# Industrial Development 295 Cormorant Road, Kooragang Island

Brown Construction

Preliminary Construction Traffic Management Plan

November 2024

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# Industrial development,

# 295 Cormorant Road, Kooragang NSW

# Preliminary Construction Traffic Management Plan

Author: Cathy Thomas/Lachlan Thomas

Client: Brown Commercial Building

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## Quality Review and Document History

| Version | Date | Description | Prepared By | Checked By |
|---|---|---|---|---|
| **Ver01** | 21/11/24 | Preliminary | L.Thomas | C.Thomas |
| | | | | |
| | | | | |

Newcastle Ph (02) 4032 7979
PO Box 570, Toronto NSW 2283
www.secasolution.com.au

# Contents

# 1 Introduction

## 1.1. Project Overview

Seca Solution Pty Ltd has been commissioned by Brown Commercial Building to prepare a preliminary Construction Traffic Management Plan for the proposed industrial development at 295 Cormorant Road, Kooragang NSW. The plans allow for an 18 unit light industrial development.

The Preliminary Construction Traffic Management Plan (CTMP) is required to be provided as a Request for Further Information as part of the approval for the development to ensure traffic issues can be safely and efficiently managed during the construction activities on site.

The site is located on the western side of an existing service centre on the corner of Cormorant Road and Egret Street, Kooragang as shown in Figure 1-1 below.

The site is vacant.

Access to the site is proposed from Cormorant Road, through the existing service centre which gains access from both Cormorant Road and Egret Street with all egress via Egret Street.

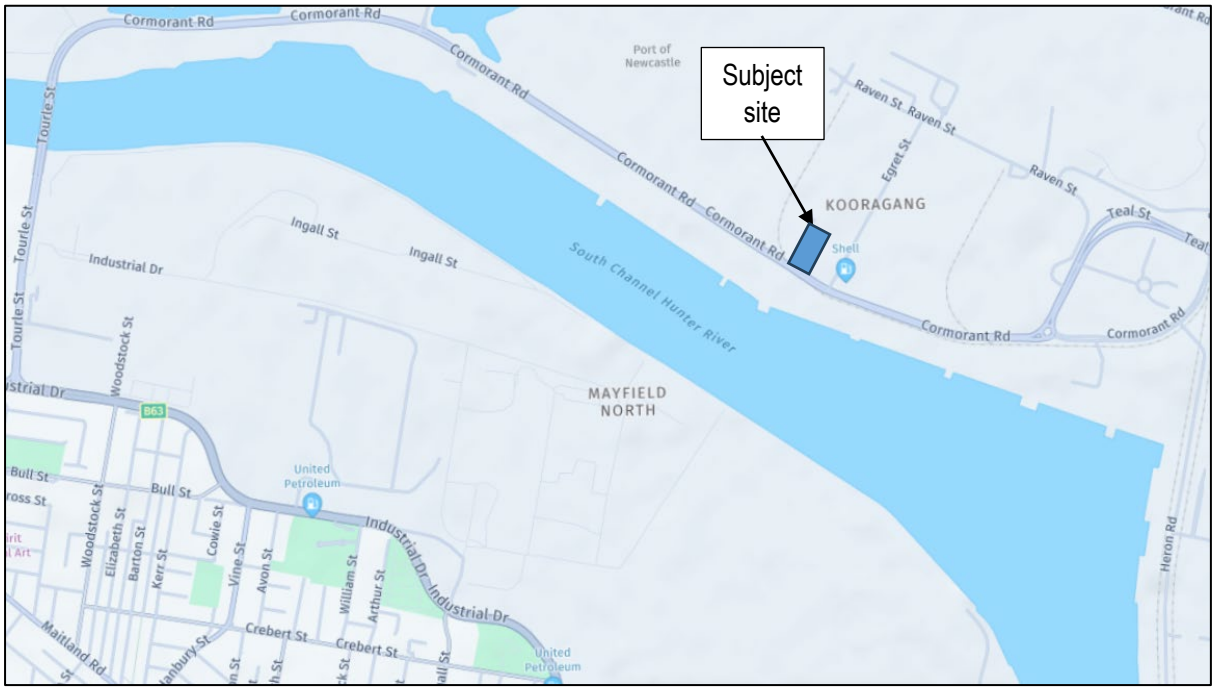


*Figure 1-1 – Site Location*

## 1.2. Purpose and Scope

The purpose of this report is to propose the traffic management required to enable the safe and efficient movement of deliveries and materials associated with the construction of the 18 unit industrial development.

Consideration has been given where relevant to factors such as speed zones, deliveries, vehicle movements, interactions with traffic including vehicles, pedestrians, cyclists and the shared use of the access and interaction with service centre traffic.

As the project is subject to approval some assumptions have been made and some areas left blank to be finalised in conjunction with the final construction requirements.

This report would be subject to review and updating prior to the issue of a construction certificate.

## 1.3. Project Objectives

The project objectives are to manage the management of deliveries associated with construction to:

- Have minimal impact on traffic, both passing and within the service centre
- Allow for the safe movement of pedestrians and cyclists
- Provide a safe construction site for road users and workers
- Enable the efficient construction of the light industrial development

## 1.4. Responsibilities

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

## 1.5. Project Representative's & Contact Details

| Title | Name and Contact Details |
|---|---|
| **Emergency Services** | 000 |
| **Project Manager** | Wayne Brown |
| **Project Engineer** | TBA if applicable |
| **Works Supervisor** | TBC |
| **Traffic Control** | TBC |

## 1.6. Location Description

The site is a located on the northern side of Cormorant Road, Kooragang with the port lands associated with Newcastle Harbour.

To the west of the subject site is a private road that provides alternate access to the rear of specific industrial sites to the north.

To the east of the site is an existing service centre and shared access driveway. This shared driveway (left in only) allows for heavy vehicles including B-Doubles to access for truck refuelling. It provides a wide apron with adequate space for queuing associated with the fuel bowsers as well as access to the various uses across the site.

There is railway crossing servicing the port across Cormorant Road to the immediate west of the site.

## 1.7. Schedule of Works

It is anticipated that the site would be developed commencing 2025 (subject to approval) for completion within 30 weeks.

## 1.8. Site Constraints

Located on the northern side of Cormorant Road which is a four lane, divided carriageway with concrete median. There is no right turn available directly into the site from the east.

No opportunities for vehicles to hold along the frontage prior to entering the site.

Vehicles with a destination to the west use the Teal Street roundabout 750m east of Egret Street.

All construction traffic will be required to approach from the west.

Railway line and railway crossing to the south-west of the site.

## 1.9. Permits & Road Occupancy Licenses

ROL is **not** anticipated to be requited.

SPZ -an application to adjust the speed zone is **not** anticipated to be required.

Any approvals required for the transport of wide loads shall be gained from Transport for NSW

All new permits, amendments and renewals via the NHVR Portal: https://www.service.nhvr.gov.au/

For assistance utilising the NHVR Portal, contact the NHVR on 1800 696 487.

# 2. Traffic Management

## 2.1. Traffic Management Objectives

The objectives for the traffic management are to:

- Ensure through traffic is maintained on Cormorant Road.
- Ensure railway operations are not impacted by delivery vehicles.
- Maintain access to adjacent sites.

## 2.2. Preliminary Risk Assessment Risk Management

Refer Appendix B for Pro-Forma documentation.

| List Site Specific Hazards | Risks associated with Hazard | Risk Level From Matrix | Controls to be considered In Hierarchy of Controls | Responsible Supervisor/ Project Manager / Traffic Team |
|---|---|---|---|---|
| **Railway line and crossing** | • *Vehicle struck by train.*<br>• *Delays to trains crossing Cormorant Road.* | *High* | • *Vehicles to follow road rules and signage associated with rail crossing*<br>• *Vehicles to call site before crossing Toule Street Bridge to confirm clear access to the construction site. (mobile / UHF)*<br>• *Drivers Code Of Conduct.*<br>• *Vehicles not to park in the vicinity of railway crossing.* | ***Project Manager Site Supervisor*** |
| **Minimal space to queue waiting deliveries.** | • *Vehicles queue across railway line.*<br>• *Vehicles stopping with insufficient clearance to 80km/hr running lanes.*<br>• *Vehicles cause congestion to entry of Service Centre, negatively impacting traffic flows on Cormorant Road.* | *High* | • *Vehicles to call site before crossing Toule Street Bridge to confirm clear access to construction site. (mobile / UHF)*<br>• *Vehicles not to park in the vicinity of railway crossing.* | ***Project Manager Site Supervisor*** |

| | | | | |
|---|---|---|---|---|
| | | | • *Vehicles not to park on shoulder of Cormorant Road on approach to site.*<br>• *Drivers Code Of Conduct.*<br>• *Vehicles to utilise driveway to enter Service Centre, and transit directly to subject site.* | |
| **Height restrictions for vehicles arriving & departing site** | • *Vehicles over 4.2m may impact Service Centre awnings on entry to, or exit from the site.* | *Moderate* | • *Service Centre site constructed to allow B-double access.*<br>• *Drivers Code Of Conduct.*<br>• *Vehicles over 4.2m tall to undertake separate risk assessment, including Traffic Guidance Scheme prior to accessing the site.*<br>• *OSOM vehicles subject to NHVR regulations.* | ***Project Manager Site Supervisor*** |

## 2.3. Existing Traffic Conditions

### 2.3.1 Existing Road Network and Local Characteristics

The main road through the locality is **Cormorant Road** which is a state road (MR108). In the vicinity of the site, and at its connection with Egret Street it provides a dual carriageway separated by a central median with two lanes of travel in each direction. It is the main thoroughfare between Newcastle and the region north of the Hunter River, including Stockton and Port Stephens. It is also the primary access road between Newcastle airport, the RAAF base at Williamtown and Newcastle inner city. As a state road, it carries a mixture of both local traffic and regional through traffic movements including freight traffic associated with the port.

Cormorant Road forms a T-intersection with **Egret Street**, with Cormorant Road being the priority road. Turning lanes off Cormorant Road provide access into Egret Street for both eastbound and westbound traffic. The posted speed limit is 80 km/hr in the vicinity of the subject site Egret Street is a private road (Port of Newcastle) providing access to the service centre adjacent to the subject site and other industry including but not limited to Boral, Port Waratah Coal and Newcastle Coal Infrastructure Group. It provides a sealed surface with a single lane of travel in both directions and a width of approximately 14 metres. No right turns are permitted from Egret Street which connects with Cormorant Road via a left turn out only.

### 2.3.2 Traffic Volumes and Road Operation

Based on TfNSW advice "about 33,000 vehicles use the Cormorant Road corridor each day, including more than 3000 heavy vehicles."

Traffic counts undertaken at the site entry for eastbound traffic indicates that the peak demand in the AM occurs between 6.30-7.30AM being 1482 vph and in the afternoon between 3.30-4.30PM being 1800 vph.

## 2.4. Traffic Diversions

No requirement for routing

## 2.5. Traffic Impacts

No impact on traffic flows on Cormorant Road is anticipated.

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

Existing speed is 80km/h.

No proposed speed zone reduction is anticipated as the service centre access allows for heavy vehicles including B-Doubles.

## 2.7. Night Works

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

# 3 Construction Activities

**(Subject to confirmation of methodology)**

## 3.1 Methodology

The development shall require earthworks to be completed at the beginning of the project to allow for foundations and drainage.

The project proposes 18 light industrial units along with 15 parking spaces.

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

A site office may be established on site for the duration of the works.

It is anticipated that all construction vehicles will be able to park within the site with overflow parking available on Egret Street if necessary.

## 3.2 Timing

Subject to approval works are expected to start in 2025, taking 9 months to complete.

## 3.3 Working Hours

The project consent shall nominate construction hours, these are expected to be:

7am – 6pm Monday to Friday

7am – 5pm Saturday

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

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

## 3.4 Construction staff numbers

Staff demands for work are expected to be 10 people on site. The staffing levels for the construction work may have a peak of 20 during certain stages of the construction.

## 3.5 Construction Access

All heavy vehicle access during the construction shall be provided from Cormorant Road, utilising the existing driveway to enter through the Service Centre. Vehicles will approach from the west.

Vehicles up to Service Vehicles 8.8m MRV can also use the two way access off Egret Street to approach using the circulation roadway through the service centre per the existing arrangements and permitted uses.

Egress will be through the Service Centre truck canopy, onto Egret Street before rejoining Cormorant Road.

# 4 Traffic Management Assessment

## 4.1 Works Vehicle Movement

As shown in Figure 4-1 below, deliveries are anticipated to approach the site from the west, utilising Industrial Drive, Toule Street and Cormorant Road.

Deliveries shall be scheduled with drivers to contact the site before crossing Toule Street Bridge to confirm clear access to the site is available.

Exiting vehicles will exit via the Service Centre truck canopy, turning right onto Egret Street then left onto Cormorant Road to rejoin the road network.

The Service Centre has been designed to accommodate B-double vehicles using the existing access and egress.

Parking is available on site as well as within Egret Street. No parking shall be permitted within the service centre.

## 4.2 Public Transport

No changes anticipated to public transport facilities or movements.

## 4.3 Pedestrians & Cyclists

There are no external pedestrian demands and cycling demands along Cormorant Road during the surveys were minimal.

Pedestrian demands associated with the service centre do not occur within the vicinity of the development site.

## 4.4 Commercial Business

Construction access will be through the existing Service Centre access and egress. This is consistent with operation site access for the site.

Access to commercial business sites shall be maintained at all times.

The various commercial holdings within the service centre will be advised of the construction in advance and be updated of any periods of particularly busy activity eg concrete pours.

## 4.5 Emergency Services

The project has no impact on emergency services

## 4.6 Local Residents

The project has no impact on local residents.

## 4.7 Other Developments

No other developments impacted by this project.

## 4.8 Impact on Adjoining Council Areas

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

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*Figure 4-1 Overview of heavy vehicle movements associated with earthworks and construction works.*

## 5. Incident Procedures

In the case of a traffic incident the emergency services will be contacted as appropriate. Traffic management will be implemented to direct traffic around the incident until it is resolved.

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

## 6. Environmental Conditions

Environmental conditions shall be covered in the project environmental management plan prepared by others for the site.

Noise shall be considered in the approved working times.

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

An inspection will be completed with Council staff prior to the commencement of work on site and at the end of the construction work to document the existing road surface condition and ensure that the surface is reinstated to the same standard post construction.

## 7. Review Process

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

TGSs shall be reviewed in conjunction with adjoining work sites if appropriate.

## 8. Compliance Documentation

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

## 9. Stakeholder Representatives

| Name | Organisation | Signature | Date |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

# 10 Traffic Guidance Scheme

## 10.1 General

A construction Traffic Guidance Scheme has not been prepared for this site. Anticipated vehicle flows are within the capacity of the exiting approved site access and egress. Site specific WHS constraints shall be addressed as part of the risk assessment and drivers Code of Conduct.

## 10.2 General Traffic Control Considerations

The factors considered in preparing this plan are have been identified in the risk assessment and include:

- Proximity of railway line and crossing.
- Minimal safe areas to stage waiting delivery vehicles.
- Existing site access and egress constraints for OSOM vehicles.

The location and nature of the work will **NOT** require safety barrier to be installed.

## 10.3 Traffic Control – Signage and Line Marking

A copy of the CTMP including a Drivers Code of Conduct must be on site at all times.

## 10.4 Daily Checklist

In accordance with the Transport for New South Wales 'Traffic Control at Worksites' guidelines, the site foreman / manager should monitor and complete if necessary a daily traffic control checklist and this checklist should be filed for future reference. This should identify if any existing controls are damaged, deficient or insufficient.

## 10.5 Contractors Contact Details

Project Manager: Wayne Brown

Mobile: 0412 150 320

E-mail wbrown@brownbuild.com.au

## 10.6 TGS Approval

The CTMP will be submitted for review and approval.

AS there are no mitigations required on the external road network and all works are contained within the site this Construction Traffic Management Plan may be approved by City of Newcastle Council:

City of Newcastle Council:

City of Newcastle Council
12 Stewart Ave
Newcastle, NSW 2300

Telephone 02 4974 2000

Transport for NSW:

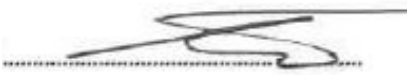
Road Occupancy Unit (ROU)
1300 656 371
road.access@transport.nsw.gov.au

This Traffic Guidance Scheme and CTMP has been prepared and reviewed by suitable qualified professionals in accordance with the Traffic Control at Work Sites Manual Ver 6.1 edition.

Cathy Thomas

Prepare a Work Zone Traffic Management Plan TCT0012545

*Director*



Lachlan Thomas

Traffic Control Work -Prepare a Work Zone TCT1021869

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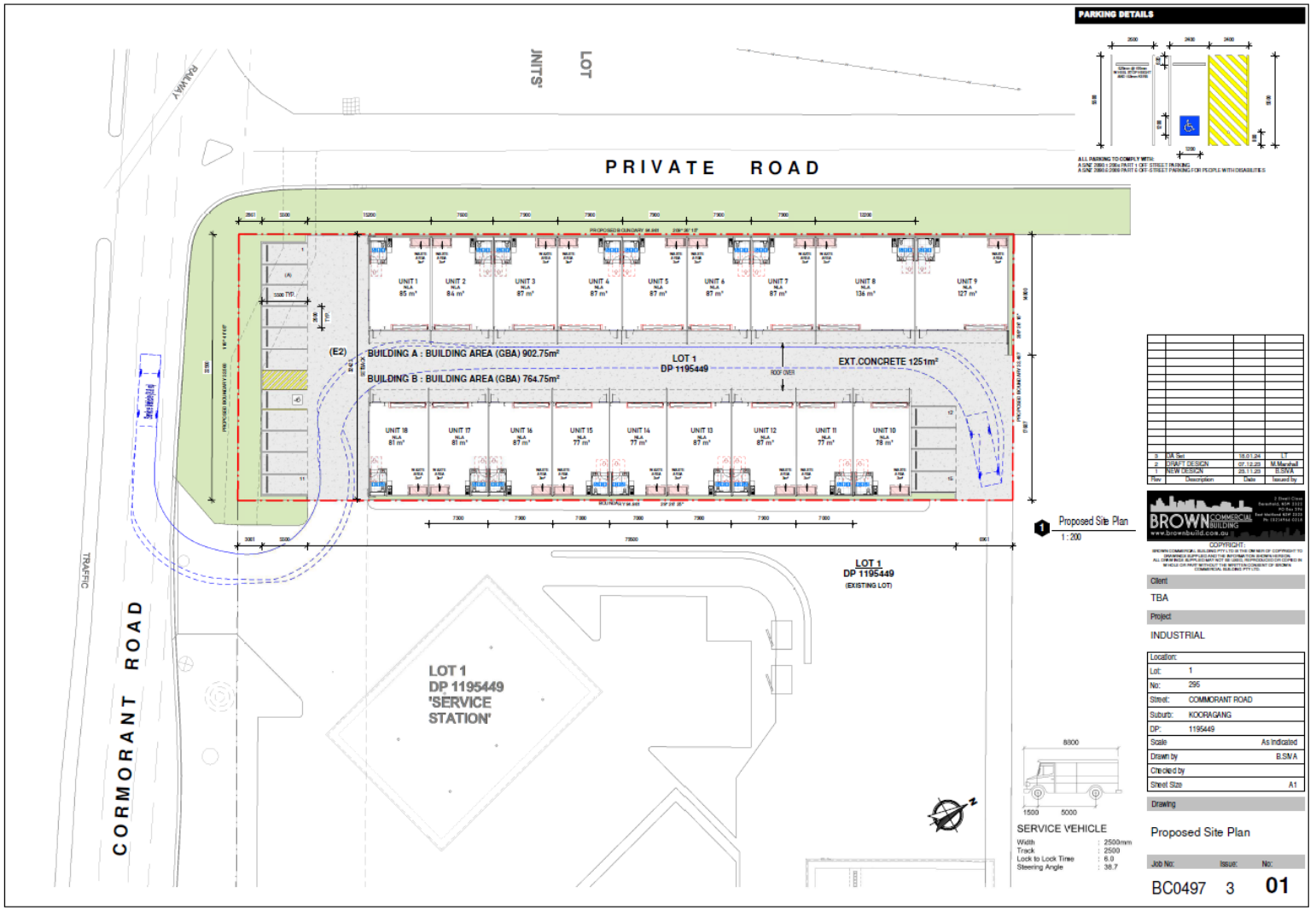
# Appendix A. Site Plan



# Appendix B. Proforma Hazard Assessment Form

## WORKSITE HAZARD ASSESSMENT FORM

*PROJECT NAME*

**Project / Works Location**..... ..... **Date Inspected**.....

**Assessed by** ..... .....

| List Site Specific Hazards | Risks associated with Hazard | Risk Level From Matrix | Controls to be considered In Hierarchy of Controls | Responsible Supervisor/ Project Manager / Traffic Team |
|---|---|---|---|---|
| ***Plant & Machinery***<br>***Movements within work area and adjacent to traffic*** | *Vehicle collision impacts. Workers injured through plant movements on site* | *High* | • *Engineering*<br>• *Administration* | ***Project Manager Site Supervisor*** |
| | | | | |
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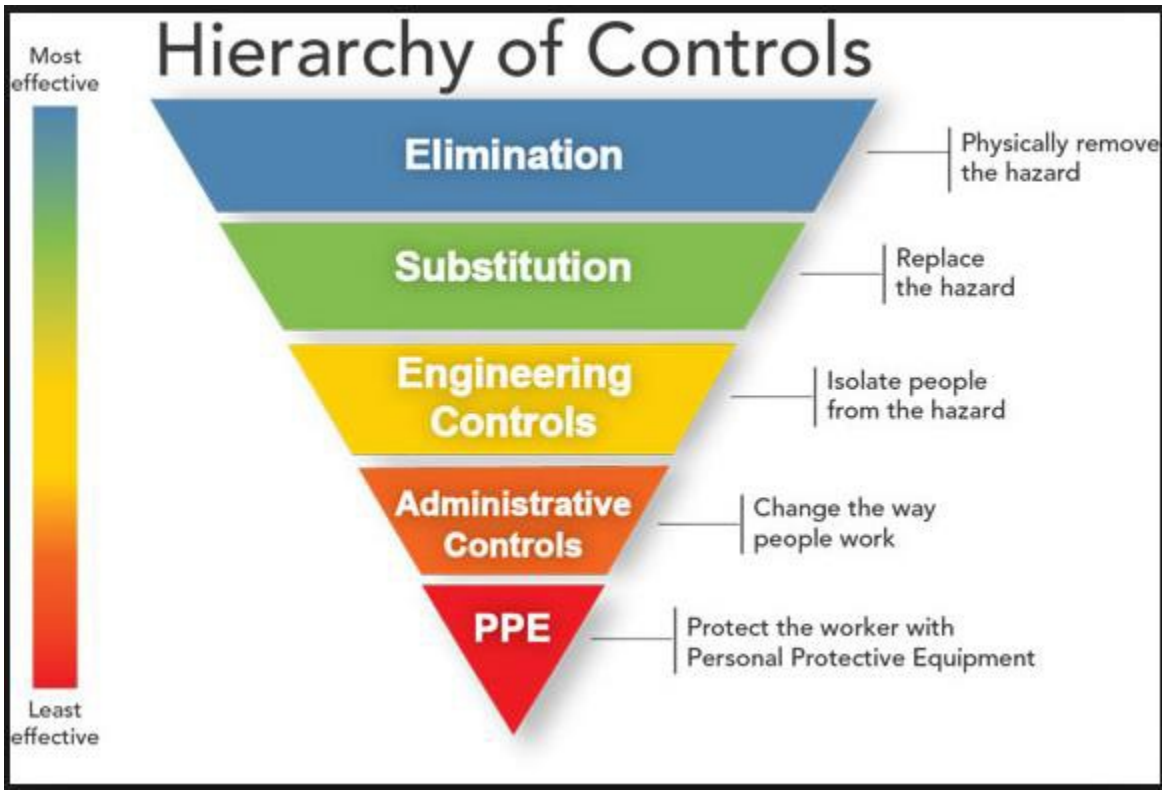

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# 5 things to do before implementing risk controls

**Assess the risk controls** for any hazards that may result from their implementation and conduct a risk assessment. If necessary, rethink or rework the control to prevent it creating other hazards in your workplace.

**Advise affected workers** of the control and **train** them in the procedures surrounding the control.

**Amend checking, reporting and auditing documents** to reflect the new control (e.g. maintenance records).

**Review the control regularly** to determine whether it is working to eliminate or reduce the original risk.

**Provide adequate supervision** to ensure controls are being implemented correctly.

The reason that this part of the process is so important is that you need to make sure that a new control does not create a problem in your workplace in the process of trying to fix the original problem.

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*Table 1 - Severity (Consequence)*

| Severity (Consequence) | |
|---|---|
| **Environment / Personal Injury** | **Safety** |
| 1. Can cause significant or high, and irreversible, damage to the individual /environment | Death, or permanent disability of a person, unable to return to normal work duties<br>Extensive damage / loss (greater than $100,000) |
| 2. Can lead to high but reversible damage to the individual /environment | Serious injury requiring time off work or more than 4 weeks alternative duties<br>Significant damage/major financial loss (> $50,000 up to $100,000) |
| 3. Can cause significant (not high) but reversible damage to the individual /environment | Medical treatment required (e.g. attends doctor or physio)<br>Requires temporary alternative duties for less than 4 weeks<br>Appreciable damage / loss (>$10,000 up to $50,000) |
| 4. Can result in minor but reversible damage to the individual /environment | First aid treatment e.g., applying ice to bruise or slight strain<br>Minor levels of damage / loss (>$1,000 up to $10,000) |
| 5. Not of significance | No injuries, Minimal damage / loss with a value up to $1,000 |

*Table 2 - Probability (Likelihood)*

| Probability (Likelihood) | |
|---|---|
| A. Common occurrence – Almost Certain | Consequence is expected to occur in most situations |
| B. Known to occur – Likely | Consequence will probably occur in most situations |
| C. Could occur or "I've heard of it happening" - Possible | Consequence could occur at some time |
| D. Not likely to occur – Unlikely but possible | Consequence may occur at some time |
| E. Practically impossible - Rare | Consequence may occur under exceptional situations |

*Table 3 - Qualitative Risk Analysis Matrix*

| | Probability | | | | |
|---|---|---|---|---|---|
| **Severity** | **A** | **B** | **C** | **D** | **E** |
| 1 | Very High | Very High | High | Moderate | Moderate |
| 2 | Very High | High | High | Moderate | Low |
| 3 | High | High | Moderate | Low | Low |
| 4 | High | Moderate | Low | Low | Very Low |
| 5 | Moderate | Low | Low | Very Low | Very Low |

HAZARDS RATED **MODERATE OR ABOVE** ARE DEEMED TO BE **SIGNIFICANT**

ANY **SIGNIFICANT RISK** MUST BE CONTROLLED **BEFORE THE WORK IS UNDERTAKEN**.