## **Construction Traffic and Pedestrian Management Sub Plan**

**Tweed Valley Hospital - Early Works** 



Lendlease

16 March 2020



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### **Document Issue History**

	T	1			
Report File Name	Prepared	Reviewed	Issued	Date	Issued to
P4114.001R Construction Traffic and Pedestrian Management Sub Plan_DRAFT	J. Bunn/ J. Walden- Goodlet	A.Eke (Excludes CTMP Cert)	J. Walden- Goodlet	03/05/2019	Luis Biagiani (Lendlease) <u>Luis Biaggini@lendlease.com</u> Geoffrey Lobdell (Lendlease) <u>Geoffrey.Lobdell@lendlease.com</u> Monique Windley (Lendlease) <u>Monique.Windley@lendlease.com</u>
P4114.001R Construction Traffic and Pedestrian Management Sub Plan	J. Bunn/ J. Walden- Goodlet	A.Giyahi	J. Walden- Goodlet	31/05/2019	Luis Biagiani (Lendlease) <u>Luis Biaggini@lendlease.com</u> Geoffrey Lobdell (Lendlease) <u>Geoffrey.Lobdell@lendlease.com</u> Monique Windley (Lendlease) <u>Monique.Windley@lendlease.com</u>
P4114.002R Construction Traffic and Pedestrian Management Sub Plan	J. Bunn/ J. Walden- Goodlet	A.Giyahi	J. Walden- Goodlet	18/06/2019	Luis Biagiani (Lendlease) Luis.Biaggini@lendlease.com Geoffrey Lobdell (Lendlease) Geoffrey.Lobdell@lendlease.com Monique Windley (Lendlease) Monique.Windley@lendlease.com
P4114.003R Construction Traffic and Pedestrian Management Sub Plan	J. Bunn/ J. Walden- Goodlet	A.Giyahi	J. Walden- Goodlet	04/07/2019	Luis Biagiani (Lendlease) Luis.Biaggini@lendlease.com Geoffrey Lobdell (Lendlease) Geoffrey.Lobdell@lendlease.com Monique Windley (Lendlease) Monique.Windley@lendlease.com
P4114.004R Construction Traffic and Pedestrian Management Sub Plan	J. Walden- Goodlet	A.Giyahi	J. Walden- Goodlet	16/03/2020	Monique Windley (Lendlease) Monique.Windley@lendlease.com



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### 1. Introduction

### 1.1 Background

Bitzios Consulting (Bitzios) has been commissioned by Lendlease to prepare a Construction Traffic and Pedestrian Management Sub Plan (CTPMSP) for the early works phase of the Tweed Valley Hospital (TVH) project.

### 1.2 Purpose

The purpose of this CTPMSP document is to ensure the safety of the public and maintain an accessible and efficient road network for all users.

This document has been prepared to assist Lendlease staff to implement vehicle and pedestrian management measures when carrying out the early works phase of the TVH project.

### 1.3 Statutory Requirements

Conditions of Consent for Concept Development Application (SSD 9575) stipulates the requirements related to this CTMP. These are summarised in Table 1.1 below.

**Table 1.1: Conditions Relevant to CTPMSP** 

Condition	Project Approval Condition Description	Relevant Section of Plan
	Before the commencement of construction, the Applicant must:	
Schedule 3 – Part B, Condition B4	b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths)	3.9
	c) submit a copy of the dilapidation report to the Certifying Authority and Council	
	The Construction Traffic and Pedestrian Management Sub Plan (CTPMSP) must address, but not be limited to, the following:	
	a) be prepared by a suitably qualified and experienced person(s)	The CTPMSP and subsequent Traffic Control Plans have been prepared by qualified Traffic Engineers and signed off by a qualified Prepare a Work Zone Traffic Management Plan accredited personnel
Schedule 3 - Part B, Condition B27	b) be prepared in consultation with TfNSW and Council	7.1 & Appendix E
	c) demonstrate that all construction vehicles to enter and leave the site in a forward direction	4.5 & Appendix D
	d) demonstrate that the swept path of the longest vehicle entering and exiting the site in association with the construction works, would be in accordance with AUSTROADS	4.5 & Appendix D
	e) detail the measures to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians, bus	5 & 6



Condition	Project Approval Condition Description	Relevant Section of Plan
	services and slow-moving agricultural vehicles using the same road network as the construction vehicles	
	f) include a procedure for identifying additional impacts and recording the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclists' impacts	6.2 & 8
	g) include a procedure to manage the movement of slow-moving agricultural vehicles (tractors etc.) on Tweed Coast Road and Cudgen Road along with the construction traffic (specifically heavy vehicles)	5.8
	h) detail heavy vehicle routes (including separate access routes for vehicles entering and leaving the site), access and parking arrangements and demonstrate that all heavy vehicle routes would be via arterial / regional roads only (such as Tweed Coast Road) prior to entering Cudgen Road, and not via any of the local roads within the Kingscliff Urban area (such as Kingscliff Street or Pearl Street)	3 & 4.3
	(i) includes details that specify that the total number of daily two-way movements for heavy vehicles (as identified in the Traffic Impact Assessment Report prepared by Bitzios dated 18 October 2018), to and from the Site during Stage 1 works is restricted to 70	4.2
	(j) include details to demonstrate that all heavy vehicle access to / from the Site would occur prior to the identified morning peak period (8am – 9am) and afternoon peak period (2:45pm – 4:15pm)	3.2
	k) include a Traffic Control Plan (TCP) to manage road closures and the works within the Cudgen Road reserve and the Cudgen Road / Turnock Street roundabout	6
	I) include a Driver Code of Conduct to: i) minimise the impacts of earthworks and construction on the local and regional road network; ii) minimise the conflict with other road users; iii) minimise road traffic noise; iv) ensure truck drivers use specified routes.	3.3.2 and Appendix A
	m) include a program to monitor the effectiveness of these measures	8
	(n) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	7.2
Schedule 3 - Part B, Condition B35	Prior to the commencement of construction, the Applicant must provide sufficient parking facilities on-site, including for heavy vehicle and for site personnel, to ensure that construction traffic associated with the development does not	3.4



Condition	Project Approval Condition Description	Relevant Section of Plan
	utilise public and residential street or public parking facilities.	
	Construction, including the delivery of materials to and from the site, may only be carried out between the following hours:	
Schedule 3 - Part C, Condition C5	<ul> <li>a. between 7am and 6pm, Monday to Fridays inclusive; and</li> </ul>	3.2
	b. between 8am and 1pm, Saturdays.  No work may be carried out on Sundays or public holidays.	
	Activities may be undertaken outside of the hours in Condition C5 of Schedule 3, if required:	
	a. by the Police or a public authority for the delivery of vehicles, plant or materials; or	
Schedule 3 - Part C, Condition C6	<ul> <li>b. in an emergency to avoid the loss of life, damage to property or to prevent environmental harm;</li> </ul>	3.2
	c. where the works are inaudible at the nearest sensitive receivers; or	
	<ul> <li>d. where a variation is approved in advance in writing by the Planning Secretary or her nominee if appropriate justification is provided for the works.</li> </ul>	
Schedule 3 - Part C, Condition C7	Notification of such activities must be given to affected residents before undertaking the activities or as soon as is practical afterwards	3.2
Schedule 3 - Part C, Condition C10	All construction vehicles (excluding worker vehicles) are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site before stopping.	3.6
Schedule 3 - Part C, Condition C11	A Road Occupancy License must be obtained from the relevant road authority for any works that impact on traffic flows during the construction activities.	3.8
Schedule 3 – Part C, Condition C12	To protect the safety of work personnel and the public, the work site must be adequately secured to prevent access by unauthorised personnel, and work must be conducted at all times in accordance with relevant SafeWork requirements.	3.3
Schedule 3 – Part C, Condition C14	The public way, outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances	3.6
	During construction, the Applicant must ensure that:	
Schedule 3 - Part C, Condition C27	a. exposed surfaces and stockpiles are suppressed by regular watering	3.7
	<ul> <li>all trucks entering or leaving the site with loads have their loads sealed and covered;</li> </ul>	



Condition	Project Approval Condition Description	Relevant Section of Plan
	trucks associated with the development do not track dirt onto the public road network;	
	<ul> <li>d. public roads used by these trucks are kept clean; and</li> </ul>	
	e. minimise air quality of impacts of the project during adverse meteorological conditions.	
Schedule 3 - Part C, Condition C53	The Department must be notified in writing to <a href="mailto:compliance@planning.nsw.gov.au">compliance@planning.nsw.gov.au</a> immediately after the applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident.	8.4
Schedule 3 - Part C, Condition C54	Subsequent notification must be given, and reports submitted in accordance with the requirements set out in Appendix 1.	8.4
Schedule 3 - Part D, Condition D2	Within one month of completion of the Stage 1 construction works, the Applicant must engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of construction.	3.9

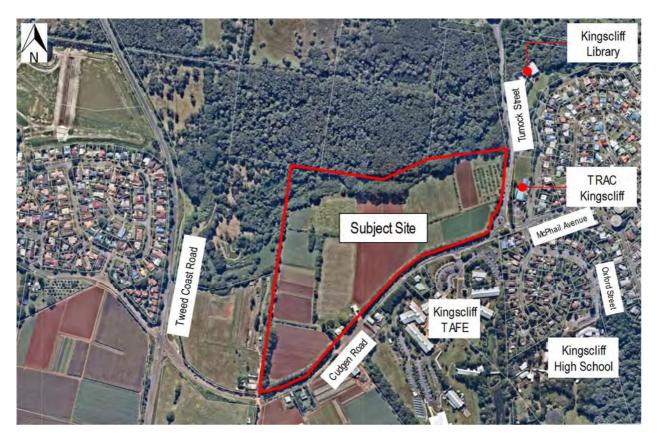


### 2. Existing Conditions

### 2.1 Project Site

The project site for the Tweed Valley Hospital at 771 Cudgen Road, Cudgen, opposite Kingscliff TAFE.

The location of the project site is shown in Figure 2.1.



Source: Nearmap

Figure 2.1: Project Site Location

### 2.2 Road Network

### 2.2.1 Cudgen Road

Cudgen Road is an undivided two-lane rural collector / distributor road connecting Kingscliff to the east with Cudgen and Tweed Valley Way to the west. In the vicinity of the Project Site, the posted speed limit is 60km/h. Cudgen Road fronts the project site on its southern side. Cudgen Road is under the jurisdiction of Tweed Shire Council. Traffic flows on Cudgen Road are primarily related to commuter and school traffic movements.

It is understood some rural properties have approvals (understood to be issued by NSW Police) to operate tractors and machinery on Cudgen Road and Tweed Coast Road. It is also understood that trucks service some non-residential properties and do so via restricted manoeuvring to/from Cudgen Road.

A heritage rock wall is located on Cudgen Road, approximately 375m east of the Tweed Coast Road/ Cudgen Road intersection.



#### 2.2.2 Turnock Street

Turnock Street is an undivided two lane rural arterial road connecting Kingscliff to the east with Cudgen Road to the west. In the vicinity of the Project Site the posted speed limit is 60km/h. Turnock Street fronts the Project Site on its eastern side. Turnock Street is under the jurisdiction of Tweed Shire Council.

### 2.2.3 Tweed Coast Road

Tweed Coast Road is a north-south rural arterial road connecting coastal towns including Pottsville, Hastings Point, Cabarita, Casuarina and Kingscliff. The posted speed limit is generally 80 km/h which is reduced to 60 km/h in the vicinity of Cudgen Road intersection and the Pacific Highway. The typical cross section of Tweed Coast Road is two-lane undivided. Tweed Coast Road is classified as a regional road under the jurisdiction of Tweed Shire Council.

Tweed Coast Road carries predominantly commuter traffic, with a tidal flow pattern (northbound in the morning, southbound in the afternoon). It is understood some rural properties have approvals to operate tractors and machinery on Tweed Coast Road.

### 2.2.4 Pacific Highway

The Pacific Highway is an RMS controlled highway connecting Sydney and Brisbane. In the vicinity of the Project Site, the Pacific Highway is a four-lane divided road with a posted speed limit of 110 km/h. Further north (approximately 2km from the Tweed Coast Road interchange) the posted speed is 100km/h and consists of a six-lane cross-section as north to South Tweed Heads, then four-lane divided to the Queensland border.

### 2.3 Parking

The road network immediately surrounding the project site consists predominantly of rural arterial or local access and collector streets. There are no formalised parking facilities on-street in the area.

### 2.4 Alternate Transport

#### 2.4.1 Bus

Two existing bus stops are located on Cudgen Road fronting the Project Site (eastbound and westbound). The existing bus stops are serviced by the Route 603 on an hourly basis. The existing bus stop locations are shown in Figure 2.1.





Source: Google Maps & TfNSW

Figure 2.2: Existing Bus Stop Locations

School bus services operate along Cudgen Road and Turnock Street.

### 2.4.2 Pedestrian and Cyclist Facilities

An existing off-road shared path is provided along the project site frontage on Cudgen Road. The pathway connects to residential areas west of Tweed Coast Road and to Kingscliff in the east and provides access.



### 3. Construction Activities

### 3.1 Description of Construction Activities

Whilst the overall project includes the construction of the Tweed Valley Hospital, this CTPMSP considers only the early works phase of the project. The proposed construction activities for the early works phase of the project consists of:

- Construction compound for Stage 1 Works
- Augmentation and connection of permanent services for the new facility (water, sewer, electricity, telecommunications)
- General clearance of vegetation within the footprint of the hospital construction works including tree stumps
- Chipping of cleared vegetation (excluding weed species) to use on-site for ground
- stabilisation/ erosion control, or off-site disposal (as required)
- Bulk earthworks to establish the required site levels and create a stable landform in preparation for hospital construction
- Piling and associated works
- Stormwater and drainage infrastructure for the new facility
- Rehabilitation and revegetation of part of the wetland area
- Construction of internal roadways for use during construction and in preparation for final road formations in Stage 2
- Retaining walls.

The proposed activities to be conducted as part of the early works phase of the project will affect Cudgen Road and the Cudgen Road / Turnock Street roundabout as the result of the construction of three access gates. The location of the three access gates are shown in Figure 1.1

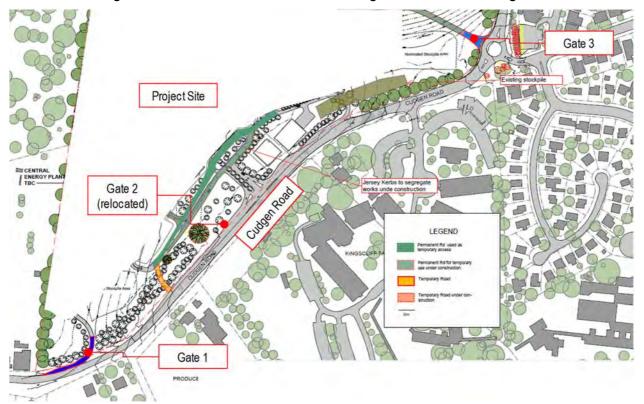


Figure 3.1: Proposed Gate Locations



### 3.2 Construction Hours

Construction works for the early works phase of the project, including the delivery of machinery and materials to and from the site will occur between the hours of:

- 7am and 6pm, Monday to Fridays inclusive
- 8am and 1pm, Saturdays.

Where possible, access and activities should be scheduled to occur outside of the following periods:

- Peak period traffic between 8:00am and 9:00am in the morning and 2:45pm and 4:15pm in the afternoon
- To avoid school start and finish times.

No work shall be carried out on Sundays or public holidays. Activities may be undertaken outside of the approved working hours for construction if required:

- By the Police or a public authority for the delivery of vehicles, plant or materials
- In an emergency to avoid the loss of life, damage to property or to prevent environmental harm
- Where the works are inaudible at the nearest sensitive receivers
- Where a variation is approved in advance in writing by the Planning Secretary or her nominee if appropriate justification is provided for the works.

Notification of such activities must be given to affected residents before undertaking the activities or as soon as is practical afterwards

Deliveries of heavy machinery may be required out of the construction hours of operation to conform to the overriding requirements of the Roads & Maritime Services (RMS).

### 3.3 Construction Worker Induction

All workers and subcontractors engaged on-site would be required to undergo a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, Workplace Health and Safety, Driver Code of Conduct and emergency procedures.

### 3.3.1 SafeWork Requirements

To protect the safety of workers and the public, the work site should be adequately secured (i.e. security fence) to prevent access by unauthorised personnel. Additionally, all works must be conducted at all times in accordance with the relevant SafeWork requirements.

### 3.3.2 Safe Work Method Statements

A Safe Work Method Statement (SWMS) should be compiled whenever any person is undertaking works on or adjacent to the public domain.

#### 3.3.3 Truck Driver Code of Conduct

Drivers associated with the project are to abide by a Code of Conduct in order to:

- Minimise impacts of construction on the local road network
- Minimise conflicts with other road users
- Minimise road traffic noise
- Ensure truck drivers use specified routes.

A driver Code of Conduct has been included as **Appendix A**.



### 3.4 Construction Worker Parking

During the early works phase of the project, it is anticipated that there will be a peak of 90 to 100 personnel on-site. During the project, all personnel associated with the project will park within the designated parking area on-site, accessible via the site gates on Cudgen Road and the internal road network.

Carpooling and alternate modes of transport will be encouraged where possible.

### 3.4.1 Construction Worker Alternate Transport

Public and active transport (walking and cycling) trips generated by construction activities are expected to be low. Regardless, the Project Site is well serviced by alternate transport including eastbound and westbound bus stops on Cudgen Road and shared path facilities on Cudgen Road and Turnock Street on the Project Site frontage. The existing infrastructure will adequately cater for any additional demand generated by construction activities.

### 3.5 Construction Site Access

Construction vehicle access during the early works phase of the project will be via three gates on Cudgen Road. The construction accesses will be constructed as part of early works and then used as construction accesses for the site (also as part of early works and then subsequently later works packages). Construction traffic management for the site accesses therefore has two key elements:

- Construction traffic management for the construction of the site accesses
- Construction traffic management for the use of the constructed accesses as site access.

Construction vehicles will enter/ exit the gates in a forward direction.

### 3.5.1 Gate 1 - AUL

Gate 1 is in the form of an Auxiliary Left Turn (AUL) treatment. The AUL will tie-in to Cudgen Road on the northern side of the pavement. The access will facilitate construction vehicle access (ingress only). The access will be utilised as a permanent access for the site and assessed further as part of subsequent Stage 2 applications over the site.

The entry gate will generally be kept closed at all times, except to allow construction vehicles to enter the site. A traffic controller will be required at the entry gate to the site compound during construction hours to open and close the gate as required and manage the ingress and egress of vehicles.

Appropriate signage will be placed at the entry gate to notify vehicles of the entry gate. Details of the required signage are be provided on the Traffic Control Plans in **Appendix B**.

The access design plans are presented in **Appendix C**. Swept paths demonstrating ingress of the largest design vehicle in a forward gear are presented in **Appendix D**.

### 3.5.2 **Gate 2 - Driveway**

Gate 2 is in the form of a left-in / left-out driveway. The access will tie-in to Cudgen Road on the northern side. The access will be temporary in nature and will facilitate construction vehicle access.

The entry gate will generally be kept closed at all times, except to allow construction vehicles to enter and exit the site. A traffic controller will be required at the entry gate to the site compound during construction hours to open and close the gate as required and manage the ingress and egress of vehicles. Appropriate signage will be placed at the entry gate to notify vehicles of the entry gate. Details of the required signage are be provided on the Traffic Control Plans in **Appendix B**.

The access design plans are presented in **Appendix C**. Swept paths demonstrating ingress and egress of the largest design vehicle in a forward gear are presented in **Appendix D**.



#### 3.5.3 Gate 3 - Roundabout

Gate 3 is in the form of a fourth leg to existing Cudgen Road / Turnock Street roundabout. The access will tie-in to Cudgen Road on the western side of the pavement at the roundabout. The access will facilitate construction vehicle access (egress only). The entry lane will be closed and signed accordingly whilst the egress lane will be used as a construction access. The access will be utilised as a permanent access for the site once the hospital is complete and as part of subsequent Stage 2 approvals.

The exit gate will generally be kept closed at all times, except to allow construction vehicles to exit the site when it is safe to do so.

Appropriate signage will be placed at the entry gate to notify vehicles of the entry gate. Details of the required signage will be provided on the Traffic Control Plan in **Appendix B**.

The access design plans are presented in **Appendix C**. Swept paths demonstrating egress of the largest design vehicle in a forward gear are presented in **Appendix D**.

### 3.6 Delivery, Loading and Unloading of Plant, Equipment and Materials

During all stages of the works, the loading and unloading and storage of all plant, equipment and/or materials will only occur within the site area.

In the event that loading, unloading and/or storage of any plant, equipment and/or materials is required outside of the site area, an appropriate application for a Work Zone should be made to the relevant road authority (Tweed Shire Council).

### 3.7 Dust Minimisation

All construction accesses are to be provided with a shakedown device in accordance with Tweed Shire Council requirements so that trucks do not track dirt onto the public road network. Additionally, all trucks entering or exiting the site are to have their loads sealed and covered.

To further control dust on-site, exposed surfaces and stockpiles should be supressed by regular watering.

### 3.8 Road Occupancy License

Road Occupancy Licenses (ROL) are required where an activity requires an existing road to be used in such a way that affects traffic flow. This type of traffic control is required for proposed road works associated with the early works phase of the project. Further details of the proposed traffic controls are provided in Section 6.

Applications for ROL's should be submitted to the relevant authority (Tweed Shire Council) at least 10 working days prior to the planned commencement of the activity requiring the road occupancy. The activity must not commence until the ROL has been obtained.

An ROL is also required from RMS for any signage within 100m of the Tweed Coast Road / Cudgen Road intersection. The ROL is to be obtained prior to implantation of any signage within 100m of this intersection.

### 3.9 Road Dilapidation Report

Before the commencement of construction, consultation with the relevant owner and provider of services that are likely to be affected by the development should be undertaken to make suitable arrangement for access to, diversion, protection and support of the affected infrastructure.



A dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths), shall be carried out by a suitably qualified person prior to the commencement of and after the completion of the Stage 1 construction works.

A copy of the dilapidation report shall be provided to the Certifying Authority and Tweed Shire Council prior to the commencement of the Stage 1 construction works and no later than one (1) month of completion of the Stage 1 construction works.

The cost of repairing any damage caused to Council or other Public Authority's assets in the vicinity of the site as a result of the construction works associated with the approved development shall be met in full by the Contractor prior to the commencement of use of any stage of the development.

### 3.10 Road Safety Audits

Road Safety Audits shall be conducted independently on the Traffic Control Plans (TCP's) in accordance with Roads and Maritime Services "Guidelines for Road Safety Audit Practices (2011).

Post-implementation audits shall be conducted in addition to pre-implementation audits.



### 4. Construction Traffic

### 4.1 Types of Construction Traffic

A combination of truck and vehicles types will be used during the early works phase of the project. Vehicular traffic is expected to comprise of:

- Heavy vehicle movements for the delivery and removal of construction machinery and materials, spoil and waste
- Small and medium sized vehicles for material delivery
- Light vehicles for the movement of construction personnel, including contractors, the project labour force and management staff.

The largest vehicles used in terms of length and mass for early works construction activities will be:

- Semi-trailers (19.0m AV)
- Concrete agitator truck (6m³).

### 4.2 Vehicle Frequency

Daily two-way heavy vehicle movements are to be limited to 70 movements per day in accordance with the Development Consent and Conditions (Application SSD 9575), specifically Schedule 3, Part B Condition B27(i), for the Concept Proposal and Stage 1 Early and Enabling Works. Worker vehicle movements are expected to be in the order of 90-100 movements (180-200 daily trips) based on estimated number of workers.

### 4.2.1 Temporary Increase in Truck Movements Associated with Stage 1 Works to Remove Excess Spoil

The Development Consent and Conditions specifies a limit of 70 heavy vehicle movements per day. This was based on initial construction vehicle estimates and was prior to the inclusion of a multi-deck car park and associated modifications, which have resulted in car parking and landform (cut/fill) reconfigurations. It was also prior to a contractor being engaged to undertake construction works. This also considered initial cut/fill estimates, which estimated a balance between cut and fill (i.e. no fill required, and no spoil removal required).

It is understood that the construction site currently operates with 60-65 heavy vehicle movements per day. Further, the cut/fill assessment has been undertaken in greater detail and it is currently estimated that in the order of 12,130m³ of spoil is required to be removed from the site. This is predominantly due to the inclusion of the multi-deck car park which was added as part of a Modification Application.

It has been estimated that the excess spoil could be effectively removed within approximately six weeks if an additional 50 heavy vehicle movements per day are permitted. Therefore, the project seeks a temporary variation to Schedule 3, Part B, Condition B27(i), to allow for a temporary increase in the number of heavy vehicle movements from 70 to 120 per day over six weeks to efficiently remove the excess spoil from site.

The additional 50 heavy movements will be distributed across a typical day. The approved weekday construction hours are between 7am and 6pm. This equates to an additional 100 trips across an 11-hour period or approximately nine additional trips per hour. This is not expected to have any significant capacity impacts on the surrounding road network, nor will it require mitigation measures to increase capacity.

All construction traffic will be managed under this CTPMSP. On this basis, there are no significant traffic or transport impacts associated with the proposed increase in heavy vehicle movements. No



further assessment or update to the Traffic Impact Assessment associated with Stage 1 Works is required.

### 4.2.2 Impact on the Local Road Network

The Traffic Impact Assessment for Stage 1 – Concept Proposal and Early Works prepared by Bitzios Consulting investigated the operations of the external road network including surrounding intersections for a range of scenarios. This included assessment of peak hour background traffic and design traffic volumes (design volumes being Hospital traffic plus background traffic). The assessment identified the surrounding road network and intersections generally operate within acceptable performance limits, with the exception of Tweed Coast Road / Cudgen Road intersection which experienced high queuing and delays on some approaches during peak hours. Peak hours were typically 8:00am to 9:00am for the morning peak and 3:00pm to 4:00pm for the afternoon / evening peak.

Construction accesses will be managed by traffic controllers to mitigate traffic impacts at access locations. The design of the three construction accesses for Stage 1 seek to minimise impacts (the western most access is ingress with a left turn lane), the central temporary access will be limited to left-in / left-out and the eastern access will be limited to egress movements only.

Traffic impacts of Stage 1 construction works will be managed by scheduling deliveries and staff shift changes outside of peak traffic periods. Stage 1 construction works are expected to have relatively low impacts to the surrounding road network as traffic generation is generally low (relative to the operational Hospital which was assessed as part of the Traffic Impact Assessment). Truck movements should be spread throughout the day and staff will generally arrive before morning peak hour (noting that construction hours start at 7:00am) and will leave after the afternoon / evening peak (noting that construction hours end at 6:00pm). Any significant shift changes should be scheduled after the morning peak hour (i.e. after 9:00am) and before the afternoon peak hour (2:30pm).

Due to the residential nature of some of the surrounding streets, queuing and idling of heavy vehicles on the external road network will not be permitted. This shall be managed by engaging trusted suppliers and the scheduling of heavy vehicle movements throughout the day. Vehicles may only wait inside the worksite.

Some minor delays will occur due to reductions in speed limits associated with the TCPs. Some minor increase to intersection delays may occur due to additional vehicles on the network associated with construction. Overall construction traffic impacts are expected to be low and the aforementioned mitigation measures will be implemented to further reduce impacts (such as scheduling of deliveries and staff shifts).

### 4.3 Construction Vehicle Routes

#### 4.3.1 Access Routes

Construction vehicle movements will occur between the site and the Pacific Highway (and then to and from the broader network).

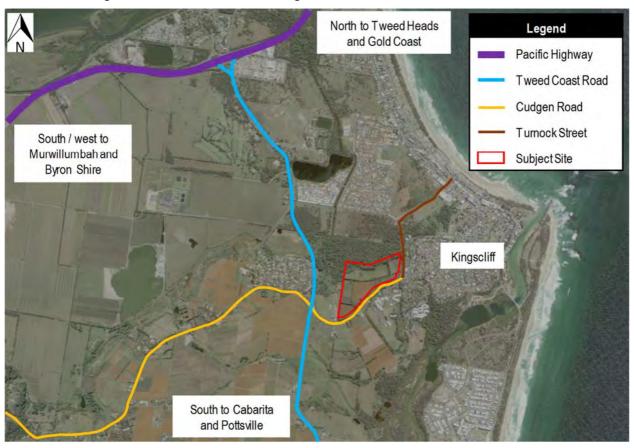
The construction access routes are as follows:

- Construction traffic travelling on the Pacific Highway will access the site via the following route:
  - exit the Pacific Highway at the Tweed Coast Road Interchange
  - proceed along Tweed Coast Road before turning left onto Cudgen Road
  - access the site via one of the two site access locations on Cudgen Road which permit ingress movements. All movements access movements are to be in a forward gear.
- Construction traffic travelling from the site to the Pacific Highway will travel via following route:



- egress the site from one of the two site access which permit egress movements. All egress movements
  are to be in a forward gear. Heavy vehicles using the left-out access vehicles will need to turnaround at
  the Turnock Street / Elrond Drive roundabout (when construction is occurring at the Turnock Street /
  Cudgen Road roundabout) or at the Turnock Street / Cudgen Road roundabout (when no construction
  is occurring at this roundabout).
- Construction traffic moving waste material from the site will also follow the above routes between the site and the Pacific Highway. Vehicles will then utilise Tweed Valley Way (via the Tweed Valley Way interchange, Leddays Creek Road and Bartletts Road in order to access the Stotts Creek Resource Recovery Centre which is located at Leddays Creek Road, Stotts Creek NSW 2487.

The surrounding road network is shown in Figure 4.1.



Source: SIX Maps

Figure 4.1: Surrounding Road Network

#### 4.3.2 Review of Route

Starting from the Tweed Coast Road/ Chinderah Road interchange on the Pacific Highway, the route:

- Is approximately 3.5km-4km long (depending on the site access used)
- Takes approximately four (4) minutes to drive at the posted speed limit.

#### 4.4 Road Restrictions

There are a number of mobility restrictions surrounding the project site, specifically relating to weight limits however no weight limits are identified on the nominated construction vehicle route between the site and the Pacific Highway.



If oversize and/or overweight vehicles or loads are required, approval will be sought from the Roads and Maritime Services and managed under that approval. It is however understood that this is not required at this stage.

### 4.5 Vehicle Moment Plans

Vehicle movement plans (swept paths) have been prepared in accordance with Austroads for the following:

- Gate 1 ingress of the largest design vehicle (19m AV)
- Gate 2 ingress and egress of the largest design vehicle (19m AV)
- Gate 3 egress of the largest design vehicle (19m AV)
- Turnock Street / Cudgen Street Roundabout design vehicle swept paths through the roundabout and key turning movements (busses and 19m AV).

Swept paths demonstrate that all construction vehicles can enter and exit the site in forward direction. Swept paths demonstrate that all design vehicles can manoeuvre through the Turnock Street / Cudgen Road roundabout during construction of Gate 3. These swept paths show a 1.7m body clearance from the work zone which caters for a 0.5m clearance from the face of barriers and a 1.2m clearance from the face of barriers to the work zone. Based on advice provided by Lendlease it is understood that tie-in works at the roundabout will require approximately 0.3m less space than currently shown on plans.

Swept paths are provided in **Appendix D**.



### 5. TRAFFIC IMPACTS

### 5.1 Traffic Impacts

The Project Team will maximise the safety for road users and workers by isolating the active work areas from live traffic. This will be achieved by providing sufficient clearance between the work areas and adjacent travel lanes, and the use of temporary safety barriers where required. Speed limit reductions will be implemented to reduce risks for both road users and workers.

### 5.2 Impacts to On-street Parking

There are no parking areas on Cudgen Road proximate to the project site. Therefore, construction works will not impact on any on-street or off-street parking spaces.

### 5.3 Impacts to Pedestrians and Cyclists

Pedestrian management will be in place at the site entry/ exit points. During the early works phase of the project, pedestrian and cyclist access to the surrounding road network will be maintained.

During the implementation of lane closures, pedestrians will be directed to follow the designated routes detailed on the Traffic Control Plan's (TCP's) provided in Appendix B.

### 5.4 Impacts to Bus Zones and Bus Services

The existing bus stop(s) on Cudgen Road will be retained with no interruptions or changes proposed for the early works phase of the project.

### 5.5 Impacts to Adjacent Properties

Vehicular access to adjacent properties will be maintained at all times as per the existing conditions.

### 5.6 Impacts to Special Events

It is understood that there are no planned special events that affect the traffic management strategy for the Stage 1 early works. However, the contract should liaise with Council once implementation is scheduled, and if any special events are planned, works will be coordinated with those events and any specific road closures.

### 5.7 Impacts to Emergency Services

The proposed construction activities are not expected to impact emergency services.

### 5.8 Impacts to Agricultural Vehicles

The proposed construction activities are not expected to impact agricultural vehicles (tractors etc.). Vehicular access to adjacent properties will be maintained at all times as per the existing conditions (including to agricultural properties). Minimum lane widths have been maintained and speed reductions are proposed during construction.



### 6. Construction Traffic Management

### 6.1 Traffic Control Plans

Prior to implementation, construction traffic management measures will require the preparation of an approved Traffic Control Plan (TCP). TCP's indicate the road worksite arrangements to ensure the safety of all road users as well as workers at the site.

Works that have been identified as requiring a Traffic Control plan are detailed below.

- Construction of a temporary driveway on Cudgen Road (Gate 1)
- Construction of a permanent access (Auxiliary Left Turn (AUL)) on Cudgen Road (Gate 2)
- Construction of a permanent access at the Cudgen Road/ Turnock Street roundabout (Gate 3).

Preliminary Traffic Control Plans have been developed as per AS1742.3 and the Roads and Maritime Services "Traffic control at work sites" Technical Manual (Version 5.0). TCP's have been designed by a qualified person holding the RMS "Prepare a Work Zone Traffic Management Plan" accreditation.

Table 6.1 presents a list of the preliminary Traffic Control Plans (TCP's) for the early works phase of the project.

**Table 6.1: Preliminary Traffic Control Plans** 

TCP ID	Adapted From	TCP Name	Type of Works Undertaken
1	TCP 42	Auxiliary Left Turn construction – Cudgen Road shoulder closure	Internal and shoulder works
2	TCP 83	Auxiliary Left Turn construction – Cudgen Road lane closure (day)	Works within closed lane (day)
3	TCP 43	Auxiliary Left Turn construction – Cudgen Road lane closure (night)	After hours
4	TCP 83	Driveway construction – Cudgen Road lane closure (day)	Works within closed lane (day)
5	TCP 43	Driveway construction – Cudgen Road lane closure (night)	After hours
6	TCP 827	Cudgen Road/ Turnock Street roundabout works – Kerbside lane closure	Internal, shoulder and works within closed lane
7	TCP 195	Cudgen Road Auxiliary Left Turn operation	Trucks entering
8	TCP 195	Cudgen Road Driveway operation	Trucks entering
9	TCP 195	Cudgen Road/ Turnock Street Roundabout operation	Trucks entering

It should be noted that any road occupancy will require approval from Tweed Shire Council with local residents / neighbours also being consulted prior to activities commencing.

### 6.2 Traffic Controllers

The services of a qualified Traffic Control Subcontractor must be used to provide traffic control services for the early works phase of the project. Traffic controllers will be trained and inducted in accordance with the Traffic Controller Accreditation and Implement Traffic Control Plans qualifications as well as comply with the requirements of the Traffic control at work sites manual.



It is also the responsibility of a Traffic Controllers employed on-site to record any issues relating to the implemented traffic management measures and report them to the Site Manager so that any issues are recorded within a site register then reviewed.



### 7. STAKEHOLDER CONSULTATION

### 7.1 Tweed Shire Council, RMS and TfNSW

As per Schedule 3 – Part B, Condition 27(b), this CTPMSP has been prepared in consultation with Tweed Shire Council (Council) and Transport for New South Wales (TfNSW).

A draft version of this CTPMSP was provided to RMS, Council and TfNSW, with an invitation to provide commentary on the document.

A summary of consultation, key comments and outcomes is provided in Table 7.1.



Table 7.1: Stakeholder Engagement Register

		<u> </u>	1	
Date	Organisation Name	Key Attendees	Key Outcomes / Request for Amendments / Comments	Amendments / Response
20-06-2019	Tweed Shire Council	Tweed Shire Council (Ray Clark, David Oxenham, Brendan Schwarz) TSA (Stuart Clark) Lendlease (Luis Biaggini, Jenny Third) Bitzios Consulting (Andrew Eke, Julius Walden-Goodlet)	Meeting regarding Section 138 Application for Access A and D and temporary construction access and associated CTMP.  Council questioned provision of lighting at all accesses (both temporary and permanent). No lighting provision in design at time of meeting. Council also questioned suitability of RMS standard pipe and rail style fencing at Access D. Recommended RMS standard pedestrian fencing	The TCP's include a note that lighting along temporary pathways to be provided as a minimum to the same level as existing. While the requirement is provide lighting to the same level or better than existing and current lighting is limited, it is understood that temporary lighting will be provided at each site access.  Road Safety Evaluation being undertaken and may identify additional treatments to be considered for site access.
28-06-2019	Tweed Shire Council	Brendan Schwarz (email correspondence)	No objections raised with CTMP.	Noted
03-07-2019	TfNSW	Arnab Roy (email correspondence)	General observations:	Noted
			The bus stop on Cudgen rd. is expected to remain open during construction. The bus stop is just to the north of the road works on Cudgen rd.	
			The Traffic Management plan mentions potential for traffic delays in the area. This is expected to minor in nature and during peak times.	
			Route specific comments:	
			Route 601	
			Terminates in the TAFE (Until new Hospital finished ) and should only have minor delays if traffic is backed up past the entry point to the TAFE. This will need to be consulted on and managed locally with Surfside	
			The entry to the TAFE is before the start of the official construction zone to the north on Cudgen rd. – this is not expected to have any impacts  Route 603	
			The 603 will be affected with minor delays. As this route already has on time running issues it may have potential for poor customer outcomes. This will need to be consulted on and managed locally with Surfside	



Date	Organisation Name	Key Attendees	Key Outcomes / Request for Amendments / Comments	Amendments / Response
			Post Dec 2019 on the implementation of new route path should help on time running. This is due to the combination of extra run time and recovery time. This will need to be consulted on and managed locally with Surfside	
			If the Dec 2019 service change creates delays of more than 5 minutes connections to trunk routes 600 and 601 will be missed. Passengers would have another bus in 15 minutes. Project team (Bitzios) requested to provide a mitigation strategy to avoid unnecessary delays to customer journeys involving interchange.	
			We suggest monitoring route via 131500 complaints and incorporate any feedback from Surfside in the CTMP planning.	
			Route 609     Given the nature of expected low demand and very low frequency customer inconvenience should be minimal. This service will commence in Dec 2019.	
03-07-2019	RMS	John Perkins (email correspondence)	One addition required to comply with RMS requirements.  The worksite signage is within 100m of the traffic signals on Tweed Coast Road so an ROL from RMS is required. It also makes good sense to coordinate all works with the signal operation team from RMS. This will occur through the ROL process.	Noted. An ROL will be obtained from RMS for the signage located within 100m of the Tweed Coast Road / Cudgen Road signals. Refer Section 3.8 of this report for further details.



### 7.2 Community

Information is to be provided to nearby residents and other non-residential landowners adjacent to the site (i.e. on Cudgen Road between Tweed Coast Road and Turnock Street and on Turnock Street between Cudgen Road and Elrond Drive). This information should include:

- Proposed works on Cudgen Road / Turnock Street
- Impacts to amenity as a result of proposed works (traffic conditions, pedestrian diversions etc.)
- Information on the timing of proposed works.

This information is to be provided via a flyer delivered to local letter boxes.



### 8. Monitoring and Evaluation

### 8.1 Inspections and Monitoring

In addition to traffic control safety inspections, formal and documented daily (short-term) and weekly (long-term) inspections shall be undertaken at work sites by persons holding the Prepare Work Zone Traffic Management Plan qualification.

It is also important for any near miss incidents to be recorded and documented then reviewed as part of any inspection.

### 8.2 What the works supervisor shall do

For all long-term work sites, the works supervisor who is appropriately qualified shall:

- Inspect the traffic control layout on the day before the work begins and at least once per week during the duration of the work
- Inspect the traffic control layout between shifts at least once during the first week and at least once every two months for the duration of work
- Review the reported near miss incidents
- Provide after-hours contact to local police for the duration of the work
- Inspect the site on the final day to ensure that unnecessary signs and devices are removed
- Record results of these inspections noting date, time, deficiencies and any corrective action taken or specified
- Ensure that any specified corrective action is taken.

### 8.3 What the team leader shall do

For all works, the team leader (or site supervisor) shall:

- Keep a record of the TCP that was used
- Have a copy of the TCP used on site
- Record start and finish times and location of the works
- Record near misses
- Carry out inspections before work starts, during the works and pre-closedown of the site using the nominated checklist, noting:
  - Date and time of inspection
  - Deficiencies identified and corrective action taken
  - Changes or modifications made to the site
- Periodically check that all signs and devices are satisfactory and in their correct position
- Make these records available to authorised staff.

### 8.4 What the project manager shall do

The project manager shall:

- Ensure that a traffic control safety inspection is carried out at least once per month by a person qualified in Prepare Work Zone Traffic Management Plans and that the date, time and deficiencies are recorded
- Ensure that a traffic control safety inspection or road safety audit is carried out prior to the implementation of any changes in traffic control or a TCP



- Ensure that a traffic control safety inspection or road safety audit is carried out prior to the implementation of any lateral shift tapers to ensure that geometric requirements and delineation methods are in accordance with the approved TCP
- Ensure that near miss incidents are being reported and recorded then reviewed
- Ensure that any corrective action specified is taken and recorded.

This information may be critical, should legal proceedings follow an accident.

The Department must be notified in writing to <u>compliance@planning.nsw.gov.au</u> immediately after the applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. **Appendix E** contains the Written Incident Notification and Reporting Requirements (Appendix 1 of the Conditions of Approval).

#### Note:

• In the case of accidents, either witnessed or reported, involving the public or from which legal proceedings might arise, the actual type, size and location of signs, and devices in use at the time of the accident should be recorded and the sign arrangement photographed for subsequent reporting. The actual travelled path width and condition and weather conditions should also be recorded, as well as personal injury, extent of vehicle damage and vehicle details, such as registration.





### **Appendix A:** Driver Code of Conduct

# TRUCK DRIVER CODE OF CONDUCT

TWEED VALLEY HOSPITAL - STAGE 1 EARLY WORKS

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### 1. GENERAL RESPONSIBILITIES

As a professional driver working in the transport industry, I agree to and adopt this code of conduct. I accept that as a professional driver I have responsibilities under both chain of responsibility and OH&S Legislation to maintain my fitness for duty and not accept unsafe practices or breaches of the law. I share the road with other road users and aim to improve community safety.

- 1. I recognise and accept my obligations as a professional driver by:
  - setting a good example to others
  - supporting safety within the workplace
  - actively supporting this code and promoting it to other drivers
  - encouraging safety on the road.
- 2. I undertake to comply with all road laws, and be considerate of others by:
  - being professional at all times
  - being considerate of other road users
  - being fit for duty alert, healthy and prepared for the driving task
  - observing speed limits & seat belt laws
  - observing fatigue regulations
  - observing drug & alcohol laws
  - leaving a safe distance between other vehicles
  - travelling in left lanes unless overtaking
  - avoiding the use of noisy engine brakes at inappropriate times
  - not being under the influence of drugs or alcohol
  - not tailgating other vehicles.
- 3. I agree to and adopt all of the company's working policies and regulations.
- 4. I agree to obey all other related laws.
- 5. I support the introduction in companies of "Safe Systems" of work that include practices & procedures to reduce the risk of injuries or death.
- 6. I take pride in my vehicle and conduct regular checks to ensure my truck and the load is in a safe condition.
- 7. I understand that driver distraction is a risk and will reduce this risk through:
  - avoiding the use of mobile phones, two-way radios or other forms of communication whilst the vehicle is moving
  - fully preparing for any journey to avoid being distracted when driving.
- 8. I actively support this code of conduct for the purpose of promoting compliance with laws and promoting safe behaviour, within the workplace and on the road.
- 9. I undertake to actively participate through my OH&S representatives/delegates to commit to industry codes of conduct, codes of practice and safety guidelines.

### LEGAL DRIVING HOURS AND REST PERIOD

Definition of *"rest time"* – The rest time is any continuous period of at least 15 minutes that is not driving time or work time. Breaks of less than 15 minutes are classed as work time.

Definition of "work time" - The work time of a driver includes driving time, and other time spent by the driver doing the following tasks:

- a. loading or unloading
- inspecting, servicing or repairing
- c. cleaning or refuelling
- d. performing marketing tasks
- e. helping with or supervising an activity mentioned in paragraphs a to c
- f. recording information, or completing a document in accordance with the regulations, or in relation to the operation of a truck.

The maximum a driver can drive without a break is five hours and 15 minutes and a driver must have a minimum of 15 minutes rest in every 5.5 hours.

A driver can take a rest period in the driver's seat with the engine turned off, in an approved sleeper berth, or away from the vehicle. However, rest periods of 7 continuous hours must be taken away from the vehicle.

A driver cannot work more than 12 hours in any 24 hour period. A rest period of 7 continuous hours must be taken during this 24 hour period. This applies for any 24 hour period, e.g. 6:00am to 6:00am or 5:30pm to 5:30pm.

The maximum number of hours a regulated truck driver can work in any 168 hour (7 day) period is 72 hours.

Table 2.1 summarises the standard allowable truck driver working hours. Standard hours apply to all drivers who do not have accreditation for fatigue management.

Table 2.1: Standard hours – work and rest hours requirement

In any period of	A driver must not work for more than a maximum of	And must have the rest of that period off work with at least a minimum rest break of
5 ½ hours	5 1/4 hours work time	15 continuous minutes rest time
8 hours	7 ½ hours work time	30 minutes rest time in blocks of 15 continuous minutes
11 hours	10 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	12 hours work time	7 continuous hours stationary rest time*
7 days	72 hours work time	24 continuous hours stationary rest time
14 days	144 hours work time	2 x night rest breaks# and 2 x night rest breaks taken on consecutive days

<sup>\*</sup> Stationary rest time is the time a driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary heavy vehicle.

<sup>#</sup> Night rest breaks are 7 continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the driver) or a 24 continuous hours stationary rest break.

### 3. SAFETY

#### 3.1 GENERAL

The driver must adhere to the following rules:

- comply with the instructions given for health and safety
- comply with all Australian Road Rules
- comply with all requirements of the National Heavy Vehicle Regulator (NHVR)
- comply with Lendlease's Code of Conduct
- comply with all safety instructions, including safe working practices and procedures set in place and use
  any equipment that is issued for personal protection and ensure that it is maintained in proper order
- never wilfully, recklessly or intentionally interfere with, remove, misuse or damage anything that is
  provided in the interests of safety, health or welfare nor wilfully place at risk the safety and health of any
  other person at their workplace
- work with due care and consideration to safeguard your own safety and health and the safety and health of others
- smoking is forbidden in all vehicles, mobile plant, buildings and enclosed structures
- protect the environment.

### 3.2 Use of Mobile Phones

The driver must adhere to the following relating to use of mobile phones:

- it is strictly forbidden to drive a vehicle while using (includes talking, sending or receiving text messages,
  playing games or taking photos) when using a hand-held phone. It is also forbidden to perform these
  activities when the vehicle is stopped but not parked, for example when you are waiting at traffic lights
- a hands-free device can reduce the physical effort to make and receive calls but doesn't necessarily make it safe to use a phone while driving. It is forbidden to use a hands-free phone while driving if it causes you to lose proper control of your vehicle. The penalty includes significant fines and loss of demerit points
- if using a hands-free phone while driving is required:
  - make sure it is a hands-free phone that is set up and working before you start driving
  - keep the conversation short. Don't engage in complex or emotional conversations
  - tell the person on the other end that you are driving and may have to end the call
  - never text message (SMS) while driving
  - end the call if it is distracting you from driving.

#### 3.3 SITE SAFETY

The driver must follow the following rules relating to site safety:

- site speed limit
- maintain a clean and orderly site
- comply with safety directions
- assess hazards in a task before commencing
- immediately report all potential hazards seen on site

- immediately report all injuries
- immediately report any environmental damage oil spills, noise, soil contamination etc.
- drivers are not allowed to enter confined spaces. Entry to confined spaces is subject to a permit, which
  is issued to appropriately trained authorised persons only.

# 4. WORK ETHICS

#### 4.1 ALCOHOL AND DRUGS

It is Lendlease's policy to maintain a drug and alcohol-free work environment. The use, sale, transfer or possession of illegal drugs or other illegal substances, is strictly prohibited at the work site. This also includes illegal or improper use of controlled substances.

Reporting to work under the influence of any such substance is also strictly prohibited. Doing so will result in the application of the relevant disciplinary procedures.

In addition, compliance with any laws, policies or regulations regarding the use or possession of alcohol, illegal drugs, or controlled substances by persons who operate motor vehicles is mandatory.

The following Blood Alcohol Content (BAC) levels apply for entry to the Tweed Valley Hospital site:

- BAC level of 0.0% applies to heavy vehicle drivers
- the consumption of alcohol and other drugs, except prescribed and over the counter medicines during work hours is prohibited
- bringing alcohol and other drugs on site is prohibited
- if planning to consume alcohol locally after work ensure your vehicle is parked outside the Tweed Valley Hospital project site.

### 4.2 STANDARDS OF BEHAVIOUR

The following behaviour is unacceptable in the workplace:

- instigating a fight and/or workplace bullying
- assaulting or threatening other employees or persons
- theft
- harassment and discrimination of any kind
- initiation or participation in unauthorised activities that may cause personal injury, property damage or physical stress or anxiety to other employees or members of the public
- abuse, damage or destruction of property
- interfering with or removing without permission, the property of the company or any other person
- failing to adhere to safe operating procedures
- horseplay, practical jokes and skylarking
- the taking of unauthorised photographs and removal of company assets is strictly forbidden.

Employees under the influence of alcohol and/or drugs will not be permitted on any worksite. Employees affected by alcohol and/or drugs must not drive vehicles or operate any plant, equipment or machinery.

## 5. PRE-DEPARTURE CHECK

A pre-departure check is a procedure to be completed daily. Each driver is to carry out a visual inspection of the items listed. This is to be done by the driver prior to the commencement of each shift/or when changing into another vehicle mid-shift.

A pre-trip check involves the inspection of critical equipment. Each driver has to visually inspect as a minimum the items listed below:

- Wheels and Tyres:
  - tyres are adequately inflated
  - tyre tread, depth and integrity
  - wheels are secure.
- Lights and reflectors:
  - all lights, including clearance lights, are working
  - reversing alarm (where applicable)
  - all reflectors and lenses are intact and clean.
- Windscreens, mirrors and wipers:
  - windows, mirrors for security, damage and grime
  - wipers and windscreen washers ensuring clear forward vision.
- Structure, Bodywork and Fluid Systems:
  - all panels and readily visible structural members are secure; and
  - leaks of any fluid (oil, water, refrigerant/coolant, hydraulic fluid, brake fluid or other).
- Brakes:
  - brake failure indicators
  - pressure/vacuum gauges; and
  - drain air tanks daily.
- all roadworthiness faults found during the daily vehicle inspection shall be documented in the driver maintenance report book and reported immediately to the appropriate personnel to ascertain the urgency of the fault, in accordance with procedures.
- responsibility for communicating faults:
  - any major faults are to be reported by the driver directly to their manager or their delegate as well as being recorded/ reported in the vehicle logbook.

# 6. Hours of Operation

Drivers are likely to be driving across different periods of the day and are to be aware of the requirement to drive to the prevailing conditions.

As a driver you need to be aware that your driving behaviour and level of attention will need to vary across different times of the day, for instance:

#### **Day-Time Periods**

- you will need to pay additional attention to congestion and possible queuing
- you will need to be patient and drive according to the road conditions at the time
- you will need to reduce the number of times you change lanes to minimise the potential of a crash
- you will need to be more cognisant of cyclists and pedestrians along the roadside and crossing the road.

#### Night-Time Periods

- you will need to pay additional attention to adhering to speed limits
- you will need to take greater caution of other speeding or non-complying motorists
- you will need to take greater caution of animals possibly crossing the road or feeding on the road's edge
- you will need to be mindful of coming across early morning or late evening pedestrians/cyclists that may or may not be under the effects of alcohol.

# 7. TRUCK ROUTES

## 7.1 TRUCK ROUTES

You are to remain on designated truck routes. The primary designated truck routes is as follows:

## Site to Pacific Highway

The designated route is via:

- Cudgen Road
- Tweed Coast Road
- Pacific Motorway (accessed via the Tweed Coast Road interchange).

## Pacific Highway to Site

The designated route is via:

- Pacific Motorway
- Tweed Coast Road (accessed via the Tweed Coast Road interchange).
- Cudgen Road.

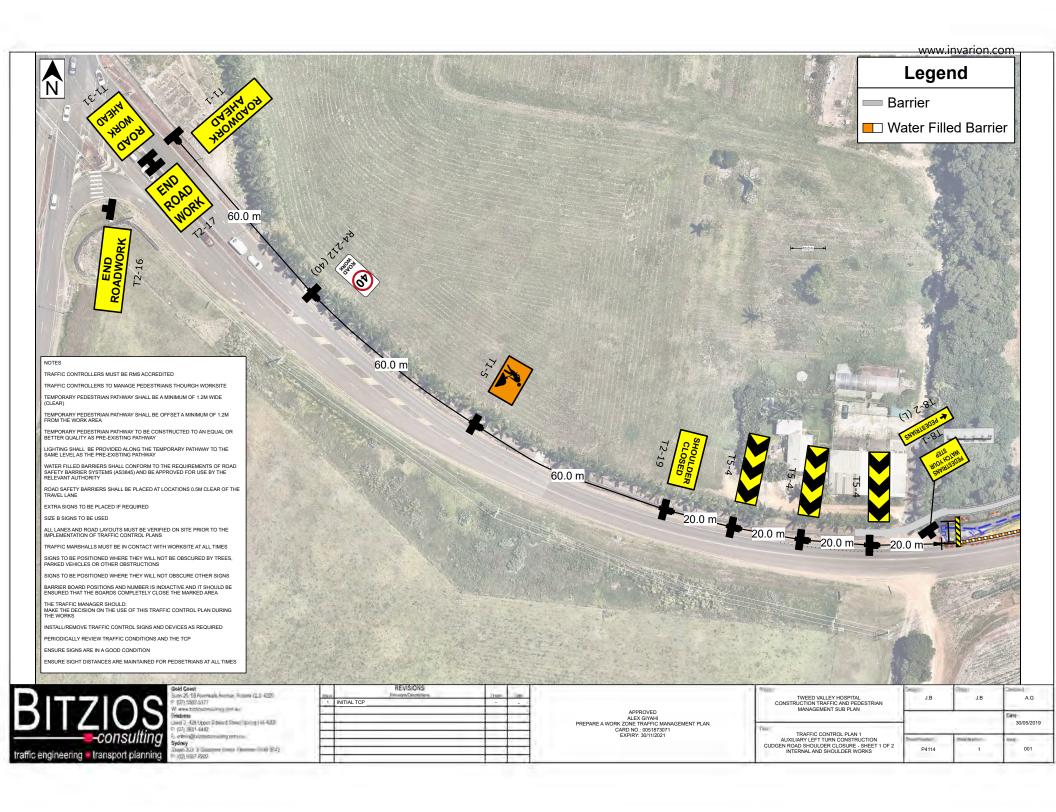
Any required deviations to the designated truck route are to be authorised by the Construction Manager.

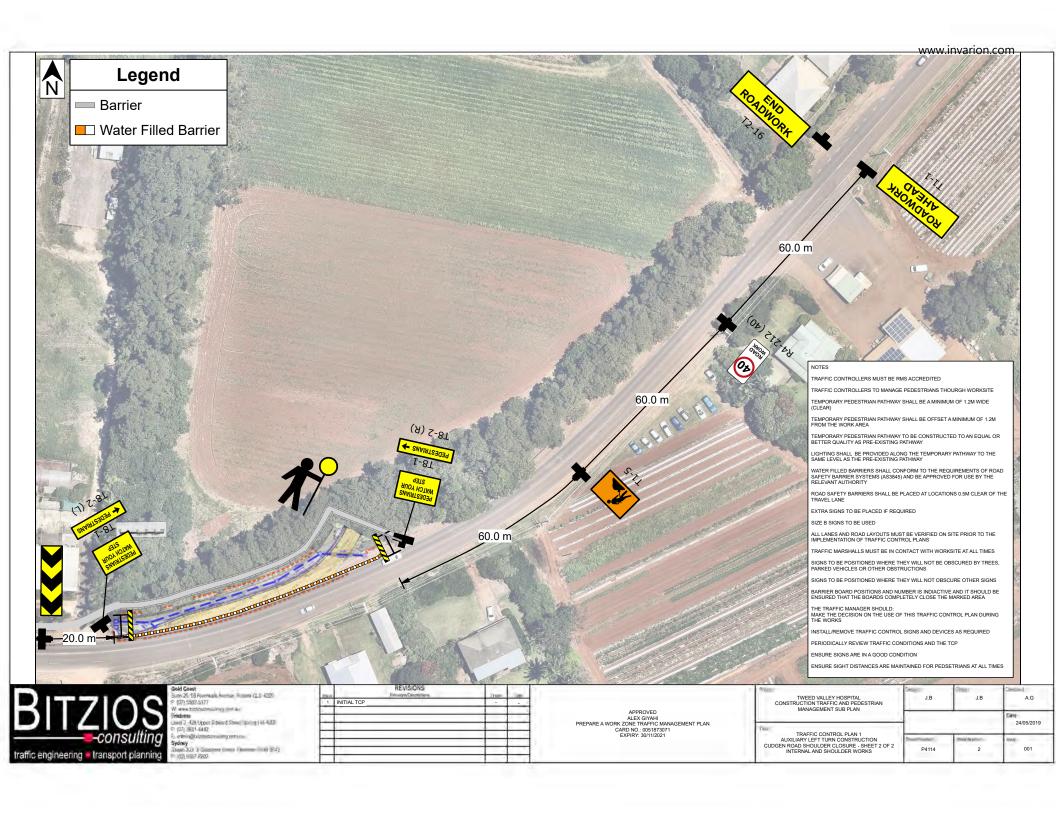
# 8. Information Sources

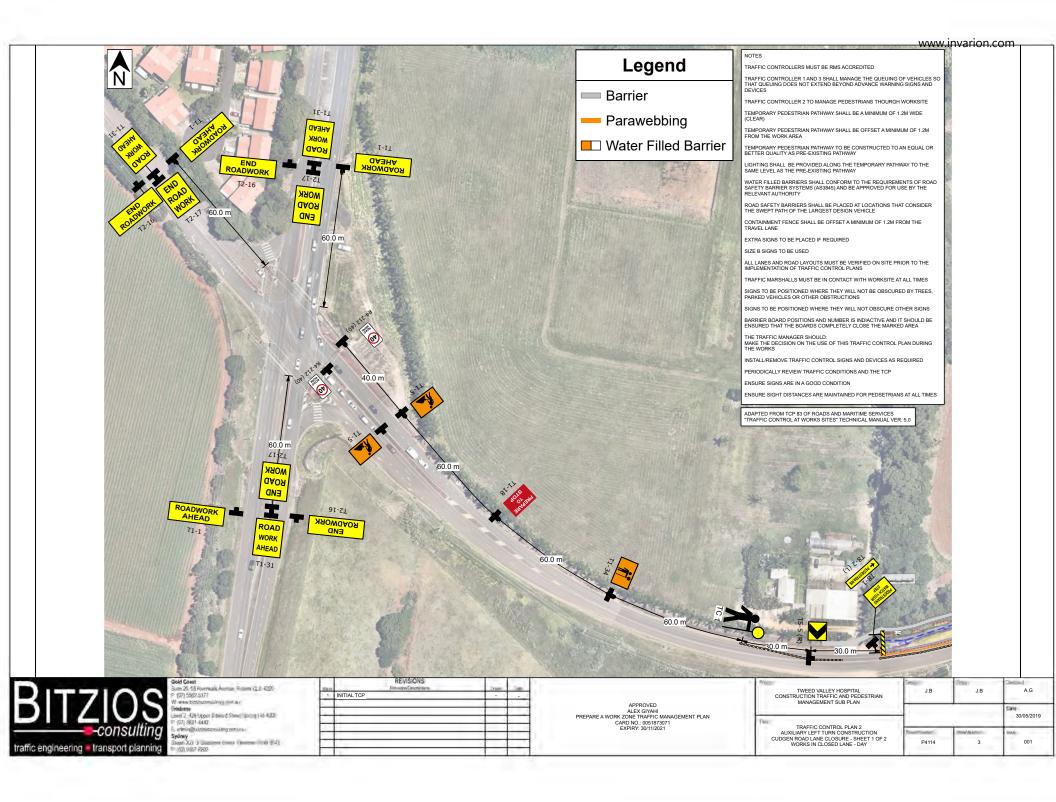
- Driving Hours and Rest Periods
- <a href="https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/work-and-rest-requirements/standard-hours">https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/work-and-rest-requirements/standard-hours</a>
- NSW Government, RMS, Heavy Vehicle Driver Handbook
   <a href="http://www.rms.nsw.gov.au/documents/roads/licence/heavy-vehicle-driver-handbook.pdf">http://www.rms.nsw.gov.au/documents/roads/licence/heavy-vehicle-driver-handbook.pdf</a>
- Truck Drivers manual
   <a href="http://www.infrastructure.gov.au/roads/safety/publications/1990/pdf/Edu">http://www.infrastructure.gov.au/roads/safety/publications/1990/pdf/Edu</a> book Truck.pdf

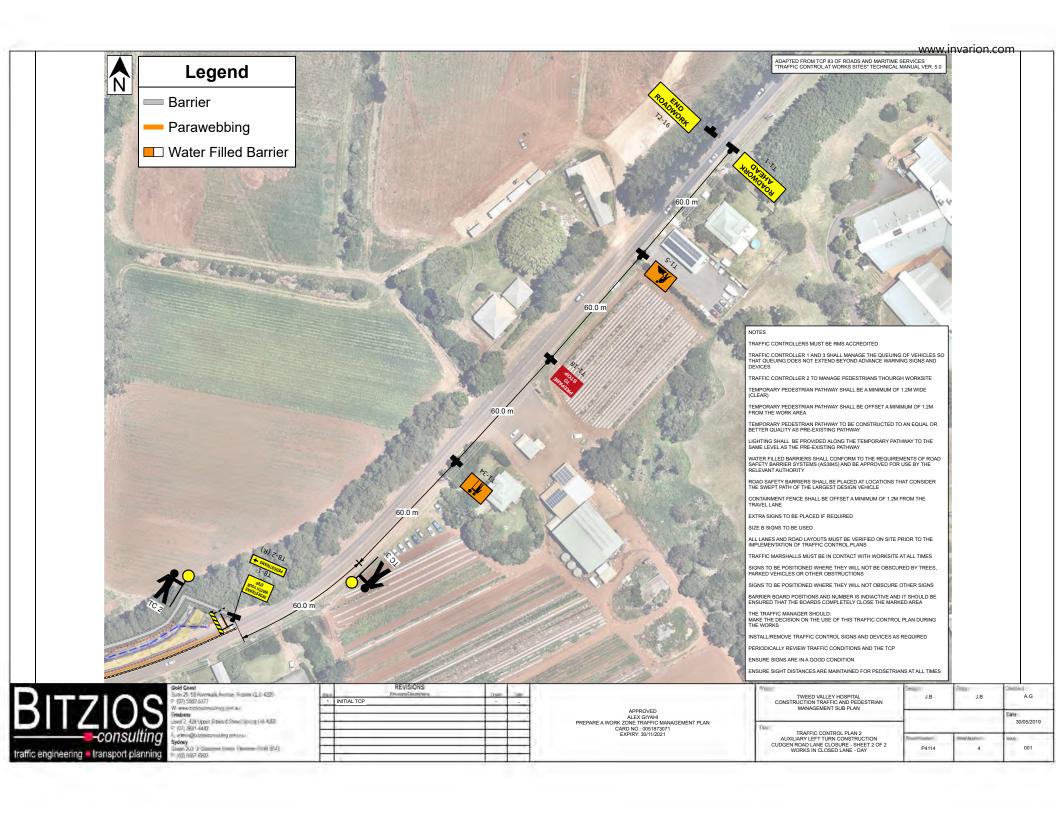


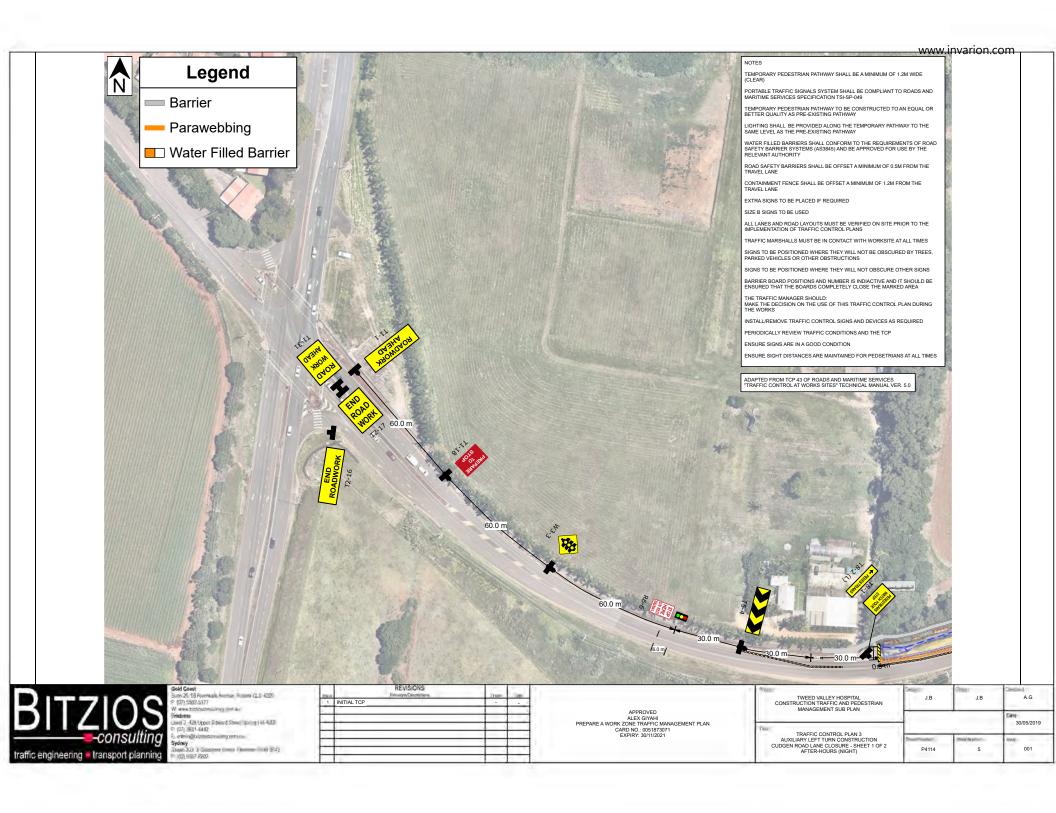
# **Appendix B: Traffic Control Plans**

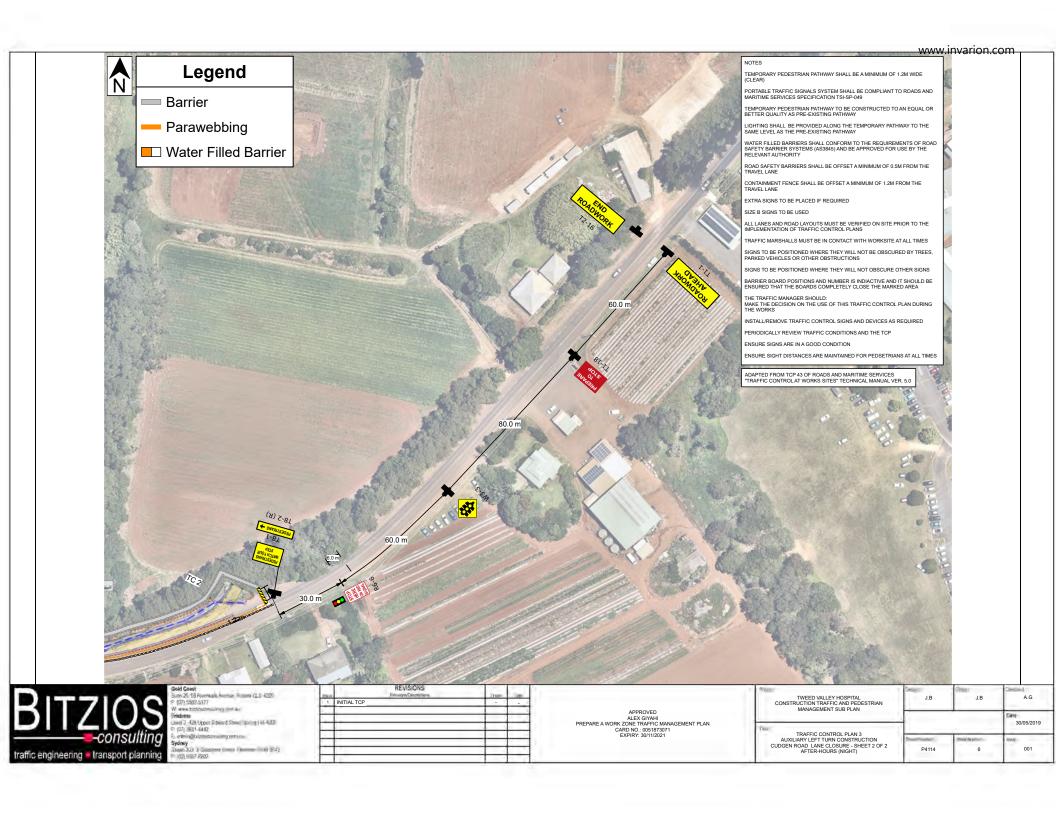


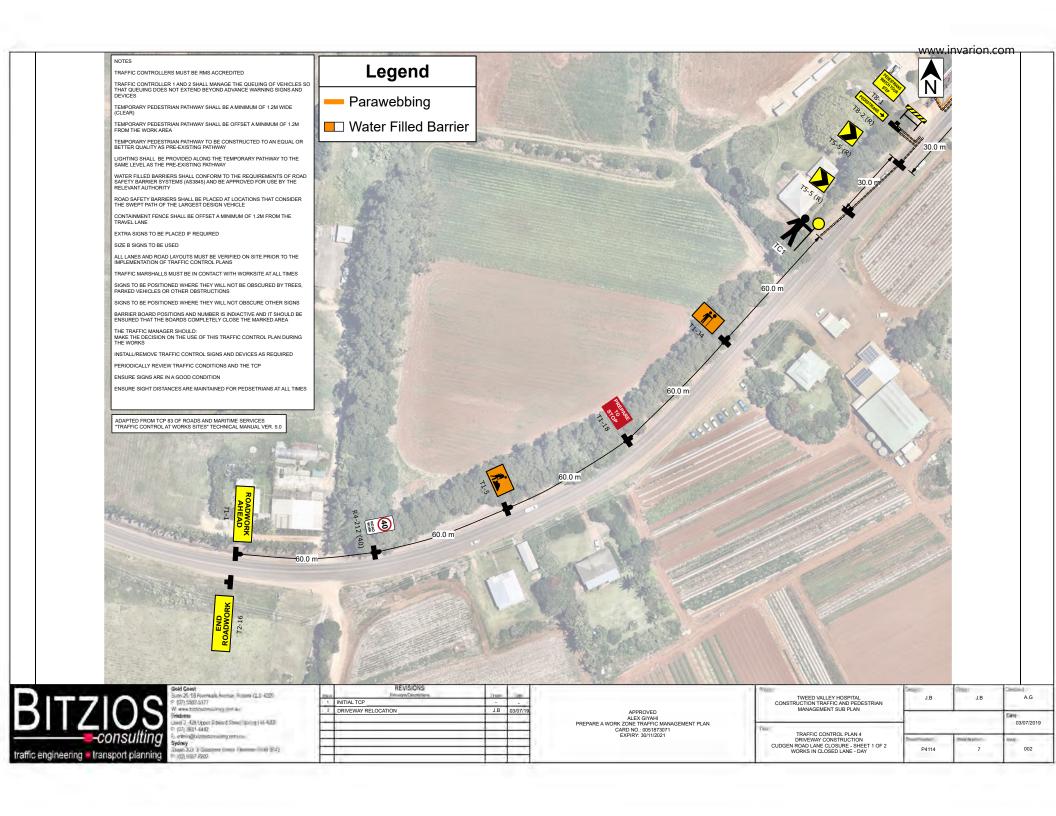


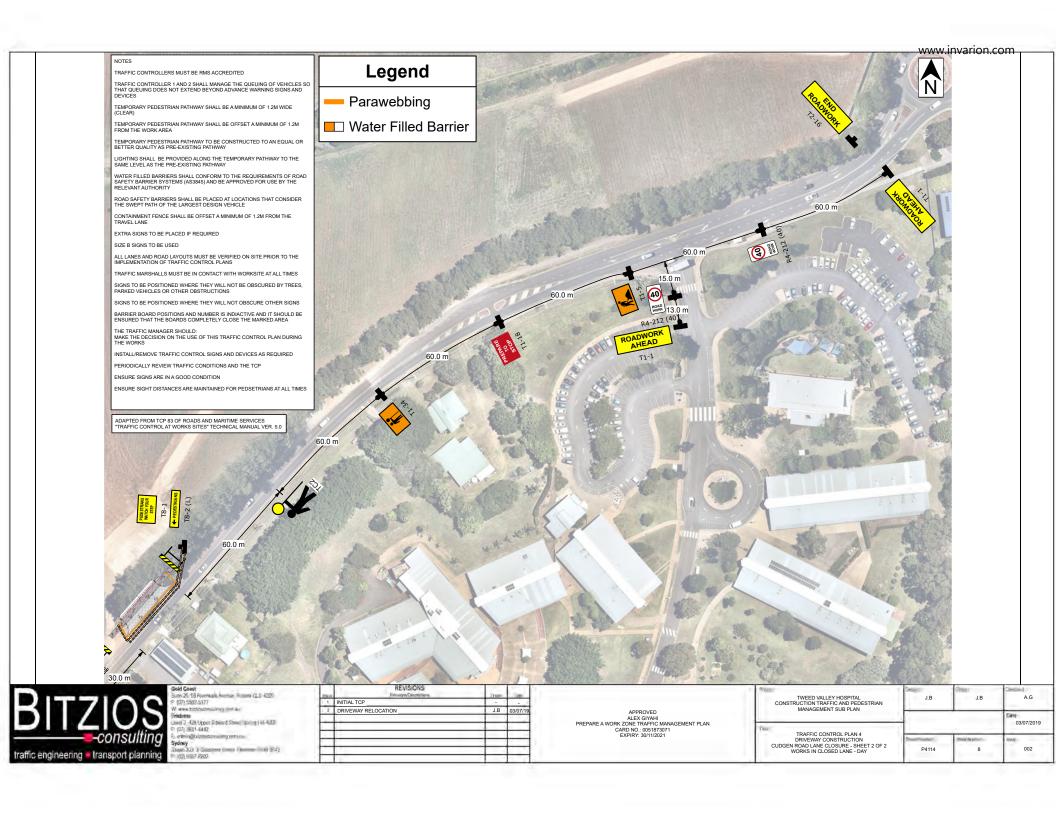


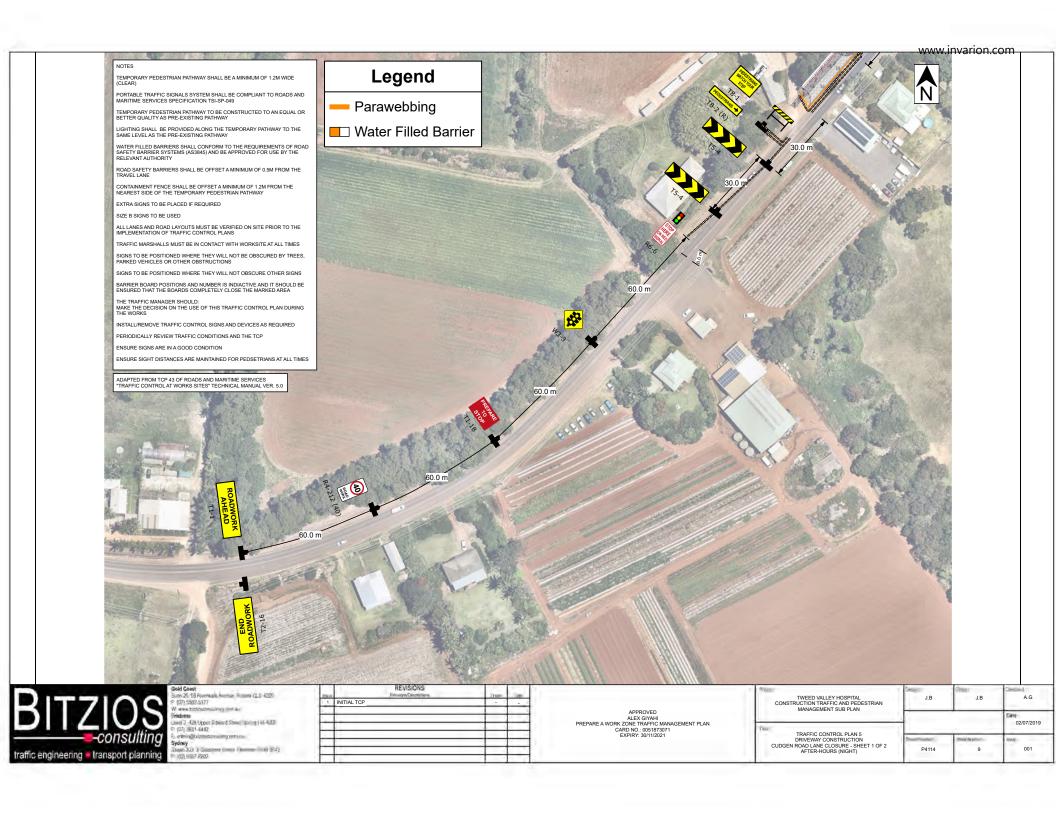


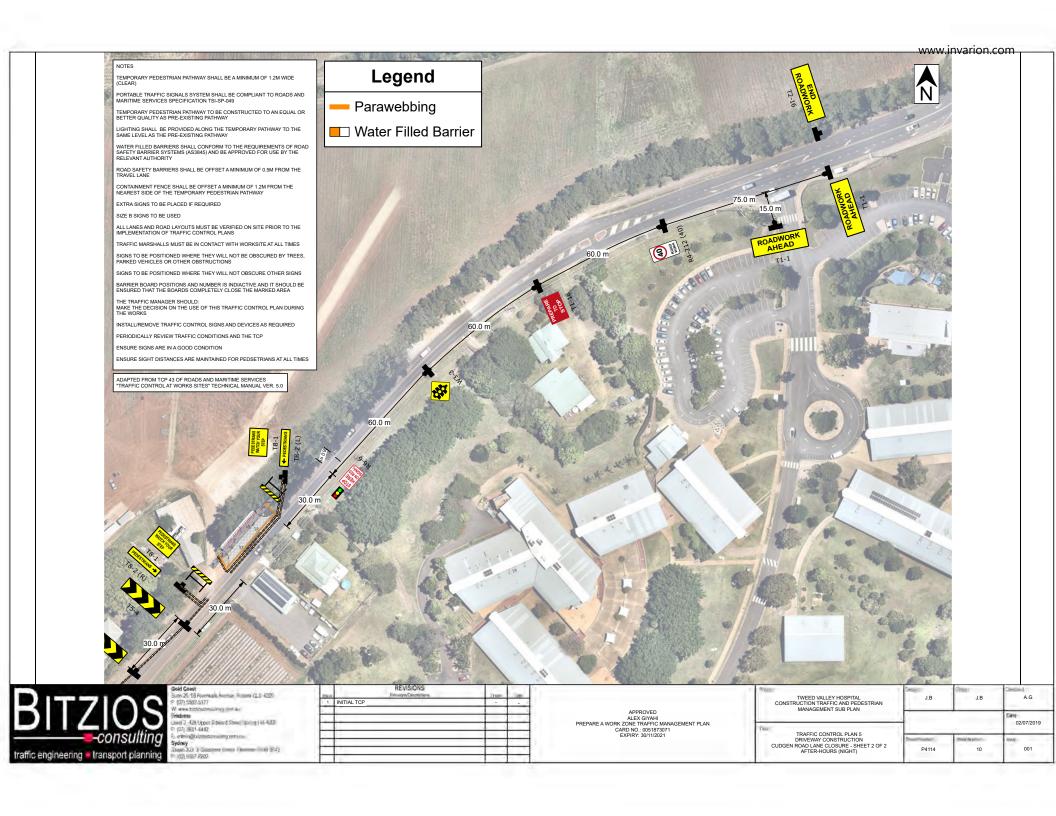


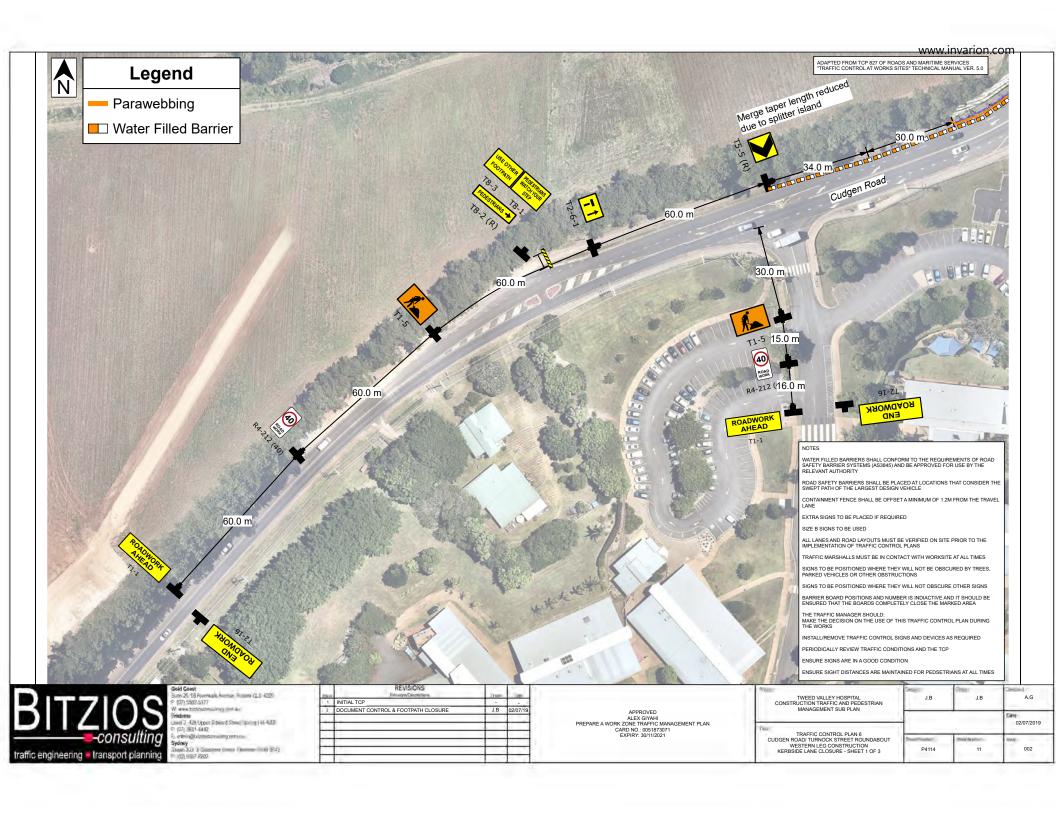


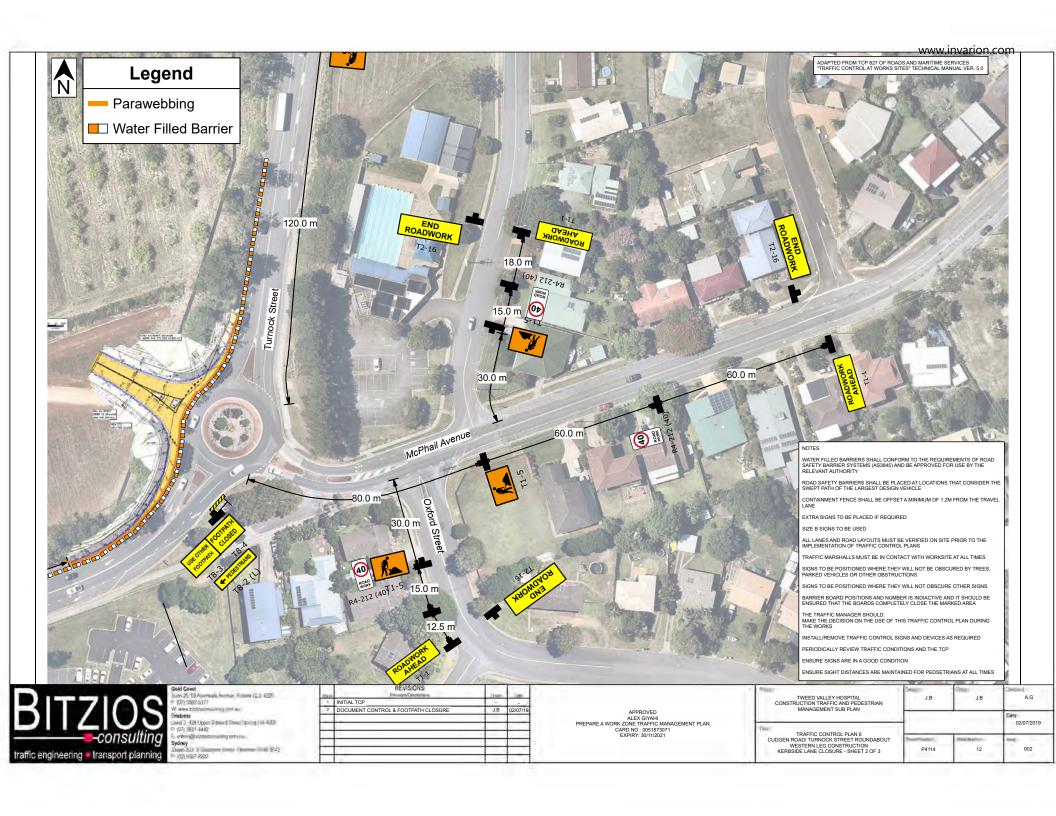


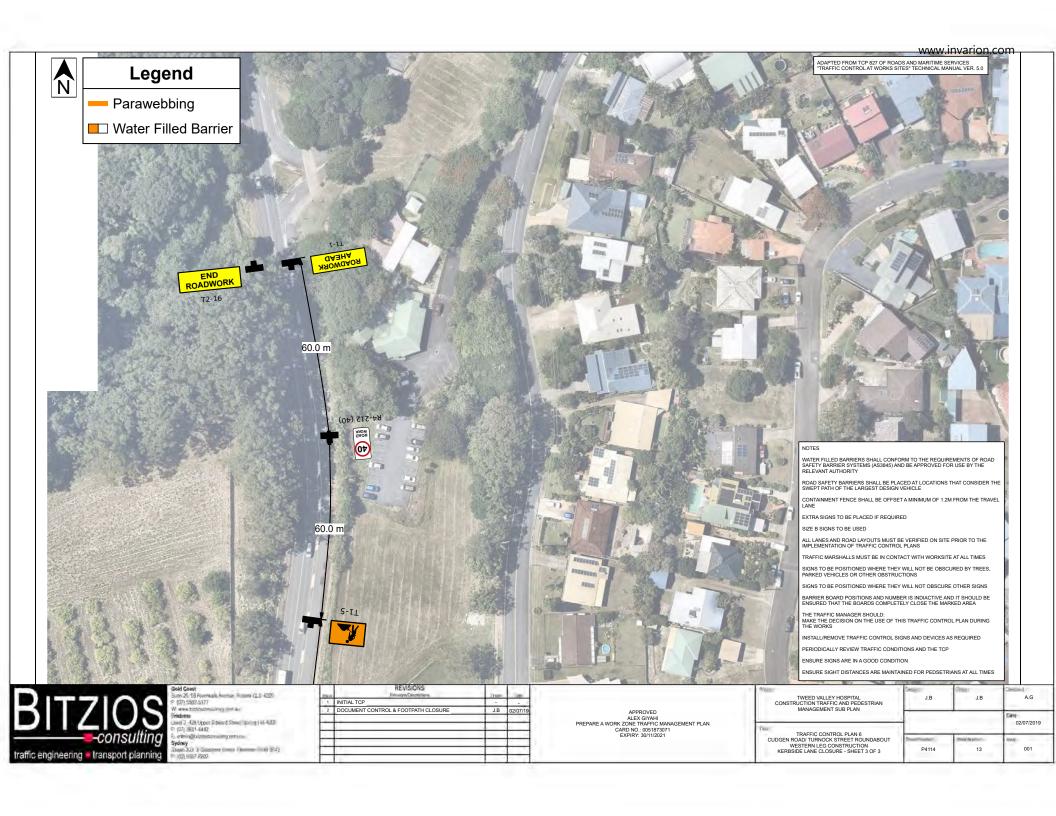




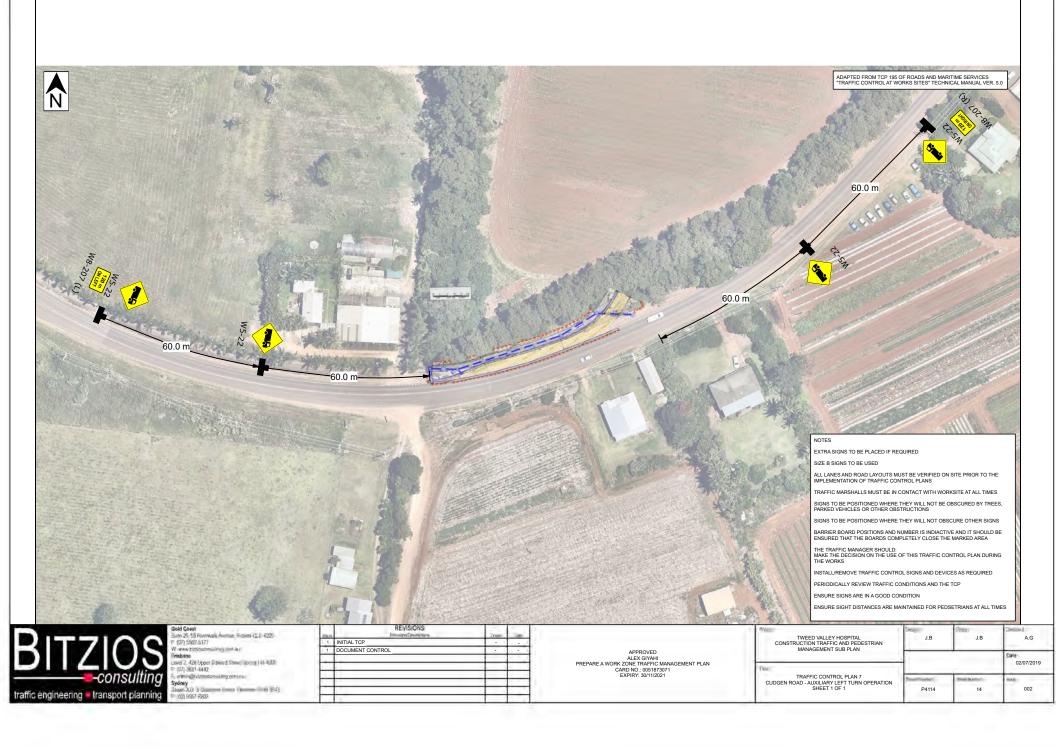


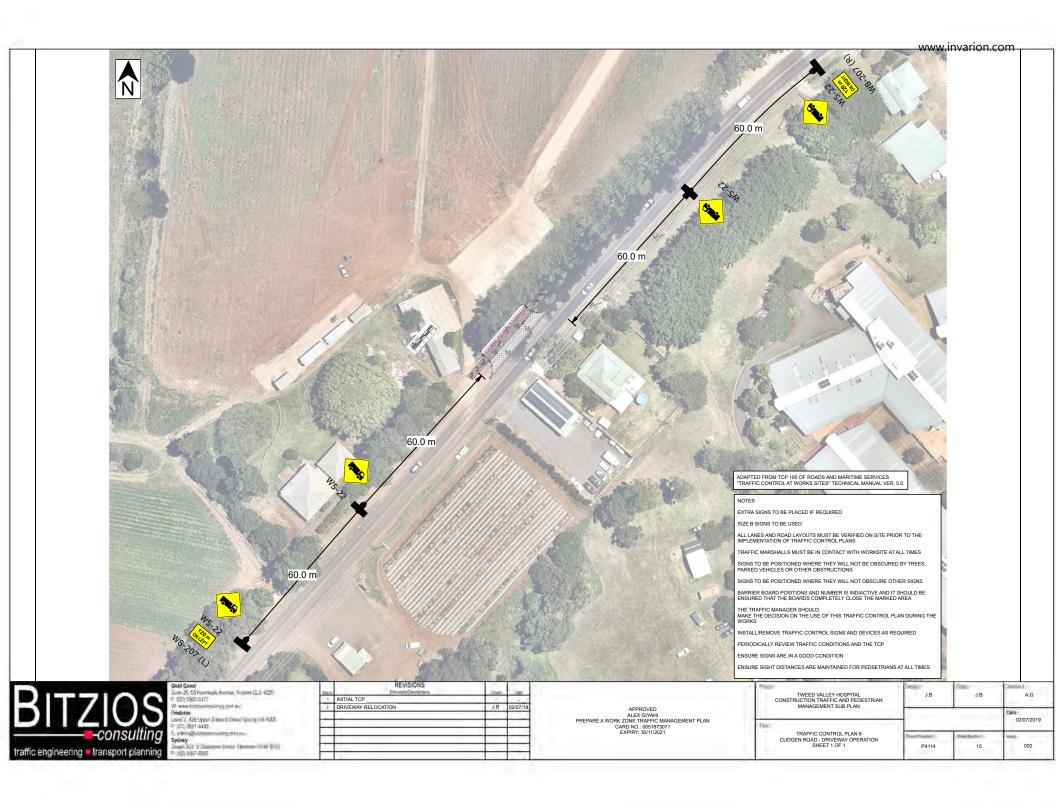


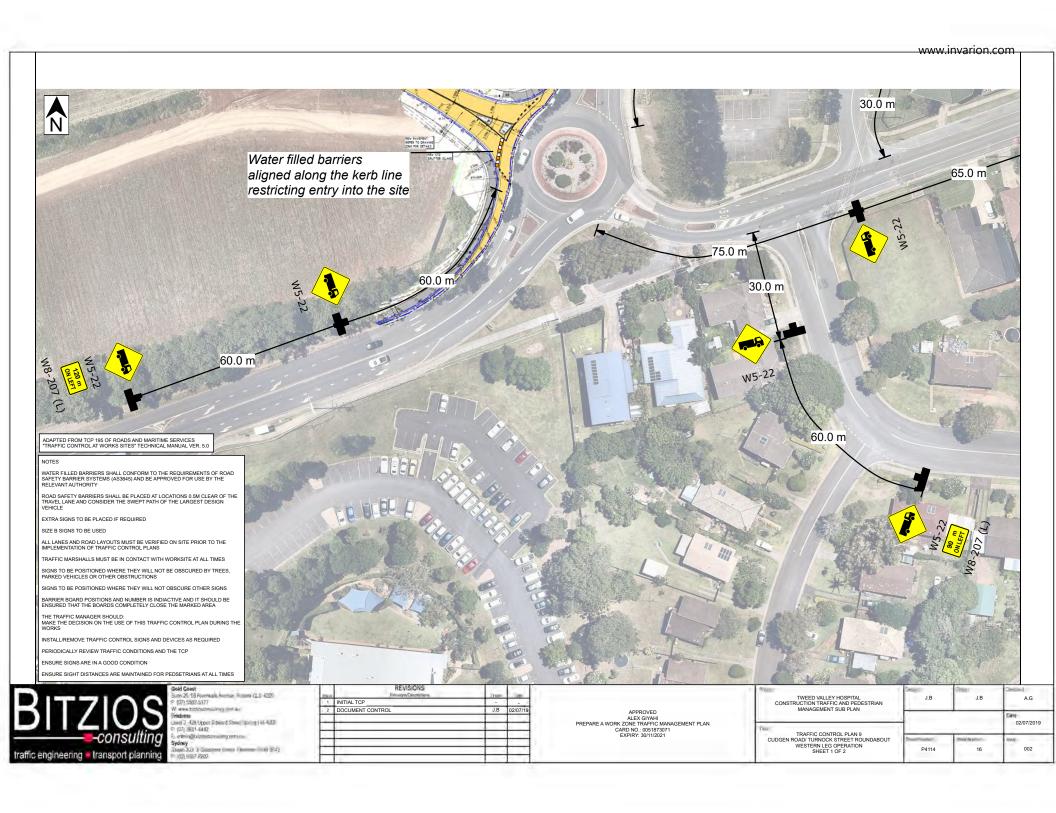




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