

Built.



Construction Traffic and Pedestrian Management Sub Plan Nihon University Newcastle Campus Project

9 Church Street

Newcastle

NSW 2300

Revision History

Revision	Date	Description	Reviewed By
A	16/01/2020	For Approval	BM (BUILT NSW)
01	09/04/2020	Amendments in response to corrective actions & recommendations identified within GHD Newcastle Independent Environmental Audit Report 1 dated March 2020. Refer to Appendix A – Revision Register	BM (BUILT NSW) LB (GTS)
<u>02</u>	<u>17/08/2020</u>	<u>Inclusion of additional consultation records with CoN, Traffic Control Plans for concrete pours, and inclusion of Road Occupancy Permit to Table 2.</u>	<u>BM (BUILT NSW)</u> <u>LB (GTS)</u>
<u>03</u>	<u>21/06/2021</u>	<u>Amendments made to reflect current stage of construction works and s.138 works to road and footpath on Church Street.</u> <u>Update to Section 5.1 regarding construction work days (COVID-19 Development Order No 2 2021).</u> <u>Refer to Appendix A – Revision Register.</u>	<u>BM (BUILT NSW)</u> <u>LB (GTS)</u>

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1.0 Introduction

1.1 Project Summary

Built has prepared a Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) in consultation with Gateshead Traffic Solutions (GTS) and City of Newcastle (Council) for major alterations and additions works of the Nihon University Newcastle Campus Project (the Project) located at 9 Church Street, Newcastle NSW 2290. The works involve the demolition of the existing Administration and Supreme Court Buildings and external areas, construction of two new four-story buildings, restoration and refurbishment to the heritage-listed Newcastle Courthouse, as well as external works within the site boundary and in the public domain.

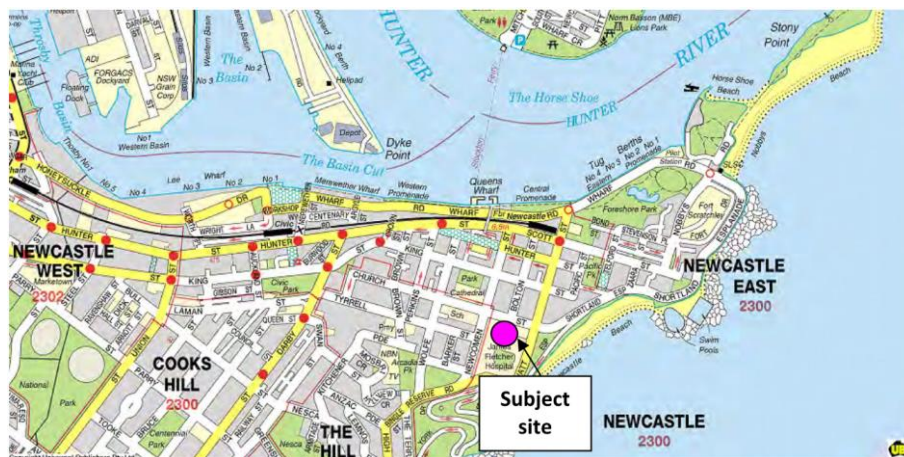


Figure 1: Site location

1.2 Purpose and Objectives

This CTPMSP forms part of the Construction Environmental Management Plan for the project. This CTPMSP has been prepared to address the construction traffic and pedestrian management requirements listed in the Development Consent, reference SSD 9787, issued by the NSW Department of Planning, Industry, and Environment (DPIE).

The purpose of this CTPMSP is to describe how Built proposes to manage potential impacts on traffic and pedestrians during the construction phase of the Project.

The key objective of the CTPMSP is to ensure road safety and network efficiency during construction and minimise potential impacts to general traffic, cyclists, pedestrians and bus services in compliance with the scope permitted by the planning approval. This includes management procedures to appropriately respond to complaints from the community and stakeholders relating to noise and vibration.

To achieve this objective, Built will undertake the following:

- Prepare the CTPMSP in consultation with the City of Newcastle (Council). Evidence of consultation is attached in **Appendix B**.

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- Ensure all traffic and pedestrian management measures detailed within this sub-plan are implemented where feasible to control construction vehicle activity in the vicinity of the site and provide an appropriate and convenient environment for pedestrians.
- Detail heavy vehicle routes, access and parking arrangements to be implemented onsite and communicated to sub-contractors and suppliers.
- Develop and implement a Driver Code of Conduct to minimise impacts, conflict, and noise and ensure heavy vehicle routes are communicated to drivers.
- Develop and implement a program to monitor the effectiveness of traffic and pedestrian management measures including periodic review/update of the sub-plan.
- Detail the procedures for notifying residents and the community (including local schools) of any potential disruptions. This will be in accordance with our Community Liaison Plan.
- Implementation of the Construction Worker Transportation Strategy to minimise parking demand within the surrounding area due to the development.

2.0 Project Information

2.1 Site Description & Location

The Project is located at 9 Church Street, Newcastle and is situated on the site of the former Newcastle Courthouse. It is surrounded by buildings with Church Street and both commercial and residential properties to the north, Newcastle Police Station to the east, and James Fletcher Hospital to the south and west.

Figure 2 below shows the immediate site location.



Figure 3 below shows Newcastle Grammar School Senior Campus (Year 7 to 12) is located approximately 100 metres west of the site on Church Street and Newcastle East Primary School is approximately 550 metres from the site (dependent on route).



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In consultation with Newcastle Grammar School and site observations, the peak times for student and pedestrian activity along Church Street are:

Morning: 7:30 am to 9:30 am

Afternoon: 3:00 pm to 5:30pm

3.0 Regulatory Framework

The CTPMSP has been prepared as recommended by the Traffic & Parking Assessment dated March 2019 by Better Transport Futures and to address the requirements specified in the SSD-9787 Development Consent. These requirements are listed in detail in Table 1 below.

Table 1: SSD-9787 Conditions for construction and pedestrian management

Condition No.	Condition
B9	Prior to the issue of the relevant Construction Certificate, compliance with the following requirements must be submitted to the satisfaction of the Certifier:
(c)	the swept path of the longest construction vehicle entering and exiting the Site in association with the new work, as well as manoeuvrability through the Site, must be in accordance with the latest version of AS 2890.2;
C7	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:
(c)	A description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria
(d)	A program to monitor and report on the: (i) impacts and environmental performance of the development (ii) effectiveness of the management measures set out pursuant to paragraph (c)
C10	The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must address, but not be limited to, the following:
(a)	be prepared by a suitably qualified and experienced person(s);
(b)	be prepared in consultation with Council;
(c)	detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;
(d)	detail heavy vehicle routes, access and parking arrangements;
(e)	include a Driver Code of Conduct to: (i) minimise the impacts of earthworks and construction on the local and regional road network; (ii) minimise conflicts with other road users; (iii) minimise road traffic noise; and (iv) ensure truck drivers use specified routes
(f)	include a program to monitor the effectiveness of these measures; and
(g)	if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes
C14	Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the satisfaction of the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities.
C21	Prior to the commencement of any footpath or public domain works, the Applicant must consult with Council and demonstrate to the Certifier that the public domain design and treatment, as required by condition C20, meets the Council's requirements, including addressing pedestrian management. The Applicant must submit documentation of approval for each stage from Council to the Certifier.
D2	All construction plant and equipment used on site must be maintained in a proper and efficient condition and operated in a proper and efficient manner.
D4	Construction, including the delivery of materials to and from the site, may only be carried out between the following hours:
(a)	between 7 am and 6 pm, Mondays to Fridays inclusive; and

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(b)	between 8 am and 1 pm, Saturdays. No work may be carried out on Sundays or public holidays.
D5	Construction activities may be undertaken outside of the hours in condition D4 if required:
(a)	by the Police or a public authority for the delivery of vehicles, plant or materials; or
(b)	in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
(c)	where the works are inaudible at the nearest sensitive receivers; or
(d)	where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works.
D6	Notification of such construction activities as referenced in condition D5 must be given to affected residents before undertaking the activities or as soon as is practical afterwards.
D7	Rock breaking, rock hammering, sheet piling, pile driving, and similar activities may only be carried out between the following hours:
(a)	9am to 12pm, Monday to Friday;
(b)	2pm to 5pm Monday to Friday; and
(c)	9am to 12pm, Saturday.
D9	All construction vehicles (excluding site personnel vehicles) are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site before stopping.
D10	The following hoarding requirements must be complied with:
(a)	no third-party advertising is permitted to be displayed on the subject hoarding/ fencing; and
(b)	the construction site manager must be responsible for the removal of all graffiti from any construction hoardings or the like within the construction area within 48 hours of its application.
D11	The public way (outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances.
D12	The development must be constructed to achieve the construction noise management levels detailed in the Interim Construction Noise Guideline (DECC, 2009). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the management and mitigation measures identified in the approved Construction Noise and Vibration Management Plan.
D13	The Applicant must ensure construction vehicles (including concrete agitator trucks) do not arrive at the site or surrounding residential precincts outside of the construction hours of work outlined under condition D4.
D14	The Applicant must implement, where practicable and without compromising the safety of construction staff or members of the public, the use of 'quackers' to ensure noise impacts on surrounding noise sensitive receivers are minimised.
D20	During construction, the Applicant must ensure that:
(b)	all trucks entering or leaving the site with loads have their loads covered;
(c)	trucks associated with the development do not track dirt onto the public road network;
(d)	public roads used by these trucks are kept clean;
E17	Prior to the commencement of operation, the cost of repairing any damage caused to Council or other Public Authority's assets in the vicinity of the Subject Site as a result of construction works associated with the approved development must be met in full by the Applicant
AN1	All licences, permits, approvals and consents as required by law must be obtained and maintained as required for the development. No condition of this consent removes any obligation to obtain, renew or comply with such licences, permits, approvals and consents.
AN7	A Road Occupancy Licence must be obtained from the relevant road authority for any works that impact on flows during construction activities.

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AN8	To protect the safety of work personnel and the public, the work site must be adequately secured to prevent access by unauthorised personnel, and work must be conducted at all times in accordance with relevant SafeWork requirements.
AN9	The Applicant must submit a hoarding application to Council for the installation of any hoardings over Council footways or road reserve.
AN10	The applicant must consult with SafeWork NSW concerning the handling of any asbestos waste that may be encountered during construction. The requirements of the Protection of the Environment Operation (Waste) Regulation 2014 with particular reference to Part 7 – 'Transportation and management of asbestos waste' must also be complied with.

In addition to the development consent conditions, Built must apply for, maintain, and comply with the following relevant requirements for the applicable legislation and approvals/permits shown in Table 2 below.

Table 2: Relevant Legal Requirements

Requirement	Relevance	Responsibility
Road Opening Permit	Section 138, Roads Act 1993 Required to carry out nominated works on a road under the control of Council. The nominated works are: - Connect to a public utility such as the water supply	Built
Road Opening Permit	Section 138, Roads Act 1993 Required to carry out nominated works on a road under the control of Council. The nominated works are: - Construct or reconstruct a driveway	Dwp Newcastle / Built
<u>Road Occupancy Permit</u>	<u>Roads Act 1993</u> <u>Required to operate a crane or similar device on a road/land or to occupy space on a road reserve for construction purposes.</u> <u>The nominated works are:</u> <u>- Concrete Pours</u> <u>- Erection / Dismantle of Tower Crane</u> <u>- Misc. Works requiring road / footpath occupancy</u>	<u>Built</u>
Permit to Erect a Structure (Hoarding) Over a Public Road/Footway	Approval has been granted to erect a hoarding 95.2 metres long by 2.4 metres wide for a period between 2 March 2020 to 28 February 2021 subject to Conditions outlined in Section 5.5 of this sub-plan.	Built
Work Zone Permit	Approval has been granted to establish a Work Zone along the Church Street frontage for an initial duration of 15 weeks. This will be extended as required throughout the duration of the works.	Built
POEO (Waste) Regulation 2014	Built and their demolition subcontractor, Drumderg Services has consulted with SafeWork NSW concerning the handling of any asbestos waste that may be encountered during construction. The requirements of the Protection of the Environment Operation (Waste) Regulation 2014 with particular reference to Part 7 – 'Transportation and management of asbestos waste' must also be complied with. All asbestos waste transport is registered with the EPA and consignment notices/records maintained onsite.	Drumderg Services / Built
AS 1742 - 2009	Traffic Control / Management Plans will be prepared and implemented in accordance with AS 1742 – 2009 - Part 2: Traffic control devices for general use - Part 3: Traffic control for works on roads. - Part 4: Speed controls - Part 10: Pedestrian Control and Protection - Part 13: Local area traffic management	GTS / Built

Newcastle Development Control Plan 2012	Newcastle Development Control Plan (DCP) 2012 Section 7.03 (Revision 3 dated 2017) applies to developments generating demand for parking and outlines the requirements for a Construction Traffic Management Plan. The DCP also lists additional environmental planning instruments and legislation, associated technical manuals and additional information that have been incorporated where applicable.	Built / GTS
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4.0 Existing Environment

4.1 Existing Local Road Network

Church Street

Church Street is a two-lane, two-way urban street, with one traffic lane in each direction and enough width for kerbside parallel parking in each direction. The posted speed limit is 50km/h & 40km/h during enforced school zone hours. Parking is timed and pay parking is, controlled by street meters.

There is an existing pedestrian crossing (shown in Figures 4 & 5) that traverses Church Street to Bolton Street.

Church Street provides both vehicular and pedestrian access to Newcastle Police Station, as well as parking bays for emergency & government vehicles.

The only access to the subject site, both vehicular and pedestrian, is provided from Church Street. Vehicle access is via existing driveways, one adjacent to Newcastle Police Station, the other into the Supreme Court Building carpark on the western area of the site.



Figure 4: Church Street looking West. The site is shown on the left-hand side with the ex-Administration Building in the foreground. Note existing pedestrian crossing to be relocated temporarily during works.



Figure 5: Church Street looking East. The site is on the right. Heritage Courthouse centre with Supreme Court Building in the foreground.

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Bolton Street

Bolton Street is a local road connecting Church Street to Scott Street. Running North-South, it is a two-lane two-way urban street, with one traffic lane in each direction, and sufficient width for kerbside parallel parking in each direction. The posted speed limit is 50km/h. Parking is timed and is pay parking using street meters.

The Bolton Street Carpark is located just to the North of the subject site, and is available for public parking as well as tenant parking, on an as timed and fee for pay parking basis.



Figure 6: Church Street / Bolton Street intersection looking South toward the project site. Note Administration & Supreme Court Buildings to left and right of heritage courthouse respectively

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Watt Street

Watt Street is a local road connecting Reserve Road near King Edward Park to Wharf Road and the Hunter River foreshore. Running North to South, it is a two-lane two-way urban street, with one traffic lane in each direction, and sufficient width for kerbside parallel parking in each direction. The posted speed limit is 50km/h. Parking is times and is pay parking, controlled by street meters.



Figure 7: Watt Street / Church Street / Shortland Esplanade intersection looking West toward the project site. Note Newcastle Police Station on the left.

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Newcomen Street

Newcomen Street is a local road connecting Reserve Road to Scott Street in the North. Running North to South from King Edward Park, it is a two-lane two-way urban street, with one traffic lane in each direction, and enough width for kerbside parking in each direction. The posted speed limit is 50km/h.

Within the vicinity of Newcastle Grammar School and James Fletcher Hospital site, there is angled parking on the Eastern kerb line. Parking is times and is pay parking controlled by street meters.



Figure 8: Church Street / Newcomen Street intersection looking East. Note James Fletcher Hospital on the right



Figure 9: Newcomen Street / Church Street intersection looking South. Note Newcastle Grammar School on the top right.

Local Intersections

All local road intersections in the vicinity of the subject site operate under priority control, with priority control, or a stop sign / give way sign control to reinforce priority on the 4-way junctions.

4.2 Existing Traffic Conditions

In February 2019, Better Transport Futures (BTF) conducted traffic surveys at the request from Transport for NSW Roads and Maritime Services (RMS) at the junctions and roads within the immediate vicinity of the project site to determine the existing traffic conditions. Additional information for existing conditions can be found with the Traffic and Parking Assessment Report dated March 2019 by BTF.

Table 3 below provides a summary of the recorded approach volumes for the roads in the vicinity of the project site relating flow to capacity.

Table 3: Summary of Traffic Volumes & Volume / Capacity Ratios

Road	Location	Peak Period	Peak Flow ¹	Mid-Block Road Capacity ²	Volume / Capacity
Church Street	W of Newcomen	AM peak	65 eastbound 202 westbound	900 (one-way)	0.07 E/B 0.22 W/B
	W of Newcomen	PM peak	40 eastbound 157 westbound	900 (one-way)	0.04 E/B 0.17 W/B
Church Street	W of Bolton	AM peak	189 eastbound 133 westbound	900 (one-way)	0.21 E/B 0.15 W/B
	W of Bolton	PM peak	84 eastbound 237 westbound	900 (one-way)	0.09 E/B 0.26 W/B
Church Street	W of Watt	AM peak	102 eastbound 126 westbound	900 (one-way)	0.11 E/B 0.14 W/B
	W of Watt	PM peak	119 eastbound 103 westbound	900 (one-way)	0.13 E/B 0.11 W/B
The Esplanade	E of Watt	AM peak	181 eastbound 215 westbound	900 (one-way)	0.20 E/B 0.24 W/B
	E of Watt	PM peak	163 eastbound 364 westbound	900 (one-way)	0.18 E/B 0.40 W/B
Bolton Street	Nth of Church	AM peak	147 northbound 58 southbound	900 (one-way)	0.16 N/B 0.06 S/B
	Nth of Church	PM peak	25 northbound 183 southbound	900 (one-way)	0.03 N/B 0.20 S/B
Newcomen Street	Nth of Church	AM peak	140 northbound 60 southbound	900 (one-way)	0.16 N/B 0.07 S/B
	Nth of Church	PM peak	84 northbound 110 southbound	900 (one-way)	0.09 N/B 0.12 S/B

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Newcomen Street	Sth of Church	AM peak	340 northbound 67 southbound	900 (one-way)	0.38 N/B 0.07 S/B
	Sth of Church	PM peak	162 northbound 224 southbound	900 (one-way)	0.18 N/B 0.25 S/B
Watt Street	Nth of Church	AM peak	364 northbound 207 southbound	900 (one-way)	0.089 N/B 0.122 S/B
	Nth of Church	PM peak	298 northbound 252 southbound	900 (one-way)	0.33 N/B 0.28 S/B
Watt Street	Sth of Church	AM peak	447 northbound 296 southbound	900 (one-way)	0.50 N/B 0.33 S/B
	Sth of Church	PM peak	329 northbound 500 southbound	900 (one-way)	0.37 N/B 0.56 S/B

Note 1: Peak flows from 8th February 2019 Thursday traffic surveys results (Trans Traffic Surveys for by Better Future Transport Futures)

Note 2: RTA 2002, Urban Road Conditions Level C of Services C

4.3 Public Transport

Public transport (bus) services are available in the immediate vicinity of the project as shown in the Public Transport Network Map attached within the Construction Worker Transport Strategy.

Bus routes run along Church Street, and nearby Watt Street and King Street. The now operational Newcastle Light Rail (LRT) is located a short walking distance, about 400 metres to the north of the site, with LRT stations located at Pacific Park and Market Street. The LRT and many bus services connect directly to the regional heavy rail network at the Newcastle Interchange located on the western fringe of the Newcastle CBD at Wickham.

The combination of bus routes and LRT services linking to the heavy rail network provides public transport across the Hunter Region, and beyond.

As such, the subject site is well located to allow movement to and from the site from across the Greater Newcastle Metropolitan region.

4.4 Walking and Cycling

Walking and cycling facilities in the immediate vicinity of the site are typical of an established business district, with footpaths formed along both sides of the road.

The existing pedestrian infrastructure for pedestrians within the vicinity of the site is considered adequate for the medium level of pedestrian activity and is in good condition. Currently, the footpaths are approximately 2.5m wide and located on both sides of each road as shown within Section 4.1 figures.

There ~~is~~ are two existing pedestrian crossings located on the corners of Bolton Street and Church Street directly adjacent to the Grand Hotel. One crossing connects the southern Church Street footpath to the corner of Bolton Street, while the other runs east to west connecting both corners of Church and Bolton Streets.

The Church Street frontage along the project site is the only significant section of footpath that will be directly affected by construction activities and will also be redeveloped under a Section 138 application to the City of Newcastle for Public Domain Works.

5.0 Construction Traffic and Pedestrian Management

This section provides additional detail regarding the traffic and pedestrian management measures that will be implemented as part of the construction works in accordance with Built's Site Health, Safety & Environmental Plan Appendix 09 Traffic & Pedestrian Management Plan implemented on all projects.

A copy of the Site HSE Plan Appendix 09 is attached in **Appendix C**

All feasible management measures will be implemented during construction and as required by regulatory and development consent requirements. Identification of all reasonable and feasible mitigation methods will be conducted by the site supervisor and/or environmental representative on a regular basis in consultation with Gateshead Traffic Solutions and relevant Authorities such as Council.

In relation to the implementation of mitigation measures, feasibility addresses engineering considerations regarding what is practical to implement. Reasonableness relates to the application of judgment in arriving at a decision, considering the following factors:

- work hours
- the extent of mitigation achieved
- number of people or other uses benefited
- cost of the measure
- delay to schedule and whether the measure will prolong exposure to the hazard
- community views
- pre-existing or current conditions

While the management measures presented will always not necessarily result in mitigating all traffic and pedestrian impacts, they are expected to reduce impacts to levels most stakeholders should find acceptable considering the anticipated benefits of the completed project as a whole.

5.1 Construction Hours of Work & Program

The approved construction hours of work are outlined in SSD Conditions D4 to D7:

- Monday to Friday: 7:00 am to 6:00 pm
- Saturday: 8:00 am to 1:00 pm
- No work on Sundays or Public Holidays

Out of Hours / Special Conditions Works

On 10th June 2021, the NSW Minister for Planning and Public Spaces issued the Environmental Planning and Assessment (COVID-19 Development – Construction Work Days) Order (No 2) 2021 (the Order). The Order permits approved weekday construction hours to be extended to weekends and public holidays in response to the global COVID-19 pandemic.

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In response to the Order, Built
intends to carry out construction work as per the below
days/hours:

- Monday – Friday 7:00am to 6:00pm
- Saturday 7:00am to 6:00pm
- No work on Sundays or public holidays

Built understands that these special conditions are subject to change dependent on advice received from DPIE and will continue to monitor updates.

The Head Contract program shows the duration of works of 18 months with the project scheduled for completion in August 2021.

5.2 General Requirements

In accordance with Road and Maritime Services (RMS) requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors must be inducted by Built to ensure that the procedures are met for all vehicles entering and exiting the construction site. Built and their subcontractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads unless located within the designated and approved Work Zone. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

Built and their subcontractors are required to maintain all required permits and abide by their specific requirements throughout the duration of the works.

5.3 Work Zone

Built has received approval from the City of Newcastle for the establishment of a Work Zone along the Church Street frontage as shown in Figure 10 below. The Work Zone provides increased protection to both workers and the public by providing delineated areas during approved hours of construction and will remain in place for the duration of works.

As part of the Work Zone establishment and in consultation with Council and Newcastle Grammar School, Built has temporarily relocated the pedestrian crossing to the corner of Church Street and Newcomen Street. This measure will minimise pedestrian activity within the Work Zone and provide safe access with minimal disruption to normal activity.

The Work Zone is monitored by both Built and qualified traffic control personnel to ensure compliance with specific conditions and is to be used for material handling and short-term construction vehicle parking during the approved construction hours only in accordance with Condition D9.

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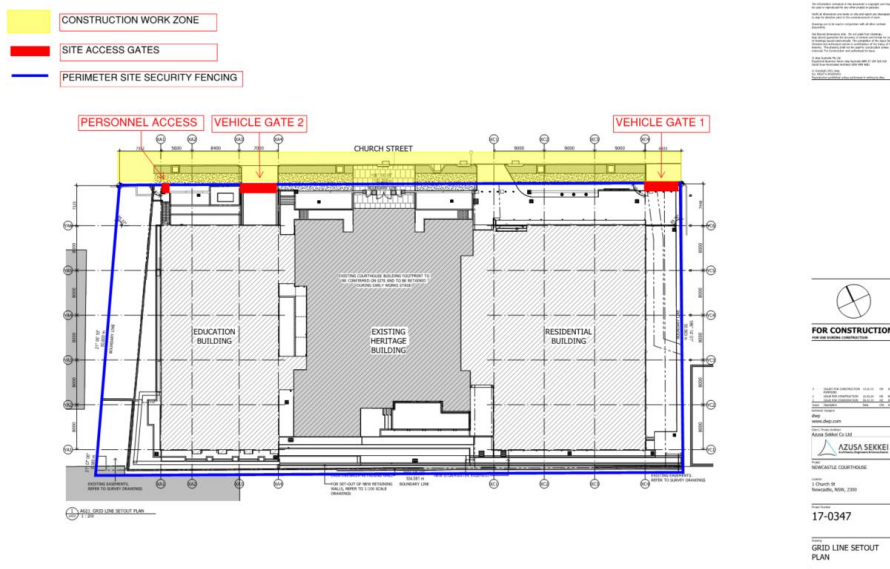


Figure 10: Approved Construction Work Zone

5.4 Traffic Control Measures

Traffic control will be provided for access and egress to all gates and will be in accordance with AS 1742-2009 and RMS Guide to Traffic Control at Work Sites. Traffic controllers will be required to manage vehicle movements along Church Street and the intersection with Bolton Street.

Traffic controllers will be used to ensure that all trucks exit the site right towards Watt Street and do not exit left and drive west on Church Street or left onto Bolton Street.

Traffic Control Plans have been prepared by Gateshead Traffic Solutions and are attached in **Appendix D**

5.5 Pedestrian Access and Protection

In accordance with Condition D11, pedestrian access is to be maintained outside of any approved construction works zone. To ensure pedestrian safety, Built has been granted approval for a Road Occupancy Permit (footpath closure) by City of Newcastle to dismantle the existing A & B Class Hoarding and erect new temporary fencing and barriers along the Church Street frontage to enable works within the public domain.

A Site Layout Plan is attached in **Appendix E** for information showing the staging of the temporary fencing and barriers to enable public domain works.

Hoarding, fences and footpaths are to be regularly inspected and maintained by Built site management to comply with Condition D10, permit conditions, and to ensure the safety of pedestrians.

5.6 Construction Worker Transportation Strategy

Built submitted a Construction Worker Transportation Strategy (CWTS) to the Planning Secretary and this document has been accepted by DPIE to satisfy SSD-9787 Condition C14. The CWTS provides a strategy for minimising parking demand issues caused by construction workers through alternative modes of transport and other travel arrangements such as public transport and car-pooling.

This strategy is communicated to personnel during site inductions and toolbox talks.

The CWTS has been attached in **Appendix F**.

5.7 Work Site Security

To provide security to the works site and protection to the construction staff and the general public, the site is bounded by temporary fencing on the northern boundary as outlined in Figure 10 & Section 5.5 and chain link fencing with shade cloth on the western and southern boundaries. This fence will define the extent of the works site. All access points to the site are located on Church Street and are to be monitored by personnel during construction hours and securely locked after hours with CCTV and security patrols implemented to prevent unauthorized access.

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5.8 Site Specific Inductions

All staff and subcontractors engaged on-site will be required to undergo a site-specific induction. The induction will include permitted access routes to and from the construction site for all vehicles and personnel, as well as standard environmental, WH&S, driver protocols and emergency procedures. Additionally, Built will discuss TMP requirements regularly as a part of toolbox talks and advise workers of public transport and car-pooling opportunities as outlined in the CWTS.

5.9 Emergency Vehicles

The site is located immediately adjacent to Newcastle Police Station and James Fletcher Hospital (Mental Health). This sub-plan has been prepared in consideration of these emergency services and strictly enforced to ensure that at no time emergency services vehicles and/or access are affected by the works.

Any works that may cause changes in Church Street, such as public domain/external works will be clearly communicated with these key stakeholders and planned in consultation to prevent any disruptions to emergency operations.

In the event of an emergency/incident onsite, access for emergency vehicles and/or personnel will be via the safest Church Street access point under direction by Built site management.

5.10 Work Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold RMS accreditation in accordance with Section 8 of Traffic Control at Worksites.

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Copies of all licences and qualifications are checked and will always be taken by Built management during site inductions with records maintained onsite. All personnel are required to possess the appropriate PPE and sign onto the relevant high-risk safe work method statements prior to commencing works.

New personnel are also briefed on all current site activities, procedures, hazards, and high-risk work in accordance with Built's Site HSE Management Plan.

5.11 Maintenance of Roads and Footpaths

The roads and footpaths along the route of travel will always be kept in a serviceable state. Any damage arising as a result of the proposed vehicle movements will be treated/repaid by Built at no cost to Council.

5.12 Construction Vehicle Types & Volume

The maximum construction vehicle size likely to be entering and egressing the site during construction is a Medium Rigid Truck.

Larger vehicles during the construction phase will be directed to park within the designated Church Street work zone for loading and unloading.

During the peak construction periods, it is estimated that the construction activity is likely to generate up to 20 vehicle movements per day (approximately 2 vehicles per hour). Construction vehicle activity will be programmed (wherever possible) to occur outside network peak times and the school drop off and pick-up periods.

Built's management system will aim to:

- Stagger all contractors' deliveries to ensure that backlogs do not occur with multiple deliveries arriving at the same time. This is common practice and involves radio contact with approaching truck drivers.
- The provision of internal layover areas for vehicles to stand and wait to be loaded/unloaded. Where this is not possible, Built will utilise the Church Street Work Zone. Drivers will be instructed to turn engines off (where reasonable & practicable) to prevent excessive noise/disturbance.
- Traffic control measures to be in place at all entry and exit points to the site including supervision of the Church Street Work Zone.
- Works to be sequenced so that activities that require multiple deliveries (i.e. concrete pours and removal of spoil) do not occur on the same day.
- Prefabrication (wherever possible) of materials off-site.

5.13 Construction Vehicle Access, Routes, and Parking

Construction vehicles will access the site via the Church Street Gates located on the Eastern (Building C – Gate 1) and Western (Building A – Gate 2) areas of the site via Watt Street shown in Figure 10. On approach, drivers will use radio communication to advise traffic control personnel located at site entry/egress gates to implement the required traffic control management procedure.

All gates will be monitored and secured during construction hours and lockable after hours in accordance with Built Site Rules to prevent unauthorised access.

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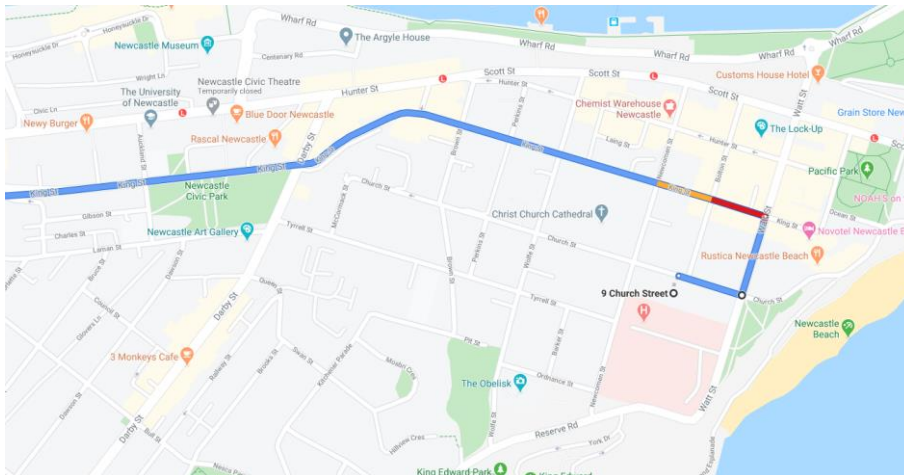
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~~09/04/20 - Revision 01~~ 21/06/2021 - Revision 03

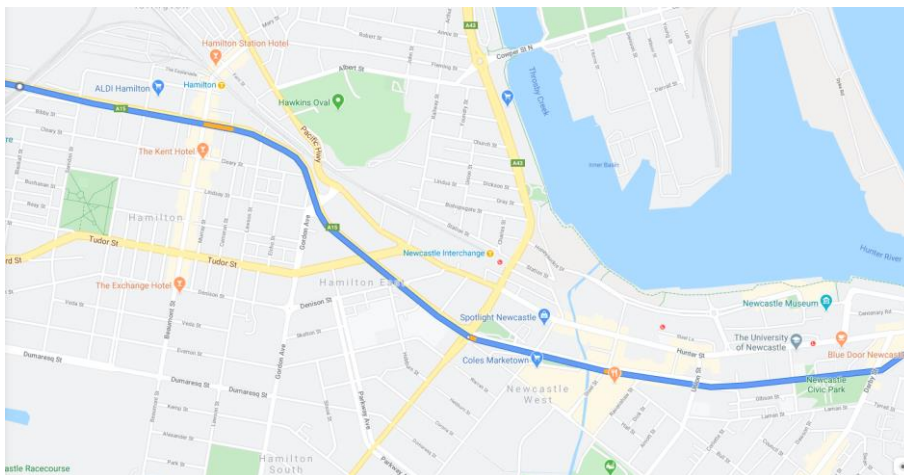
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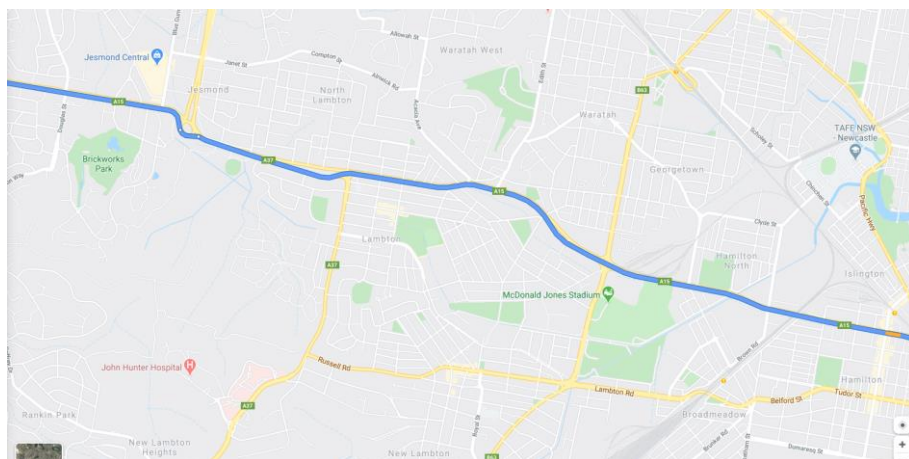
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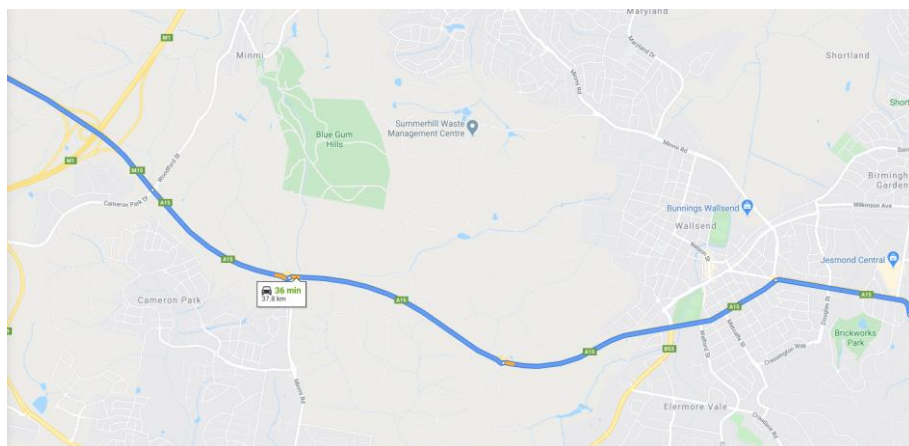
Nihon University Newcastle Project
Construction Traffic and Pedestrian Management Sub Plan



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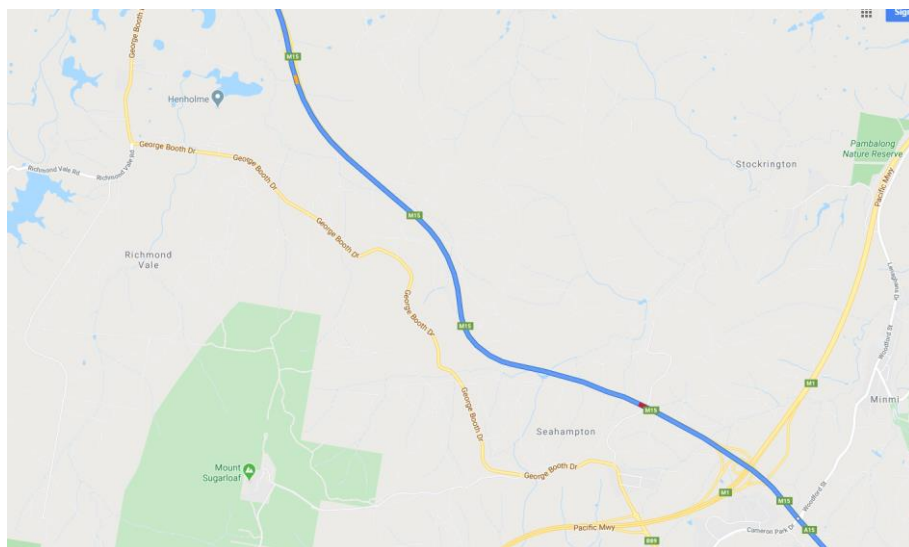
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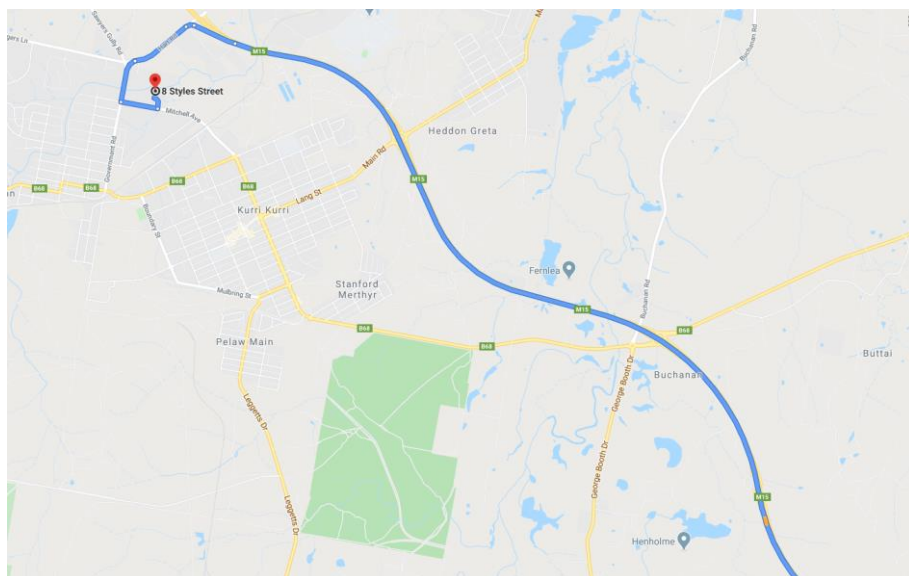
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6.



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Internal vehicle movements within the site boundary are subject to a speed limit of 5 km/h and will be limited due to the constraints of the site, including footprints of the new buildings. Therefore, internal large vehicle movements will be restricted to the extent of driveway corridors only as shown in Figure 11 below.

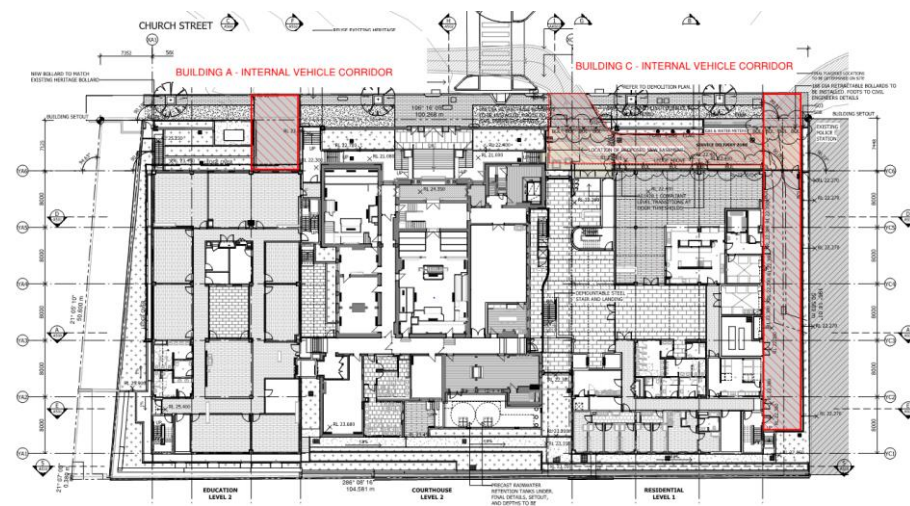


Figure 11: Internal vehicle corridors.

Built will utilise the Church Street Work Zone and crane as required for large vehicle deliveries, material handling and short-term parking of construction vehicles during work hours. All material handling activities will be under the strict supervision of Built management, traffic control, and crane personnel.

5.14 Special Deliveries / Vehicle Movements

Whilst not anticipated, any oversized vehicle that is required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by Council and/or the relevant Authority prior to any delivery. Requests shall be submitted 28 days prior to the scheduled date of use of an oversized vehicle and appropriate traffic and pedestrian control measures implemented in accordance with any applicable statutory or specified requirements.

Special vehicle movements for the removal of contaminated soils and/or waste from the site will be placed in a lockable solid waste bin or skip which will be sealed when the work has been completed pending removal offsite.

The special waste will be transported by an EPA licenced contractor to an approved disposal facility in a manner that will prevent the liberation of contaminated materials into the atmosphere and/or environment.

Records will be kept onsite of all contaminated waste along with the EPA tracking number and consignment notices for compliance/audit purposes.

5.15 Driver Code of Conduct

Built will implement a Driver Code of Conduct (DCC) on the Nihon University project. The DCC aims to:

- Minimise the impacts of earthworks and construction on the local and regional road network
- Minimise conflict with other road users
- Minimise road traffic noise
- Ensure drivers use the specified routes

The Driver Code of Conduct will be issued to all subcontractors and suppliers prior to commencing works on-site, during their site inductions and/or upon a driver entering site.

A copy of the DCC is attached in **Appendix G**.

5.16 Community Notification Procedures

Built will continue to liaise with the community in accordance with the Community Liaison Plan accepted by the DPIE Planning Secretary.

Built has established a community liaison email address (nihon@built.com.au) which will be used to:

- Send work notifications
- Send project updates and alerts
- Receive community queries and complaints
- Respond to community queries and complaints

In the instance where Built foresees any potential disruptions to pedestrian or traffic routes, Community Notifications will be sent out typically by email correspondence to all properties on the community liaison register and any additional potentially affected, including all required Authorities with advanced notice.

The Community Notice will provide specific details of the works including reasons, nature, duration, potential disruptions, and the contact details of Built personnel.

The Built Project Manager acts as the Community Liaison Officer and monitors this email address (along with other Built personnel) daily to ensure prompt action and response. All notifications and complaints are responded to appropriately and recorded in the community consultation register maintained onsite.

Other methods of communication will be used, including:

- Letterbox drops
- Face to face (door knocking, meetings, etc.)
- Phone calls
- Notices

5.17 Implementation of Management Measures

Table 4 outlines how the traffic and pedestrian management measures detailed in Section 5 will be implemented throughout the construction of the project where reasonable and feasible in accordance with SSD Conditions and approved permit requirements:

Table 4: Implementation of management measures

Reference	Details of management measure	Implementation		Responsibility
Implemented throughout works		PC ¹	C ²	
TPMM01	Construction works, including deliveries and material movements, will be restricted to the approved construction hours in accordance with Condition D4 to D7	✓	✓	Construction/Project Manager
TPMM02	Ensure permits, where applicable, have been received and are current prior to commencing works.	✓	✓	Project Manager
TPMM03	Ensure construction vehicles (including concrete agitator trucks) do not arrive at the site or surrounding residential precincts outside of the construction hours of work outlined under condition D4.		✓	Site Manager Foreman
TPMM04	Built personnel, subcontractors and suppliers will always be issued a copy of the current CTPMSP and instructed to comply with the requirements	✓	✓	Project Manager HSE Officer
TPMM05	All personnel including drivers will be required to complete a site induction / DCC that includes key information on the CTPMSP	✓	✓	Site Manager Foreman
TPMM06	Driver/operator qualifications and competencies checked, and copies recorded during site inductions	✓	✓	Site Manager Foreman
TPMM07	Implement, where practicable and without compromising the safety of construction staff or members of the public, the use of 'quackers' to ensure noise impacts on surrounding noise sensitive receivers are minimised.	✓	✓	Site Manager Foreman
TPMM08	Information should be provided to neighbours before and during construction through media such as letterbox drops, meetings or individual contact.	✓	✓	Project Manager
TPMM10	Implement complaint response procedures	✓	✓	Project Manager
TPMM11	The use of a site information board at the front of the site, with the name of the organisation responsible for the site and their contact details, hours of operation and regular information updates. This signage should be clearly visible from the outside and include after-hours emergency contact details.		✓	Site Manager

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Reference	Details of management measure	Implementation		Responsibility
Implemented throughout works		PC ¹	C ²	
TPMM12	Vehicles to be subject to random inspections to ensure they are maintained and operated in an efficient manner		✓	Foreman HSE Officer
TPMM13	Vehicles checked prior to leaving site to ensure loads are watered, covered and/or secured as required. Vehicles are also inspected to ensure free of debris.		✓	Foreman Traffic Controller
TPMM14	All construction vehicles are to be contained wholly within the site, except if located in an approved on-street work zone. Vehicles must enter the site before stopping.		✓	Foreman Traffic Controller
TPMM15	Where practicable, construction vehicles parked within Work Zone will be directed to turn off engines to prevent excessive noise and air pollution		✓	Foreman Traffic Controller
TPMM16	Protective hoardings, fencing, and barricades used to delineate work areas, protect pedestrians and prevent unauthorised access to the site. These are to be regularly checked and maintained.	✓	✓	Site Manager Foreman
TPMM17	Qualified traffic control personnel will be used to manage vehicle ingress/egress and monitor the work zone	✓	✓	Site Manager Traffic Controller
TPMM18	Appropriate advanced and Other warning signs, Instruction signs and devices in place and positioned correctly	✓	✓	Site Manager Traffic Controller
TPMM19	Width of travel paths always maintained to required clearances and kept clear from materials and debris	✓	✓	Site Manager Foreman
TPMM20	Pathways through construction zones and Church Street gantry are adequately illuminated	✓	✓	Site Manager Foreman
TPMM21	During concrete pours, precautions outlined in the SafeWork Code of Practice for Pumping Concrete are implemented	✓	✓	Site Manager Foreman
TPMM22	Vehicle & personnel gates to be always secured and closed unless under direct supervision by traffic control personnel or Built Site Management		✓	Foreman Traffic Controller
TPMM23	Vehicle & Plant logbooks checked for maintenance and daily pre-start checks	✓	✓	Foreman HSE Officer
TPMM24	All deliveries to be scheduled in advance with Built Site Management	✓		Site Manager Foreman

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Reference	Details of management measure	Implementation		Responsibility
Implemented throughout works		PC ¹	C ²	
TPMM25	Schedule deliveries and vehicle movements appropriately to minimise disruptions and congestion, especially during peak periods.	✓		Site Manager Foreman
TPMM26	Regular reinforcement of traffic and pedestrian management measures in toolbox meetings		✓	Site Manager Foreman
TPMM27	Enforcement of internal (5km/h) and external (50km/h or 40km/h) speed limits		✓	Foreman Traffic Controller
TPMM28	Site records such as truck logs and consignment notices to be maintained onsite.		✓	Project Manager Site Manager

(1) Pre-construction – note that this may refer to prior to commencement of specific activities rather than prior to the commencement of all construction works.

(2) Construction

6.0 Compliance Management

6.1 Roles and Responsibilities

The Project Team's roles and responsibilities are outlined in Section 4.0 of the Site HSE Plan Appendix 09.

Specific responsibilities for the implementation of traffic and pedestrian management measures are detailed in Section 5.17 Table 4.

Specific responsibilities for monitoring and inspection activities are detailed in Section 7.3 Table 5.

6.2 Training

All employees, sub-contractors and utility staff working on-site will undergo site induction training relating to traffic and pedestrian management issues, including:

- Existence and requirements of this CTPMSP.
- Approved Working Hours.
- Work Zone and Hoarding/Footway Permit conditions and maintenance.
- General management requirements, including monitoring and inspection procedures.
- Community notifications and complaints reporting.
- Non-compliances

The project's site induction documentation will be updated to adopt all changes to traffic and pedestrian management measures and procedures as required.

All Built personnel receive internal training on completing monitoring and inspection activities using Built.Safe (Lucidity) software.

6.3 Monitoring and Inspections Program

As defined under Division 9.4 of Part 9 of the EP&A Act; for the purposes of this Division, *monitoring* of a project is the monitoring of the carrying out of the project to provide data on compliance with the approval of the project or on the project's environmental impact

In accordance with Condition A23, regular inspections and monitoring activities will be completed by Built Site Management throughout construction to monitor the effectiveness of the management measures detailed to be implemented within Section 5.0.

All inspection and monitoring activities are completed electronically using Built.Safe (Lucidity) software platform.

Table 5: Traffic and pedestrian management monitoring program

Activity	Requirements	Frequency, reporting, and responsibility
Supervisor Inspection; of the site or specific work areas/elements to	<ul style="list-style-type: none">• Review of documents prior to inspection (e.g. CTPMSP, Permits, TCP's, SSD Conditions).	Frequency: Minimum weekly and additional as required for high potential areas

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ensure management measures are implemented as required	<ul style="list-style-type: none"> • Visual inspection of the site or specific work area/elements to assess if required measures are implemented and maintained. • Visual check of site records, logbooks, licences, etc. • Provide a summary of inspection: <ul style="list-style-type: none"> – Common checks – Activities or items reviewed – Observations – Compliances / Non-Compliances • Report any high potential hazards • Attach photographic evidence and copies of any site records viewed • Issue any actions arising with appropriate due date for rectification 	<p>Reporting: Records are automatically uploaded to Built.Safe and maintained onsite.</p> <p>Responsibility: Project Manager</p> <p>Site Manager</p> <p>Foreman</p>
Monitoring; of construction activities on-site to assess compliance with development approvals, permits, management plans, procedures and measures	<ul style="list-style-type: none"> • Identify activity to be monitored (e.g. traffic control, working on and/or near traffic and roads) • Review and reference applicable documents: <ul style="list-style-type: none"> - SWMS - Permit - Traffic Management Plans - Methodology documents • Provide a summary of monitoring: <ul style="list-style-type: none"> - Observations - Discussions - Work practices - Compliance / Non-compliance • Identify if work was required to be stopped • Report any high potential hazards identified, the responsible trade and/or process, and the situation • Log attendance of other personnel involved • Attach photographic evidence and copies of any records • If applicable, issue actions with appropriate due date for rectification 	<p>Frequency: Minimum monthly per responsible person and as required</p> <p>Reporting: Records are automatically uploaded to Built.Safe and maintained onsite.</p> <p>Responsibility: Project Manager</p> <p>Site Manager</p> <p>Foreman</p>
Plant Inspection; To check plant is fit for use prior to being permitted for use on-site	<ul style="list-style-type: none"> • Verify and record the following: <ul style="list-style-type: none"> – Plant type – Make and model – Plant identification number – Built identification / induction number – Contact details for the person responsible for plant – Date of the last service and/or inspection – Date of the next service and/or inspection • Visually inspect and record copies of the following: <ul style="list-style-type: none"> – No visible leaks – Recorded faults are rectified – Operators Manual – Last service report – Plant risk assessment – Operators inspection logbook • Assign status of plant <ul style="list-style-type: none"> – Registered and on-site – Rejected and locked out – Off-site • If applicable, issue appropriate actions. 	<p>Frequency: As required</p> <p>Reporting: Records maintained onsite</p> <p>Responsibility: Site Manager</p> <p>Foreman</p> <p>HSE Officer</p>

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Daily Traffic Control / Footpath Checklist	<p>Traffic Control Supervisor to complete multiple daily checks of traffic control signage to ensure signs are in the correct position, not tampered with and/or obstructed.</p> <p>The checklist includes:</p> <ul style="list-style-type: none"> – Date of the week commencing – Time signage established each day – Subsequent random inspection time (07:00 to 18:00) – Daily footpath inspection for trip hazards – Name of the qualified traffic controller 	<p>Frequency: Daily checklist</p> <p>Reporting: Submitted to Built weekly and records maintained onsite</p> <p>Responsibility: Foreman Traffic Controller</p>
Truck / Vehicle Log	<p>Log maintained at vehicle gates and completed for each vehicle entry/exit from the site.</p> <p>Log information includes:</p> <ul style="list-style-type: none"> • Date • Time • Registration • Company • Driver Name • Vehicle Type • Load Type • Load Covered • Truck Washed (free of debris) • Checked By • Comments 	<p>Frequency: Daily log</p> <p>Reporting: Submitted to Built weekly and records maintained onsite.</p> <p>Responsibility: Foreman Traffic Controller</p>

6.4 Periodic Reviews and Updates

It is acknowledged that Condition A31 regarding the revision of strategies, plans, and programs, requires that within three (3) months of:

- (a) the submission of a compliance report under Condition C22
- (b) the submission of an incident report under Condition A27
- (c) the submission of an Independent Audit under Condition D32
- (d) the approval of any modification of the conditions of this consent; or
- (e) the issue of the direction of the Planning Secretary under Condition A2 which requires a review, the strategies, plans, and programs required under this consent must be reviewed, and the Planning Secretary and the Certifier must be notified in writing that a review is being carried out.

If necessary, to either improve the environmental performance of the development, cater for a modification or comply with a direction, the strategies, plans, programs or drawings required under this consent must be revised, to the satisfaction of the Planning Secretary and/or Certifier (where relevant). Where revisions are required, the revised document must be submitted to the Planning Secretary and/or Certifier for approval and/or information (where relevant) within six (6) weeks of the review.

The aim of this Condition is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.

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Built's standard procedure is to review all management plans every three (3) months or as required by any significant event, incident, instruction (internal or external), change in project scope and/or conditions. It must be noted that a review may not result in the revision of strategies, plans, and programs if deemed to still be adequately addressing the noise and vibration requirements of the project.

Reviews and revisions (if required) are completed by the Built project team, typically consisting of the Project Manager, HSE Manager, and Site Manager. Revised management plans are issued to all required consultants, employees and subcontractors to ensure compliance within Condition A25.

7.0 Appendices

Appendix A - Revision Register

Appendix B – Consultation with City of Newcastle

Appendix C – Built Site HSE Plan Appendix 09

Appendix D – Traffic Control Plans prepared by GTS

Appendix E – Site Layout Plan

Appendix F – Construction Worker Transportation Strategy

Appendix G – Driver Code of Conduct

Appendix A - Revision Register

Revision	Date	Section	Description of Change
01	09/04/2020	Contents	Format of management plan amended for readability and navigation in accordance with Condition C10
		Section 1.0	Purpose and Objectives combined
		Section 2.0	Figure 3 included to show locations of nearby schools
		Section 3.0	Regulatory Framework included to show relevant Development Conditions and Permits
		Section 4.2	Table 3 showing BTA summary of traffic volumes re-formatted. No change to summary data
		Section 4.3	Additional Section added for information on existing Public Transport
		Section 4.4	Section heading changed from 'Existing Pedestrian Infrastructure' to 'Walking and Cycling'
		Section 5.0	Section re-formatted to better detail measures to be implemented in accordance with Condition C10(b)
		Section 5.4	Updated Traffic Control Plans prepared by Gateshead Traffic Solutions and attached in Appendix D
		Section 5.13	Swept Path Analysis shown in accordance with GHD Corrective Action and Condition B9(c)
		Section 5.17	Table 4 prepared to outline implementation of detailed measures and responsibilities
		Section 6.0	Section included for Compliance Management to outline how Built intends to comply with Development and Permit Conditions
		Section 6.3	Table 5 prepared to outline Monitoring Program in accordance with Condition C10(f)
		Section 6.4	Details included on how Built intends to periodically review and update the CTPMSP
02	17/08/2020	Section 3.0	<u>Road Occupancy Permit included in Table 2.</u>
		Section 5.13	<u>Building & Vehicle Access Gates renamed in accordance with site changes. Updated photos of vehicle gates included.</u>
		Appendix B	<u>Consultation record with City of Newcastle as evidence of submission and acceptance of additional Traffic Control Plans.</u>
		Appendix D	<u>Additional Traffic Control Plans for concrete pours utilising Church Street included.</u>
03	21/06/2021	Section 5.1	<u>Updated to reflect EPA (COVID-19 Development – Construction Work Days) Order (No 2) 2021.</u>
			<u>Project duration and completion date amended</u>
		Section 5.5	<u>Updated to reflect removal of Class A & B hoarding and Council approval.</u>
		Section 5.7	<u>Updated to include CCTV and security patrols.</u>
		Section 5.12	<u>Changes to maximum construction vehicle size entering and egressing the site.</u>
		Section 5.13	<u>Figures showing swept path analysis removed due to change in maximum construction vehicle size.</u>
			<u>Figure 10 – amended internal vehicle movement plan</u>
		Section 5.14	<u>Changed reference from ACM waste to contaminated waste.</u>
		Appendix B	<u>Inclusion of additional City of Newcastle consultation records.</u>
		Appendix D	<u>Update of Traffic Control Plans to reflect current stage of works.</u>
		Appendix E	<u>Updated Site Layout & Staging Plan for S.138 Works.</u>

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Appendix B – Consultation with City of Newcastle



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Appendix C – Built Site HSE Plan Appendix 09



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Appendix D – Traffic Control Plans prepared by GTS



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Appendix E – Site Layout Plan



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Appendix F – Construction Worker Transportation Strategy



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Appendix G – Driver Code of Conduct

