

LIVERPOOL HEALTH AND ACADEMIC PRECINCT – STAGE 2

TRAFFIC AND PARKING MANAGEMENT SUB PLAN

23/07/2024 | Revision No: 3



Sub Plan Revision Status				
Date	Revision (in numbers)	Purpose and Summary of Amendments	Reviewed by	Approved by
30/03/17	2.0	General update including LLB GMR and legislative amendments	Tracey Wallbridge	Brian Falls
23/07/2024	3.0	Updated to Lendlease Construction entity name.	Alan Tran	Andrew Hereth
24/07/24	11	Template update	Daisy Marks	Lovro Smoljo
02/09/2024	12	Update for stage 2 no major changes	Daisy Marks	Michael Cain
28/01/2025	13	Review only, no changes	Daisy Marks	Sebastian Bartholomeusz
28/03/2025	13	No Change	Daisy Marks	Sebastian Bartholomeusz

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1. SCOPE OF PROJECT AND SUB PLAN

Project Details	
Scope of the Sub Plan	This Traffic and Parking Management Sub Plan provides details of the measures that will be implemented for traffic control and construction related parking activities on and around the project site during site establishment and construction. Refer to Section 1.1 and 3.1 of the Project EHS Management Plan for clarification on how the EHS Sub Plans form part of the Lendlease Construction (LLC) EHS management system. Refer to the Construction Traffic and Pedestrian Management Plan (CTPMP)
Objectives of the Sub Plan	• To avoid or minimise potential conflicts between construction traffic, motorists, project neighbours and pedestrians. • To protect the public from injury and incident associated with the operation of construction vehicles and plant. • To prevent moving plant injuries to workers on site. • To avoid creating traffic congestion and delays as far as practical.
Scope of Works	This Sub Plan has been prepared based on the following scope of works and in accordance with GTA Consultants Transport and Accessibility Impact Statement. A Construction Traffic and Pedestrian Management Plan (CTPMP) has been prepared by Stantec in lieu of GTA. The LHAP Main Works Project scope is broken into three distinct packages of work. These include: Demolition and Construction of Stage 2 • Demolition of Pathology, Oncology and Alex Grimson. • Diversion/Isolation/Disconnection of all associated services within and supporting the Demolition works area. • Construction of ISB Stage 2. • Construction of Campbell Street Shared Zone • On-grade car park works – All works associated with the on-grade car park. Some recommendations/requirements related to this area are within the MSCP Volume 3 reports. E.g Remediation.

	Refurbishment Works • Refurbishment works within Caroline Chisholm • Refurbishment works within the CSB. Delivery of the project will require a large workforce and the use of a range of construction vehicles and plant
Key Issues and Risks	Construction related traffic and parking issues are expected to be mainly associated with: • Worker numbers adding to existing pressures on public parking; • Construction vehicle movements adding to existing traffic congestion; • Noise from heavy vehicles using local streets; • The delivery of materials to site during approved work hours where this occurs from a road frontage; • The entry and queuing of heavy vehicles at the site for continuous deliveries eg concrete; • The delivery of oversized plant outside of normal hours; • Collection and replacement of waste skips; • Confusion and/or frustration over traffic direction, diversions, lane closures etc. • Interaction with existing operational facilities at or adjacent to the site; ○ Liverpool Hospital Main Entrance ○ Liverpool Hospital Emergency Department ○ Liverpool Girls & Boys High Schools ○ Elizabeth Street Bus Stop ○ Liverpool TAFE ○ Campbell Street public paid parking station; A construction zone will be established on Goulburn Street (Figure 1.1 & 1.2) to enable deliveries to be safely received at the site with minimal impact on existing traffic conditions. Compliance with the Project EHS Plan and this Sub Plan is intended to mitigate the risks and potential impacts of construction traffic and parking on the community and adjacent facilities. If appropriate controls and monitoring are not implemented, the potential exists for: • Traffic incidents; • Worker or public injury;

	• Motorist frustration; • Operational impacts on local businesses and facilities; • Complaints; • Fines; and • Non-compliance with permits and approvals.
Legislation, Project Approval and Guidelines	Federal/National: Work Health and Safety Act 2011 Work Health and Safety Regulations 2011 Chain of Responsibility Heavy Vehicle Transport Laws 2014 Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Parking AS/NZS 2890.1:2004 Australian Standard, Parking Facilities, Part 2: Off Street Commercial Vehicle Facilities AS 2890.2:2018 Australian Standard/ New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009 State: Work Health and Safety Act 2011 Work Health and Safety Regulation 2017 Protection of the Environment Operations Act 1997 Heavy Vehicle (Adoption of National Law) Act 2013 Heavy Vehicle (Adoption of National Law) Regulation 2013 Local: Liverpool Development Control Plan (DCP) 2008 Liverpool Local environmental Plan (LEP) Liverpool Hospital Parking Demand Study prepared by ptc. Dated 20 December 2018 Liverpool Hospital Concept Design Traffic Report prepared by ptc. Dated 11 February 2019 DA Conditions B18 & B19 Lendlease requirements: • Global Minimum Requirements (GMRs) • Workplace Delivery Code (WDC) • CTPMP prepared by Stantec in lieu of GTA

Summary of Site Controls

Works must be undertaken in accordance with the Lendlease GMRs, the Project EHS Plan, this Sub Plan and the Lendlease Construction WDC. These documents detail Lendlease's approach and commitment to pro-active and responsible project management.

Site specific controls, monitoring, reporting and performance measures have been identified in this Sub Plan to minimise the potential conflicts and impacts of construction traffic on the Liverpool community, neighbours, motorists and workers.

These include but are not limited to:

- Ensuring that relevant information on changes to traffic arrangements including lane closures on Goulbourn St, Elizabeth St and Campbell St and details are clearly displayed or provided to relevant stakeholders in advance of the change;
- Installing clear and concise signage on local roads being used by construction traffic;
- Establishing a Construction Loading Zone on Goulbourn Street; subject to review with LHD via the DN / CIG process. See DN process attached in figure 4.
- Separating construction traffic and workers within the site using hard barriers and signage;
- Controlling construction vehicle access and egress to the site with Authorised Traffic Controllers;
- Providing parking for construction staff at Collimore Park, via a 5 minute bus ride (Figure 2);
- Evaluating the effectiveness of traffic measures.

Traffic management requirements, access restrictions, road authority requirements and general site rules related to parking and start times, must be included in relevant specifications, contract agreements, quality assurance documents, and subcontractor work method statements.

Site inspections, monitoring and reporting will be undertaken by Lendlease and subcontractors as detailed in the EHS Plan and the following implementation table.

2. IMPLEMENTATION OF THE SUB PLAN

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

Control Measure	Timing	Methodology	Responsibility	Monitoring and Reporting	Performance Measurement
During Construction					
Control vehicle and human access into and within the site.	At all times	Install gates and signage to prevent unauthorised access to the site. Ensure that delivery drivers remain in their vehicle (unless they are inducted) and are instead instructed by the relevant supervisor. Provide visitor and worker parking (where possible) and clearly delineate these areas.	SM	Include in subcontractor WMS. Include on EMD (Appendix 1). Document approved routes. Monitor site entry and local road use. Check site signage.	No unauthorised access identified. Signage in place and maintained.
Control construction traffic and plant movements and deliveries within and external to the site.	At all times	Establish physical barriers and signage to control traffic direction, speed (20km/hr) and movements to/within the site. Ensure construction traffic uses approved/controlled site access points only. Identify locations and restrictions for vehicle parking and queuing. Mandate that construction traffic uses approved road routes only during approved times only. For concrete pours, provide a traffic controller to oversee trucks reversing to hoppers. Isolate the pump and surrounding area. Address the requirements of the relevant road authority and project approval in all WMS and TMPs.	SM Engineers Sub-contractors	Monitor vehicle movements. Monitor compliance with authority requirements.	No non-conformances against regulatory requirements. No complaints or fines. No plant-personnel impact incidents.

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

Control Measure	Timing	Methodology	Responsibility	Monitoring and Reporting	Performance Measurement
		be trained and supervised (as relevant).			
Maintain all existing hospital vehicle drop-off and entry points and entry and exit points (temporary or permanent) Including access routes for all emergency services	At all times	Where this is not possible, or changes occur to these facilities Lendlease will establish signage and wayfinding to the area to ensure the public are clearly directed to these new facilities. Access / egress / exit signage sign posted where required Drawings of access / egress routes to be available and in date Materials are not to be left in any access way	SM Foreman	Monitor compliance using incident / observation recording platform - enablon	Minimise the impact on the public and any confusion resulting from changes. No complaints Existing routes for emergency services kept clear No Delays for emergency vehicles
Way finding to be maintained throughout staged construction	At all times	The public way must not be obstructed by any materials, vehicles, refuse, skips or the like under any circumstances Signage will be displayed	SM Foreman	Monitor compliance using incident / observation recording platform - enablon	No confusion for the public / staff / patients No complaints

FIGURE 1: STAGE 2 SITE SETUP

Stage 2 Site Setup

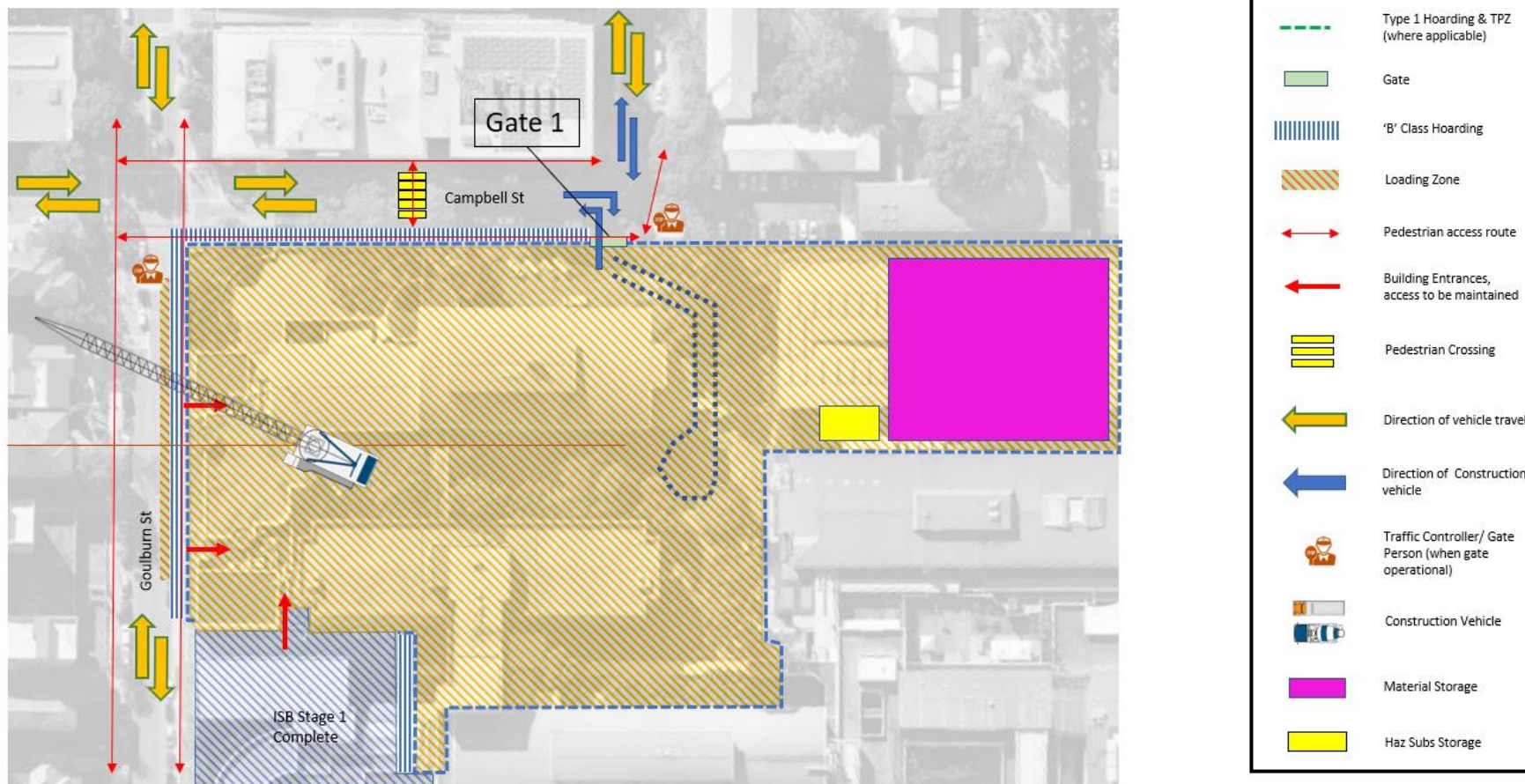


FIGURE 2: CONSTRUCTION LOADING ZONE

Stage 2 Site Setup

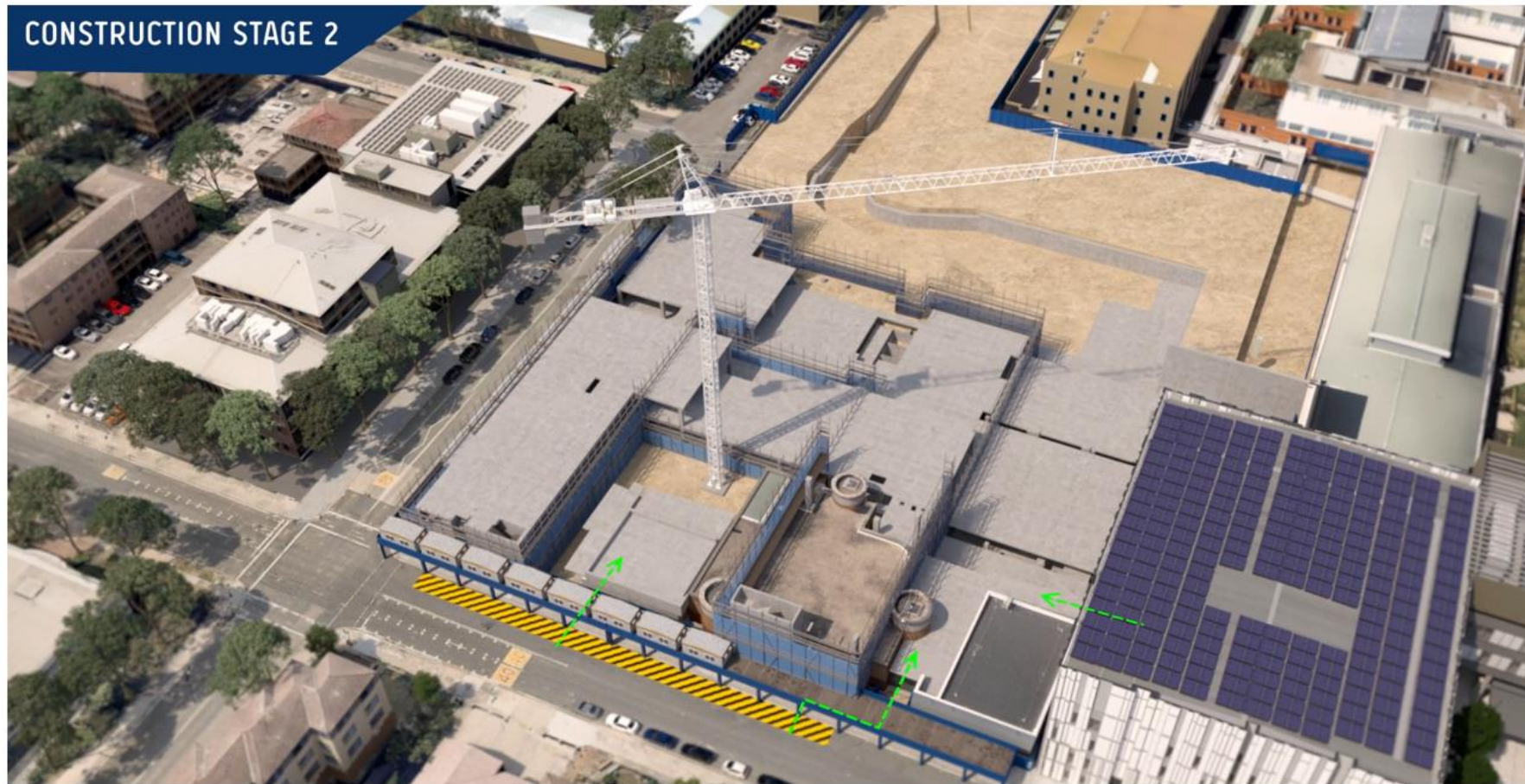


FIGURE 3: ON GRADE CAR PARK REMEDIATION AREA

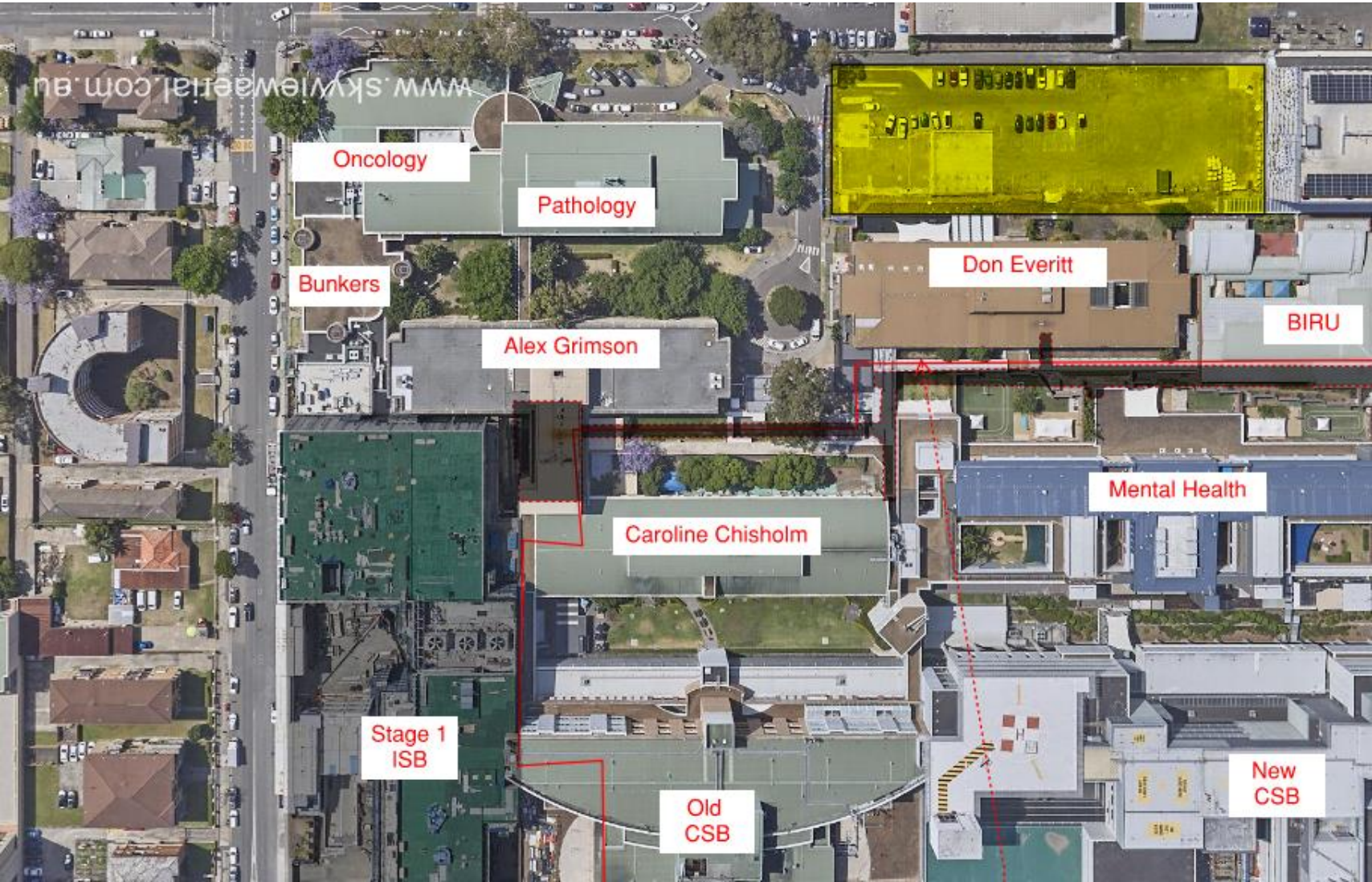


FIGURE 4: CONSTRUCTION WORKER PARKING

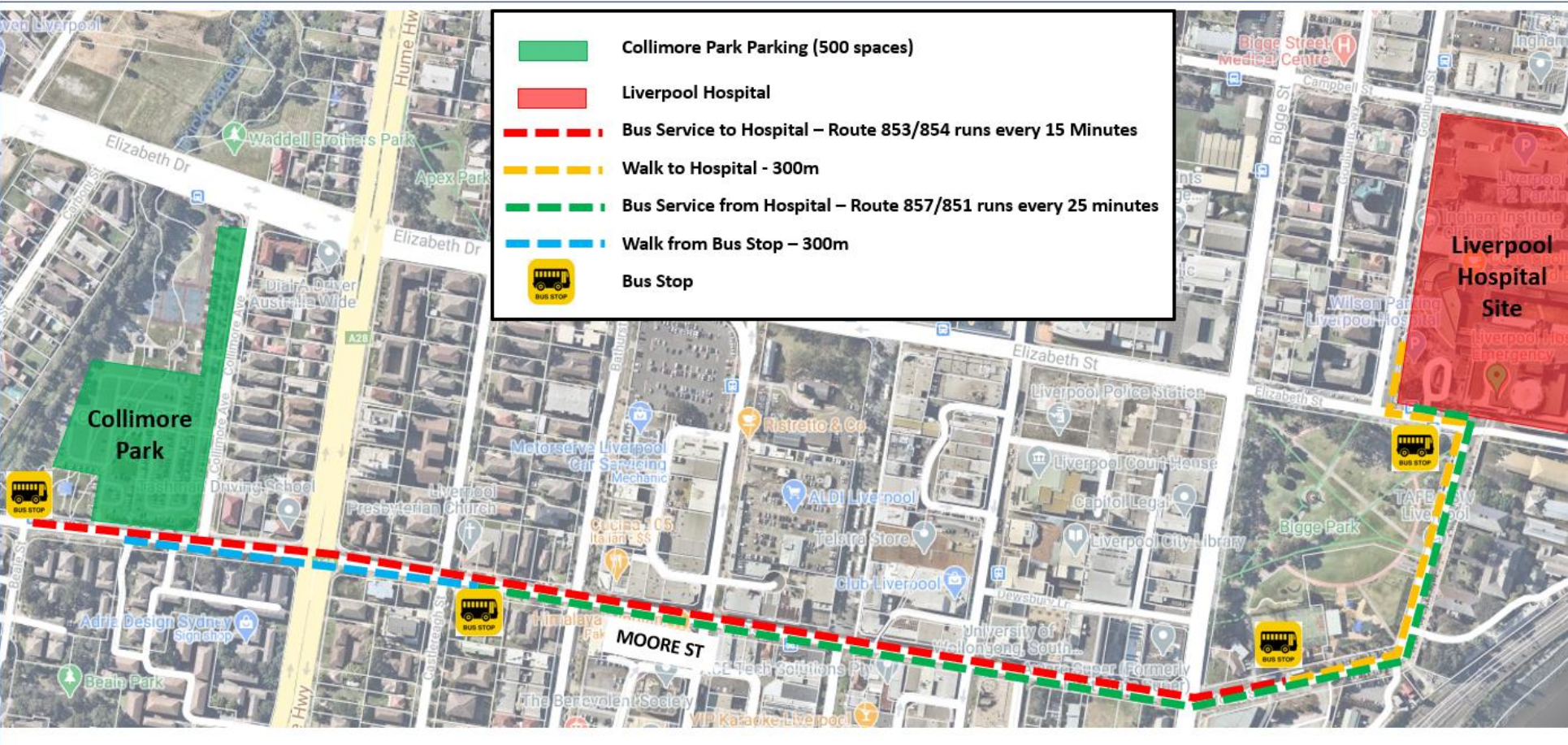


FIGURE 5: CONSTRUCTION VEHICLE HAUL ROUTES APPROACH ROUTE

Approach Routes

- North/ South: Hume Highway, Bigge Street, Campbell Street, Goulburn Street/ Elizabeth Street

Departure Routes

- North/ South: Goulburn Street, Campbell Street, Bigge Street, Hume Highway or Goulburn Street/ Elizabeth Street, Bigge Street, Hume Highway

Figure 3.6: Construction vehicle approach routes

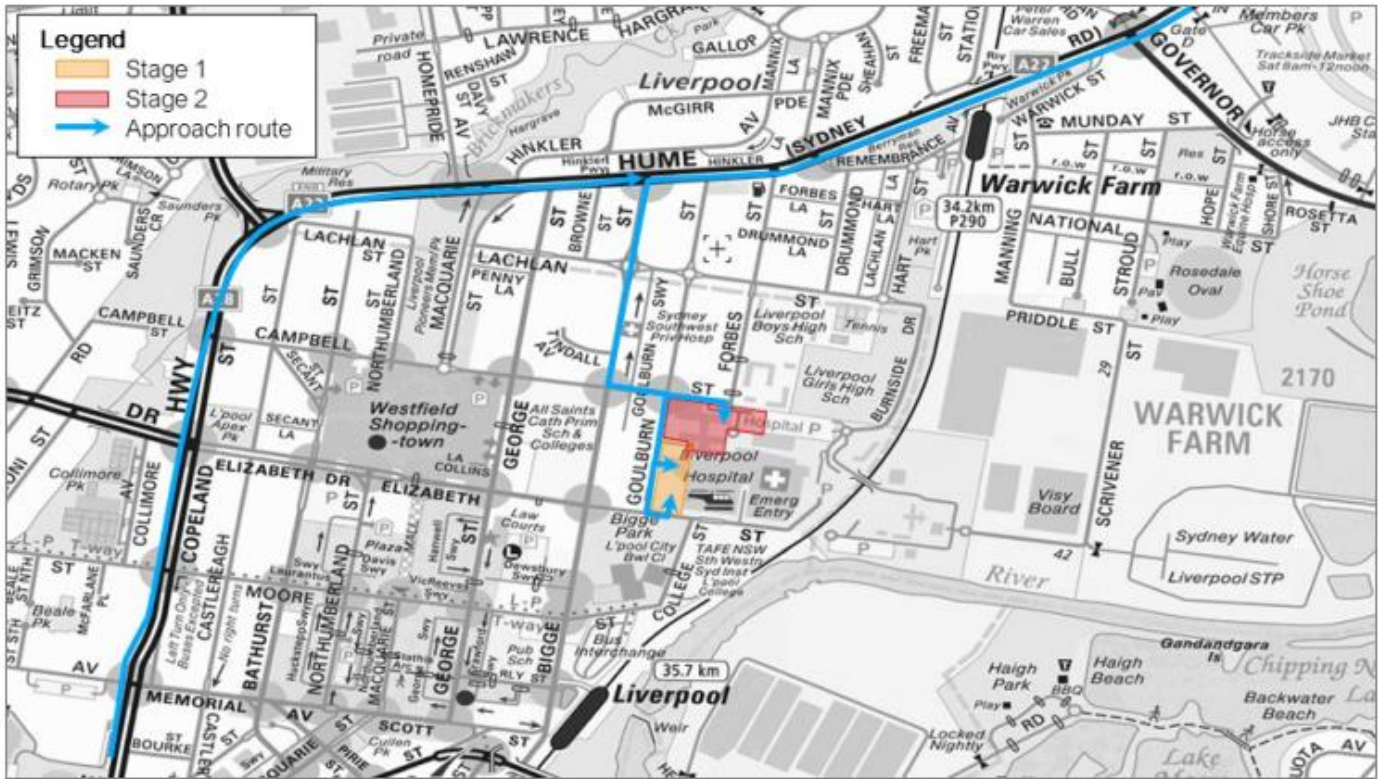
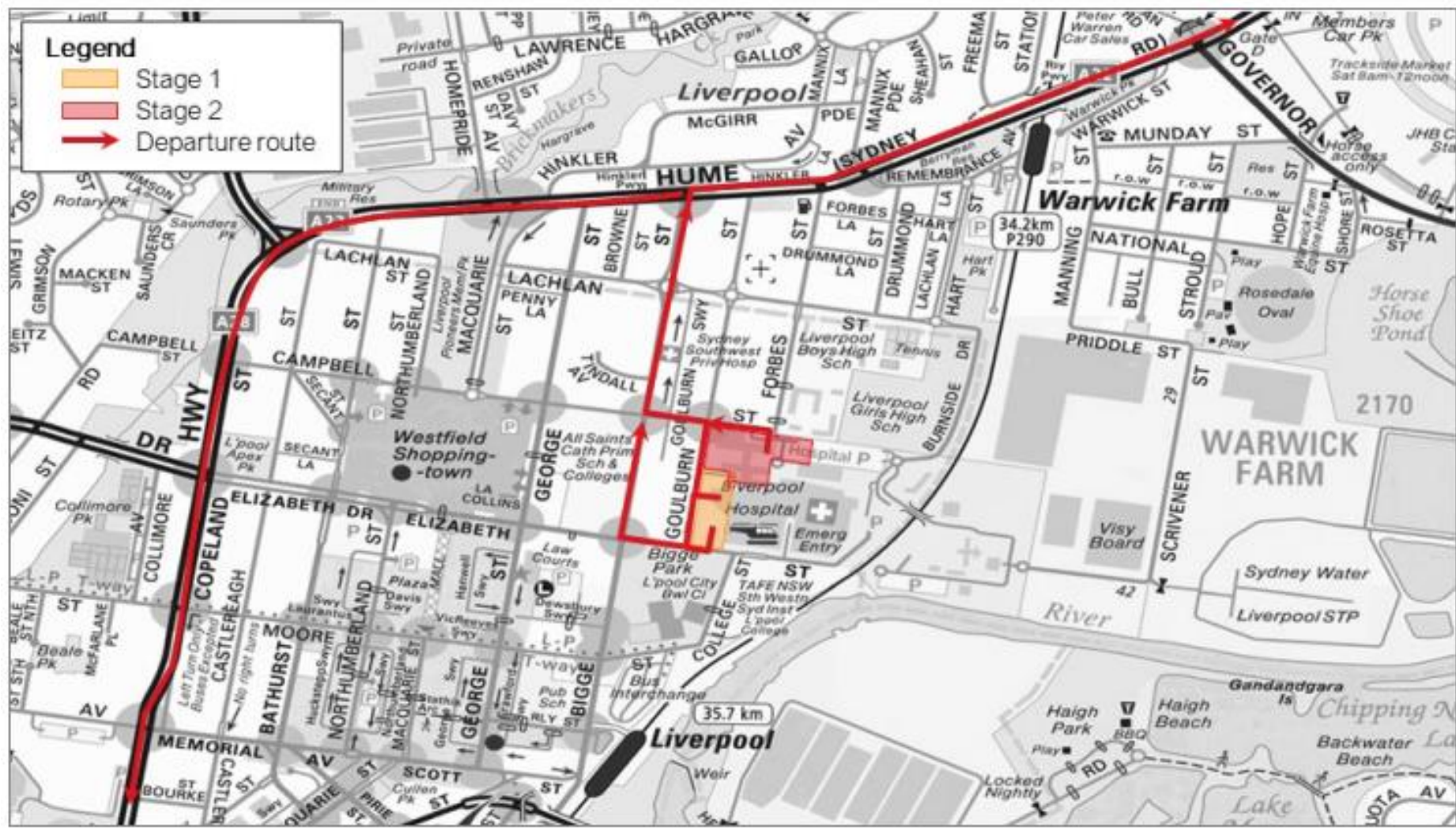


FIGURE 6: CONSTRUCTION VEHICLE HAUL ROUTES DEPARTURE ROUTE



SSDA 10389 & 10388 Compliance Conditions

Condition	Condition Requirements
B12 - 10389 B13 - 10388	The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and 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 and TfNSW (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.
B15 – 10389 B16 - 10388	A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following: (a) minimise the impacts of earthworks and construction on the local and regional road network (b) minimise conflicts with other road users (c) minimise road traffic noise (d) ensure truck drivers use specified routes.
B18 – 10389 B21 - 10388	Prior to the commencement of construction, the Applicant must provide sufficient parking facilities on-site for heavy vehicles, except where separate works zone have been approved, to ensure that construction traffic associated with the development does not utilise public and residential streets or public parking facilities.
B19 – 10389 B22 - 10389	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. A copy of the strategy must be submitted to the Planning Secretary for information.
B27 – 10389 B28 - 10388	Prior to the commencement of construction works, compliance with the following requirements must be submitted to the certifier. (a) All vehicles must enter and leave the site in a forward direction (b) 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 (c) The safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, is to be addressed.
C14 – 10389 C13 - 10388	All construction 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 or an approved on-street work zone before stopping unless directed otherwise by traffic control.
C16 – 10389 C15 - 10388	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.
B28 – 10389 B29 - 10388	Public Domain Works Prior to the commencement of any footpath or public domain works, the Applicant must consult

	with Council and demonstrate to the Certifier that the streetscape design and treatment meets the requirements of Council, including addressing pedestrian management. The Applicant must submit documentation of approval for each stage from Council to the Certifier.
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