dwp

design worldwide partnership

16th April 2020

The Planning Secretary
Department of Planning, Industry & Environment
320 Pitt Street
Sydney, NSW 2000

Attention: Megan Fu
Project: Nihon University Newcastle Campus - SSD 9787
Re: Conditions of Consent C10

Dear Megan,

Reference is made to SSD 9787 Conditions of Consent C10 in relation to the Construction Traffic and Pedestrian Management Sub-Plan [CTPMSP] requirements for the development and our correspondence dated 30th March 2020 addressing responses to the Environmental Audit Construction Audit 1 prepared by GHD to address Condition of Consent D30.

Please find attached the updated Construction Traffic and Pedestrian Management Sub-Plan [CTPMSP] prepared by Built Pty Ltd addressing items raised in the audit.

Should you require further clarification on the updated CTPMSP please feel free to contact either Katherine Daunt or Edward Clode at dwp Australia Pty.

Yours sincerely,

Edward Clode
Design Director
Registered Architect – NSW ARBN 4100
Email: edward.c@dwp.com
File: 17-0347_A-d01-20_let
Encl.: Built Nihon University CTPM Sub Plan Rev 01

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)

Distribution

Revision	Organisation	Submission	Copies
A	Dwp Newcastle	For Submission to NSW DPIE	1
	Dix Gardner Group	For Information	
01	Dwp Newcastle	For Submission to NSW DPIE	1
	City of Newcastle	For Information	
	Dix Gardner Group	For Information	

Contents

1.0 Introduction 5
1.1 Project Summary 5
1.2 Purpose and Objectives 5
2.0 Project Information 7
2.1 Site Description & Location 7
3.0 Regulatory Framework 9
4.0 Existing Environment 12
4.1 Existing Local Road Network 12
4.2 Existing Traffic Conditions 17
4.3 Public Transport 18
4.4 Walking and Cycling 18
5.0 Construction Traffic and Pedestrian Management 19
5.1 Construction Hours of Work & Program 19
5.2 General Requirements 20
5.3 Work Zone 20
5.4 Traffic Control Measures 21
5.5 Pedestrian Access and Protection 21
5.6 Construction Worker Transportation Strategy 22
5.7 Work Site Security 22
5.8 Site Specific Inductions 22
5.9 Emergency Vehicles 23
5.10 Work Health and Safety 23
5.11 Maintenance of Roads and Footpaths 23
5.12 Construction Vehicle Types & Volume 23
5.13 Construction Vehicle Access, Routes, and Parking 24
5.14 Special Deliveries / Vehicle Movements 32
5.15 Driver Code of Conduct 33
5.16 Community Notification Procedures 33
5.17 Implementation of Management Measures 33
6.0 Compliance Management 37

6.1 Roles and Responsibilities 37
6.2 Training 37
6.3 Monitoring and Inspections Program 37
6.4 Periodic Reviews and Updates 39
7.0 Appendices 41

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.

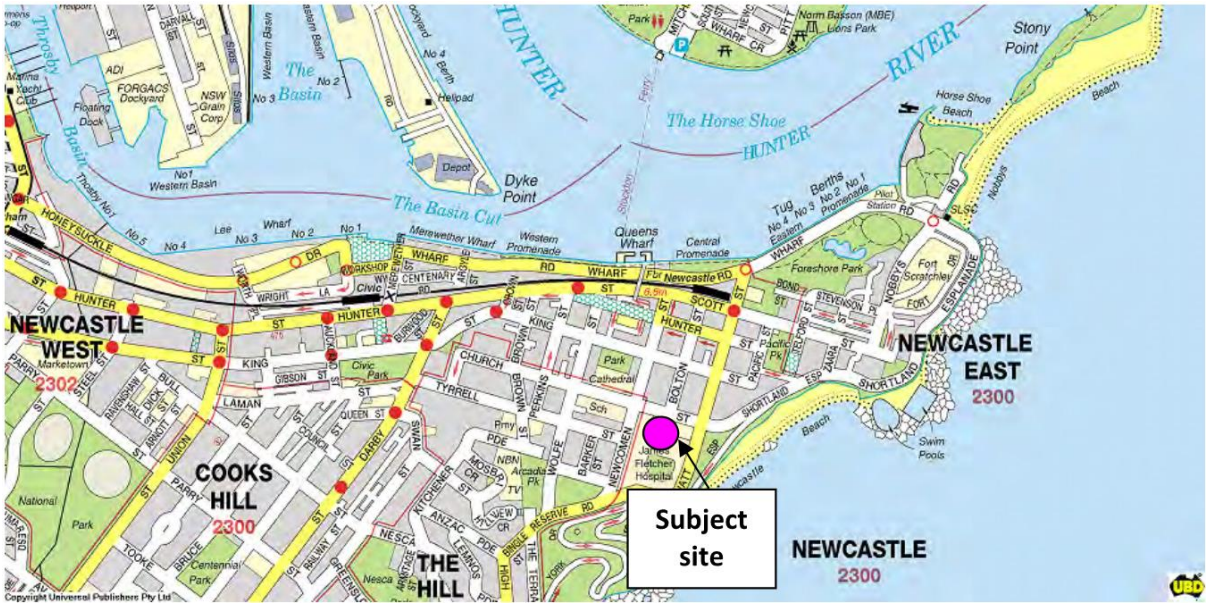


Figure 1: Site location

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 A**.

- 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.

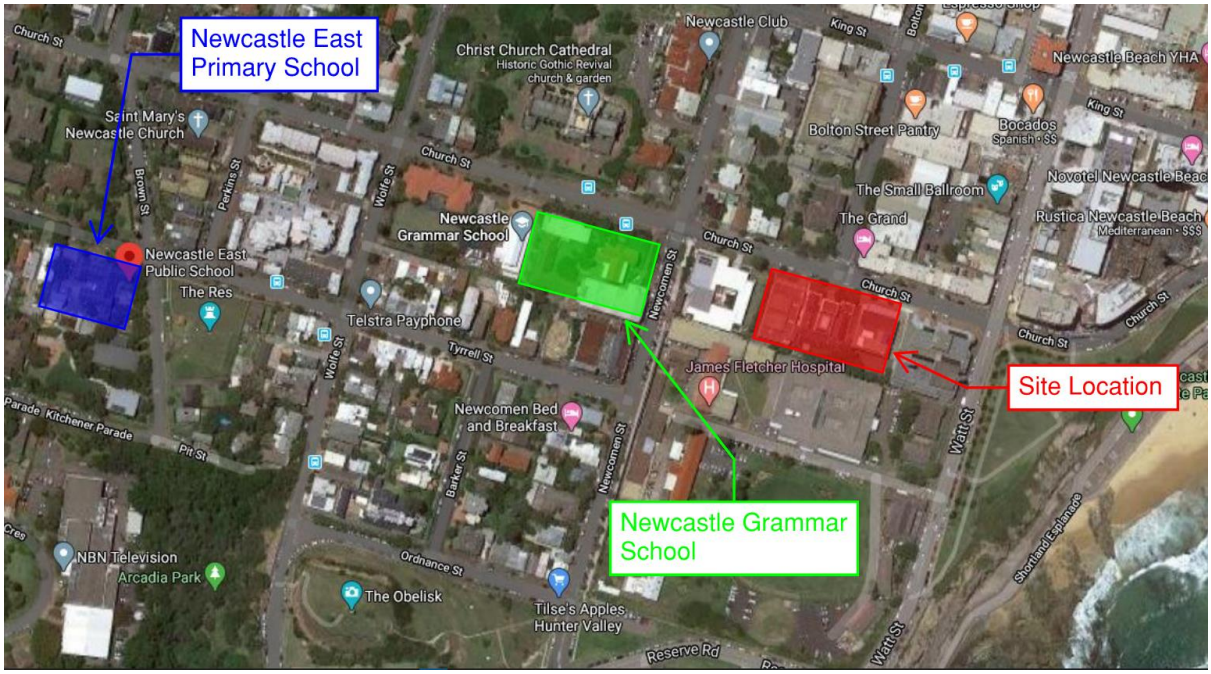
2.0 Project Information

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).



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

(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.

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
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

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.

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

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.

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

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 Doman 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 2nd April 2020, the NSW Minister for Planning and Public Spaces issued the Environmental Planning and Assessment (COVID-19 Development – Construction Work Days) Order 2020 (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.

In response to the Order, and in accordance with Condition D6, Built provided immediate notice to the community on 3rd April 2020 advising of the scheduled changes.

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

Built has also advised that the revised hours are subject to change dependent on advice received DPIE.

The Head Contract program shows the duration of works of 15 months with the project scheduled for completion in May 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. No materials, skip bins, or the like will be stored in this area outside of the approved construction hours.

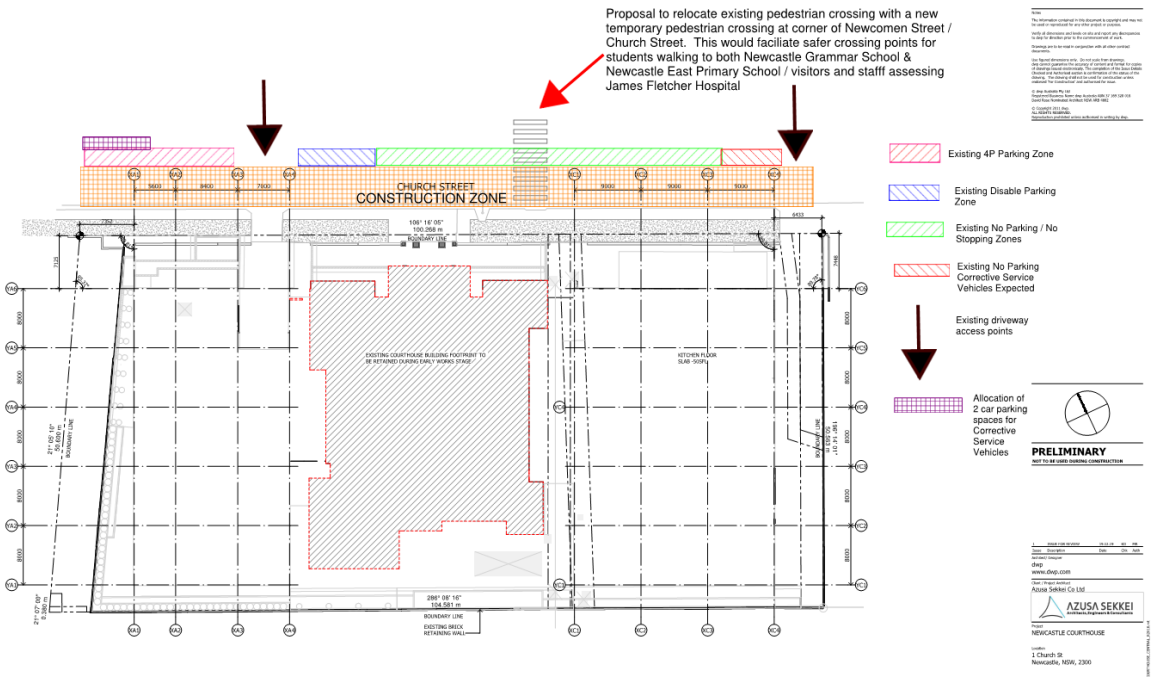


Figure 10: Approved Construction Work Zone

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 always to be maintained along Church Street. To ensure pedestrian safety, Built has been granted approval for a Hoarding Permit by Council and erected both A & B-Class Hoarding with in accordance with the approved design.

A Site Layout Plan is attached in **Appendix E** for information showing boundary protection and location of vehicle and personnel gates.

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

If activities require a temporary footpath closure for pedestrian safety, Built will submit an application for a footpath closure permit with Council, implement additional traffic/pedestrian control measures and any additional specific requirements listed.

The hoarding design is shown below in Figure 11.

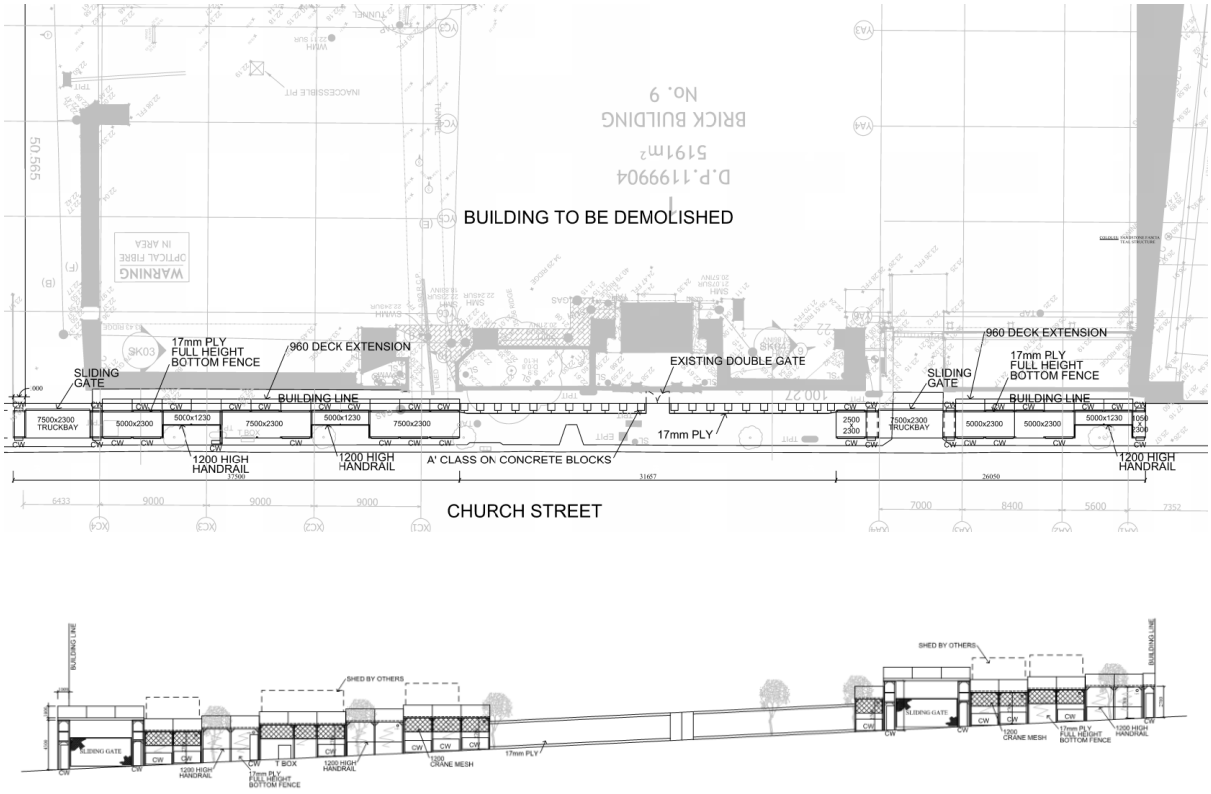


Figure 11: Church Street hoarding design (A & B Class)

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 2.4-metre-high hoarding on the northern boundary as outlined in 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.

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.

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 truck movements will be treated/repaired 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 B-Double / Truck and Dog.

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

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 and 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 A: ex-Administration Building) and western (Building C: ex-Supreme Courthouse) areas of the site via Watt Street shown in Figure 10 and Figure 11 below. 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.

Figure 10: Building A Church Street Gate (ex-Administration Building)

Figure 11: Building C Church Street Gate (ex-Supreme Court Building)

In accordance with Condition B9(c), a swept path analysis has been completed for the longest construction vehicle entering and exiting the site. All vehicle entry/egress will be completed under strict traffic control management including the appropriate signage and qualified personnel as shown in the Traffic Management Plan and Control Plans by Gateshead Traffic Solutions.

The swept path analysis for entry/egress of both Building A and Building C Gates using a B-Double (Truck and Dog) is shown below in Figure 12, Figure 13, Figure 14 and Figure 15.

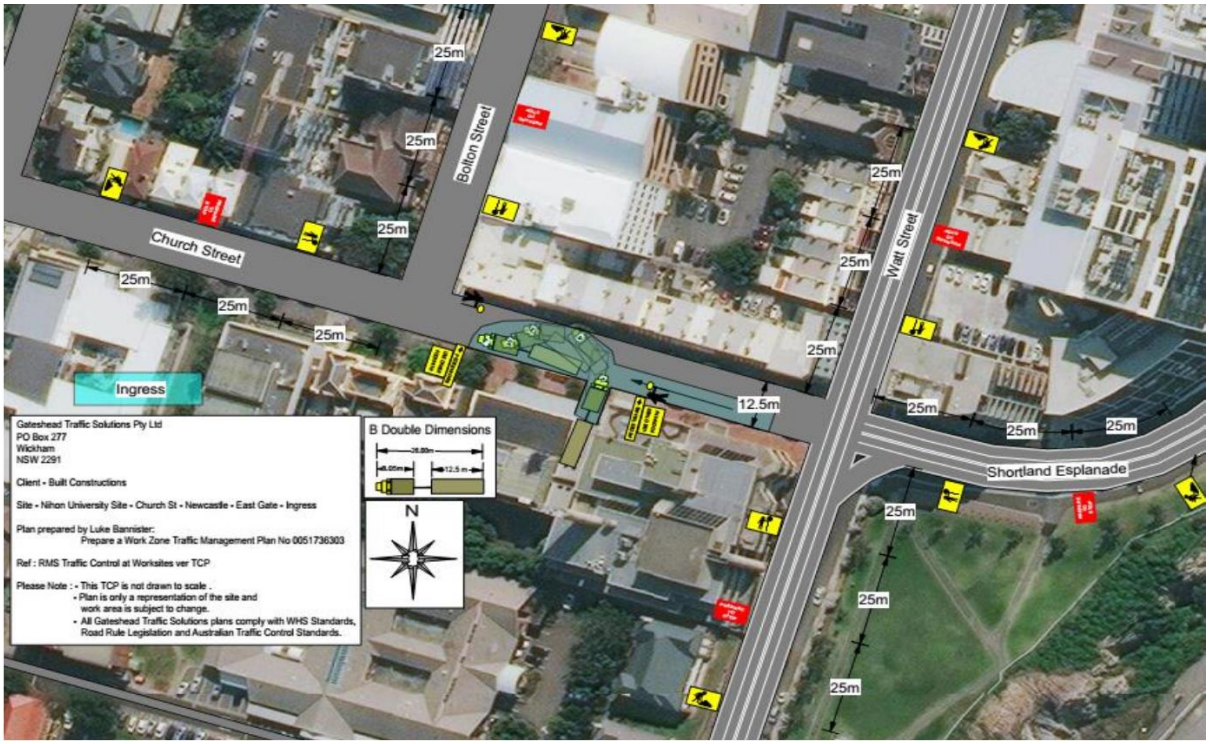


Figure 12: Building A vehicle ingress from Church Street under traffic control

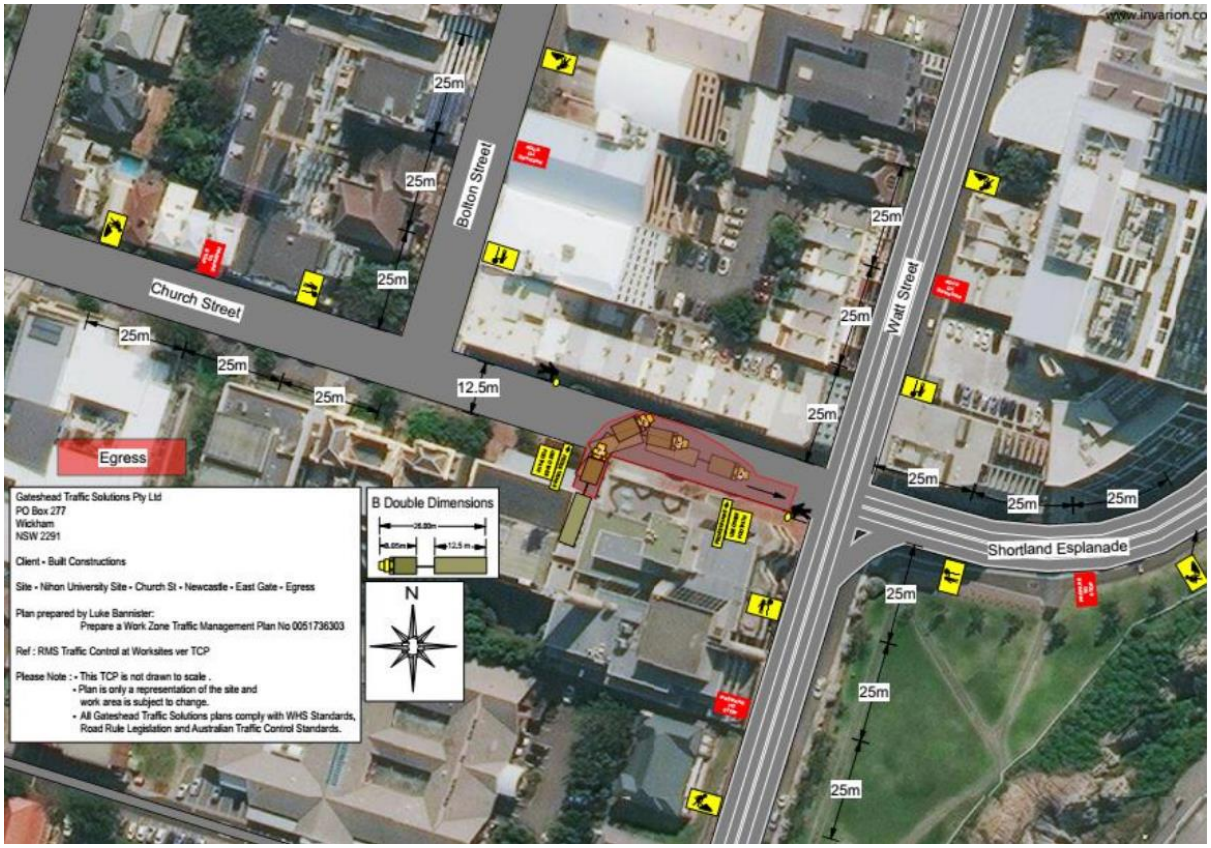


Figure 13: Building A vehicle egress from site to Church Street under traffic control

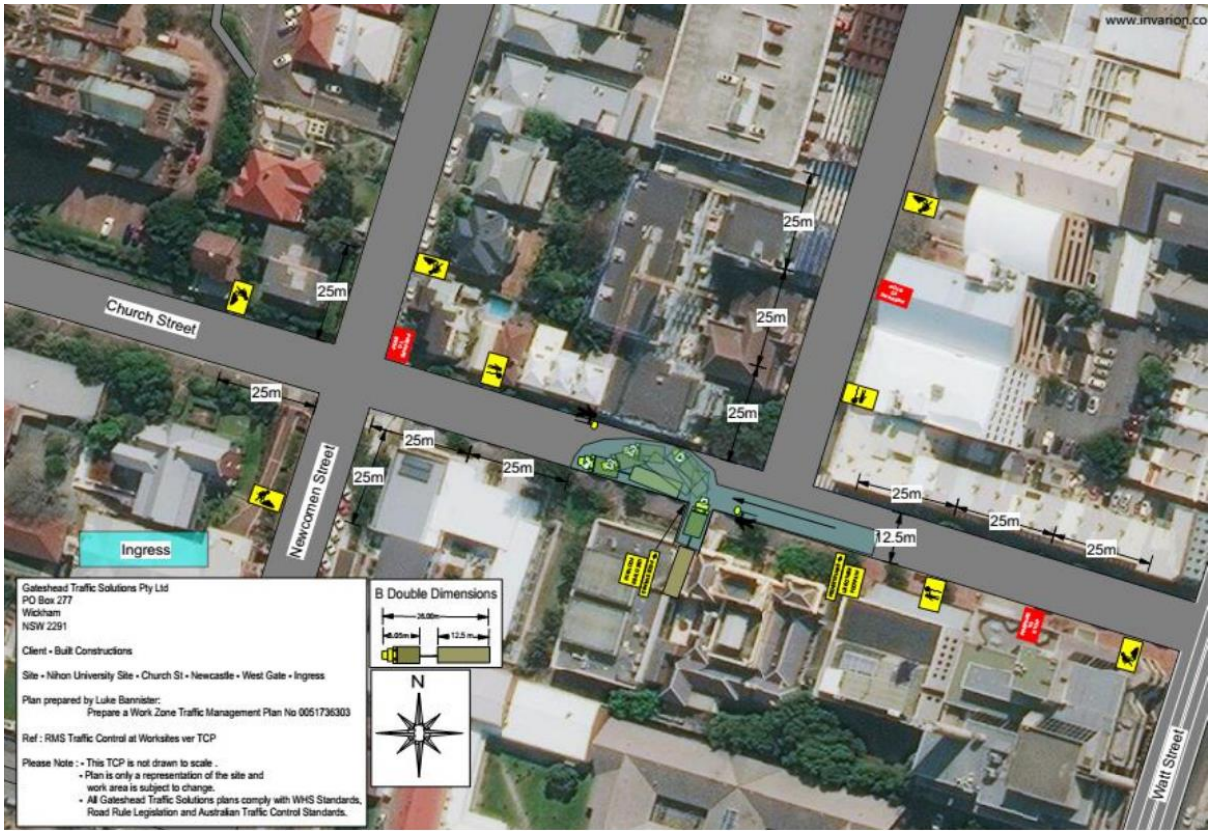


Figure 14: Building C vehicle ingress from Church Street under traffic control

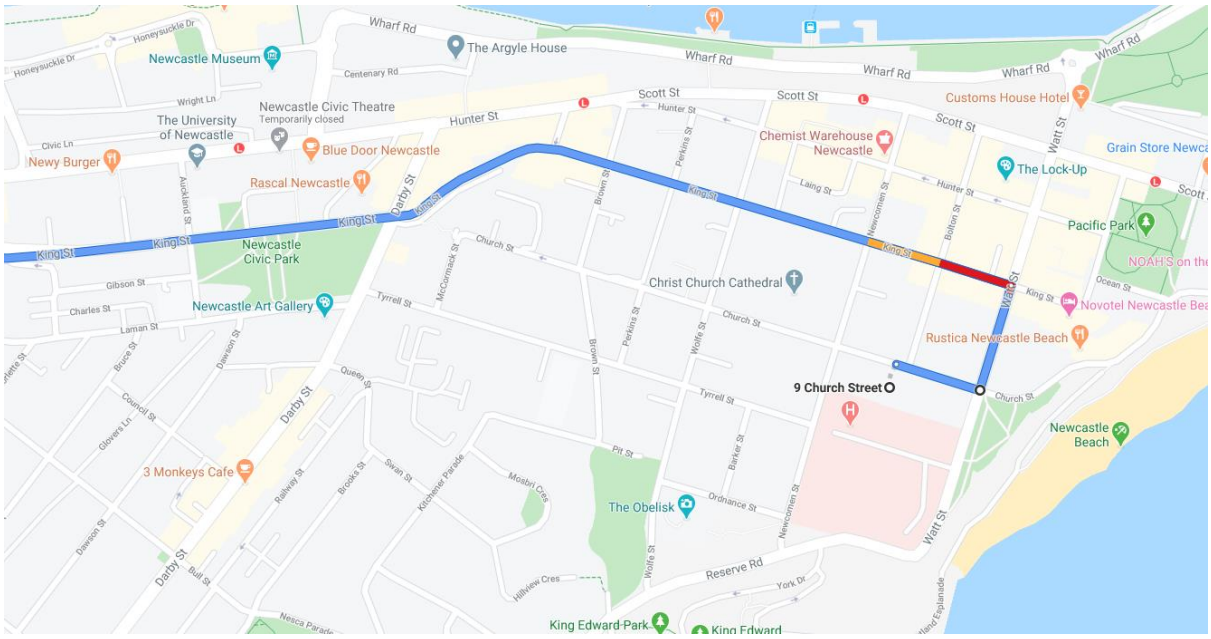
Figure 15: Building C vehicle egress from site to Church Street under traffic control

The demolition and earthworks stage of the project will require the largest vehicle types. Built has engaged Drumderg Services Pty Ltd & Central Waste Station for the demolition and civil works phase and waste removal / skip bins for the duration of the project. Drumderg Services and Central Waste are partner companies that provide greater efficiency and assurance related to truck movements due to all materials being transported to and from a single site.

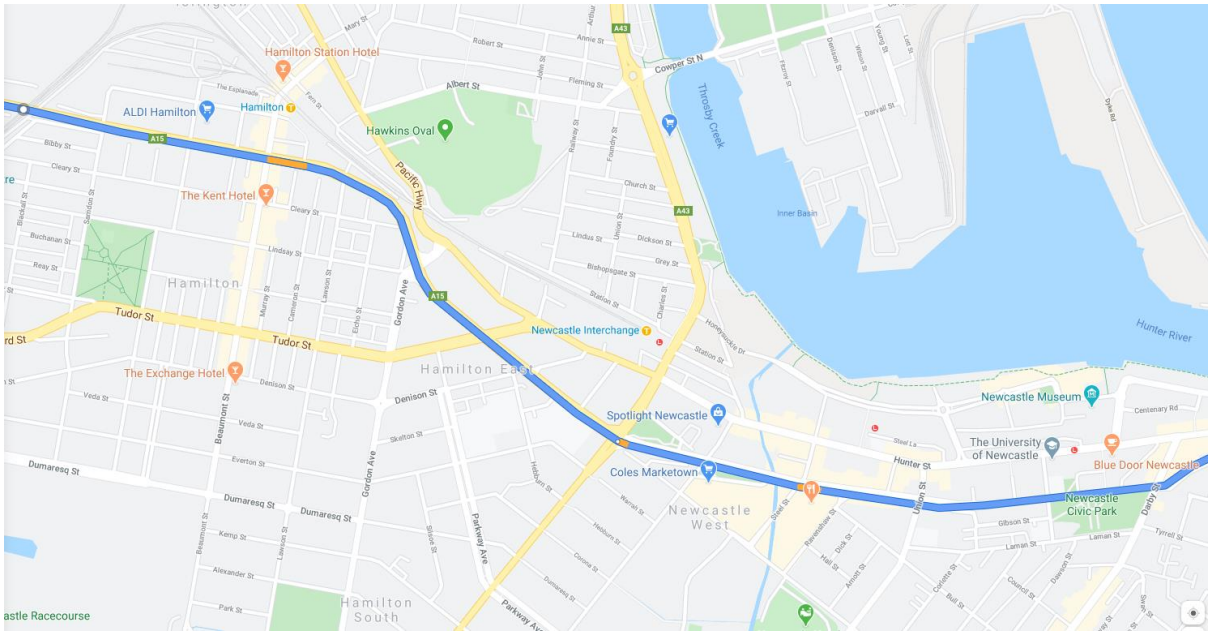
The Central Waste Station facility is located at 8 Styles St, Kurri Kurri NSW 2327 and is approximately 35km from the site with an estimated 1-hour time of travel. An overview of the heavy vehicle route to be followed during these project stages is shown below in Items 1 to 6.

It must be noted that alternative routes will be required due to additional suppliers, traffic and/or incidents, however, Built will communicate the CTPMSP with all subcontractors and suppliers to ensure vehicle movements prioritise safety, minimise disruption and potential impacts as much as possible.

1.


Wharf Rd
The Argyle House
Newcastle Museum
Centenary Rd
Honeysuckle Dr
Wright Ln
Newcastle Civic Theatre
Temporarily closed
The University of Newcastle
Civic Ln
Newy Burger
Blue Door Newcastle
Rascal Newcastle
Hunter St
Scott St
Customs House Hotel
Chemist Warehouse Newcastle
The Lock-Up
Grain Store Newca
Pacific Park
NOAH'S on the
Novotel Newcastle Bea
Rustica Newcastle Beach
King St
Newcastle Civic Park
Newcastle Art Gallery
Gibson St
Charles St
Laman St
Tyrrell St
McCormack St
Church St
Christ Church Cathedral
Brown St
Perkins St
Wolfe St
Newcomen St
Bolton St
Laing St
Watt St
Ocean St
9 Church Street
Newcastle Beach
Darby St
Queen St
Council St
Glovers Ln
3 Monkeys Cafe
Railway St
Brooks St
Swan St
Kitchener Parade
McAbri Cres
Pitt St
Barker St
Ordnance St
The Obelisk
Reserve Rd
York Dr
Hillview Cres
King Edward Park
King Edward

2.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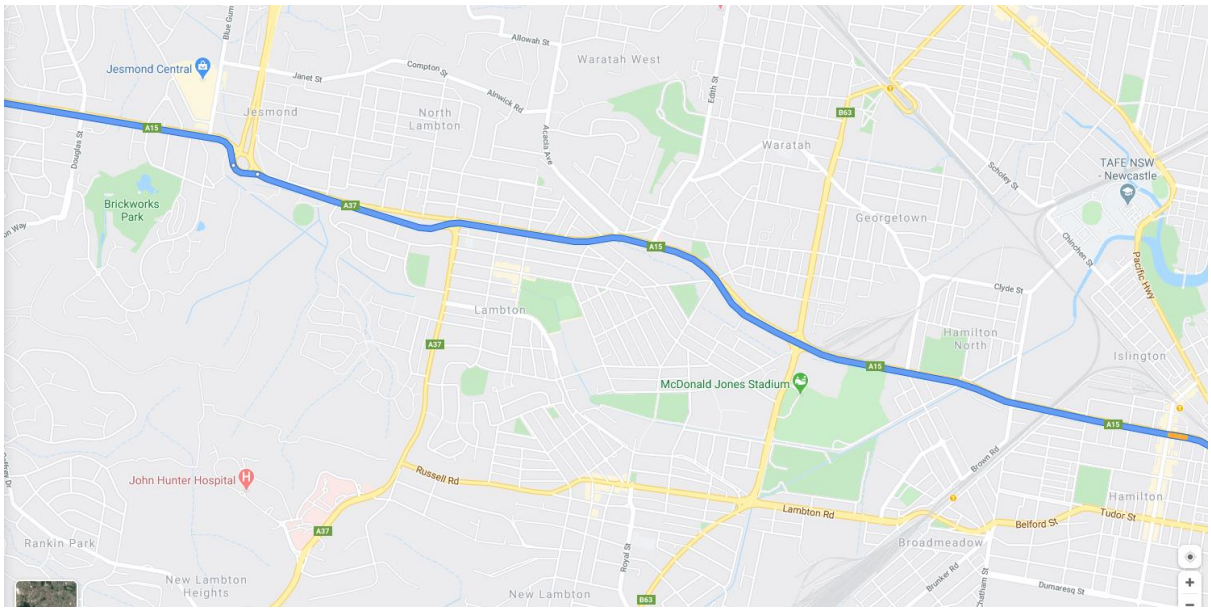
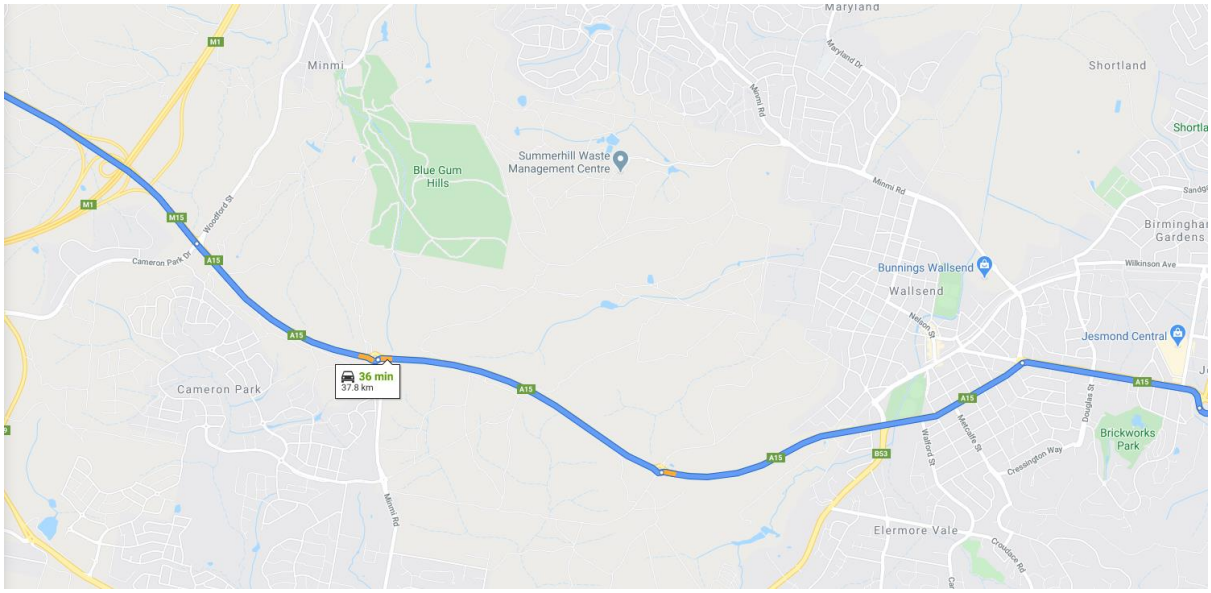
ALDI Hamilton
Hamilton
Hawkins Oval
Albert St
Cowper St N
Throsby Creek
Inner Basin
Pacific Hwy
The Kent Hotel
Hamilton
Tudor St
Gordon Ave
Newcastle Interchange
Hamilton East
The Exchange Hotel
Denison St
Spotlight Newcastle
Coles Marketown
Newcastle West
Hamilton South
Hunter River
Newcastle Museum
The University of Newcastle
Blue Door Newcastle
Newcastle Civic Park
Hunter St
Dumaresq St
Parkway Ave
Beaumont St
Kemp St
Alexander St
Park St
Veda St
Everton St
Skelton St
Station St
Steel Ln
Centenary Rd
Laman St
Tyrrell St
Gibson St
Bull St
Council St
Darby St
Watt St
Newcastle Racecourse

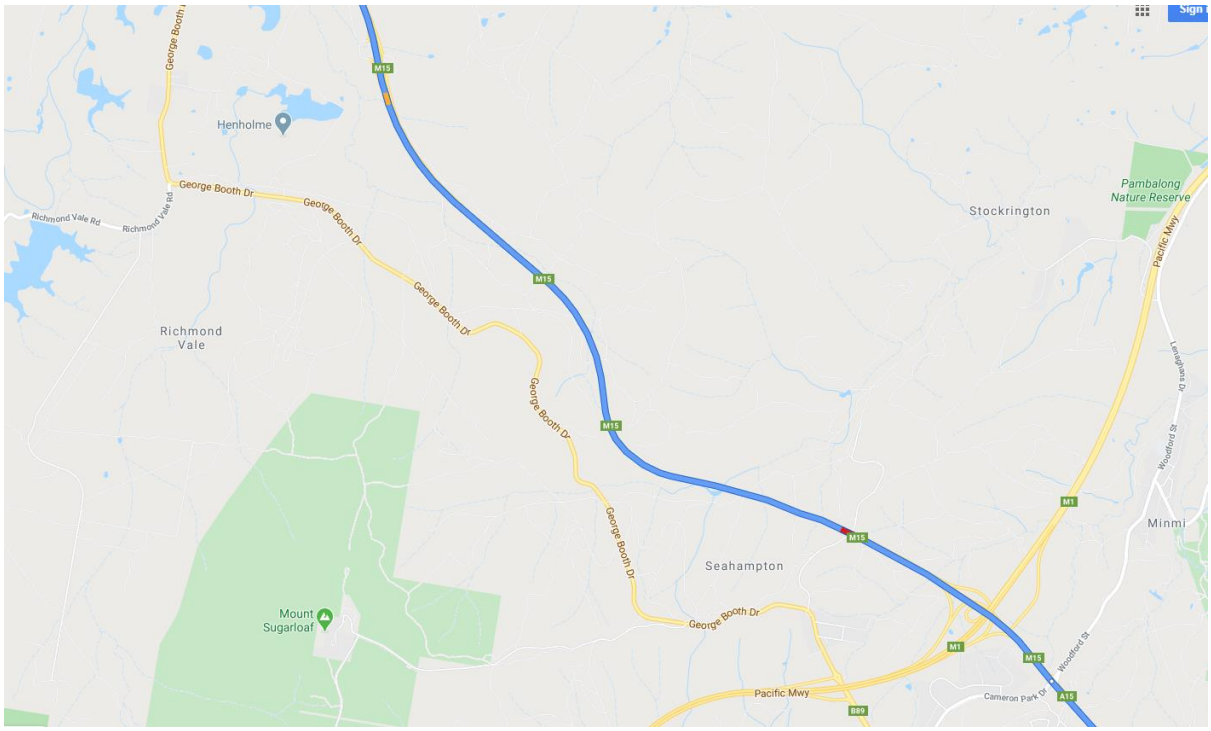
3.


Jesmond Central
Jesmond
North Lambton
Waratah West
Waratah
Georgetown
TAFE NSW Newcastle
Brickworks Park
Lambton
Hamilton North
Islington
McDonald Jones Stadium
John Hunter Hospital
Russell Rd
Lambton Rd
Hamilton
Broadmeadow
Rankin Park
New Lambton Heights
New Lambton
Pacific Hwy
A15
A37
B63

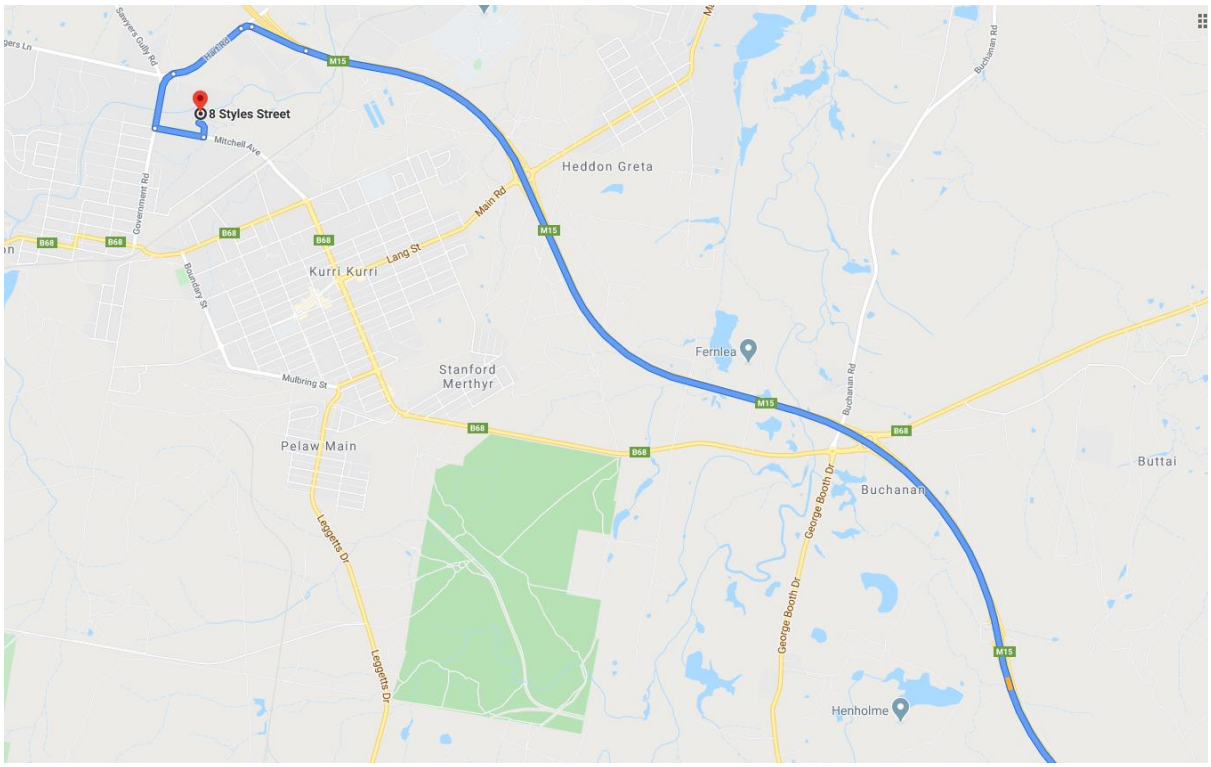
4.


Minmi
Shortland
Summerhill Waste Management Centre
Blue Gum Hills
Bunnings Wallsend
Wallsend
Jesmond Central
Cameron Park
36 min
37.8 km
Brickworks Park
Elermore Vale
M1
M15
A15
B53

5.


Henholme
George Booth Dr
Richmond Vale Rd
Richmond Vale
Stockrington
Pambalong Nature Reserve
Pacific Mwy
Minmi
Seahampton
Mount Sugarloaf
Woodford St
Cameron Park Dr
M15
M1
B89
A15

6.


8 Styles Street
Mitchell Ave
Government Rd
Heddon Greta
Main Rd
Kurri Kurri
Lang St
Boundary St
Stanford Merthyr
Mulbring St
Fernlea
Buchanan Rd
Pelaw Main
Leggetts Dr
Buchanan
Buttai
George Booth Dr
Henholme
M15
B68

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, associated piling, and early works. Therefore, internal large vehicle movements will be restricted to the extent of driveway corridors only as shown in Figure 16 below.

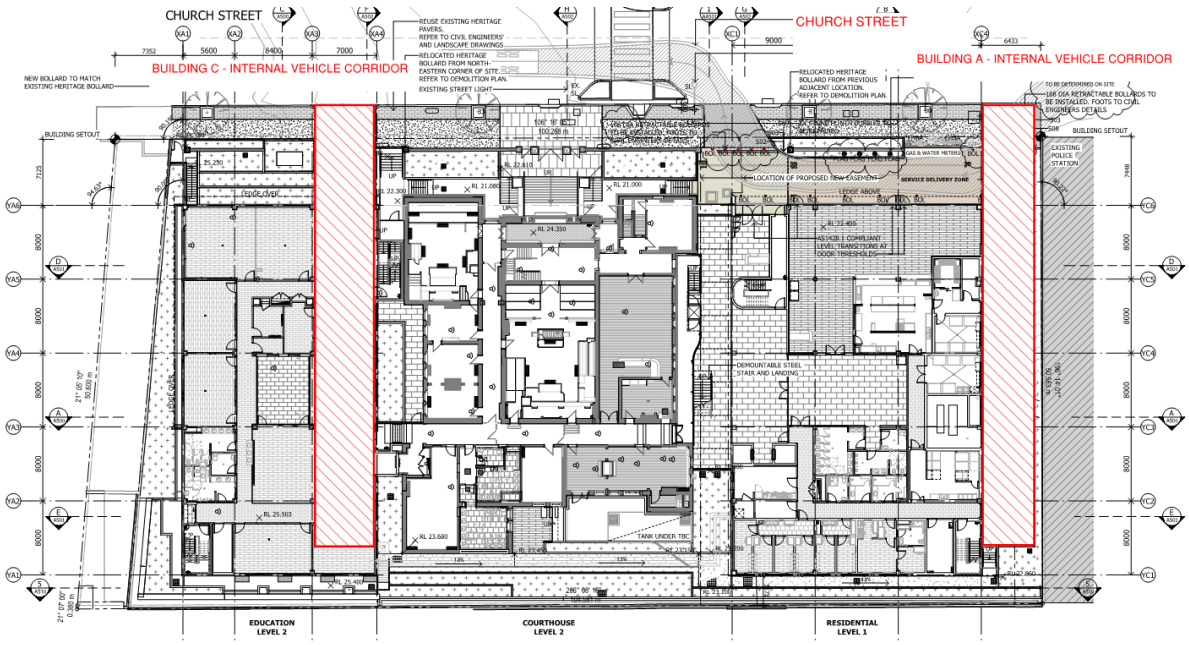


Figure 16: Internal large vehicle restrictions.

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.

There are anticipated special vehicle movements for the removal of Asbestos Containing Materials (ACM) from the site. All ACM waste 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 ACM waste will be transported by an EPA licenced contractor to an approved disposal facility in a manner that will prevent the liberation of asbestos dust into the atmosphere.

Records will be kept onsite of all ACM 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
TPMM12	Vehicles to be subject to random inspections to ensure they are maintained and operated in an efficient manner		✓	Foreman HSE Officer

Reference	Details of management measure	Implementation		Responsibility
Implemented throughout works		PC[1]	C[2]	
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
TPMM25	Schedule deliveries and vehicle movements appropriately to minimise disruptions and congestion, especially during peak periods.	✓		Site Manager Foreman

Reference	Details of management measure	Implementation		Responsibility
Implemented throughout works		**PC[1]**	**C[2]**	
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	• 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

ensure management measures are implemented as required	• 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: – 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	**Reporting:** Records are automatically uploaded to Built.Safe and maintained onsite. **Responsibility:** Project Manager Site Manager Foreman
Monitoring; of construction activities on-site to assess compliance with development approvals, permits, management plans, procedures and measures	• Identify activity to be monitored (e.g. traffic control, working on and/or near traffic and roads) • Review and reference applicable documents: - SWMS - Permit - Traffic Management Plans - Methodology documents • Provide a summary of monitoring: - 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	**Frequency:** Minimum monthly per responsible person and as required **Reporting:** Records are automatically uploaded to Built.Safe and maintained onsite. **Responsibility:** Project Manager Site Manager Foreman
Plant Inspection; To check plant is fit for use prior to being permitted for use on-site	• Verify and record the following: – 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: – No visible leaks – Recorded faults are rectified – Operators Manual – Last service report – Plant risk assessment – Operators inspection logbook • Assign status of plant – Registered and on-site – Rejected and locked out – Off-site • If applicable, issue appropriate actions.	**Frequency:** As required **Reporting:** Records maintained onsite **Responsibility:** Site Manager Foreman HSE Officer

Daily Traffic Control / Footpath Checklist	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. The checklist includes: – 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	**Frequency:** Daily checklist **Reporting:** Submitted to Built weekly and records maintained onsite **Responsibility:** Foreman Traffic Controller
Truck / Vehicle Log	Log maintained at vehicle gates and completed for each vehicle entry/exit from the site. Log information includes: • Date • Time • Registration • Company • Driver Name • Vehicle Type • Load Type • Load Covered • Truck Washed (free of debris) • Checked By • Comments	**Frequency:** Daily log **Reporting:** Submitted to Built weekly and records maintained onsite. **Responsibility:** Foreman Traffic Controller

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.

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

Appendix B – Consultation with City of Newcastle

Olivia Ryan

From: Olivia Ryan
Sent: Tuesday, 21 January 2020 2:29 PM
To: 'mail@ncc.nsw.gov.au'
Cc: Robert McLaughlin; Benjamin Moss
Subject: SS9787 - Construction Traffic & Pedestrian Management Plan
Attachments: Nihon University_CTPMP Sub Plan_For Approval.pdf

Importance: High

To Whom It May Concern,

Please find attached our CTPMP (Construction Traffic Pedestrian Sub Management Plan) for your information and review relating to Nihon University Project – 9 Church Street, Newcastle SSD Approval No 9787 provided as per condition of consent C10(b)

We confirm that our TMP's are live documents as will be updated and changed during the project, and confirm that we have consulted with NCC in the preparation of our CTPMP

- We meet with Jasyln from NCC / Gateshead Traffic Management on site on 28th November 2019 to discuss proposal

We have also submitted a Construction / Work Zone application for approval.

Should you require any additional information, please do not hesitate to contact me on 0423 552 792.

Kind Regards,

Olivia Ryan
Contract Administrator

Built.

Sydney • Melbourne • Brisbane • Perth • Canberra • Adelaide • Auckland • Newcastle • built.com.au

Level 1, 155-157 Lambton Rd, Broadmeadow NSW 2292
T +61 2 8332 4111 M +61 423 552 792

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From: Olivia Ryan
Sent: Tuesday, 11 February 2020 7:06 PM
To: Benjamin Moss
Subject: Fwd: SSD-9787 - APPLICATION FOR CONSTRUCTION WORK ZONE - NIHON UNIVERSITY PROJECT - 9 CHURCH STREET - NEWCASTLE - TR-2020-000196
Attachments: 17.01.20_Work Zone Application_Final.pdf; TR-2020-000196; FW: SS9787 - Construction Traffic & Pedestrian Management Plan

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Olivia Ryan
Contract Administrator

Built.

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Level 7/343 George St, Sydney, NSW 2000
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From: Traffic <traffic@ncc.nsw.gov.au>
Sent: Tuesday, February 11, 2020 6:30:07 PM
To: Olivia Ryan <OliviaRyan@built.com.au>
Subject: FW: SSD-9787 - APPLICATION FOR CONSTRUCTION WORK ZONE - NIHON UNIVERSITY PROJECT - 9 CHURCH STREET - NEWCASTLE - TR-2020-000196

Hi Olivia,

Thank you for submitting the Construction Traffic Management Plan (CTMP) for 9 Church Street, Newcastle and the additional information regarding the relocation of the pedestrian zebra crossing to the corner of Newcomen Street.

As per site meeting we have with your Project Manager and Gateshead Traffic Solution on 27 November 2019, no objection is raised to the construction management process. Your CTMP is approved subject to additional conditions:

1. The relocation of the pedestrian zebra crossing at the corner of Church Street and Newcomen Street requires lighting in accordance to the Australian Standard requirement for a pedestrian crossing. Since this ped crossing is temporary, it is advisable to install a flood light or similar lighting that will assist drivers to see pedestrians.
2. If Church Street is required to be closed at anytime during the period of construction, a Road Occupancy Permit is required to be submitted and neighbouring businesses and residents to be advised of the road closure. The application form can be found at: https://www.newcastle.nsw.gov.au/Living/Transport/Roads/Road-permits

The work zone will be processed as soon as possible and my apology for the delay in responding.

Regards
Jocelyn

Jocelyn Cardona | Transport & Traffic Coordinator
City of Newcastle | Governance
Transport & Compliance | Traffic
T:+61249742666 | M:+61421612491 | E:jcardona@ncc.nsw.gov.au

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Cooperation | Respect | Excellence | Wellbeing

From: Olivia Ryan <OliviaRyan@built.com.au>
Sent: Monday, 10 February 2020 6:02 PM
To: Traffic <traffic@ncc.nsw.gov.au>; Official Mail <officialmail@ncc.nsw.gov.au>
Subject: FW: SSD-9787 - APPLICATION FOR CONSTRUCTION WORK ZONE - NIHON UNIVERSITY PROJECT - 9 CHURCH STREET - NEWCASTLE - TR-2020-000196

Good Afternoon Jaselyn,

I'm just following up on the status of the approval of our proposed Work Zone for 9 Church Street, Newcastle.

And also written confirmation from CoN from that our Construction Management Traffic & Pedestrian plan (submitted to Council on 21st Jan 2020) was prepared in consultation with CoN (reference to meeting on site with Jaselyn on 27th November 2019 with Gateshead and Built) – this is required by the Department of Planning. (Apologies for the inconveniences). It doesn't need to approve them, just note that consultation has occurred.

Our original Work Zone application was lodged on 17th January 2020 (see below email)

We emailed across additional information in relation to our proposal to assist in approving last Wednesday (5th February 2020)

Plans and details for the proposed pedestrian have been provided Newcastle Grammar School and we have meet with them and discussed the proposal.

If it would be more beneficial we are happy to meet with you on site, or at CoN offices to resolve any issues that you may have with our proposed Work Zone & CTPMP

Kind Regards,

Olivia Ryan
Contract Administrator

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Level 7/343 George St, Sydney, NSW 2000
T +61 2 8332 4111 M +61 423 552 792

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From: Olivia Ryan
Sent: Friday, 17 January 2020 3:57 PM
To:mail@ncc.nsw.gov.au
Cc: Robert McLaughlin <robertmclaughlin@built.com.au>; Benjamin Moss <benmoss@built.com.au>
Subject: SSD-9787 - APPLICATION FOR CONSTRUCTION WORK ZONE - NIHON UNIVERSITY PROJECT - 9 CHURCH STREET - NEWCASTLE

Good Afternoon,

Please find attached the Work Zone Installation Application Form for 9 Church Street, Newcastle containing the following

- Application Form
- Plan showing Proposed Location for Construction / Work Zone
- Proposed location of the pedestrian crossing / existing signage
- TMP prepared by Gateshead Traffic Management

In addition to the above documentation, we confirm that we have previously consulted with Council in regards to relocation and providing a temporary crossing. We meet with Jaslyn and Gateshead Traffic Management on 28th November last year and discussed the temporary pedestrian crossing.

Our proposed Work Zone impacts the existing pedestrian crossing on Church Street.

Thus, we would like to investigate the costs and works involved in creating a temporary pedestrian crossing further up Church Street adjacent to Newcomen Street.

Should you require any further documentation for our application, please contact me on 0423 552 792

Kind Regards,

Olivia Ryan
Contract Administrator

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Appendix C – Built Site HSE Plan Appendix 09

Built.Safe

APPENDIX 9 TO HSE PLAN

Traffic and Pedestrian Management Plan

1.0 PURPOSE

The Traffic and Pedestrian Management Plan (TPMP) outlines the control measures to be implemented when carrying out construction and related works at **Nihon University.**

The TPMP is a stand-alone plan which forms a part of the overall Project Management Plan and as such is a “live” working document and therefore may be amended and reissued from time to time as necessary.

2.0 OBJECTIVES

Traffic and Pedestrian management shall be undertaken in a manner that will provide a safe work site for Built staff and employees, subcontractors and the public, and at the same time shall ensure that road and footpath users are not exposed to foreseeable risks.

3.0 SCOPE

This document addresses the systems and procedures Built will implement and maintain to warn, inform, guide and control Traffic and Pedestrian movements past, through or around the works related to the project site.

The control and management of traffic involves:

- the co-ordination of all delivery trucks, including the loading and unloading of these delivery trucks;
- concrete pumping
- the control of vehicular and pedestrian traffic to ensure their safety and minimal disruption to the general public and work on site.

All workers, employees, subcontractors, employers and the management team, involved in the construction of the project will adhere to this Traffic Management Plan. Specific details shall be communicated to workers, as required, through the site-specific induction.

It is not feasible in this document to cover all traffic management situations that can and will arise. It may therefore be necessary for the relevant Built personnel to modify this plan based on hazard identification and risk assessment of the particular works in order to adopt the best reasonably practical control measures to be adopted as dictated by changing circumstances. However, where significant changes are made to this plan the plan shall be amended to reflect such changes

4.0 RESPONSIBILITIES

Built Supervisors

There are two areas in traffic management that supervisors have responsibilities for and they are the **Work Area** and the **Employees** under their control.

The responsibilities of the supervisor are:

Work Area

- Ensure a risk assessment for traffic management has been conducted and documented as part of **Appendix 5 of the HSE Plan** and that the control measures and procedures are implemented at the site;
- Ensure, where applicable, any proposed work in the road reserve by Built has received the required permission and approvals from the relevant authority;
- Ensure both road users, pedestrians and Built staff can continue with their respective undertakings in relative safety and with the minimum of inconvenience;
- Ensure the works are correctly sign-posted using the relevant approved signs;
- Ensure the works are correctly guarded;
- Ensure safety signs & devices used are in good condition and are removed at the completion of works;
- Ensure the works do not commence until all signage is in place (even in an emergency it is essential that safety is observed for both staff and road/footpath users);
- Ensure all lamps are switched off during daylight and checked at night time that they are working and correctly positioned;
- To regularly monitor the traffic management plan to ensure its ongoing suitability and adequacy;
- Record all incident and complaints on the standard Built Incident Notification form. If any person is injured, then there is a legal requirement to report the incident to the appropriate authorities and immediate supervisor.

Employees

- Ensure workers are competent to work on or near the roadways and have a general awareness of traffic safety issues;
- Instructing workers of the public relations aspect of the work in that they should not allow themselves to be provoked by members of the public.

Workers

- Workers shall follow the traffic and pedestrian management plan provided by their supervisor;

- Where there is uncertainty as to what the appropriate traffic management requirements are to contact their supervisor for advice **before** proceeding with the work.
- To wear their high visibility vest or shirt
- To always take reasonable care for their safety and of those around them.
- To obey the rules of the road and to display safe driving practices always. This means driving, according to posted speed limits, in correct lanes and in a manner that is safe to the driver, passengers and public.
- To park in conformance with any parking signs or parking rules and avoid creating any form of safety hazard.

5.0 GENERAL REQUIREMENTS

a) All deliveries will be planned, where possible, to avoid peak hour traffic in the mornings and afternoons.

b) Delivery vans and trucks entering and exiting the site will be using the driveway on **9 Church Street.**

c) Warning signs and a rotating light will be placed on a boom gate in the street to notify all vehicles and pedestrians that a crane is working overhead.

d) During the excavation phase, the following precautions will be taken:

- A trained attendant wearing suitably attired clothing (fluorescent coloured vest) will direct traffic and excavation trucks. This attendant will also be using a “STOP/SLOW” sign to assist in the direction of traffic; and
- The trucks will follow a set traffic route to minimise disruption to traffic.

e) During concrete pours, the following precautions will be taken:

- The WorkCover Code of Practice for pumping concrete will be strictly adhered to;
- If a ‘pump-line’ is set up from the street, then the safe and unobstructed access for the general public will be ensured;
- Potential trip and slip hazards will be eliminated and an attendant will always be on hand to ensure that unauthorised persons are kept away from immediate area of pump machine;
- An access ramp will be provided where required where the pump line passes over the footpath; and
- The attendants will be wearing appropriate PPE (fluorescent vests, helmets, safety boots, etc.) at all times during concreting to control traffic and concrete deliveries.

f) Any necessary applications for council permits or notification to the relevant authorities (e.g. police, RTA, etc.) will be carried out prior to any concrete pours.

g) Any work that will affect pedestrians and traffic (e.g. awning work, work to footpath and driveway, work above footpath, etc.), will be supervised such that pedestrian and traffic safety is maintained at all times. All necessary applications

for permits, approvals and notification of relevant authorities will be carried out prior to these works taking place.

h) No parking or unloading of vehicles along the Church Street site frontage without permission from Built Management.

i) No traffic control is to be conducted by persons without the appropriate training / qualifications.

j) Site personnel and vehicles must be aware of emergency services facilities, personnel, and vehicles in the immediate vicinity (Newcastle Police Station adjacent to site).

k) Site personnel and vehicles must always be aware of the high volume of pedestrian traffic around the site, especially during school term periods. This includes school zone speed limits of 40km/h.

6.0 TRAFFIC & PEDESTRIAN MANAGEMENT

When Built conducts its works in the road or footpath it creates an abnormal situation that, under it's Duty of Care, requires it to provide suitable signing/guarding etc for the users that includes vehicular and pedestrian traffic.

Regardless of the nature or complexity of the works in the road reserve or footpath, or how long it will take, the key objective to be achieved by the implementation of this TPMP is the safety of both Built staff and employees, subcontractors and the general public and to cause the least amount of inconvenience and disruption as possible.

The basic communication requirements of the TPMP are to provide:

- Advance warning of a change in traffic/pedestrian access conditions in time for the users to adjust;
- Information and Guidance so as to navigate safely around the work site, i.e. delineation of travel path and its separation from the work site and any necessary barricading.

Where the works involve a relatively simple part road closure then the minimum planning requirement will be to sketch the protective devices and delineation required on a plan and to prepare a list of the devices required for the task.

Where the works require complex traffic arrangements - for example where Built is proposing to conduct long-term kerbside work in the vicinity of an urban intersection, it will be necessary for a suitably qualified person to fully document the traffic and pedestrian control measures to show temporary traffic paths, their delineation and position of warning devices and any after-hours traffic arrangements

In order to achieve minimum disruption and inconvenience to vehicular traffic only the minimum practical length and width of road shall be closed off at any time. The control measures shall allow for sufficient width within the work area for the safety of the workers for the method of work to be employed. This results in a clearance between the edge of the work area and the edge of the adjacent traffic lane of at least 1.2m.

7.0 APPROPRIATE SIGNING AND TRAFFIC CONTROL

Principles of Signing

No matter how brief the work site is occupied careful consideration shall be given to the displaying of appropriate and adequate safety/warning signs to:

- Provide advance warnings to drivers of changes in the surface of the roadway and/or in the changed traffic conditions and that personnel and/or plant are engaged in work;
- Adequately instruct and guide traffic safely through, past or around the work site;
- Provide separation of the travel path and the works area.

The following **important principles** shall be observed regarding traffic management signage:

- Signs and devices must comply with those listed in AS 1742.3;
- Signs and devices shall be erected and displayed before work commences. On approaches to the work area they shall be erected in the following sequence and then removed in the reverse order;

  (1) Advance warning signs.

  (2) Other warning signs.

  (3) Instruction signs

- Signs shall be placed within the driver's line of sight and at the same time not obscure other traffic devices from the driver's line of sight;
- All signs & devices shall be placed in the most advantageous positions having regard for the location and nature of the hazard, and the warning being conveyed, to provide the maximum visual impact for approaching traffic. Such signs & devices shall have an adequate clear view in advance of them;
- They shall be placed in a manner and position, so they are not obscured from view by vegetation or parked vehicles;
- They shall be placed in a manner and position so as not to become a possible hazard to workers, pedestrians or vehicles (e.g. divert traffic into an undesirable path);
- Signs and devices shall be regularly checked for effectiveness and maintained in a satisfactory condition;
- Signs and devices shall be selected and placed in a manner so as not to require a driver to disobey a law unless so directed by an authorised officer such as a police officer;
- Permanent signs which conflict with the signs required for the temporary work situation shall be covered or removed;
- Signs and devices shall be removed from the site when practical once the hazard ceases to exist. This not only restores the road/footpath to normal but is also an essential part of maintaining the credibility of the signs.

8.0 PROTECTIVE BARRICADING

Under certain circumstances, such as for a major excavation, it may be necessary to provide a more formidable barrier such as the use of rails etc in lieu of the bollards and tape. Where excavations leave insufficient footpath width to allow for a reasonable path for pedestrians to pass the work site in safety some form of containment fence, together with appropriate road warning signs, shall be installed from the footpath to the road and then back again onto the footpath.

If it becomes necessary to divert the pedestrian traffic around the work site, trucks and/or major plant then barrier posts and rails together with appropriate road warning signs must be installed.

To protect pedestrians along the Church Street frontage, a Class B Hoarding will be installed with a Class A Hoarding on the internal face for site security and separation from works.

9.0 TRAFFIC CONTROLLERS

Where the works require vehicles to be stopped or slowed down to enable delivery trucks to enter or exit the worksite or public vehicles to navigate through or past the work site, then it will be necessary to use qualified Traffic Controllers.

Some typical situations where traffic controllers are to be used include but is not limited to:

- Where one lane of a two-lane, two-way road is closed;
- Where conditions at the work site are such that low speed operations are essential;
- Where construction machinery regularly crosses or enters an existing road;
- Where sight distance to the work site is limited;
- Where plant, trucks and the like can only reverse out from the site.

10.0 WORK ON THE FOOTPATH

Pedestrian Considerations

Due consideration to pedestrians shall be given before proceeding with any works on or adjacent to footpaths considering, the different modes of travel used by pedestrians, such as walking or cycling, and for people with disabilities.

Some of the considerations to be taken in any design for a travel path are listed below.

Width of Travel Path

People with ambulant disabilities (i.e. using a walking aid) require a clear width of 1,000 mm

People who use wheel chairs require a clear width of 1,200 mm.

If it is not practical to provide the above widths on the footpath it may be necessary to consider part closure of the road together with appropriate barriers, etc.

Pedestrian Safety Points

The following pedestrian safety points should be included in the final control measures by the Built supervisor. These points should be observed ***before*** the work is commenced. This is not an exhaustive list and should be updated by the supervisor according to the circumstances at the work site.

All pedestrians

- Always look at the pedestrian's routes. For example, can pedestrians safely negotiate the work site? Can they negotiate any “squeeze” points in and around the work site?
- Check that the pedestrians’ routes are continuous through/adjacent to the work site
- Determine the most applicable time of the day to conduct the works considering both normal and peak hour times.
- Determine what is the most appropriate means for pedestrians to negotiate the site? That is either through, past or around the site.
- Where applicable ensure that any barriers erected do not force pedestrians to cross at an inappropriate location.
- Can parking of site vehicles be managed to maximise the sight lines?

Elderly Pedestrians

- Is the travel path relatively smooth and clear of overhanging foliage?
- Is the work site adequately illuminated?

Young Pedestrians

- Are barriers erected to guide children past or through the work site?
- Are travel paths continuous through the scheme?
- Will any road signs/devices obstruct the vision of or visibility to, the young pedestrian?
- Can parking of the site vehicles be managed to maximise the sight lines?

Intoxicated Pedestrians

- Is the area one in which intoxicated pedestrians can be expected?
- Where appropriate are barriers in place to guide them past or through the work site?
- Are drivers given every chance of seeing the pedestrian?
- Can parking of the site vehicles be managed to maximise the sight lines?

People with Disabilities or Prams

- Can the work site be identified by visually impaired people?
- Is the width of the travel path sufficient to cater for wheelchairs, prams, etc?

Construction Traffic and Vehicles

When considering the traffic control measures, it should be noted that construction traffic and vehicles needs to be considered as this can affect the traffic control measures adopted.

The current Traffic Management Plan & Traffic Control Plan is attached in Appendix A.

Appendix D – Traffic Control Plans prepared by GTS

Gateshead Traffic Solutions pty ltd

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2

Traffic Management Plan

Built

Nihon University Site – Church St – Newcastle – Stage 2 Demolition/Earthworks

Plan prepared by Luke Bannister – Prepare a Work Zone Traffic Management Plan No: 0051736303

Please Note: This management plan is for the exclusive use of Gateshead Traffic Solutions Pty Ltd & their client ONLY.

Prevailing Site Conditions

The site is located at the former Newcastle Court House site at Church St - Newcastle. Church St is one lane in either direction, with kerbside parking on both sides of the road and separated by double white lines. There is a police parking zone that extends partly into the site frontage as well as a zebra crossing to the east of the site. The posted speed limit is 50km/h. Church St is owned and managed by the City of Newcastle.

Development and Construction Details

These works are for Stage 2 of demolition/earthworks on the Church St site. A Class B Hoarding will be erected along the frontage of the site on Church. A Class A hoarding will be erected along the back boundary of the site. The police zone on the southern edge of Church St, will be relocated further down the street pending approval from the City of Newcastle and NSW Police. During these works, vehicle movements will be made through the site gate on the eastern end of the site. The trucks will all be loaded on site to facilitate the removal of materials. Please see the Driver Code of Conduct, which will be monitored monthly. On large scale works, nearby business and residences will be notified by letterbox drop. Please refer to the Community Consultant Report. The work zone on the eastern end of the site will also be utilised. All of these works will be under traffic management by qualified traffic controllers. The hours of construction are Monday to Friday – 0700 – 1800 and Saturday 0800 – 1300. All permits will be submitted to the Road and Maritime Services and the City of Newcastle respectively.

Vehicle Routes

On ingress, trucks will head east on Church St and reverse into the site under traffic management. On egress, vehicles will turn right onto Church St, turn left and travel north on Watt St and finally turning left onto Wharf Rd.

Public Transport

There will be no disruption to public transport throughout the duration of the works.

Cyclists

The works will not impact on cyclists any differently than normal traffic. Please see the Development and Construction Details for more information.

Emergency Vehicle Access

Emergency vehicles will not be inhibited and will be given priority through any traffic control sites.

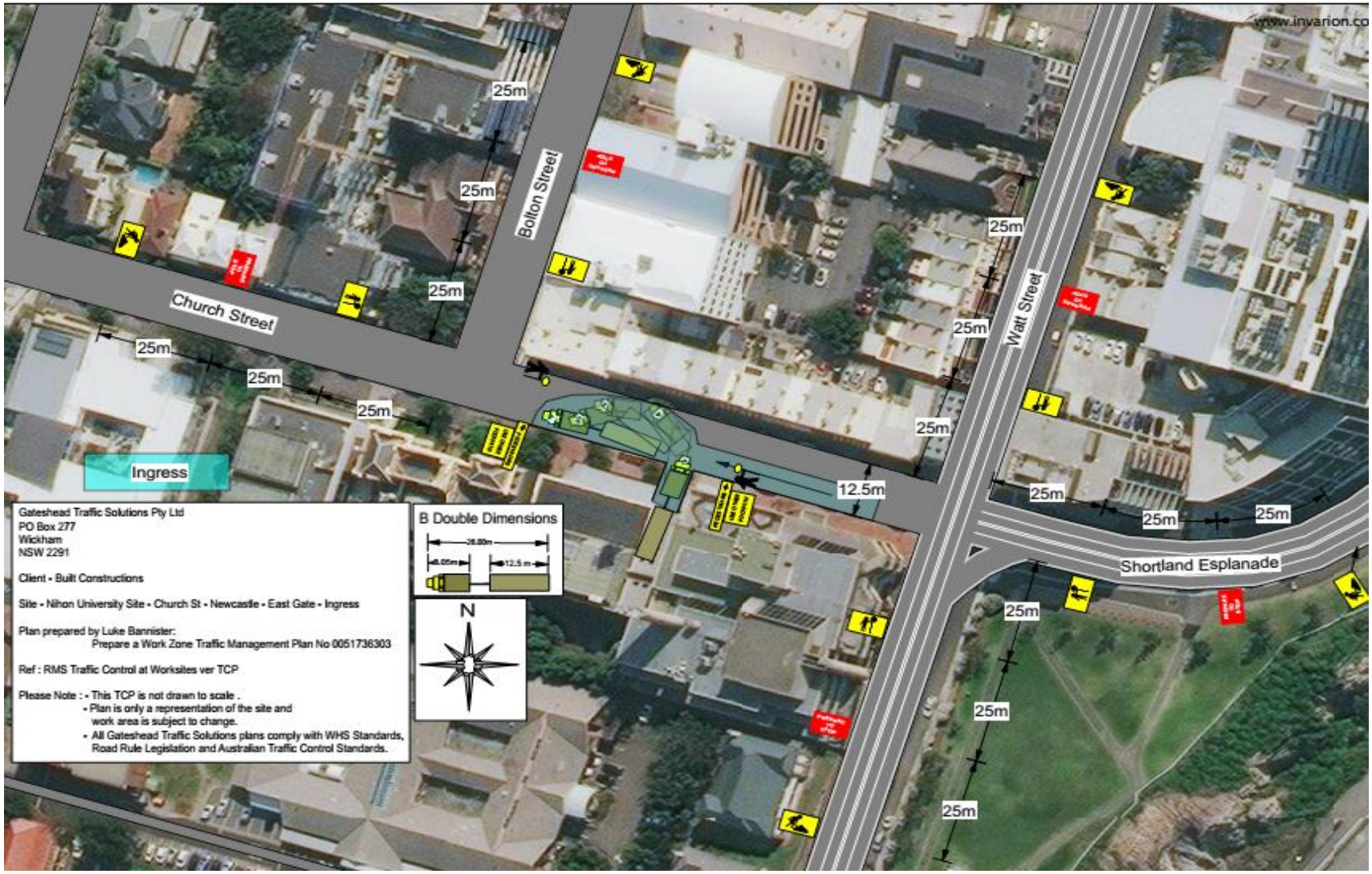
Pedestrian Access

During the majority of the works, the footpath will be inhibited which will affect pedestrian access. Any works which inhibit pedestrians will be conducted under traffic management. An application will be lodged to move the existing zebra crossing off site. If this application is unsuccessful, traffic management will be utilised during school hours to facilitate the extra pedestrian movements during those times.

Swept Path of Longest Vehicle

The longest vehicle used is a B-Double, define in the Australia Standards 2890.2:2018 as *"A combination consisting of a prime mover towing 2 semi-trailers, with the first semitrailer being attached directly to the prime mover by a fifth wheel coupling and the second semitrailer being mounted on the rear of the first semi-trailer by a fifth wheel coupling on the first semi trailer."* A B-double is up 26.00m in length, up to 2.50m wide, a clearance height of up to 4.50m high and a design turn radius of 12.50m. Please see the Traffic Control Plans below for a diagram of the swept path of the vehicles, as required by Condition B9(c). Please note, these vehicle movements will be completed under traffic management by qualified traffic controllers.

Traffic Control Plan



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B Double Dimensions
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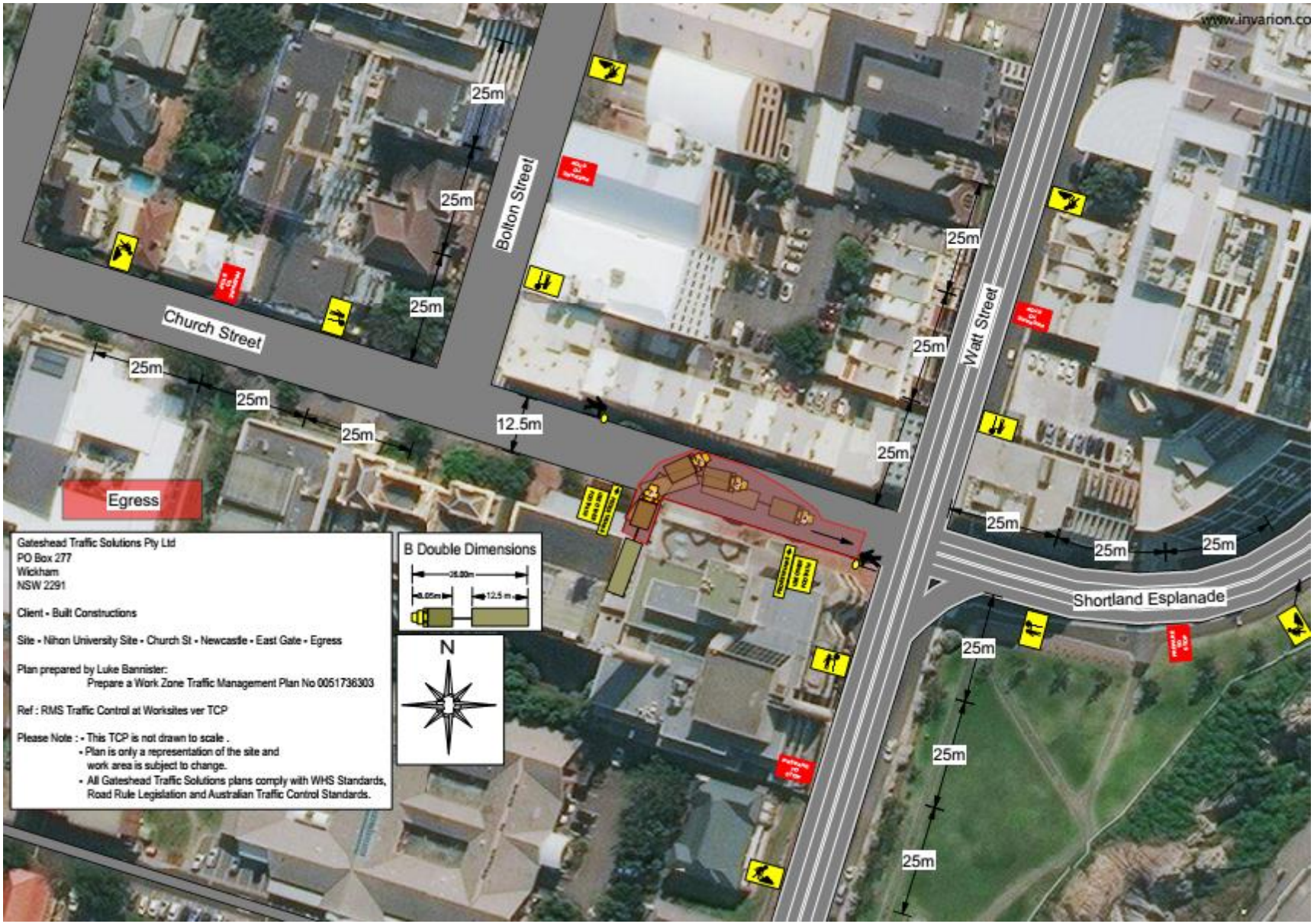
Gateshead Traffic Solutions Pty Ltd
PO Box 277
Wickham
NSW 2291
Client - Built Constructions
Site - Nihon University Site - Church St - Newcastle - West Gate - Ingress
Plan prepared by Luke Bannister:
Prepare a Work Zone Traffic Management Plan No 0051736303
Ref : RMS Traffic Control at Worksites ver TCP
Please Note : - This TCP is not drawn to scale .
- Plan is only a representation of the site and work area is subject to change.
- All Gateshead Traffic Solutions plans comply with WHS Standards, Road Rule Legislation and Australian Traffic Control Standards.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Gateshead Traffic Solutions pty ltd

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Traffic Management Plan

Built

Nihon University Site – Church St – Newcastle – Water Connection

Plan prepared by Luke Bannister – Prepare a Work Zone Traffic Management Plan No: 0051736303

Please Note: This management plan is for the exclusive use of Gateshead Traffic Solutions Pty Ltd & their client ONLY.

Prevailing Site Conditions

The site is located at the former Newcastle Court House site at Church St - Newcastle. Church St is one lane in either direction, with kerbside parking on both sides of the road and separated by double white lines. There is a police parking zone that extends partly into the site frontage as well as a zebra crossing to the east of the site. The posted speed limit is 50km/h. Church St is owned and managed by the City of Newcastle.

Development and Construction Details

These works are replacing the existing water main along the northern edge of Church St, between Newcomen St and Watt St. The works will be broken up into different sections (see Traffic Control Plans below). The police zone on the southern edge of Church St, will be relocated further down the street pending approval from the City of Newcastle and NSW Police. All of these works will be under traffic management by qualified traffic controllers. The hours of construction are Monday to Friday – 0700 – 1800 and Saturday 0800 – 1300. All permits will be submitted to the Road and Maritime Services and the City of Newcastle respectively..

Public Transport

There will be no disruption to public transport throughout the duration of the works.

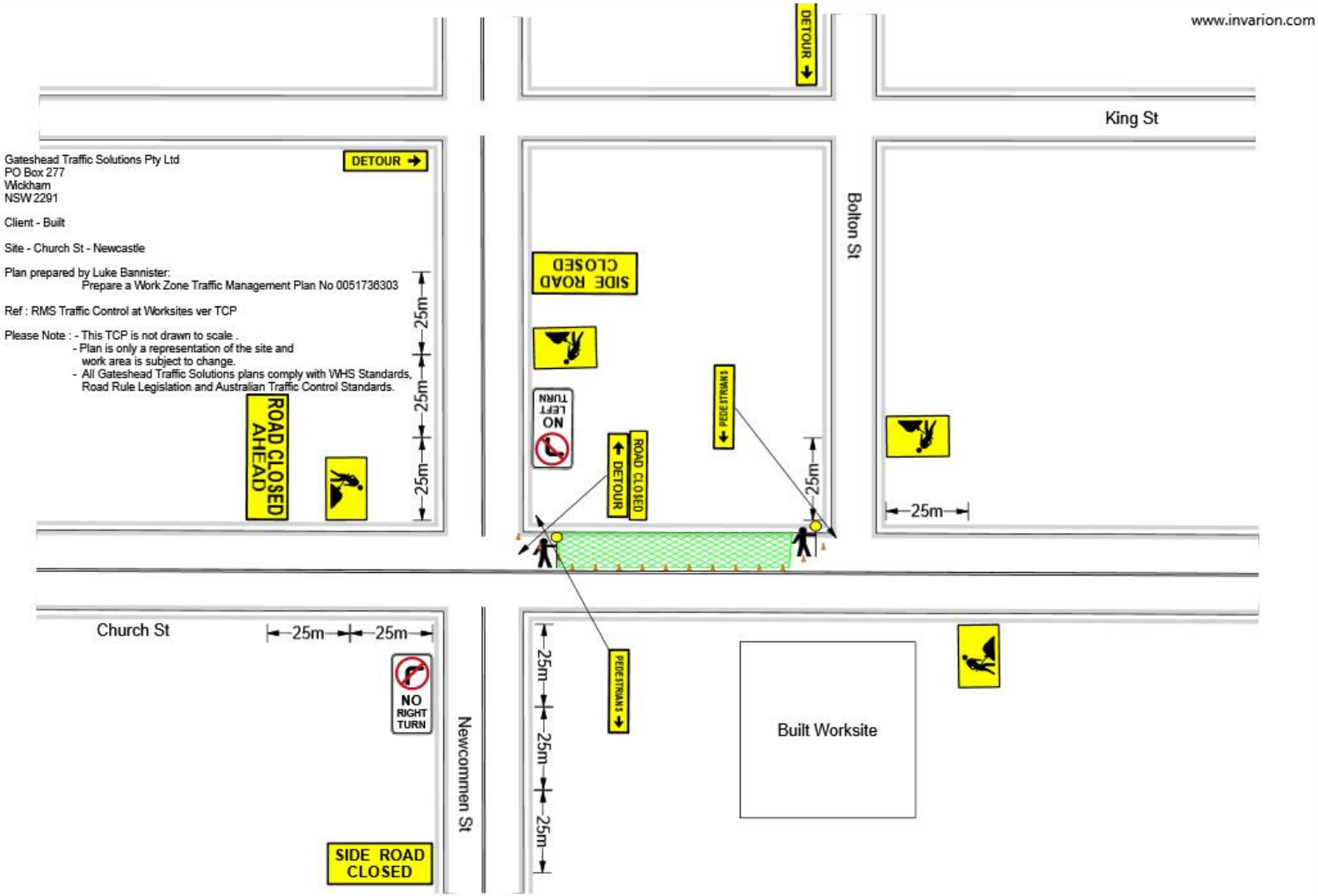
Emergency Vehicle Access

Emergency vehicles will not be inhibited and will be given priority through any traffic control sites.

Pedestrian Access

During the majority of the works, the footpath will be inhibited which will affect pedestrian access. Any works which inhibit pedestrians will be conducted under traffic management. An application will be lodged to move the existing zebra crossing off site. If this application is unsuccessful, traffic management will be utilised during school hours to facilitate the extra pedestrian movements during those times.

Traffic Control Plan



Gateshead Traffic Solutions Pty Ltd
PO Box 277
Wickham
NSW 2291

Client - Built

Site - Church St - Newcastle

Plan prepared by Luke Bannister:
Prepare a Work Zone Traffic Management Plan No 0051736303

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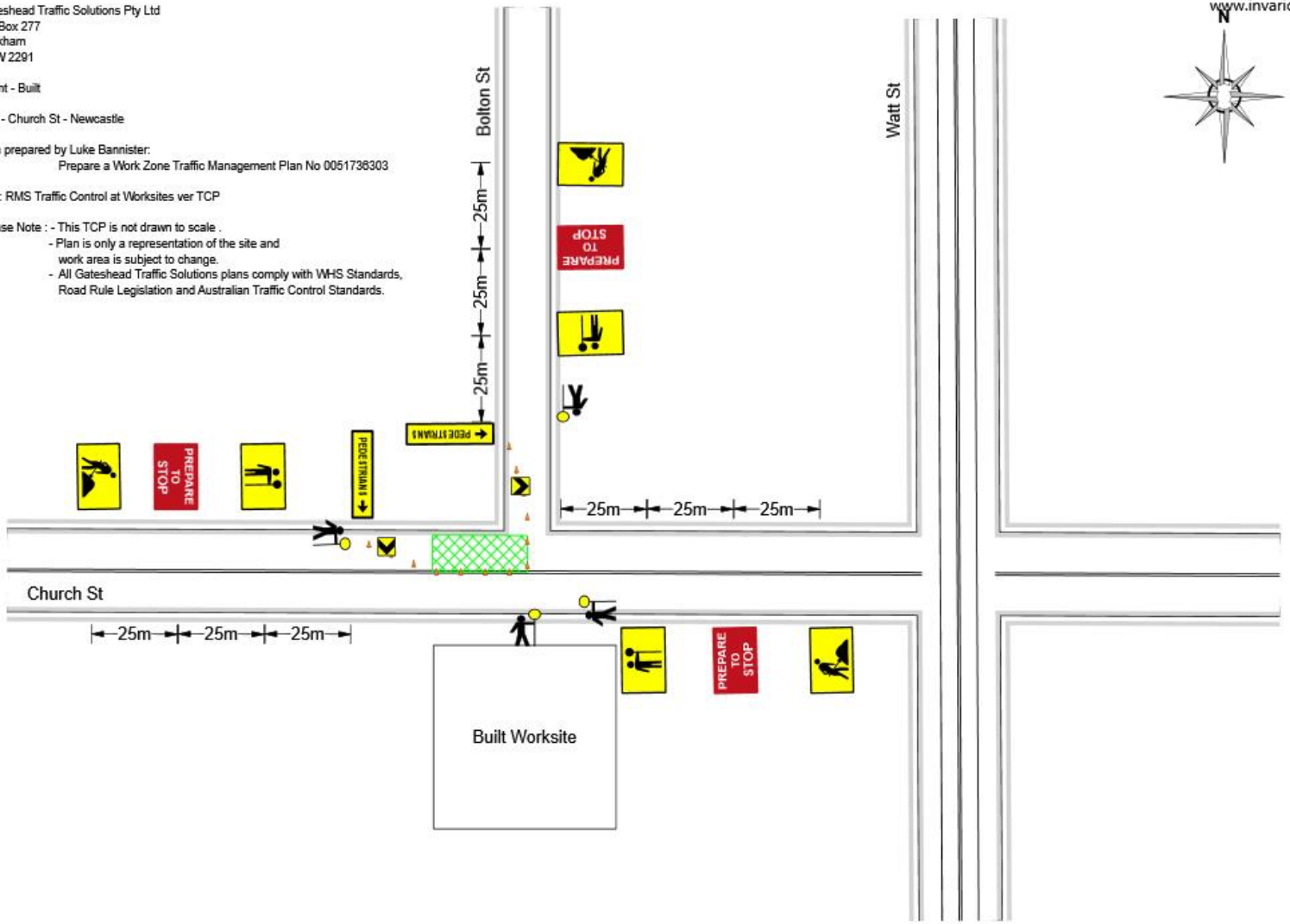
- Plan is only a representation of the site and work area is subject to change.
- All Gateshead Traffic Solutions plans comply with WHS Standards, Road Rule Legislation and Australian Traffic Control Standards.



Gateshead Traffic Solutions Pty Ltd
PO Box 277
Wickham
NSW 2291

Client - Built

Site - Church St - Newcastle

Plan prepared by Luke Bannister:
Prepare a Work Zone Traffic Management Plan No 0051736303

Ref : RMS Traffic Control at Worksites ver TCP

Please Note : - This TCP is not drawn to scale .
- Plan is only a representation of the site and work area is subject to change.
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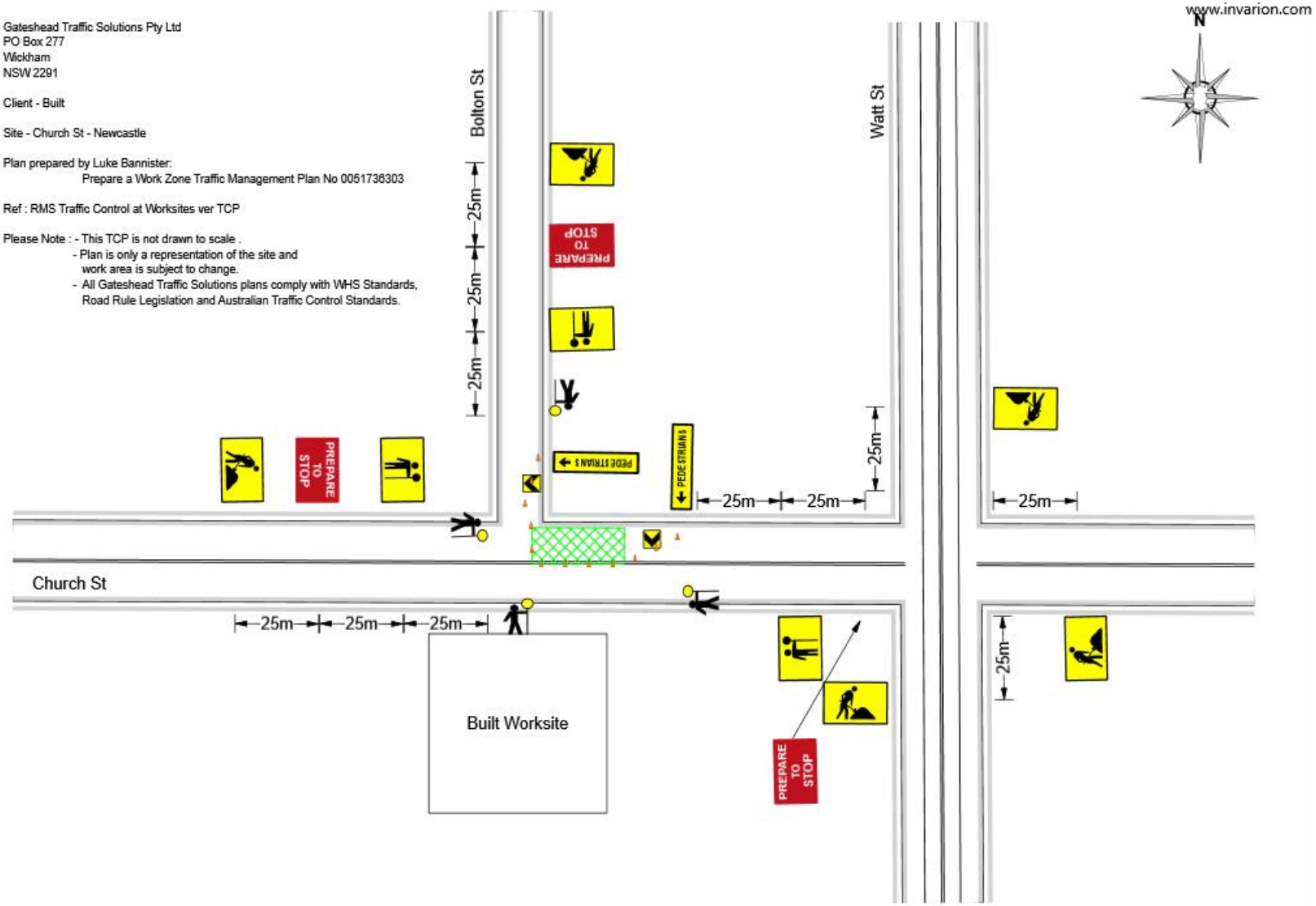

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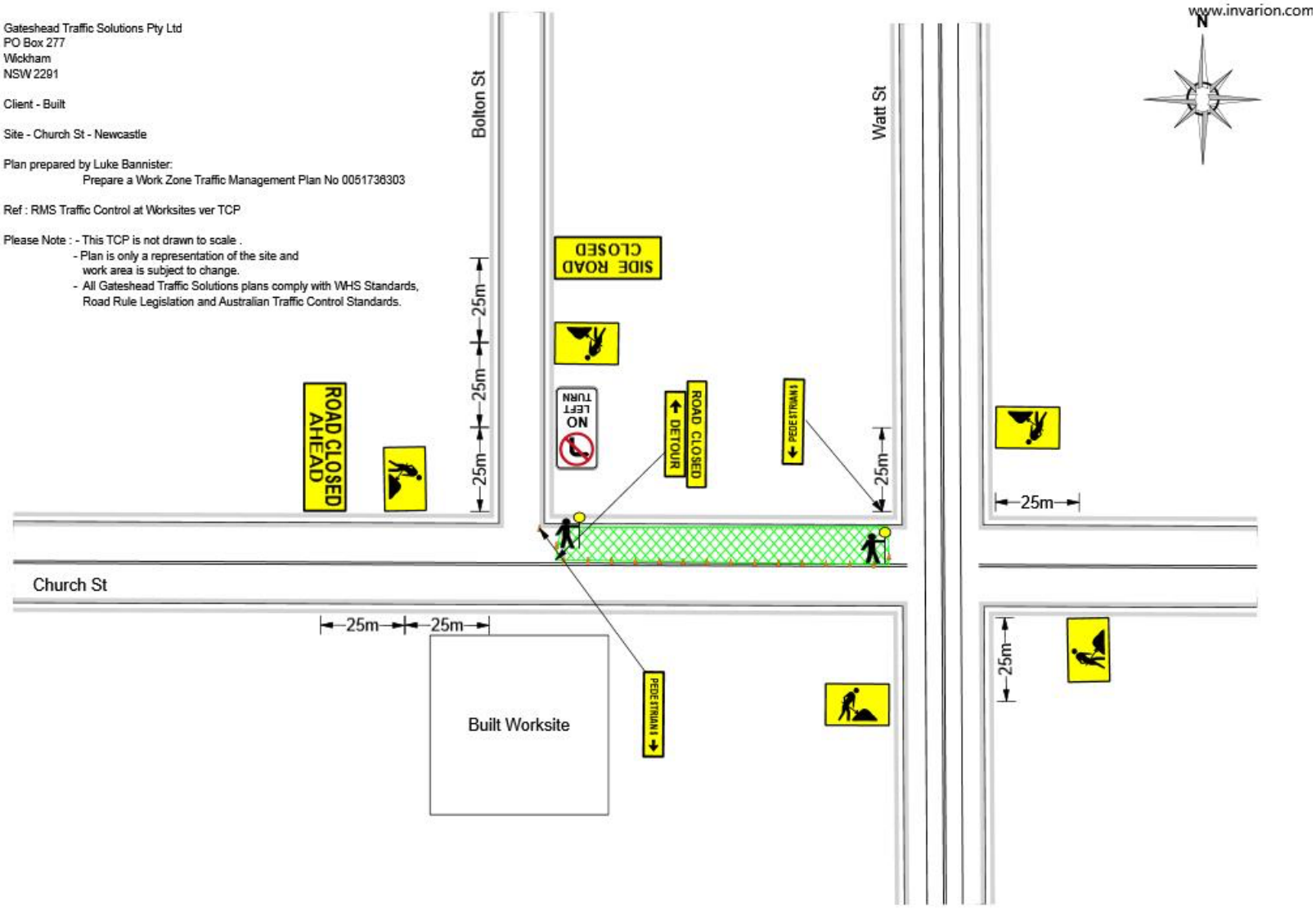
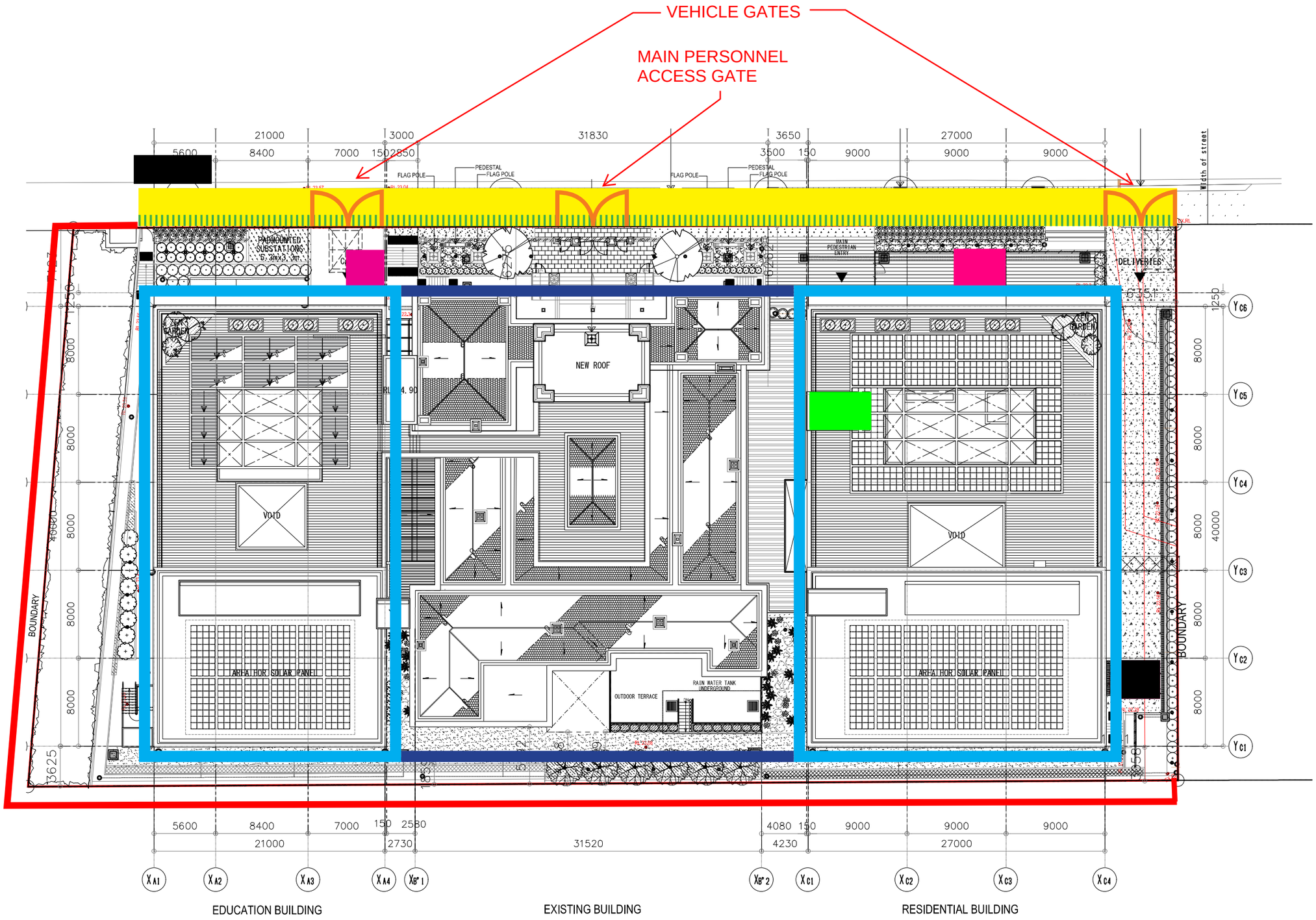


Appendix E – Site Layout Plan



LEGEND

- HOIST
- A CLASS HOARDING / GATE
- B-CLASS HOARDING
- SCAFFOLD
- SCAFFOLD
- DOOR
- BIN
- PERIMETER FENCE
- CRANE

SK006

Revision No 1
18 September 2019

HOARDING & SCAFFOLD PLAN

Nihon University

Built.

Appendix F – Construction Worker Transportation Strategy

NIHON UNIVERSITY

Construction Worker Transportation Strategy

1.0 PURPOSE

The Construction Worker Transportation Strategy outlines the overall strategy for both Built employees and subcontractors on the Nihon University project to satisfy SSD Condition C14.

2.0 OBJECTIVE

Detail provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimize demand for parking in nearby public & residential streets or public parking facilities.

3.0 SCOPE

This document identifies the various transportation options available to construction workers to minimise demand for both public and private parking facilities. It also identifies the neighbouring properties that must be considered when devising and implementing the strategy.

All workers, employees, subcontractors, employers and the management team, involved in the construction of the project will be made aware of the transportation strategy through communications both prior to commencing and during the completion of their works. Specific details shall be communicated to workers, as required, through the site-specific induction.

4.0 NEIGHBOURING PROPERTIES & STAKEHOLDERS

Built undertake planning on all our projects and always keep our impact on surrounding communities and businesses front of mind.

As part of our planning process for the Nihon University project we are aware of our neighbours' and have identified the following key considerations to mitigate and minimise any impact the development will have;

- James Fletcher Hospital;
- Newcastle Police Station;
- Newcastle Grammar School;
- Commonwealth and Federal Law Courts;
- The Grand Hotel;
- Nearby residential properties;
- Nearby commercial businesses.

As a result of this we understand Newcastle East has an existing high demand for parking.

5.0 CURRENT AVAILABLE PARKING OPTIONS

We have researched the current parking options available in the vicinity of the project being;

- Hunter Car Park at 50 Bolton Street with 570 spaces and open 24 hrs a day 7 days a week;
- King Street Parking Garage at 92 King Street with 489 spaces and open 7am to 7pm Monday to Friday and 7am to 4.30pm on Saturdays;
- Limited all day public parking on Reserve Road and in King Edward Park;

- Limited paid car parking in surrounding streets Inc. Church Street, Newcomen Street restricted to either 2 or 4 hours.

Figure 1 below illustrates the nearby parking facilities available to construction workers for the duration of the project.

Figure 1: Parking Options

6.0 AVAILABLE ALTERNATIVE TRANSPORT OPTIONS

In relation to our workforce we will be actively encouraging the following;

- Public transport wherever possible including the use of available bus routes 11, 13, 14, 21 and the light rail from Newcastle Beach in Newcastle East to Newcastle Interchange in Newcastle West linking with the existing heavy rail network;

- Carpooling when possible and utilising the Bolton or King Street parking facilities or the available all-day public parking on Reserve Road and in King Edward Park

The Newcastle Transport Network Guide Map below illustrates the available public transport options extending from East Lake Macquarie to the site location in Newcastle. These services run regularly Monday to Saturday both during and outside of normal working hours.

Newcastle Transport network effective 30 June 2019

B F L

Inset map Wallsend

Wallsend
23 27
24 42
26 46

Hunter Valley Buses operates routes in this area. Visit cdcbus.com.au for more information.
260 261

Rover Motors operates routes in this area. Visit rovercoaches.com.au for more information.
160

Hunter Valley Buses operates routes in this area. Visit cdcbus.com.au for more information.
262 263 267 268

Hunter Valley Buses operates routes in this area. Visit cdcbus.com.au for more information.
140

Busways operates routes in this area. Visit busways.com.au for more information.
150 151 152

Port Stephens Coaches operates routes in this area. Visit pscoaches.com.au for more information.
130 131

Hunter Valley Buses operates routes in this area. Visit cdcbus.com.au for more information.
138

Inset map Broadmeadow

Broadmeadow
21
25
27

Hunter Valley Buses operates routes in this area. Visit cdcbus.com.au for more information.
136

Hunter Valley Buses operates routes in this area. Visit cdcbus.com.au for more information.
269 270 271

Inset map Swansea

Joins main map below left

Swansea North 29

Swansea Heads 14

Busways operates routes in this area. Visit busways.com.au for more information.
99

Inset map Charlestown

Charlestown 25 41 45

Charlestown 11 22

Common
11 28
14 41
22 43
25 48

On Demand area D59

Inset map Belmont

On Demand area D59

14 43
29 48

41
43
48

Belmont

Via Alick St if starting or finishing at Belmont only

Inset map Newcastle CBD

Newcastle
11 13 14

Newcastle East 21

Site Location

Joins Swansea inset above right

Joins Swansea inset above right

Warners Bay 44 48

Merewether Beach 12

Jesmond 47

John Hunter Hospital 42

Glendale 13 29 46

Maryland 12

Kotara 44

Stockton

Nine Mile Beach

Dudley Beach

Redhead Beach

Merewether Beach

Newcastle Beach

Horseshoe Beach

Nobby's Beach

Dixon Park Beach

Bar Beach

Susan Gilmore Beach

Blacksmiths Beach

Caves Beach

Trains toward Maitland & Hunter Valley

Trains toward Central Coast & Sydney

See Wallsend inset for details

See Broadmeadow inset for details

See Newcastle CBD inset for details

See Charlestown inset for details

See Belmont inset for details

Via this section of Myall Rd on trips toward Kotara only

Legend

- Frequent bus route
- Frequent bus route extension
- Standard bus route
- Tailored bus route
- Bus stop
- Bus stop this side only
- 11 Bus route number
- Bus terminus
- Train line/station
- Frequent ferry route/wharf
- Frequent light rail line/stop
- Shopping centre
- Educational institution
- Hospital
- Beach
- Sporting facility
- Information, 09:00–16:00 Monday–Friday

NSW GOVERNMENT

Newcastle Transport

cartography by transitgraphics.com.au

7.0 COMMUNICATION OF STRATEGY TO WORKERS

We will be actively discouraging the use of the available paid short-term public parking in Church Street and nearby streets.

There will no parking of any vehicle in the James Fletcher grounds, with any workers found to be breaching this site rule being appropriately disciplined.

This strategy will form part of our subcontractor engagement process with each respective trade and will also form part of our site inductions that every worker will undertake. The Newcastle Transport network guide will be made available to all workers and posted in the site amenities.

We will also further be reinforcing this strategy in our regular toolbox talks and site-wide addresses with the workforce.

Appendix G – Driver Code of Conduct

Driver Code of Conduct Induction Form

Project Name:	Nihon University Newcastle Campus	**Project No:**	201229
Supplier / Contractor: Delivery			
Contractor:			
Name of Driver:			
Vehicle Registration No:		**Unit No:**	
Date:			

The project is committed to providing a safe and healthy workplace. You are required to read, review and agree to comply with these conditions before signing the form.

General Industry Card

The driver must produce a General Industry Card when entering the site.

Competencies / HRCW Licence

The driver or worker must produce a competency or HRCW Licence as required.

Personal Protective Equipment (PPE)

The driver must wear a safety hard hat, steel capped boots and safety vest at all times when out of the cab.

Loading and Unloading of Trucks

Unloading must not commence until a safe unloading method is understood and agreed by both delivery and site personal.

Designated Routes

All drivers to take the designated route specified on the attached induction.

Signatures

I have read and understand the above requirements and the safety items listed overleaf. I am aware that failure to agree to comply with the site requirements may result in my removal from site.

Drivers Signature: Date:

I have explained these requirements and Built's standard safety requirements to the above driver and have explained and ticked the relevant boxes on the 'Driver's Basic Safety Site Induction' overleaf.

Site Personnel: Date:

Once signed, this form must be held by the delivery driver at all times and must be presented on request.

Delivery driver basic safety site induction

This form constitutes a basic safety site induction for deliveries or pick-ups. Communicate the following safety requirements to the driver. The driver must then sign the form on the previous page, accepting that he/she has understood the site requirements for entry, unloading or loading and exiting the work site.

- ☐ The Site Workplace Safety and Health Coordinator is **Michael Louis**
- ☐ A Safety and Health Committee is established. The project intends to monitor and review the effectiveness of its control measures through the Safety & Health Committee.
- ☐ Site UHF radio channel is: (used to contact Supervisor, Foreman or Leading Hand)
- ☐ Site First Aid Officers are: **All Built Personnel**
- ☐ First aid kits are held in: **First Aid Room in Level 1 Heritage Courthouse Building**
- ☐ All accidents and incidents must be reported to site management
- ☐ All vehicles should be fitted with reverse 'quacker' alarms
- ☐ PPE is always to be worn (Safety Boots, Vest, Hard Hat)
- ☐ Emergency Procedure requires all instructions given by site staff to be obeyed. Leave site if directed to.
- ☐ Daily Pre-start (or SWMS if delivery involves high risk activities) shall encompass all delivery hazards and be communicated to persons involved with the unloading before unloading commences.
- ☐ Speed limit of **5km/h** and signage must be obeyed
- ☐ Be aware of pedestrians when entering or leaving site
- ☐ If spotter cannot be seen in the truck mirrors, do not reverse
- ☐ Watch for and avoid other construction machinery
- ☐ Park vehicle away from work areas as directed by site personnel. Do not park behind working or parked construction equipment.
- ☐ Before approaching work machinery, make eye contact with the operator
- ☐ Do not untie load until stationary at unloading point
- ☐ All loads to be covered and transported with enviro tarp, tarps are to be automatic to reduce risk of fall from height
- ☐ 'Hiab' type cranes are to be operated by certified persons. Loads to be slung by certified dogman.
- ☐ Lift chains must be fitted with safety latch lock hooks and must be stamped with current testing certification
- ☐ Lifting equipment for unloading pipes may be fitted with C type lifting clamp but must be in test period stamped on the SWL tag.
- ☐ When accessing loads to secure lifting equipment, load must be stable to allow access. Some form of fall prevention is required if load is over 2.0m above the ground.
- ☐ No load is to pass over any barricade or person
- ☐ Keep all persons out of arc of slew
- ☐ If a forklift or similar machine is used for unloading, the operator must be certified.
- ☐ Concrete trucks must wash out at designated points.
- ☐ Tip trucks must lower hoists before proceeding from dump point.
- ☐ Driver must stay within cab during loading.
- ☐ Truck/trailer combos must clean debris from draw bar before exiting site.
- ☐ When ground is muddy and/or it is raining, all vehicle wheels must be washed at designated exit points, no spoil is to exit site.
- ☐ Ensure no person is standing behind tilt tray when tilting and unloading or loading.
- ☐ Before using your mobile phone, stop work or stop vehicle, park in safe position and then make or take call.
- ☐ Drivers are to respect the local community incl. no idling in front of homes, no littering, approved hours