



Moriah War Memorial College - Stage 1 Construction Worker Transport Strategy

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The Transport Planning Partnership

Moriah War Memorial College - Stage 1 Construction Worker Transport Strategy

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1 Introduction

1.1 Overview

The Transport Planning Partnership (TPPP) has prepared this Construction Worker Transport Strategy (CWTS) on behalf of Buildcorp for the Moriah College Redevelopment – Stage 1 construction works. This CWTS has been prepared to specifically address Condition E20 of the State Significant Development (SSD-10352-Mod-1).

Table 1.1 describes each of the specific requirement of Condition E20 and provides reference to the specific section of this document that addresses each requirement.

Table 1.1: Consent Condition E20 of SSD-10352-Mod-1

| Condition E20 | Report Reference |
|---|----------------------|
| E20. Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy (CWTS) to the satisfaction of the Planning Secretary. The CWTS must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for construction worker parking in nearby public and residential streets or public parking facilities, including: | |
| (a) detailed arrangements designed to minimise the car parking demand for construction workers in the locality including within the Queens Park residential area; | Refer to Section 4 |
| (b) options to secure off-site car parking on a temporary basis (such as a leasing arrangement) for the duration of construction, where practicable; and | Refer to Section 3.5 |
| (c) arrangements to effectively manage and monitor construction parking issues that may occur once construction works have commenced | Refer to Section 4.5 |

The stage 1 construction works of Moriah College Redevelopment involve demolition of existing buildings and hardstand areas within the Stage 1 construction site, construction of a new Science, Technology, Engineering, Arts and Maths (STEAM) building and an Independent Learning Centre (ILC), creation of 93 car parking spaces and 160 bicycle parking, improvement of vehicle and pedestrian access, and a new on-site drop-off/pick-up area.

1.2 Purpose of this CWTS

The purpose of this CWTS is to provide advice on the strategy for accommodating construction workers' transportation to and from the work site, based on the proposed construction arrangements for Moriah War Memorial College. It is the project manager's responsibility to implement the measures identified in this CWTS.

2 Existing Conditions

2.1 Overview

The subject site is located in Queens Park, within the Waverley Council Local Government Area (LGA). The site is situated between Centennial Park to the west and Queens Park to the east with frontages to Queens Park Road to the north, Baronga Avenue to the east and York Street to the west and south.

Figure 2.1: Site Location



Source: OpenStreetMap

2.2 Surrounding Site Network

Key roads located near the site are described in Table 2.1.

Table 2.1: Surrounding Road Network

| Road Name | Classification | Speed Limit | Kerbside Parking | Description |
|------------------|----------------|-------------|------------------------------------|---|
| Darley Road | Regional Road | 50 km/h | Yes | An east-west arterial road corridor that connects between Alison Road and Carrington Road |
| York Road | Regional Road | 40 km/h | Not permitted in front of the site | A local north-south collector road that connects the local residential catchment and delivering traffic to Syd Einfield Drive and Darley Road. 40 km/h School Zone 30 m north of Queens Park Road, covering the subject site frontage. |
| Queens Park Road | Local Road | 40 km/h | Yes | Local road that provides access for the local residential catchment and the school. 40 km/h School Zone that covers the subject site frontage. |

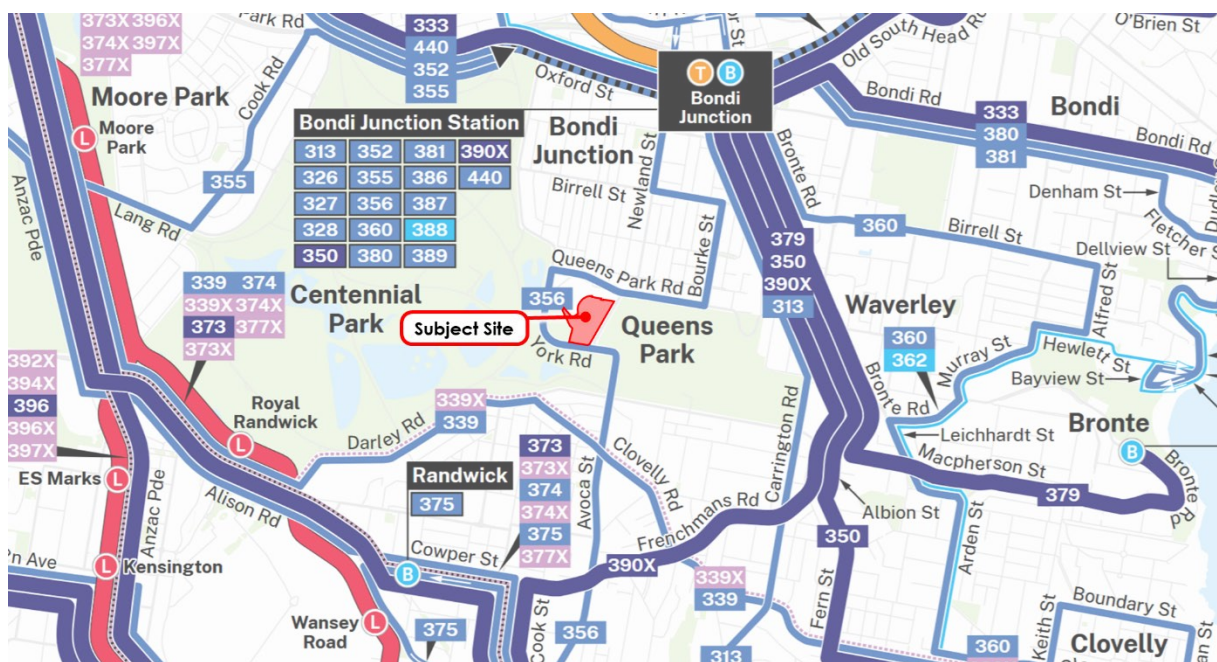
| | | | | |
|----------------|------------|---------|-----|--|
| Baronga Avenue | Local Road | 50 km/h | Yes | Local road that provides access for the school and pedestrian access to Queens Park. 40 km/h School Zone that covers the subject site frontage. |
|----------------|------------|---------|-----|--|

2.3 Public Transport Infrastructure

The site is located within the vicinity of several bus stops along Queens Park Road, Bronte Road, and Darley Road. These bus stops serve bus routes 313, 339, 339X, 350, 356, 379, and 390X. Moreover, these bus stop provides connection to the L2 Randwick Line that provides access to the Eastern and Inner Sydney CBD, and the T4 Eastern Suburbs & Illawarra Line that provides access to the entire NSW rail network.

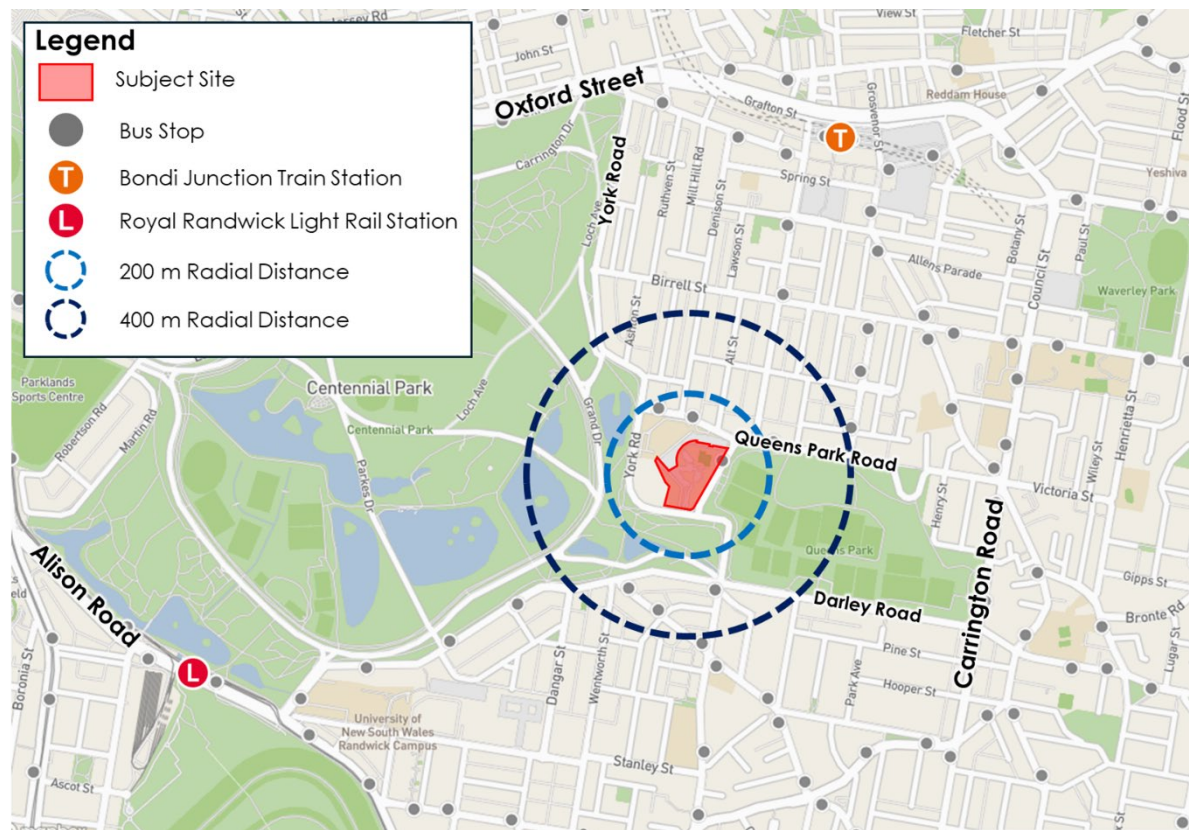
The Public Transport network map and infrastructure map within the site vicinity are shown in Figure 2.2 and Figure 2.3, respectively, and the frequency of the services is outlined in Table 2.2.

Figure 2.2: Public Transport Network Map



Source: TfNSW – Sydney CBD, Inner West and Eastern Suburbs Public Transport Network

Figure 2.3: Public Transport Infrastructure Map



Source: TfNSW – Trip Planner

Table 2.2: Public Transport Services

| Route | Route Description | Frequency (Peak) | Frequency (Off-Peak) |
|-------|--|------------------|----------------------|
| 313 | Coogee to Bondi Junction via Carrington Rd | 10 minutes | 30 minutes |
| 339 | Clovelly to Central Foveaux St (Loop Service) | 10 Minutes | 20 minutes |
| 339X | Clovelly to City Museum (Express Service) | 10 minutes | 30 minutes |
| 350 | Sydney Airport Domestic to Bondi Junction | 10 minutes | 20 minutes |
| 356 | Eastgardens to Bondi Junction | 20 minutes | 30 minutes |
| 379 | North Bondi to Bronte | 10 minutes | 20 minutes |
| 390X | La Perouse to Bondi Junction (Express Service) | 10 minutes | 10 minutes |
| L2 | Randwick Line | 8 minutes | 15 minutes |
| T4 | Eastern Suburbs & Illawarra Line | 5 minutes | 15 minutes |

Source: TfNSW, last accessed on 30/09/2025

2.4 Pedestrian and Cycling Infrastructure

Paved pedestrian footpaths are provided along the site frontage on Queens Park Road, along the school frontage on the western side of Baronga Avenue between Queens Park Road and the southern end of the kerb side parking lane, and on the eastern side of Baronga Avenue between Queens Park Road and the raised pedestrian crossing.

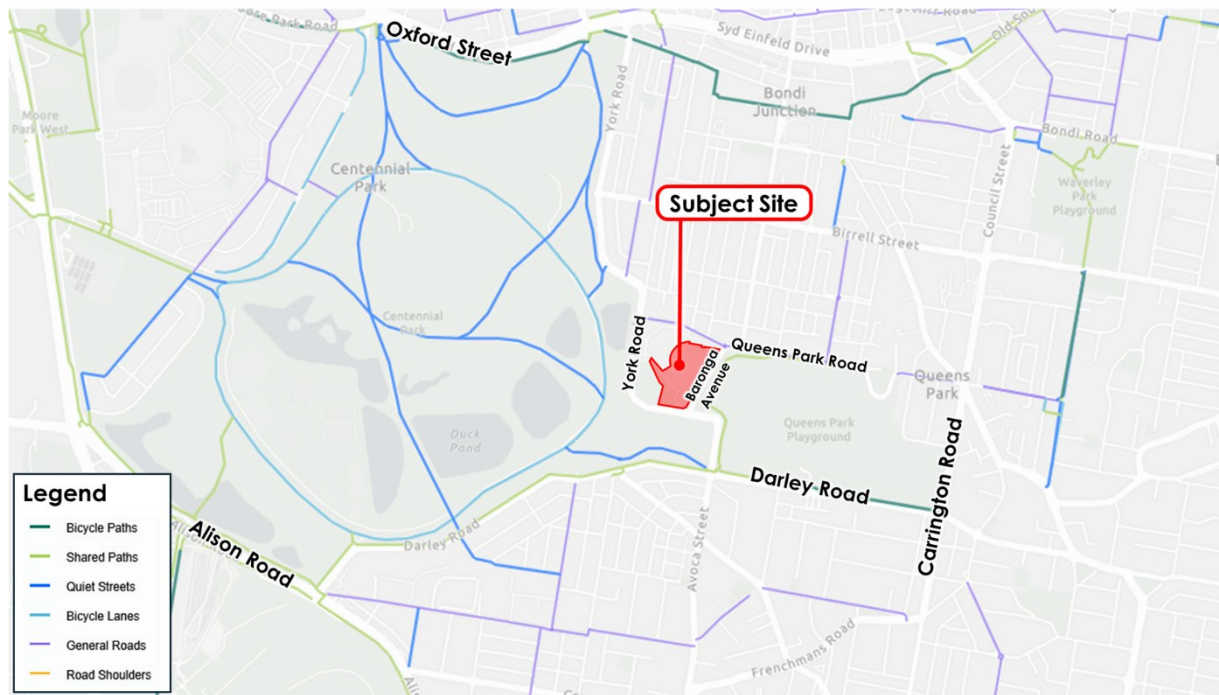
Paved pedestrian footpaths are also provided along the school western frontage on York Road between Queens Park Road and the car park access, and along the school southern frontage on York Road.

Crossing facilities are provided within the vicinity of the site, including:

- Marked pedestrian crossing on Queens Park Road, west of Alt Street
- Pedestrian refuge on Queens Park Road, east of Newland Street
- Pedestrian refuge on York Road on the western side of the school, south of Queens Park Road
- Raised pedestrian crossing on Baronga Avenue

Several existing cycleway networks are provided in the surrounding area, which are shown in Figure 2.4.

Figure 2.4: Existing Cycleway Network



Source: TfNSW Cycleway Finder

3 Proposed Construction Activities

3.1 Construction Methodology

The proposed stage 1 construction works involve:

- Staged demolition of existing buildings, demountable structures and hardstand areas
- Removal of trees and bulk earthworks
- Construction of a part three-storey and part four-storey STEAM and ILC building
- Construction of a new car park and a new on-site drop-off/pick-up area
- Construction of new vehicular and pedestrian access

It is noted that the construction works will be staged into the following phases:

- Enabling Works
- Main Building Works
- Landscaping Works

3.2 Construction Workers and Duration of Works

The stage 1 construction works are expected to last for approximately 29 months with the breakdown, duration and number of construction workers for each phase outlined in Table 3.1.

Table 3.1: Expected Number of Workers in Each Phase

| Phase | Task | Number of Construction Workers |
|---------------------|-------------------------------------|--------------------------------|
| Enabling Works | Enabling Works | 21 |
| Main Building Works | Site Clearing | 27 |
| | Demolition & Planning | 31 |
| | Piling & Capping Beams | 31 |
| | Excavation & Footings | 37 |
| | In-ground Services & Slab on Ground | 48 |
| | Suspended Structure | 57 |
| | Façade | 73 |
| | Internal Fit out | 125 |
| | Handover & Decant | 43 |
| | Setup, Demo & Sivil for Stage 1 C | 30 |
| Landscaping Works | Landscaping & External Works | 32 |

3.3 Construction Work Hours

Construction activities will be carried out in accordance with Consent Conditions F7, F8 and F10 of SSD-10352-Mod-1, which is outlined below.

F7. Construction, including the delivery of materials to and from the site, may only be carried out between the following hours:

- (a) between 7am and 6pm, Mondays to Fridays inclusive; and*
- (b) between 8am and 5pm, Saturdays.*

No work may be carried out on Sundays or public holidays.

F8. Construction activities may be undertaken outside of the hours in condition F7 if required:

- (a) by the Police or a public authority for the delivery of vehicles, plant or materials; or*
- (b) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or*
- (c) where the works are inaudible at the nearest sensitive receivers; or*
- (d) where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works.*

F10. Rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:

- (a) 9am to 12pm, Monday to Friday*
- (b) 2pm to 5pm, Monday to Friday; and*
- (c) 9am to 12pm, Saturday.*

3.4 Construction Workers Parking

Due to the limitation of the construction area, no on-site parking will be provided for construction workers. Construction workers will be encouraged to utilise the public transport to travel to/ from the site when possible, noting that the site is located within proximity of several frequent bus routes, as mentioned in Section 2.3, that provides services to/from the Bondi Junction Station and Royal Randwick Station. This will be incorporated in the workers' induction program at the beginning of the construction period, to encourage workers to use public transport to travel to/from the site.

All construction workers will be informed not to park on the nearby residential streets and if it is necessary to park on-street, construction workers are to obey the parking controls on the surrounding roads.

A parking management strategy is detailed in Section 4 to effectively manage construction workers and encourage alternative transportation usage.

3.5 Temporary Off-site Car Parking Option

Buildcorp will consider options to secure an off-site car parking on a temporary basis where reasonable and practicable. However, during the Enabling Works phase, this may not be practicable due to the low volumes of construction workers (maximum 21 workers on site at any one time for approximately 5 months). Practicable alternatives will be considered as an option in the future for all future phases, including contacting commercial parking providers, leasing arrangements, etc.

Notwithstanding that, the construction worker transport management measures outlined in Section 4 would effectively reduce car use.

4 Parking Management Strategy

4.1 Site Induction

All workers and subcontractors will be required to undergo a site induction before the commencement of construction works. The induction will clearly inform workers that no on-site construction worker parking spaces will be provided, and there is limited on-street long-term parking available near the site. Construction workers will be encouraged to utilise public transport and avoid travelling by car, as it will be extremely difficult to find parking near the site.

4.2 On-site Tool Drop-off Facility

The Principal Contractor is to provide an on-site tool drop-off and storage zone to allow construction workers to drop off and store their specific tools for the project, so construction tools transport will be minimised. This will prevent the need to drive equipment every day and will be easier for construction workers to travel on public transport.

4.3 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.

4.4 Carpooling

Construction workers who are required to travel by car (i.e. transporting construction tools) are encouraged to use carpooling to travel to/from the site when possible, thus minimising parking requirements.

4.5 Management of Construction Parking Issues

Buildcorp will implement a range of measures to effectively manage and monitor construction-related parking issues in the surrounding residential streets once works have commenced.

All personnel and subcontractors will be made aware of parking requirements and restrictions in the surrounding streets through the site induction process, with regular (once a month) reminders issued as needed via Toolbox Talks.

Additionally, a Community Communication Strategy (CCS) will be implemented in accordance with Consent Condition E9. The CCS will provide procedures and mechanisms to facilitate communication between the Applicant, the relevant Council and the community, and identify people to be consulted during the construction phases.

Buildcorp will regularly monitor the roadways in the Queens Park residential area surrounding the site to identify contractors' vehicles and known construction workers' vehicles. Where vehicles are regularly parked in similar locations, Buildcorp will issue communication to the specific contractor or personnel to highlight the need to limit parking in residential streets.

If specific complaints are received, Buildcorp will undertake additional targeted monitoring of identified locations and verify the complaints. If specific vehicles are identified during a targeted investigation, Buildcorp will issue communication to the specific contractor or personnel to request a change in either the parking location or request the consideration of other modes of transport to/from site, and to schedule an additional Toolbox Talk.

5 Conclusion

This Construction Worker Transport Strategy (CWTS) has been prepared to manage the construction workers' transportation to and from the work site to facilitate the construction works of the Moriah College Redevelopment – Stage 1.

Based on the outcome:

- The construction works will be delivered into three phases which are enabling works, main building works, and landscaping works. These works are to demolish the existing facilities and to construction a portion of the STEAM building
- The duration of the construction works is expected to be approximately 29 months.
- It is expected that the construction activities will have up to 125 construction workers on site at any one time.
- Due to the limitation of the construction area, no on-site parking will be available for construction workers.
- A number of measures will be implemented to encourage construction workers to use public transport, including on-site tool drop-off, public transportation map and timetable, and storage facility and carpooling policy, thus, to minimise the demand of using private cars.

In summary, it is concluded that the CWTS will adequately address the potential transport implications associated with the proposed construction activities. This CWTS fulfils the requirements of Condition E20 of the State Significant Development (SSD-10352-Mod-1).

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