

TWEED VALLEY HOSPITAL

– STAGE 2

CONSTRUCTION TRAFFIC MANAGEMENT PLAN - PRELIMINARY

20/09/2019 | Revision No: 4.0



Plan Revision Status4

Date	Revision (in numbers)	Purpose and Summary of Amendments	Reviewed by	Approved by
30/03/17	2	General update including LLB GMR and legislative amendments	Tracey Wallbridge	Brian Falls
09/07/2019	2.1	Project Specific - Preliminary	LB	Luis Biaggini
12/07/19	2.2	SSD Requirements added	AW	Luis Biaggini
9/08/2019	2.3	SEARs Table Added	MW	Devin Miller
16/08/2019	3.0	Client Feedback Incorporated	MW	Devin Miller
20/9/19	4.0	EIS Submission Finalisation	MW	Devin Miller

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1. OVERVIEW

On the 11 June 2019 the Minister for Planning and Public Spaces granted approval for the Concept Proposal and Stage 1 Early and Enabling Works for the new Tweed Valley Hospital (SSD 9575) located at 771 Cudgen Road, Cudgen (Lot 11 DP1246853). All documents relating to this consent can be found on the major project website of DPIE at <https://www.planningportal.nsw.gov.au/major-projects/project/10756>.

The Environmental Impact Statement (EIS) has been prepared to assist in the State Significant Development (SSD) Stage 2 Application for the Tweed Valley Hospital which will be assessed under Part 4 Division 4.7 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This, along with supporting documentation, provides a clear outline of the Stage 2 Application.

The Tweed Valley Hospital Project broadly consists of:

- Construction of a new Level 5 major regional referral hospital to provide the health services required to meet the needs of the growing population of the Tweed-Byron region (in conjunction with the other hospitals and community health facilities across the region);
- Delivery of the supporting infrastructure required for the Tweed Valley Hospital, including green space and other amenities, roads and car parking, external road upgrades and connections, utilities connections, and other supporting infrastructure.

STAGE 2 HOSPITAL MAIN WORKS AND OPERATION

The Stage 2 SSD component seeks consent for the Main Works and Operation of the Tweed Valley Hospital, including:

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| <ul style="list-style-type: none"> • Construction of Main Hospital Building <ul style="list-style-type: none"> – Main entry and retail area – Administration – Community health – In-Patient units – Outpatient clinics and day only units – Child and Adolescent Services – Intensive Care Unit – Mental Health Unit – Maternity Unit and Birthing Suites | <ul style="list-style-type: none"> – Back of House services – Rooftop Helipad • Construction of Support Buildings, referred to as the 'Health Hub', containing: <ul style="list-style-type: none"> – Oral Health – Community Health – Aboriginal Health – Administration – Education, Training and Research • Internal Roads and carparking, including multi-deck parking for staff, patients and visitors; • Construction of a temporary building for the 'Tweed Valley Skills Centre' • External road infrastructure upgrades and main site access • Environmental and wetland rehabilitation, including rehabilitation of existing farm dam as outlined in the Biodiversity Development Assessment Report (BDAR) prepared for the Concept Proposal and Stage 1 works • Site landscaping • Signage • Utility and service works |
|--|--|

The works outlined above comprise five key components, which are subject to various funding allocations and may be delivered independently to each other. Stage 2 has therefore been defined in the following sub-stages:

- Stage 2A – Main Hospital Building complete with supporting roads, services infrastructure and landscaping
- Stage 2B – Main Hospital Building incremental expansion areas
- Stage 2C – Health Hub
- Stage 2D – Tweed Valley Skills Centre
- Stage 2E – Multi-deck car park.

Development consent is sought for the all 5 components of Stage 2 under this SSDA.

Plans for Stage 2 Main Works and Operation are attached in Appendix B of the EIS. Approval of Stage 2 will enable the new Tweed Valley Hospital to be built which will provide a much-needed contemporary health service facilities for the surrounding region.

POTENTIAL FUTURE EXPANSIONS

Any subsequent stages or modifications to the proposal would be subject to separate applications as required including the potential future expansion of the facility.

2. SSD REQUIREMENTS

State Significant Development Conditions

Name of this Plan (as per SSD Conditions): Preliminary Traffic Management Plan

B22. The Stage 2 application must be accompanied by a detailed assessment of the traffic and transport impacts of the development having regard to Roads and Maritime Services (RMS's) Guide to Traffic Generating Development, prepared in consultation with Transport for NSW (TfNSW), RMS and Council and include (but not be limited to) the following:

**(a) a Traffic and Transport Impact Assessment Report having regard to:
(i) cumulative traffic impacts of the development on local roads and the State roads including Cudgen Road, Tweed Coast Road, Turnock Street and the Pacific Highway;**

Refer to;

- Scope of Project Plan - Summary of Site Controls
- Implementation of the Plan – During Construction

B25. The Stage 2 application must be accompanied by a detailed Noise and Vibration Impact Assessment Report prepared by a suitably qualified person including (but not limited to):

(d) demonstrate that the maximum noise emission from the 24 hours plant operations within the Site would comply with the recommendations of the Noise and Vibration Impact Assessment Report prepared by Acoustic Studio dated 17 October 2018.

- Refer to 5. Implementation of the Plan – During Construction

3. SEARs

Planning Secretary's Environmental Assessment Requirements

Provide a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:

Assessment of cumulative impacts associated with other construction activities (if any)

- Refer to Bitzios Traffic Impact Assessment, submitted with EIS.

An assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity

- For road assessment refer to Bitzios Traffic Impact Assessment – Section 6.0, submitted with EIS.
- Locations of HV construction traffic movement are at the access/egresses of the site identified in Appendix 1 and the Heavy Vehicle Routes identified in Appendix 2.

Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process	<ul style="list-style-type: none"> • Refer to Appendix 3
Details of anticipated peak hour and daily construction vehicle movements to and from the site	<ul style="list-style-type: none"> • Refer to Appendix 4
Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle	<ul style="list-style-type: none"> • Section 5: Planning and Site Establishment
Details of temporary cycling and pedestrian access during construction.	<ul style="list-style-type: none"> • Section 4: Project Details

4. SCOPE OF PROJECT AND PLAN

Project Details	
Scope of the Plan	<p>This Traffic and Parking Management Plan provides details of the measures that will be implemented for traffic control and construction related parking activities on and around the project site during site establishment and construction.</p> <p>NOTE: The requirements of the local council and/or road authority must be met. Additional approvals for road occupancy, the establishment of construction zones etc may also be required. Details must be incorporated into this Plan as relevant.</p>
Construction Traffic Management Plan	<p>All construction traffic and any impacts to the external road network due to works on Cudgen Road, Turnock Street or in providing construction access to the Project Site will be managed under a Construction Traffic Management Plan (CTMP) and traffic control plan (TCP). These plans will be developed to address the conditions of consent received similarly to the SSD1.</p>
Objectives of the Plan	<ul style="list-style-type: none"> • To avoid or minimise potential conflicts between construction traffic, motorists, project neighbours and pedestrians. • To protect the public from injury and incident associated with the operation of construction vehicles and plant. • To prevent moving plant injuries to workers on site.

	<ul style="list-style-type: none"> To avoid creating traffic congestion and delays as far as practical.
Scope of Works	<p>This Plan has been prepared based on the following scope of works:</p> <ul style="list-style-type: none"> Main Works Office and compound setup; Remainder of Civil Works, including carparks and roads of Stage 2; Monitoring and maintenance of existing Sedimentation Basins; Construction of the Main Works Stage (details listed in Section 1: Overview) Landscaping
Key Issues and Risks	<p>Construction related traffic and parking issues are expected to be mainly associated with:</p> <ul style="list-style-type: none"> Worker utilising external and public areas for parking Performing works external to site on/adjacent roadways Construction vehicle movements adding to existing traffic congestion; Noise from heavy vehicles using local streets; The delivery of materials to site during approved work hours where this occurs from a road frontage; The entry and queuing of heavy vehicles at the site for continuous deliveries eg concrete; The delivery of oversized plant outside of normal hours; Collection and replacement of waste skips; Confusion and/or frustration over traffic direction, diversions, lane closures etc. Interaction with existing operational facilities at or adjacent to the site; Mate and Matt's, Kingscliff Tafe and Hardy Electrical and Solar <p>Vehicle movements and parking requirements for the various stages of construction have been estimated as follows:</p> <ul style="list-style-type: none"> Construction including concreting: approximately 330 days and a peak vehicle circulation of 150 vehicles per day. Fit out and completion works: approximately 400 days and 100 vehicles per day

	<p>Both temporary and permanent access and egress points will be used during construction to reduce idling vehicles and vehicles parked outside of site. This will also enable deliveries to be safely received at the site with minimal impact on existing traffic conditions.</p> <p>If appropriate controls and monitoring are not implemented, the potential exists for:</p> <ul style="list-style-type: none"> • Traffic incidents; • Worker or public injury; • Motorist frustration; • Operational impacts on local businesses and facilities; • Complaints; • Fines; and • Non-compliance with permits and approvals.
Legislation, Project Approval and Guidelines	<p>Federal/National:</p> <ul style="list-style-type: none"> • Work Health and Safety Act 2011 • Work Health and Safety Regulations 2011 • Environment Protection and Biodiversity Conservation Act 1999 • National Greenhouse and Energy Reporting Act 2007 • Chain of Responsibility Heavy Vehicle Transport Laws 2014 <p>State:</p> <ul style="list-style-type: none"> • Work Health and Safety Act 2011 • Work Health and Safety Regulation 2017 • Protection of the Environment Operations Act 1997 • Environmental Planning and Assessment Act 1979 • Water Management Act 2000 • Water Act 1912

	<p>Local:</p> <ul style="list-style-type: none"> • Local Government Act 1993 • Project Approval: DA_2018_2018 <p>Lendlease requirements:</p> <ul style="list-style-type: none"> • Global Minimum Requirements (GMRs) • Workplace Delivery Code (WDC)
Summary of Site Controls	<p>These documents detail Lendlease's approach and commitment to pro-active and responsible project management.</p> <p>Site specific controls, monitoring, reporting and performance measures have been identified in this Plan to minimise the potential conflicts and impacts of construction traffic on the community, neighbours, motorists and workers. These include but are not limited to:</p> <ul style="list-style-type: none"> • Ensuring that relevant information on changes to traffic arrangements including lane closures and details are clearly displayed or provided to relevant stakeholders in advance of the change; • Installing clear and concise signage on local roads being used by construction traffic; • Separating construction traffic and workers within the site using barriers and signage; • Controlling construction vehicle access and egress to the site; • No parking for construction staff • Evaluating the effectiveness of traffic measures. <p>Safety of the surrounding road network will be managed under a CTMP and TCP (to be developed prior to commencement of works). Safety mitigation measures are likely to include:</p> <ul style="list-style-type: none"> • Implementation of roadwork zones; • Temporary speed reductions; • Temporary signage; • Temporary delineation (cones, bollards etc.); and • Temporary barriers.

	<p>Traffic management requirements, access restrictions, road authority requirements and general site rules related to parking and start times, must be included in relevant specifications, contract agreements, quality assurance documents, and subcontractor work method statements.</p> <p>Site inspections, monitoring and reporting will be undertaken by Lendlease and subcontractors.</p>
Pedestrian and Cyclist Movement	<p>Pedestrian management will be in place at the site entry/ exit points. During the early works phase of the project, pedestrian and cyclist access to the surrounding road network will be maintained. During the implementation of lane closures, pedestrians will be directed to follow the designated routes detailed on the Traffic Control Plan's to be developed during prior to construction.</p>
Management for External Roads	<p>Prior to any works being performed on/adjacent external roads a construction traffic management plan will be developed and correlating traffic control plans produced.</p> <p>Subcontractors performing works will received a copy of plans during tender process.</p> <p>During mobilisation of subcontractor onto site, the subcontractor will be required to produce their company safety plan updated to be Tweed Hospital specific. A SWMS specific for each job activity will be developed that addresses all the risks associated with the works.</p> <p>If required, a licenced traffic controller will be used to control traffic flows. Other mitigation measures (included in summary of site controls), will be reviewed and implemented if required. The process of addressing the mitigation requirements will utilise the hierarchy of controls to ensure adequate protection of workers.</p> <p>Daily builders' briefs and pre-starts will be held reminding workers of risks.</p>

5. IMPLEMENTATION OF THE PLAN

RESPONSIBILITY: CM = Construction Manager SM = Site Manager

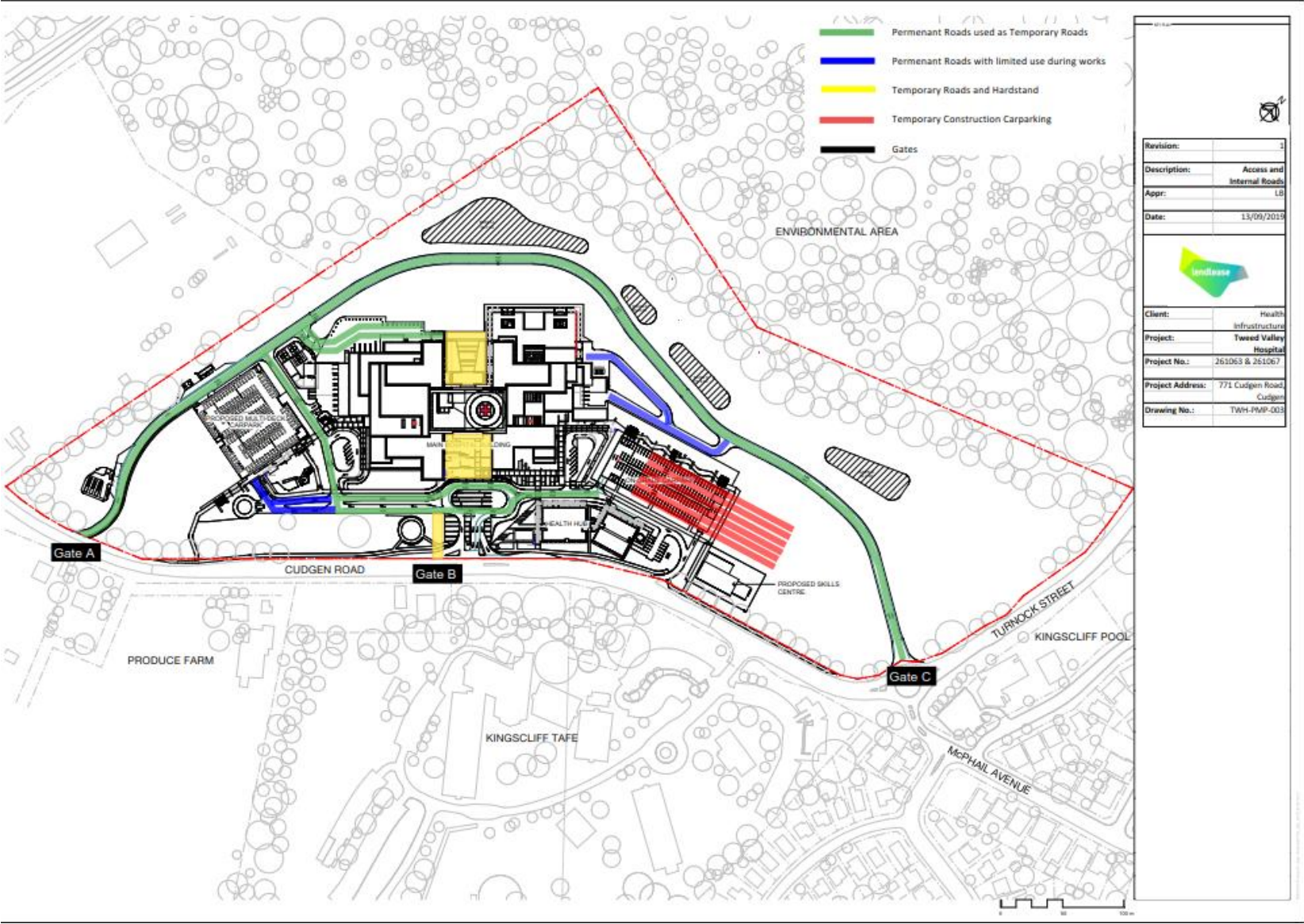
Control Measure	Timing	Methodology	Responsibility	Monitoring and Reporting	Performance Measurement
Planning and Site Establishment					
Obtain details of existing traffic conditions/vehicle numbers etc, and copies of any existing local road and traffic management plans.	During design. Prior to works commencing	Review existing data and assess existing conditions to determine the potential impact of construction related activities. Identify the requirements of the relevant road authority and incorporate into the design of the site setup and project documents.	CM SM	IHRA includes an assessment of traffic and is updated monthly. Complaints are logged, and a response provided.	Agreement on traffic arrangements achieved. Relevant permits and approvals obtained.
Include information in the Site Induction about traffic and parking locations, restrictions and site rules.	Prior to construction	Revise Lendlease induction package to include site specific information.	CM SM	Subcontractor SWMSs address traffic and deliveries.	Site induction delivered to all workers on site.
Prepare a Construction Traffic Circulation Environmental Management Diagram (EMD) identifying each stage of the project and likely traffic conditions.	Prior to commencing works	Prepare EMD (Appendix 1) in accordance with road authority and project approval requirements and in a manner consistent with existing TMPs/assessments. Address traffic movements, routes, parking etc internally and external to the site. Where possible, design the site access, delivery and collection areas, and internal roads so that vehicles are moving in a forward direction at all times. Communicate the requirements to key personnel.	CM SM Engineers	Review of EMD prior to works commencing Revised monthly during construction	Diagram prepared and containing all relevant details.

Identification of Ambulance and Service Vehicle Entry Points and Assembly Points	Site Establishment	Establish clear signage around entry at Gate 2 near site compound as entry for emergency and service vehicles.	SM	Revise during construction and as internal networks change with activities.	Site Signage
During Construction					
Control vehicle and human access into and within the site.	At all times	<p>Install gates and signage to prevent unauthorised access to the site.</p> <p>Ensure that delivery drivers remain in their vehicle (unless they are inducted) and are instead instructed by the relevant supervisor.</p> <p>Provide visitor and worker parking (where possible) and clearly delineate these areas.</p>	SM	<p>Include in subcontractor WMS.</p> <p>Include on EMD (Appendix 1).</p> <p>Document approved routes.</p> <p>Monitor site entry and local road use.</p> <p>Check site signage.</p>	<p>No unauthorised access identified.</p> <p>Signage in place and maintained.</p>
Control construction traffic and plant movements and deliveries within and external to the site.	At all times	<p>Establish physical barriers and signage to control traffic direction, speed (20km/hr) and movements to/within the site.</p> <p>Ensure construction traffic uses approved/controlled site access points only.</p> <p>Identify locations and restrictions for vehicle parking and queuing.</p> <p>Mandate that construction traffic uses approved road routes only during approved times only.</p> <p>For concrete pours, provide a traffic controller to oversee trucks reversing to hoppers. Isolate the pump and surrounding area.</p>	<p>SM</p> <p>Engineers</p> <p>Sub-contractors</p>	<p>Monitor vehicle movements.</p> <p>Monitor compliance with authority requirements.</p>	<p>No non-conformances against regulatory requirements.</p> <p>No complaints or fines.</p> <p>No plant-personnel impact incidents.</p>

		Address the requirements of the relevant road authority and project approval in all WMS and TMPs.			
Schedule deliveries and waste collection at times that minimise the impact of the activity on local traffic conditions.	At all times	Identify appropriate delivery times and communicate these to supplies/service providers. Identify suitable locations for delivery trucks to park (away from moving vehicles) so that contact can be made with the relevant site representative for access.	SM Sub-contractors	Monitor deliveries and pick-ups.	Impacts minimised. No complaints.
Vehicles moving direction	At all times	All vehicles moving on site will move in a forward direction If reversing is necessary the subcontractor will ensure suitably trained person will give direction and keep other persons from entering the area. Detailed and instructed in the Site induction and included in contractors SWMSs	All	Monitor compliance.	No unguided reversing.
Prevent the tracking of soil/mud off-site by construction vehicles.	At all times	All loads covered by contractor.	SM Sub-contractors	Condition of site access monitored and maintained.	No tracking. No spillage of material. No complaints or fines.
Ensure all vehicles entering site are road registered and being maintained in good condition.	At all times	Subcontractors must undertake daily inspections. Gate keeper to monitor construction vehicle registration and condition. All operators must hold appropriate certification of competency and/or	SM Foreman	Monitor compliance. Address in subcontractor WMS. Review and retain plant inspection records.	No non-complying plant used on site. No unqualified operators identified. No plant related incidents (spillage).

		be trained and supervised (as relevant).			
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Appendix 1: Traffic, Circulation and Parking Plan



Appendix 2: Heavy Vehicle Routes

The primary designated truck routes are as follows:

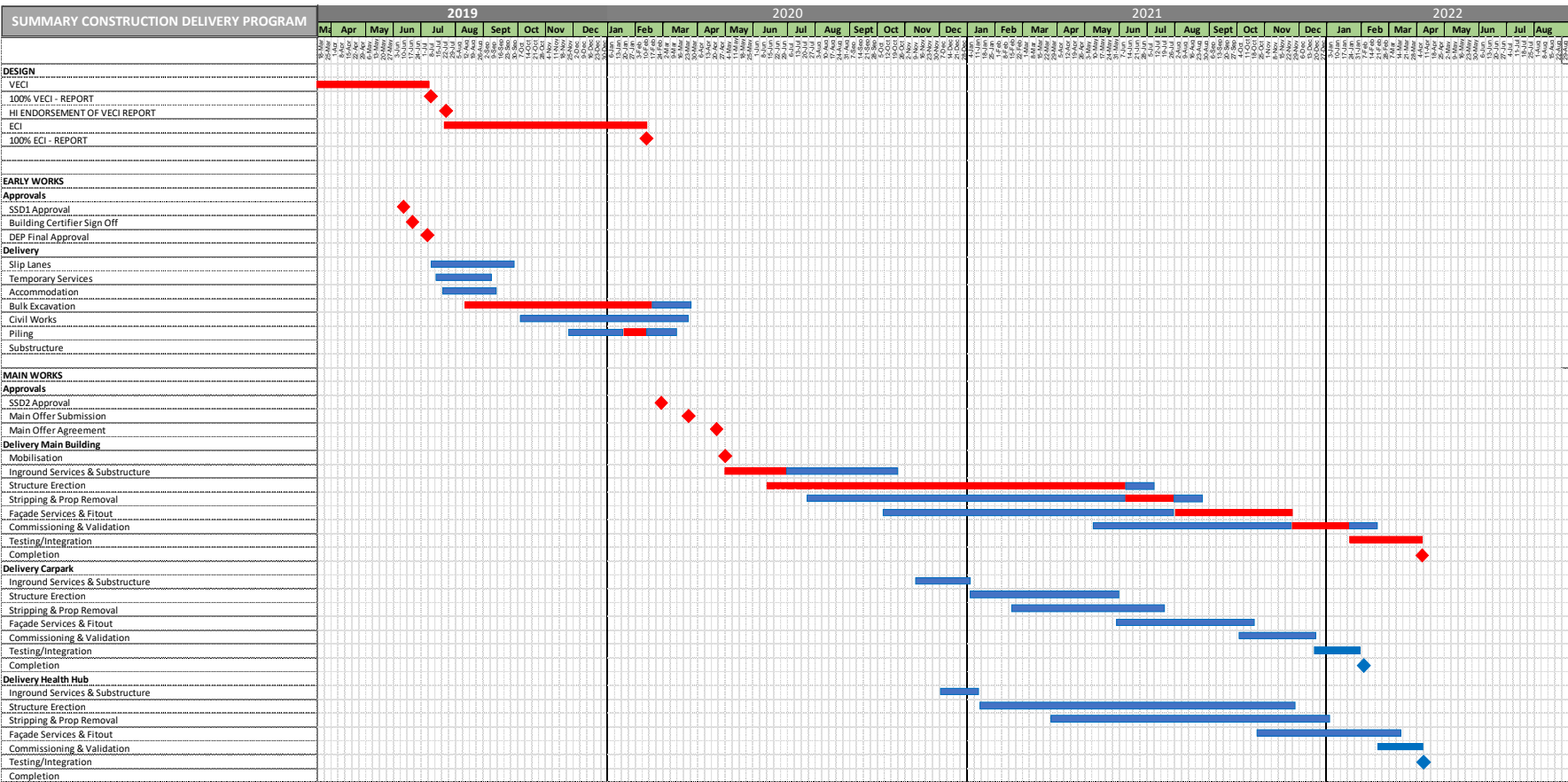
Site to Pacific Highway

- The designated route is via:
 - Cudgen Road
 - Tweed Coast Road
 - Pacific Motorway (accessed via the Tweed Coast Road interchange).

Pacific Highway to Site

- The designated route is via:
 - Pacific Motorway
 - Tweed Coast Road (accessed via the Tweed Coast Road interchange).
 - Cudgen Road.
- Any required deviations to the designated truck route are to be authorised by the Construction Manager.

Appendix 3: Construction Program



Appendix 4: Peak Hour and Construction Movements

- Peak Construction Hours: 7am – 10am (For Concrete Pours) and deliveries utilise the afternoon periods to avoid interfering peak periods