

# Hunter Indoor Sports Centre

Basketball Association of Newcastle

Preliminary Construction  
Traffic Management Plan

August 2024

**SECA**solution 

Hunter Indoor Sports Centre

Turton Road, New Lambton

## Preliminary Construction Traffic Management Plan

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# 1 Introduction

## 1.1. Project Overview

Newcastle Basketball Association are undertaking the construction of a proposed Indoor Sports Centre on Turton Road, New Lambton. The development allows for a staged development providing a total of 12 indoor courts including a Show Court, along with ancillary facilities, offices and complimentary services. As part of the development approval a preliminary Construction Traffic Management Plan (CTMP) is required to ensure traffic issues can be safely and efficiently managed during the construction activities on site.

The site is located on Turton Road opposite the International Hockey Stadium and McDonald Jones Stadium shown in Figure 1-1 below.

The site is currently recreational land being Wallarah Oval with sports facilities and playing fields.

There is no vehicle access to the site. A construction access shall be required as well as a permanent access to Turton Road and public domain upgrades including a rerouting of the shared pathway. This work in the road corridor would be the subject of a separate TGS and relevant approvals.



Figure 1.1-1 – Site Location

## 1.2. Purpose and Scope

The purpose of this report is to detail the traffic management proposed to enable the safe and efficient movement of construction vehicles to provide for the construction of the Indoor Sports Centre and surface carpark.

This includes factors such as the potential for speed zones, deliveries, vehicle movements, interactions with traffic including vehicles, pedestrians and cyclists as well as the interaction of the site and surrounding events.

The CTMP is preliminary only as there is no contractor appointed and in turn no construction methodology determined.

## 1.3. Project Objectives

The project objectives are to allow for the safe movement of vehicles into and out of the site allowing for contractor vehicles, deliveries, site preparation etc. Key objectives are to:

- Have minimal impact on traffic on the adjacent road network
- Allow for the safe movement of pedestrians and cyclists
- Provide a safe construction site for road users and workers
- Enable the efficient construction of the Sports Centre

## 1.4. Responsibilities

Title	Role
<b>Project Manager</b>	Management of project as a whole. Focus on program, budget and procurement.
<b>Works Supervisor</b>	Onsite construction management, dealing directly with trades and suppliers. Plans works for the day provides OHS and quality management.
<b>Team Leader</b>	Works specific leader to guide trades for the construction of specific elements. Ensures materials are ordered, OHS issues are reported
<b>Traffic Control</b>	Provide safe access and egress from works site, ensure management of traffic past site. Ensure traffic signage is maintained.

## 1.5. Project Representative's & Contact Details

Title	Name and Contact Details
<b>Emergency Services</b>	000
<b>Project Manager</b>	TBA
<b>Project Engineer</b>	TBA
<b>Works Supervisor</b>	TBA
<b>Traffic Control</b>	TBA

## 1.6. Description of Works

The proposal has been designed so that the project can be delivered as an initial block of six courts with subsequent additions to be delivered over several construction stages, as described below:

### Stage 1A

A single storey building with total GFA of approximately 10,218m<sup>2</sup> comprising:

Ground floor: 6 x basketball courts, amenities to support the functioning of the complex including bathrooms, change rooms, lobby and foyer, retail tenancy and café.

Car park with 110 spaces

### Stage 1B

Ground floor extension to the west to provide 2 x courts with a GFA of approximately 1,630m<sup>2</sup>.

Expansion of carpark to provide 185 spaces at completion of Stage 1b.

Mezzanine level: function rooms, administration space and training areas.

### Stage 2

Extension to the northern and southern sides of the existing building with total additional GFA of approximately 7,180m<sup>2</sup> comprising:

Ground floor 3 x courts including Show court with retractable grandstand seating over the 2 adjacent courts

Extension to the southern side of the building to provide 1 x court plus high performance training area.

Mezzanine level: extension of mezzanine to provide additional corporate spaces.

Expansion of existing carpark to provide 240 spaces

The staging approach will be dependent on available funding and full details will be provided in the EIS. Basketball Association of Newcastle Ltd is committed to delivery of the full proposal subject to allocation of additional funding.

## 1.7. Site Location and Context

The site is located on the western side of Turton Road to the immediate north of Monash Road and north of the signalised intersection of Turton Road and Lambton Road.

To the north of the site is the signalised intersection of Turton Road and Young Road whilst further north is the 4-way signalised intersection of Turton Road and Griffiths Road.

Along the southern side of the site is a shared pathway which forms part of the R5 Cycling Route (Broadmeadow to Wallsend) which then crosses Turton Road at a mid-block signalised pedestrian and bike crossing.

Between the shared pathway and Monash Road is an open drain which runs the length of Monash Road along the length of the site. There is a pedestrian footbridge between the site and Monash Road but no vehicle access.

## 1.8. Site Constraints

No vehicle access to the site. To the rear of the site there is an established playing pitch which restricts vehicle access from Wallarah Road. A narrow access off Womboin Road west of Lambton High School is constrained by the size of established trees.

Central median on Turton Road restricts site access to left in left out only.

Location of pedestrian signals to site frontage.

Open drain to south of site.

Popular shared pathway on southern side of site.

Lambton High School has a rear boundary along the back northern edge of the site. It has a school zone and bus stops on Young Road and Womboin Road.

A bus stop is located to the north of the site northbound on Turton Road.

Parking is permitted along part of the site frontage on Turton Road.

Turton Road along the site frontage provides for bus parking as part of an Event Management Plan for McDonald Jones Stadium for events of greater than 5000 attendees.

There are power poles and wires along the Turton Road frontage.

Trees along the site frontage.

Flood lighting on the playing fields.

Turton Road (MR00326) in the vicinity of the site carries high traffic volumes (in order of 29,000 two way).

## 1.9. Schedule of Works

Estimated construction start date for construction of the first stage is April 2025.

Stage 2 will be subject to funding.

## 1.10. Permits & Road Occupancy Licenses

Road Occupancy License – Required to provide for the construction access, signage associated with the TGS and changes to parking.

Change to Speed Zone – No change in speed zone anticipated – Subject to review by Contractor once appointed.

Any approvals required for the transport of wide loads or oversized loads shall be gained from National Heavy Vehicle Regulator. As of the 1 June 2020, all heavy vehicle permit applications must be submitted to the NHVR via the NHVR Portal: <https://www.service.nhvr.gov.au/>

## 2. Traffic Management

### 2.1. Traffic Management Objectives

The objectives are traffic management are to:

- Provide construction access from Turton Road
- Ensure through traffic on Turton Road is maintained
- Have minimal impact on traffic
- Maintain safe access for cyclists and pedestrians
- Manage impacts on amenity for local residents and school community
- Maintain safe access for cyclists and pedestrians as well as motorists during the latter stages of the development

### 2.2. Risk Assessment Risk Management

- Access for pedestrians and cyclists along R5 shared pathway – maintain access to this path until public domain works are being undertaken.
- Power poles and wires along site frontage – to be considered by contractor once appointed.
- Parking along Turton Road - to be managed to support construction access.
- Event Management – liaise with VenuesNSW regarding changes necessary as part of the development including the CTMP.
- Location of Lambton High School in close proximity to site – no heavy vehicle movements are anticipated along Young Road or Womboin Road. Should such movements be required manage these to occur outside school zone times.

### 2.3. Existing Traffic Conditions

#### 2.3.1 Existing Road Network and Local Characteristics

The main road through the locality is **Turton Road** which forms part of the regional road network (B63). It provides a major north-south connection between Mayfield and Industrial Drive to the north and Kotara through to the Pacific Highway to the south. In the vicinity of the site, it provides two lanes of travel northbound and three lanes of travel southbound separated by a raised central median. Additional lanes are provided at key intersections to maintain capacity. There is kerbside parking provided within the sealed shoulder on the northbound side of the road with no parking along the southbound lanes. Street lighting is provided to both sides of the road, and it operates under the posted speed limit of 60 km/hr. The majority of the intersections along its length are controlled by traffic signals. It carries a high volume of traffic especially during traditional commuter peaks, reflecting its role and function within the road network.

North of the site Turton Road intersects with **Griffiths Road**, a classified state road (MR 82) which provides an important east-west connection between the centre of Newcastle (via Donald Street) and Wallsend (via Newcastle Road) with links to the M1 Pacific Motorway and M15 Hunter Expressway to the west. In the locality of the subject site, it provides a dual carriageway with two or three lanes of travel east and west, separated by a raised central median. Additional turn lanes are also provided at intersections to maintain capacity.

To the south of the site Turton Road intersects with **Lambton Road**, an arterial road which forms part of the regional road network providing an east-west connection between Lookout Road at New Lambton Heights to the west and through to Tudor Street at Hamilton in the east. It carries high volumes of traffic, forming part of a major connection between the Newcastle CBD and surrounding suburbs including Hamilton, Broadmeadow and

Lambton. Street lighting is provided and there are pedestrian footpaths to both sides. The posted speed limit on Lambton Road is 60 km/hr, with a number of school zone reducing traffic to 40km/hr between 8-9:30am and 2:30-4pm on school days. Kerbside parking is permitted along the majority of its length, controlled with timed parking throughout the working day and further restrictions during traditional school pick up and drop off times.

**Young Road** is a local street providing access to a school (Lambton High School) as well as existing residential development, together with light industrial users. It provides a single lane of travel in both directions with footpaths to both sides. It generally provides a straight alignment and connects with other roads in the locality via simple give way controls. Parking is permitted along Young Road, with 90 degree angle parking on the north side of the road adjacent to the school and parallel parking with controls during the school period.

Turton Road connects with Young Road via a 3-way set of traffic signals which allows for all turning movements and provides for pedestrians on all legs.

**Monash Road** is a local road with a single lane of traffic in each direction. Parking is allowed along both sides of Monash Road with 90 degree parking provided along the north side (site frontage). Monash Road connects with Turton Road at a Give Way controlled T-intersection with a Keep Clear zone on the northbound side of Turton Road allowing for all turning movements. The right turn out of Monash Road in particular is difficult at peak times due to the high through traffic movements. There is a sheltered right turn lane into Monash Road off Turton Road however the high northbound traffic movement during the peak periods can limit turn capacity. Outside the peak times this intersection operates satisfactorily.

**Wallah Road and Womboin Road** are local roads to the west and north of the site. Wallarah Road connects Lambton Road to the south with Young Road to the north. It intersects with Monash Road at a simple T-intersection with Wallarah Road having priority. It in turn connects with Womboin Road at a 4 way Stop-sign controlled intersection. Womboin Road connects with Young Road at a 4 way intersection with Stop signs on all approaches. These roads have frontages to various sports grounds and residential dwellings along the north side of Womboin Road. Parking is permitted along their lengths.

### 2.3.2 Traffic Volumes and Road Operation

Traffic surveys have been completed to determine the current traffic demands at the key intersections along Turton Road to support the traffic modelling undertaken (Bitzios Consulting).

This data shows that during the morning and afternoon peak hours, associated with commuter demands, the traffic flows northbound past the site are 1,390vph and 1,595 vph respectively whilst traffic flows on a Saturday are lower being 1,086vph. Southbound flows are generally higher with Saturday flows still lower than mid-week peak demands. The two way flows however see Saturday flows generally consistent with AM peaks due to the higher demand for southbound traffic on a Saturday

Traffic flows on the local roads are significantly lower, characteristic of their local road function.

### 2.3.4 Pedestrian and Cycling Facilities

There is a wide network of pedestrian paths in the locality, reflecting the high demand for pedestrian movements in the area, in particular for students accessing the schools (Hunter School of Performing Arts and Lambton High School) and the sports facilities. This includes footpaths along both sides of Lambton Road and Turton Road.

There is a signalised mid-block crossing of Turton Road, located along the site frontage to allow for safe and controlled pedestrian and cyclist movements in this location.

The site sits adjacent to the intersection of two main cycling routes (R4 and R5) which connect east and west with a mix of primarily shared paths and low difficulty on road cycle routes.

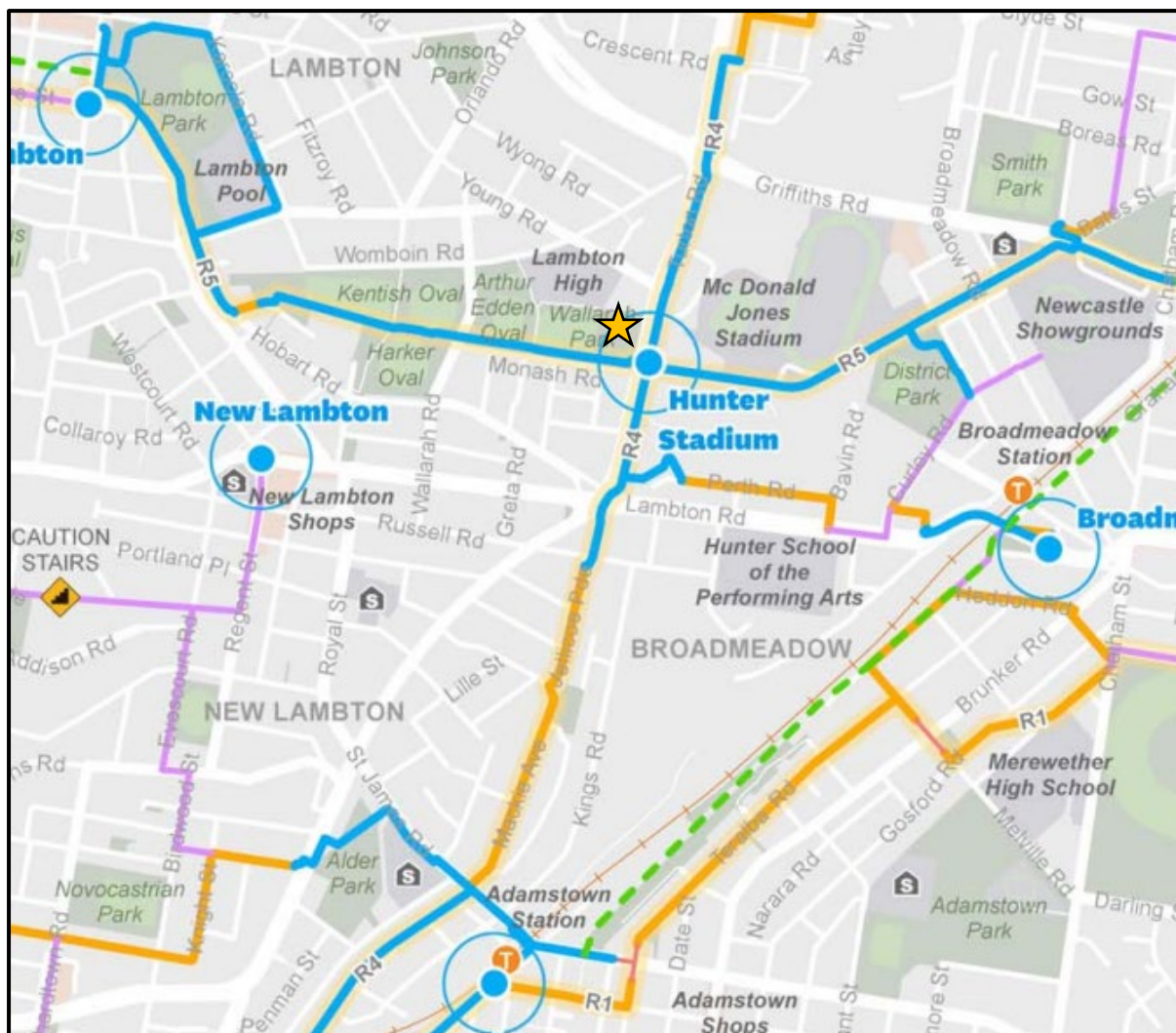


Figure 2.3-1 Kotara South to Mayfield, TAFE and University (Source: CN Cycleways Map) (Site ★ )

### 2.3.5 Bus Routes and Associated Facilities

Bus stops are located on Turton Road to the north of the site and are serviced by:

Route 27 – Wallsend

Route 138 – Lemon Tree Passage (Monday to Friday)

Route 266 – West Wallsend (Monday to Friday)

Southbound stops have shelters and seating. Northbound the stop before Monash Road is signal only however north of the site near Young Road there is a shelter and seating.

On Turton Road service 27 runs daily whilst routes 138 and 266 operate Monday to Friday.

**Northbound Bus Services**

Turton Rd at Monash Rd		
B 27	Wallsend	10:09 AM
B 27	Wallsend	10:55 AM
B 27	Wallsend	11:55 AM
B 27	Wallsend	12:55 PM
B 27	Wallsend	1:55 PM
B 27	Wallsend	2:55 PM
B 27	Wallsend	3:30 PM
B 138	Lemon Tree Passage	3:36 PM
B 266	Seahampton	3:38 PM
B 27	Wallsend	4:10 PM
B 27	Wallsend	4:50 PM
B 27	Wallsend	5:20 PM
B 266	West Wallsend	5:36 PM
B 27	Wallsend	5:54 PM
B 27	Wallsend	6:24 PM
B 27	Wallsend	7:39 PM
B 27	Wallsend	8:34 PM
B 27	Wallsend	9:14 PM
B 27	Wallsend	10:06 PM
B 27	Wallsend	5:50 AM
B 27	Wallsend	6:45 AM
B 27	Wallsend	7:17 AM
B 27	Wallsend	7:55 AM
B 27	Wallsend	8:20 AM
B 27	Wallsend	8:45 AM

**Southbound Bus Services**

Turton Rd opp Young Rd		
B 27	Broadmeadow Station	10:17 AM
B 27	Broadmeadow Station	11:13 AM
B 27	Broadmeadow Station	12:13 PM
B 27	Broadmeadow Station	1:13 PM
B 27	Broadmeadow Station	2:10 PM
B 27	Broadmeadow Station	3:03 PM
B 27	Broadmeadow Station	4:13 PM
B 27	Broadmeadow Station	4:43 PM
B 27	Broadmeadow Station	5:11 PM
B 27	Broadmeadow Station	5:51 PM
B 27	Broadmeadow Station	6:15 PM
B 27	Broadmeadow Station	7:16 PM
B 27	Broadmeadow Station	8:26 PM
B 27	Broadmeadow Station	9:26 PM
B 27	Broadmeadow Station	10:26 PM
B 27	Broadmeadow Station	5:13 AM
B 27	Broadmeadow Station	6:10 AM
B 27	Broadmeadow Station	7:10 AM
B 27	Broadmeadow Station	7:46 AM
B 266	Newcastle Interchange	7:51 AM
B 138	Newcastle Interchange	8:12 AM
B 27	Broadmeadow Station	8:14 AM
B 266	Newcastle Interchange	8:17 AM
B 27	Broadmeadow Station	8:50 AM
B 27	Broadmeadow Station	9:13 AM

Figure 2.3-2 Bus services on Turton Road

**2.4. Traffic Routing**

No requirement for routing/traffic diversions.

Provision for cyclists and pedestrians shall need to be made during the short period when the shared pathway is relocated, and public domain works are undertaken.

## 2.5. Traffic Impacts

The construction access on Turton Road can occur without impacting through traffic demands.

The removal of parking on Turton Road will allow for the left turns into the site.

Exiting vehicles shall have minimal impact on traffic flows as they shall enter traffic allowing for suitable gaps created by the downstream signals.

It is recommended that larger vehicle deliveries are managed to occur outside of the morning peak period when traffic flows are at their highest.

Contractor parking can be contained on site for the majority of the construction period with overflow parking available on Monash Road or within the McDonald Jones Stadium (subject to discussion with VenuesNSW).

Daily worker numbers of 20 on site are less than the 48 arrivals associated with the site operation assessed in the AM traffic modelling and found acceptable. Short periods with higher numbers will typically see arrivals early in the day, before the local AM road peak (8AM-9AM), when traffic flows are lower with additional capacity.

Latter stages of construction shall need to allow for the operation of the site including high demands for entering traffic after school and the separation of construction traffic and on site pedestrian and cycling demands.

## 2.6. Propose Speed Zone/s during works (Day & Night)

No change in speed zone anticipated – Subject to review by Contractor once appointed.

## 2.7. Night Works or Works out of Hours

The working hours shall be per the consent conditions for the project but are expected to provide:

7.00am to 6.00pm Monday to Friday and 8.00am to 1pm Saturday.

No work and no deliveries are to take place on Sundays and public holidays.

No night works are anticipated for this except as allowed under WHS.

Work may be undertaken outside nominated hours where the following occurs:

- The delivery of fill or material may occur outside these hours if required by the Police or other authorities.
- Council providing permission for working out of hours;
- It is required in an emergency to avoid loss of life, damage to property and / or to prevent environmental harm;
- Residents likely to be affected by the works are notified of the timing and duration of these works at least 48 hours prior to the commencement of the works.

Works to construct the permanent access and tie into Turton Road may require night work to minimise impacts on Turton Road. This will be subject to a separate TGS.

## 3. Traffic Assessment

### 3.1. Methodology

To be advised once the contactor has been appointed.

Early works shall require site preparation and the installation of a temporary access to Turton Road to allow for construction vehicles to access the site. This shall allow for left in left out vehicle movements only.

It is anticipated that this access will be located north of the pedestrian crossing in a location similar to the eventual site access.

Parking on Turton Road shall be removed to allow the parking lane to provide for vehicle deceleration approaching the site.

Works on site will be contained to allow for the ongoing use of the shared pathway on the southern side of the site and shall not impact the operation of the signalised pedestrian/cyclist crossing nor of the northbound bus stop north of the site.

Preliminary earthworks may require excavator plant to be on site, with these machines delivered at the commencement of the project and removed once any earthwork are complete. Upon completion of the earthwork, the remaining works will then commence.

A site office and compound will be established on site for the duration of the works.

At the commencement of the work, some staff vehicles will be able to park within the site however during the construction of the latter stage off-site parking may be required.

During the latter stages of the development consideration shall need to be given to high inbound traffic in the afternoon. Peak construction activities eg concrete pours typically occur during the morning and so are not likely to impact this after school peak period.

### 3.2. Timing

Estimated construction start date for construction of the first stage is April 2025.

### 3.3. Construction staff numbers

Staff demands for the project work are estimated as being 20 on site. The staffing levels for the construction work will have a peak of 100, however there will be a ramping up of staff and this level will only be met during peak periods eg concrete pours or at times during the later stages of the fit out.

### 3.4. Construction Access and Works Vehicle Movements

Access during the construction shall be provided via a temporary access provided on Turton Road. This design and location of this will be determined by the Principal Contractor and subject to consultation with the road authority.

Its location is anticipated to be similar to the site access and shall be north of the signalised pedestrian crossing on Turton Road.

As shown below in Figure 3-1 all heavy vehicles shall approach from the south along Turton Road, a State road, and exit to the north due to the central median opposite the site. Turton Road and the surrounding road network are State and regional roads, allowing for the movement of goods and services throughout the area.

Exiting vehicles will turn left out of the site and continue north to the intersection of Turton Road and Griffiths Road where heavy vehicles can use the broader road network to continue their return route.

All vehicles will enter and exit the site in a forward direction.

Larger vehicles may require part of the second running lane to enter or exit the site, dependent upon the design of the temporary access and so should be limited to deliveries outside the local road peak (8.00AM-9.00AM and 4.30PM-6.00PM).

Once the construction methodology is determined for the latter stages consideration shall be given to the separation on site of construction traffic and the management of parking within the site. Peak parking associated with the site occurs of an afternoon and so is unlikely to coincide with peak construction activities.

Should internal pedestrian or vehicle detours be needed these are to be laid out and managed in accordance with TCAWS.

### 3.5. Construction Parking

Construction parking can be generally contained on site. During periods of peak demand overflow parking is available on Monash Road or within the McDonald Jones Stadium (subject to consultation with Venue Management).

Parking on Monash Road is to be restricted to the angle parking on the north side only and not along residential frontages.

### 3.6. Public Transport

No changes anticipated to public transport facilities or movements.

Parking along the site frontage will be impacted by both the construction and development.

### 3.7. Pedestrians & Cyclists

There shall be no impact to pedestrians and cyclists during the majority of the works. Access to the existing shared path and footpath shall be maintained with the construction site being inboard of the pathway.

The shared pathway will however be impacted for a short period during the tie in of the public domain and site works in the south eastern corner of the site. During this period suitable traffic management and detours will be implemented.

### 3.8. Commercial Business including McDonald Jones Stadium

No commercial businesses are expected to be impacted upon by this project.

The proponent will liaise with Venues NSW regarding the removal of parking along the site frontage.

Some end of day construction activities may overlap events at the stadium, particularly a Thursday or Friday football game in winter and some early Saturday games. The Principal Contractor will liaise with the venue management regarding scheduled fixtures and upcoming events.

### 3.9. Emergency Services

The project has no impact on emergency services.

It is noted that the Lambton Fire Station is on Young Road however this project will not impact access for this service.

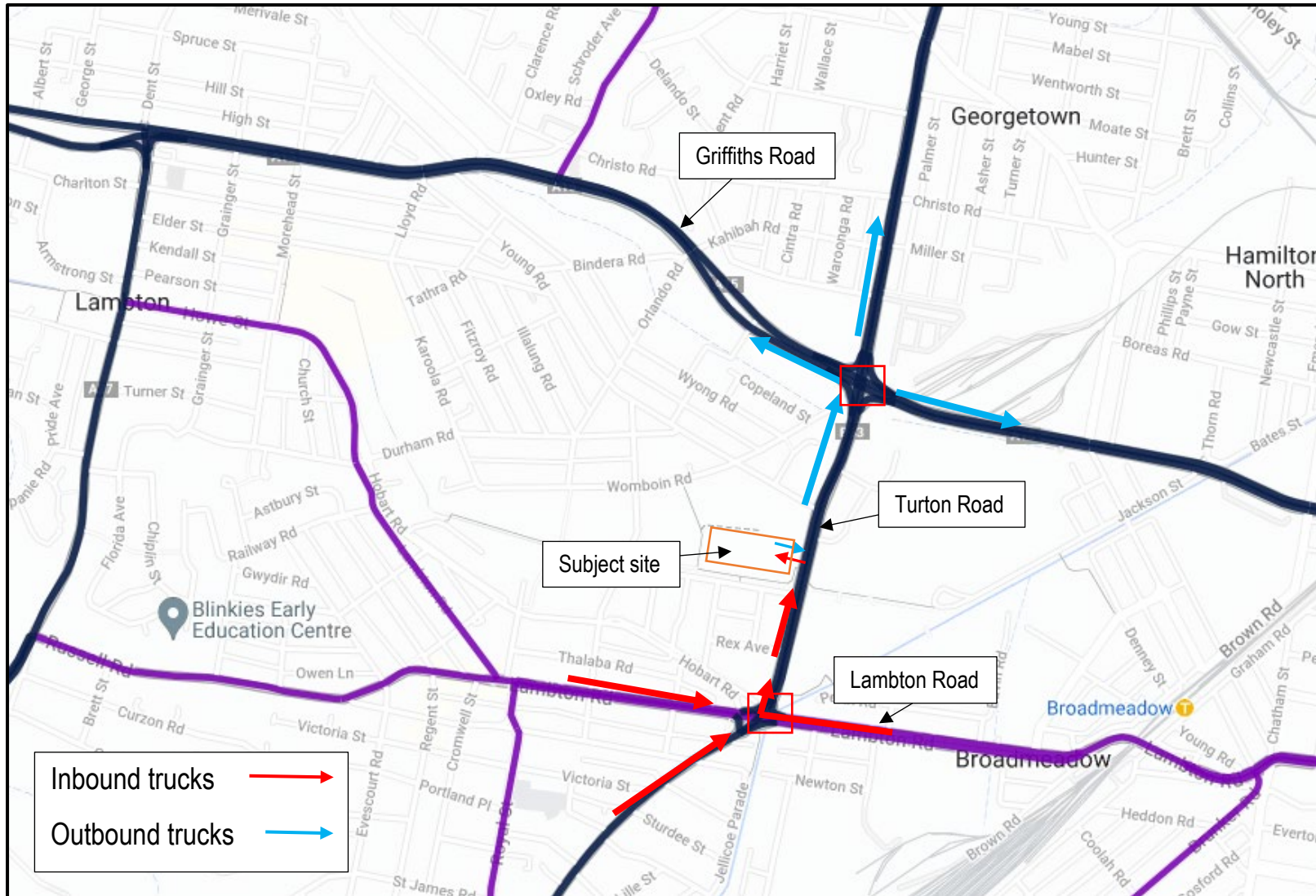


Figure 3-1 Overview of heavy vehicle movements associated with construction works.

### 3.10. Local Residents

Due to the nature of the works, consultation with the residents in the locality will be undertaken via a letter drop to properties on Monash Road, Womboin Road and Young Road as well as Lambton High School of any specific intense construction activities e.g. concrete pours.

Contractors parking on Monash Road shall be directed to use the 90 degree angle parking only on the north side of the road to reduce the impact on residents in this location. Parking is to be in accordance with signage.

### 3.11. Other Developments

There will be minimal impact upon development within the locality of the site.

### 3.12. Impact on Adjoining Council Areas

There will be minimal impact upon adjoining Council areas. Traffic routes in and out of the locality will be along the arterial road network which will experience minimal impacts due to the works.

#### 4. Incident Procedures

In the case of a traffic incident the emergency services will be contacted as appropriate.

Traffic management will be implemented to direct traffic around the incident until it is resolved.

In the case of an incident on site, emergency services will be notified and given priority access to the site as required.

#### 5. Environmental Conditions

The environmental conditions shall be covered in the project environmental management plan to be prepared for the project.

Noise will be considered in the approved working times.

All loose materials being removed from the site shall be covered to minimise dust with vehicles exiting the site to have clean wheels to ensure that soil and other waste tracked onto the public roads is minimised.

#### 6. Review Process

The TMP and relevant TGSs will be monitored regularly to ensure their effectiveness and applicability and updated accordingly.

TGSs shall be reviewed in conjunction with the Stadium Event Management Plans if applicable.

#### 7. Compliance Documentation

Refer to Legislative and Jurisdiction compliance requirements, company policy & procedure documentation

#### 8. Stakeholder Representatives

Name	Organisation	Signature	Date

## 9. Traffic Guidance Scheme – PRELIMINARY ONLY

### 9.1. General

This TGS has been prepared to meet the requirements of the TfNSW Traffic Control at Work Sites Manual Ver 6.1.

It is preliminary only as there is no contractor appointed nor methodology confirmed.

The plan covers the anticipated access requirements to the site and allows for the safe passage of vehicles in and out of the subject site during the construction works. It does not allow specifically for works within the road corridor such as the construction of the temporary construction access nor the permanent site access which would be the subject of a WAD and separate traffic management.

Similarly public domain works and shared pathway relocation will be the subject of a site specific TGS.

At all times the Traffic Control at Work Sites guidelines must be adhered to. Please refer to the relevant guidelines for traffic control matters not listed in this report.

ISSUE	CONTROL
Temporary construction access required – left in left out only	Provide suitable warning signage.  Remove parking on approach to allow for deceleration of vehicles into site  Locate access taking into consideration poles and wires along site frontage  Locate access past the pedestrian crossing to maintain visibility  Drivers Code of Conduct  Site induction/tool box talk
Large deliveries - if access is required in part from second travel lane.	Review the temporary access design to test the available swept path from the left hand parking/deceleration lane to determine access limitations.  Turning left from the second lane is a legally permitted movement however to reduce the risk of collision during busy road times, if the access cannot provide for the movement of larger vehicles then such deliveries should be undertaken outside the local road peak.  Scheduling deliveries  Drivers Code of Conduct  Site induction/tool box talk

	One off activities such as early works set up (crane), pile driving etc will be subject to separate traffic management plan and controls.
High demand for cyclists and pedestrians along the shared pathway south of the site.	<p>Maintain access to this pathway throughout the extent of the works until when the public domain and relocation of the path necessitate short term closer.</p> <p>Ensure a specific TGS is installed allowing for the management and detour of pedestrians and cyclists whilst the tie-in works are being undertaken. This should be reviewed once in place to ensure it is effective.</p>
Operation of site along with later stages of construction	<p>Manage peak periods of construction to avoid cumulative impacts after 4pm.</p> <p>Maintain pedestrian and cyclist access at all times with suitable detours per TCAWS if necessary.</p>

## 9.2. Traffic Control – Signage and Line Marking

No traffic control is required

The TGS provides indicative signage (subject to location of access).

All signs shall be permanently mounted and shall be covered outside working hours. The signs shall be uncovered at the beginning of the working day before any trucks access the site.

The parking signs shall remain covered or be removed throughout the works.

A copy of the TGS must be on site at all times during the works.

Maintain pedestrian access along site frontage. Provide signage to indicate footpath for exiting vehicles.

## 9.3. Daily Checklist

In accordance with the Roads and Traffic Authority of New South Wales 'Traffic Control at Worksites' guidelines, the site foreman / manager should complete a daily traffic control checklist and this checklist should be filed for future reference.

#### 9.4. Contractors Contact Details

Project Manager: TBA

Mobile:

E-mail

#### 9.5. TGS Approval

Where required the Final TGS will be submitted to the road authority for review and approval.

Details for lodging the Final TGS and the Construction Traffic Management Plan are:

City of Newcastle Council:

Council Administration  
12 Stewart Avenue (PO Box 489)  
Newcastle NSW 2300

Transport for NSW:

Regional Office	Email Address	Phone Number
Hunter	<a href="mailto:rol.hunter@rms.nsw.gov.au">rol.hunter@rms.nsw.gov.au</a>	02 8874 6806

Greater Sydney Network Access Coordination  
(02) 8396 1513  
[tmc\\_piu@transport.nsw.gov.au](mailto:tmc_piu@transport.nsw.gov.au)

This construction traffic management plan has been prepared and reviewed by suitable qualified professionals by in accordance with Traffic Control at Works Sites Manual Ver 6.1.



Cathy Thomas

Director

Prepare a Work Zone Traffic Management Plan 6715071-4856311



Lachlan Thomas

Prepare a Work Zone Traffic Management Plan 0051715655

Appendix A. Traffic Guidance Scheme – Indicative only, Site Access subject to confirmation



## Appendix B. Preliminary Drivers Code of Conduct (Subject to review by Appointed Contractor)

### PRINCIPAL CONTRACTORS DETAILS TO BE COMPLETED

This Drivers Code of Conduct has been established to minimise the impact of our construction on the environment and the local community whilst providing our customers with a high quality, reliable and safe service.

All persons traveling to and from the construction site at Turton Road, New Lambton must adhere to the rules detailed in this document.

Please ensure all persons attending the construction site read, understand and sign this document and return it to the Principal Contractor's representative.

Times	<p>Daily operations and maintenance by site staff would be undertaken during standard working hours:</p> <ul style="list-style-type: none"> <li>• Monday to Friday: 7am to 5pm</li> <li>• Saturday 8am – 1pm</li> <li>• Sunday and Public holidays: No work</li> </ul> <p>During normal operations, all vehicle movements shall be undertaken during the standard operating hours (or just before to allow workers to get to site). There may be a requirement for vehicles to access the site after hours during an emergency however these would be infrequent.</p>
Access	<p>ALL heavy vehicles must adhere to the designated heavy vehicle routes as far as practical with arrival to the site restricted to a southern approach from Turton Road.</p> <p>No heavy vehicle access is to approach the site using Monarch Road.</p> <p>No heavy vehicles are to depart the site via Young Road.</p>
Illegal and Unsafe Truck Parking	<p>No truck parking is available within the local roads.</p> <p>All trucks must enter and stand within the subject site or as advised.</p>
Heavy Vehicle Compression Braking	<p>Compression braking by heavy vehicles is a source of irritation to the community. Brakes must be applied so as not to create excessive noise that could disturb residents along routes approaching the site.</p> <p>Compression braking approaching the site should only be used if required for safety reasons.</p>
Load Covering and Restraint (as per NHVL and CoR Regulations)	<p>All trucks arriving to or departing the site are required to have an effective cover over their load for the duration of the trip.</p> <p>Drivers must ensure that following loading or unloading that all gates and tailgates are secured and locked before leaving the site.</p> <p>Drivers are to ensure that their loads are secured as per the NTC Load Restraint Guide 2018 and that checks are completed on restraint equipment such as tailgates, chains, straps, ratchet dogs, tarps etc on a regular basis to ensure they are functioning correctly.</p>

	<p>Drivers must exit their vehicle to inspect the above every time they are loaded, prior to arrival at the site and following unloading at the site, prior to departure. The security of your load, your life and the life of others relies upon proper load restraint practices.</p>
Mass and Dimension (as per NHVL and CoR Regulations)	<p>Drivers should be aware that:</p> <ul style="list-style-type: none"> <li>• Adhering to legal axle and gross weight limits are their responsibility</li> <li>• Trucks accessing the site must adhere to any weight and dimension limit/restrictions that apply along the approach routes. These include those load limits applicable to roads and bridges that must be complied with.</li> </ul>
Fatigue and License Requirements (as per NHVL and CoR Regulations)	<p>All drivers should be aware that:</p> <ul style="list-style-type: none"> <li>• a person must not drive a heavy vehicle on a road while impaired by fatigue</li> <li>• managing driver fatigue is a shared responsibility by all parties in the chain</li> <li>• parties must take all reasonable steps to ensure a person does not drive the heavy vehicle on a road while impaired by fatigue.</li> </ul> <p>Drivers shall not be permitted to operate a vehicle or plant equipment when impaired by fatigue. If you suspect that you or someone else is experiencing fatigue, please inform your supervisor.</p> <p>Operators of heavy vehicles shall be aware of the requirements relating to fatigue as outlined in the Heavy Vehicle National Law. Drivers shall also be aware of their adopted fatigue management scheme (shown below) and ensure that they are operating within its requirements.</p> <ol style="list-style-type: none"> <li>Standard Hours of Operation</li> <li>Basic Fatigue Management (BFM)</li> <li>Advanced Fatigue Management (AFM)</li> </ol> <p>All drivers accessing the site must be registered and hold a valid driver's licence for the class of vehicle being operated</p>
Vehicle Speeds	<p>Drivers shall observe the posted speed limit along the designated transport route and adjust their vehicle speed as required to suit the road environment and prevailing weather conditions. Vehicle speeds must be appropriate to ensure the safe movements of the vehicle with consideration to the vehicle configuration and to comply with Australian Road Rules.</p>
Signs	<p>Comply with the directions of authorised personnel when operating within the site and obey any relevant signage installed along the approaching roads.</p>
Personal Protective Equipment (PPE)	<p>The mandatory Protective Clothing requirement on this site is:</p> <ul style="list-style-type: none"> <li>• Hard hats,</li> <li>• steel caps,</li> <li>• high visibility clothing</li> <li>• Must carry gloves &amp; safety glasses</li> </ul>
No Access	<p>Trucks and light vehicles must:</p> <ul style="list-style-type: none"> <li>• Be in road worthy condition</li> <li>• Heavy vehicles to have a working UHF Radio, UHF Channel utilised for this site is <b>XXXX</b></li> </ul>

	<p>No inappropriate or offensive language is ever to be broadcasted on the UHF</p> <ul style="list-style-type: none"> <li>• Be operated in a safe and appropriate manner whilst travelling to / from the site or when operating within the site. This includes obeying all New South Wales state road rules.</li> <li>• Must always wear a seatbelt when operating any vehicle.</li> </ul> <p>All vehicles must enter and exit the site in a forward direction. Vehicles are to in a clean condition upon exiting the site to prevent dirt being tracked onto the public road network.</p>						
Mobile Phone Usage	<p>A mobile phone is not to be used while operating any vehicle.</p> <p>The use of a mobile phone while operating machinery or undertaking site activities is <b>STRICTLY PROHIBITED</b>. Driving, operating or undertaking high risk activities must be temporarily stopped to take a call.</p> <p>When a call or text message is received while driving and a hands-free kit is not available or the hands free kit is not voice activated, the driver <b>MUST</b> pull to the side of the road when safe to do so prior to taking the call or checking the message.</p> <p>Where a conversation is complex, technical or requires notes to be taken is mandatory to pullover when safe to do so to continue the conversation.</p> <p>Any person contravening this Policy will be subject to the Company's disciplinary procedure which may include termination of Employment/Contractor contract.</p>						
Alcohol and Drug Policy	<p>All persons are to be in a "fit for work" state. This means must not be affected by alcohol or other drugs, (including prescription medication if inhibiting ability to operate plant and equipment safely) whilst at work.</p> <p>It is prohibited for any person to possess, use, sell or work under the influence of Alcohol or other Drugs.</p>						
Contacts	<table> <tr> <td>TfNSW Transport Management Centre</td> <td>131 700</td> </tr> <tr> <td>Site Supervisor</td> <td>_____</td> </tr> <tr> <td>Emergency</td> <td>000</td> </tr> </table>	TfNSW Transport Management Centre	131 700	Site Supervisor	_____	Emergency	000
TfNSW Transport Management Centre	131 700						
Site Supervisor	_____						
Emergency	000						

### Transport Route

All vehicle access to the site is left in left out only with all heavy vehicles to approach northbound on Turton Road.

All heavy vehicle egress is north along Turton Road to the intersection with Griffiths Road. No heavy vehicles are to use Young Road to connect with Griffiths Road.

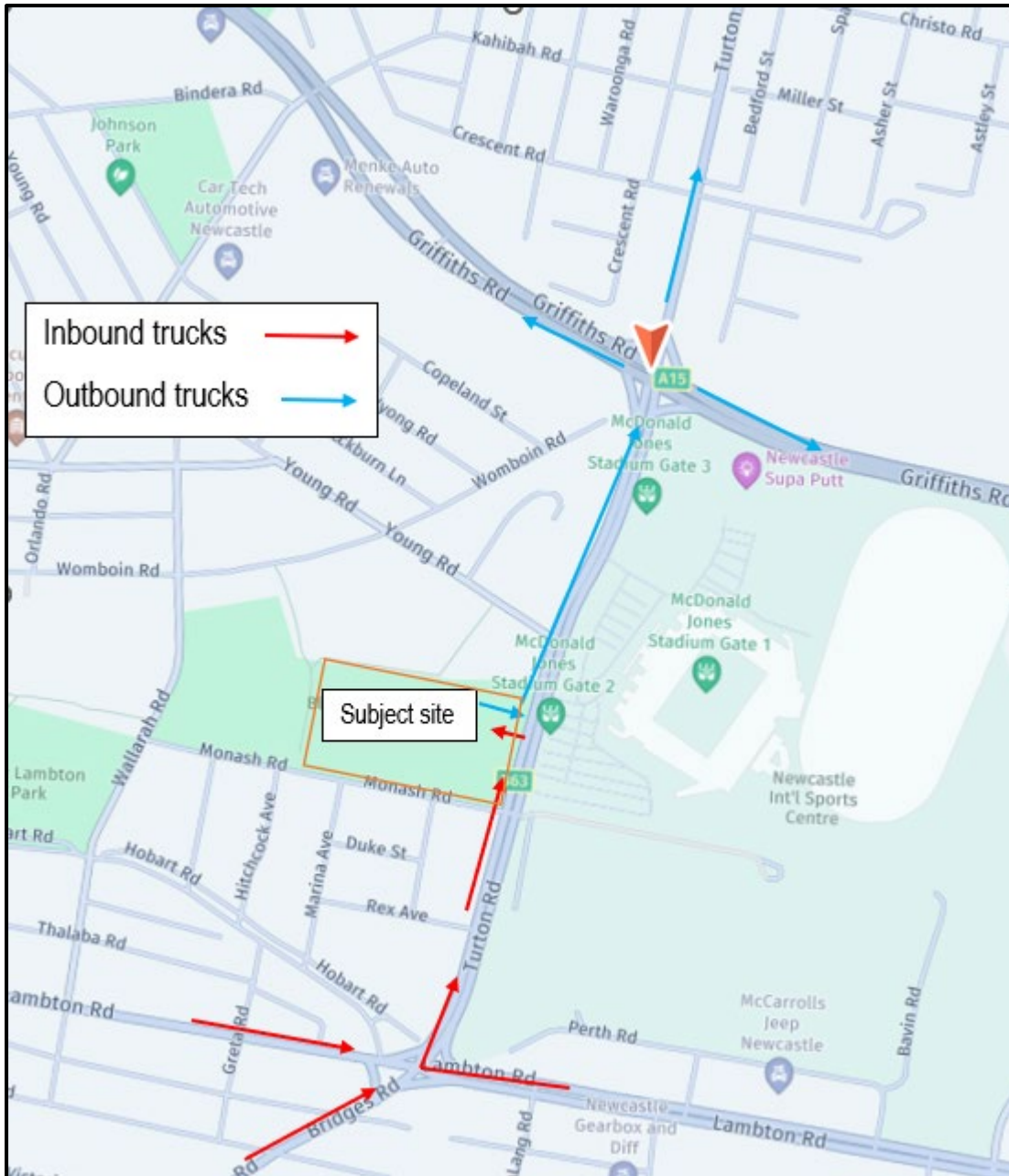


Figure 9-1 – Transport access to/from the site using main roads and signalised intersections where practical

**Driver Declaration**

I, the undersigned, hereby agree to abide by this Driver Code of Conduct for the transport of equipment, product or personnel to / from the Turton Road construction site at New Lambton. I have read and understand the requirements outlined in the attached document and will, to the best of my ability, comply and assist with their implementation, requirements or ongoing administration.

*The subject document to which this declaration relates is included as part of this overall document and signing of this declaration confirms that the signee has read and understood their requirements as outlined throughout.*

**Driver Details**

Full Name	
Organisation	
Signature	
Date	

**Representative of:**

Full Name	
Signature	
Date	

Disciplinary action will be taken against drivers who do not adhere to this Code of Conduct.