



30 March 2026
Ref 25325

Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Sir/Madam,

SSD-89869959
PROPOSED MIXED USE DEVELOPMENT
BOWLINE – 10 DANGAR STREET, WICKHAM
CONSTRUCTION TRAFFIC MANAGEMENT PLAN



Introduction

Council previously approved a Construction Traffic Management Plan (CTMP) for the abovementioned mixed use development (prepared by *TTPA*, dated December 2021 – Issue B).

The previously approved CTMP reviewed the traffic, pedestrian and parking arrangements to be implemented during demolition, excavation and construction of the abovementioned mixed use development on the site, as required by **DA consent condition No. 41** for DA2018/01197 and amending DA2022/00448.

This CTMP has been prepared to address part of Requirement 9 set out in the SEARs, which reads:

“If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.”

In this regard, it is noted that the previously approved development has completed its excavation works and has since stopped construction works on site since March 2024.

The southern side of Dangar Street as well as the eastern side of Charles Street (along the site frontage/s) were approved to be occupied by a secured compound along the Council verge/roadway area. These secured compound area/s were approved for use as site office/amenities area & a drive-thru loading/unloading area associated with the construction, respectively, and would remain until the completion of the construction programme.

The only change to the previously approved CTMP as a result of the uplift will result in an increase in the construction timeframe of approximately 18 months for the additional levels across the new building.

All other details *approved* in the previously approved CTMP, including, but not limited to, truck sizes and types, number of truck movements, secured site fencing and compound area/s and traffic control arrangements remain generally *unchanged*.

All correspondence on this matter must be addressed to The Applicant’s representative:

Matthew Choi
Urban Property Group
Suite 110, Level 1
180-186 Burwood Road
BURWOOD NSW 2134
P: 02 9744 3333
E: m.choi@urbanpropertygroup.com.au

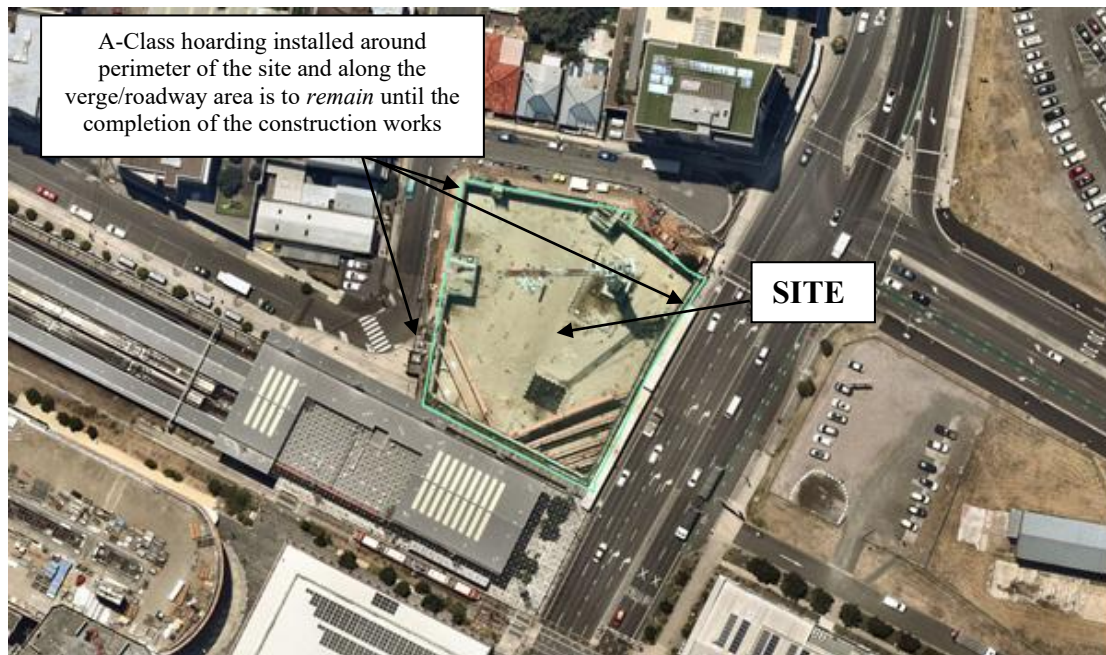
It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction Traffic Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

Site

The subject site is located on the southeastern corner of the Dangar Street and Charles Street intersection, extending through to Hannell Street at the rear of the site, and is bounded by the Newcastle Interchange to the south of the site.

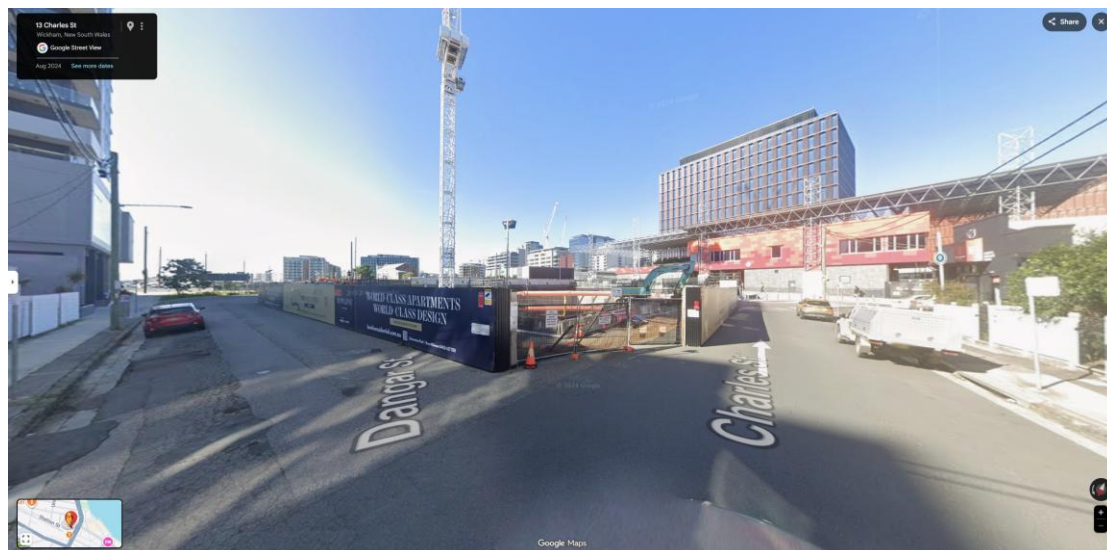
The site is irregular in shape and has street frontages of approximately 61m to Dangar Street, 52m to Charles Street, and 55m to Hannell Street, and occupies an area of approximately 2,904m² (Figures 1 and 2).

The site is currently *vacant* of structure, with the buildings demolished and excavation completed as part of the previous approvals on the site, as can be seen in the recent aerial image of the site and its surroundings reproduced below.



Source: Nearmap (Dated Wed Dec 3, 2025)

A *Streetview* image at the Charles Street and Dangar Street intersection is also reproduced below, indicating the secure compound area *approved* as part of the original CTMP has been installed and remains in place to the perimeter of the site, including within the Charles Street and Dangar Street road carriageway area.



Site viewed along the Charles Street and Dangar Street intersection, facing the subject site

Existing Road Network

Charles Street has a typical pavement width of approximately 9.8m wide, with two-way traffic flows. South of the Dangar Street intersection, Charles Street is restricted to a one-way southbound traffic flow *only*. Unrestricted kerbside parking is generally permitted along both sides of Charles Street, including along the site frontage.

Notwithstanding, as mentioned in the foregoing, a secured compound area has been installed along the eastern side of the roadway, extending along the entire site frontage to allow loading/unloading throughout the construction of the development site.

Dangar Street has a typical pavement width of approximately 8.5m wide, with two-way traffic flows permitted and terminates outside the eastern end of the site. Kerbside parking is prohibited in the vicinity of the cul-de-sac turning head area.

A secured compound area is also located along the southern side of the roadway, extending along the entire site frontage.

Proposed Development

As mentioned in the foregoing, development consent as well as an *approved* Construction Traffic Management Plan has been issued for the development site, with the excavation completed and construction works stopped on site since March 2024.

The proposed development involves the construction of a new 43-storey mixed-use development, comprising a ground floor retail and a hotel & residential (including co-living units) component on the levels above. Off-street parking is proposed in a new three-level basement parking area, with vehicular access provided via a new entry/exit driveway located off the Dangar Street site frontage.

Whilst it is noted that there will be an uplift for the development site, the proposed additional levels will not result in any substantial changes to the previously approved CTMP for the site, noting there will not be any additional basement levels.

All details within the previously *approved* CTMP, including, but not limited to, truck types/sizes and routes, construction methodology and traffic control plans remain generally *unchanged*.

The *only* change as a result of the uplift will be an increase in the construction timeframe of approximately 18 months.

A copy of the *previously approved* CTMP (approved by Council) has been reproduced in **Appendix A**.

Furthermore, it is worth noting that there will *not* be any additional basement parking levels, with the future off-street parking to be provided in the three-level basement parking area which has already been excavated/completed as part of the previous approvals on the site.

Construction Schedule

The remaining construction activities are expected to be undertaken over a duration of approximately 43 months as set out below.

CONSTRUCTION PROGRAM – APPROXIMATE DURATIONS		
Stage	Work	Duration
1	Demolition & Site Establishment (Complete)	4 weeks
2	Excavation (Complete)	11 months
3	Construction of Basement Levels	5 months*
4	Construction of Tower Building	23 months*
5	Internal Fit-Out & External Finishes	15 months*

* Overall duration of works *increased* by 18 months when compared to approved CTMP

Demolition, excavation, construction work and deliveries of building material and equipment will not take place outside the hours of 7:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm on Saturday, in accordance with the Construction Noise Guidelines set out by the *NSW Environmental Protection Authority*. No work and no deliveries are to take place on Sundays or Public Holidays.

Where it is necessary for works to occur outside of the above hours, approval for an “outside of hours works permit” will be obtained by Council prior to the activity commencing.

Loading & Unloading Activities

Given the future basement/building footprint will largely be built-to-boundary, it will be impossible for trucks to load/unload within the site.

As such, consistent with the previously *approved* CTMP, all construction vehicles will be loaded/unloaded within the works compound and loading/unloading area which has been installed along the Charles Street site frontage, as detailed on the Traffic Control Plan.

Deliveries will typically arrive on small and medium rigid trucks with the occasional 12.5m long rigid truck, as illustrated on the attached *swept turning path diagrams*.

The previously approved/proposed *drive-thru* loading/unloading arrangement will allow safe loading/unloading of trucks, noting the development site is in proximity to the pedestrian crossing outside the Newcastle Interchange, just south of the site.

It is pertinent to note that the proposed arrangements would also allow the local traffic movements along Charles Street to be maintained *unobstructed* at all times.

In this regard, where it is proposed to occupy or carry out works on public roads or Council controlled lands, the person acting on this consent shall obtain all applicable Permits from Council in accordance with Section 68 (Approvals) of the *Local Government Act 1993* and/or Section 138 of the *Roads Act 1993*.

SafeWork (formerly RMS)-accredited traffic controllers will be present at all times during truck movements to assist with truck manoeuvring and pedestrian safety.

The tower crane that has been installed will allow the transfer of materials onto site. B-Class hoarding will be installed above the footpath area along the Hannell site frontage which will allow the footpath to remain open to pedestrians.

All materials are to be stored on site. At no time are materials to be stored on Charles Street, Dangar Street or any other road or Council property. The site manager will ensure that multiple deliveries do not occur at the same time, unless they can all be accommodated on site and/or within the secured compound area along Charles Street.

Hoarding & Site Amenities

In order to continue protecting the public and prohibit unauthorised entry, A-Class hoarding which has been installed along the perimeter of the site and the secured compound area/s will remain in place until the completion of the construction works.

As the building progresses, B-Class overhead hoarding will be installed above the footpath area along the Hannell Street site frontage, allowing the footpath area to remain open to pedestrians.

Amenities and site sheds will be placed along the southern side of the Dangar Street site frontage, within the previously approved secured compound area.

Sediment Control

All practicable measures must be taken to ensure that vehicles leaving the site do not deposit mud or debris on the road. All equipment, including truck wheels, shall be washed before exiting the site using manual or automated sprayers and drive-through washing bays.

Any mud or debris deposited on the road must be cleaned up immediately in a manner that does not pollute waters (i.e. by sweeping or vacuuming).

Where dust nuisance is likely to occur, suitable screens and/or barricades shall be erected during the demolition, excavation and building works. If necessary, water sprays shall be used on the site to reduce the emission of dust.

In this regard, screening shall consist of *minimum* 2m in height of shade cloth or similar material secured to a chain wire fence.

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents will be updated on a regular basis and at key construction stages with respect to the construction process, particularly in relation to construction vehicles movements, and be provided with a phone number to contact the site manager.

Construction Truck Routes

All heavy vehicles involved in the remaining construction of the proposed development would approach and depart the site via Charles Street, which remains generally consistent with the previously *approved* route map on Figure 3.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods.

Truck Movements

The proposed development is expected to generate the following truck movements for the remaining construction activities on the site:

1. Large Concrete Pours - there are approximately 46 major concrete pours and a similar number of minor pours. Major pours would take approximately 8 hours to pour with 6 trucks per hour or 40 to 50 truck movements per day. Smaller pours would have a similar amount of truck movements per hour however the duration would be a lot shorter say 3 to 4 hours maximum.
2. General Deliveries - these would occur intermittently throughout the project with the major deliveries being reinforcing steel, plasterboard and bricks. The remainder would generally comprise smaller truck deliveries.

Traffic Control Plan

A Traffic Control Plan has been prepared to facilitate the remaining construction activities on the subject site.

In this regard, it is noted that the Traffic Control Plan remains consistent with the previously approved plan, with *no changes* proposed to the plan.

The plan illustrates the traffic arrangements to be implemented when trucks are entering and exiting the secured compound loading/unloading area which has been installed on the eastern side of the Charles Street site frontage. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controllers ahead
- warning signs (T8-3) & (T8-4) alerting pedestrians of minor diversions, installed to the perimeter of the secured compound area
- a pedestrian footpath area is to be maintained along the southern side of the property boundary, allowing pedestrian connection between Hannell Street and Charles Street
- a drive-thru loading/unloading area within the Charles Street Council verge area which is detailed above
- all traffic control measures, including signs and traffic cones are to be removed at the end of each working day (except where related to pedestrians)
- trucks are to enter the kerbside loading/unloading area from the north along Charles Street and depart to the west onto Station Street
- traffic controllers situated at opposite ends of the loading/unloading area in Charles Street who will encourage southbound drivers to slow down as they drive past potential construction vehicles and to also monitor pedestrian activity

The Traffic Control Plans have been prepared generally in accordance with *TfNSW Traffic Control at Work Sites – Technical Manual, Issue No. 6.1, 2022* and the Standards Australia publication *AS1742.3:2019 Traffic Control Devices for Work Sites on Road*.

Tradesmen/Contractor Parking & Public Transport

The site manager will ensure that there is adequate on-site parking available for employee, tradesperson and construction vehicles, where practical. Parking shall be provided in the basement car parking area as soon as is practicable.

In this regard, the site is located directly adjoining Newcastle Interchange Station, which is serviced by the *CCN Central Coast & Newcastle Line* operating between Newcastle Interchange and Central via Strathfield or Gordon, as well as the *Hunter Line* operating between Scone or Dungog and Newcastle Interchange. Trains typically operate out of Newcastle Interchange Station every 10-50 minutes throughout the day.

Newcastle Interchange Station also services the Newcastle Light Rail, operating between Newcastle Interchange to Newcastle Beach. The light rail service has high-frequency ‘turn-up-and-go’ services 7 days per week, departing approximately every 7-8 minutes in peak periods, and every 15 minutes at all other times.

In addition to the rail services, a major bus interchange is also available outside of Newcastle Interchange Station servicing an extensive range of bus routes, including the 11, 12, 13, 22, 23, 24, 26, 28, 47, 130, 131, 138, 140, 160, 266 and 10X bus services which operate on the Hunter Bus Network, and the 150, 151, 152 bus services which operate on the Newcastle and Hunter Network.

Permits

All activities and works external to the site, or that affect public roads, are to be carried out in accordance with Council's Policies including but not limited to the Works on Council's Road Reserve Assets Policy, Rubbish Skips Policy, Work Zone Policy and Temporary Road Closure (Including Stand Plant) Policy.

All necessary permits such as hoarding, on-street mobile plant, roadway/footpath/nature strip occupation, work zones etc. will require separate approval from Council and/or the Transport Management Centre.

A road-opening permit shall be obtained for all works carried out on public or Council controlled lands. Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover.

Site Inductions

The requirements of this Construction Traffic Management Plan must be followed by the demolition, excavation and construction contractors, builders, owner and any subcontractors.

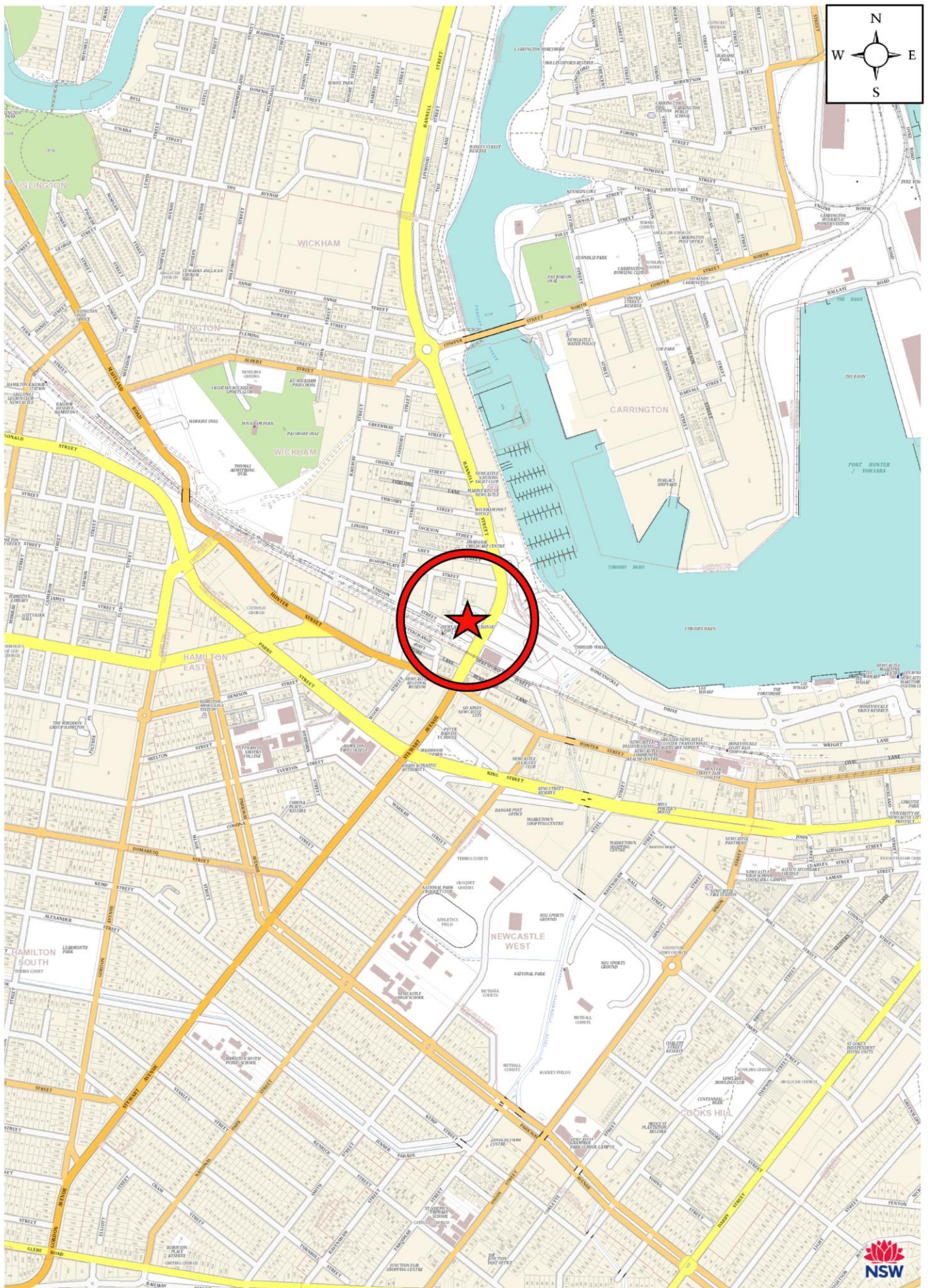
The site manager will ensure that site inductions occur on a regular basis or as deemed necessary to ensure all new employees are aware of the construction management obligations.

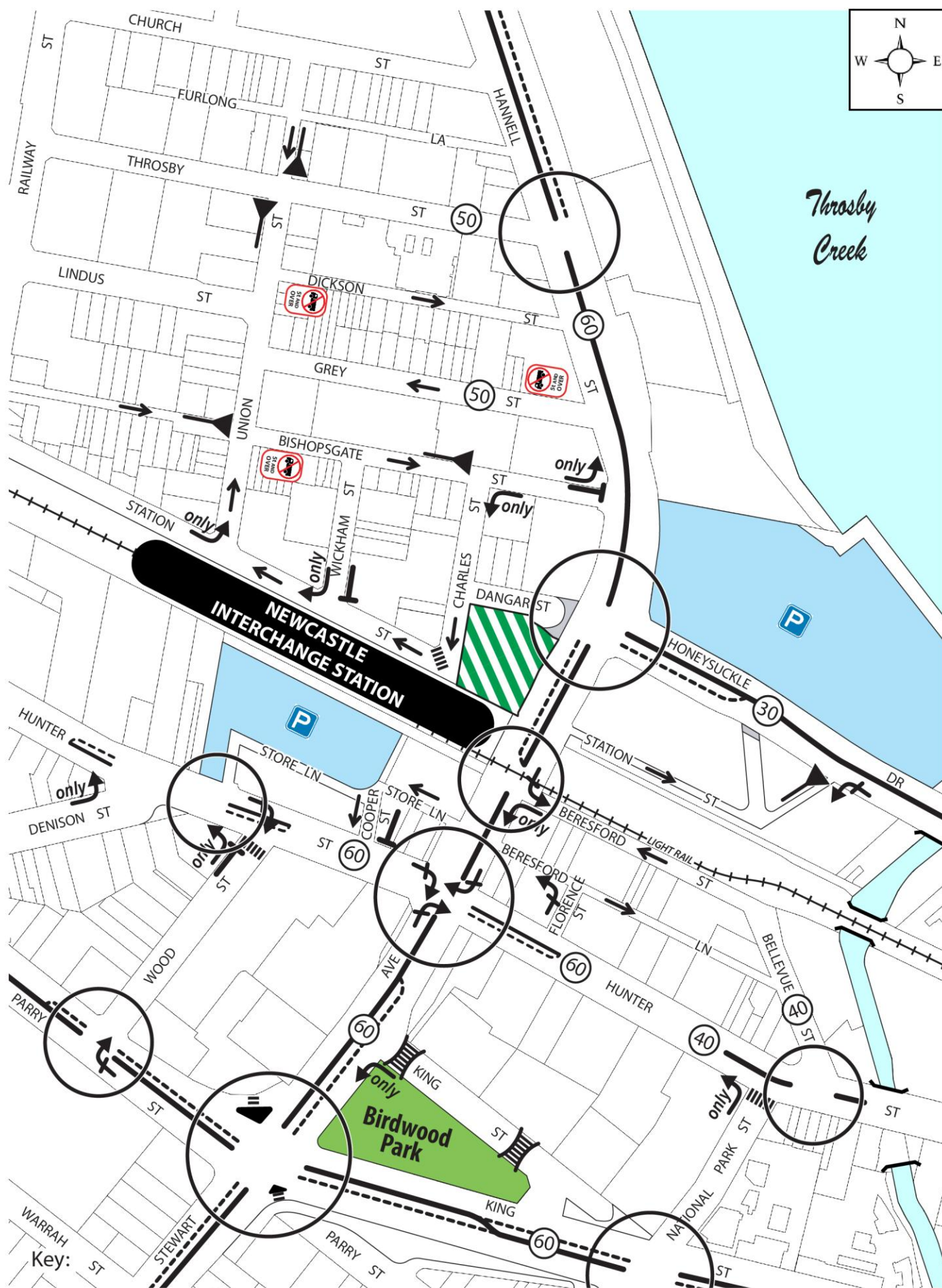
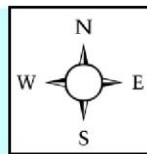
I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely



Donald Lee
Director | *BE(Civil) MIEAust CPEng NER*
Varga Traffic Planning Pty Ltd





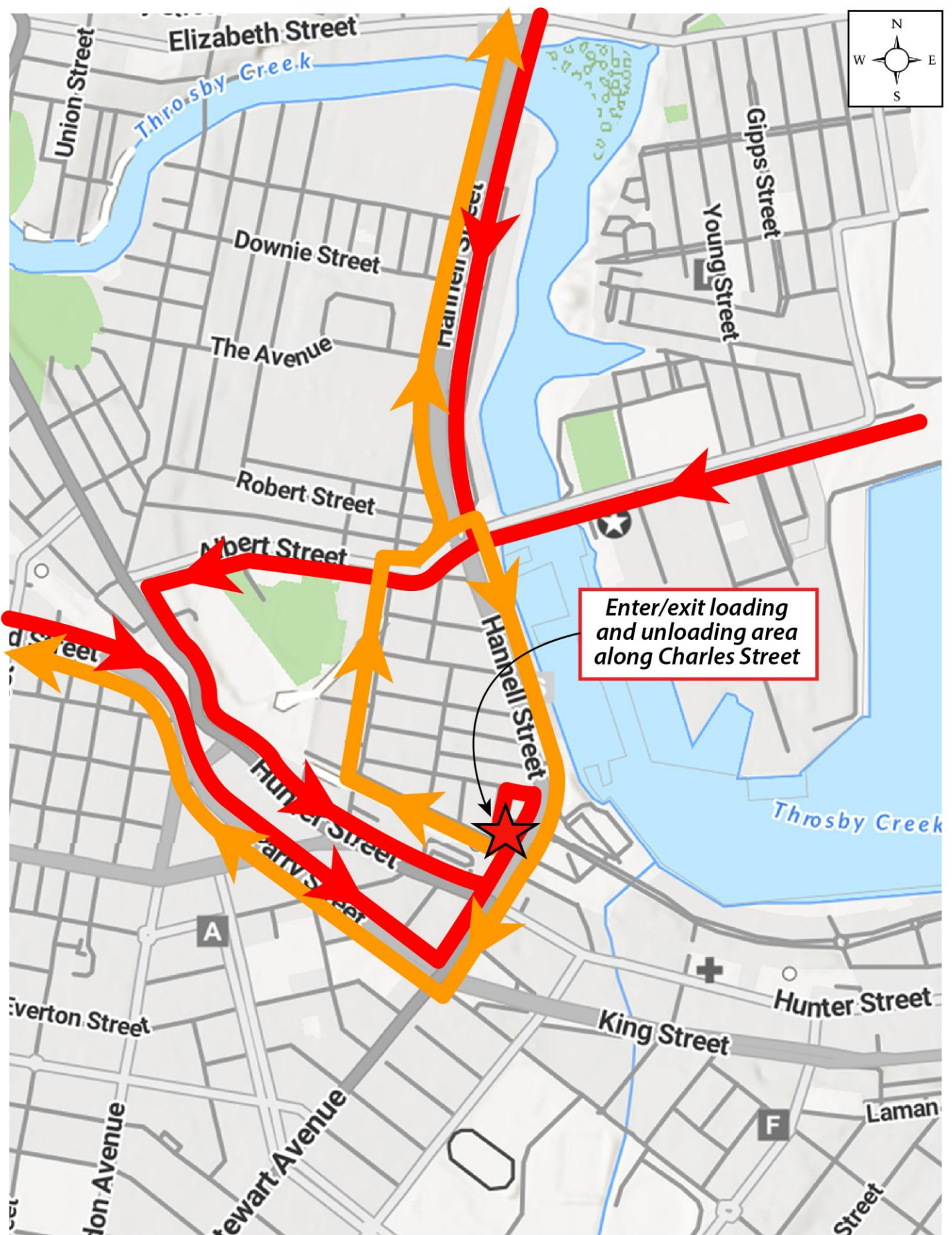
- Key:
- Give Way Sign
 - One-Way
 - Stop Sign
 - Traffic Signal
 - No Right-Turn
 - Right-Turn Bay
 - Pedestrian Crossing
 - Speed Limit (50)
 - Speed Hump

VARGA TRAFFIC PLANNING Pty Ltd

Traffic and Parking Consultants



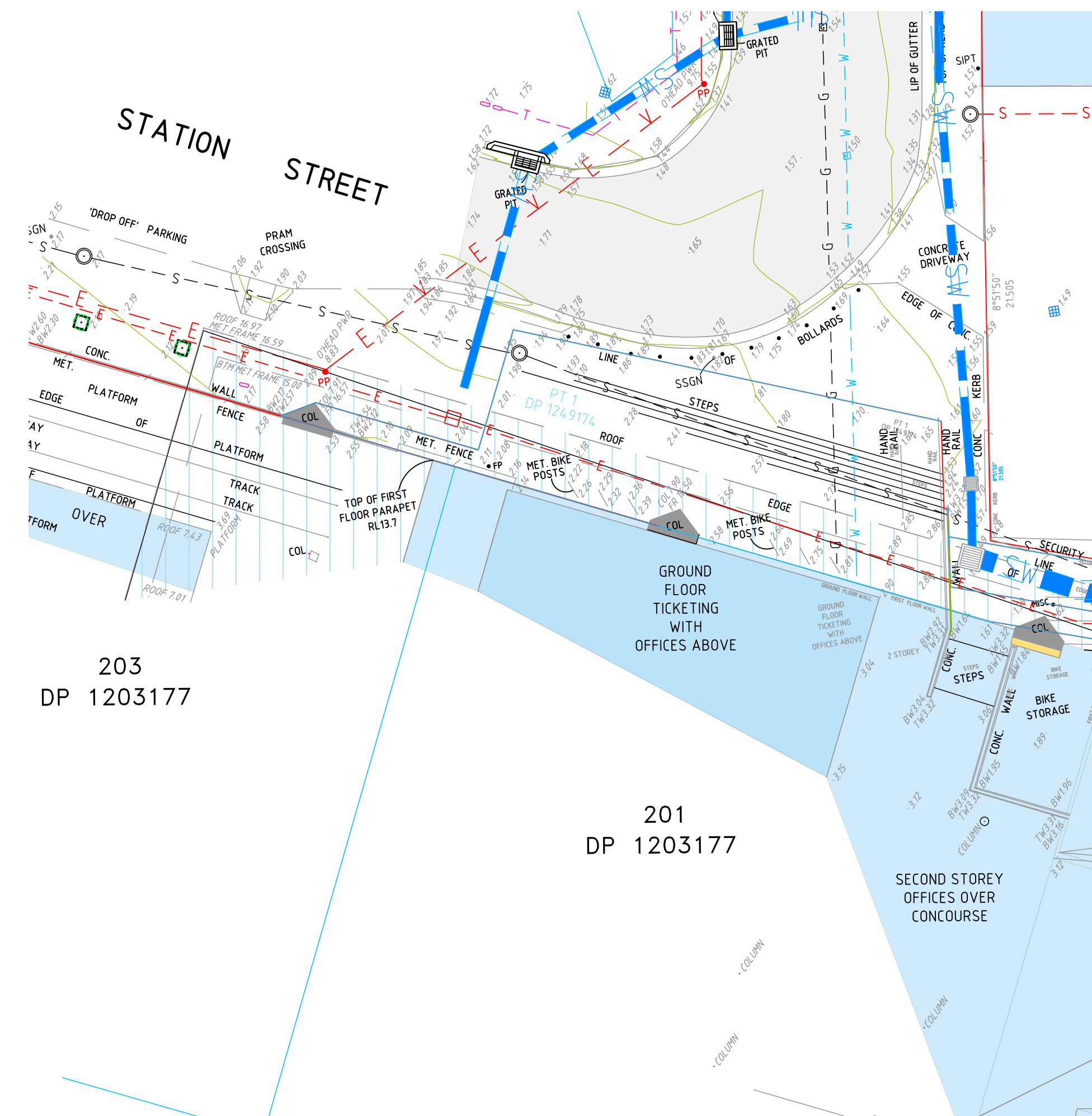
**SITE & EXISTING
TRAFFIC CONTROLS**
FIGURE 2



Key: — Approaching Traffic
— Departing Traffic

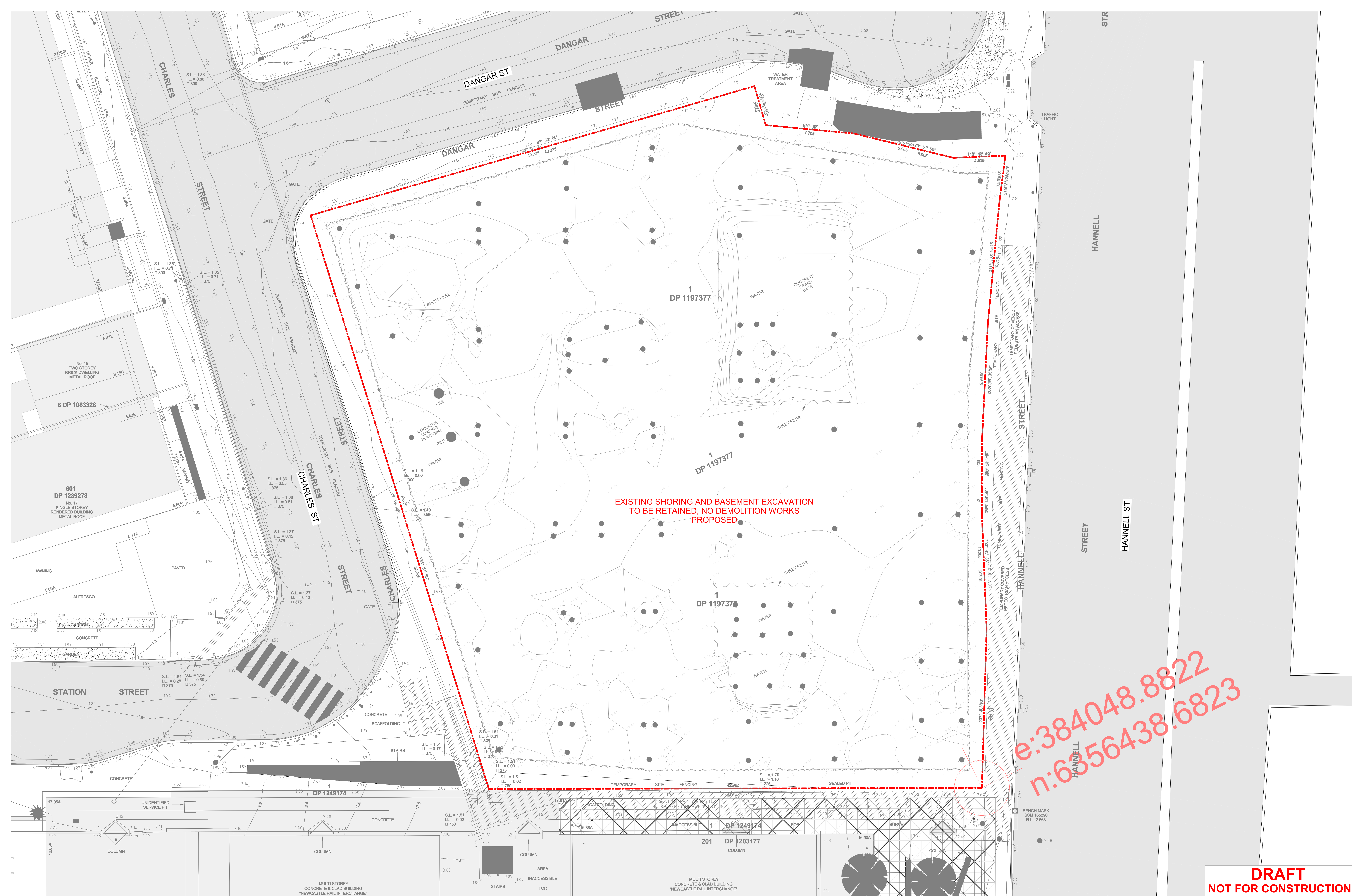
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 Transport, Traffic and Parking Consultants

**HEAVY VEHICLE
 ROUTE MAP
 FIGURE 3**



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1	CONCEPT FOR REVIEW - 80%	19.05.2020						
0	CONCEPT FOR REVIEW - 40%	27.04.2020						
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23	23/03/2026
24	23/03/2026
25	23/03/2026
26	23/03/2026
27	23/03/2026

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**URBAN
PROPERTY**

Project
UPG NEWCASTLE
10 DANGAR STREET, WICKHAM

Drawing Name
DEMOLITION PLAN

Date
20/03/2026

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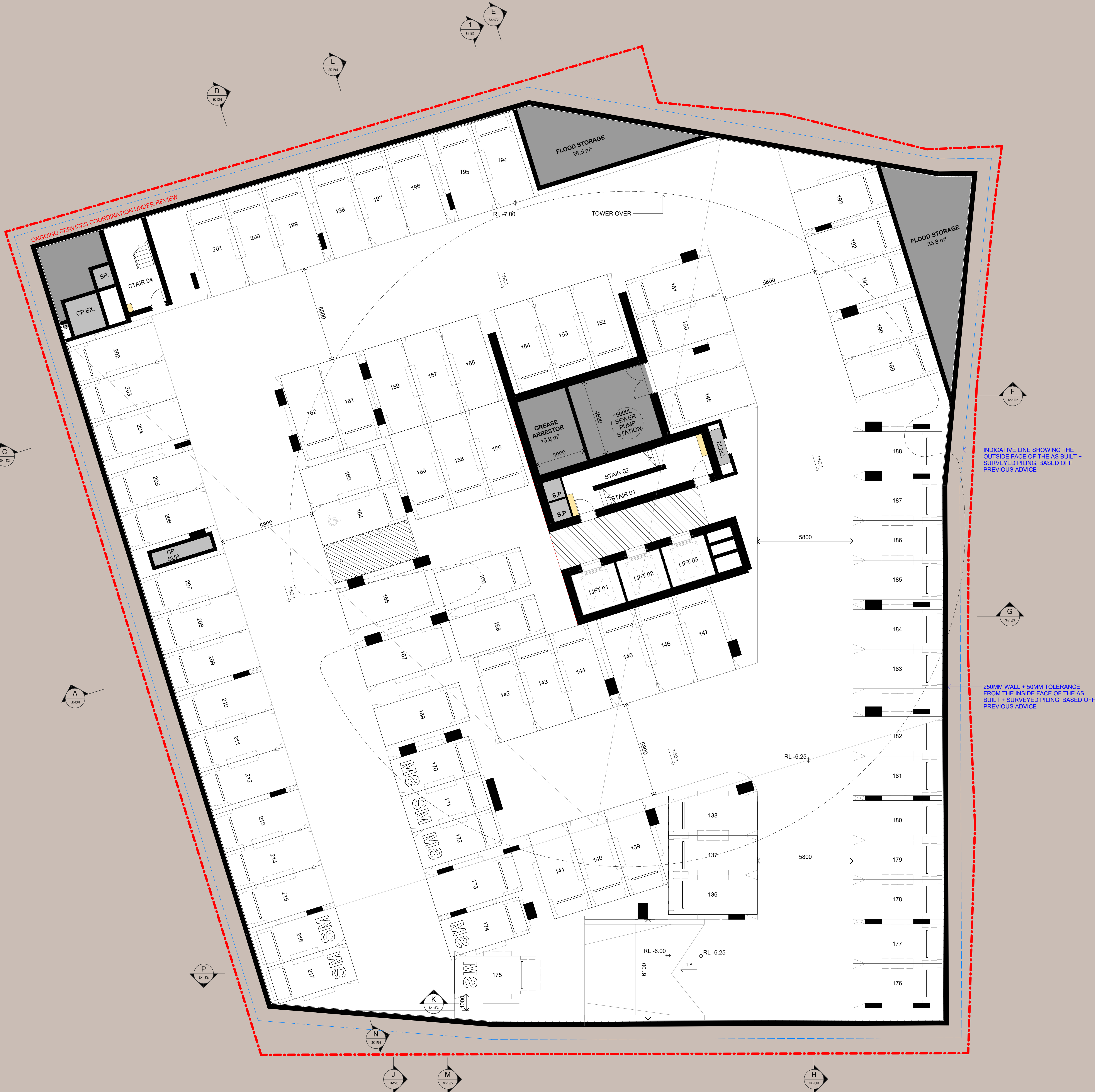
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INDICATIVE LINE SHOWING THE OUTSIDE FACE OF THE AS BUILT + SURVEYED PILING, BASED OFF PREVIOUS ADVICE

250MM WALL + 50MM TOLERANCE FROM THE INSIDE FACE OF THE AS BUILT + SURVEYED PILING, BASED OFF PREVIOUS ADVICE

GENERAL NOTES:

- Number of accessible and shared spaces awaiting access and traffic advice.
- Overall parking numbers TBC
- Basement structure location based on surveyed information

PARKING SCHEDULE	
Type	Count
HOTEL	
STANDARD 5400x2400	11
RESIDENTIAL	
ACCESSIBLE 5400x2400	2
SMALL 5000x2300	19
STANDARD 5400x2400	175
RETAIL	
STANDARD 5400x2400	9
Grand total	216

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Noted Architects: Adam Haddow-7188 | John Prado-7004

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10	20/03/2025	FOR INFORMATION		
11	21/03/2025	FOR INFORMATION		
12	21/03/2025	DA - COORDINATION		
13	21/03/2025	DA - COORDINATION		
14	21/03/2025	DA - COORDINATION		
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26	21/03/2025	DA - COORDINATION		
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Drawing Name
FLOOR PLAN - BASEMENT 03

Date
20/03/2026

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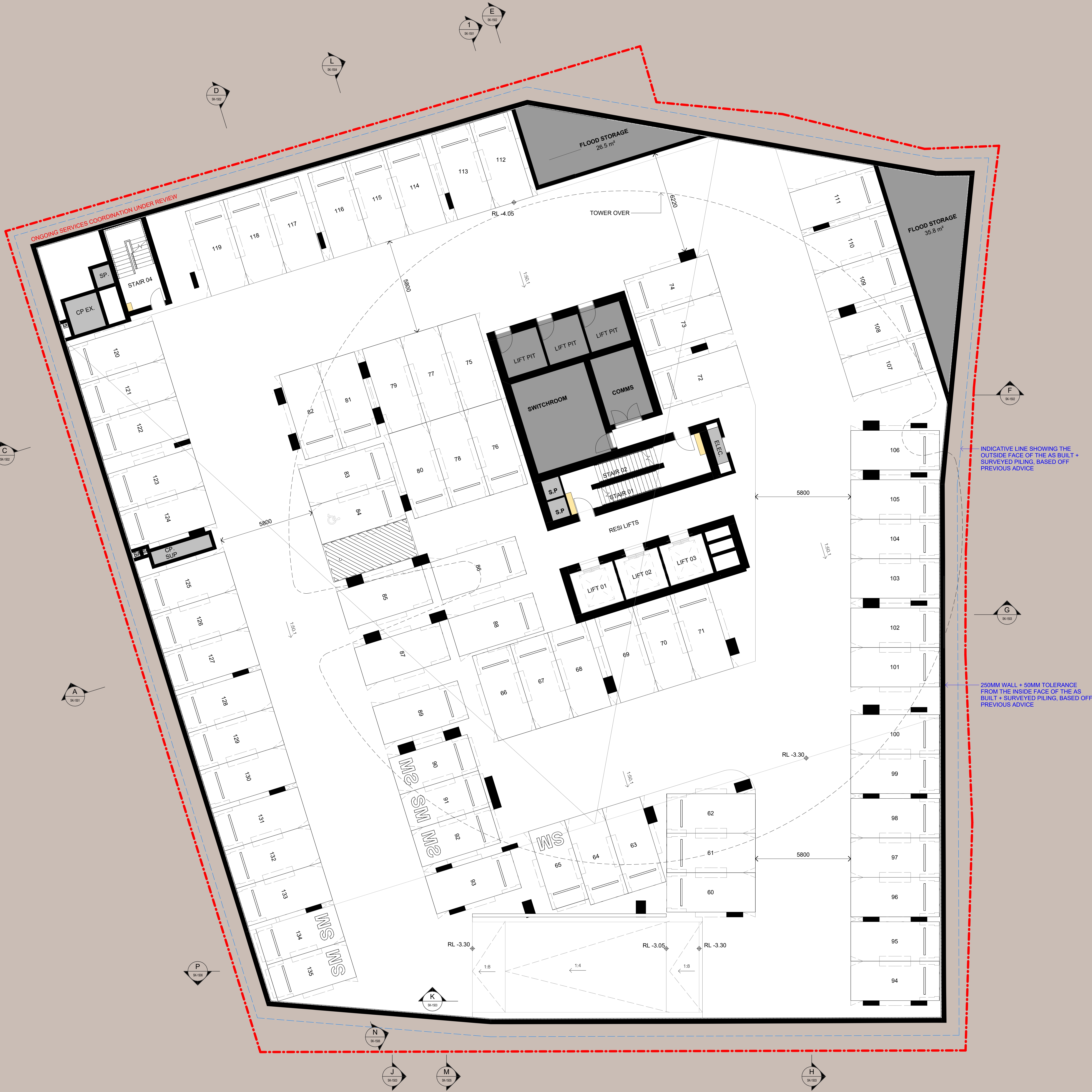
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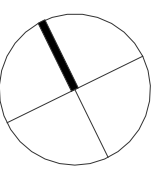
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PARKING SCHEDULE	
Type	Count
HOTEL	
STANDARD 5400x2400	11
RESIDENTIAL	
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Nominated Architects: Adam Haddow-7188 | John Prado-7004

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26	21/03/2025	DA - COORDINATION		
27	21/03/2025	DA - COORDINATION		

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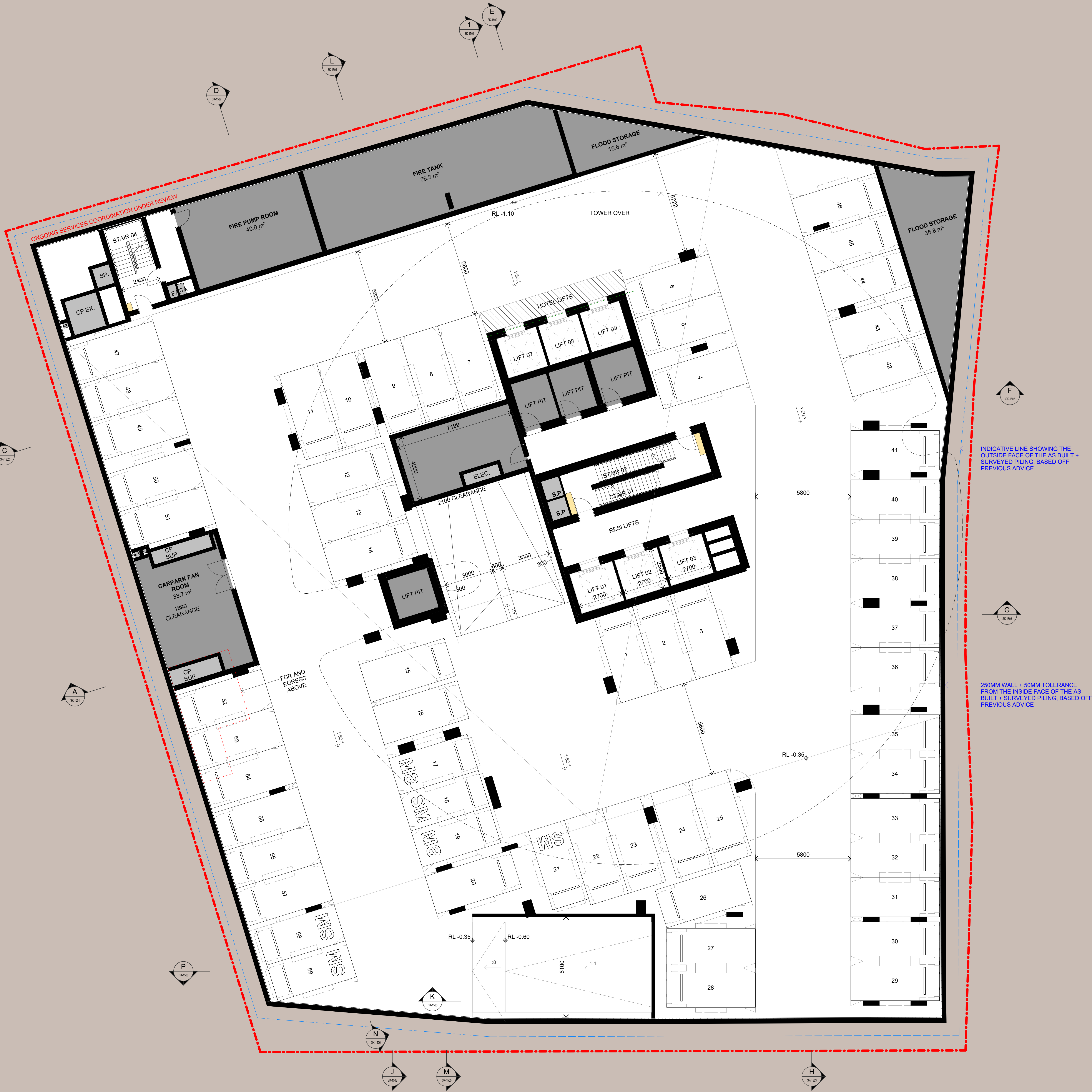
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Drawing No.
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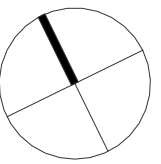
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HOTEL	
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RESIDENTIAL	
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Drawing Name
FLOOR PLAN - BASEMENT 01

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Scale
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Rev	Date	Revision	By	Chk.
12	20/03/2025	FOR INFORMATION		
13	21/03/2025	FOR INFORMATION		
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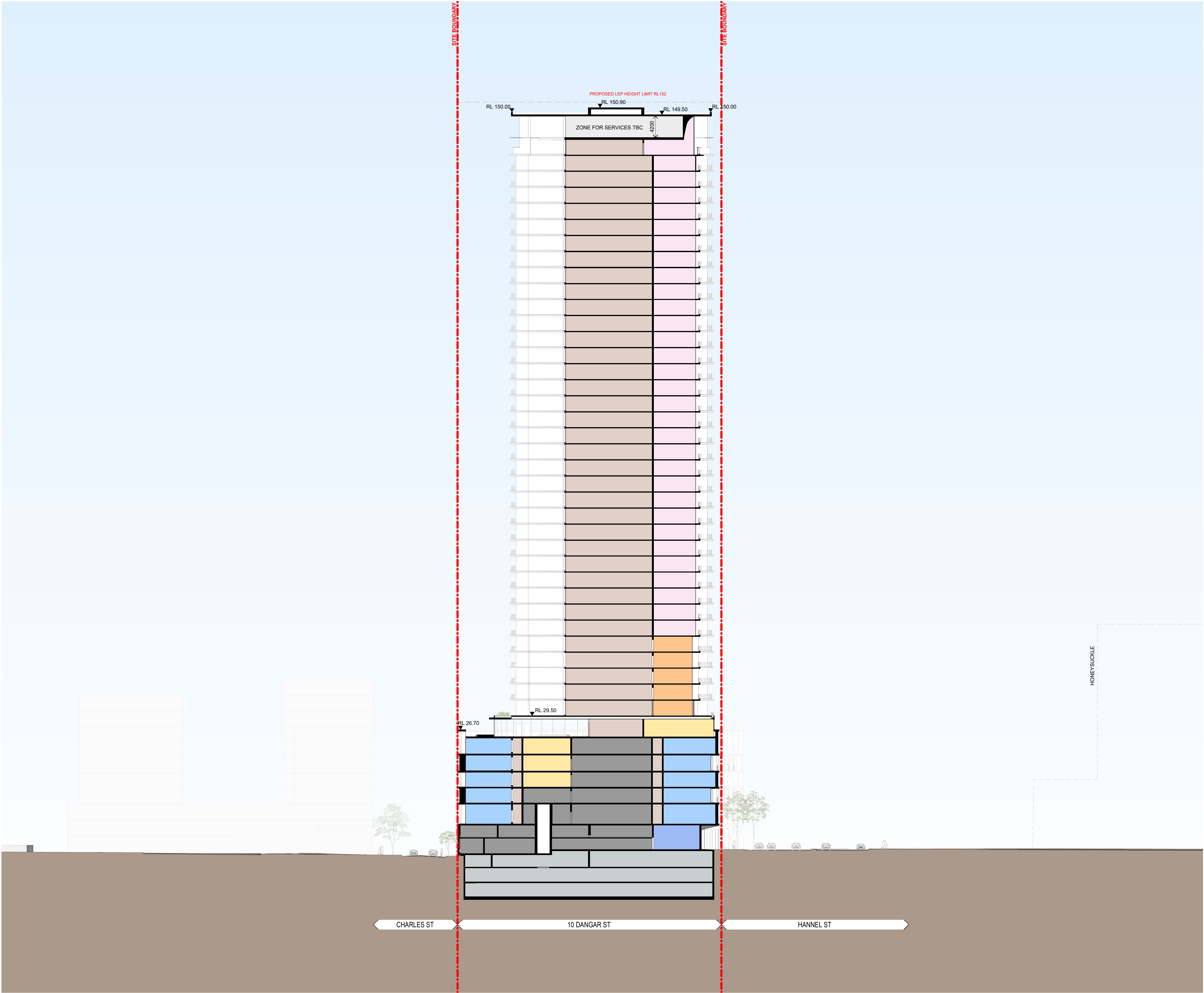


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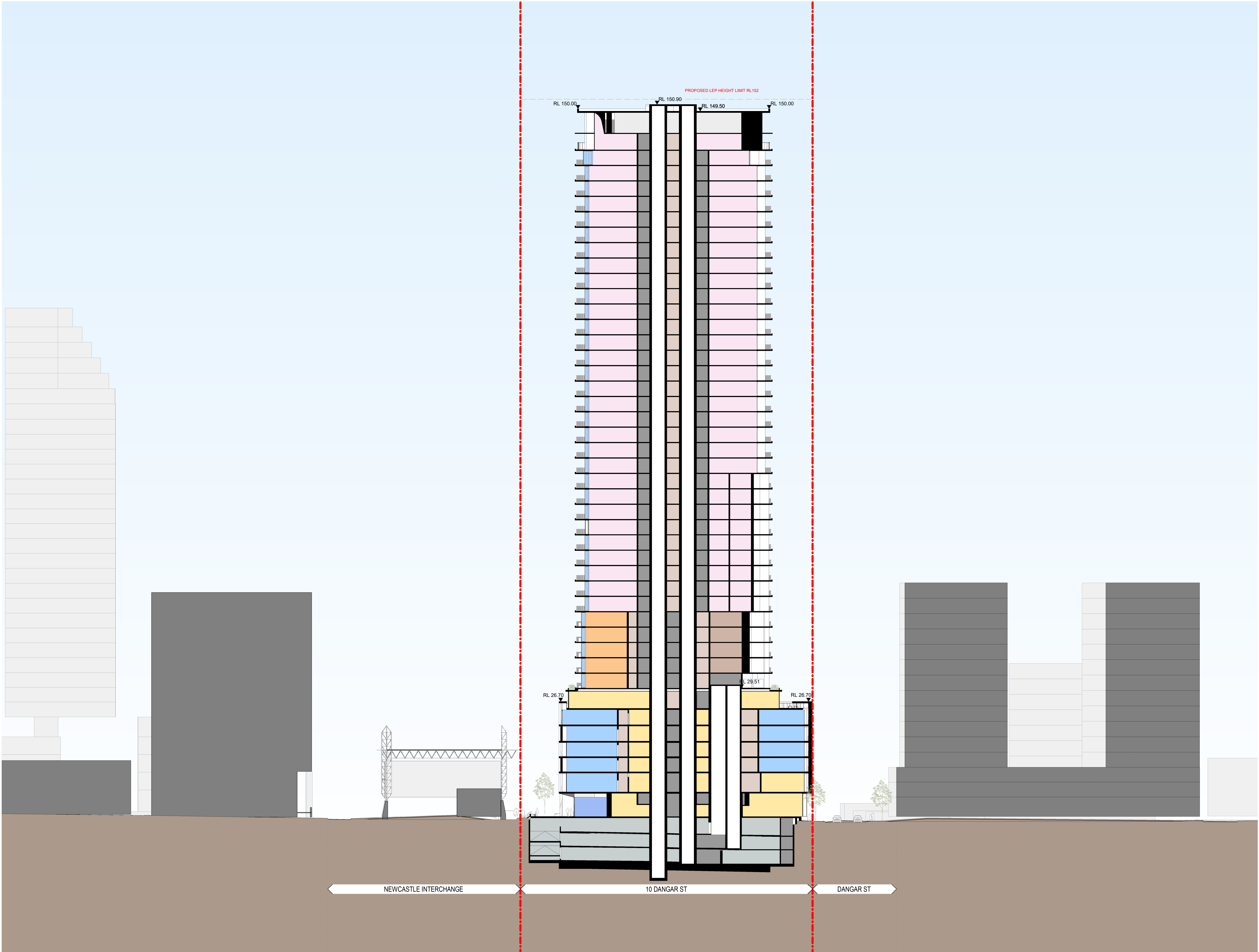
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10	13/08/2025	FOR INFORMATION		
16	16/09/2025	FOR CLIENT REVIEW		
17	12/12/2025	SSDA COORDINATION		
18	23/01/2026	DA - COORDINATION		
19	08/02/2026	DA - COORDINATION ISSUE		
22	24/02/2026	ISSUED FOR CLIENT REVIEW		
23	27/02/2026	WIP COORDINATION PACKAGE		
24	05/03/2026	DRAFT SSDA ISSUE		
26	13/03/2026	WIP ISSUE - ONGOING AMENDMENTS		
27	26/03/2026	SSDA - DRAFT ISSUE		

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Nominated Architects: Adam Haddow-7188 | John Pradell-7004

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Client

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Project

UPG NEWCASTLE
10 DANGAR STREET, WICKHAM

Drawing Name

SECTION - B

Date
20/03/2026

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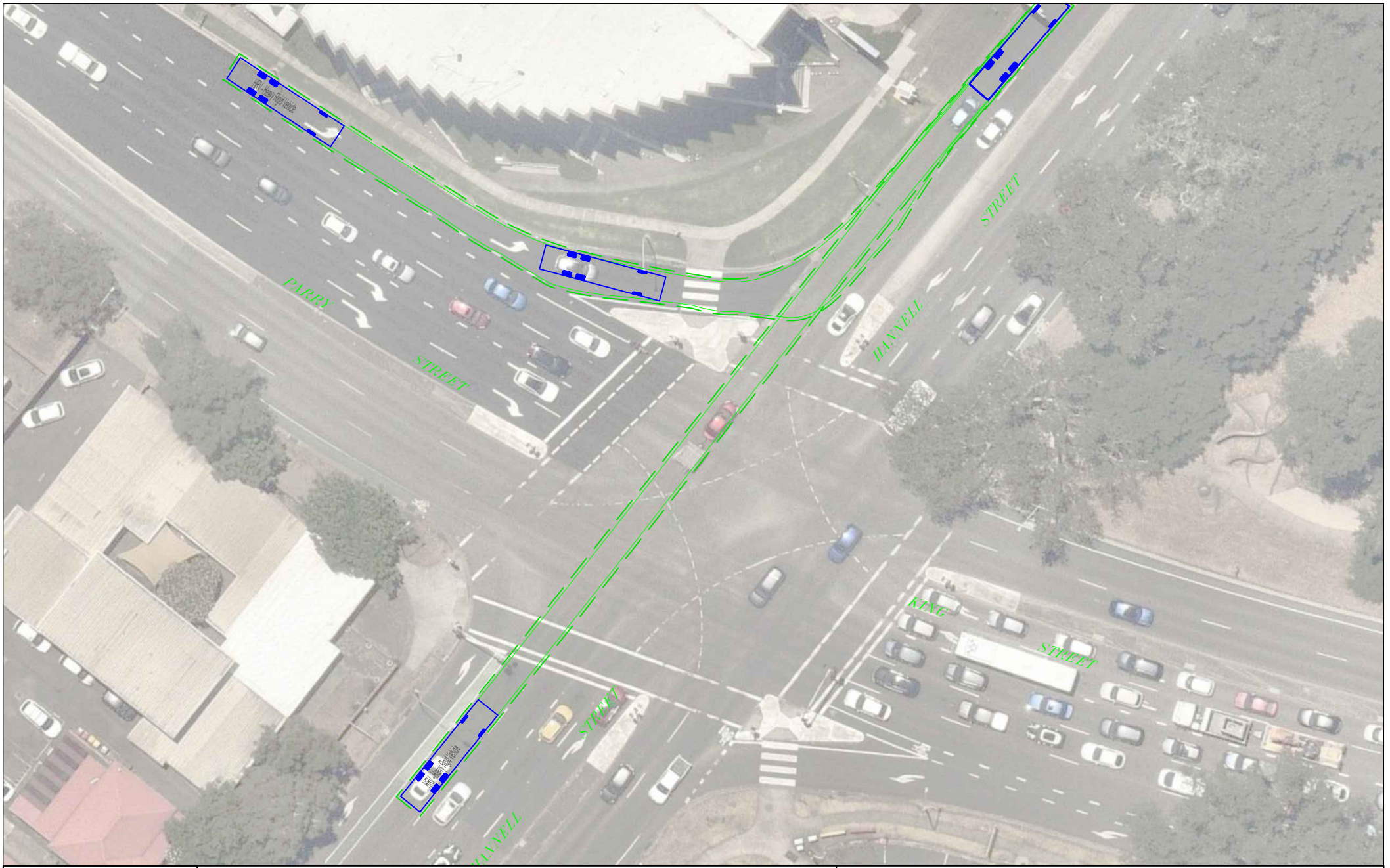
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Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT



DRAWING TITLE
12.5M HRV TRUCK TURNING PATHS
Entering Hannell Street from Parry Street

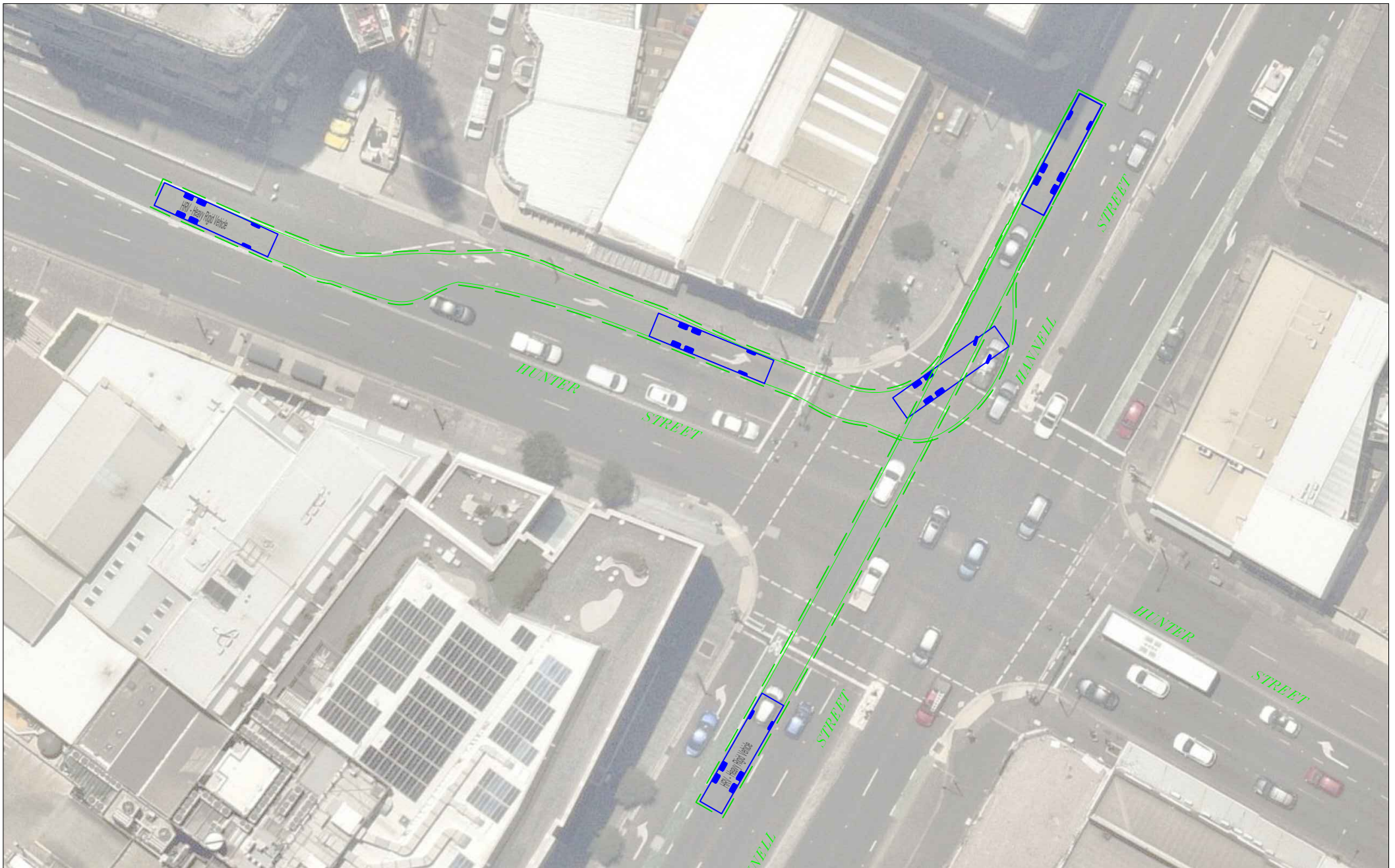
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10 Dangar Street, Wickham

PROJECT NO.
25325

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DATE DRAWN
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PROJECT
 MIXED USE DEVELOPMENT



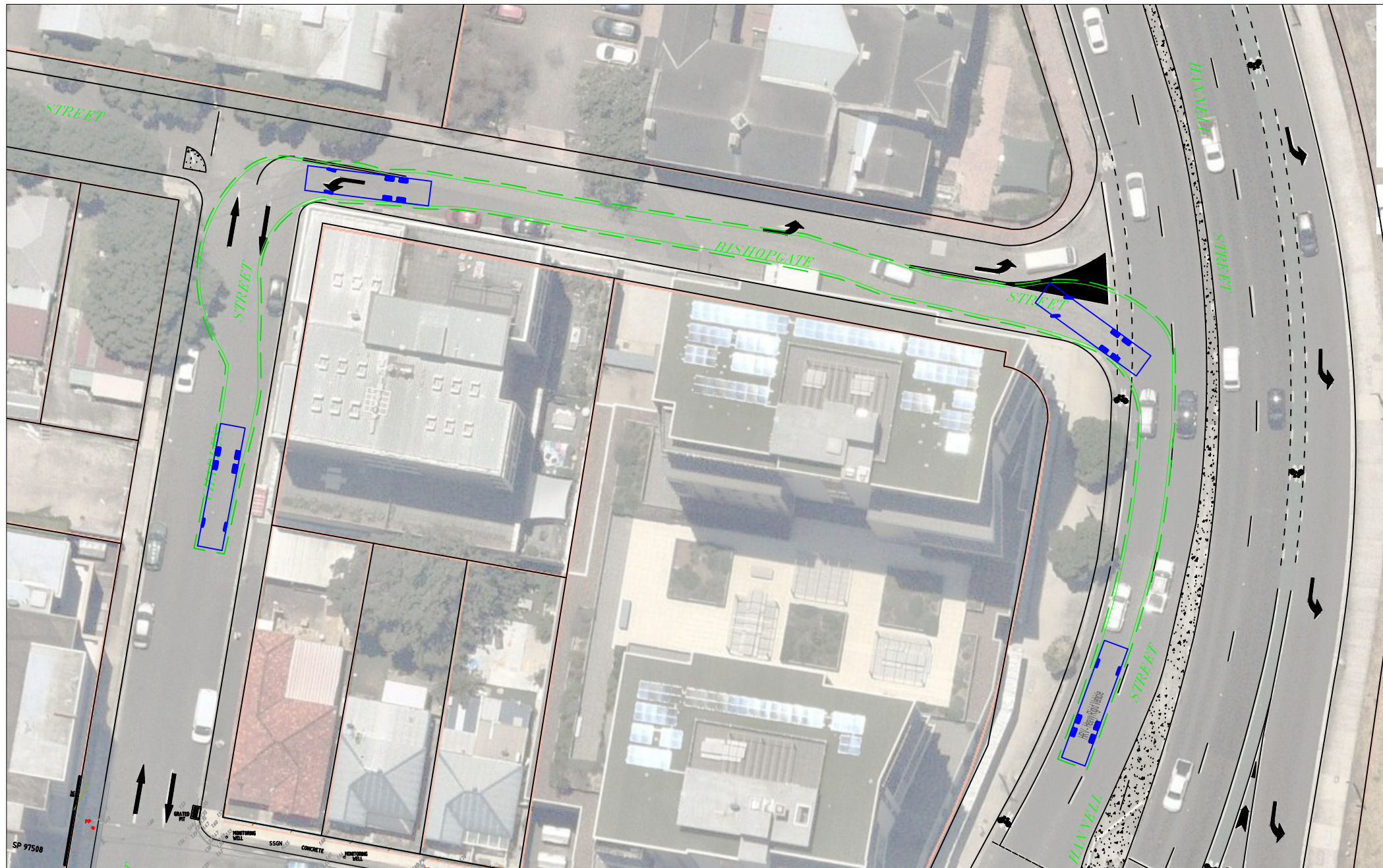
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 Entering Hannell Street from Hunter Street
 ADDRESS
 10 Dangar Street, Wickham

PROJECT NO.
 25325

1:500 @ A4
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PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
 12.5M HRV TRUCK TURNING PATHS
 Entering Charles Street from Hannell Street & Bishopgate Street
 ADDRESS
 10 Dangar Street, Wickham

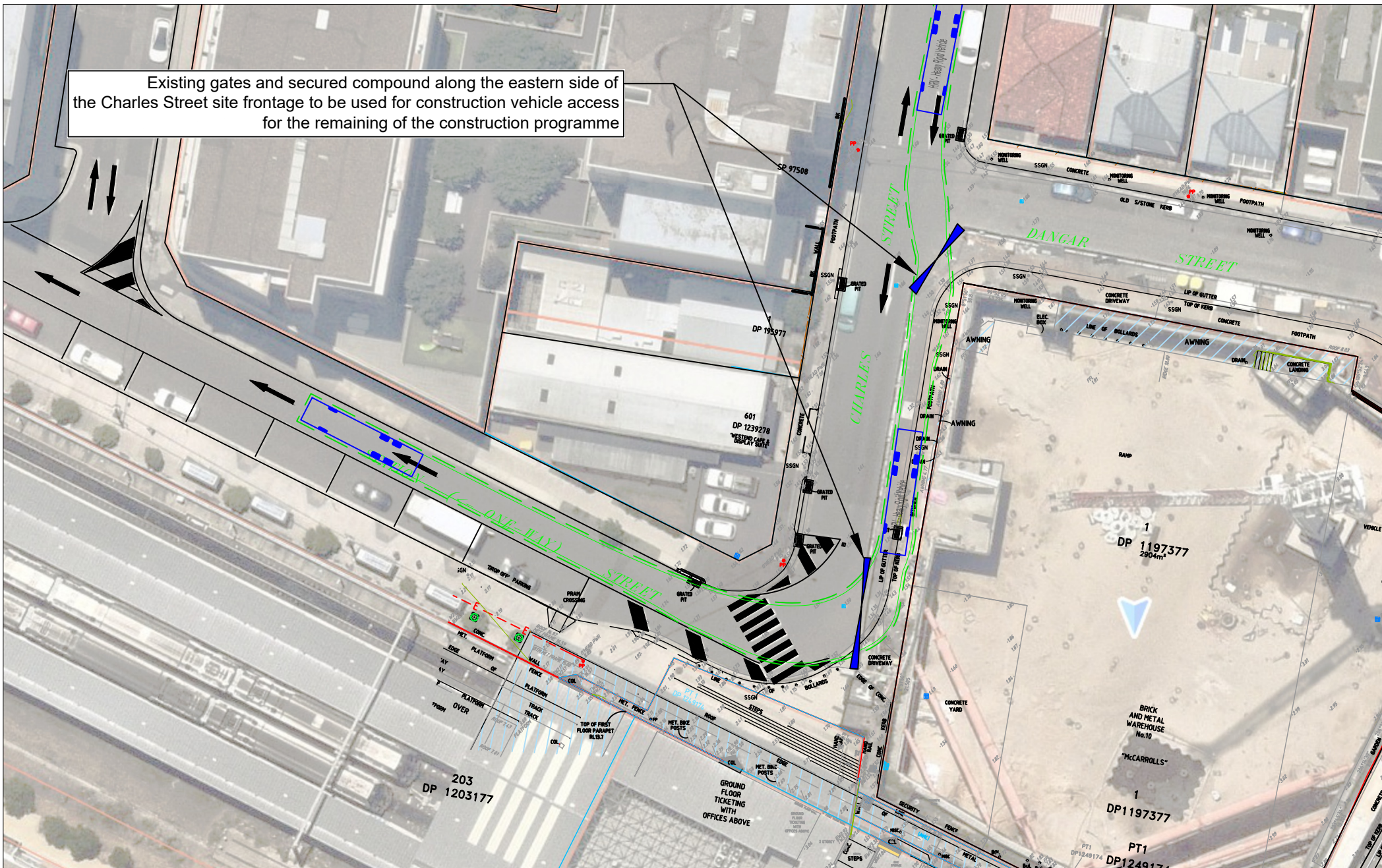
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Existing gates and secured compound along the eastern side of the Charles Street site frontage to be used for construction vehicle access for the remaining of the construction programme



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DRAWING TITLE
 12.5M HRV TRUCK TURNING PATHS
 Entering / Exiting Loading & Unloading Area within the secured compound area along Charles St

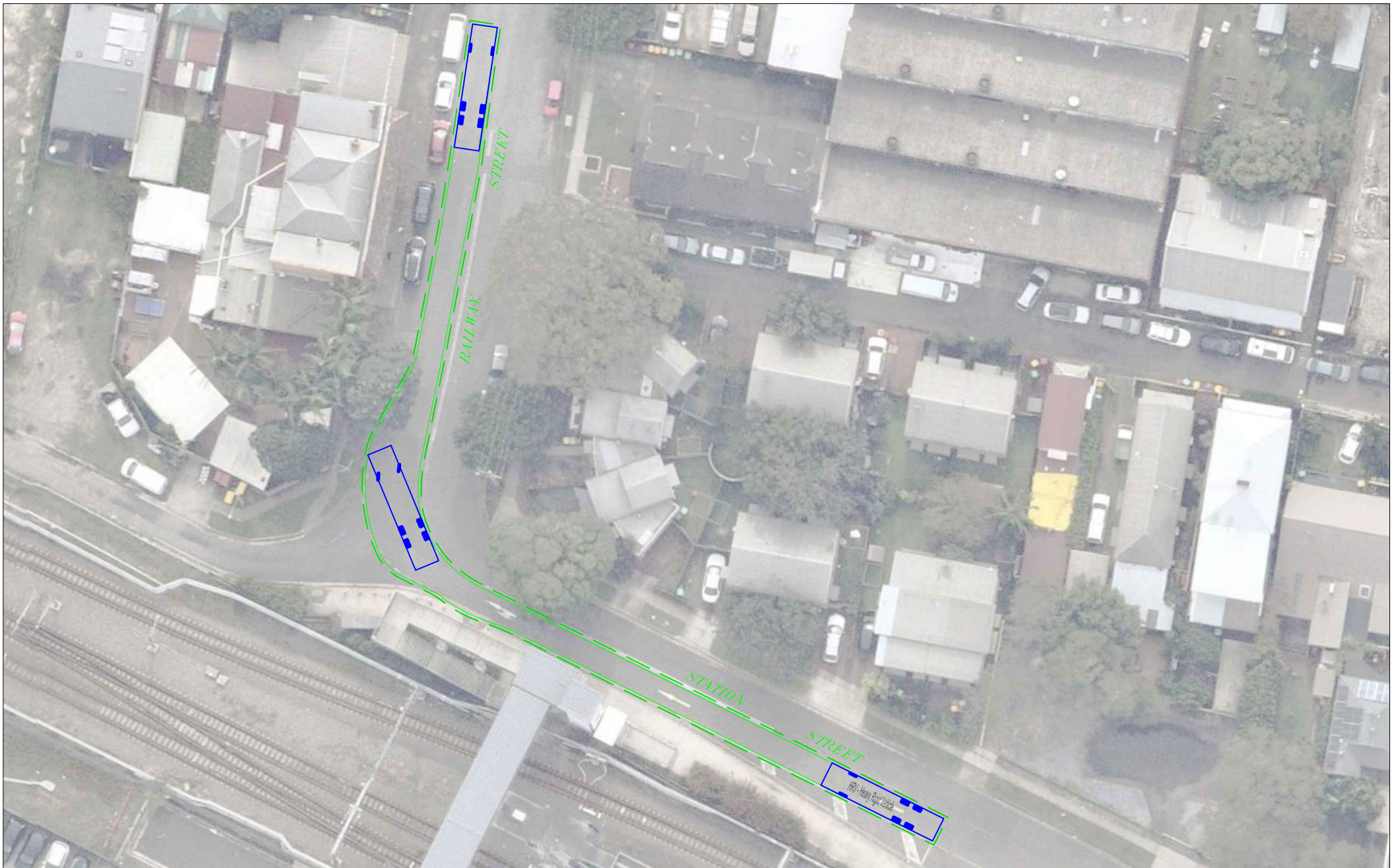
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PROJECT
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DRAWING TITLE
12.5M HRV TRUCK TURNING PATHS
 Exiting Station Street onto Railway Street

ADDRESS
 10 Dangar Street, Wickham

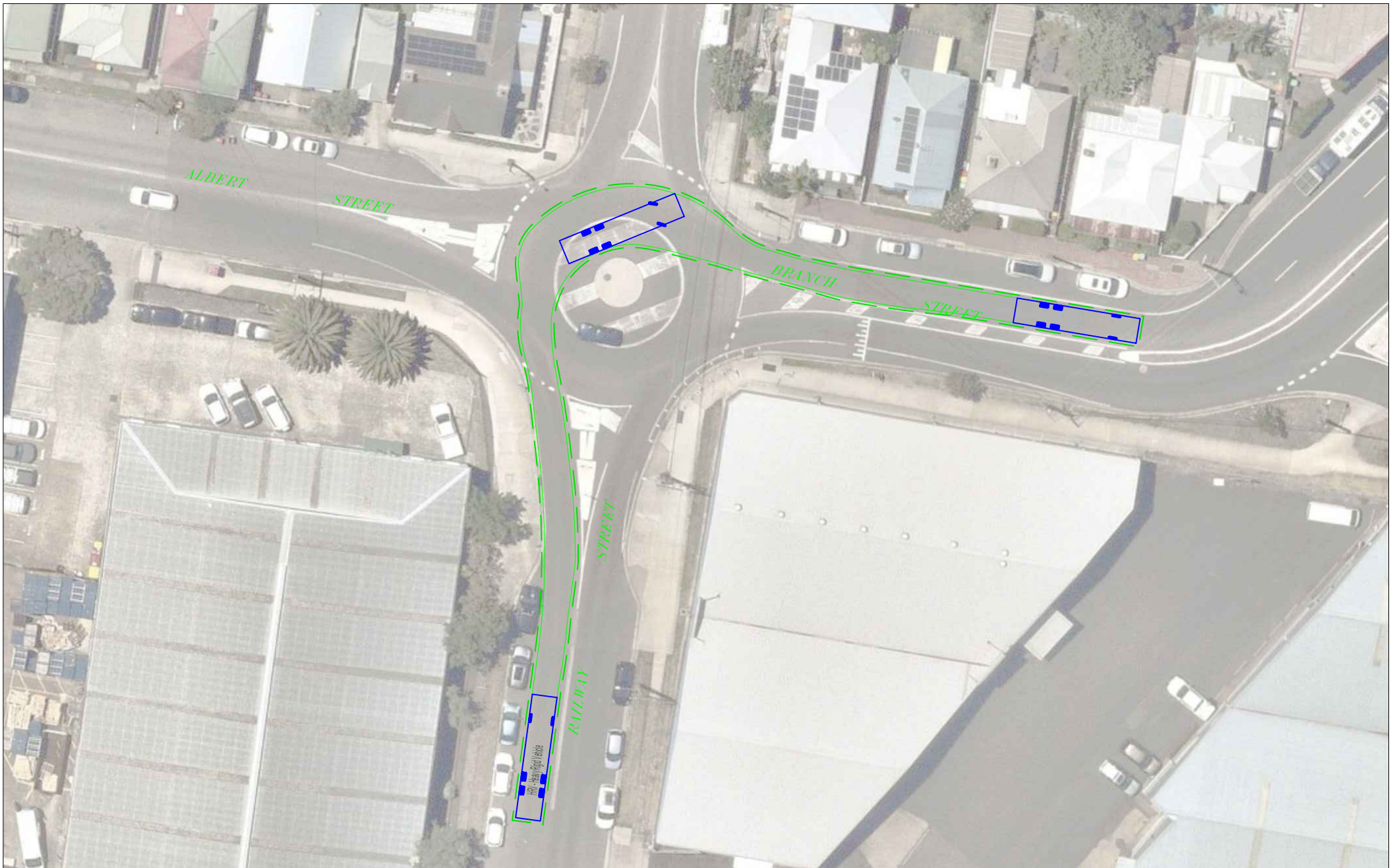
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PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
12.5M HRV TRUCK TURNING PATHS
 Exiting Railway Street onto Branch Street

ADDRESS
 10 Dangar Street, Wickham

PROJECT NO.
 25325

1:500 @ A4

DATE DRAWN
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PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
12.5M HRV TRUCK TURNING PATHS
 Exiting Branch Street back onto Hannell Street
 ADDRESS
 10 Dangar Street, Wickham

PROJECT NO.
 25325

1:500 @ A4

DATE DRAWN
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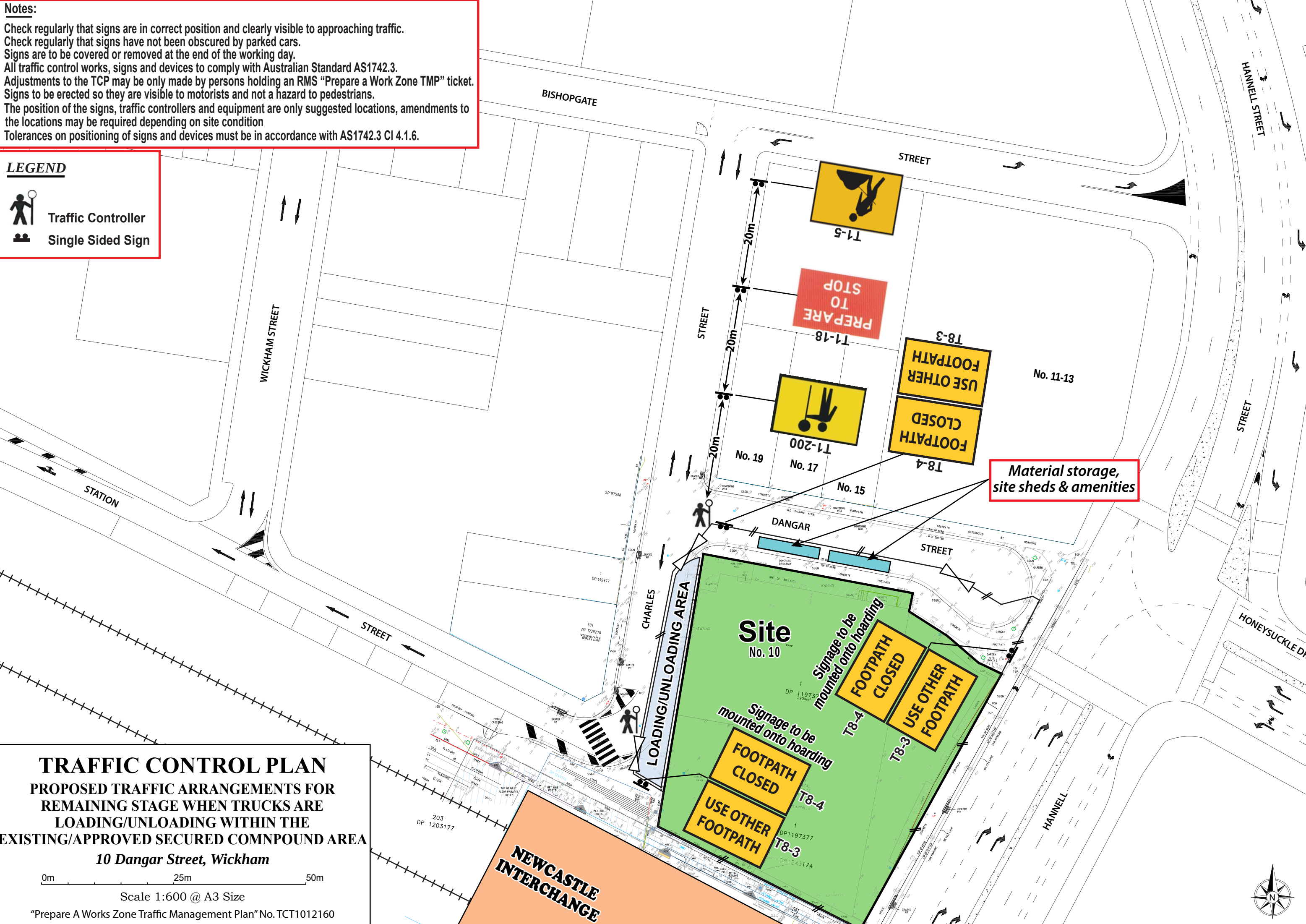


Notes:
Check regularly that signs are in correct position and clearly visible to approaching traffic.
Check regularly that signs have not been obscured by parked cars.
Signs are to be covered or removed at the end of the working day.
All traffic control works, signs and devices to comply with Australian Standard AS1742.3.
Adjustments to the TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" ticket.
Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
The position of the signs, traffic controllers and equipment are only suggested locations, amendments to the locations may be required depending on site condition
Tolerances on positioning of signs and devices must be in accordance with AS1742.3 Cl 4.1.6.

LEGEND

 Traffic Controller

 Single Sided Sign



TRAFFIC CONTROL PLAN
PROPOSED TRAFFIC ARRANGEMENTS FOR
REMAINING STAGE WHEN TRUCKS ARE
LOADING/UNLOADING WITHIN THE
EXISTING/APPROVED SECURED COMNPOUND AREA
10 Dangar Street, Wickham

0m

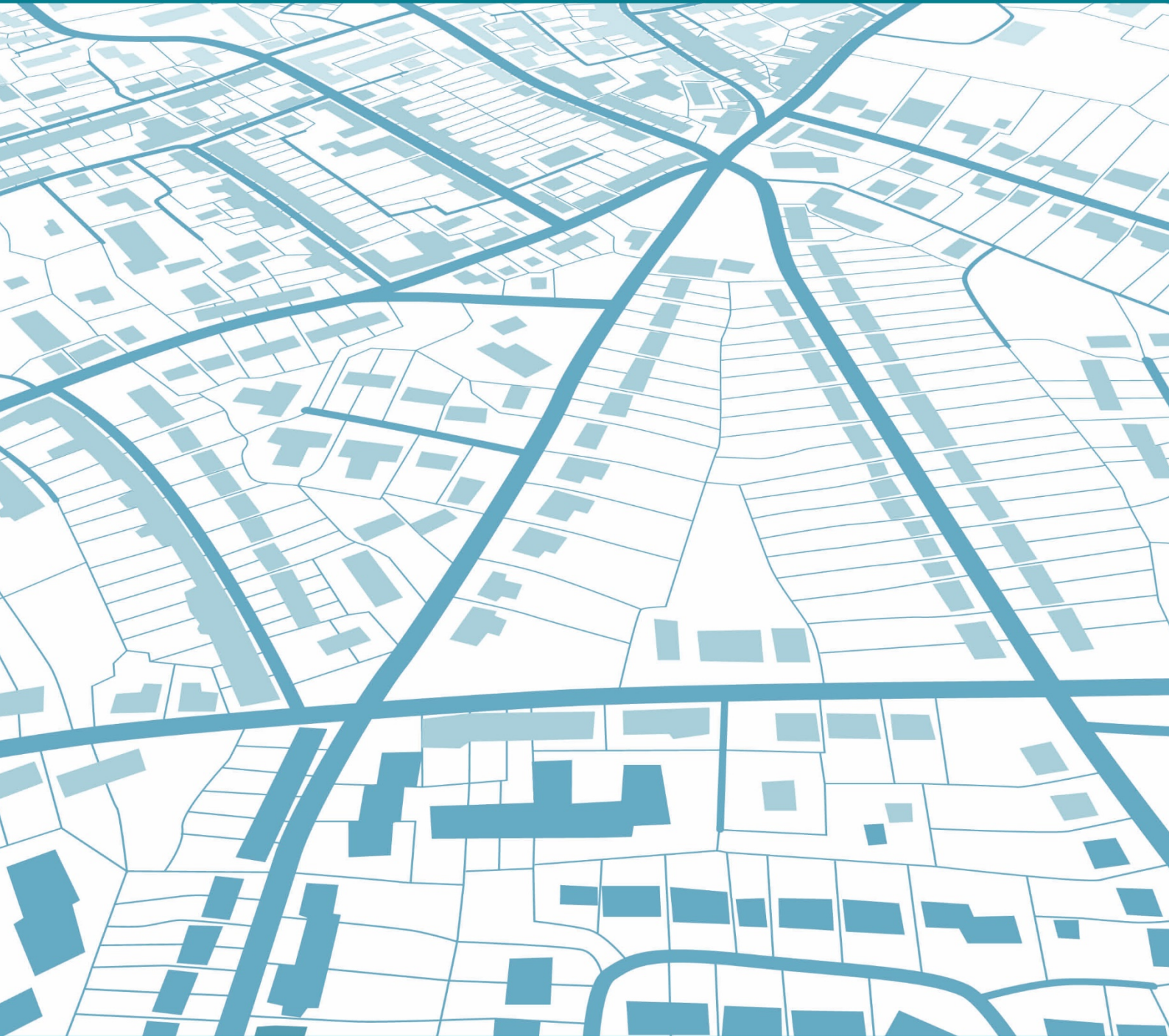
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"Prepare A Works Zone Traffic Management Plan" No. TCT1012160

APPENDIX A

APPROVED CONSTRUCTION TRAFFIC MANAGEMENT PLAN



“BOWLINE”

Proposed Mixed Use Development

10 Dangar Street, Wickham

Construction Traffic Management Plan

Ref: 212/2021

Date: December 2021

Issue: B

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Figure 2	Site
Figure 3	Road Network
Figure 4	Traffic Controls
Figure 5	Existing Peak Traffic Flows
Figure 6	Truck Routes
Figure 7	Traffic Management Plans

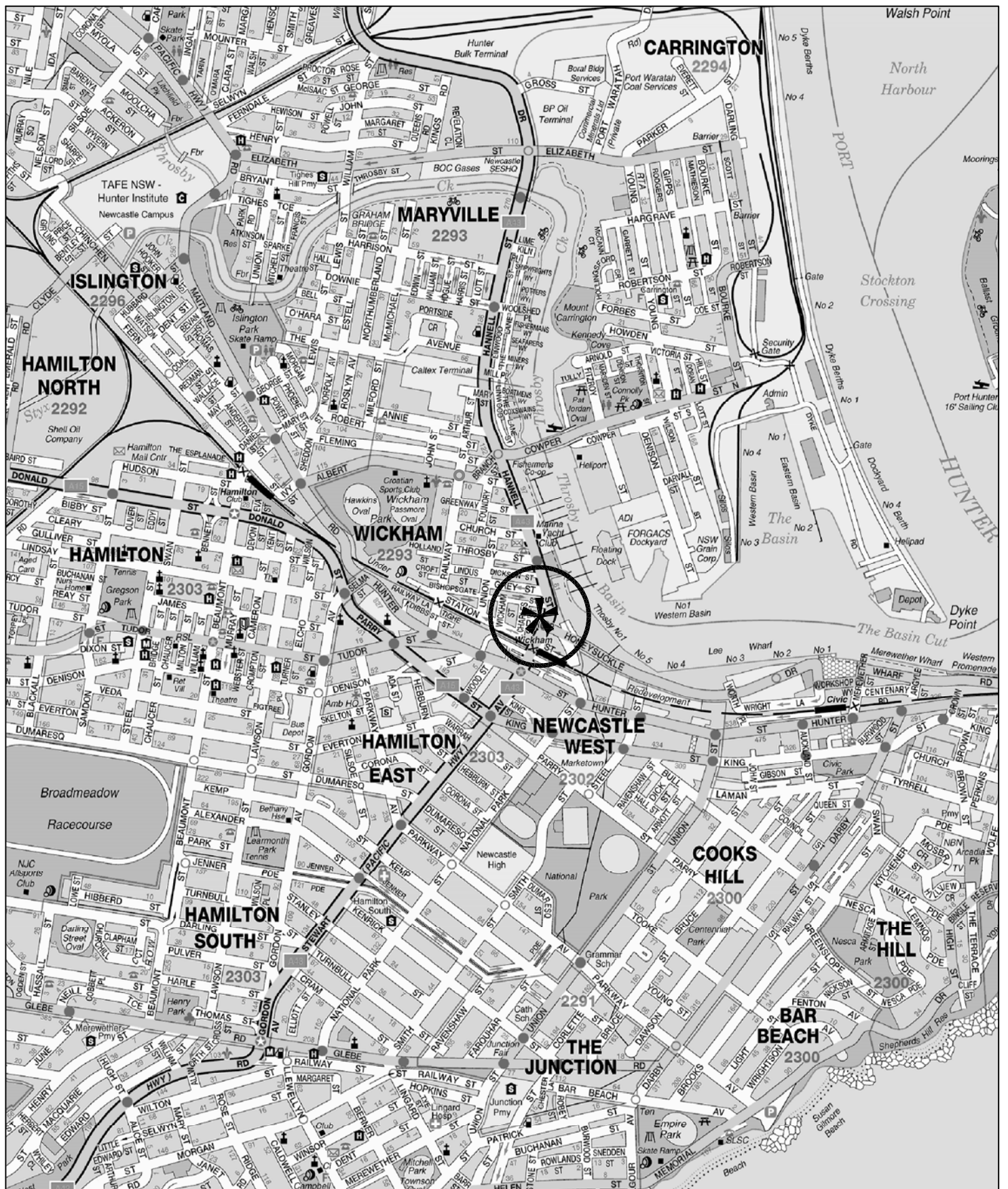
List of Appendices

Appendix A	Development Plans
Appendix B	Transport Services
Appendix C	Traffic Control Plans
Appendix D	Site Management Plans
Appendix E	Turning Path Assessment
Appendix F	Site Incident Management Plan
Appendix G	Site Management Plans for TfNSW

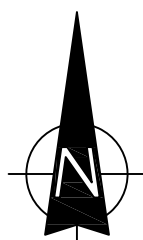
1.0 Introduction

A Development Application has been approved by the City of Newcastle for construction of a mixed-use development at 10 Dangar Street, Wickham (Figure 1).

This report has been prepared in satisfaction of Consent Condition № 43 of DA - 2018/01197 which requires submission of a Construction Traffic Management Plan as part of the Construction Certificate documentation.



LEGEND



LOCATION

FIG 1

2.0 Proposed Development Scheme

2.1 Site, Context and Existing Circumstances

The site (Figure 2) occupies a large irregular shaped area of some 2904m² with frontages to Hannell Street, Dangar Street and Charles Street. The site, is immediately to the north of the Railway Station and to the west of the Throsby arm of the Hunter River.

The surrounding area comprises:

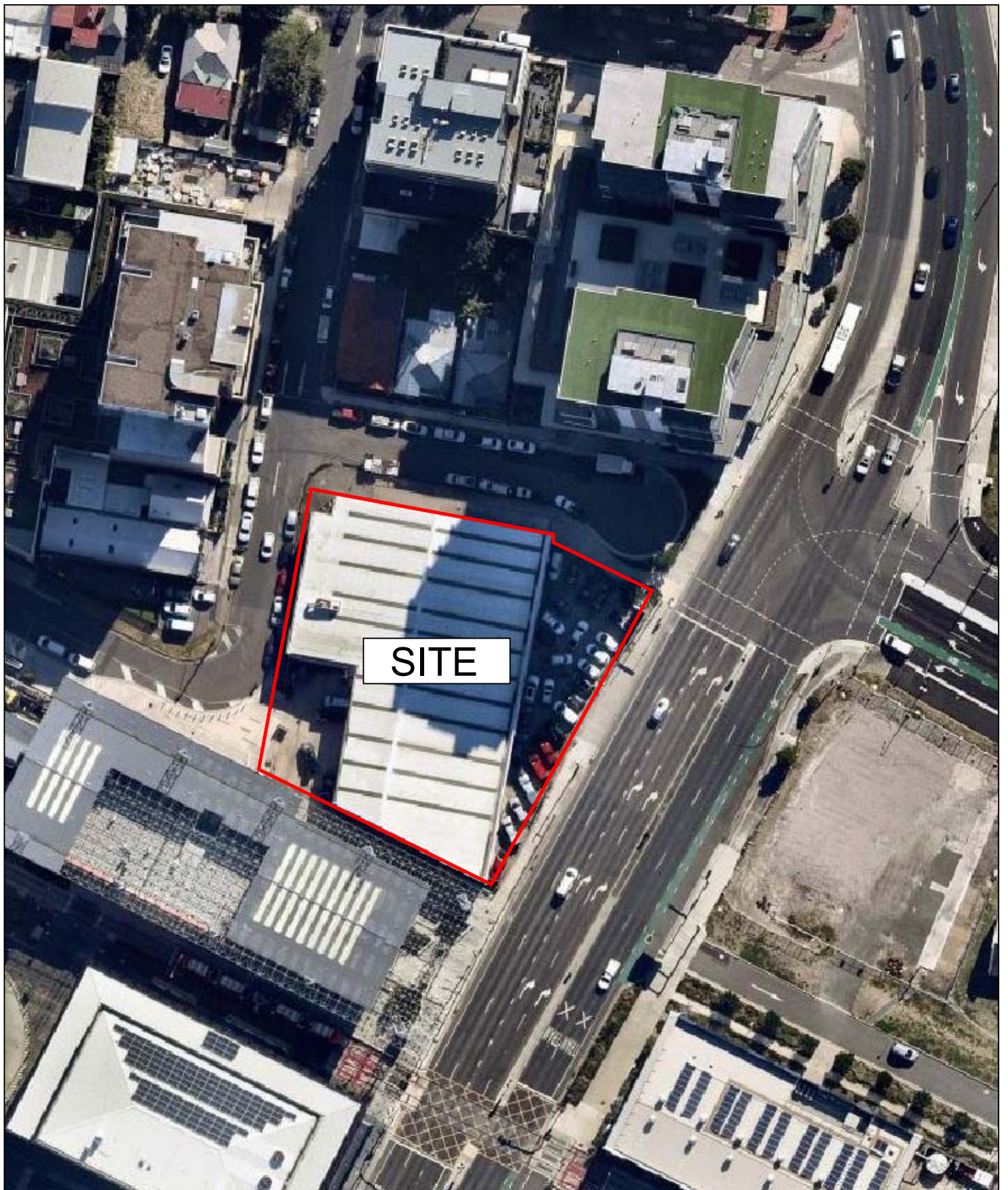
- ❖ The Wickham Heavy Rail Terminal Light Rail Station and Bus Interchange which adjoins to the southern boundary
- ❖ the single dwellings and new multi-level residential apartment building on Dangar Street
- ❖ the small commercial buildings and multi-level residential apartment based mixed use building on Charles Street
- ❖ The former car dealership use on the site is currently being demolished.

2.2 Approved Development

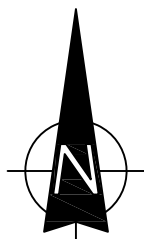
Consent was granted to demolish the existing building and construct a new 14 level building comprising:

- ❖ 97 residential apartments
- ❖ 7120m² commercial floorspace
- ❖ 1107m² retail floorspace

A total of 198 parking spaces will be provided with vehicle access on the Charles Street frontage.



LEGEND



SITE

FIG 2

Details of the approved development scheme are provided on the plans prepared by Team 2 Architects which are reproduced in part in Appendix A.

2.3 Construction Program

A process has been established for completion of the various work processes as follows:

Excavation	12 months
Construction	13 months
Fit Out	12 months
Total:	27 months

2.4 Construction Process

Excavation

This activity will involve excavation for the basement carpark and this process is anticipated to take 12 months to complete using Truck&Dog(17.6m) units. The truck activity associated with this process will average some 25 visitations a day and trucks will enter and depart the site in a forward direction under Traffic Controller supervision travelling to and from Pacific Highway or Hannell Street or Maitland Road via Charles Street. The number of workers on-site will be some 20 persons, they will be able to park on the site during this process and will be encouraged at all times to utilise the highly accessible bus services which exist in the vicinity of the site and alternatively to car pool wherever possible. Secure Storage will be provided on-site for workers equipment to avoid the need to transport the equipment to avoid the need to transport the equipment to/from the site each day.

Construction

The construction phase will be the process of longest duration (approximately 13 months) and at peak activity involve in the order of 100 people on the site any one time.

The movement of heavy vehicles will reduce to an average of around 2 visitations per

Transport and Traffic Planning Associates

day with more during concrete pours (up to 10 deliveries). No parking will be available for workers on the site, workers will continue to utilise the highly accessible public transport services which exist in the vicinity of the site and alternatively to car pool wherever possible.

The provision for loading/unloading for this process will involve truck standing in a protected unloading zone on Charles Street with all materials be unloaded and stored within the site using a site crane.

In the event of large concrete pours, Dangar Street will be closed to facilitate concrete trucks and pump standing area.

Fitout

The fitout phase will take some 12 months to complete and will involve some 250 workers on the site at one time. The movement of delivery trucks will be some 12-15 per day using the unloading area with some deliveries also using the new loading dock. There will be no on-site parking for construction workers as they will continue to be advised to utilise the public transport services. Secure storage is still available on site for workers' tools and equipment.

3.0 Road Network and Traffic Conditions

3.1 Road Network

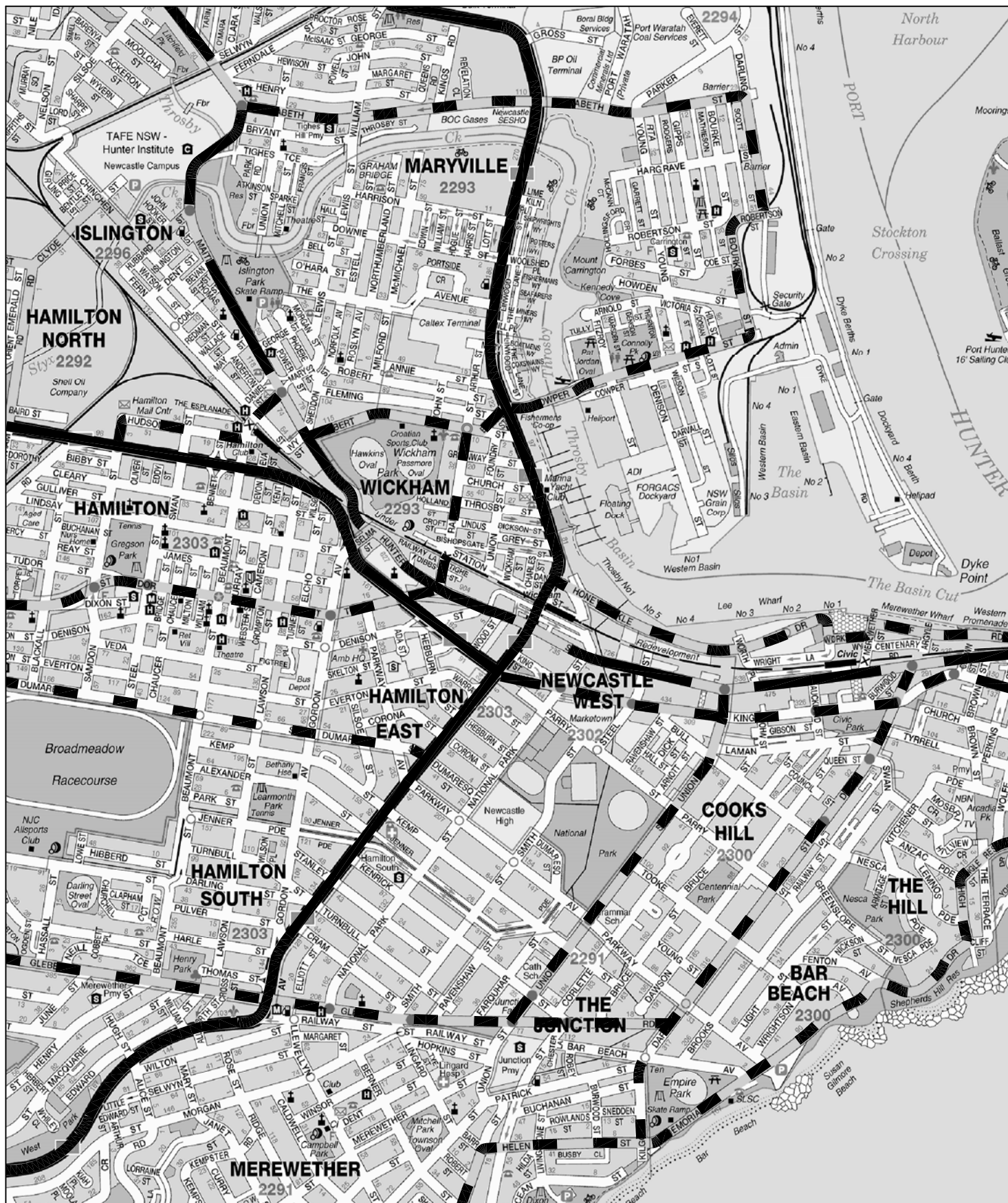
The road network serving the site (Figure 3) comprises:

- ❖ *Hannell Street/Stewart Avenue* – a State Road and arterial route running north - south through the western edge of the Newcastle Centre
- ❖ *Donald Street/Parry Street* – a State Road and arterial route running east – west as part of the Newcastle Link Road
- ❖ *Hunter Street/Maitland road* – a State Road and sub-arterial route connecting between Newcastle CBD and the New England Highway
- ❖ *Tudor Street* – a collector road linking to the west of Hunter Street
- ❖ *Dangar Street, Charles Street and Station Street* – a local access road system which connects to Hannell Street with Dangar Street bring a Short cul-de-sac.

3.2 Traffic Controls

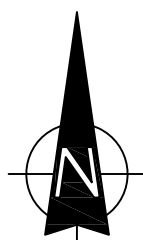
The traffic controls applied to the road system in the area (Figure 4) comprise:

- ❖ the one-way easterly traffic restriction on Bishopgate Street and one-way westerly on Station Street
- ❖ the traffic signals along Hannell Street including the Hunter Street, Honeysuckle Drive and Throsby Street
- ❖ the controls at the railway level crossings on Hannell Street and Railway Street
- ❖ the left turn IN/OUT control on Bishopgate Street at Hannell Street
- ❖ the one-way westerly traffic restriction on Grey Street.



LEGEND

- ARTERIAL**
- SUB-ARTERIAL**
- COLLECTOR**



ROAD NETWORK

FIG 3

3.3 Traffic Conditions

An indication of the traffic conditions on the road system in the vicinity of the site is provided by data published by TfNSW and the TfNSW data is expressed in Annual Average Daily Traffic (AADT) and the most recent data reveals the following:

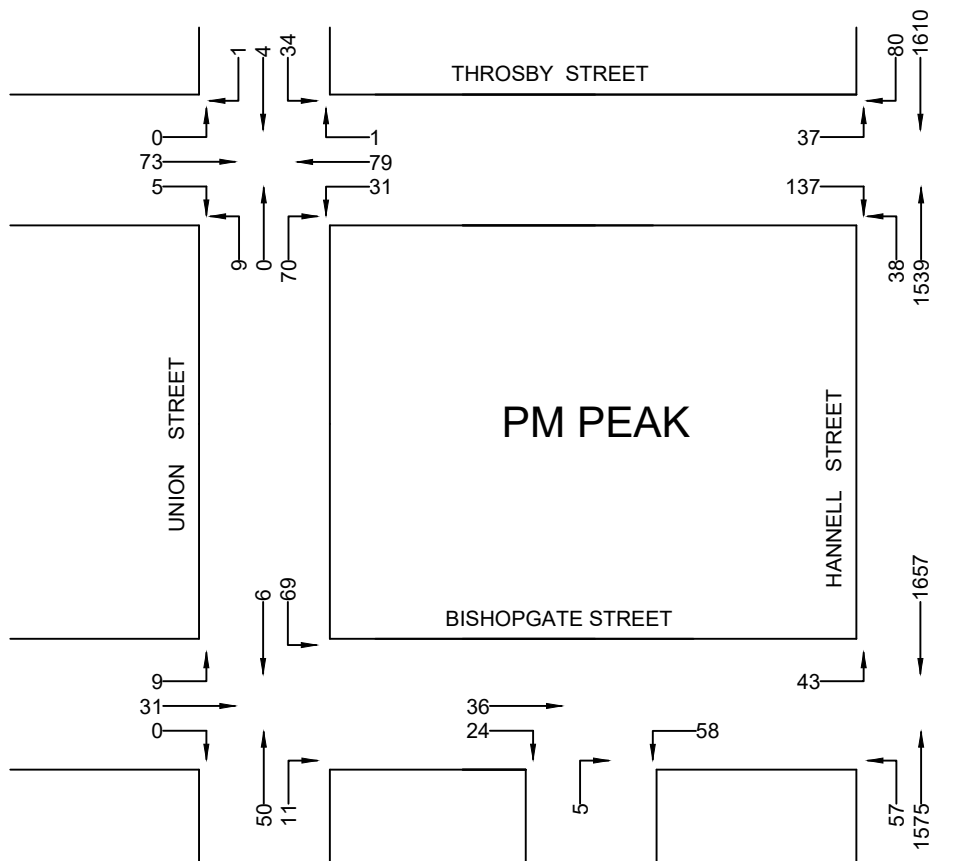
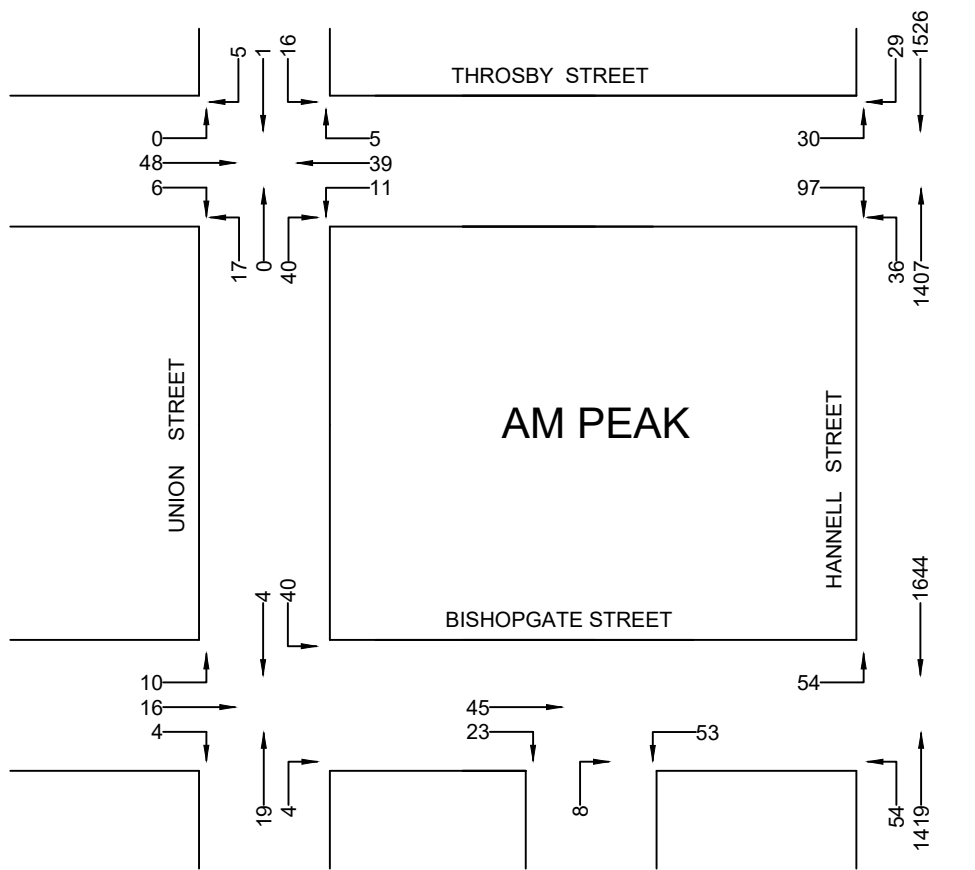
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Stewart Avenue, South of Parry Street Northbound	9,508

While results of surveys undertaken during the morning and afternoon peak periods in the vicinity of the site are shown on Figure 5.

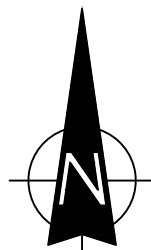
The operational performance of intersections in the area under the prevailing peak traffic demands is quite satisfactory and without any significant congestion or delay.

3.4 Public Transport

Numerous bus routes operate through the Interchange at the adjacent Light Rail Station providing comprehensive accessibility to/from the Newcastle area (See Appendix B details). While the light rail system also provides for the area and connection to the Main Northern Rail Line.



LEGEND



**EXISTING PEAK
TRAFFIC FLOWS**

FIG 5

4.0 Proposed Construction Traffic Management Plan

4.1 Construction Vehicle Route

Truck movements associated with the excavation, construction and fit out processes will approach and depart the site as indicated in Figure 6 and provision for truck “layover” will be made in Cowper Street North east of Hannell Street.

4.2 Truck Movements

The envisaged truck arrivals will be:

Excavation	25 per day
Construction	2 per day (plus 10 during concrete pours)
Fit Out	12 – 15 per day

4.3 Construction Hours

Construction work that generates noise that is audible at residential premises is to be restricted to the following times:

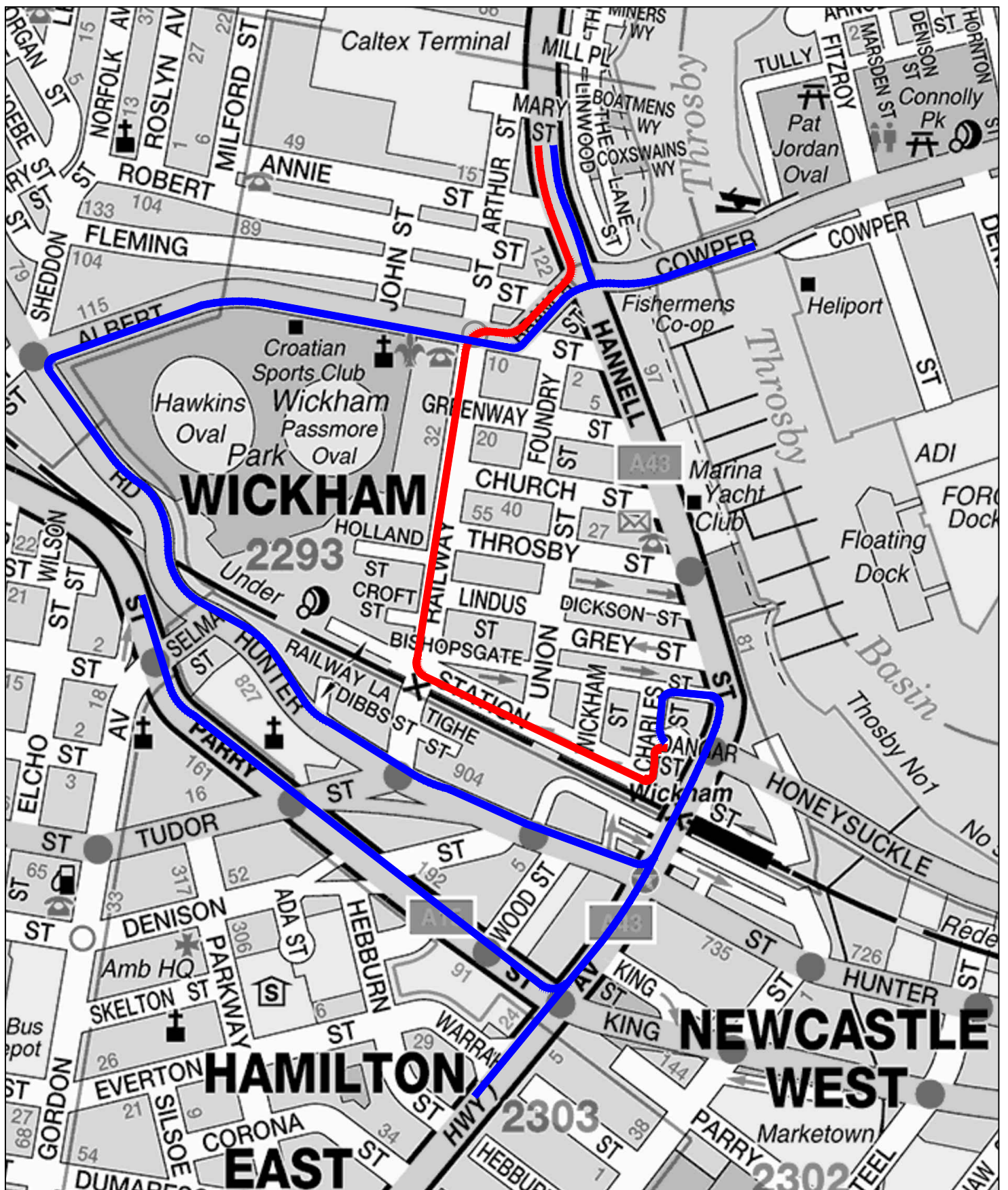
7.00am – 6.00pm	Monday to Friday
8.00am – 1.00pm	Saturday
No work	Sunday and public holidays

4.4 Cranage and Materials Handling

A site crane will be installed to unload (and load) trucks standing within the bounds of a jersey kerb in a designated unloading area with all materials stored within the site.

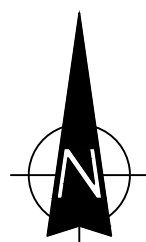
4.5 Site Induction

All workers and visitors on the site will be subject to a formal ‘site induction’ process



LEGEND

- ARRIVAL
- DEPARTURE



TRUCK ROUTES

FIG 6

and all the inductions will be performed specific to each trade according to WHS requirements will include instruction in regard to the requirements of the CTMP and specified construction vehicle routes.

4.6 Traffic Control Plan

Traffic Control Plans are provided in Appendix C, while any required additional TCP's will be prepared by the Traffic Control Contractor and submitted to Council for approval.

Traffic controllers will be placed at the site entry and exit points to control heavy vehicle movements in order to maintain the safety of pedestrians and other road users.

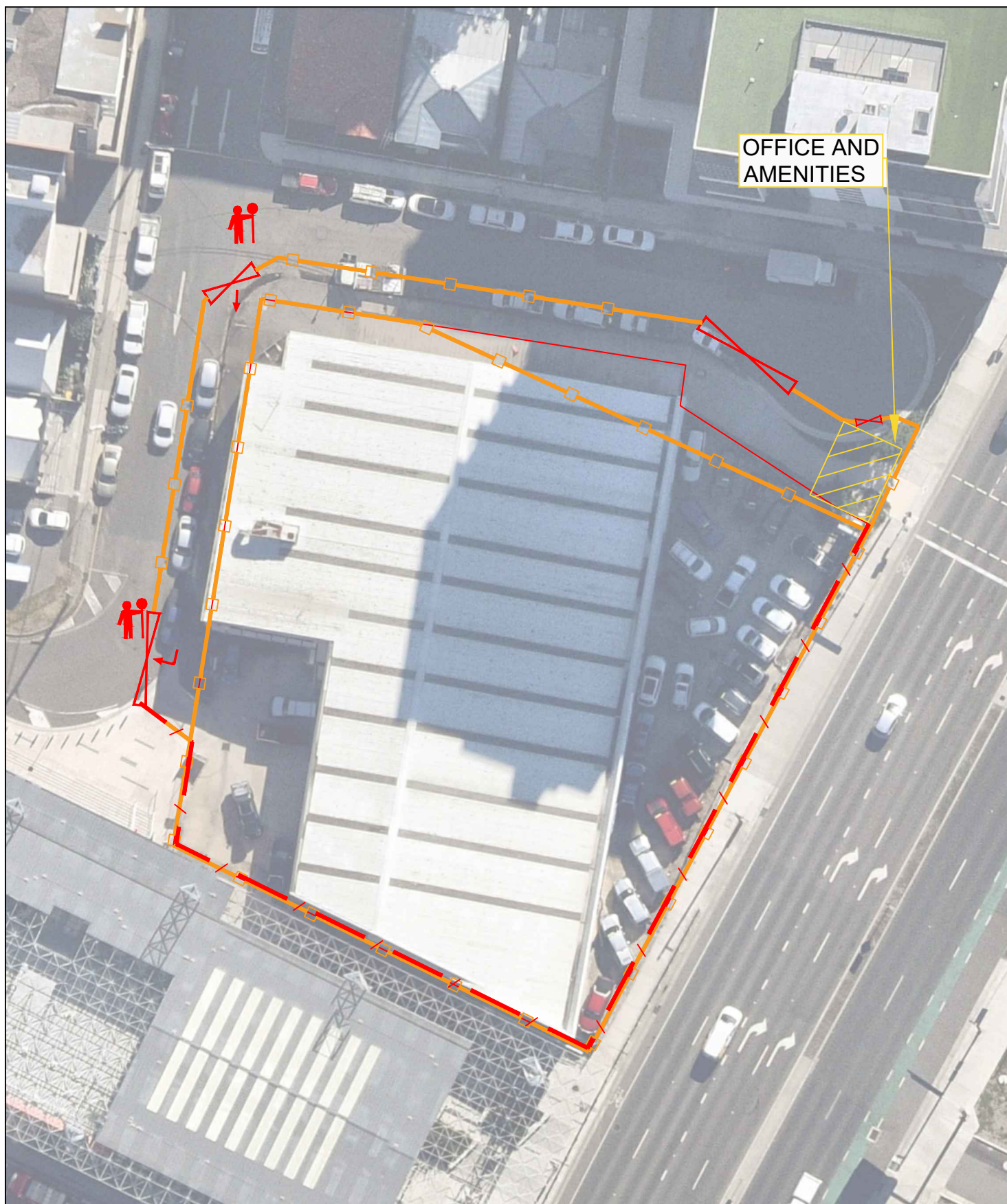
4.7 Traffic Management Plan

The proposed traffic management arrangements for the works are provided in Figures 7A to 7G, including:

- ❖ vehicle access points
- ❖ storage areas
- ❖ jersey kerbs
- ❖ unloading area
- ❖ office and amenities
- ❖ B Class hoarding and A-Class fencing
- ❖ Traffic Controllers
- ❖ concrete truck standing area
- ❖ temporary road closure

Further details of the construction arrangements are provided in the Site Management Plans are reproduced in Appendix D.

Details of on-site turning for trucks is provided in Appendix E.



LEGEND



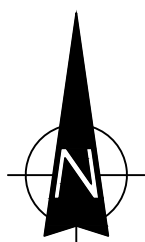
A CLASS HOARDING



TfNSW ACCREDITED TRAFFIC CONTROLLER



JERSEY KERB



TRAFFIC MANAGEMENT PLAN (EXCAVATION)

FIG 7A



LEGEND



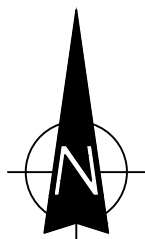
A CLASS HOARDING



TfNSW ACCREDITED TRAFFIC CONTROLLER

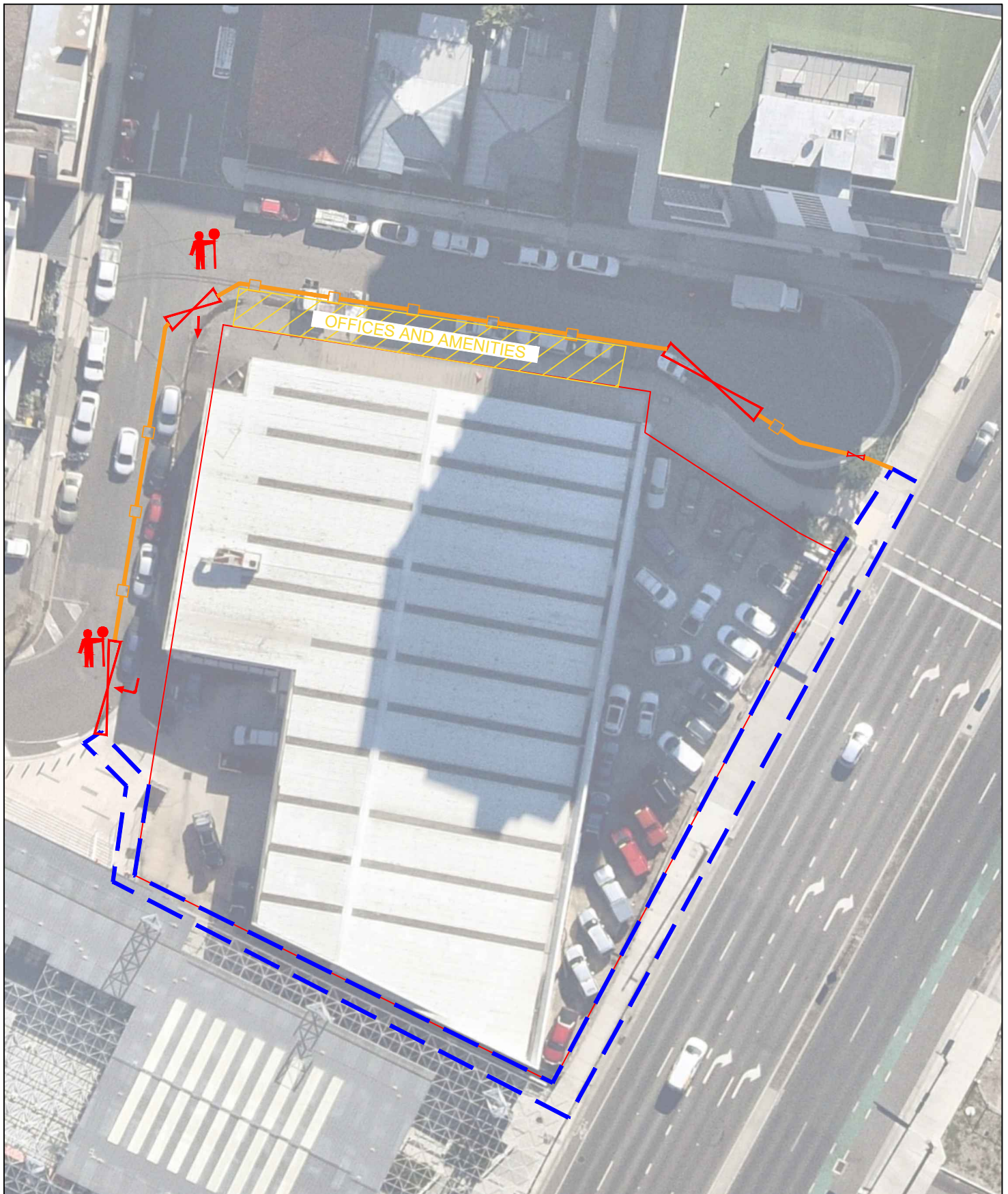


JERSEY KERB



TRAFFIC MANAGEMENT PLAN (BASEMENT)

FIG 7B



LEGEND



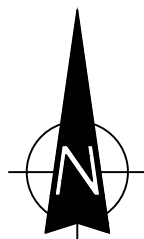
B CLASS HOARDING



TfNSW ACCREDITED TRAFFIC
CONTROLLER

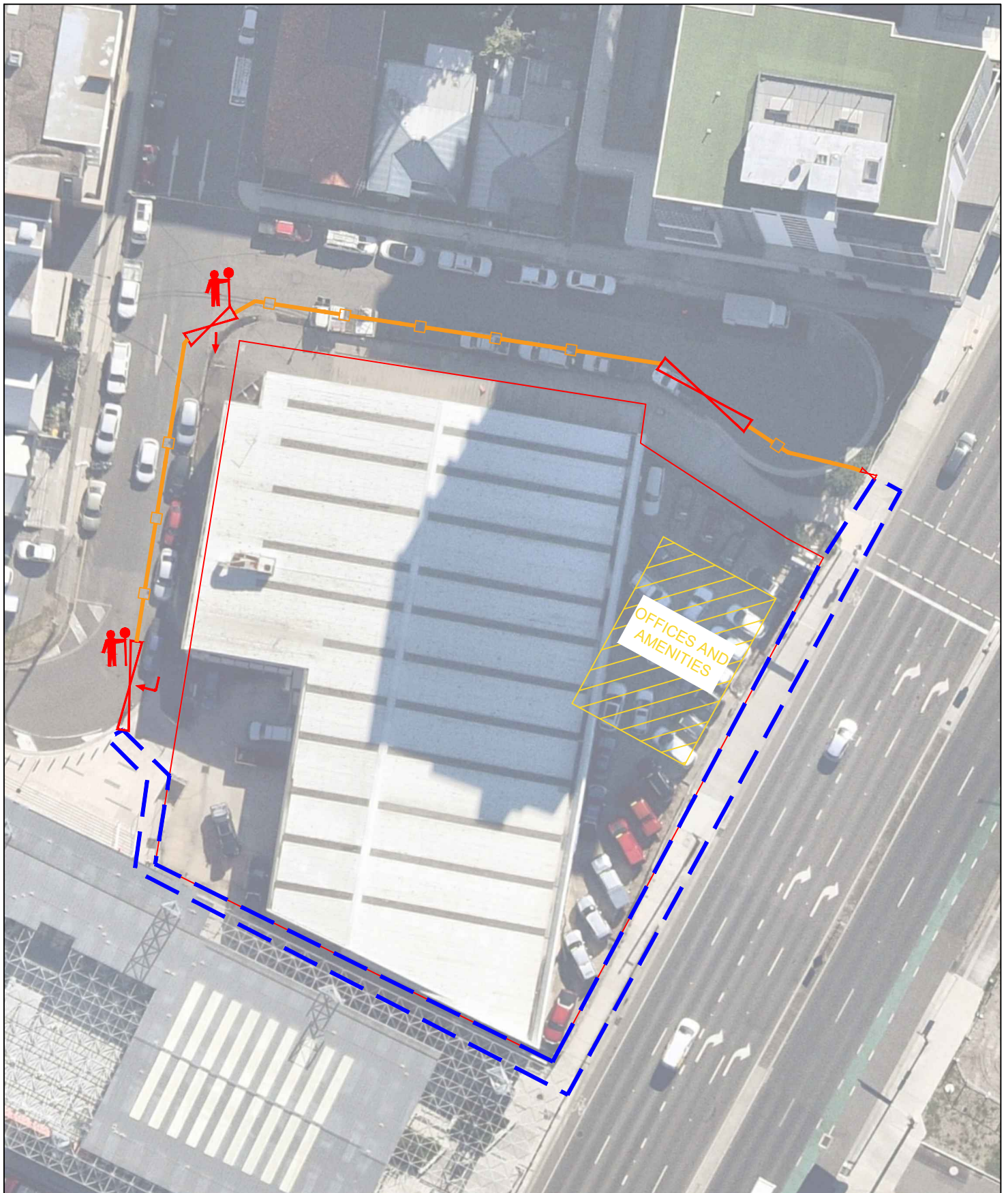


JERSEY KERB



TRAFFIC MANAGEMENT PLAN (ABOVE GROUND)

FIG 7C



LEGEND



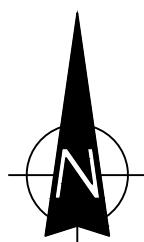
B CLASS HOARDING



TfNSW ACCREDITED TRAFFIC CONTROLLER

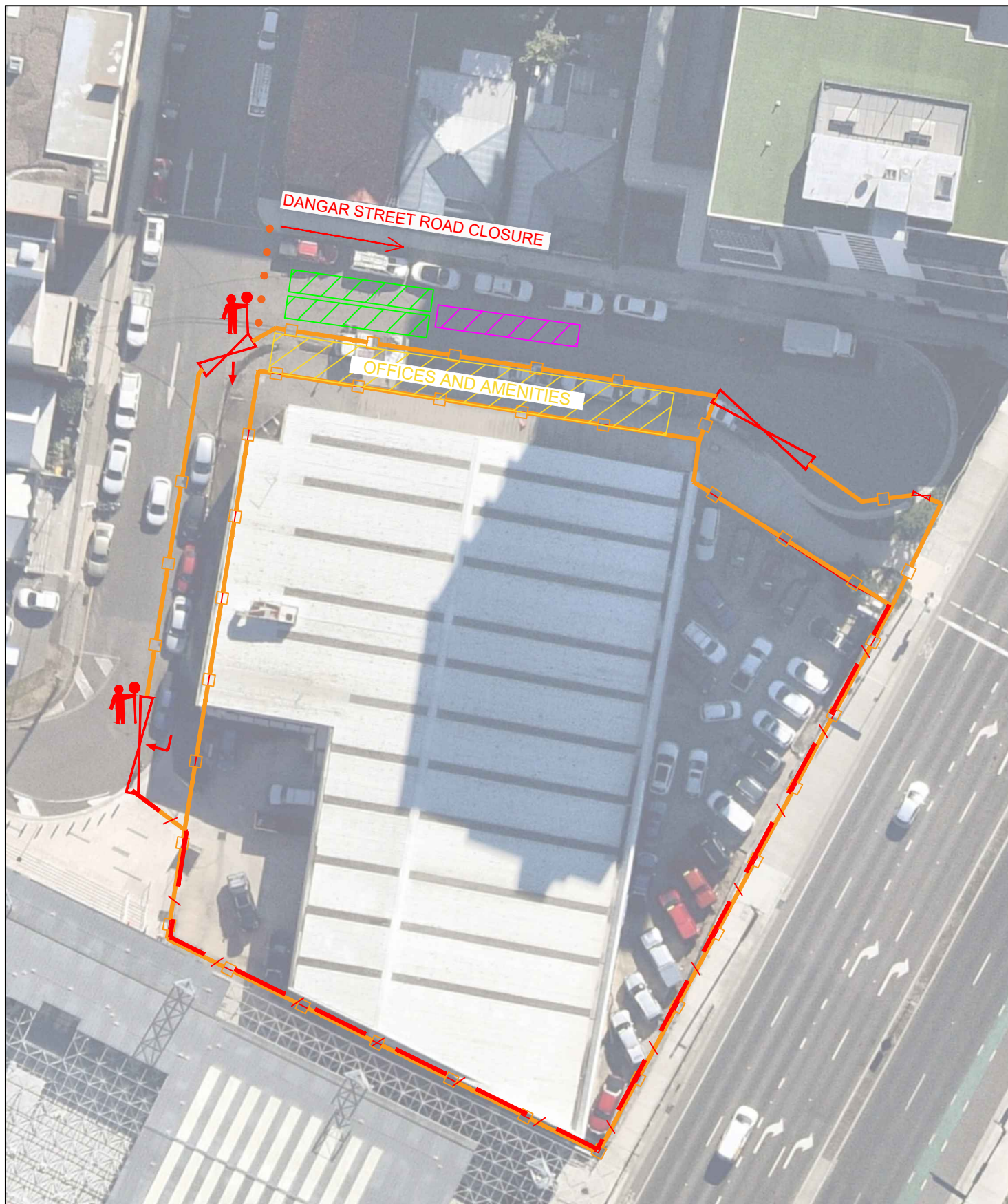


JERSEY KERB



TRAFFIC MANAGEMENT PLAN (ABOVE LEVEL 4)

FIG 7D



LEGEND



A CLASS HOARDING



TfNSW ACCREDITED TRAFFIC CONTROLLER



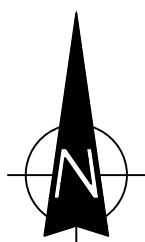
JERSEY KERB



CONCRETE TRUCK STANDING AREA



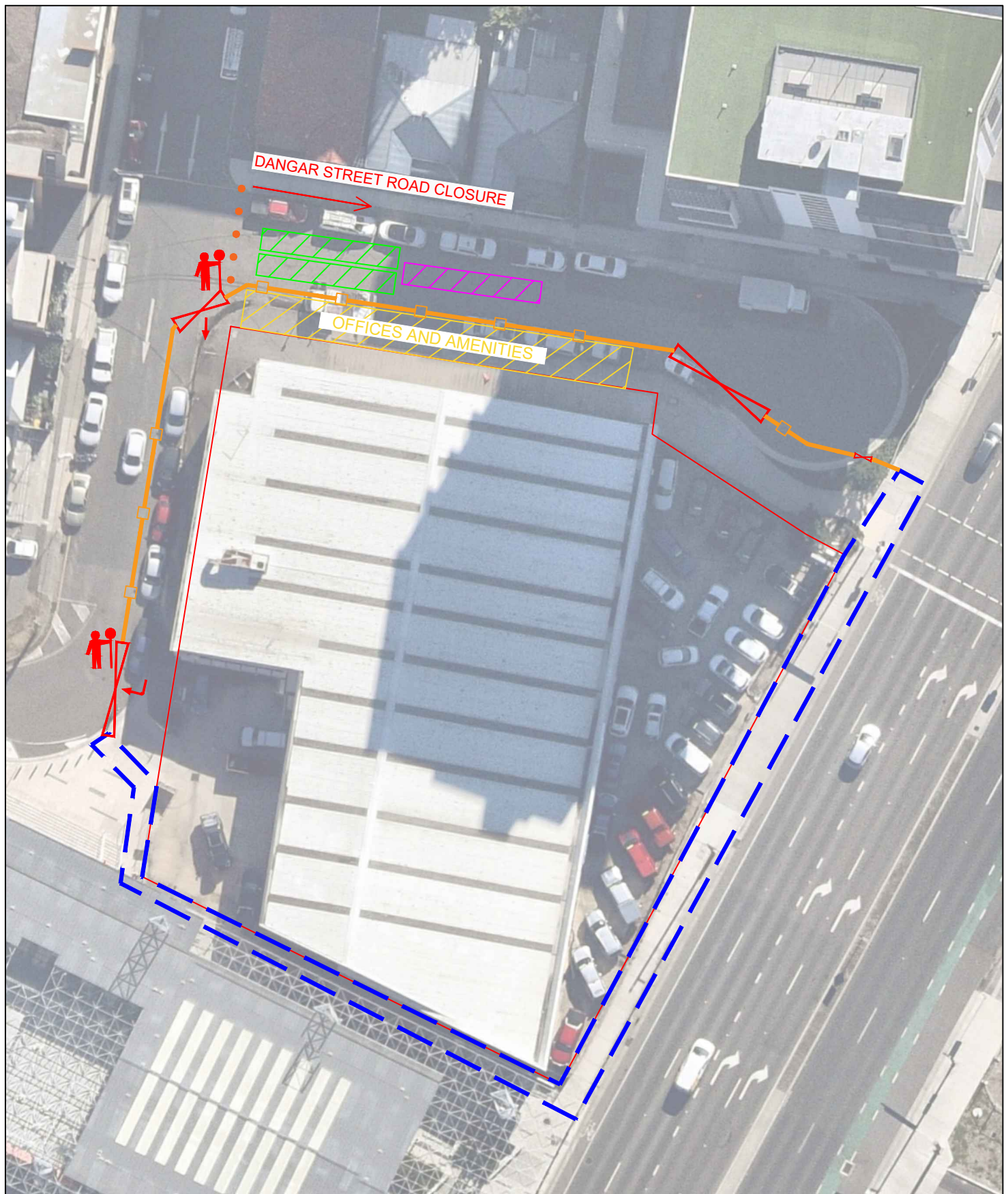
CONCRETE PUMP STANDING AREA



TRAFFIC MANAGEMENT PLAN

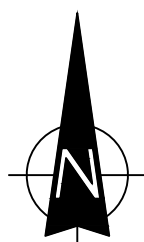
(BASEMENT - CONCRETE POUR)

FIG 7E



LEGEND

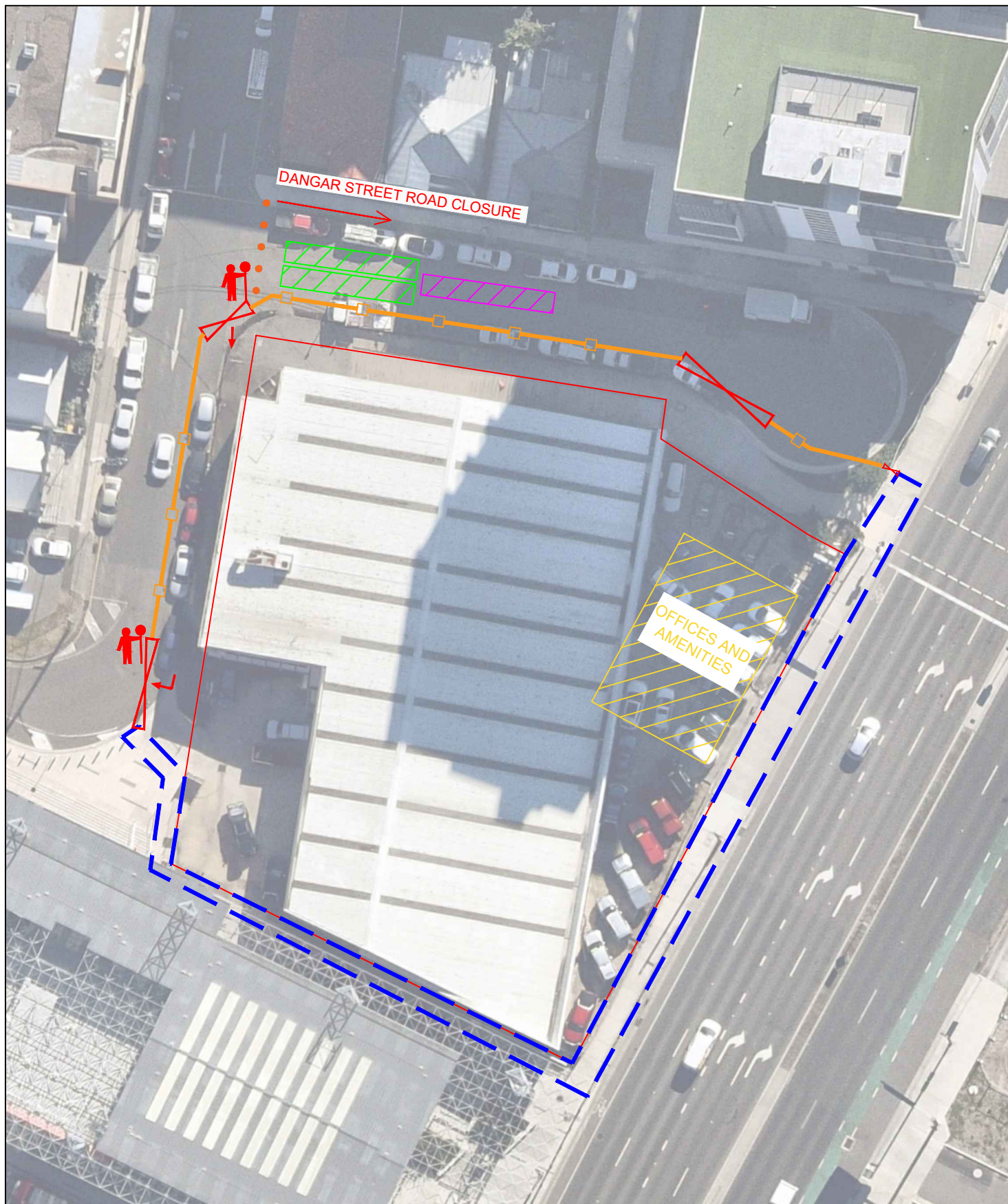
- B CLASS HOARDING
-  TfNSW ACCREDITED TRAFFIC CONTROLLER
-  JERSEY KERB
-  CONCRETE TRUCK STANDING AREA
-  CONCRETE PUMP STANDING AREA



TRAFFIC MANAGEMENT PLAN

(ABOVE GROUND - CONCRETE POUR)

FIG 7F



LEGEND



B CLASS HOARDING



TfNSW ACCREDITED TRAFFIC CONTROLLER



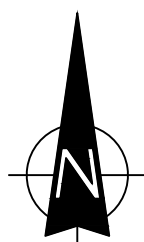
JERSEY KERB



CONCRETE TRUCK STANDING AREA



CONCRETE PUMP STANDING AREA



TRAFFIC MANAGEMENT PLAN

(ABOVE LEVEL 4 - CONCRETE POUR)

FIG 7G

4.8 Light Rail, TfNSW & Sydney Trains Interaction

The Newcastle interchange provides access to the Light Rail, Heavy Rail and Bus Interchange. Access to the Wickham terminal can be via the bus interchange, Hannell Street or Station Street. The Newcastle Interchange Site Management Plan (Appendix F) should be read in conjunction with this CTMP.

Emergency access for the Newcastle Interchange for emergency personnel shall remain unimpeded. At no time will a full road occupancy along Charles Street or Station Street take place. Access to Station Street and its parking for NSW Trains, Taxis, Kiss & Ride or any emergency vehicle will remain open at all times.

The site management plans are reproduced in Appendix G regarding the interaction between the development and TfNSW.

Appendix A

Development Plans

[illegible]

SERVICES LEGEND

	ELECTRICAL
	MECHANICAL
	HYDRAULIC
	FIRE

Multipart Property
107/1 Cassins Ave.
Sydney, NSW 2060

TEAMS

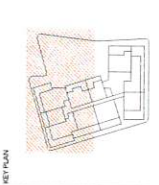
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DRAWING STATUS	
Contract Set	Final
Drawn By	10/10/20
Checked By	10/10/20
Approved By	10/10/20
Scale	1:100
Sheet No.	10/10/20
Project No.	10/10/20
Client Name	10/10/20
Client Address	10/10/20
Client Phone	10/10/20
Client Email	10/10/20
Client Website	10/10/20
Client Logo	10/10/20
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Client Seal	10/10/20
Client Signature	10/10/20
Client Date	10/10/20
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Client Author	10/10/20
Client Mfr	10/10/20
Client AR-1001a	10/10/20
Client B	10/10/20

CONTRACT DOCUMENT SET
LEGEND / NOTES

GENERAL NOTES:
STRUCTURAL AND SERVICES
COORDINATION TO BE CARRIED
OUT TO ACCOMMODATE THE
LATEST CONSENTED \$455
DOCUMENTATION
STRUCTURAL DESIGN SUBJECT TO
BMC APPROACH FROM BUILDER



CONTRACT DOCUMENT SET
LEGEND / NOTES

GENERAL NOTES:
STRUCTURAL AND SERVICES
COORDINATION TO BE CARRIED
OUT TO ACCOMMODATE THE
LATEST CONSENTED \$455
DOCUMENTATION
STRUCTURAL DESIGN SUBJECT TO
BMC APPROACH FROM BUILDER

DOOR & WINDOW TAGS
LEVEL WINDOW NUMBER
WINDOW TYPE
LEVEL DOOR NUMBER
DOOR TYPE

SERVICES LEGEND
ELECTRICAL
MECHANICAL
HYDRAULIC
FIRE

PROPERTY
multipart
multipart Property
10/10/20
10/10/20
10/10/20

TEAM ARCHITECTS
ARCHITECTS
10/10/20
10/10/20
10/10/20

AR-1001a B
10/10/20
10/10/20
10/10/20



Copyright Issues 2 (continued)

Copyright Issues 2 (continued)

CONTRACT DOCUMENT SET
LEGEND / NOTES

GENERAL NOTES:
STRUCTURAL AND SERVICES
COORDINATION TO BE CARRIED
OUT TO ACCOMMODATE THE
LIFT ASSOCIATED WITH THE
LATEST CONSISTED \$4.55
DOCUMENTATION

STRUCTURAL DESIGN SUBJECT TO
D&C APPROACH FROM BUILDER

DOOR & WINDOW TAGS



SERVICES | LEGEND

ELECTRICAL	MECHANICAL	HYDRAULIC	FIRE
------------	------------	-----------	------

multi part
PROPERTY

Multipart Property
Suite 107/1 Cassins Ave,
North Sydney, NSW 2060



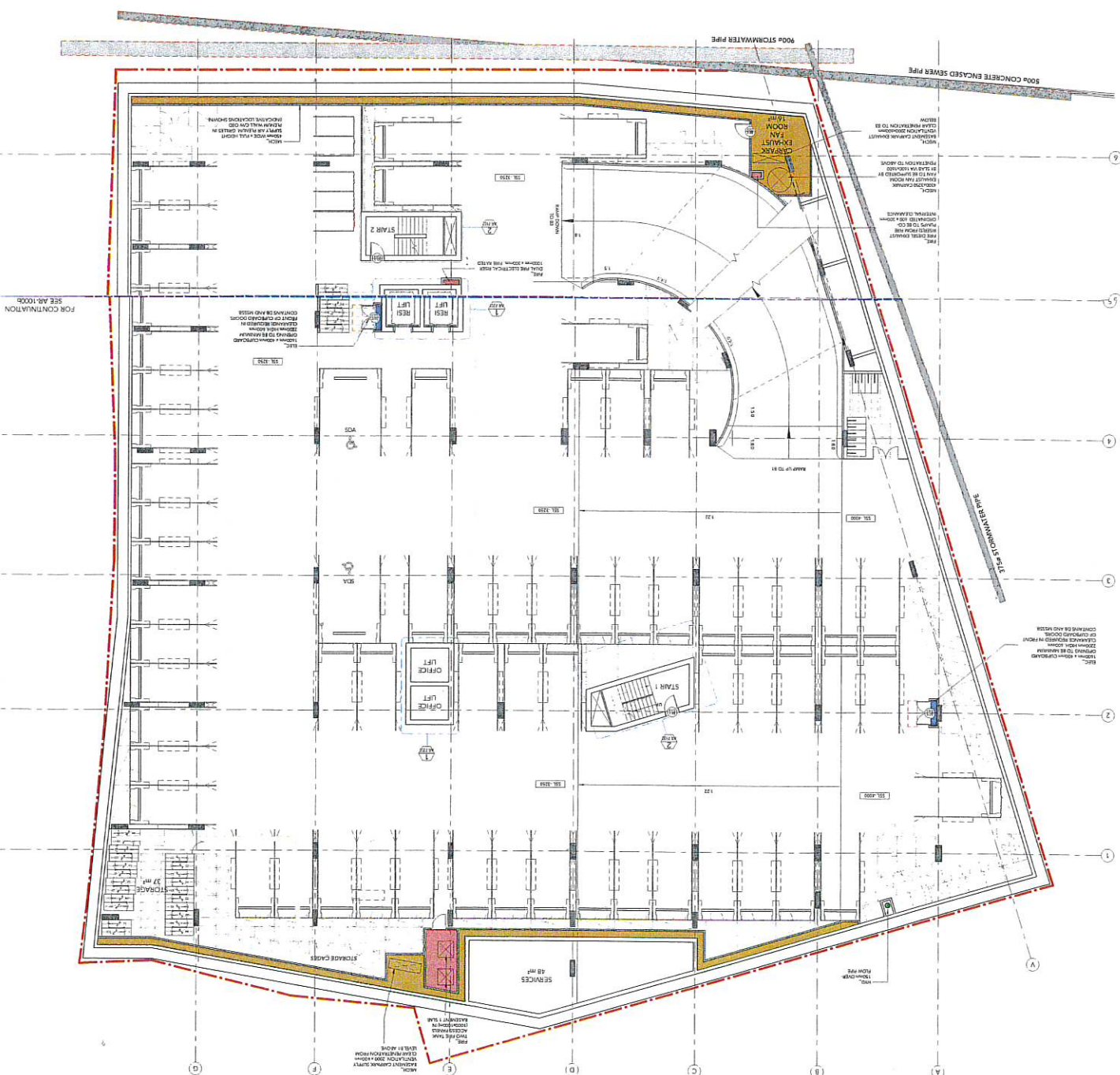
TEAM2
ARCHITECTS

ONLY
20/21/21 Clarendon Street,
Melbourne VIC 3002
NSW 2293
81 2 94 12 1166
info@newline2.com.au
NSW 2293

NEWLINE
20 Dangars Street
Sydney NSW 2293

MELBOURNE
20/21/21 Clarendon St,
South Yarra VIC 3004
NSW 22 104 6 21 257
NSW 19 260

AR-1000a	1 : 100	LR	ML
B			

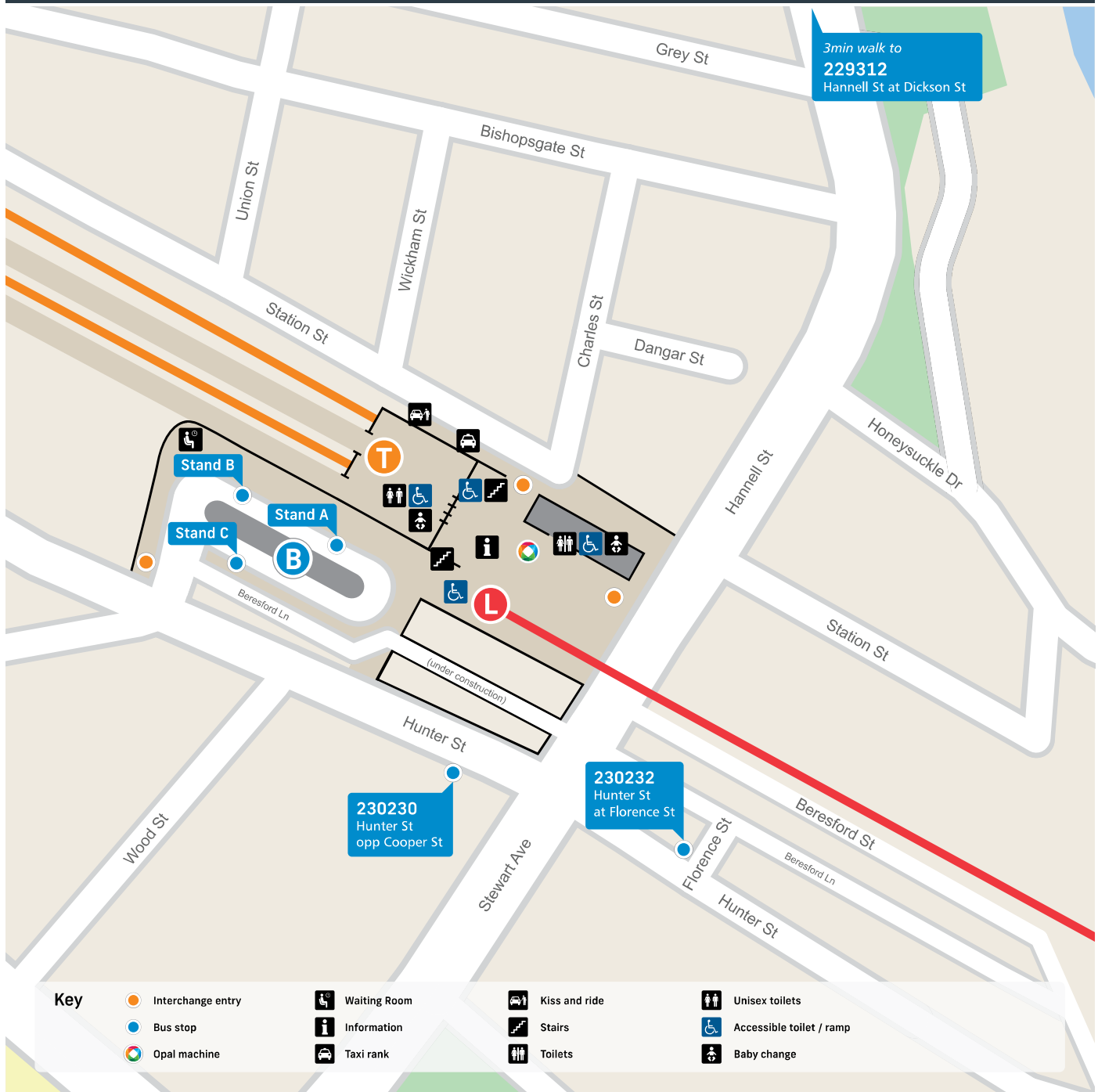


Appendix B

Transport Services

Public transport map

3min walk to
229312
Hannell St at Dickson St



T Central Coast & Newcastle Line
Hunter Line

L Newcastle Light Rail

B **Stand A**
Stop no: 230233
22 Charlestown
130 Fingal Bay
131 Fingal Bay
138 Lemon Tree Passage
140 Raymond Terrace
160 Cessnock
266 West Wallsend

Stand B
Stop no: 230234
Arrivals only
Stand C
Stop no: 230246
150 Taree
151 Taree
152 Hawks Nest

Hannell St at Dickson St
Stop no: 229312
24 Wallsend
47 Jesmond
Hunter St opp Cooper St
Stop no: 230230
11 Charlestown
12 Maryland
13 Glendale
26 Wallsend
28 Mount Hutton

Hunter St at Florence St
Stop no: 230232
11 Newcastle
12 Merewether Beach
13 Newcastle
22 Charlestown
24 Marketown
26 Newcastle West
28 Newcastle West
47 Marketown

Appendix C

Traffic Control Plan

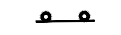
NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED .
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED
"PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"
CERTIFICATE NO. 0052125163
EXPIRY DATE: 28/08/2022
PREPARE A WORK ZONE TMP CARD
LACHLAN ELLSON

LEGEND:

-  A CLASS HOARDING
-  TfNSW ACCREDITED TRAFFIC CONTROLLER
-  SIGN
-  JERSEY KERB



10 DANGAR STREET, WICKHAM
EXCAVATION WORKS
TRAFFIC CONTROL PLAN

DRAWING REF NO. 21M212-V1.2-TCP

SHEET NO. 01 OF 07

ISSUE DATE 29 October 2021

DESIGNED BY
L.ELLSON

REVIEWED BY
R.NETTLE

SCALE
A3 0 6.0 12.0 1:600



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
THE LOCATIONS OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
THE EXACT LOCATIONS SHALL BE PROVIDED ON-SITE
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Level 5, Suite 502 / 282 Victoria Ave, Chatswood NSW 2067
P: (02) 9411 5660 E: info@tpa.com.au W: www.tpa.com.au

- NOTES:
- ALL SIGNS SHALL BE MINIMUM SIZE A.
 - ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
 - LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 - ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
 - ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
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 - IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
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 - ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 - IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
 - WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.
 - ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 - NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 - ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
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CERTIFICATION

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"PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"
CERTIFICATE NO. 0052125163
EXPIRY DATE: 28/08/2022
PREPARE A WORK ZONE TMP CARD
LACHLAN ELLSON

LEGEND:

- A CLASS HOARDING
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- SIGN
- JERSEY KERB



10 DANGAR STREET, WICKHAM
BASEMENT WORKS
TRAFFIC CONTROL PLAN
DRAWING REF NO. 21M212-V1.2-TCP

SHEET NO. 02 OF 07

ISSUE DATE 29 October 2021

DESIGNED BY
L. ELLSON
REVIEWED BY
R. NETTLE
SCALE
A3
0 6.0 12.0
1:600



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
THE LOCATIONS OF UNDERGROUND SERVICES
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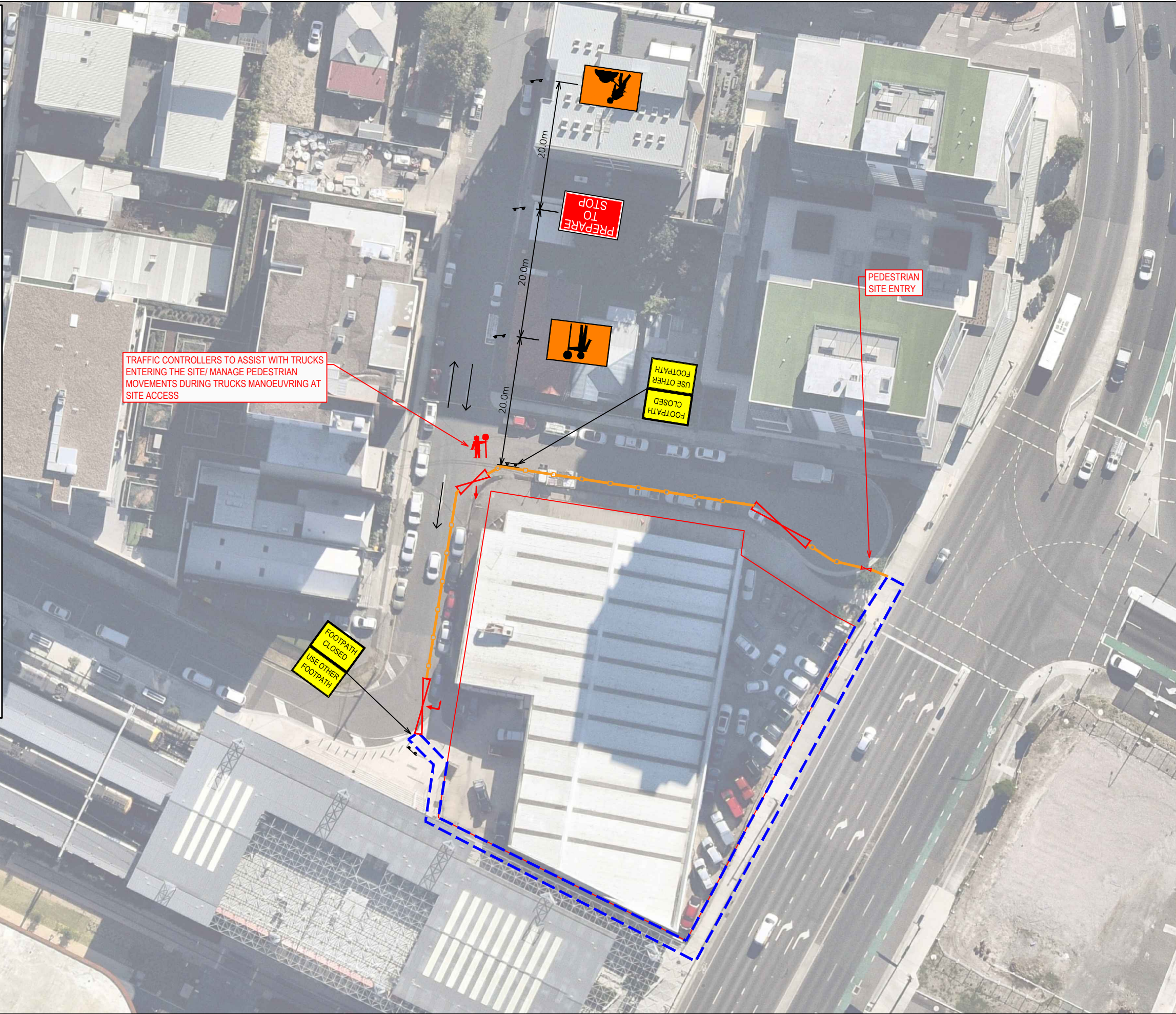
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LACHLAN ELLSON

LEGEND:

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-  TfNSW ACCREDITED TRAFFIC CONTROLLER
-  SIGN
-  JERSEY KERB



10 DANGAR STREET, WICKHAM
ABOVE GROUND TO LEVEL 4 WORKS
TRAFFIC CONTROL PLAN

DRAWING REF NO. 21M212-V1.2-TCP

SHEET NO. 03 OF 07

ISSUE DATE 29 October 2021

DESIGNED BY
L.ELLSON
REVIEWED BY
R.NETTLE
SCALE
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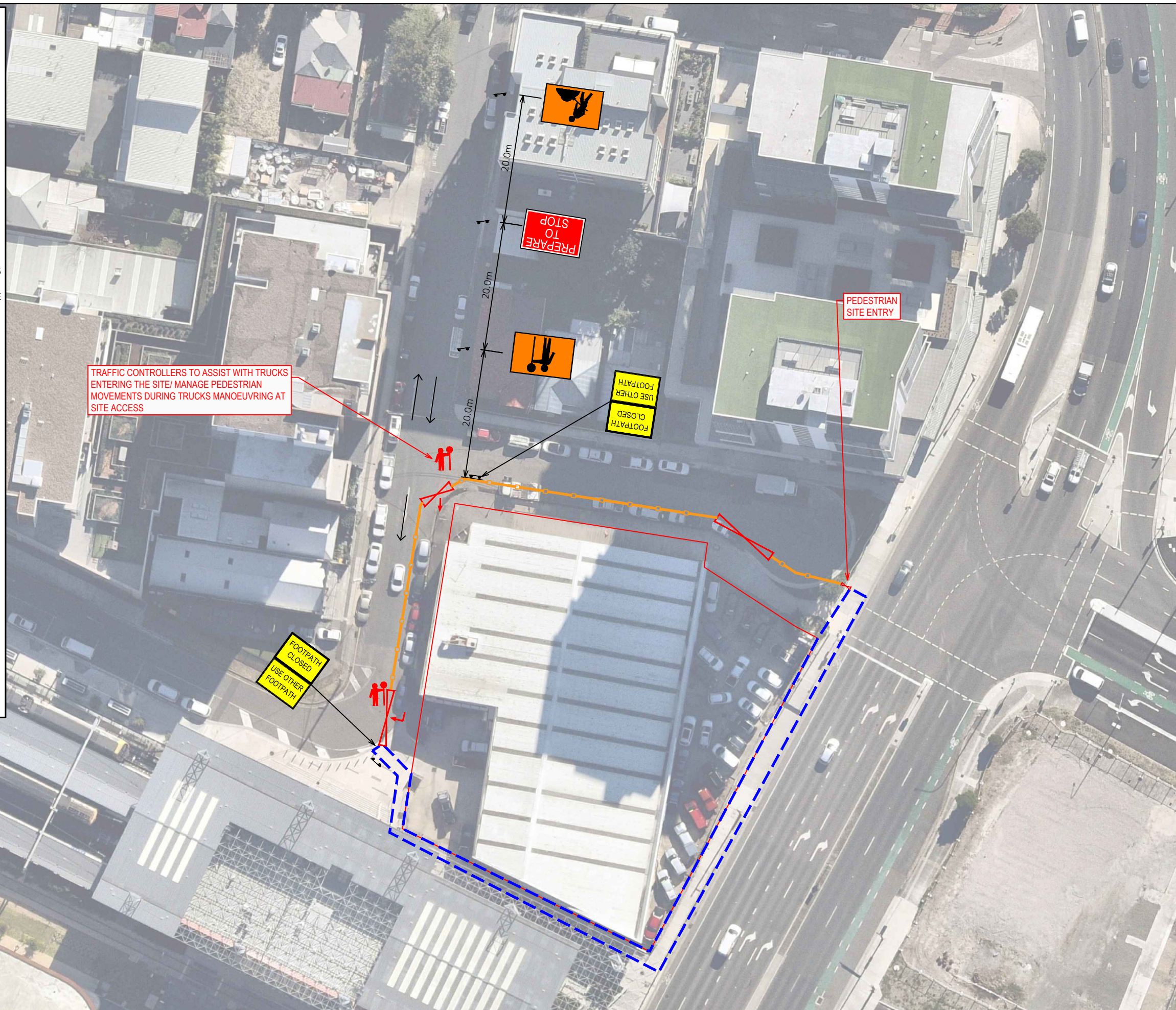
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LACHLAN ELLSON

	B CLASS HOARDING
	TfNSW ACCREDITED TRAFFIC CONTROLLER
	SIGN
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R.NETTLE

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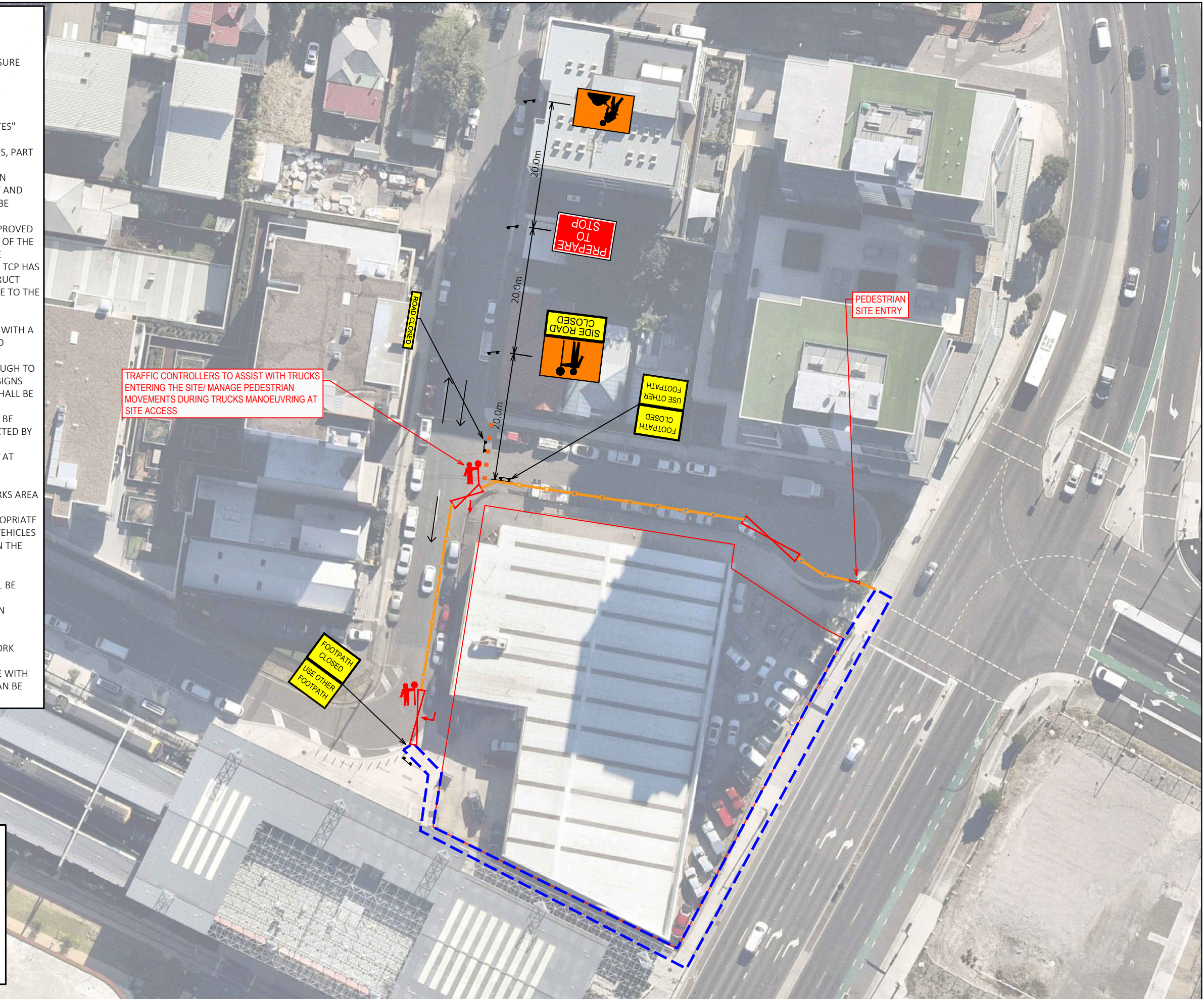
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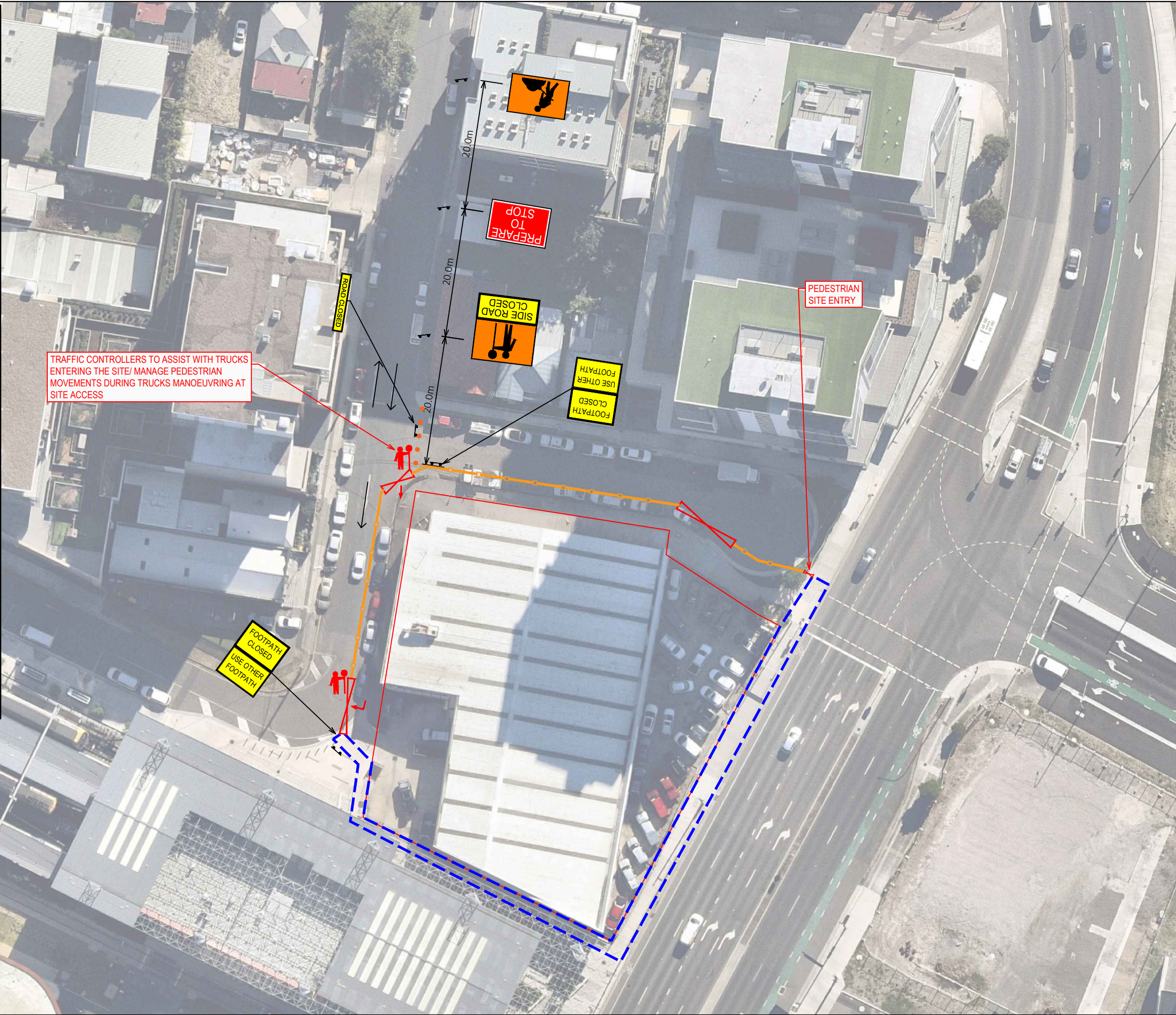
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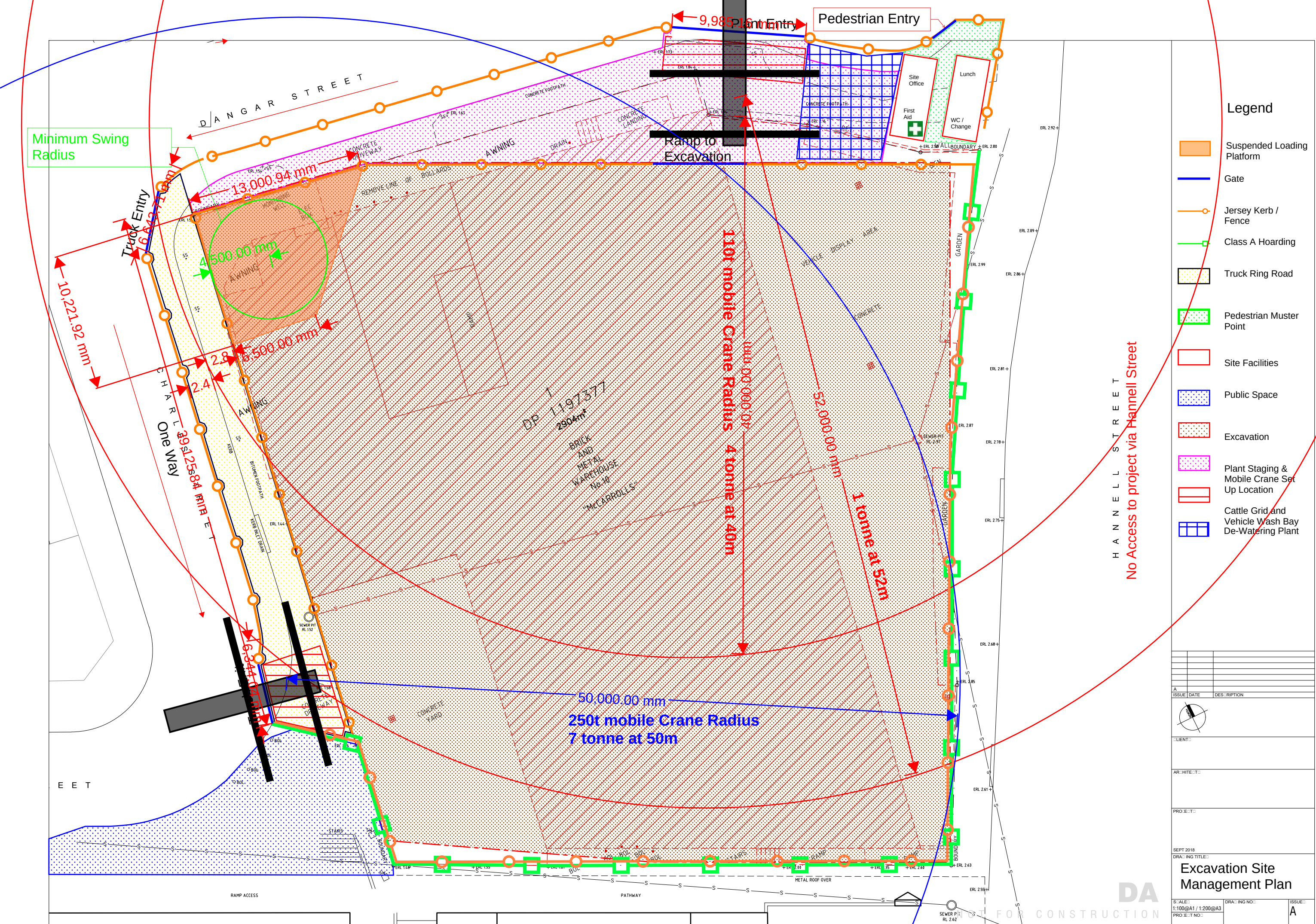
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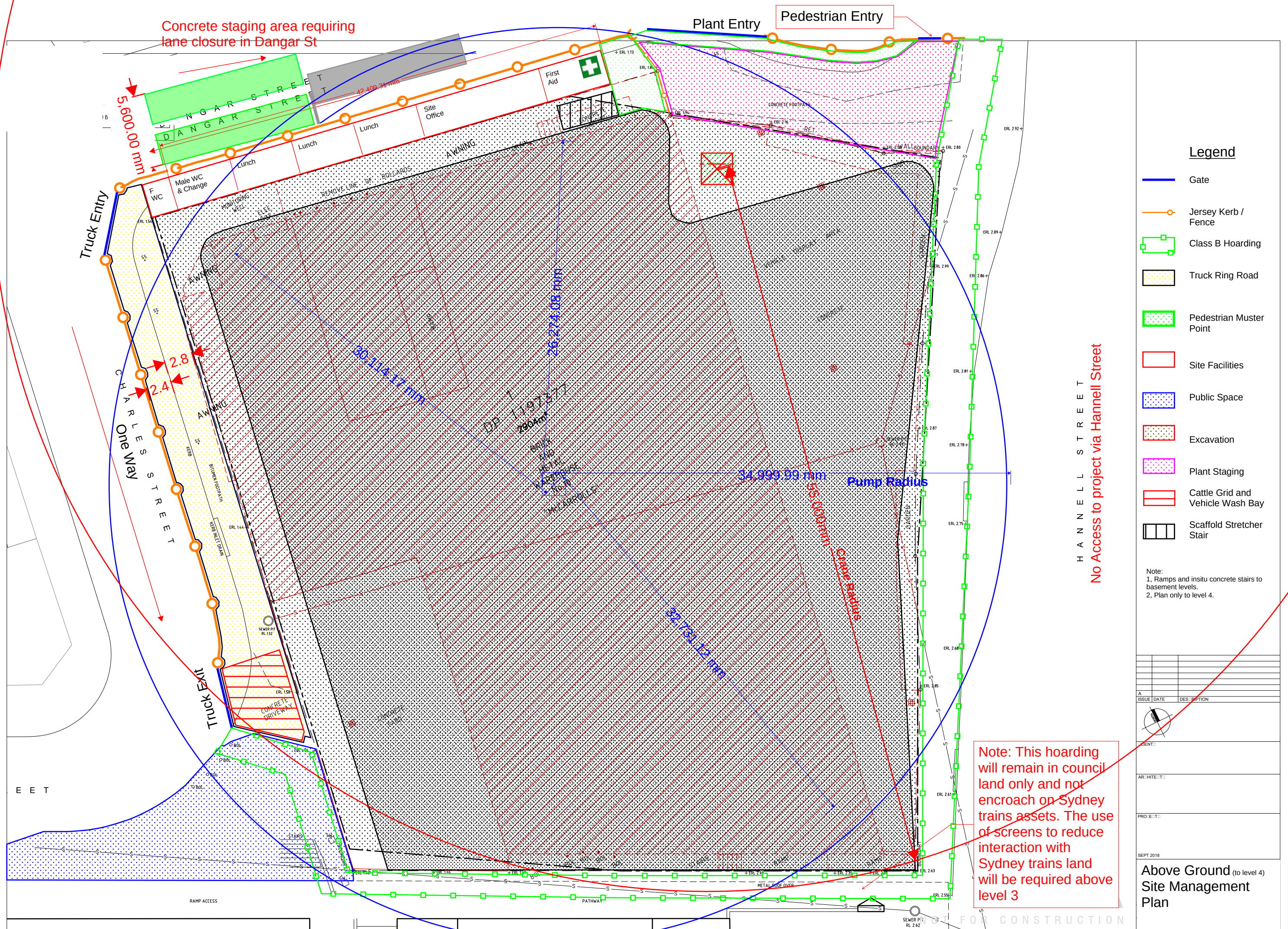
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Appendix D

Site Management Plans







Concrete staging area requiring lane closure in Dangar St

Truck Entry

Plant Entry

Pedestrian Entry

DANGAR STREET

CHARLES STREET

HANNELL STREET

Truck Exit

Crane Radius

Pump Radius

Site Office
Lunch
Male / female
WC
Change
First aid

Loading Platform

Man & Materials Hoist

Heavy duty ramp access

Legend

- Suspended Loading Platform
- Gate
- Jersey Kerb / Fence
- Class B Hoarding
- Truck Ring Road
- Pedestrian Muster Point
- Site Facilities
- Public Space
- Excavation
- Plant Staging
- Cattle Grid and Vehicle Wash Bay
- Scaffold Stretcher Stair
- Man & Materials Hoist
- Heavy duty ramp access

Note:
1, Ramps and insitu concrete stairs to basement levels.
2, Site Office, WC, Change, Lunch and First Aid located on ground floor commercial space.

No Access to project via Hannell Street

Note: This hoarding will remain in council land only and not encroach on Sydney trains assets. The use of screens to reduce interaction with Sydney trains land will be required above level 3

Above level 4 Site Management Plan

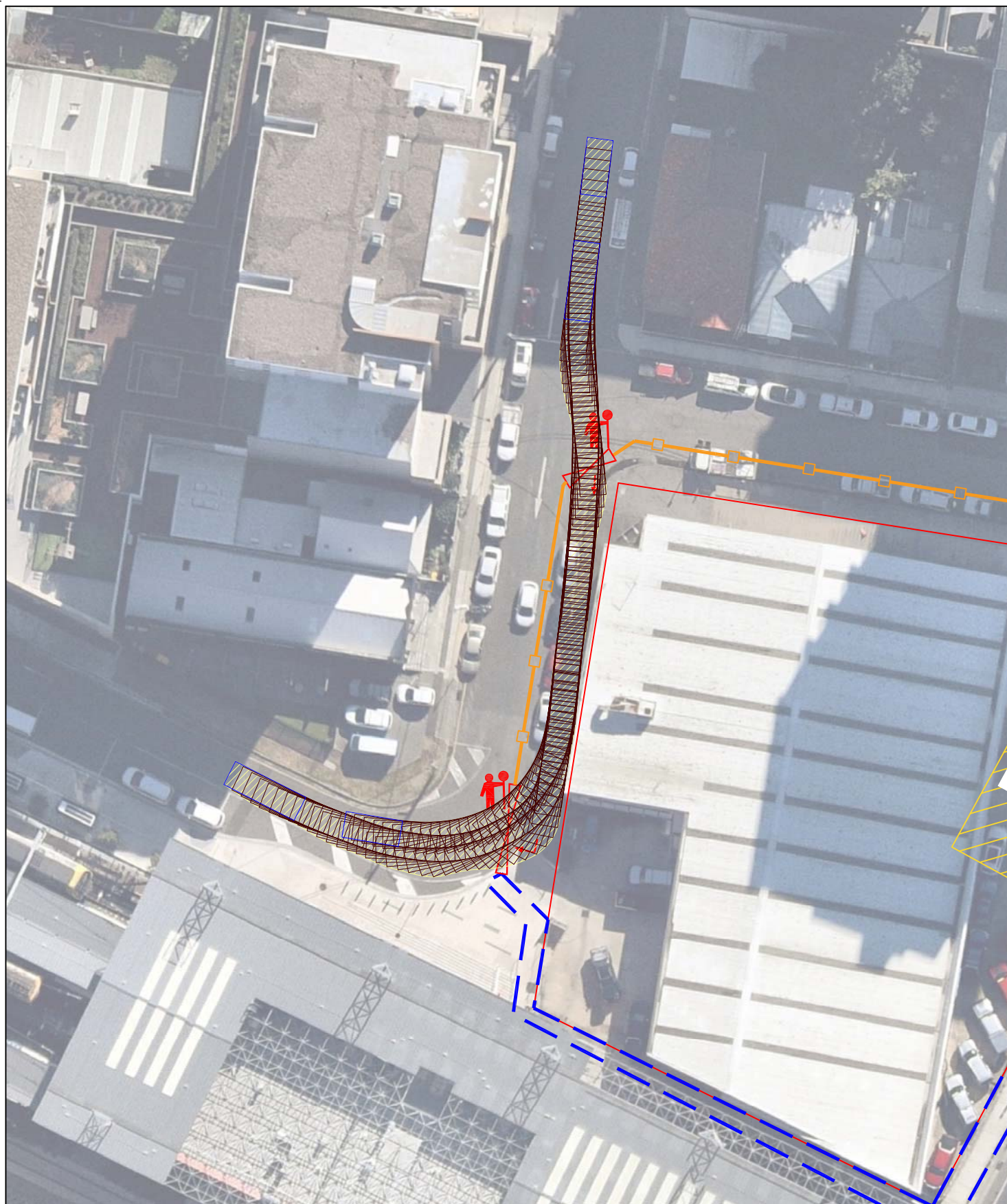
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	Gate
	Jersey Kerb / Fence
	Class B Hoarding
	Truck Ring Road
	Pedestrian Muster Point
	Site Facilities
	Public Space
	Excavation
	Plant Staging
	Cattle Grid and Vehicle Wash Bay
	Scaffold Stretcher Stair
	Man & Materials Hoist
	Heavy duty ramp access

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CLIENT		
ARCHITECT		
PROJECT		
SEPT 2018		

Above level 4 Site
Management Plan

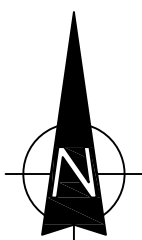
Appendix E

Turning Path Assessment



NOTE

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF A 17.6m TRUCK AND DOG TRAILER ACCESSING THE WORKS AREA

SP 1

Appendix F

Site Incident Management Plan

Site Incident Management Plan (SIMP)



1. Purpose and scope

The purpose of this SIMP is to provide vital emergency information to support incident report and ensure the safety of people at a worksite during an incident or emergency situation. An incident or emergency situation could occur at any time despite the best intentions and preventative actions.

2. Reference documents and material

- AS 3745 – 2010 Planning for emergencies in facilities
- AS 1851-2012 Maintenance of fire protection systems and equipment
- [NSW Trains Emergency Management Framework](#)
- [SMS-15-SP-5075 - Emergency Preparedness](#)
- [SMS-15-SP-5081 - First Aid](#)
- Safety notice board on site

3. Local site details

Site name/location	Newcastle Interchange, Hamilton Yard and Newcastle Bus Interchange		
Business name	NSW Trains		
No. of workers	283		
Hours of operation	24/7		
Description i.e. number of floors, type of work undertaken etc.	Description: Newcastle Interchange is classified as an interchange hub where trains terminate and customers interchange to Buses or Light Rail. It consists of three (3) above ground platforms covered by station building awnings and connected by way of a level walking area. It is an Opal gated station with gates defining the paid and unpaid areas and is classified as an Easy Access interchange. There are six (6) Help Points located throughout platforms 1 and 2/3 Primarily servicing the Newcastle and Central Coast Line as well as the Hunter Line. Train running is controlled by the Sydney Trains Rail Operations Centre. Newcastle Interchange has stabling facilities at Hamilton Yard and Sidings – located west of the facility with provision for forty eight (48) cars. Newcastle Bus Interchange consists of a covered area with a 6 story car park above. Facilities include a kitchen, toilet, storeroom and waiting room.		
Facilities/utilities			
Facility	No.	Facility	No.
Kitchen/s	3	Plant Rooms	8
Toilets	11	Communications	4
Meeting Rooms	2	Electrical distribution board/s	4
Waiting Rooms	1		

Table 1: Local site details

4. Emergency planning committee (EPC)

An EPC has been established to manage a number sites within NSW Trains aligned to NSW Trains area manager responsibilities.

5. Emergency control organisation (ECO)

The ECO prioritises the safety of occupants and visitors at a site during an incident or emergency and their safety takes precedence over asset protection. The following ECO positions are on site: ECO members should be trained in their specific roles.

The following ECO positions are on site: chief warden, wardens and first aiders.

ECO members are to be trained in their specific roles. For more information, refer to **Attachment 5: ECO team roles and responsibilities**



In the event of an incident, wardens with first aid qualifications are not required to perform first aid duties until the evacuation is complete and they are no longer required to fulfil warden responsibilities.

6. Emergency response notification procedures

In the event of an incident or emergency, the following all-hazard five initial steps must be followed:

1. Quickly assess the risk
2. Call (0) 000 if required e.g. life threatening situation
3. Call the relevant network control officer
4. For rail incidents call the Network Services Coordination Centre
5. Call the line manager

For specific hazard response procedures refer to **Attachment 3: Rail Emergency Reference Pocket Guide**.

At the worksite, the following notification systems will be used: fire alarms, public address systems, worksite employees, wireless radios and telephones.

7. Emergency equipment

In the event of an incident or emergency, the following emergency equipment is available on site:

Item	No.	Item	No.
Water fire extinguisher – red	0	Automated external defibrillator (AED)	1
Carbon dioxide fire extinguisher – black	5	Fire hose reel	6
Dry chemical fire extinguisher – white	5	Spill kit	1
Foam fire extinguisher – blue	0	Fire blanket	3
Wet chemical fire extinguisher – oatmeal	0	Fire hydrant	19
Vaporising liquid fire extinguisher – yellow	0	First aid kit	1

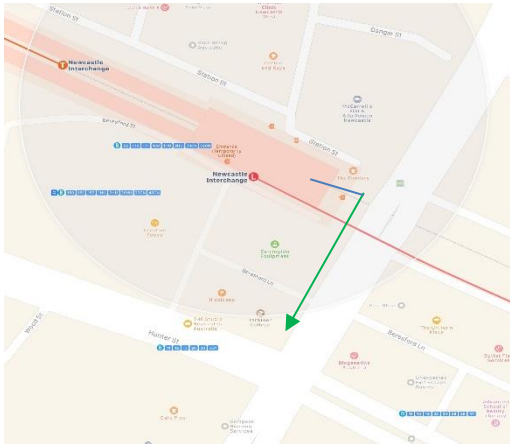
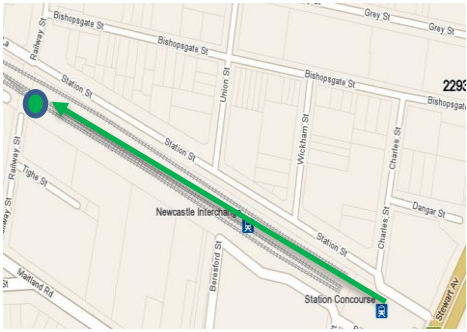
Table 2: Emergency equipment on site

For the location of emergency equipment on site, refer to **Attachment 1: Evacuation diagram** and safety notice boards on site.

Emergency equipment maintenance must be conducted by a competent person compliant with timeframes stated in **AS 1851-2012 Maintenance of fire protection systems and equipment**. The EPC Cluster Representative is responsible for ensuring this occurs.

8. Evacuation and assembly area/s

In the event of an incident or emergency, the ECO shall follow the direction of police and emergency services, when given. The nominated assembly areas for the Newcastle Interchange and Newcastle Bus Interchange shown below.

Primary assembly area	Secondary assembly area
	
	
Exit from front of station, turn right and proceed 100 m to the corner of Hunter and Stewart Avenue below the mural.	Exit from side of station onto Station St, turn left and proceed 300m to the west to the pedestrian overbridge

In the event of an incident or emergency, the ECO shall follow the direction of police and emergency services, when given. The nominated assembly areas for the Hamilton Yard is shown below.



Table 3: Primary and secondary assembly areas

During an evacuation occupants should take their personal belongings with them, if safe to do so.

For more information refer to **Attachment 1: Evacuation diagram** and safety notice boards on site.

9. Lockdown procedure

In the event of an incident or emergency the ECO shall follow the direction of policy and emergency services, when given. When information is received about an incident where lockdown is required, the following procedure must occur.

1. Chief Warden, using the Emergency Warning and Intercommunication System (EWIS) or equivalent communication system, announces to occupants that the building is in lockdown and they are to secure their work area and turn off lights, if required.

2. Lifts to be grounded, if applicable.
3. Security is to ensure that CCTV, operated by Sydney Trains, remains operational.
4. All occupants in the building are to remain in the building until advised. Wardens are to move occupants towards a safe place.
5. Wardens to advise managers to keep occupants calm and to follow instructions.
6. Wardens are to notify any inbound persons e.g. visitors or returning occupants, that the building is in lockdown and not to return.
7. Limit movement of occupants and encourage them to keep quiet.
8. Occupants are to remain in place until the chief warden or emergency services advise otherwise.

10. Emergency Control Centre (ECC)

In the event of an incident or emergency the chief warden will direct the ECO from the Emergency Control Centre. For information on the location of the ECC, refer to **Attachment 1: Evacuation diagram** and safety notice boards on site.

11. Refuge

In the event of an incident or emergency, and during evacuation, a refuge may be used where occupants can wait for assistance from emergency services to evacuate.

Owing to specific circumstances at some worksites, refuges may not be available.

12. Media

All employees must comply with section 17 of the [Transport for NSW Code of Conduct](#) i.e. only speak on behalf of NSW Trains when authorised. Approaches by media outlets for comment on behalf of the organisation, must be referred to the Media Relations team on (02) 9219 1116 during business hours, or to the on-call media officer on (02) 9219 1285 after hours.

13. Hazardous chemicals

A copy of the worksite's hazardous chemicals register is attached to the SIMP and is available on safety noticeboards on site.

- ▶ Refer to [SMS-06-TP-6201 Hazardous Chemicals Register](#).

14. Handing back control when emergency services leave the site

When the incident or emergency response has finished, the relevant site incident controller will hand back control to appropriate site representative. Post-incident actions to be undertaken by the ECO are shown below.

Role	Post-incident response actions
Chief warden	- Notify wardens that occupants may return to the facility. - Organise a debriefing with ECO personnel and emergency services. - Arrange for support as required including referral to Employee Assistance Program. - Collate a record of the event using SMS-15-FM-6247 Evacuation Exercise Observation Form. - Report incidents – refer to SMS-17-SP-5077 Incident and Occurrence Reporting. - Ensure evidence and records are secure for future reference.
Wardens	- Compile a list of actions taken during the incident for the debriefing, using SMS-15-FM-6247 Evacuation Exercise Observation Form. - Provide a copy of completed exercise observation form to the Security & Emergency Preparedness Business Unit

15. Drills, exercises and registers

The chief warden and the ECO must ensure one local area drill/exercise is conducted, at least annually, to assess the effectiveness of the SIMP as determined by the EPC. The drill/exercise will be recorded in an evacuation drill/exercise register to assist in monitoring and reviewing the effectiveness of the SIMP.

16. Debriefs and reviews

The chief warden in consultation with the ECO will debrief people following an incident or an emergency at the site, including after a drill/exercise. The chief warden will advise the EPC of the debrief outcomes. The SIMP will be reviewed following an incident or emergency on site, including after a drill/exercise. The EPC will amend the SIMP as required, and disseminate the information to the ECO team

17. Attachments

Attachment 1: Evacuation diagram Newcastle Interchange Concourse

Attachment 2: Evacuation diagram Newcastle Interchange Level 1

Attachment 3: Evacuation diagram Newcastle Interchange Platform 2

Attachment 4: Evacuation diagram Newcastle Bus Interchange

Attachment 5: Evacuation diagram Hamilton Stabling Yard

Attachment 6: Site hazard identification

Attachment 7: Rail Emergency Reference Pocket Guide

Attachment 8: Hazardous chemical register

Attachment 9: ECO team roles and responsibilities

Attachment 10: Emergency contact list

Attachment 11: Lift breakdown procedures

Attachment 12: Lift breakdown contingencies

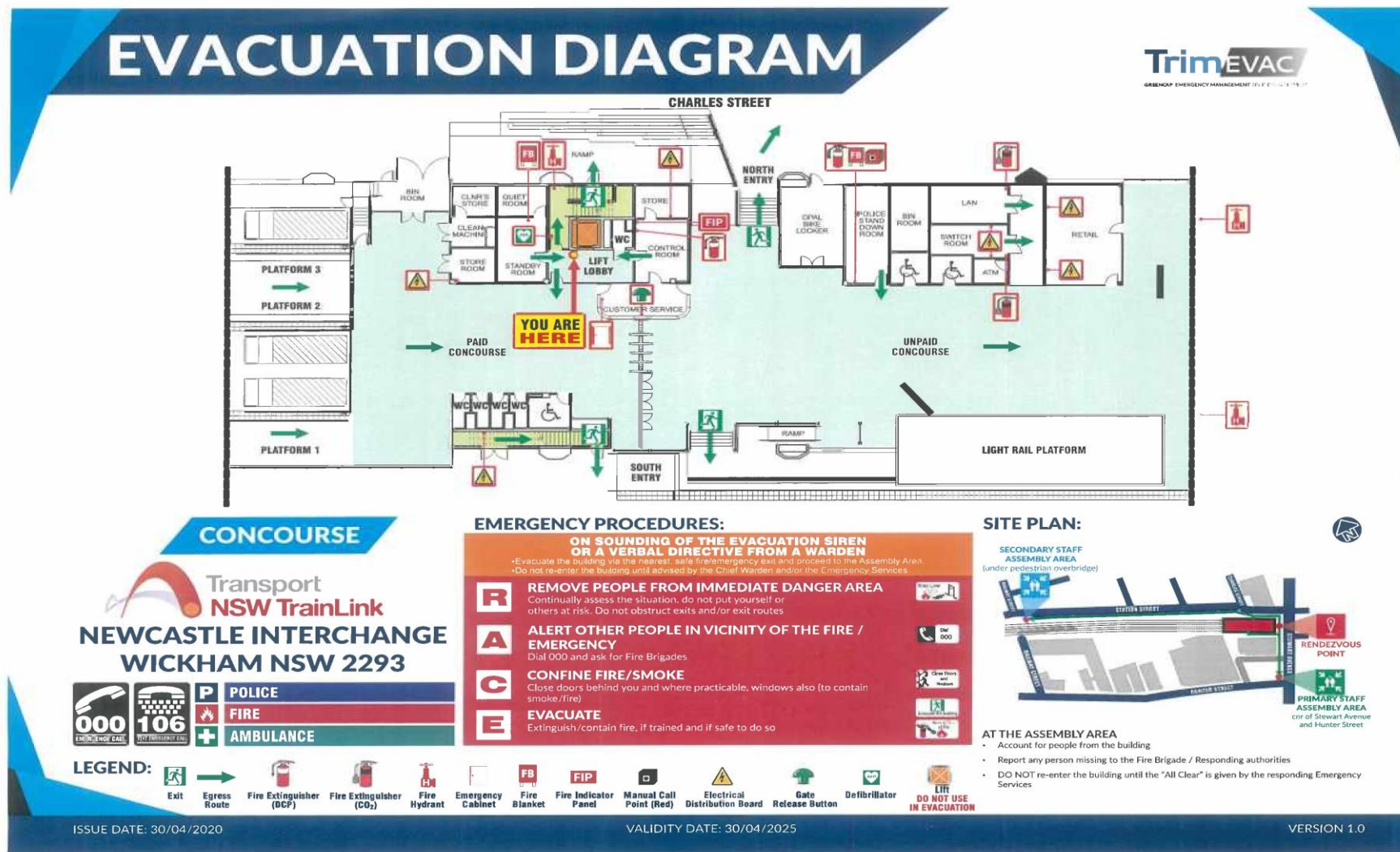
Acronyms and definitions

Term	Meaning
ECO	Emergency Control Organisation
EPC	Emergency Planning Committee

Version control

No.	Comments	Date approved
3	Information updated and content transferred to SMS template. See Trim folder DNSW2018/3728.	
4	Updated Rail Emergency Pocket Reference Guide – attachment 3, and minor wording changes.	
5	Review and update.	

Attachment 1: Evacuation Diagram – Newcastle Interchange



Prepared using SMS-15-SP-6133 SIMP Template

Prepared by: Area Customer Service Manager

Document name: Site Incident Management Plan Template

Document number: SMS-15-TP-6133

Version: 5

Approved by: Associate Director Operations

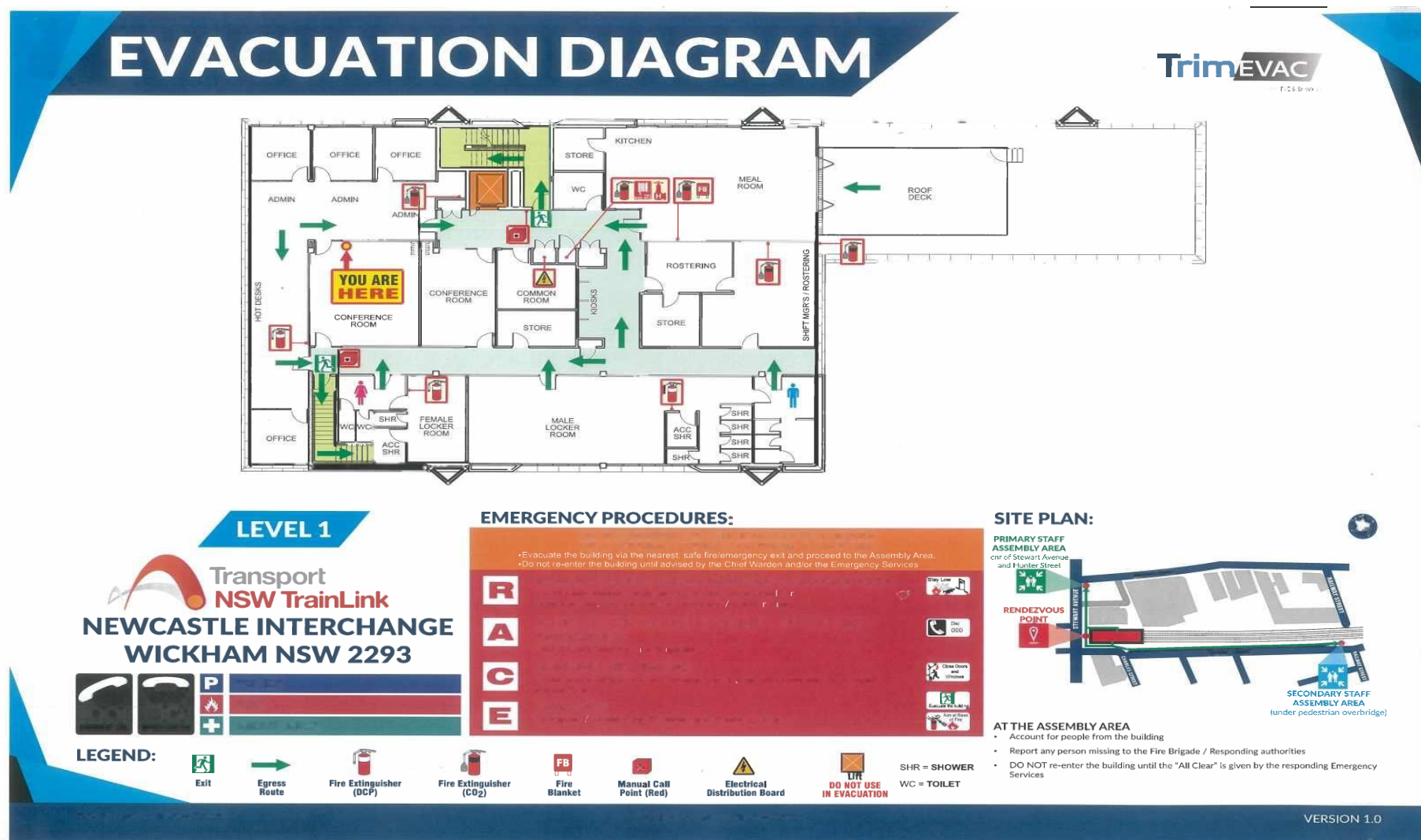
Review date: 03/06/2021

Custodian: PM, Security & Emergency Preparedness

Approver: Director, Network Services

Date approved: 23/10/2020

Attachment 2: Evacuation Diagram – Newcastle Interchange



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Document number: SMS-15-TP-6133

Version: 5

Approved by: Associate Director Operations

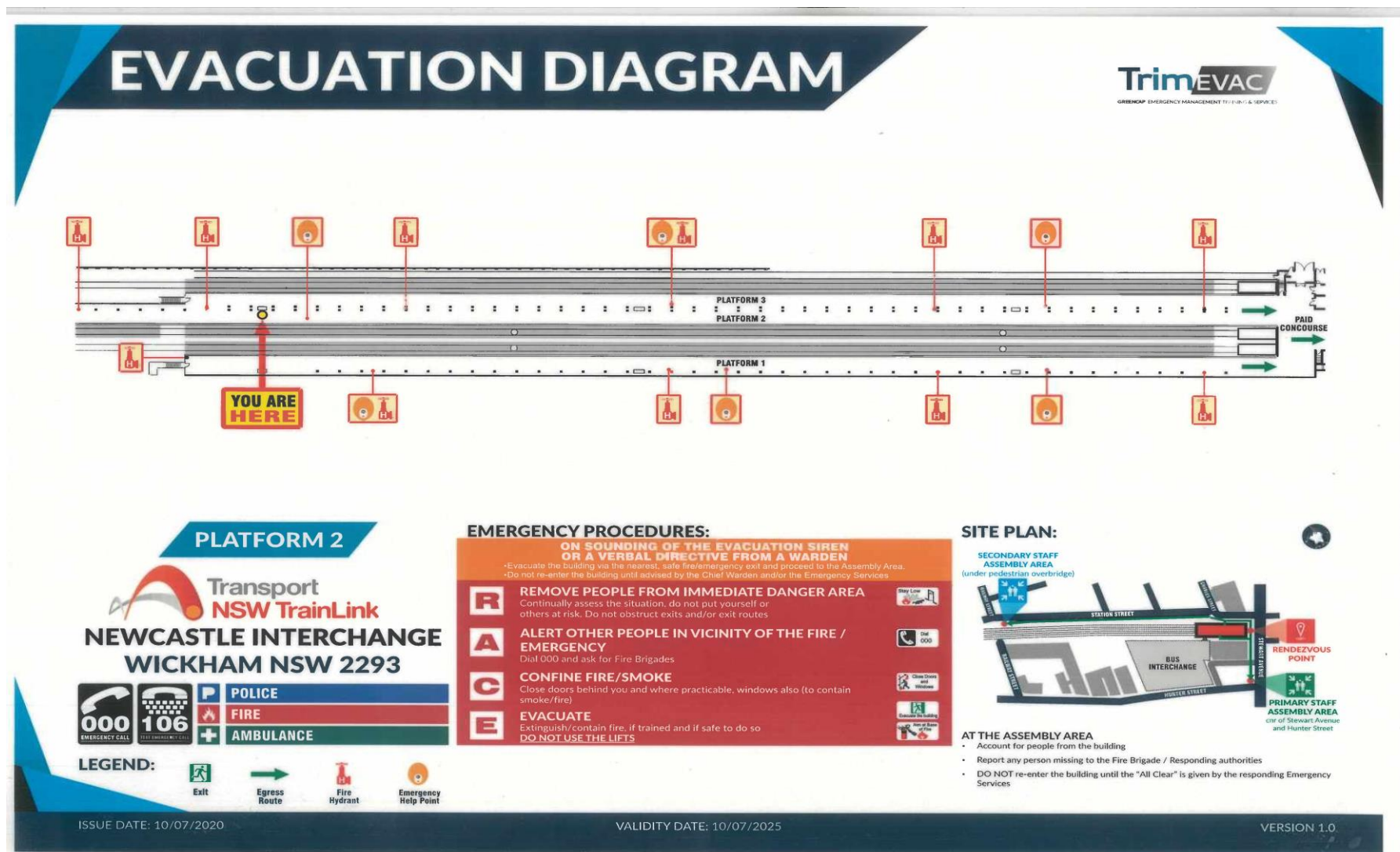
Review date: 03/06/2021

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Date approved: 23/10/2020

Attachment 3: Evacuation Diagram – Newcastle Interchange



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Prepared by: Area Customer Service Manager

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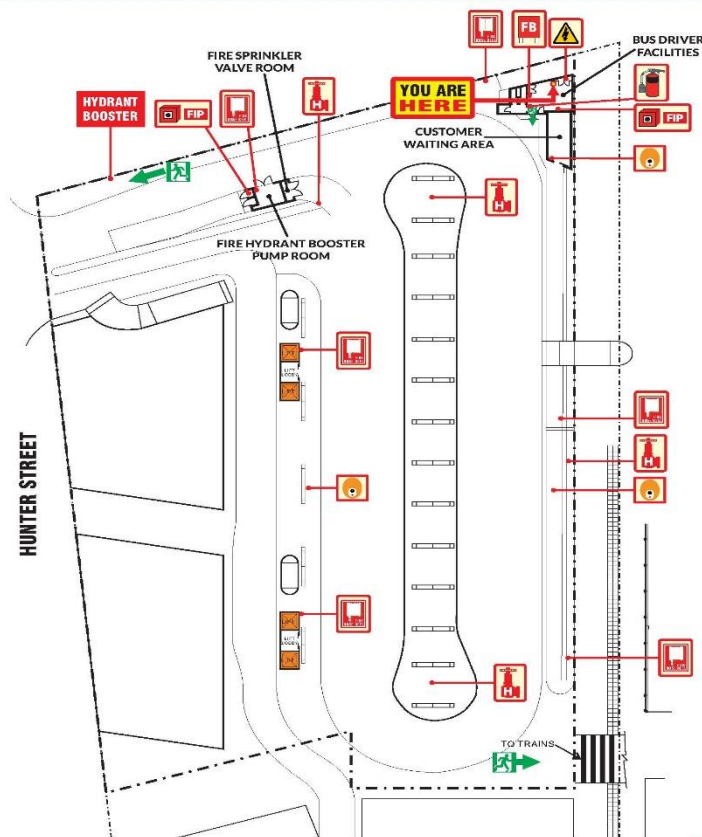
Custodian: PM, Security & Emergency Preparedness

Approver: Director, Network Services

Date approved: 23/10/2020

Attachment 4: Evacuation Diagram – Newcastle Bus Interchange

EVACUATION DIAGRAM



LEGEND:



ISSUE DATE: 03/09/2020

VALIDITY DATE: 03/09/2025

GROUND



NEWCASTLE BUS INTERCHANGE WICKHAM NSW 2293

EMERGENCY PROCEDURES:

Fire and Emergency Options: In Case of Fire

R REMOVE PEOPLE FROM IMMEDIATE DANGER AREA

Continually assess the situation, do not put yourself or others at risk. Do not obstruct exits and/or exit routes.



A ALERT OTHER PEOPLE IN VICINITY OF THE FIRE / EMERGENCY

Dial 000 and ask for Fire Brigades



C CONFINE FIRE/SMOKE

Close doors behind you and where practicable, windows also (to contain smoke/fire)



E EVACUATE

Extinguish/contain fire, if trained and if safe to do so. DO NOT USE THE LIFTS.



SITE PLAN:



VERSION 1.0

Prepared using SMS-15-SP-6133 SIMP Template

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Document number: SMS-15-TP-6133

Version: 5

Approved by: Associate Director Operations

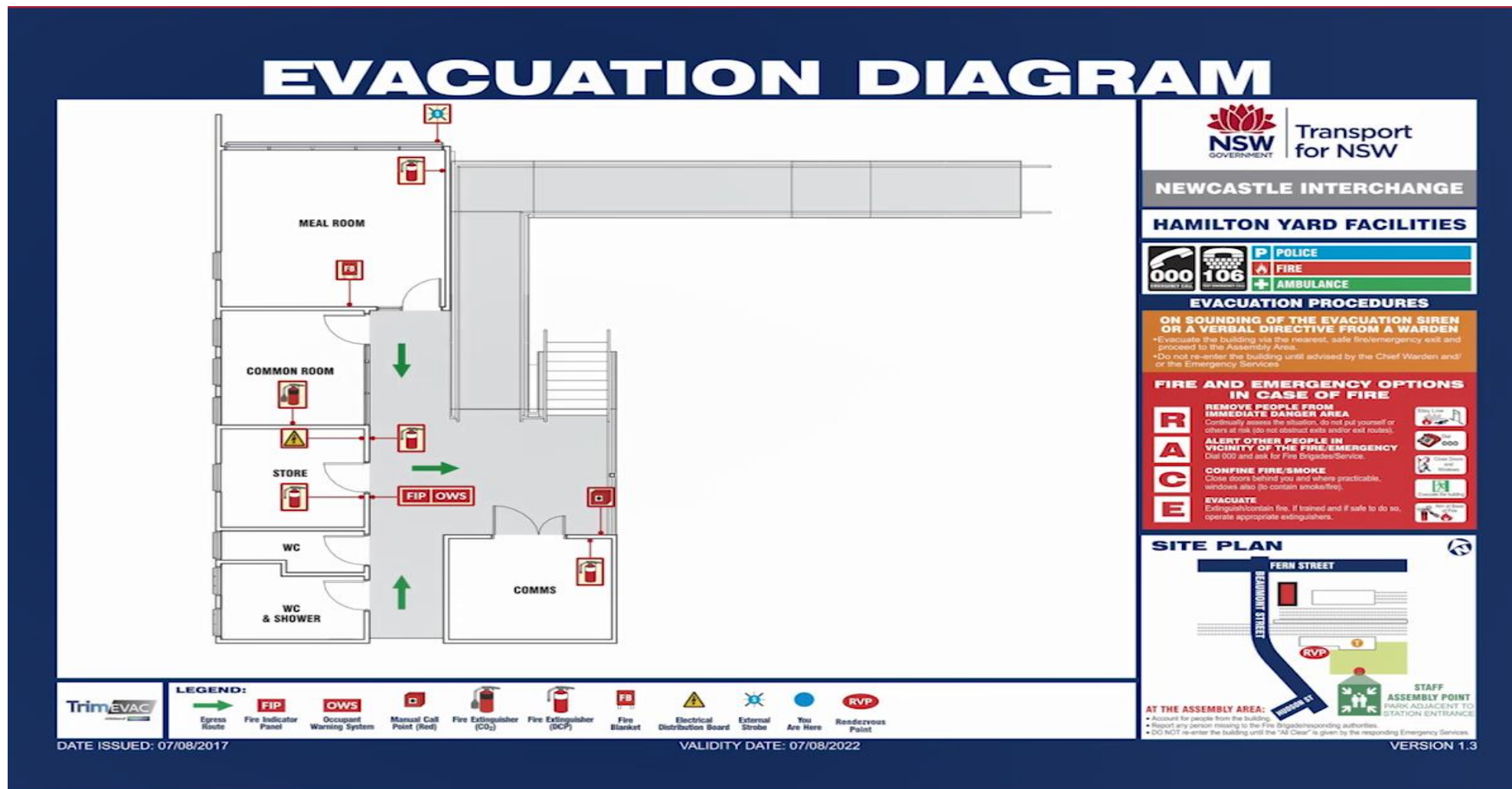
Review date: 03/06/2021

Custodian: PM, Security & Emergency Preparedness

Approver: Director, Network Services

Date approved: 23/10/2020

Attachment 5: Evacuation Diagram – Hamilton Stabling Yard



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Approver: Director, Network Services

Date approved: 23/10/2020

Attachment 6: Site hazard identification

Use this table to identify hazards at the site, amending as required. Indicate yes or no if the hazard applies to the site. Control measures are to be located in First Priority.

No.	Hazard type	Description	Y/N
1	Hazardous substances	Chemical hazard or spill e.g. cleaning stores	Yes
		Biological threat e.g. white powder, toxic emission	Yes
		Gas leak or unknown toxic emission	Yes
2	Industry	Industrial accident e.g. adjoining petrol stations	No
		Radiological or nuclear e.g. nearby factory	No
		Fire e.g. at an adjacent site	Yes
3	Fire	Fire on site	Yes
		Fire on train	Yes
		Bushfire	No
4	Environment	Severe weather/storm damage	Yes
		Hurricanes, cyclones including storm surge	Yes
		Flood	Yes
		Extreme temperatures	Indoors
			Outdoors (WOLO)
		Earthquake	Yes
		Landslide	No
5	Transport accident	Collision involving rail traffic	Yes
		Collision involving road traffic	Yes
		Derailment	Yes
		Evacuation of train in tunnel	No
		Evacuation of train between stations	Yes
		Vehicle on rail line	Yes
6	Infrastructure	Structural instability/collapse e.g. site, adjacent site, subsurface	Yes
		Power failure e.g. overhead/signal failure	Yes
		Power failure	Yes
		Water failure	Yes
		Widespread overhead/signal/points failure	Yes
		Incident/accident involving a level crossing	No
		Lift breakdown/person trapped in lift	Yes
7	Medical emergency	Major accident	Yes
		Fatality or person struck by rail traffic	Yes
8	Bomb threat	Explosion	Yes
		Bomb threat – phone or written	Yes
		Suspicious packages	Yes
		Letter bombs	Yes
9	Disturbance	Hostage siege/hijacking/armed robbery	Yes
		Crowd congestion	Yes
		Assaults/violence	Yes
		Civil disorder e.g. riots	Yes
		Terrorist attack	Yes
10	Other		

Attachment 7: Rail Emergency Reference Pocket Guide



REMEMBER: Do not place yourself in danger

Rail Emergency Reference Pocket Guide

REMEMBER: CONTAIN HAZARD IF SAFE TO DO SO
ALERT EMPLOYEES
PROVIDE FIRST AID AND COMFORT TO DISTRESSED
IF POSSIBLE RECORD RELEVANT DETAILS OF EVENT

EMERGENCY MANAGEMENT STRUCTURE (EMS) PARTS 1, 2, 3 & 4

**Line Manager = Shift Manager/
Station Manager/Area Manager/
Team Leader**
**NSCC = Network Services Control
Centre**

(Please follow steps 1-5)
1. Quickly assess the risk
2. Call (0) 000 if required
3. Call relevant Network Control Officer
4. For rail incidents, call the NSCC
5. Call Line Manager (see definition above)

HOT PRINCIPLE AND HOW TO APPLY IT

- Is the object HIDDEN?
- Is it OBVIOUSLY suspicious?
- Is it TYPICAL of something normally found in this area?
- If the item is found to be HOT do not handle the item. Immediately inform RMC Security Control Centre (02) 9379 4444

Refer to intranet and HOT or not? handout CARD

Fire A B

FOLLOW STEPS 1-5

- Activate fire alarms (if available)
- Follow the RACE principle:
- Remove people from the immediate area (if required)
- Alert staff in the vicinity – raise the alarm
- Confine fire and smoke – close doors and windows behind you where practicable
- Extinguish or contain fire using correct extinguisher – if trained and safe to do so
- Give first aid to injured and comfort to distressed
- Seek further instructions from Line Manager
- Follow NTOSP 10

Train Collision or Derailment A B

FOLLOW STEPS 1-5

- Move people from danger
- Refer to MEDICAL EMERGENCY

Bomb Threat A B

- Remain calm and do not alarm other people in the area
- Call RMC Security Control Centre (02) 9379 4444 and relevant network controller
- Call 000 (if necessary)
- If you receive a call – record details of call (if possible)
- Treat all threats as genuine
- DO NOT HANG UP. REMAIN CALM**
- Try to keep caller talking
- Complete checklist (if possible)
- Evacuate (if required)

Written Threat A B

- If you receive a written threat – isolate the document
- Minimise hand contact
- Call RMC Security Control Centre (02) 9379 4444
- Evacuate (if required)
- Assist Emergency Services (where required)

FOR STATIONS: Activate SIMP = A
TRAIN CREW follow:
NTOSP 10, NTOSP 11, NTOSP 12, NTOSP 20
If box shaded B must follow box requirements

Account for all staff, contractors, visitors and customers
All affected employees to be provided a referral within 24 hours to EAP for assistance and critical incident support counselling – Refer to EMS critical incidents
Inform NSW TrainLink NSCC – (02) 8218 1359

Medical Emergency A B

FOLLOW STEPS 1-5

- Render assistance (if possible) and safe to do so
- Report it to the Safety Incident and Injury Hotline 1300 724 522
- Inform NSW TrainLink NSCC – (02) 8218 1359

Assault A B

- Notify RMC Security Control Centre (02) 9379 4444
- Move to safe location and request assistance

After offender has left the scene:

- Secure area
- Assist victim and comfort if distressed
- Seek further instruction from RMC Security Control Centre (02) 9379 4444

Person Struck by Train A B

FOLLOW STEPS 1-5

- Stop the train from proceeding
- Notify Network Control Officer
- Seek further instructions
- Organise Drug & Alcohol testing (within 3 hours of incident)
- Seek assistance for driver eg. organise family support, assistance to get home, refer to EMS critical incidents

Armed Holdup/Robbery A B

- Quickly assess the risk (if possible)
- REMAIN CALM AND QUIET**
 - Stand still
 - Don't make direct eye contact
 - Keep your hands where they can be seen
 - Speak only when spoken to
- Stay out of danger if you are not directly involved
- Allow the offenders to leave, the sooner they leave, the safer it is for the people in the area
- Stay where you are. Don't chase them leave this to the POLICE
- As soon as you are out of danger:
 - Call 000 (tell the operator if weapons were involved)
 - Write down as many details you can while they are fresh in your mind
- Give first aid to injured and comfort to distressed
- DO NOT disturb the crime scene – preserve evidence
- Call RMC Security Control Centre (02) 9379 4444



Rail Emergency Reference Pocket Guide

Discovery of Unattended Item/ Suspicious Object A B

- Check if anyone owns the item
- Assess the package – apply HOT principle (is it Hidden, Obvious, Typical)
- If item is HOT – do not touch, tilt or tamper
- Evacuate immediate area and turn off and do not use radios or mobile phones within 50 metres of the item
- Notify RMC Security Control Centre (02) 9379 4444

Riots and Civil Disturbance A B

- Depending on the location, different responses may be required. Contact the RMC Security Control Centre (02) 9379 4444 (or responsible officer) depending on your location, and advise of current situation

FOLLOW STEPS 1-5
The Line Manager should consider withdrawing staff (where necessary)

- Alert other employees of the Site Incident Response Team and follow the instructions from RMC Security Control Centre (02) 9379 4444

Gas Leak A B

FOLLOW STEPS 1-5

- If safe to do so stop the leak at source
- Evacuate immediate area
- Activate fire alarms (if applicable)
- Give first aid to injured and comfort to distressed
- Seek further instructions from Line Manager




Crowd Congestion/ Control A B

FOLLOW STEPS 1-5

- Follow Line Manager's instructions to:
 - Close access to congested areas
 - Direct people to alternate routes or services
- Restrict access to the congested area
- Evacuate (if required)
- Seek further instruction from Line Manager
- Refer to Site Incident Management Plan (SIMP) (if applicable)

Natural Disaster A B

FOLLOW STEPS 1-5

- Get people to safety as quickly as possible:
 - In some cases, that may mean evacuation
 - In other cases, it may mean taking shelter and not evacuating
- If people are injured – refer to MEDICAL EMERGENCY

Structural Failure or Collapse A B

FOLLOW STEPS 1-5

- Remove people from danger
- Close the affected area or station
- If in a station, direct people to alternate routes or services
- If person(s) are injured refer to MEDICAL EMERGENCY

Spills / Leaks A B

FOLLOW STEPS 1-5

- Isolate and stop the cause of the spill, if it is safe to do so
- CONTAIN spill to your best ability - use a spill kit to prevent the spread of pollution or use a bucket etc
- Clean up the spill (if possible)
- Dispose of used absorbents in the correct waste bin
- Report to the NSCC (02) 8218 1359 to assess for EPA notification
- Advise Line Manager

EMERGENCY CONTACTS

ARTC	• Broadmeadow	(02) 4902 9410
	• Emergency	(02) 4902 9490
	• Junee	(02) 6924 9809
	• Emergency	(02) 6924 9869
NSCC		(02) 8218 1359
Employee Assistance Program		1300 364 213
JHR	• North West	(02) 4028 9501
	• South	(02) 4028 9502
	• West	(02) 4028 9504
Police, Fire, Ambulance		000 / (0) 000
QR		(07) 3606 5970
RMC Security Control Centre		(02) 9379 4444 / 94444
Safety Incident & Injury Hotline		1300 724 522
Sydney Trains (RMC Shift Manager)		(02) 9379 1743
VLINE		(03) 9619 2147

NSW TrainLink version 3
Custodian: Emergency Preparedness & Interface Manager
Approved by: Principal Manager Security & Emergency Preparedness

Issue date: 8/05/2018
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Doc No: SMS-15-GD-5394

Attachment 8: Hazardous chemical register

Workplace	Newcastle Interchange	Register location	SMS Cabinet - Last Updated 04/06/2021
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Product name	SDS date	Hazard statements	Quantity stored (maximum capacity)	Storage location	Risk assessment		Comments
					Risk assessment number	Date	
Glen 20 All in One Spray Disinfectant - All Scents	Jan 2020	Extremely flammable aerosol. Contains gas under pressure; may explode if heated	24 x 400gm	Storeroom	1	04/06/2021	Use as per SDS
Fire Extinguisher CO2	May 2018	Contains gas under pressure; may explode if heated.	4 x 9.5L	Marked Locations As per Evacuation Diagram	2	04/06/2021	Use as per SDS
Windex Glass Cleaner	Nov 2020	No Hazards identified	12 x 750ml	Storeroom	3	04/06/2021	Use as per SDS
Pine o Clean Wipes	Dec 2016	Not classified. (Australia)	20 x 40 pkt	Storeroom	4	04/06/2021	Use as per SDS
Ajax Spray N Wipe Antibacterial All Purpose Cleaner	Apr 2017	Causes serious eye damage.	12 x 500ml	Storeroom	5	04/06/2021	Use as per SDS
Raid Commercial Insecticide Fast Kill	Feb 2018	Extremely flammable aerosol	6 x 350grm	Storeroom	6	04/06/2021	Use as per SDS
PURELL Advanced Instant Hand Sanitiser	Dec 2019	Flammable liquid and vapour. Causes serious eye irritation.	12 x 250ml	Various	7	04/06/2021	Use as per SDS
Scrubs Graffiti Remover	27/06/17	Highly flammable liquid and vapour. Causes skin irritation. Causes serious eye irritation. Suspected of causing genetic defects	10 x Tub 30	Storeroom	8	04/06/2021	Used as per SDS

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Version: 5

Custodian: PM, Security & Emergency Preparedness
Approver: Director, Network Services
Date approved: 23/10/2020

Product name	SDS date	Hazard statements	Quantity stored (maximum capacity)	Storage location	Risk assessment		Comments
					Risk assessment number	Date	
Earths Choice Toilet Cleaner	Nov 2018	Causes skin irritation. Causes serious eye damage. Harmful to aquatic life	12 x 750ml	Storeroom	9	04/06/2021	Use as per SDS
Oates Stainless Steel Cleaner	Sep 2016	May be fatal if swallowed and enter airways.	10 x Pkts	Storeroom	10	04/06/2021	Use as per SDS
RID Tropical Pump Spray	Jun 2017	Flammable liquid and vapour. Causes serious eye irritation.	10 x 50ml	Storeroom	11	07/06/2021	Use as per SDS
Rapid RFS	Feb 2021	This material is not hazardous	1 x 5L	Storeroom	12	07/06/2021	Use as per SDS
Glade Clean Linen	May 2018	Extremely flammable aerosol, Pressurised container: May burst if heated.	10 x 400gm	Storeroom	13	07/06/2021	Use as per SDS
Micromist Air Freshener Aerosol – All Fragrances	Sep 2018	Extremely flammable aerosol. Causes serious eye irritation	12 x 54ml	Storeroom	14	07/06/2021	Use as per SDS
Earth Choice Floor and Surface Cleaner	Jan 2021	Causes serious eye irritation.	10 x 1L	Storeroom	15	07/06/2021	Use as per SDS
Pine O Clean Multi Purpose Cleaner	Feb 2020	Causes serious eye irritation.	12 x 750ml	Storeroom	16	07/06/2021	Use as per SDS
Vandals Nightmare Graffiti Wipes	Dec 2018	Flammable liquid and vapour. Harmful if swallowed. Causes serious eye irritation. Harmful if inhaled.	12 x 150ml	Storeroom	17	07/06/2021	Use as per SDS

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Product name	SDS date	Hazard statements	Quantity stored (maximum capacity)	Storage location	Risk assessment		Comments
					Risk assessment number	Date	
Graffiti Safewipes	Nov 2016	Flammable liquid and vapour. Harmful if swallowed or if inhaled	12 x box20	Storeroom	18	07/06/2021	Use as per SDS
Palmolive Dishwashing Liquid	Oct 2016	Causes serious eye irritation.	12 x 1L	Storeroom	19	07/06/2021	Use as per SDS
Ultra Protect SPF50+ Sunscreen	Feb 2021	Not Applicable	10 x 100ml	Storeroom	20	07/06/2021	Use as per SDS
Dettol Instant Hand Sanitiser	Dec 2019	Flammable liquid and vapour. Causes serious eye irritation	12 x 250ml	Storeroom	21	07/06/2021	Use as per SDS
Isowipe Bactericidal Wipe	Oct 2019	Highly flammable liquid and vapour. Flammable solid. Causes serious eye irritation. May cause drowsiness or dizziness. May form explosive peroxides.	6 x tub of 75	Storeroom	22	07/06/2021	Use as per SDS
Mortein Fast Knockdown Multi Insect Killer Aerosol	Dec 2016	Flammable aerosols Cat 1, Gases under pressure Skin corrosion / irritation	10 x 400g	Storeroom	23	07/06/2021	Use as per SDS
Rapid Easi Clean	Dec 2016	Causes severe skin burns and eye damage.	2 x 5L	Storeroom	24	07/06/2021	Use as per SDS
Pine O Clean Disinfectant	Oct 2019	Skin corrosion/irritation - category 2, Serious eye damage/ eye irritation - category 2A	12 x 1.25L	Storeroom	25	07/06/2021	Use as per SDS

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Version: 5

Custodian: PM, Security & Emergency Preparedness
Approver: Director, Network Services
Date approved: 23/10/2020

Attachment 9: ECO team roles and responsibilities

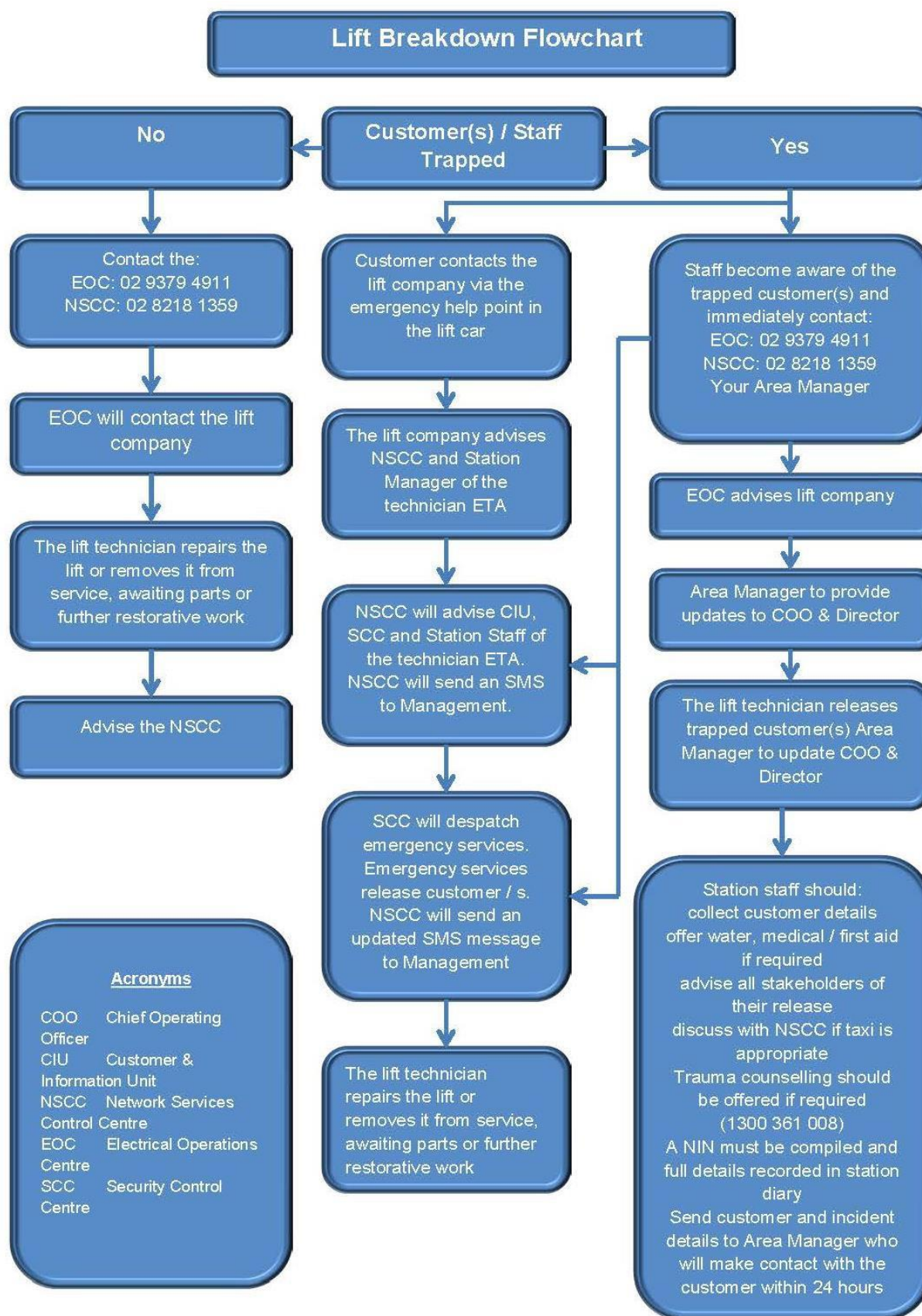
Role	Duties prior to an emergency event	On becoming aware of the emergency
Chief warden – white cap 	1. Maintain a current register of ECO team members. 2. Replace ECO team member when a position becomes vacant. 3. Conduct regular drills/exercises. 4. Make sure that emergency procedures are kept up to date. 5. Attend meetings of the EPC. 6. Make sure personal ECO identification is available. 7. Attend training and regular drills as required by the EPC. 8. Make sure evidence and records are secure for future reference	1. When notified of an emergency, respond and take charge. 2. Ascertain the nature of the emergency and implement appropriate action. 3. Make sure that the appropriate Emergency Service has been notified. 4. Make sure that floor or area wardens are advised of the situation. 5. If necessary, initiate evacuation and control entry to the affected areas. 6. Monitor progress of the evacuation and record action taken on the evacuation observation form. 7. Brief Emergency Services personnel upon arrival on type, scope and location of the emergency and the status of the evacuation and, thereafter, act on the senior officer's instructions. 8. When the incident site is rendered safe or when Emergency Services return control, notify the wardens to return occupants to their facility. 9. Organise a debriefing with ECO team. 10. Collate a record of events using the evacuation observation form.
Wardens – red cap 	1. Make sure that all occupants are aware of the site incident management plan (SIMP). 2. Carry out safety practices (e.g. clear egress paths, access to fire-fighting equipment and disposal of rubbish). 3. Make sure personal ECO identification is available. 4. Attend training and regular drills as required by the EPC	1. Operate the communications system(s) in place. 2. Check that fire doors and smoke doors are properly closed. 3. Close or open other doors as per warden training. 4. Search the floor or area to make sure all persons have evacuated. 5. Make sure orderly flow of persons into protected areas, for example, stairwells. 6. Assist occupants with disabilities. 7. Coordinate and lead groups to the designated assembly area. 8. Report status of required activities to the floor or area warden on their completion.
First aid officers – green cap 	1. Hold a current first aid certificate of competency. 2. Make sure first aid boxes are fully equipped. 3. Participate in incident management exercises/drills.	1. Seek advice from wardens to determine if the environment is safe to provide first aid. 2. Assist and treat the ill or injured if safe to do so. 3. Attend to victims until Emergency Services arrive. 4. Record names and details of injured.

Attachment 10: Emergency contact list

Location	Newcastle Interchange	NSW Trains	{insert site location}
Site key contacts	INCIDENT REPORTING NUMBER 1300 724 522		
	For all emergency contacts please refer to the Rail Emergency Reference Pocket Guide		
	EPC Manager	Andrew Dalgairns	0409 302 033
	Chief Warden	Natalie Noyeaux	0419 161 573
	Warden 1	Chris Mateer	0249 629 101
	Warden 2	Janette Owens	0249 629 101
	Warden 3	Peter Watson	0249 629 101
	Warden 4	Caroline Chesnutt	0249 629 101
	Warden 5	Craig Cause	0249 629 101
	Warden 6	Anthony Pinkerton	0249 629 101
	Warden 7	Dale Bedford	0249 629 101
	Warden 8	Paul Prouse	0249 629 101
	Warden 9	Craig Carmody	0249 629 107
	Warden 10	John Mundy	0249 629 107
	Warden 11	Mark Johnson	0249 629 107
	Warden 12	Andrew Virag	0249 629 107
	Warden 13	Beth Campbell	0249 629 107
	Warden 14	Andrew Ross Gowan	0249 629 107
	Warden 15		
	First Aider 1	Natalie Noyeaux	0419 161 573
	First Aider 2	Chris Mateer	0249 629 101
	First Aider 3	Janette Owens	0249 629 101
	First Aider 4	Peter Watson	0249 629 101
	First Aider 5	Caroline Chesnutt	0249 629 101
	First Aider 6	Craig Cause	0249 629 101
	First Aider 7	Anthony Pinkerton	0249 629 101
	First Aider 8	Dale Bedford	0249 629 101
	OCC Manager Keolis Downer		0427 832 934
	OCC Keolis Downer		0411 666 116
	OCC Duty Manager Keolis Downer		0249 286 301
	John Scherer -	Technical Fire Manager	0439 424 241

Add extra lines as needed			
Incident type	Report to	Information required	
Rail/coach	NSCC on (02) 8218 1359 <i>NSCC will contact network control officer for rail incidents</i> <i>NSCC will contact coach operator for coach incident</i>	Date/time of the incident Location of the incident Nature of the incident e.g. derailment, collision	
Security & Emergency	Emergency services on 000 <i>if there is a life threatening emergency</i> Security Control Centre on (02) 9379 4444 <i>if police attendance is required</i> NSCC on (02) 8218 1359	Date/time of the incident Location of the incident Nature of the incident e.g. suspicious behaviour	
Environment	NSCC on (02) 8218 1359 <i>if there is a pollution incident</i> SEQR Environment Professional <i>for other environmental incidents</i>	Date/time of the incident if known Location of the incident Nature of the incident e.g. pollution spill	
Injury to customer	First Priority or Archibus Line manager , <i>if unable to report the injury using First Priority or Archibus</i>	Name of customer or person reporting the injury Customer's contact details Date/time of the incident Nature of the injury Details of treatment provided e.g. first aid, ambulance	
Injury to worker	Injury Hotline on 1300 724 522 <i>and to the line manager if possible</i> <i>Contractors report to their employer and their NSW Trains line manager</i>	Name of worker Date/time of the incident Nature of the injury Details of treatment provided e.g. first aid, ambulance	

Appendix 11: Lift Breakdown Procedures



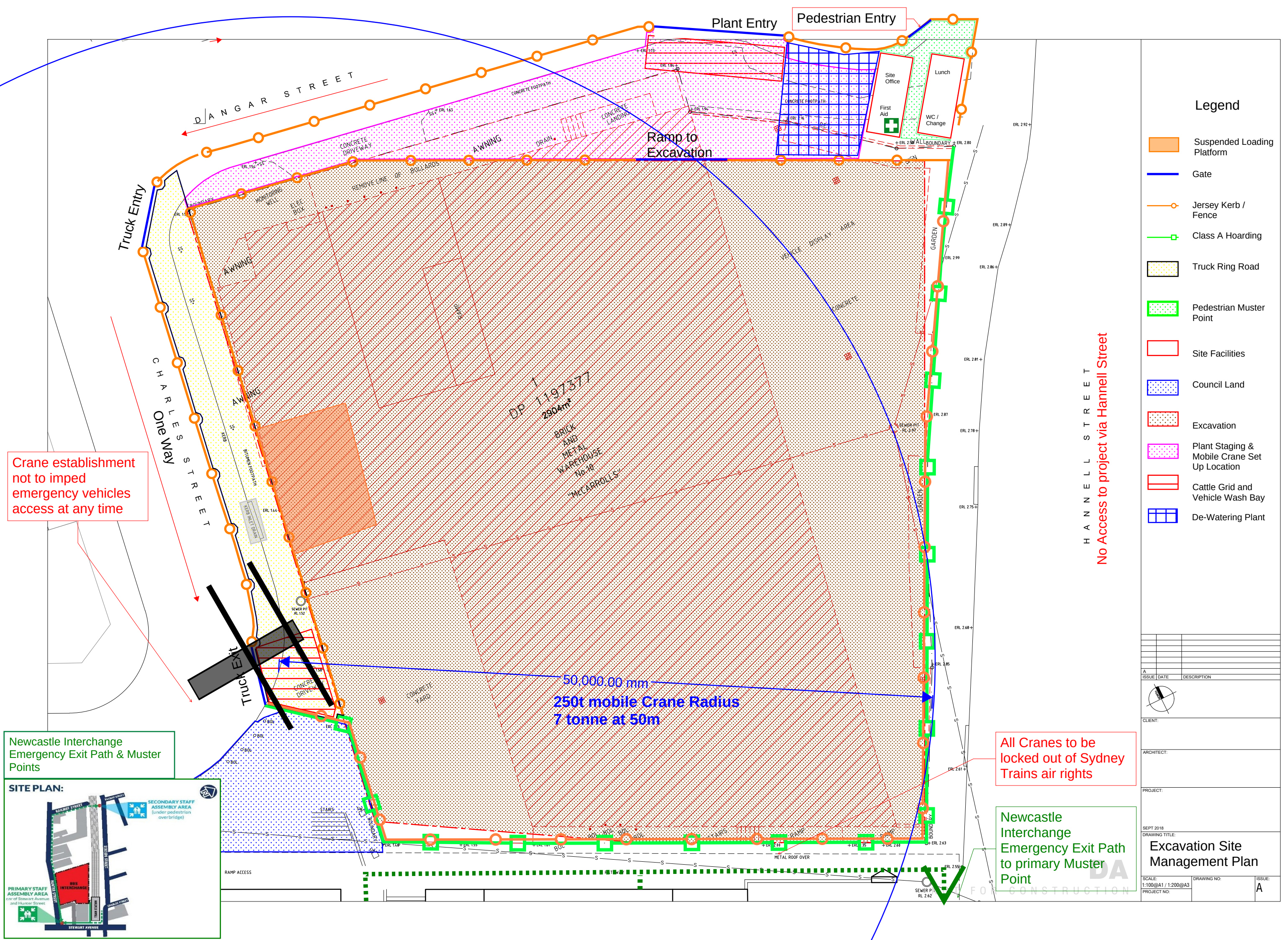
Appendix 12: Lift Breakdown Contingencies

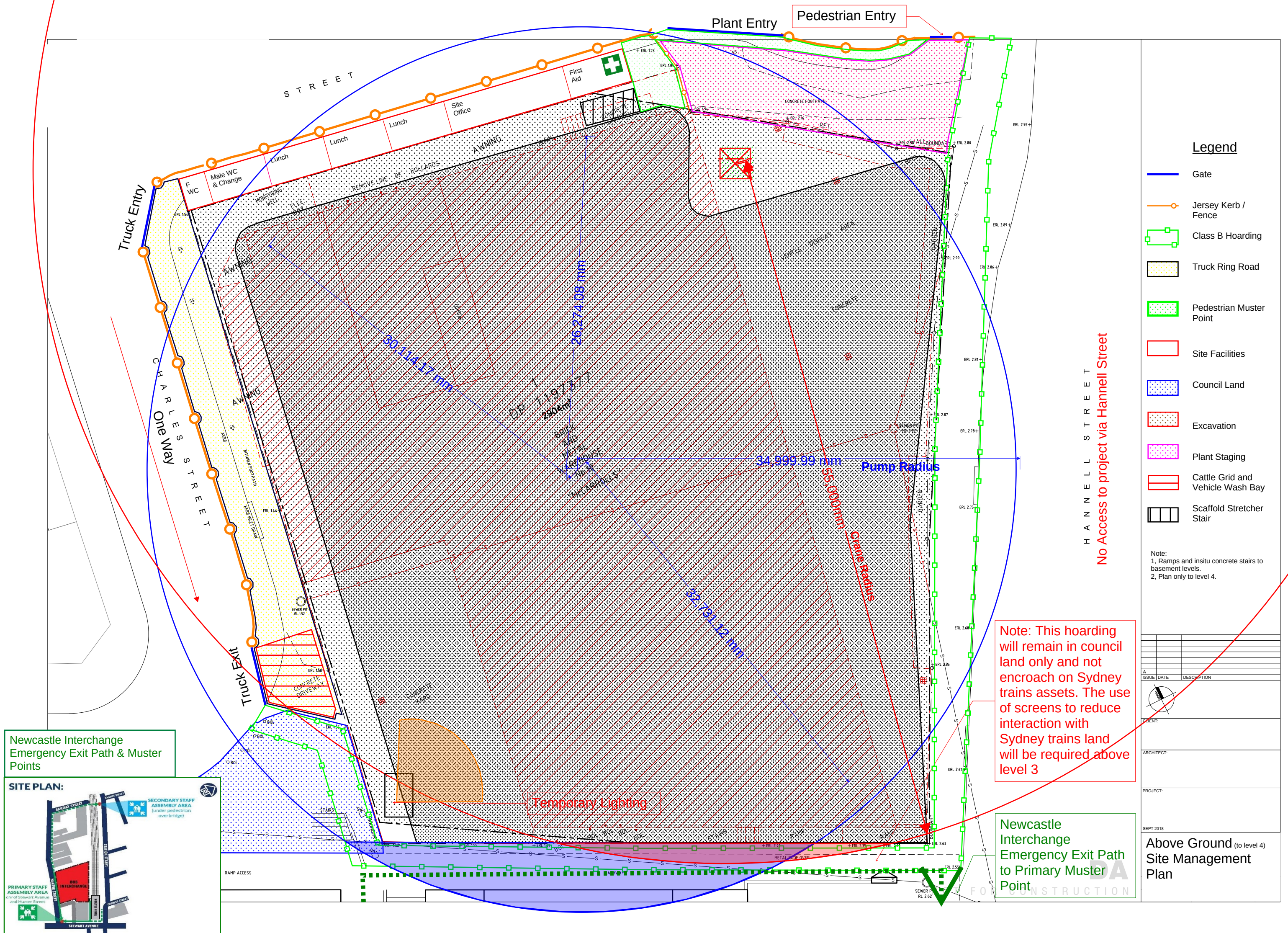
Lift breakdown contingencies are to be used to access alternate options to transporting passengers with mobility issues (i.e. elderly, physically impaired) in the event of a lift breakdown. They do not replace lift breakdown procedures published separately in this plan (see Appendices)

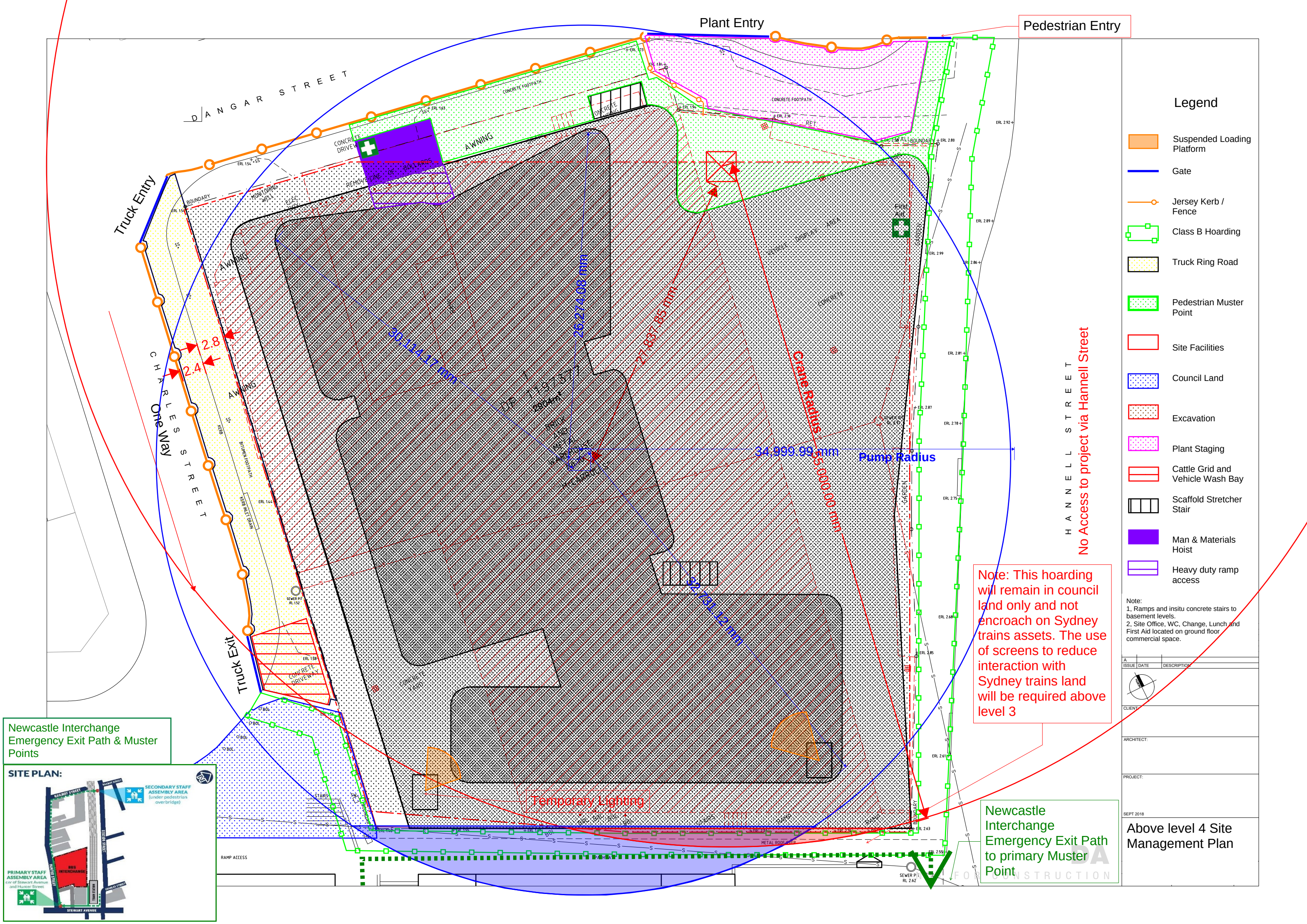
Lift	Location	Alternative Access Route
Number 1: Lift phone no: 0249 629 068	Railway Street South Lift phone	Alternative route via Stewart Avenue
Number 2: Lift phone no: 0249 629 069	Railway Street North Lift phone	Alternative route via Stewart Avenue
Number 3: Lift phone no: 0249 629 062	Ground Floor to First Floor	Staff are to be advised to make their way via the stairs
Call List	Elec Trouble: 52 381 or 94 911 NSSC: 91020 or 0293 791 020 Area Manager: 0437 308 515	

Appendix G

Site Management Plans for TfNSW







Legend

- Suspended Loading Platform
- Gate
- Jersey Kerb / Fence
- Class B Hoarding
- Truck Ring Road
- Pedestrian Muster Point
- Site Facilities
- Council Land
- Excavation
- Plant Staging
- Cattle Grid and Vehicle Wash Bay
- Scaffold Stretcher Stair
- Man & Materials Hoist
- Heavy duty ramp access

Note:
1. Ramps and insitu concrete stairs to basement levels.
2. Site Office, WC, Change, Lunch and First Aid located on ground floor commercial space.

A	ISSUE	DATE	DESCRIPTION
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CLIENT:

ARCHITECT:

PROJECT:

SEPT 2018

Above level 4 Site Management Plan

Newcastle Interchange
Emergency Exit Path & Muster Points



Note: This hoarding will remain in council land only and not encroach on Sydney trains assets. The use of screens to reduce interaction with Sydney trains land will be required above level 3

Newcastle Interchange
Emergency Exit Path to primary Muster Point

No Access to project via Hannell Street

Crane Radius 15,000.00 mm
Pump Radius 34,899.99 mm

Temporary Lighting

Transport and Traffic Planning Associates