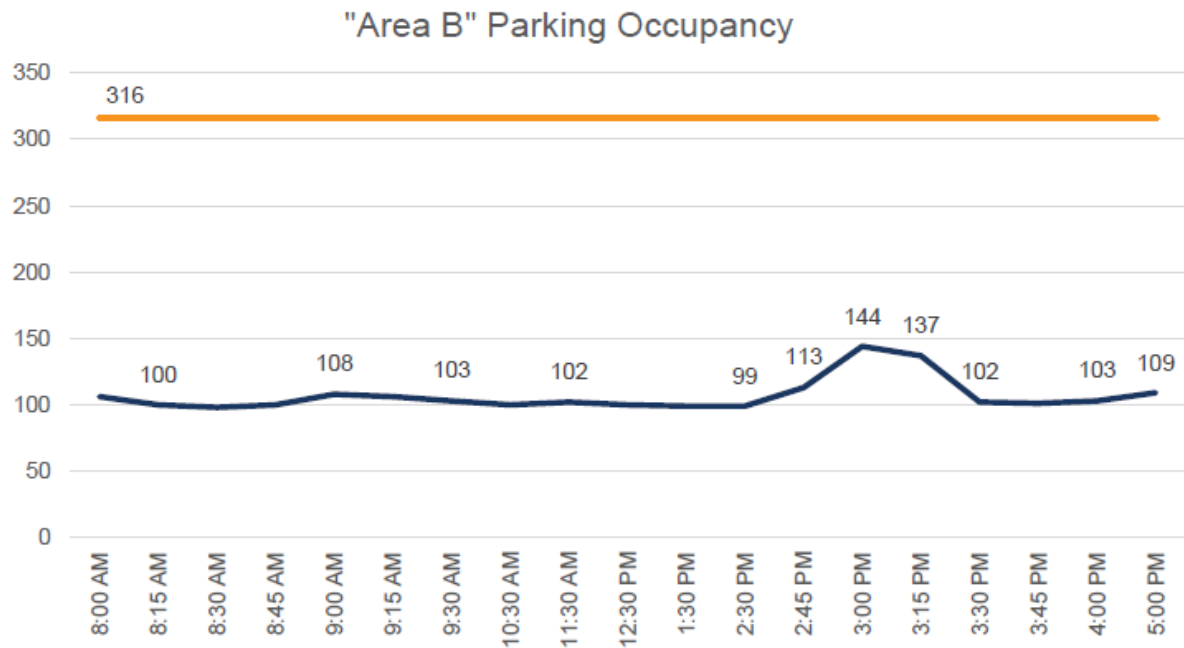


Figure 3: On-street Car Parking Occupancy





Source: Appendix M – Traffic and Transport Impact Assessment (Stantec, 2023)

Construction Worker Parking Strategy

It is proposed to implement the following measures to encourage workers to use public transport and carpooling to travel to and from construction site to minimise the construction impacts on the surrounding on-street parking facilities.

Site Induction

All workers and sub-contractors would be required to undergo a site induction prior to commencement of construction works. The induction training will clearly inform workers that no construction worker parking spaces will be provided on site and that on-street parking on the surrounding roads near the site shall be minimised.

Construction workers will be strongly encouraged to utilise the available public transport services and avoid travelling by private car to and from the site, where practical. Carpooling will also be strongly encouraged across the workforce to minimise the number of vehicles on the road network. Workers, who reside close to one another, may be grouped together, with similar shift patterns to increase the convenience of carpool.

On-site Tool Drop-off and Storage Facility

The appointed construction contractor is to provide on-site tool drop-off and storage facilities to enable construction workers to drop off and store their specific tools required for the project. This will in-turn prevent the need to transport tools and equipment in everyday and will be more convenient for construction workers to travel on public transport.

Provide Public Transport Information

Construction workers will be informed of the public transport facilities near the site during the induction. Public transport location maps and timetable information will be displayed at key locations within the work site and ensure that it is easily accessible by all construction workers.

Construction Traffic Strategy

It is proposed to implement the following measures to minimise the construction traffic impacts on the surrounding road network.

Minimise Loading and Queuing

All construction loading and unloading activities will be undertaken wholly within the construction site. Construction vehicle drivers will be advised during the induction training that idling and queuing on the surrounding local roads must be minimised. Construction vehicle drivers are to communicate with site personnel via two-way radio to arrange access into the site upon arrival, ensuring there is sufficient space on-site for construction vehicles to enter.

Site personnel will be stationed at the site access and egress gates to ensure construction vehicles are managed efficiently on site. The site personnel will also assist in managing the interface between the construction activities, and other road users, minimising the risk of idling and queuing.

Construction Vehicle Drivers Training

All construction vehicle drivers will be required to undertake induction training to understand the designated haulage route and associated route constraints, as well as safety and environmental consideration such as sharing the road safely with other road users.

The following items will be addressed during the induction training:

- Relevant licence and approval conditions
- Permissible work hours and school zone operation hours restrictions
- Designated heavy vehicle haulage route
- Site access and egress points

- Communication protocols
- Parking and vehicle idling restriction
- Roles and responsibilities.
- Noise management controls
- Safe driving practice

Monitoring of Strategy

Community Engagement

The contact details of the site supervisor will be made available to the general public and the surrounding community for any complaints and enquiries. Complaints and non-conformances will be dealt with as they occur. Details of complaints and non-conformances shall be recorded and monitored accordingly.

Notification of the construction activities and associated impacts on the surrounding environment will be communicated to neighbouring properties through letterbox drops.

Monitoring and Corrective Measures

Monitoring to assess the construction workforce parking and the construction traffic impacts on the surrounding roads will be carried out by the construction contractor where the surrounding road is likely to be impacted. Monitoring will confirm the following:

- No adverse impacts on the surrounding on-street parking
- Construction workers comply with the parking restrictions
- Construction workers utilise the available public transport services
- Compliance with the designated haulage routes
- Construction heavy vehicles avoid idling or parking on the surrounding roads, where practical.

When non-conformances and adverse impacts resulted from the construction activities have been identified, corrective actions will be undertaken in consultation with relevant stakeholders.

These actions will be communicated to the construction workforce and reinforced through various communications, including but not limited to, toolbox talks and pre-start meetings, and documentation of corrective actions within relevant internal reports.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Jason Rudd
Director