



You are invited to attend the next Extraordinary Traffic Committee Meeting:

Date: Monday, 4 February 2019

Time: 8:30am

Location: Onsite:
Picton High School
480 Argyle Street
Picton NSW 2571

Followed by second meeting:

Wollondilly Shire Council
62-64 Menangle Street
Picton NSW 2570

AGENDA

Extraordinary Traffic Committee Meeting

4 February 2019

The Local Traffic Committee is a Technical Committee of Roads and Maritime Services (RMS). The Committee operates under the authority conferred to Council by the RMS under the Transport Administration Act 1988.

Council has been delegated certain powers from the RMS, with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations. There are four permanent members of the Traffic Committee, each of whom has a single vote only. The members are representatives of the NSW Police Force, the RMS, the Local State Member of Parliament (for the location of the issue to be voted upon) and a representative of Council.

Order Of Business

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1 REPORTS

1.1 ONSITE MEETING REGARDING PICTON HIGH SCHOOL DEVELOPMENT

File Number: 10623#17

EXECUTIVE SUMMARY

The purpose of this report is to:

- Assess the impact to traffic on Argyle Street for the 2019 school year during construction of the new school and prior to alternative access being constructed at Wonga Road, Picton.
- Assess and consider the new traffic zones proposed for Wonga Road, Picton for access in and out of Picton High School for staff parking and service delivery, and the provision of bus pick-up and drop-off zones.

REPORT

The start of the school year commenced on Tuesday 29th January 2019 with all students returning by the end of the week.

The Picton High School Expansion Project has substantially changed the normal school traffic flow on Argyle Street with reduced on street parking due to student vehicle parking and staff parking. Entry to the school for students, staff and construction traffic is all via the one entry point off Argyle Street. No provision has been made to regulate traffic at the intersection of Argyle Street and Wonga Road which has an impact on the traffic flow near the school site.

In view of the changed traffic condition due to ongoing development of Picton High School Expansion Project, Council is calling for an urgent On-site Local Traffic Committee meeting to assess and consider options to mitigate the effects on traffic flow due to the development.

The construction of the northern end of Wonga Road to provide a school bus pick-up and drop-off zone, turn circle and pedestrian crossing is the subject of a S138 application. This work is planned for construction during the Christmas school holidays in 2019/20.

All stakeholders including representatives from RMS; Council; NSW Police; Bus Operators; Developer; Department of Education and Department of Planning have been invited to attend.

Consultation

The issue has not been raised and discussed in a Community Forum.

Financial Implications

This matter has no financial impact on Council's adopted budget or forward estimates.

ATTACHMENTS

- 1. Notice of Decision (SSD 8640 - Picton High School Redevelopment)**
- 2. Wonga Road Extension - Civil Drawings**
- 3. Email Correspondence regarding S138 Consent Application**
- 4. Aerial Photograph of Picton High School, Wonga Road**
- 5. Picton High School Temporary Public Notice**

RECOMMENDATION

For the consideration of the committee.

Notice of decision [SSD]

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

Application type	State significant development
Application number and project name	SSD 8640 - Picton High School Redevelopment
Applicant	Department of Education
Consent Authority	Minister for Planning

Decision

The Executive Director Priority Projects Assessments under delegation from the Minister for Planning has, under section 4.38 of the *Environmental Planning and Assessment Act 1979* (**the Act**) granted consent to the development application subject to the recommended conditions.

A copy of the development consent and conditions is available here:

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8640 .

A copy of the Department of Planning and Environment's Assessment Report is available here:

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8640

Date of decision

20 December 2018

Reasons for decision

The following matters were taken into consideration in making this decision:

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the Department's Assessment Report;
- the prescribed matters under the *Environmental Planning and Assessment Regulation 2000*;
- the objects of the Act;
- all information submitted with the development application and during the assessment and information considered in the Department's Assessment Report;
- the findings and recommendations in the Department's Assessment Report; and
- the views of the community about the project (see Attachment 1).

The findings and recommendations set out in the Department's Assessment Report were accepted and adopted as the reasons for making this decision.

The key reasons for granting consent to the development application are as follows:

- the project would provide a range of benefits for the region and the State as a whole, including additional capacity to the educational facilities through its redevelopment, \$65,702,000 total capital investment, 68 construction jobs and 25 new operational jobs;
- the project is permissible with development consent, and is consistent with NSW Government policies including the:
 - *A Metropolis of Three Cities – The Greater Sydney Plan*
 - *State Infrastructure Strategy 2018-2038*
 - *New Future Transport Strategy 2056*
 - *Western City District Plan*
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards as identified in the Department's Assessment Report. The consent authority has imposed conditions relating to traffic and parking, sustainable travel and waste management;
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the recommended conditions of consent; and
- weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Department exhibited the Environmental Impact Statement for the project from 10 May 2018 until 8 June 2018 (30 days) and received four submissions.

The key issues raised by the community (including in submissions) and considered in the Department's Assessment Report by the decision maker include traffic and parking, sustainability, tree removal and landscaping, acoustic impacts, construction impacts, temporary school, alternative school location, land transfer and contamination. Other issues are addressed in detail in the Department's Assessment Report.

<i>Issue</i>	<i>Consideration</i>
<p><i>Traffic and parking</i></p> <ul style="list-style-type: none"> • Traffic and congestion would increase as a result of the proposed development • Insufficient street parking • Pedestrian safety concerns • Query on student numbers and traffic implications • Need for an upgrade to the Argyle Street and Wonga Road intersection 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • The Applicant submitted a TAIA as part of the EIS which provides 141 car parking spaces on site which is considered adequate for the proposal. The site is located within a 400m walking distance to street car parking that has an occupancy rate of a minimum of 33 spaces. Therefore, the Department considers that there is sufficient car parking for the increase in demand. • The proposal promotes sustainable transport and includes provision of facilities to allow staff/students to use active modes of transport to commute to/from work. • The Application includes two pedestrian crossings on Argyle Street to provide safe pedestrian crossing. Furthermore, the Applicant states that an accredited RMS Traffic Controller would be on site during construction to assist pedestrian crossing to avoid any conflict with trucks. • Whilst the Applicant states the school has been designed to accommodate 2,000 students in the future, the proposal only seeks consent for 1,580 students. Accordingly, the Department has carried out its assessment traffic impacts based on 1,580 students. • The Applicant's TAIA concludes that the Argyle Street and Wonga Road intersection is expected to continue to operate efficiently at a LoS B with acceptable delays and queue lengths. The Department is satisfied that an adequate level of service would be maintained at to the intersection of Argyle Street and Wonga Road and that no upgrade would be required at this time. <p><i>Conditions</i></p> <ul style="list-style-type: none"> • Preparation of a Construction Pedestrian and Traffic Management Plan by a suitably qualified person to be submitted to the satisfaction of the Certifying Authority. • The Green Travel Plan be revised and implemented prior to occupation. • A condition has been included to limit the student numbers to 1,580.
<p><i>Sustainability</i></p> <ul style="list-style-type: none"> • Adequacy of a Green Travel Plan (GTP) • Incorporation of Ecologically Sustainable Development (ESD) principles including solar panelling and water reuse tanks 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • The Applicant submitted a preliminary GTP, which is considered to adequately encourage alternative travel modes. • The Applicant submitted an ESD report with the EIS, including sustainability measures such as solar energy collection and rainwater harvest use for non-potable uses. <p><i>Conditions</i></p> <ul style="list-style-type: none"> • The Department includes a condition requiring a revised GTP be prepared in consultation with Council and Transport for NSW, reviewed and implemented from the commencement of operation of the redeveloped school. • A condition of consent includes that the proposal incorporates ESD initiatives outlined in the submitted ESD report.
<p><i>Tree removal and landscaping</i></p> <ul style="list-style-type: none"> • Concerns were raised that appropriate tree planting and landscaping to be included 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • The Applicant submitted revised landscape plan detailing 78 new tree planting as well as shrubs and groundcovers across the site. <p><i>Conditions</i></p> <ul style="list-style-type: none"> • The Department has also conditioned for planting of 14 additional 100L canopy trees selected from the Grey Box Forest Red Gum Grassy woodland on flats of the Cumberland Plain vegetation.

<p><i>Acoustic impact</i></p> <ul style="list-style-type: none"> Acoustic impact on the adjoining properties 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The Applicant submitted an Acoustic Impact Assessment with the EIS. The report considers the impacts of the development in terms of construction and operational noise. The Department is satisfied that the proposed noise management and mitigation measures are appropriate. <p><i>Conditions</i></p> <ul style="list-style-type: none"> A condition of consent includes that the Applicant is not to exceed the noise limits in the Acoustic Impact Assessment. A condition of consent includes standard construction hours as per the Interim Construction Noise Guideline. A condition of consent includes the Applicant to prepare a Construction Noise and Vibration Management Plan to include management strategies to reduce noise impacts to sensitive receivers.
<p><i>Construction Impacts</i></p> <ul style="list-style-type: none"> Noise and dust Construction traffic and parking 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The Applicant submitted an Acoustic Assessment report with the EIS which considers construction noise impact. The Applicant has submitted a Construction Traffic Management Plan (CTMP) outlining the management of construction traffic and parking. <p><i>Conditions</i></p> <ul style="list-style-type: none"> Conditions include implementation of a CTMP, preparation of an CEMP
<p><i>Temporary school</i></p> <ul style="list-style-type: none"> Concerns and questions were raised regarding the temporary school (demountable buildings) and the interpretation of the provisions of exempt and complying development for temporary school under Education SEPP. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The temporary school would be carried out under the provisions of exempt and complying development of the Education SEPP. The assessment cannot provide advice on the interpretation of the provisions of exempt and complying development for temporary school under Education SEPP.
<p><i>Alternative school locations</i></p> <ul style="list-style-type: none"> summarise views raised in relation to this issue 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The Applicant carried out investigation of alternative school redevelopment options as part of the application process. The Applicant concluded that the best option would be to carry out the development on site as Picton High School is the only public high school in the Wollondilly LGA. And to increase the capacity at a different school/location would continue to place pressure on the capacity of Picton High School.
<p><i>Land transfer</i></p> <ul style="list-style-type: none"> Council does not support the transfer of Argyle Street bus bay to Council 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The Department notes Council does not support the transfer of the Argyle Street bus bay. The Applicant has indicated that the transfer of Argyle Street would be part of a future negotiation. Accordingly, it has not been included in this application consent.
<p><i>Possible contamination</i></p> <ul style="list-style-type: none"> Concerns were raised about potential contamination 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The Applicant submitted a Phase 1 contamination report, a report on additional contamination investigation, a hazardous building materials report and a report on preliminary site investigation with limited sampling and testing was submitted with the EIS. The Department acknowledges that the potential risk of contamination at the site and supports the recommendation of the EPA in relation to managing potential contamination, asbestos and hazardous materials, before, during and after building works. <p><i>Conditions</i></p> <ul style="list-style-type: none"> Conditions include the Applicant to undertake additional site assessment for contaminants, implementation of unexpected finds protocol and engagement of an independent site auditor.
<p><i>Other</i></p> <ul style="list-style-type: none"> Query on the location of an attachment of the EIS 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The RTs submitted by the Applicant on major projects website had a minor error with the naming convention of the documentations. However, the error has been corrected.

PICTON HIGH SCHOOL - WONGA ROAD EXTENSION

DRAWING REGISTER AND CONSTRUCTION NOTES - CIVIL & STORMWATER

DRAWING No.	DESCRIPTION
202188801C-C401	DRAWING REGISTER AND CONSTRUCTION NOTES
202188801C-C403	GENERAL ARRANGEMENT AND KEY PLAN
202188801C-C405	SEDIMENT AND EROSION CONTROL PLAN
202188801C-C407	SEDIMENT AND EROSION CONTROL DETAILS
202188801C-C408	WONGA ROAD MANEUVERING PLAN 12.5m BUS
202188801C-C409	WONGA ROAD MANEUVERING PLAN 8.9m SERVICE VEHICLE
202188801C-C410	BULK EARTHWORKS PLAN
202188801C-C421	SITWORKS PLAN
202188801C-C422	SIGN POST AND LINE MARKING
202188801C-C430	STORMWATER DRAINAGE PLAN
202188801C-C435	PIT SCHEDULE
202188801C-C441	SITWORKS AND STORMWATER DRAINAGE DETAILS
202188801C-C450	STORMWATER DRAINAGE LONGITUDINAL SECTIONS
202188801C-C460	PAVEMENT PLAN AND DETAILS SHEET 1
202188801C-C480	WONGA ROAD EXTENSION ROAD SETOUT PLAN
202188801C-C490	WONGA ROAD EXTENSION LONGITUDINAL SECTION
202188801C-C495	WONGA ROAD EXTENSION CROSS SECTIONS SHEET 1
202188801C-C496	WONGA ROAD EXTENSION CROSS SECTIONS SHEET 2
202188801C-C497	WONGA ROAD EXTENSION CROSS SECTIONS SHEET 3
202188801C-C498	WONGA ROAD EXTENSION CROSS SECTIONS SHEET 4
202188801C-C510	TURNING HEAD KERB LONG SECTION

GENERAL NOTES

- THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ARCHITECTURAL AND OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS OR SHEETS AS MAY BE ISSUED DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCY SHALL BE REFERRED TO THE SUPERINTENDENT BEFORE PROCEEDING WITH WORK.
- MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATION, CURRENT SAA CODES, BUILDING REGULATIONS AND THE REQUIREMENTS OF ANY OTHER RELEVANT STATUTORY AUTHORITIES.
- THESE DRAWINGS MUST NOT BE SCALED. ALL DIMENSIONS ARE IN METERS. ALL SET OUT DIMENSIONS AND LEVELS, INCLUDING THOSE SHOWN ON THESE DRAWINGS SHALL BE IN ACCORDANCE WITH THE ARCHITECT'S DRAWINGS AND VERIFIED ON SITE.
- ALL SET OUT DIMENSIONS OF THE STRUCTURE INCLUDING KERBS AND RETAINING WALLS, AND BULK EARTHWORKS MUST BE TAKEN FROM THE ARCHITECT'S DRAWINGS. SET OUT OF THE STORMWATER PITS BY OTHERS. CONTRACTOR TO CONFIRM SET OUT OF SERVICE TRENCHING INCLUDING SERVICES ON SITE.
- THE CONTRACTOR SHALL COMPLY WITH ALL REGULATIONS OF AUTHORITIES HAVING JURISDICTION OVER THE WORKS. REFER TO GEOTECHNICAL REPORT BY DOUGLAS PARTNERS PTY LTD DATED FEB 2018.
- ALL DIMENSIONS AND REDUCED LEVELS MUST BE VERIFIED ON SITE BEFORE THE COMMENCEMENT OF ANY WORK.
- THE APPROVAL OF A SUBSTITUTION SHALL BE SOUGHT FROM THE SUPERINTENDENT BUT IS NOT AN AUTHORIZATION OF A COST VARIATION. THE SUPERINTENDENT MUST APPROVE ANY COST VARIATION INVOLVED BEFORE ANY WORK STARTS.
- ALL LEVELS SHOWN ARE TO THE AUSTRALIAN HEIGHT DATUM.
- SERVICE INFORMATION SHOWN IS APPROPRIATE ONLY. PRIOR TO COMMENCEMENT OF ANY WORKS, THE CONTRACTOR SHALL LOCATE ALL UNDERGROUND SERVICES AND COMPLY WITH ALL REQUIREMENTS OF THOSE AUTHORITIES.
- EXISTING SURFACE CONTOURS, WHERE SHOWN, ARE INTERPOLATED AND MAY NOT BE ACCURATE.
- UNLESS NOTED OTHERWISE, ALL VESICATIONS SHALL BE STRIPPED TO A MINIMUM DEPTH OF 150mm UNDER ALL PROPOSED PAVEMENT AND BUILDING AREAS.

ROADS AND CONSTRUCTION NOTES

- TESTING REQUIREMENTS AS PER COUNCIL STANDARD - REFER TO CIVIL SPECIFICATIONS FOR TESTING REQUIREMENTS.
- WORKS AS EXECUTED SHOWN DRAWINGS TO BE PROCEEDED IN ACCORDANCE WITH COUNCIL REQUIREMENTS.

SITWORKS NOTES

- PRIOR TO THE PLACEMENT OF ANY PAVEMENTS, BUILDINGS OR DRAINS, THE EXPOSED SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 98% STANDARD COMPACTION IN ACCORDANCE WITH TEST 511 OF A.S. 1081 FOR THE TOP 300mm. ANY SOFT SPOTS SHALL BE REMOVED AND REPLACED WITH GRADE AND FILL TO THE ENGINEER'S APPROVAL AND COMPACTED IN ACCORDANCE WITH THE COMPACTION REQUIREMENTS SET OUT BELOW ON HIGHLY REACTIVE CLAY AREAS. SITE EXCAVATED MATERIAL MAY BE USED WITH THE PRIOR AUTHORIZATION OF THE ENGINEER.
- ALL FILL AND PAVEMENT MATERIALS SHALL BE COMPACTED IN ACCORDANCE WITH GEOTECHNICAL REPORT BY DOUGLAS PARTNERS PTY LTD DATED FEB 2018. MOISTURE CONTENT TO BE MAINTAINED AT +/- 2% ONE PERCENT COMPACTION REQUIREMENTS ARE SET AS FOLLOWS FOR ALL REQUIREMENTS ARE TO BE VERIFIED BY A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER:
 - LANDSCAPED AREAS: 98% STD
 - FILL UNDER ANY FOOTINGS AND FLOOR SLABS FOR ANY STRUCTURE TO SUBGRADE LEVEL: 98% STD
 - FINE CRUSHED ROCK: 98% STD
 - SELECTED FILL WITHOUT CONSPICUOUS CLAY CONTENT: 98% STD
 - BUILDING BASECOURSE: 98% MOD
 - FILL UNDER ROAD PAVEMENTS:
 - TO WITHIN 500mm OF FINISHED SUBGRADE LEVEL: 98% STD
 - UP TO FINISHED SUBGRADE LEVEL: 98% STD
 - ROAD PAVEMENT MATERIALS:
 - SUB BASE: 98% MOD
 - BASE COURSE: 98% MOD
- THE MAXIMUM COMPACTION IS TO BE NO GREATER THAN 4% ON TOP OF THE ABOVE MENTION VALUES.
- GRADE EVENLY BETWEEN FINISHED SURFACE SPOT LEVELS. FINISHED SURFACE CONTOURS ARE SHOWN FOR CLARITY. WHERE FINISHED SURFACE LEVELS ARE NOT SHOWN, THE SURFACE SHALL BE GRADED SMOOTHLY SO THAT IT WILL DRAIN AND MATCH ADJACENT SURFACES OR STRUCTURES.
- ALL DIMENSIONS GIVEN ARE TO FACE OF KERB, CENTER OF PIPE OR EXTERIOR FACE OF BUILDING UNLESS NOTED OTHERWISE.
- ANY STRUCTURES, PAVEMENTS OR SURFACES DAMAGED, DIRTED OR MADE UNDERVARIABLE DUE TO CONSTRUCTION WORK SHALL BE REINSTATED TO THE SATISFACTION OF THE ENGINEER.
- ANY FILL REQUIRED SHALL BE APPROVED BY THE ENGINEER / GEOTECHNICAL CONSULTANT.
- CONTRACTOR IS TO ENSURE THAT ALL EXCAVATIONS ARE MAINTAINED IN A DRY CONDITION WITH NO WATER ALLOWED TO REMAIN IN THE EXCAVATIONS.
- ALL FINISHES AND COLOURS TO BE IN ACCORDANCE WITH ARCHITECTURAL SPECIFICATIONS.
- REFER TO STRUCTURAL DRAWINGS FOR CONCRETE REINFORCEMENT AND RETAINING WALL DETAILS.
- GENERALLY FOR TRENCHING WORKS THE CONTRACTOR MUST:
 - COMPLY WITH THE GENERAL PROVISIONS OF PART 31 'MANAGING RISKS TO HEALTH AND SAFETY' OF NEW WORK AND HEALTH AND SAFETY REGULATION 2011.
 - COMPLY PART 6.3 DIVISION 3 'EXCAVATION WORK' OF NEW WORK HEALTH AND SAFETY REGULATION 2011.
- PRIOR TO THE EXCAVATION OF ANY TRENCH DEEPER THAN 1.5 METRES THE CONTRACTOR MUST:
 - NOTIFY THE OCCUPATIONAL HEALTH AND SAFETY AUTHORITY ON THE APPROPRIATE FORM.

STORMWATER DRAINAGE NOTES

- UNLESS NOTED OTHERWISE BY HYDRAULIC ENGINEERS DRAWINGS, ALL DOWNPIPES & GRATED UNLEES SHALL BE CONNECTED TO PITS OR MAIN STORMWATER DRAINS WITH 100mm DIA. UPVC PIPES Laid AT A MINIMUM GRADE OF 1% 100 FOR STORMWATER DRAINAGE SYSTEMS. ALL DOWNPIPES CONNECTIONS TO MAIN STORMWATER DRAINS SHALL BE IN ACCORDANCE WITH HYDRAULIC ENGINEERS DRAWINGS.
- ALL MAIN STORMWATER DRAINS SHALL BE CONSTRUCTED USING MATERIALS AS SPECIFIED ON THE DRAWINGS IN ACCORDANCE WITH THE APPROPRIATE S.A.S. IF NOT SPECIFIED THEN CLASS 2 HR/2 RCP SHALL BE USED FOR CHAMBERS + 20mm VENEER CLASS 2 HR/2 RCP IN ACCORDANCE WITH AS3004. SHALL BE USED FOR 425mm OR SMALLER.
- ALL PIPEWORK TO BE INSTALLED IN ACCORDANCE WITH AS3705 FOR RCP AND AS200 FOR PVC. ALL BEDDING TO BE TYPE H2 UNLESS NOTED OTHERWISE.
- FOR ALL PITS + 1.2m DEEP, STEP IRONS SHALL BE INSTALLED.
- PRECAST PITS MAY BE USED EXTERNAL TO THE BUILDING SUBJECT TO APPROVAL BY BONACCI GROUP.
- ON LARGEL CONNECTIONS AND JUNCTIONS TO BE PREFABRICATED FITTINGS WHERE PIPES ARE LESS THAN 300 DIA.
- WHERE SUBSOE DRAINS PASS UNDER FLOOR SLABS AND VEHICULAR PAVEMENTS, UNLITTED UPVC SEWER GRADE PIPE IS TO BE USED.
- GRATES AND COVERS SHALL CONFORM WITH AS 3996 AND AS 1628 FOR ACCESS REQUIREMENTS.
- CARE IS TO BE TAKEN WITH LEVELS OF STORMWATER LINES. GRADES ARE NOT TO BE REDUCED WITHOUT APPROVAL.
- AT ALL TIMES DURING CONSTRUCTION OF STORMWATER PITS, ADEQUATE SAFETY PROCEDURES SHALL BE TAKEN TO ENSURE AGAINST THE POSSIBILITY OF PERSONS FALLING DOWN PITS.
- ALL EXISTING STORMWATER DRAINAGE LINES AND PITS THAT ARE TO REMAIN ARE TO BE INSPECTED AND CLEANED DURING THIS PROCESS. ANY PART OF THE STORMWATER DRAINAGE SYSTEM THAT WARRANTS REPAIR SHALL BE REPORTED TO THE SUPERINTENDENT/ENGINEER FOR FURTHER DIRECTION.

KERBING NOTES


- ALL CONCRETE TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF 32 MPa UNLTD.
- ALL KERBS, GUTTERS, DISH DRAINS AND CROSSINGS TO BE CONSTRUCTED ON 75mm GRANULAR BASECOURSE COMPACTED TO A MINIMUM MINIMUM MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS2899 5.2.1.
- EXPANSION JOINTS TO BE FORMED FROM 30mm COMPRESSIBLE CORN FILLER BOARD FOR THE FULL DEPTH OF THE SECTION AND CUT TO PROFILE. EXPANSION JOINTS TO BE LOCATED AT DRAINAGE PITS, ON TANGENT POINTS OF CURVES AND ELSEWHERE AT MAXIMUM 30m CENTRES EXCEPT FOR INTEGRAL KERBS WHERE THE EXPANSION JOINTS ARE TO MATCH THE JOINT LOCATIONS IN THE SLAB.
- WEAVERED PLANE JOINTS TO BE 10mm 30mm WIDE AND LOCATED AT 3m CENTRES EXCEPT FOR INTEGRAL KERBS WHERE THE WEAVERED PLANE JOINTS ARE TO MATCH THE JOINT LOCATIONS IN THE SLAB.
- BROUDED FINISH TO ALL SLOTTED AND VEHICULAR CROSSINGS. ALL OTHER KERBS OR DISH DRAINS TO BE STEEL FLAT FINISH.
- IN THE REPLACEMENT OF KERBS:
 - EXISTING ROAD PAVEMENT IS TO BE SAWCUT 150mm IN FROM THE TOP OF GUTTER UPON COMPLETION OF THE NEW KERB AND GUTTER, NEW BASECOURSE AND SURFACE TO BE Laid 100mm WIDE UNLTD.
 - EXISTING KERBS ARE TO BE COMPLETELY REMOVED WHERE NEW KERBS ARE SHOWN.

JOINING NOTES

PEDESTRIAN FOOTPATH JOINTS

- EXPANSION JOINTS TO BE LOCATED WHERE POSSIBLE AT TANGENT POINTS OF CURVES AND ELSEWHERE AT 30m CENTRES.
- SAW CUT JOINTS TO BE LOCATED AT A MAX 15m x WIDTH OF PAVEMENT.
- WHERE POSSIBLE JOINTS SHOULD BE LOCATED TO MATCH KERBING AND / OR ADJACENT PAVEMENT JOINTS.
- ALL PEDESTRIAN FOOTPATH JOINTING AS FOLLOWS (UNLTD):
 

VEHICULAR PAVEMENT JOINTS

- ALL VEHICULAR PAVEMENTS TO BE JOINTED AS SHOWN ON DRAWINGS.
- KEYED CONSTRUCTION JOINTS TO BE LOCATED AT A MAXIMUM OF 30m CENTRES.
- SAW CUT JOINTS TO BE LOCATED AT A MAXIMUM OF 30m CENTRES OR 15m x SPACING OF KEYS. WHERE KEYS JOINT SPACING IS LESS THAN 15m, WITH DEVELOPED EXPANSION JOINTS TO BE LOCATED AT MAXIMUM OF 30m CENTRES.
- PROVIDE 60mm WIDE FULL DEPTH EXPANSION JOINTS TO BE BETWEEN BUILDINGS AND ALL CONCRETE OR UNIT PAVES.
- VEHICULAR PAVEMENT JOINTING AS FOLLOWS (UNLTD):
 
- THE TIMING OF THE SAW CUT IS TO BE CONFIRMED BY THE CONTRACTOR ON SITE. SITE CONDITIONS WILL DETERMINE HOW MANY HOURS AFTER THE CONCRETE POUR THE SAW CUTS ARE TO BE COMPLETED.



LOCALITY PLAN
NOT TO SCALE

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Author	Checked	Approved	Date
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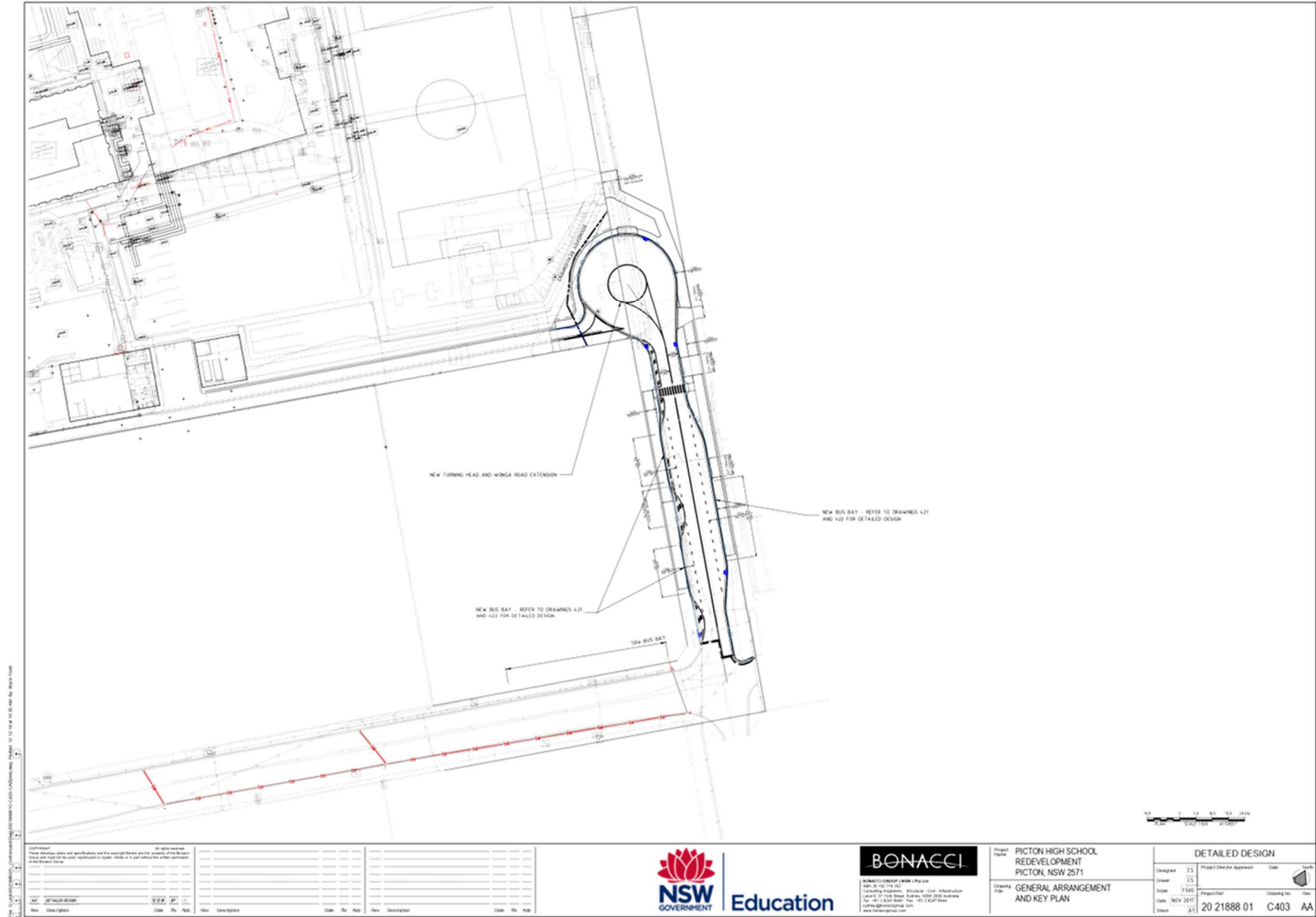
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Project Name	PICTON HIGH SCHOOL WONGA ROAD EXTENSION PICTON, NSW 2571
Client	NSW GOVERNMENT
Design No.	202188801
Design Title	DRAWINGS REGISTER AND CONSTRUCTION NOTES

Project Director Approval	Date	Initials
Project Date	20 21888 01	Designing the
Issue	20 21888 01	AB



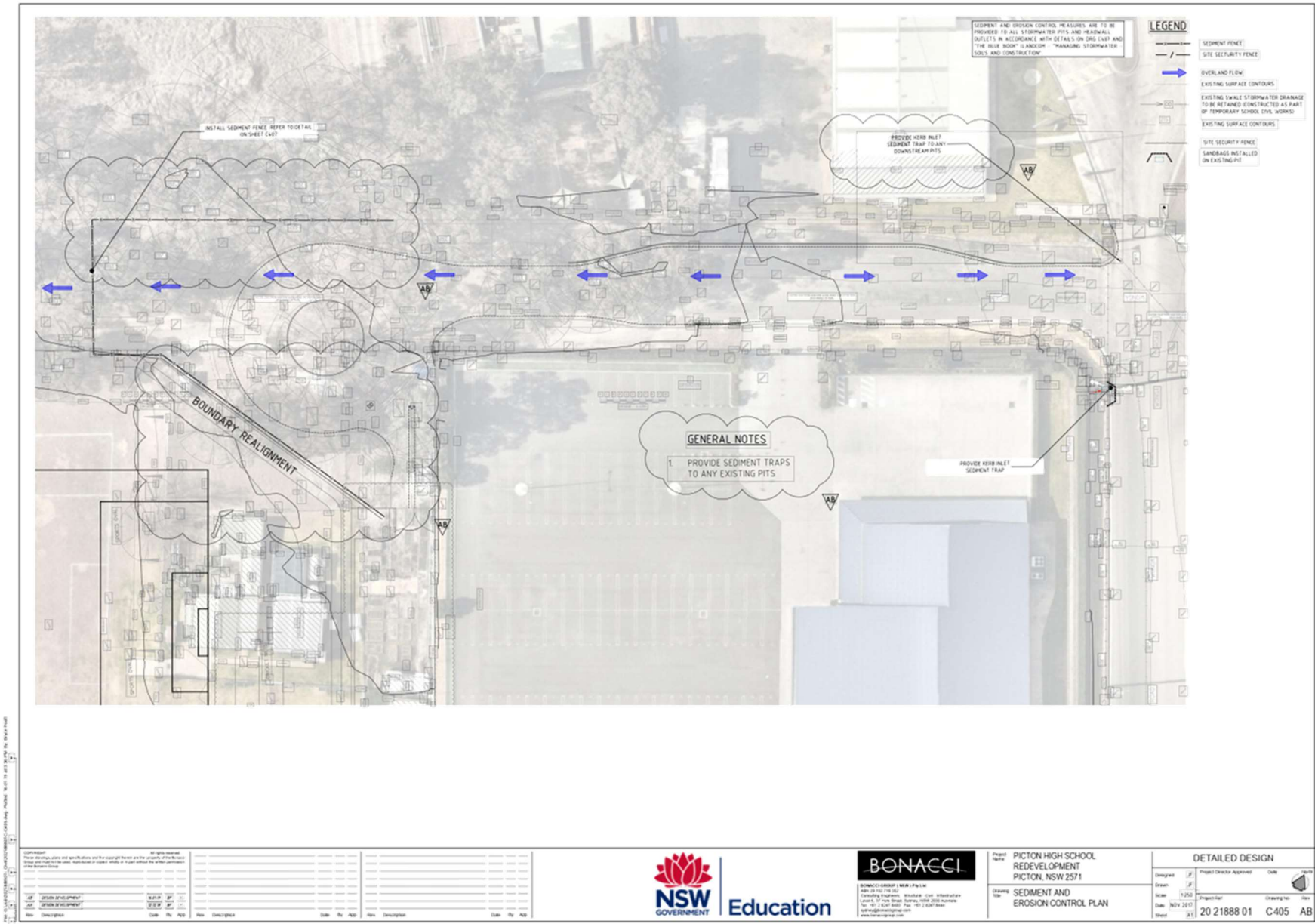
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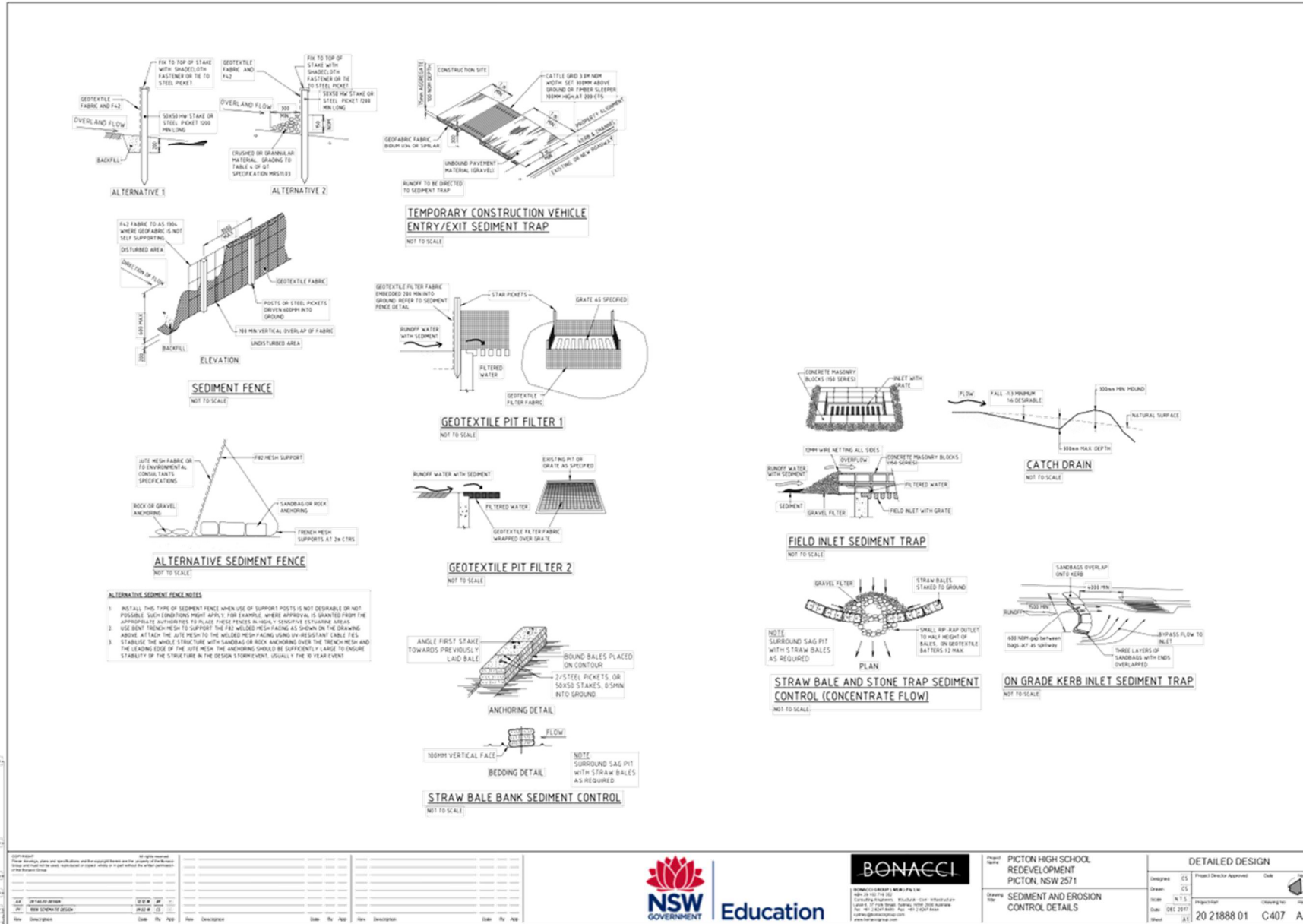
Rev	Description	Date	By	App	Rev	Description	Date	By	App
1	ISSUED FOR PERMIT								
2	ISSUED FOR CONSTRUCTION								
3	ISSUED FOR CONSTRUCTION								
4	ISSUED FOR CONSTRUCTION								
5	ISSUED FOR CONSTRUCTION								
6	ISSUED FOR CONSTRUCTION								
7	ISSUED FOR CONSTRUCTION								
8	ISSUED FOR CONSTRUCTION								
9	ISSUED FOR CONSTRUCTION								
10	ISSUED FOR CONSTRUCTION								



Project Name: PICTON HIGH SCHOOL REDEVELOPMENT PICTON, NSW 2571
 Client: GENERAL ARRANGEMENT AND KEY PLAN

DETAILED DESIGN			
Designed	ES	Project Director Approval	Date
Drawn	ES		
Scale	1:500	Project Number	20 21888 01
Date	NOV 28 2017	Drawing No.	C403
Sheet	1/1	Scale	AA





<p>Client Name: PICTON HIGH SCHOOL REDEVELOPMENT</p> <p>Project Name: PICTON HIGH SCHOOL REDEVELOPMENT</p> <p>Project Location: PICTON, NSW 2571</p>		<p>Project Director: [Name]</p> <p>Project Engineer: [Name]</p> <p>Project Designer: [Name]</p>	
<p>Drawn: [Name]</p> <p>Checked: [Name]</p> <p>Approved: [Name]</p>	<p>Drawn: [Name]</p> <p>Checked: [Name]</p> <p>Approved: [Name]</p>	<p>Drawn: [Name]</p> <p>Checked: [Name]</p> <p>Approved: [Name]</p>	<p>Drawn: [Name]</p> <p>Checked: [Name]</p> <p>Approved: [Name]</p>

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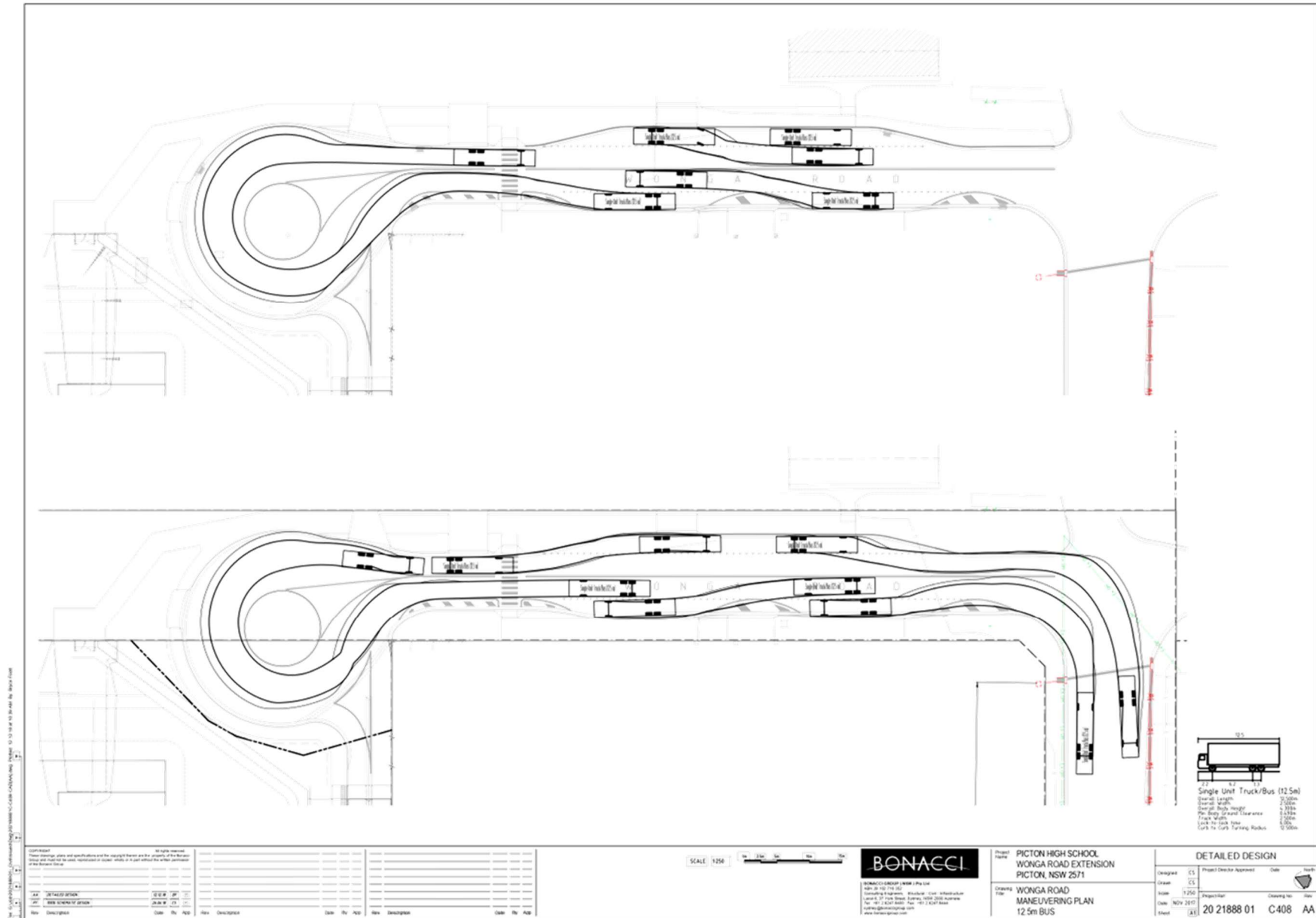
Project: PICTON HIGH SCHOOL REDEVELOPMENT

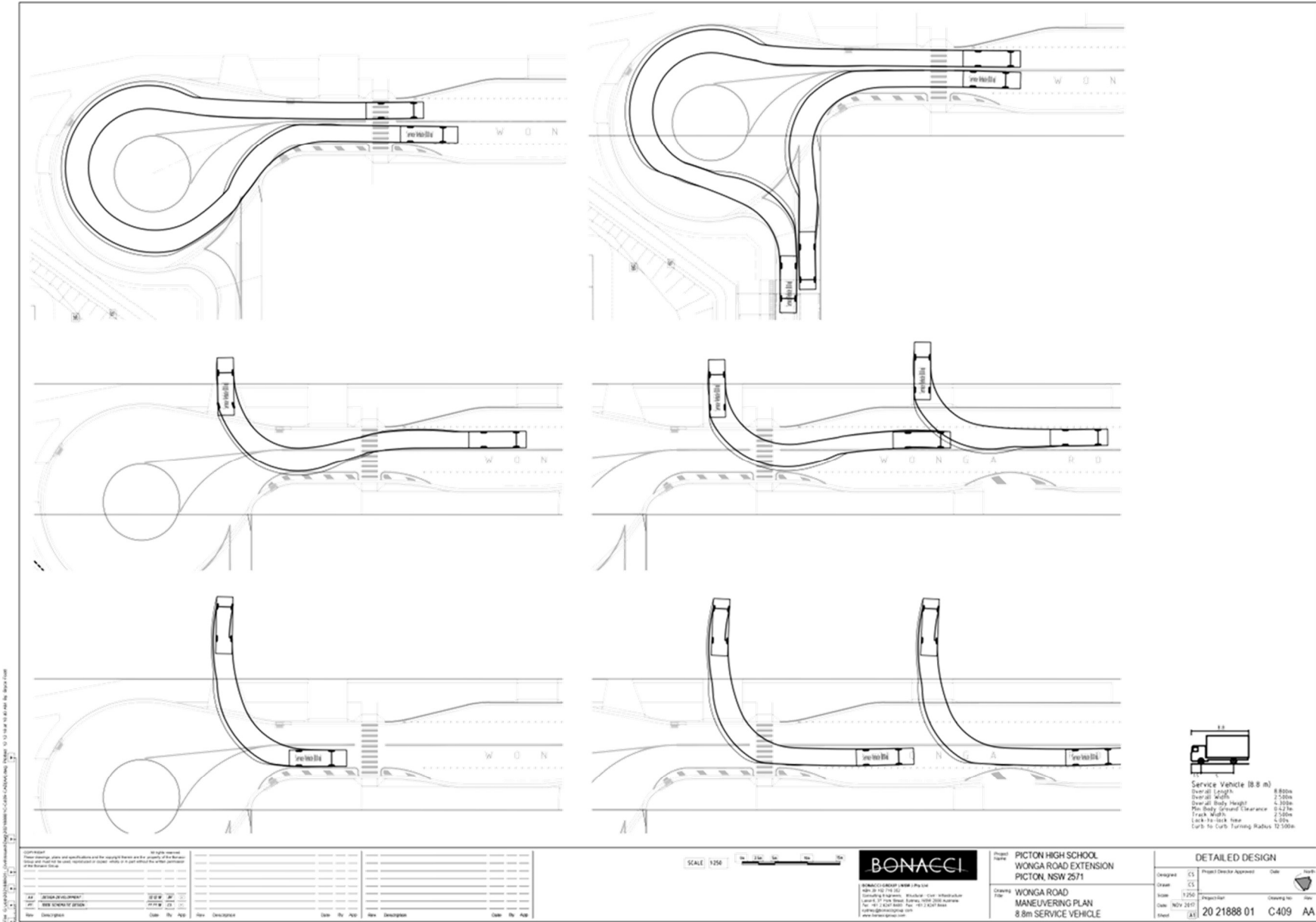
Project Location: PICTON, NSW 2571

Project Name: SEDIMENT AND EROSION CONTROL DETAILS

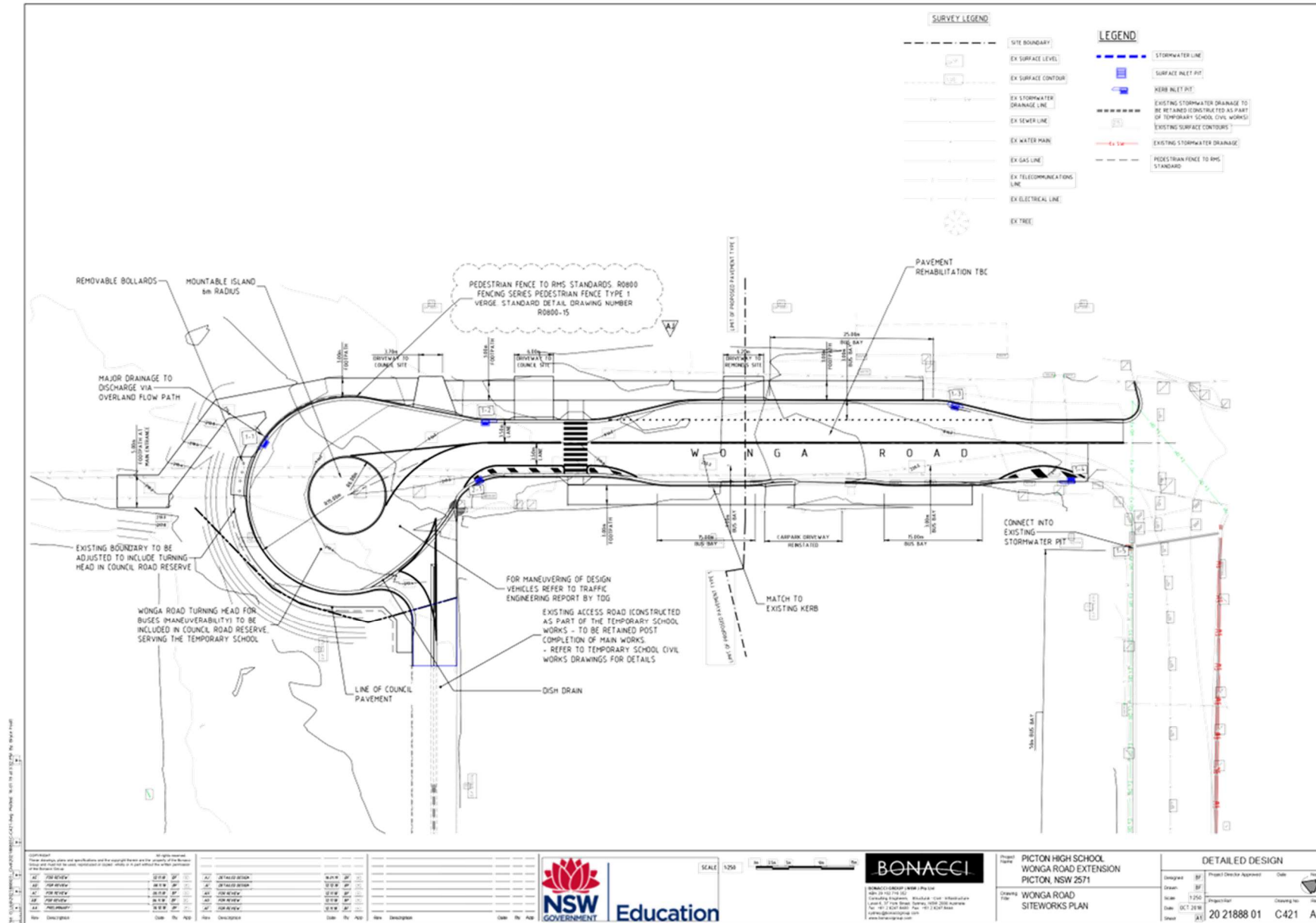
Project Number: 20 21888 01

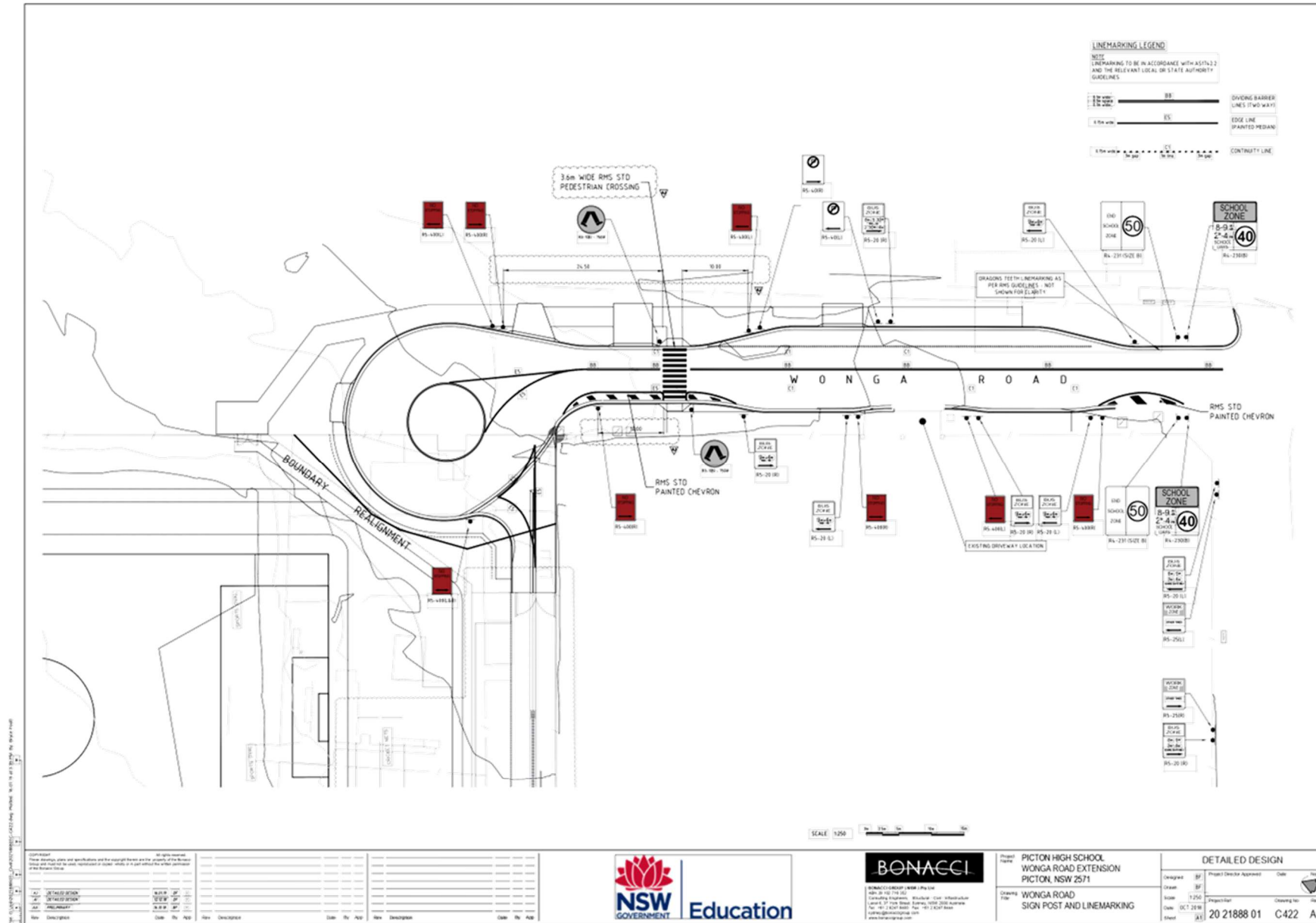
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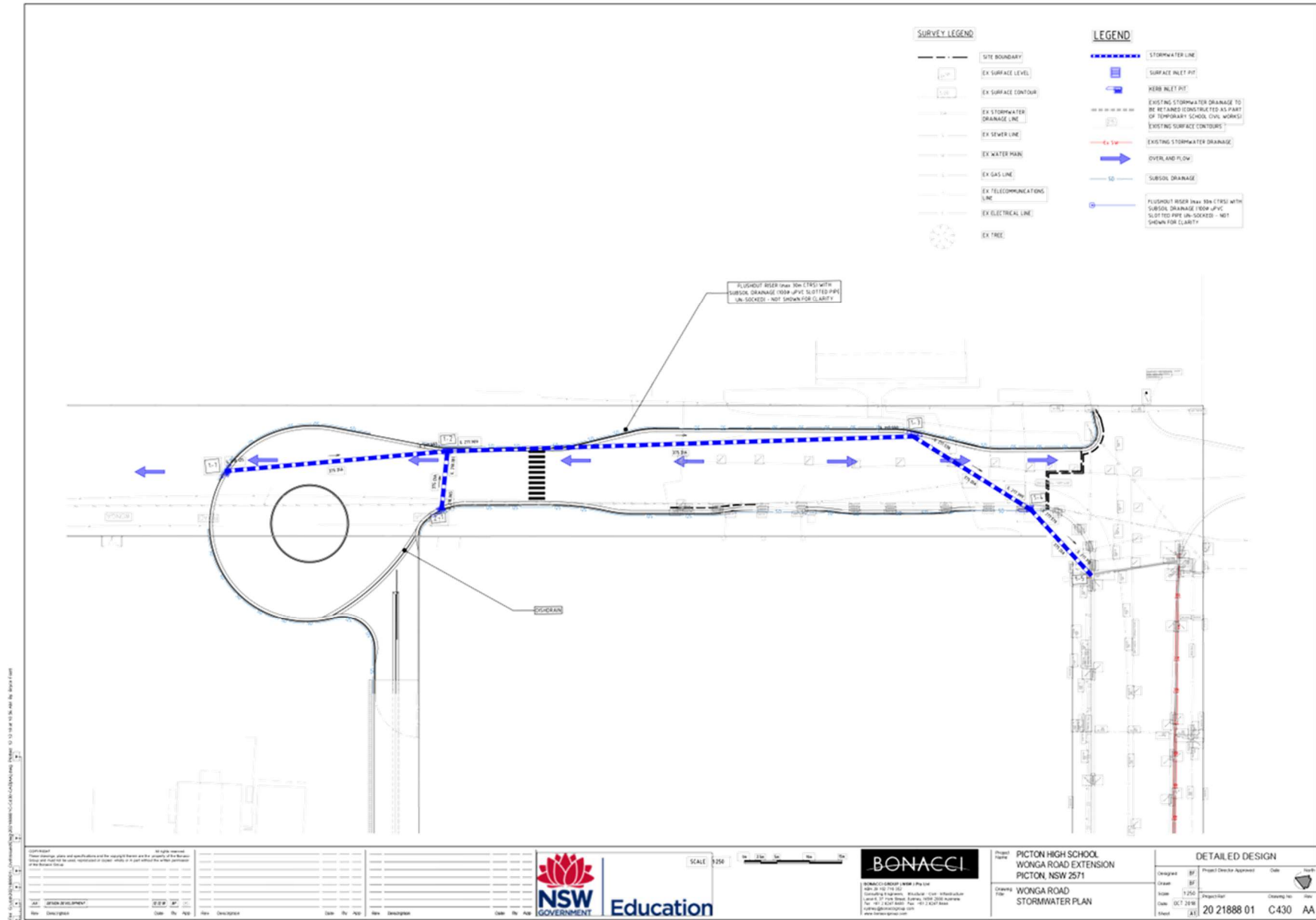












PIT SCHEDULE													
Pit Name	TYPE	EASTING	NORTHING	INTERNAL WD (m)	INTERNAL LEN (m)	INLET DIA (mm)	INLET INV LEV	OUTLET DIA (mm)	OUTLET INV LEV	PIT SETOUT RL	DEPTH (m)	REMARKS	
1-1	Kerb Inlet Pit with 2.4m Lintel	279775.048	6213678.387	0.9	0.9			375	217.893	375 218.125	219.11	0.985	
1-2	Kerb Inlet Pit with 1.8m Lintel	279807.378	6213644.97	0.9	0.9	375	217.909	375	217.909	219.65		1.741	
1-3	Kerb Inlet Pit with 1.8m Lintel	279832.354	6213596.016	0.9	0.9	375	217.55	375	217.53	219.589		2.059	
1-4	Kerb Inlet Pit with 1.8m Lintel	279828.422	6213565.011	0.9	0.9	375	217.399	375	217.379	219.719		2.341	
1-5	OUTLET	279822.391	6213552.969	0	0		375 217.31			219.574		2.264	Connect to Existing Pit
2-1	Kerb Inlet Pit with 1.8m Lintel	279798.161	6213644.688	0.9	0.9			375	218.365	219.6		1.235	
1-2	Kerb Inlet Pit with 1.8m Lintel	279807.378	6213644.97	0.9	0.9	375	218.181			219.65		1.757	

NOTE:
 1. xy setout to pit centre
 2. setout level to pit cover level

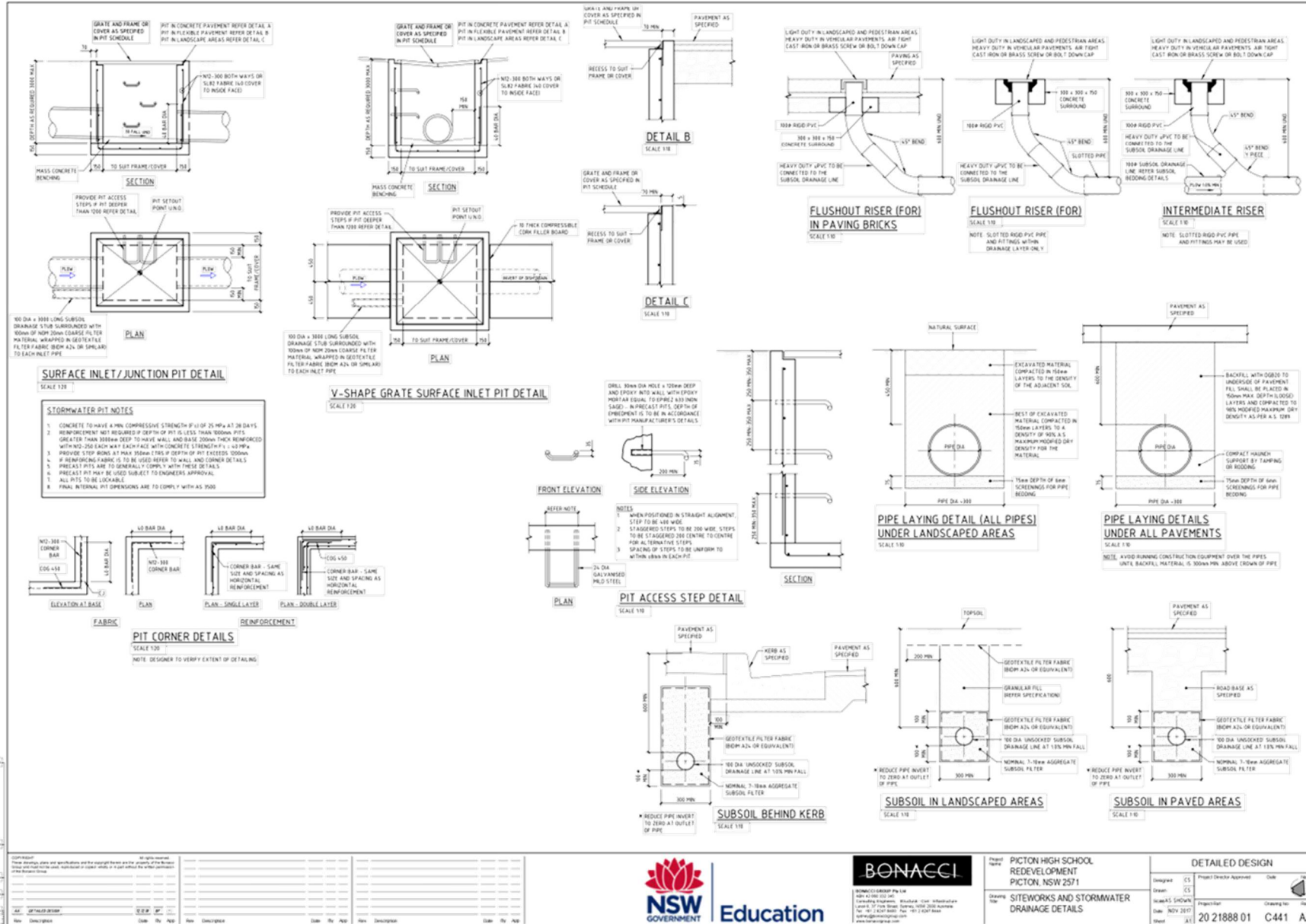
The Council of the Municipality of the City of Wollongong is authorised to issue this permit on behalf of the Council.

Design Checked Approved Date: 01/02/2019	Design Checked Approved Date: 01/02/2019	Design Checked Approved Date: 01/02/2019
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Project: PICTON HIGH SCHOOL WONGA ROAD EXTENSION PICTON, NSW 2571
 Drawing: WONGA ROAD PIT SCHEDULE
 Sheet: 20 21888 01

DETAILED DESIGN			
Designed	BY	Project Director Approval	Date
Checked	BY		
Scale	N/T/S	Project Date	Drawing No.
Date	01/02/2019		20 21888 01
Sheet	AA	C435	AA

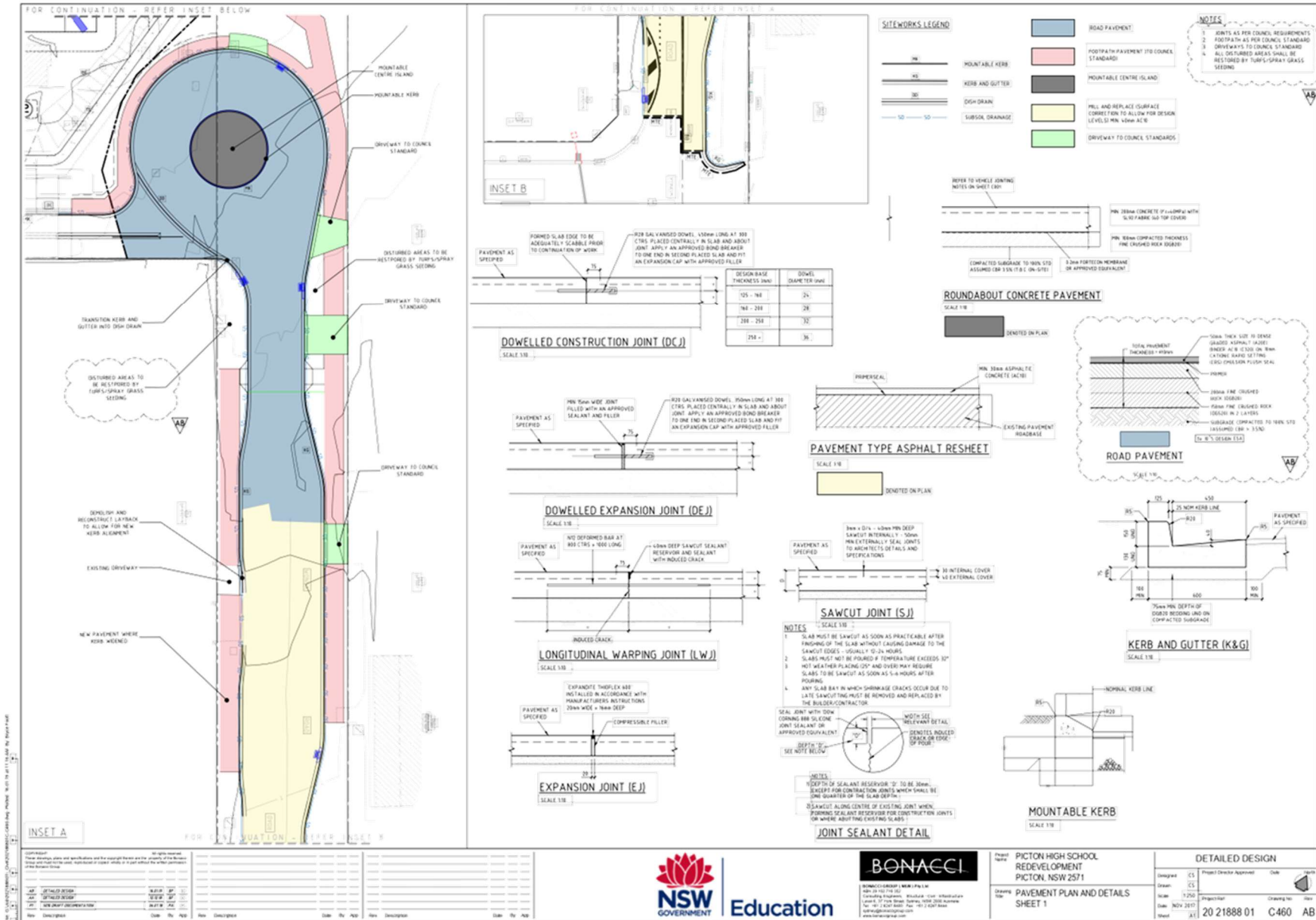


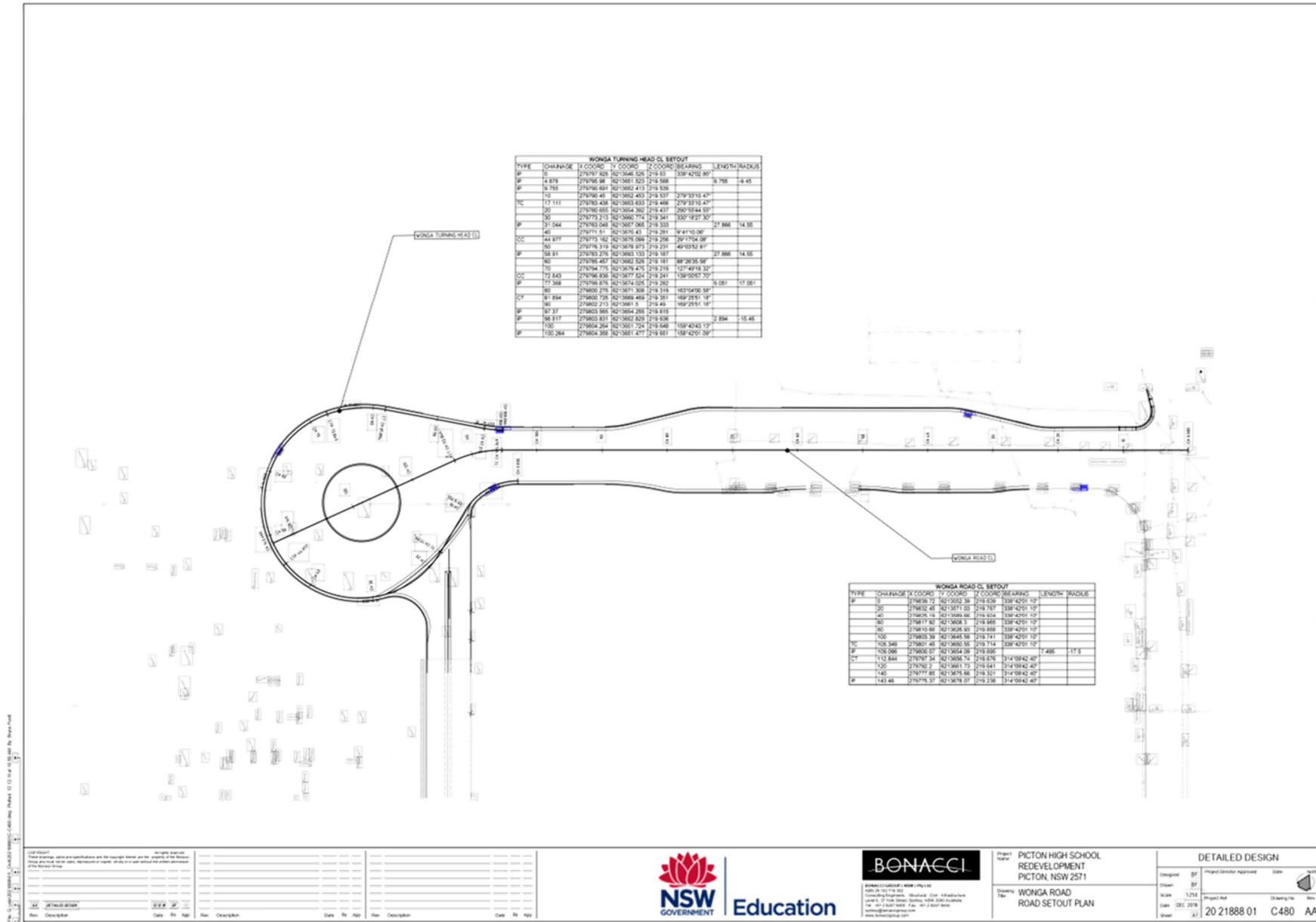
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 PROJECT: PICTON HIGH SCHOOL REDEVELOPMENT
 DRAWING NO: [Number]

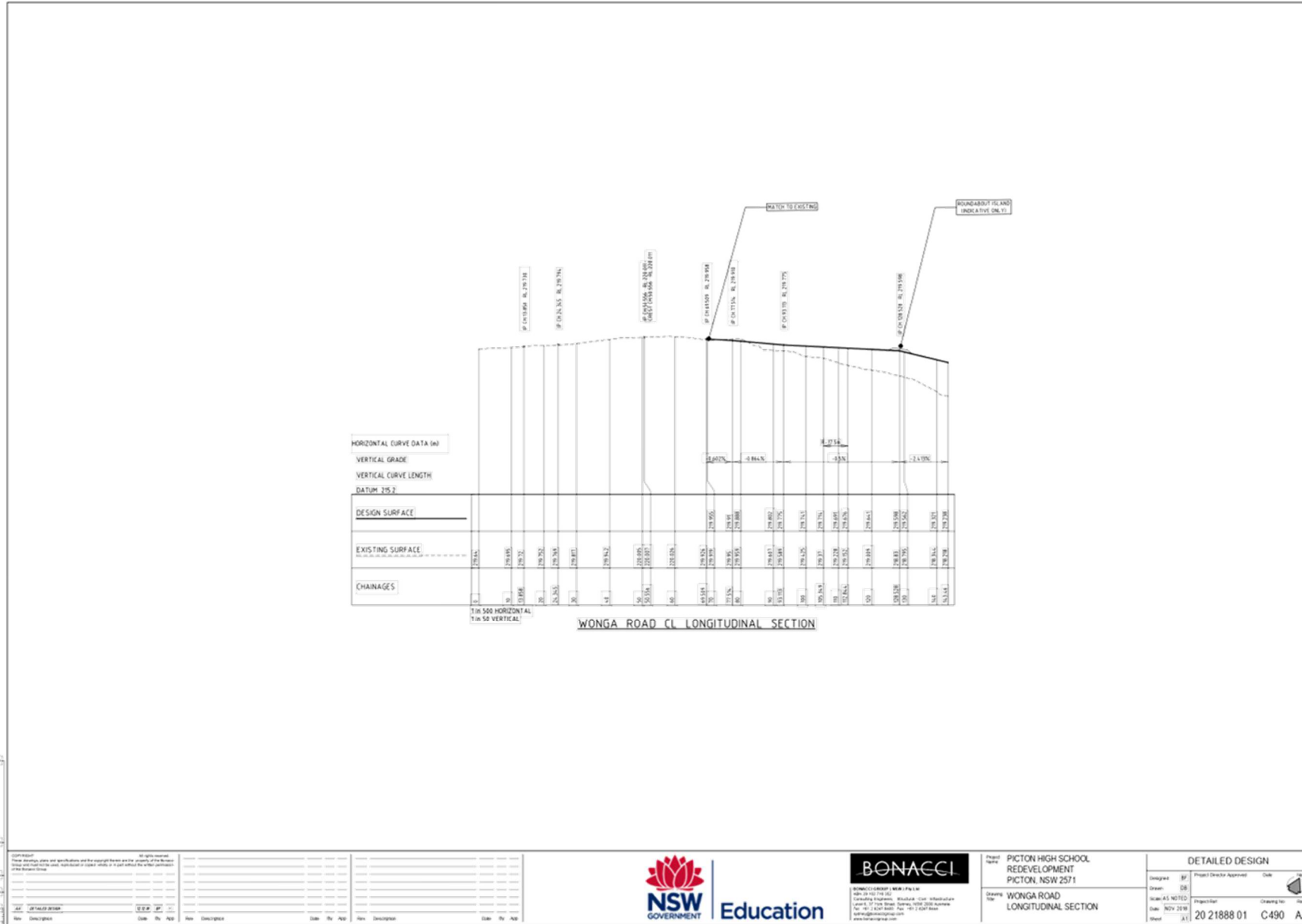
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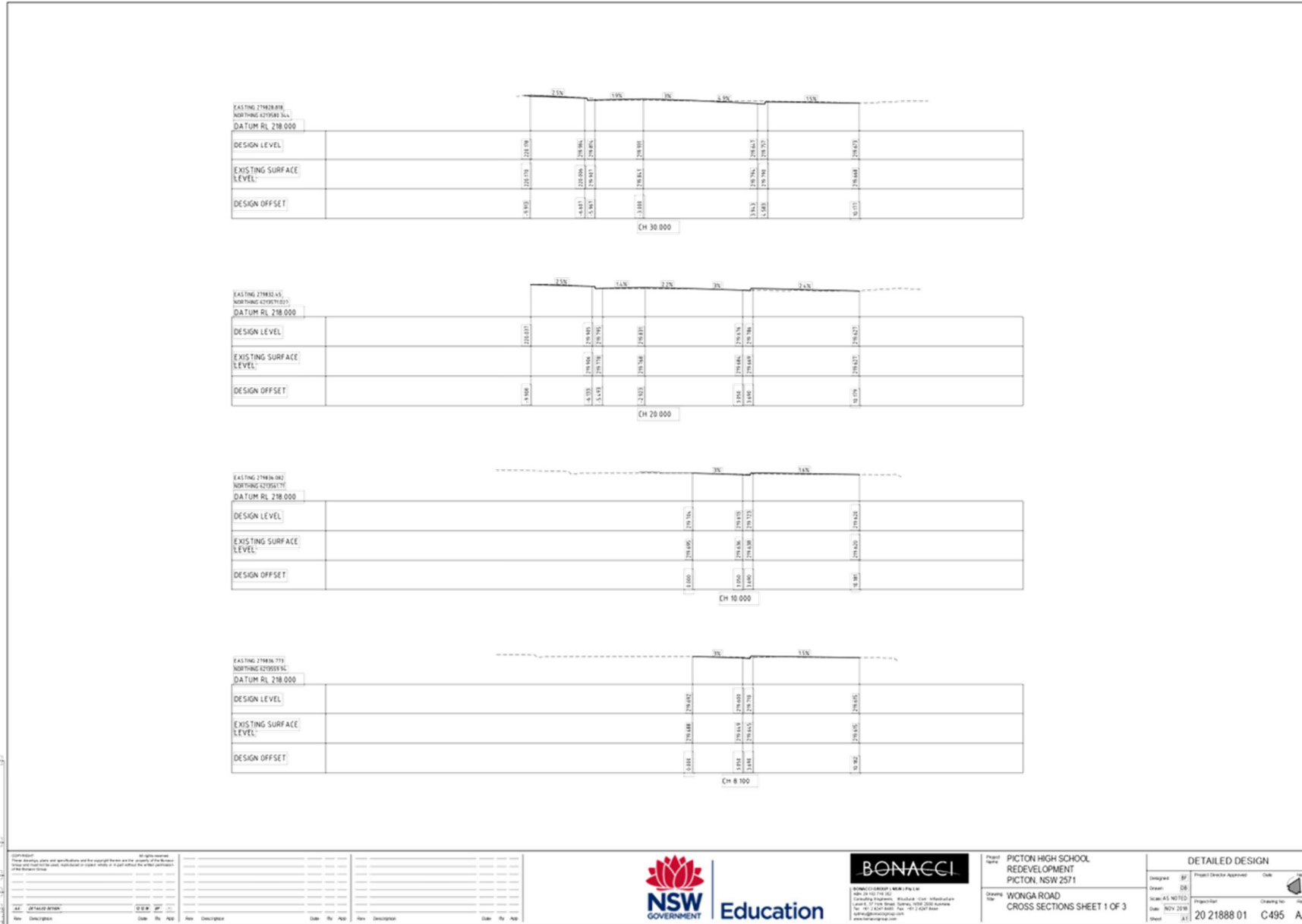


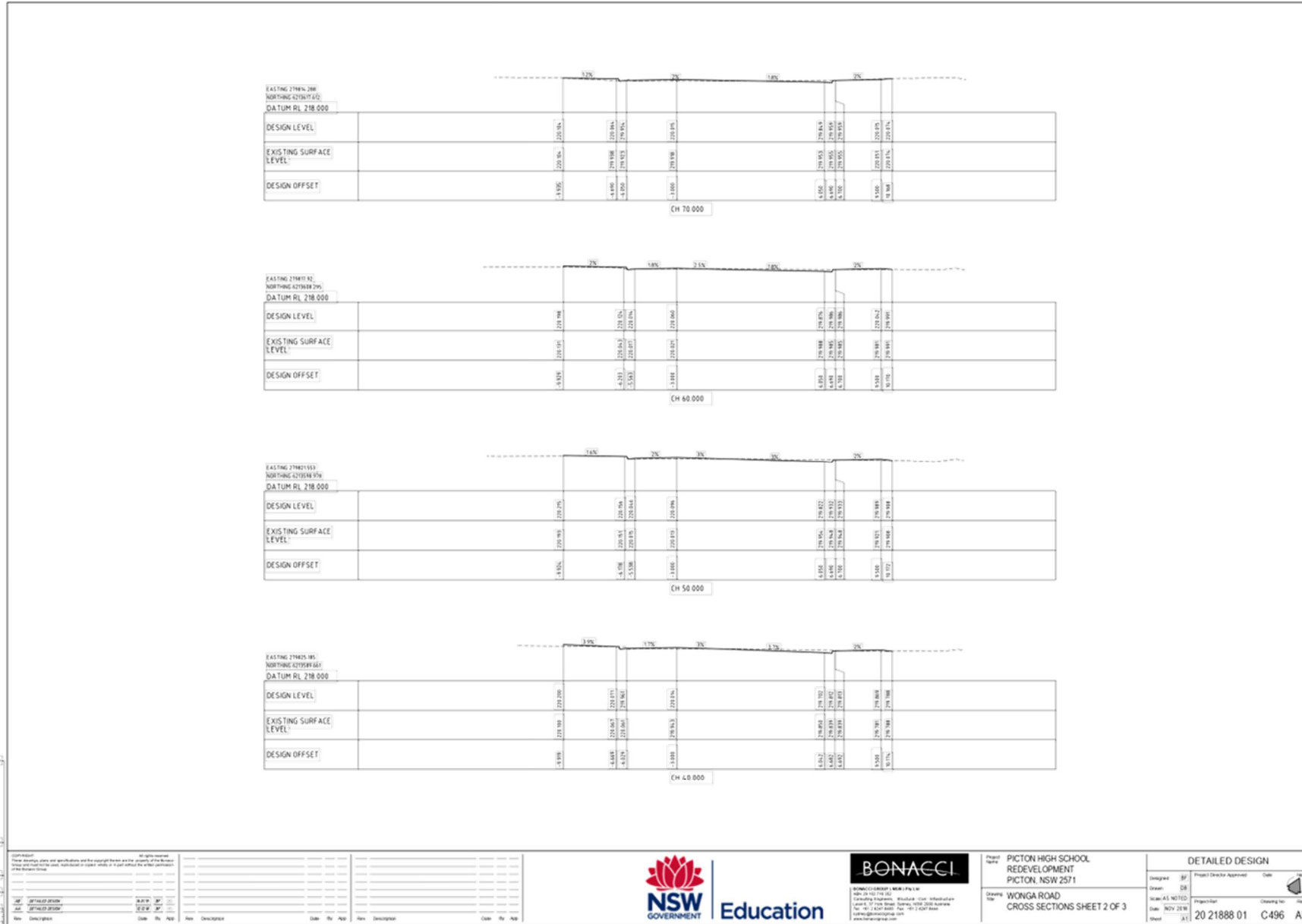
Project:	PICTON HIGH SCHOOL REDEVELOPMENT PICTON, NSW 2571		
Drawn:	ES	Project Director Approval:	[Signature]
Checked:	ES	Date:	20 21888 01
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Date:	NOV 2017	Sheet No.:	AA

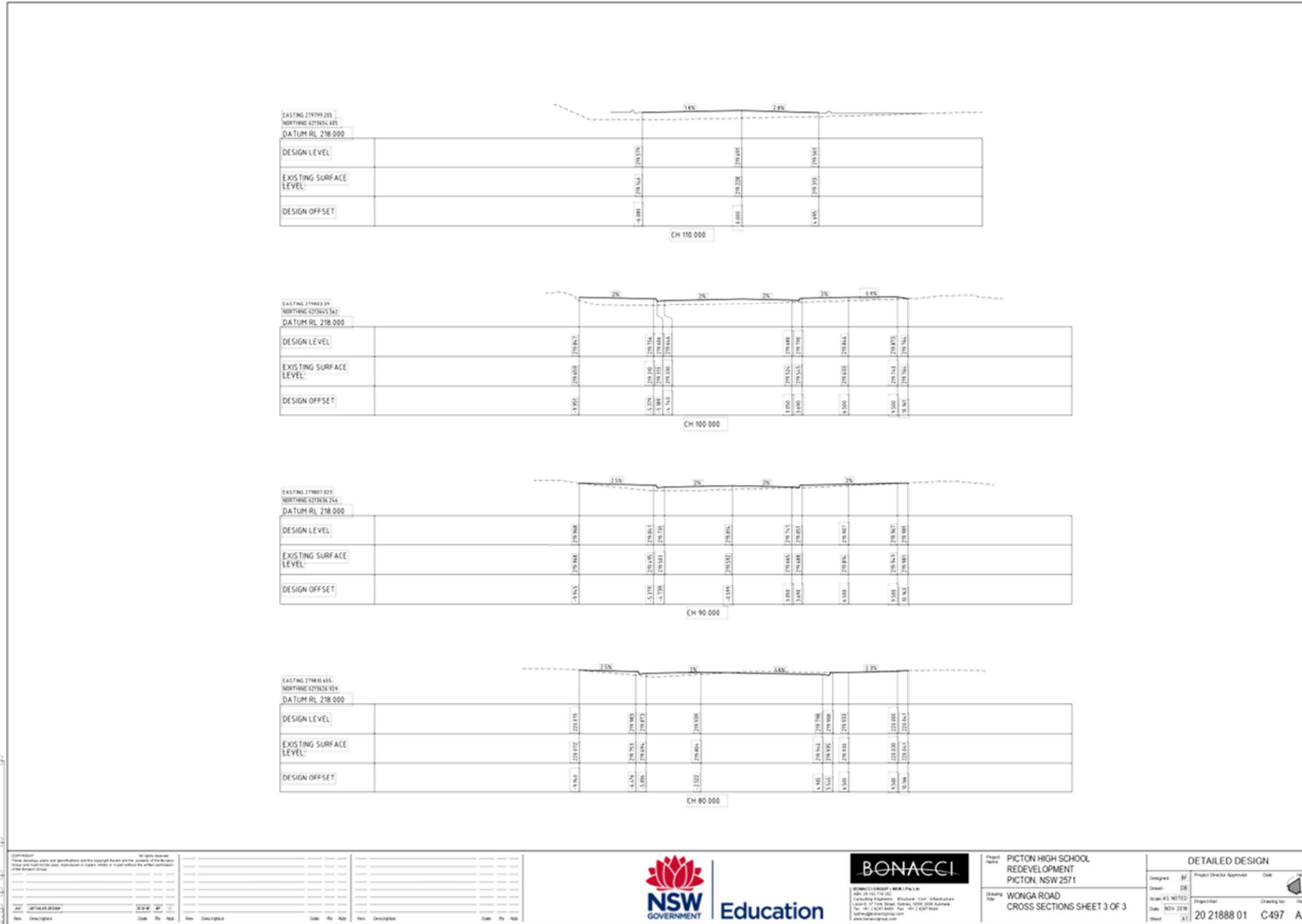


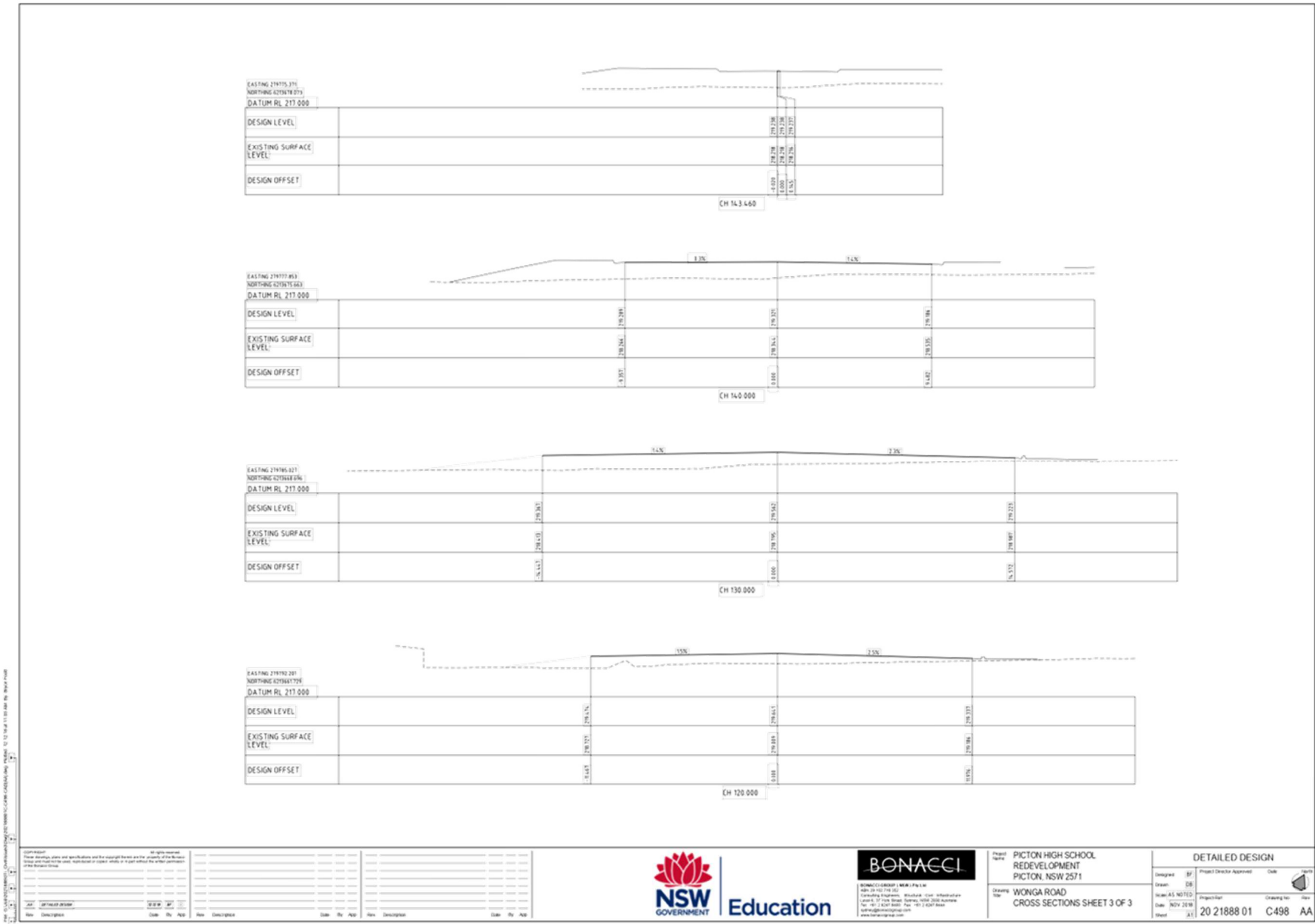












Choong Yam

From: Norma Toweel
Sent: Tuesday, 29 January 2019 2:10 PM
To: Choong Yam
Subject: FW: S138 consent application for Wonga Road extension works, Picton
Attachments: 190116 Combined Wonga Road Civil Drawings.pdf

The email response from Stephen Craig is to be supplied as supporting documentation for the report to LTC

Norma Toweel

Infrastructure Coordinator

E: Norma.Toweel@wollondilly.nsw.gov.au**P:** 0246779553

From: Mohammad Salam
Sent: Tuesday, 29 January 2019 1:38 PM
To: Michael Buckley <Michael.Buckley@wollondilly.nsw.gov.au>
Subject: FW: S138 consent application for Wonga Road extension works, Picton

Michael

I forward the email.

Regards

Mohammad

Mohammad Salam

Development Engineer

E: mohammad.salam@wollondilly.nsw.gov.au**P:** 0246779530

From: Stephen Craig [<mailto:stephenc@taylorau.com.au>]
Sent: Thursday, 17 January 2019 11:35 AM
To: Mohammad Salam
Cc: Ian.White@macegroup.com; Hogan, Dan; Mick Upston; Michael Vanderburg (Michael.Vanderburg@macegroup.com); Mike Nelson; Stephen Moon; Norma Toweel
Subject: RE: S138 consent application for Wonga Road extension works, Picton

Hi Mohammad,

Please find attached revised documentation and below, in **red**, our response to the points raised.

I trust this addresses all of your concerns, please do not hesitate to contact me should you wish to discuss further.

Kind Regards,

Stephen Craig

Senior Design Manager

TAYLOR

Level 13, 157 Walker Street North Sydney NSW 2060
 P +61 2 8736 9000 M +61 413 805 273 W taylorau.com.au



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From: Mohammad Salam
Sent: Thursday, 6 December 2018 2:36 PM
To: Stephen Craig
Cc: Julian Farah ; Mike Nelson ; Stephen Moon ; Norma Toweel
Subject: S138 consent application for Wonga Road extension works, Picton

Hi Stephen

Council is in receipt of your engineering plans for the proposed development for the above works and upon review provides the following comments:

- Provide a cover sheet with construction notes, location plan, testing requirements, note for Works As Executed (WAE) plans. **Provided in the attached revised Civil documentation**
- Add note on plan " all disturbed areas shall be restored by turfs/spray grass seeding. **Noted in the attached revised Civil documentation**
- Provide a "Soil and Water Management Plan" (SWMP) in accordance with Council's Construction Specification and The Department of Housing's "Blue Book". **Provided in the attached revised Civil documentation**
- Provide a long section of stormwater drainage pipe lines. Show details of downstream drainage. **Provided in the attached revised Civil documentation**
- Amend pavement specification : 200mm DGB 20 road base, 150mm sandstone/DGB 40 subbase , 10mm prime seal and 50 AC14. Total pavement depth is 410mm instead of 380mm shown on plan. This is subject to satisfactory subgrade. **Provided in the attached revised Civil documentation**
- Provide all dimensions on plan. **Provided in the attached revised Civil documentation**
- Provide a long section of road including the cul de sac. Provide bus turning circles at the cul de sac that suits AUSTRROADS Design Single unit Truck/Bus 12.5m. **Provided in the attached revised Civil documentation**
- Provide details of cul-de-sac mountable Island, footpath, K&G, crossings, bus bays on plan. **Provided in the attached revised Civil documentation**
- Note that the 138 consent certificate cannot be issued without the proposal covered by the Section 138 being endorsed by the Local Traffic Committee. The version currently provided was considered by Local Traffic Committee and was not supported in its current form. A copy of the minutes (pages 1- 5) is attached. **Please note the following:**
 - **The Executive Summary refers to the works being for the School's "temporary" compound, please note these works are intended for the final development and are in no way temporary.**
 - **The Actions/Comments refer to:**
 - **Construction traffic using Wonga Road during the construction period, this is incorrect, the only construction traffic in Wonga Road will be for the**

- construction of Wonga Road (The subject of this application) and the removal of the temporary school, after its operation has ceased.
- 350-400 cars per day accessing Wonga Road, this is incorrect and should be only 38 cars per day in the portion of Wonga Road being the subject of this Section 138 application, on the basis of the following:
 - 250 Construction workers will have no need to access the cul-de-sac portion of Wonga Road as access to the construction site will be from Argyle Street
 - 120 School teachers vehicle movements in the cul-de-sac portion of Wonga Road will be restricted to 38 parking spaces in the existing Carpark to the west and south of the existing School Hall and will also be restricted to outgoing movements only.
 - 60-80 Students per day accessing Wonga Road, this is incorrect for the cul-de-sac portion of Wonga Road due to parking restrictions, refer attached signs and lines documentation.
 - Parking on surrounding streets is not as a result of the subject construction works of this Section 138 Application
 - School Children waiting for the busses will be managed by the School and is not subject of this Section 138 Application, refer Development Consent SSD 8640. This is expected to be a similar arrangement as the existing i.e. The students wait in the school grounds & are called up by supervising school staff when their bus is ready for boarding.
 - The intersection of Wonga Road and Remembrance Drive has been addressed as part of State Specific Development Application assessment, refer Development Consent SSD 8640.
 - The pedestrian crossing has been designed in accordance with Australian Standards, refer the attached revised Civil documentation.
 - Students use of the pedestrian crossing will be managed by the school traffic controller during peak periods and is not subject of this Section 138 Application, refer Development Consent SSD 8640.
 - RMS have advised the location of the 40km/h zone, as reflected in the attached revised Civil documentation
 - A slip lane in front of Derk's Produce has been addressed as part of State Specific Development Application assessment, refer Development Consent SSD 8640.
 - Management of busses and students on sport days will be managed by the school and is not subject of this Section 138 Application, refer Development Consent SSD 8640. This is expected to be managed as per the existing process i.e. The students wait in the school grounds & are called up by supervising school staff when their bus is ready for boarding.
 - Traffic management devices need to be reassessed in light of the vehicle movement numbers identified above. It should also be noted that it is intended that the construction works, the subject of this Section 138 application, are now intended to be conducted during the Christmas break of 2019/2020 to avoid having to address traffic movements associated with the presence of the temporary school, therefore the period of operation of the temporary school will likely be reduced to only be 10.5 months.
 - Please explain how the impact of construction traffic will continue after construction has been completed?
 - Schools Infrastructure will conduct information sessions with P&F groups and address any ongoing issues on an as needs basis.
- NSW Police
 - Please reassess this assessment of the basis of the above and we also understand this has been addressed as part of State Specific Development Application assessment, refer Development Consent SSD 8640.
 - RMS
 - Please reassess this assessment of the basis of the above and we also understand this has been addressed as part of State Specific Development Application assessment, refer Development Consent SSD 8640.

- In this regard, details need to be provided incorporating the LTC resolution for a physical barrier to prevent pedestrian movements across the cul-de-sac and road, or relocate bus zones to be on the school side of the road to prevent the need for pedestrians to cross Wonga Road. **A barrier has been added to prevent the ad-hoc movements of students across the cul-de-sac portion of Wonga Road and formalise crossing at the proposed pedestrian crossing as reflected in the attached revised Civil documentation**
- Additionally, the LTC has specific concerns about the impact on the Wonga Road and Remembrance Driveway intersection and the need for the intersection to be upgraded to safely facilitate right turn movements e.g. a permanent traffic lights or roundabout. While it is noted that any detailed proposal at the intersection is not within the scope of this specific 138 application, Details of how this is to be addressed needs to be presented for the LTCs in-principle support. **We understand this has been addressed as part of State Specific Development Application assessment, refer Development Consent SSD 8640.**

The plan checking and inspection fees will sent to you upon receipt of satisfactory amended engineering plans.

Should you require more information on the above, please do not hesitate to contact the undersigned on 02 4677 9530.

Regards

Mohammad



Mohammad Salam
Development Engineer

T 0246779530
A P.O. Box 21 Picton, NSW, 2571
E mohammad.salam@wollondilly.nsw.gov.au
W <http://www.wollondilly.nsw.gov.au>



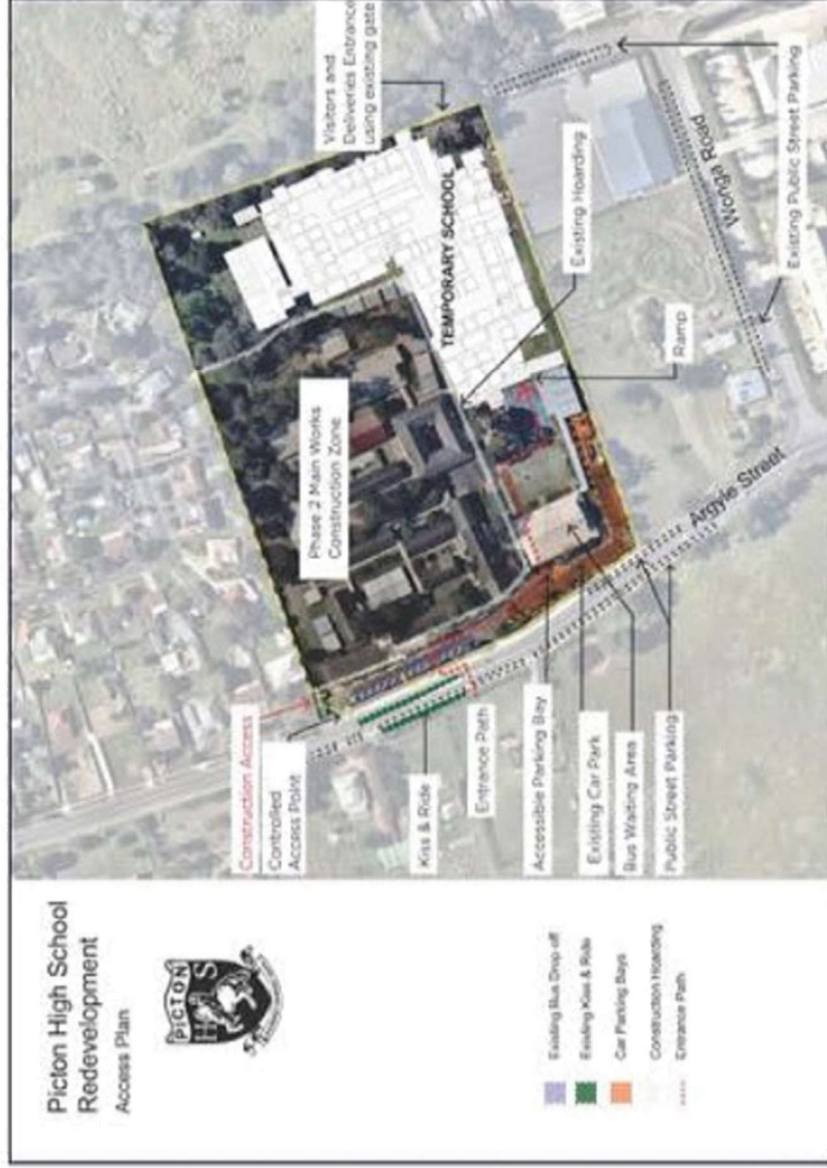
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Temporary school



Temporary school features

The temporary school includes air-conditioned classrooms, administration area, staff rooms, toilets and a canteen. The temporary school provides similar facilities that were in the old school, including woodwork and metalwork workshops, a visual arts studio, hospitality area and commercial kitchen. It includes computer labs, support unit teaching spaces and access to the agricultural plot.

Students and teachers have been working on designs to make the exterior of the temporary classrooms bright, attractive and unique to Picton High School.

Several buses have been provided for the school to ensure students will have access to off-site recreation and open space whilst the temporary school is in operation. Core curriculum activities are not affected.

Accessing the school

The temporary school is now ready and in use from Term 1, 2019. On the first day of school in 2019, students will still access the school at the existing front entrance. Initially, buses will continue to drop students at the existing drop off point. Students will then be guided to the temporary school entrance.

There will be measures in place such as increased supervision and welcome staff, traffic management and signage to ensure the safety of the students and staff.

Drop offs and parking

Parents and carers wishing to drop off and collect students from school can continue to use existing public parking and kiss and ride areas in Argyle Street and Wonga Road.

Staff parking will also be available on Argyle Street and Wonga Road with limited parking in the temporary school.