CONSTRUCTION TRAFFIC AND ACCESS MANAGEMENT PLAN

Moorebank Precinct West Stage 2

22 MARCH 2021

SYDNEY INTERMODAL TERMINAL ALLIANCE PROJECT

Moorebank Precinct West Stage 2

Construction Traffic and Access Management Plan

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Original Author Details

Author Details	Qualifications and Experience
Jessica Szeto BE (Civil)(Hons)	Jessica has four years of experience in traffic and transportation engineering in both public and private sectors. Jessica is experienced in assessing traffic, transport and parking impacts through her involvement in various small to large scale developments.
Wayne Johnson BE (Civil)(Hons)	Wayne has over sixteen years of consulting experience in the field of traffic and transport planning for a broad cross-section of clients across the Australasian region. He has developed a range of skills through his involvement in projects such as traffic impact assessments, traffic modelling studies, car park design, Local Area Traffic Management (LATM) studies, construction traffic management planning, traffic control plans and roads safety audits. Wayne was endorsed as a suitably qualified person on 7 February 2018 by DP&E.

REVISIONS

Revision	Date	Description	Prepared by	Approved by
A	Aug 2018	Draft – Internal Review	JS/WJ	SB
B	02/11/2018	Issued to ER	ZQ	JC
C	17/12/2018	Updated to address ER comments	MWR	JC
D	30/08/2019	Updated to reflect Recommended Conditions of Consent	MWR/JC	KP
E	24/10/2019	Updated to address ER comments on Rev D	AC	AL
F	22/01/2020	Updated to address LCC comments	ZQ	JC
G	30/01/2020	Updated to include a consultation summary and for ER endorsement	ZQ	JC
H	10/02/2020	Updated to address ER comments for ER endorsement	ZQ	JC
I	25/03/2020	Updated to address DPIE comments	BB/ZQ	JC
J	22/03/2021	Updated in response to MOD 1	KB	KP

ACRONYMS AND DEFINITIONS

Acronym/Term	Meaning
AS1742	Australian Standard 1742 – Manual of Uniform Traffic Control Devices
Ave. Delay	Average Delay
CCS	Community Communication Strategy
CEC	Community Engagement Consultant
CEMP	Construction Environmental Management Plan
Contractor's CLM	Contractor's Community Liaison Manager
Contractor's CM	Contractor's Construction Manager
Contractor's EM	Contractor's Environmental Manager
Contractor's PM	Contractor's Project Manager
CoCs	Conditions of Consent
CTAMP	Construction Traffic and Access Management Plan
CTIA	Construction Traffic Impact Assessment
DAWE	Department of Agriculture, Water and the Environment
DPIE	NSW Department of Planning, Industry and Environment
DotEE	Department of the Environment and Energy merged with all functions of the Department of Agriculture (February 2020) to form the Department of Agriculture, Water and the Environment (DAWE)
EB/WB	Eastbound/Westbound
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
FCMM	Final Compilation of Mitigation Measures. These are the management and mitigation measures (2 November 2018) included in Appendix 2 of the SSD 7709 Consent
IMT	Intermodal Terminal
IMT facility	The IMT facility includes the construction of the following key components together comprising the Intermodal Terminal: • Truck processing and loading areas • Rail loading and container storage areas • Administration facility and associated car parking.
IPC	Independent Planning Commission
km	Kilometre

Acronym/Term	Meaning
LGA	Local Government Area
LoS	Level of Service
m	Metre
Minister, the	Minister of Department of Planning and Environment
MOD 1	Modification 1 to SSD 7709, granted by the IPC 24 December 2020.
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
NB/SB	Northbound/Southbound
PCTAMP	Preliminary Construction Traffic and Access Management Plan
Project, the	MPW Stage 2 Project, involves the construction and operation of a multi-purpose IMT facility, Rail link connection, warehousing and upgraded intersection on Moorebank Avenue intersection as described in Section 4.1 of the EIS and as approved under SSD 7709.
Project site (the)	The 'amended construction area' and 'amended operational area' identified within the MPW Stage 2 RtS and approved under SSD 7709.
REMM	Revised Environmental Management Measures. These are the management and mitigation measures presented in the MPW Concept Plan (SSD 5066) Supplementary RtS (August 2017).
RMS	Roads and Maritime Services
ROL	Road Occupancy License
RtS	Response to Submissions
SIMTA	Sydney Intermodal Terminal Alliance
SSD	State Significant Development
SZA	Speed Zone Authorisation
TCP	Traffic Control Plan
TCS	Traffic Control Signal
TfNSW	Transport for New South Wales
TMP	Traffic Management Plan
VMS	Variable Messaging System
Warehouse JR	The warehouse known as Warehouse JR, identified as Warehouse 5 in the plan titled 'Precinct Modification Plan — Proposed' (Drawing No JR-SK-A-0-9402, Revision G), prepared by Bell Architecture and dated 16 October 2020)

Acronym/Term	Meaning
Warehouse JN	The warehouse known as Warehouse JN, identified as Warehouse 6 in the plan titled 'Precinct Modification Plan — Proposed' (Drawing No JR-SK-A-0-9402, Revision G), prepared by Bell Architecture and dated 16 October 2020)

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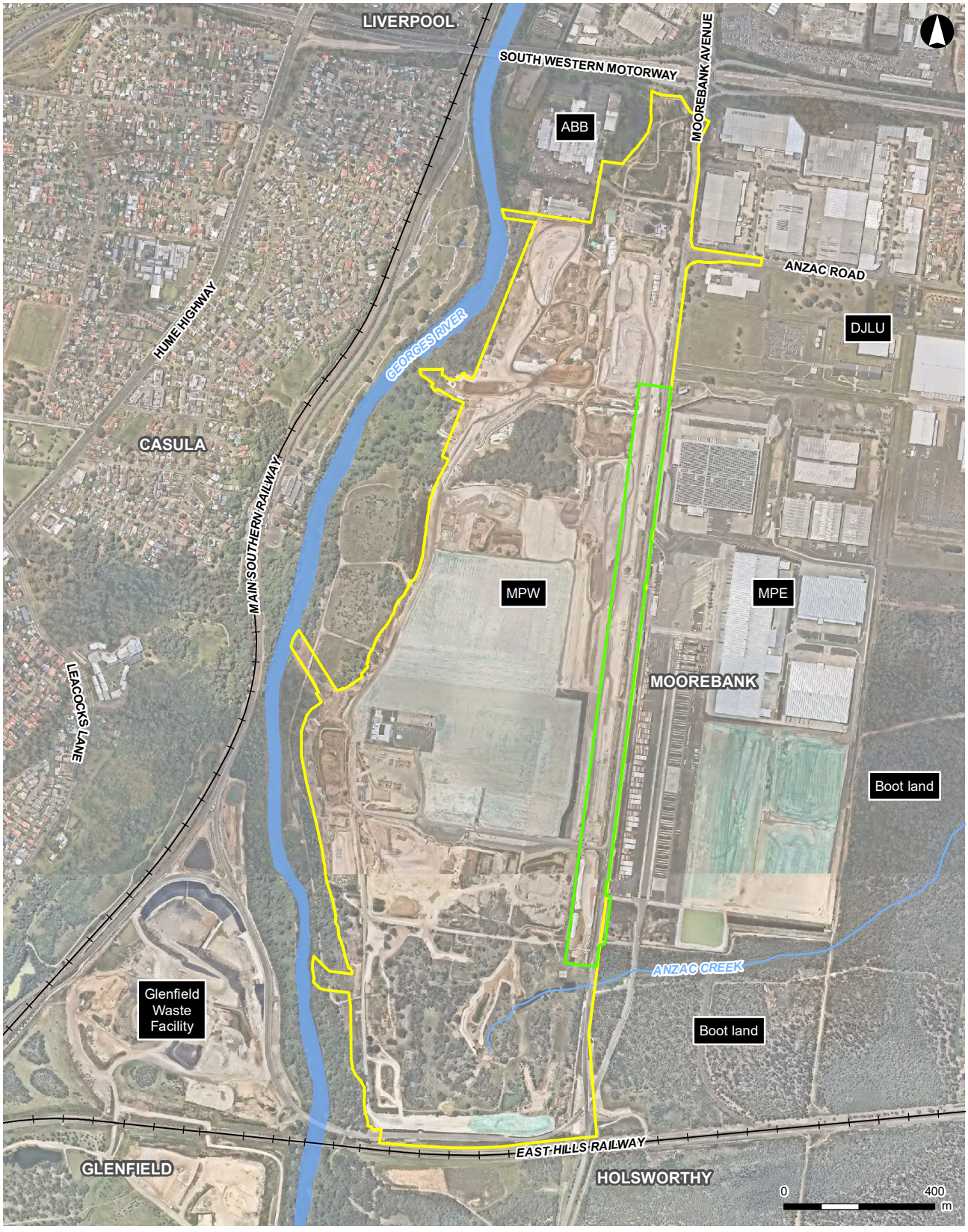
1 INTRODUCTION

The Sydney Intermodal Terminal Alliance (SIMTA) received approval for the construction and operation of Stage 2 of the Moorebank Precinct West (MPW) Project (State Significant Development (SSD) 7709), (the Project) and subsequently Modification 1 (MOD1), which comprises the second stage of development under the MPW Concept Approval (SSD 5066). This Construction Traffic and Access Management Plan (CTAMP) has been developed to manage traffic and access impacts during the construction of the Moorebank Precinct West (MPW) Project.

Within this plan, a strategy has been established to demonstrate the Construction Contractor's approach to the management of traffic and access impacts. This CTAMP addresses the relevant requirements of the Development Consent, including the Environmental Impact Statement (EIS), Response to Submissions (RtS) and Minister's Conditions of Consent (CoCs), and the applicable guidelines and standards specific to the environmental management of construction traffic and access during the construction phase of the Project.

The Project involves the construction and operation of a multi-purpose Intermodal Terminal (IMT) facility, rail link connection, warehousing, freight village, and upgrades to the Moorebank Avenue and Anzac Road intersection. A detailed description of the Project is provided in CEMP Section 1.2.

The location of the Project site is shown in Figure 1-1.



LEGEND

- MPW Stage 2 construction area
- Moorebank Avenue site
- Existing railway
- Watercourse

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Coordinate System: GDA 1994 MGA Zone 56
Aerial imagery supplied by Nearmap (Jan 2021)

1:15,000 at A4

Figure 1-1: Site Location

1.1 Development Consent

The MPW Stage 2 Project has been assessed by the Department of Planning and Environment (DP&E) under Part 4, Division 4.1 (now Division 4.7 as of 1 March 2018) of *the Environmental Planning and Assessment Act 1979* (EP&A Act) as State significant development (SSD). The Independent Planning Commission granted approval for the MPW Stage 2 Project on 11 November 2019 and is subject the CoCs (SSD 7709) with MOD1 approved on 24 December 2020. The Project, including its potential impacts, consultation and proposed mitigation and management is documented in the following suite of documents:

- State significant development (SSD) Consent SSD 7099
- Modification to Development Consent SSD 7709 MOD1
- Moorebank Precinct West – Stage 2 – Environment Impact Statement (Arcadis Australia Pacific Pty Limited, October 2016)
- Moorebank Precinct West – Stage 2 Proposal – Construction Traffic Impact Assessment (CTIA) (Arcadis Australia Pacific Limited, October 2016)
- Moorebank Precinct West – Stage 2 Proposal – Preliminary Construction Traffic Management Plan (PCTMP) (Arcadis Australia Pacific Limited, October 2016)
- Moorebank Precinct West – Stage 2 Proposal – Response to Submissions, Revised CTIA (Arcadis Australia Pacific Pty Limited, June 2017)
- Moorebank Precinct West – Stage 2 – Response to Submissions (Arcadis Australia Pacific Pty Limited, July 2017)
- *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) Approval (No. 2011/6229) granted on 27 September 2016.

1.2 Purpose

This CTAMP has been developed to address the CoCs and the Final Compilation of Mitigation Measures (FCMMs). This plan aims to demonstrate how impacts to traffic and access will be managed during construction of the Project. This plan provides methods to measure and reduce the impact to traffic and access by the Construction Contractor during construction, including all sub-contractor and consultant partners.

This CTAMP provides a structured approach to manage traffic, access and road safety issues for the duration of the Project's construction activities to provide a safe road environment, minimise impact on the surrounding road network and maintain access for all road users and the local community.

Specifically, the purpose of this CTAMP is to:

- Detail the measures to be implemented to ensure road safety and network efficiency during construction
- Provide a heavy vehicle route plan
- Detail access and parking arrangements
- Detail procedures for notifying residents and community of any potential traffic disruptions.

The most recent, approved version of this plan will be implemented to manage the Project activities.

1.3 Objectives and Targets

Figure 1-1 outlines the objectives and targets set out for the Project for the management of traffic and access during construction. These objectives and targets were developed by the Principal's Representative based on collective industry experience and best practice.

Table 1-1 Objectives and Targets

Objective	Target	Timeframe	Accountability
Provide a safe environment for road users during construction	No death or injury to workers and the public, or damage to property, as a result of construction related traffic activities	Duration of Construction	Contractor's CM
Minimise disruption to road users and access to adjoining properties (private and public)	All notifications issued prior to relevant works commencing	Duration of Construction	Contractor's CM
Maintain access for emergency services	Zero obstruction to emergency access	Duration of Construction	Contractor's CM

^ Further details on the key roles and responsibilities associated with this CTAMP are provided in Section 2.2.

1.4 Consultation

This plan has been prepared in consultation with Liverpool City Council, Campbelltown City Council and has been endorsed by Transport for NSW (TfNSW) and Roads and Maritime Services (RMS), as outlined in Table 1-2. Supplementary information to support the consultation undertaken and endorsement provided is included in Appendix B.

Table 1-2 Consultation Summary

Agency	Date	Person Contacted	Comment	Status
Liverpool City Council	01/11/2019	LCC representative	Draft CTAMP provided for review and comment via email. Phone call followed the email.	Open
	08/11/2019	LCC representative	Follow up phone call requesting an update on progress of review	Open
	12/11/2019	SIMTA representative	Email sent indicating that CTAMP had been received and would be reviewed	Open
	12/11/2019	LCC representative	Email sent indicating that MPW Stage 2 had been approved and a response to the CTAMP is requested to be received within 2 weeks by 25 November 2019.	Open
	22/11/2019	LCC representative	Email sent to follow up progress of review	Open
	22/11/2019	SIMTA representative	Email sent indicating that CTAMP would be reviewed by 25/11/2019	Open
	06/12/2019	LCC representative	Email sent to follow up progress of review	Open
	06/12/2019	SIMTA representative	Email sent providing comments on the CTAMP	Open
	12/12/2019	LCC representative	Email sent responding to LCC comments	Open
	12/12/2019	SIMTA representative	Phone call indicating comments had been received and LCC would respond the week starting 16/12/2019	Open

Agency	Date	Person Contacted	Comment	Status
	17/12/2019	SIMTA representative	Phone call had between LCC and SIMTA representatives. LCC indicated that Liverpool Local Traffic Committee didn't have responsibility for comments on the CTAMP. This was confirmed via email.	Open
	17/01/2020	SIMTA representative	Meeting held between LCC and SIMTA representatives to discuss issues raised by LCC.	Open
	22/01/2020	LCC representative	Email sent providing a response to issues raised and updated CTAMP	Open
	28/01/2020	SIMTA representative	Email sent confirming that consultation with LCC is considered closed.	Closed
Campbelltown City Council	01/11/2019	CCC representative	Draft CTAMP provided for review and comment via email. Phone call followed the email.	Open
	08/11/2019	CCC representative	Follow up phone call requesting an update on progress of review	Open
	22/11/2019	CCC representative	Follow up email requesting an update on progress of review	Open
	02/12/2019	SIMTA representative	Email sent indicating CCC had no objection to the CTAMP as long as heavy vehicles are prohibited from using Cambridge Avenue	Closed
Roads and Maritime	11/12/2019	RMS representative	Draft CTAMP provided for review and comment	Open
	18/12/2019	SIMTA representative	Email sent indicating that RMS had been advised by TfNSW that consultation would be with LCC and not RMS.	Closed
Transport for NSW	11/12/2019	TfNSW representative	Draft CTAMP provided for review and comment via email.	Open
	11/12/2019	SIMTA representative	Email sent indicating that the CTAMP would need to be submitted to LCC Local Traffic Committee for review/approval and TfNSW will provide comments for the CTAMP in consultation with the LCC Local Traffic Committee. TfNSW noted that they were unable to view the CTAMP on the DPIE portal	Open
	11/12/2019	TfNSW representative	Email sent indicating consultation had commenced with TfNSW. DPIE noted that consultation could be undertaken outside the DPIE portal.	Open
	13/12/2019	TfNSW representative	Email sent providing CTAMP for comment.	Open
	13/12/2019	SIMTA representative	Email sent reiterating that TfNSW will provide comments in consultation with LCC	Open

Agency	Date	Person Contacted	Comment	Status
			Local Traffic Committee and to ensure a copy of the CTAMP is provided to LCC	
	18/12/2019	TfNSW representative	Email sent noting that SIMTA are consulting with LCC and that consultation with TfNSW is considered closed.	Closed

2 ENVIRONMENTAL MANAGEMENT

This section outlines the relevant legislation and project requirements that apply to traffic management and identifies additional permits and approvals that may be required during construction works.

2.1 Legal and Other Obligations

Table 2-1 details the legislation, planning instruments and guidelines considered during development of this plan. Further detail concerning the legislation, planning instruments and guidelines identified below are provided in the Compliance and Obligations Register within Appendix A of the CEMP.

Table 2-1 Legislation, Planning Instruments and Guidelines

Legislation and Guidelines	Description	Relevance to this plan
Environmental Planning and Assessment Act 1979	This Act establishes a system of environmental planning and assessment of development proposals for the State.	The Development Consent conditions and obligations are incorporated into this plan.
Roads Act 1993	Section 87 of the Roads Act requires the consent of RMS for the construction, erection, installation, maintenance, repair, removal or replacement of a traffic control light. Section 138 of the Roads Act establishes a requirement for a Road Occupancy Licence for works on public roads.	A ROL will be required for works on public roads associated with the Project. Under Section 4.42 of the EP&A Act an ROL cannot be refused and is to be substantially consistent with the consent.
Local Government Act 1993	Approval required from local government for some activities on or adjacent to public roads.	Works adjacent to public roads owned by Council will require approval.
Road Transport Act 2013	Incorporates most of the statutory provisions concerning road users, road transport and the improvement of road safety in NSW.	Drivers transporting goods to and from the Project must comply with the *Road Transport Act* 2013.
Road Rules 2014	Establish a framework for safe and efficient movement of traffic on NSW roads.	Drivers accessing the Project must comply with the Road Rules 2014.
Dangerous Goods (Road and Rail Transport) Regulation 2014	The key sections of this Regulation relevant to the Project include, but are not limited to: • Clause 67: Duty on prime contractors to transport dangerous goods in accordance with the Australian Dangerous Goods code • Part 5: Consignment procedures for dangerous goods • Part 12: Safety equipment	Transport of dangerous goods must be in accordance with the Dangerous Goods (Road and Rail Transport) Regulation 2014
Protection of the Environment Operations Act 1997	The objective of this act is to object of the Act is to achieve the protection, restoration and enhancement of the quality of the NSW environment.	The Act requires licenses for specified activities (including road construction and storage activities) that control the air, noise, water and waste impacts of that activity.

Additional legislation, standards and guidelines relating to the management of traffic and access include, but are not limited to:

- AGRD 04-1709 *Guide to Road Design Part 4: Intersections and Crossings – General,* 2017
- AGTM 02-08 *Guide to Traffic Management Part 2: Traffic Theory*, 2015

- AGTM 06-1907 *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings – General*, 2019
- AS 1742 Parts 1 to 14, Manual of Uniform Traffic Devices (as required)
- AS 1743.3-2009 *Traffic control devices for works on roads*
- AS 3845:1999 *Road Safety Barrier Systems*
- Austroads - Cycling Aspects of Austroads Guides, April 2014
- NSW Centre for Road Safety, NSW Speed Zoning Guidelines Version 4, 2019
- NSW Government - *The Guide to Traffic and Transport Management for Special Events,* July 2018
- Relevant RMS Technical Direction and Guide updates.
- RMS Delineation Manual, December 2010
- RMS QA Specification G10 – Traffic Management, December 2018
- RMS Roads Occupancy Manual, May 2015
- RMS Supplement to Austroads Guide to Road Design, August 2015
- RMS Traffic Control at Worksites Manual Version 54, July 2018
- RMS Traffic Signal Design and Specification SI/TCS/8 Installation and Reconstruction of Traffic Light Signals, May 2013
- RMS Works Authorisation Deed (to be applied for. See Section 3.3.1.1).

2.1.1 Compliance Matrices

The Project is being delivered under Part 4, Division 4.7 of the EP&A Act. The CoCs include requirements to be addressed in this plan and delivered during the Project. These requirements, and how they are addressed are provided within Table 2-2.

Table 2-2 Conditions of Consent (CoCs)

CoC No.	Condition	Where Addressed	How Addressed
Primary Conditions			
B113	Prior to commencement of construction, the Applicant must prepare a Construction Traffic and Access Plan (CTAMP) and submit it to the Planning Secretary for approval. The CTAMP must be prepared by a suitably qualified and experienced person(s) in consultation with Council, and must be endorsed by TfNSW and RMS.	This plan Section 1.4 Appendix B	Qualification details are provided on the cover page Consultation is detailed within Section 1.4 and Appendix B; endorsement is provided in Appendix B.
B114	The CTAMP must form part of the CEMP required by Condition C2 and, in addition to the general management plan requirements listed in Condition C1, the CEMP must:		
	a) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;	Section 3.3	Section 3.3 outlines measures to reduce traffic impact from project vehicles, to ensure road safety and network efficiency during construction.
	b) include a Heavy Vehicle Route Plan detailing:		

CoC No.	Condition	Where Addressed	How Addressed
	i. origin of imported fill,	Section 3.2.2 Figure 3-2	Details the indicative spoil source locations
	ii. destination of demolition material and spoil,	Section 3.2.2 Figure 3-2	Details the indicative disposal destination
	iii. heavy vehicle routes to and from the site within the Campbelltown and Liverpool Local Government Areas (LGAs), including compliance with the conditions of this consent including Condition B89, and	Section 3.2.2 Figure 3-1	Details the primary and alternative routes to site
	iv. management system for oversized vehicles;	Section 3.2.2.1 Appendix E	Provides links to resources to be followed if oversize vehicles are required
	c) access and parking arrangements	Section 3.2.4	Detail access and parking arrangements for the Project
	d) detail procedures for notifying residents and the community of any potential traffic disruptions.	Section 3.4	Details the procedure for notifying residents and the community
B115	Two lanes (one in each direction) of traffic on Moorebank Avenue must be available at all times during construction, unless otherwise approved by RMS.	Section 3.5	Section 3.5 outlines measures to maintain two lanes of traffic on Moorebank Avenue at all times.
B116	All construction vehicles must be contained wholly within the site and vehicles must enter the site before stopping.	Section 3.5	Section 3.5 outlines measures to reduce traffic impact from construction vehicles.
B117	All vehicles must enter and leave the site in a forward direction.	Section 3.5	Section 3.5 outlines measures to reduce traffic impact from construction vehicles.

The Final Compilation of Mitigation Measures (FCMMs) were presented in the MPW Response to Submissions (Arcadis July 2017). A list of the FCMMs as relevant to the Project and how they have been complied within this plan are provided in Table 2-3.

Table 2-3 Final Compilation of Mitigation Measures (FCMMs)

FCMM	Requirement	Comment
Primary Condition		
0B	The Construction Environmental Management Plan (CEMP), or equivalent, for the Proposal would be based on the PCEMP (Appendix I of this EIS), and include the following preliminary management plans: • Preliminary Construction Traffic Management Plan (PCTMP) (Appendix M of the EIS)	This Plan

FCMM	Requirement	Comment
	… As a minimum, the CEMP will include the following sub-plans: • Construction Traffic Management Plan (CTMP) …	
1A	A Construction Traffic Management Plan (CTMP) would be prepared based on the Preliminary Construction Traffic Management Plan (Appendix M of the EIS), detailing management controls to be implemented to avoid or minimise impacts to traffic, pedestrian and cyclist access, and the amenity of the surrounding environment. The following key initiatives would be included in the CTMP:	This plan
	Review of speed restrictions along Moorebank Avenue and additional signposting of speed limitations	A 20km/hr speed limit is designated on site. Appendix C
	Restriction of haulage routes through signage and education to ensure, where possible, that construction vehicles do not travel through nearby residential areas to access the Proposal site, in particular Moorebank (Anzac Road) or the Wattle Grove residential areas	All drivers will be required to adhere to the nominated construction truck / haulage routes to/from the site via the M5 and Moorebank Avenue. The Heavy Vehicle Route is identified in Section 3.2.2 and Appendix C.
	Inform local residents (in conjunction with the Community Information and Awareness Strategy) of the proposed construction activities and road access restrictions that the construction traffic must adhere to and establish communication protocols for community feedback on issues relating to construction vehicle driver behaviour and construction related matters	Section 3.4
	Installation of specific warning signs at entrances to the construction area to warn existing road users of entering and exiting construction traffic	Section 3.5
	Establishing pedestrian walking routes and crossing points	Section 3.5
	Distribution of day warning notices to advise local road users of scheduled construction activities	Section 3.5
	Installation of appropriate traffic control and warning signs for areas identified where potential safety risk issues exist	Section 3.5
	The promotion of car-pooling for construction staff and other shared transport initiatives during the pre-construction phase	Section 3.5
	Facilitating emergency vehicle access to the site	Section 3.5
	Management of the transportation of materials to maximise vehicle loads and therefore minimise vehicle movements	Section 3.5
	Minimising the volumes of construction vehicles travelling during peak periods	Section 3.5
	Maintaining access to neighbouring properties, in particular the ABB site	Section 3.5

FCMM	Requirement	Comment
	Monitoring of traffic on Moorebank Avenue during peak construction periods to ensure that queuing at intersections does not unreasonably impact on other road users.	Section 4.1

The Moorebank Intermodal Precinct West – Concept Proposal and Stage 1 Early Works (SSD 5066) was approved on 3 June 2016. The conditions of consent relate primarily to the management of Stage 1 Early Works or the assessment of later works, and are therefore not included in this plan.

The Revised Environmental Management Measures (REMM) were presented in the Supplementary Response to Submissions Report (Parsons Brinckerhoff, August 2015). The REMM relevant to this plan are identified in Appendix A.

The EPBC Act approval for the MPW Concept was granted by Commonwealth Department of Environment and Energy (DotEE) now Department of Agriculture, Water and Environment(DAWE) in March September 2016 (No. 2011/6086). This approval was provided for the impact of the MPW Project on listed threatened species and communities (Sections 18 and 18A of the EPBC Act) and Commonwealth action (Section 28 of the EPBC Act).

The construction and operation of the Project has been designed to be consistent with the EPBC Act Approval conditions, where relevant. EPBC Act Approval conditions for the Project include specific conditions and commitments that are required to be addressed in this plan. These conditions are identified within Table 2-4, along with where they have been addressed in this plan.

The application of the bilateral agreement process recognises the State approval of management plans as an equivalent approval of the Commonwealth.

Table 2-4 EPBC Act Approval

Commonwealth	Requirement	Document Reference
Primary Condition		
5	Sections of the CEMP and OEMP relating to traffic must be prepared by a suitably qualified expert and must:	
	a) be consistent with the Traffic, Transport and Access Provisional Environmental Management Framework (2 July 2014), provided at Appendix O (sic H) to the finalised EIS	This plan
	b) incorporate all measures 4A to 4O from Table 7.1 of the finalised EIS that are described as 'mandatory'	Addressed in Appendix A – Secondary Revised Management Measures
	c) explain how all measures 4A to 4O from Table 7.1 of the finalised EIS that are described as 'subject to review' have been addressed	Addressed in Appendix A – Secondary Revised Management Measures
	d) be approved by the Minister or a relevant New South Wales regulator.	Pending

Revised Environmental Management Measures (EPBC REMM) are presented in the Moorebank Intermodal Terminal (MIT) Final EIS prepared to satisfy the Commonwealth approval process (EPBC Final EIS) dated Dec 2015. The EPBC REMMs are generally the same as the REMMs presented in the Supplementary Response to Submissions Report for the MPW Concept Proposal and Stage 1 Early Works (refer Table 2-3).

2.2 Roles and Responsibilities

Key roles and responsibilities associated with this plan are presented in Table 2-5.

Table 2-5 Roles and Responsibilities

Roles (or equivalent)	Responsibilities
Contractor's Construction Manager (Contractor's CM)	• Oversee the overall implementation of this CTAMP • Report on the performance of this CTAMP • The provision of appropriate car parking.
Contractor's Environmental Manager (Contractor's EM)	• Monitor and report on the implementation of the environmental components of this CTAMP, including compliance with relevant CoC.
Contractor's Health and Safety Manager	• Monitor and report on the implementation of the safety components of this CTAMP, including compliance with relevant CoC.
Site Supervisor	• Implement this CTAMP • Facilitate traffic awareness and deliver toolbox talks to site personnel • Undertake traffic control inspections • Confirm all components of the implemented traffic control plans meet requirements
Contractor's Traffic Engineer	• Manage the ROL, TMP and TCP application and approval processes • Manage other traffic related application, consultation and approval processes • Confirm all components of the proposed traffic control plans meet requirements.
Contractor's Community Liaison Manager (Contractor's CLM)	• Manage complaints from members of the public with respect to issues in relation to this CTAMP • Liaise within the Community Engagement Consultant to communicate potential traffic impacts to the community
All Personnel	• Comply with the requirements of this CTAMP.

2.3 Training

For information on the project and visitors induction refer to CEMP Section 2.7. The Project induction will include obligations under the CTAMP, including ROL, TCP and TMP requirements and be reflective of the purpose and objectives of each respective document. The induction will also include the M5 Motorway operator's (Interlink) environment, work health and safety requirements for works within the M5 Motorway corridor.

Toolbox meetings will also be undertaken, as and when required.

2.3.1 Worker Competency

The following competencies are required:

- Contractor's Traffic Engineer – must hold a current "Prepare a Work Zone Traffic Management Plan card" and have recent experience in traffic management on road construction sites of equivalent complexity to the Project, (i.e. qualified in the RMS Prepare a Work Zone Traffic Management Plan course).
- Contractor's Traffic Control Personnel – must hold a current Traffic Controller Card and be certified as competent. The minimum requirement is to have satisfactorily completed the RMS training package – Traffic Control Using a STOP/SLOW bat
- M5 Motorway induction for staff working within the M5 corridor

Only trained and accredited traffic control personnel will be used for traffic control works on public roads. Preparation or change to a TCP or TMP can only be undertaken by an appropriately qualified person.

3 IMPLEMENTATION

This section outlines the details of the construction activities associated with construction works and assesses the traffic and access impacts on intersection performance, car parking, public transport accessibility, local access and emergency vehicles.

3.1 Existing Environment

3.1.1 Road Network

The Project site is located on the western side of Moorebank Avenue, west of Anzac Road, Moorebank. It is anticipated that the majority of traffic associated with the construction of the Project will travel via the M5 motorway and Moorebank Avenue (refer to Section 3.2.1 for further details regarding the nominated construction vehicle routes to/from the Project site).

A description of the key roads surrounding the Project site is provided in Table 3-1.

Table 3-1 Summary of Existing Road Network

Road Name	Road Hierarchy	Description
M5 South West Motorway	Motorway	The M5 South West Motorway (M5) is a 22km toll road, generally with three lanes in each direction between Camden Valley Way, Prestons and King Georges Road, Beverly Hills. It is operated by Interlink Roads and forms part of the M5 transport corridor, the main passenger, commercial and freight route between Sydney Airport, Port Botany and south west Sydney. It is also a key part of the Sydney Orbital Network, a series of interconnected roads that link key areas of the Greater Sydney Metropolitan Region.
Moorebank Avenue	State / Local	Moorebank Avenue is currently a two lane undivided road (one lane on each direction) between Cambridge Avenue and the M5 and a four lane undivided road (two lane on each direction) north of the M5. This road provides a north-south link between Liverpool and Glenfield. It also forms a grade separated interchange with the M5 South West Motorway. Moorebank Avenue between the M5 and Anzac Road is owned and maintained by RMS. Moorebank Avenue between Anzac Road and Cambridge Avenue is a private road on Commonwealth land.
Anzac Road	Local	Anzac Road is an east-west road that connects Moorebank Avenue and Heathcote Road. It provides access to the Moorebank Business Park and the residential area of Wattle Grove. The road is generally configured as a two-lane undivided road.
Chatham Avenue	Private	Chatham Avenue is an east-west road located within the Project site and currently provides construction vehicle access off Moorebank Avenue. This road will provide future connectivity to the private roads within the Project site.

3.1.1.1 Required Road Upgrades

In order to facilitate the operation of the Project, the Moorebank Avenue and Anzac Road intersection, Moorebank Avenue road widening and road upgrade works, and associated civil works must be completed prior to the issue of an occupation certificate for warehousing in excess of 100,000m^3 of gross floor area.

3.1.2 Traffic Volumes

Traffic count surveys undertaken for MPE, MPW and Roads and Maritime's wider Liverpool Moorebank Arterial Road Investigations (LMARI) traffic model in 2015 were used for the CTIA. Table 3-2 shows existing peak hour traffic volumes on Moorebank Avenue and Anzac Road along northbound (NB), southbound (SB), eastbound (EB) and westbound (WB) routes.

Table 3-2 Peak Hour Traffic Volumes on Key Roads in 2015

Locations	AM Peak (8-9am)		PM Peak (5-6pm)	
	NB/EB[1]	SB/WB[1]	NB/EB[1]	SB/WB[1]
Moorebank Ave, South of Anzac Rd	950	430	450	840
Anzac Rd, East of Moorebank Rd	720	490	510	520
Moorebank Ave, South of Jacquinot Road	920	360	350	920

3.2 Construction Overview

For an overview of construction hours of work and construction activities refer to CEMP Section 1.2.

3.2.1 Construction Vehicles

The size of the proposed construction vehicles expected during the works include:

- 25 m long B-double, truck-and-dog and semi-trailer vehicles for larger deliveries, including to import general fill material to the Project site
- Heavy to small rigid vehicles for remaining construction activities and deliveries.

3.2.2 Heavy Vehicle and Fill Haulage Routes

Vehicles transporting fill to site must use the nominated construction vehicle routes, i.e. M5 Motorway and Moorebank Avenue to access the Project site,(Figure 3-1).

In the event that the nominated route was not available, vehicles will be restricted to travel via RMS B-double routes and adhere to existing posted load limits on roads. The alternative route will require heavy vehicles to travel as follows:

- North along Moorebank Avenue
- Across the M5 Motorway to the intersection with Newbridge Road
- Right onto Newbridge Road (which becomes Milperra Road and then becomes Canterbury Road)
- Right onto either King Georges Road or Bexley Road
- Left onto the M5 Motorway then following the standard nominated route.

This alternative route can also be accessed by buses. Figure 3-1 depicts the preferred nominated alternative route if the primary access cannot be utilised.

Where possible, fill haulage will be reduced from Mondays to Fridays between the hours of 7:00 am – 9:00 am and 3:00 pm – 6:00 pm.

The following heavy vehicle restrictions apply:

- No heavy vehicle use of Anzac Road
- No heavy vehicle use of Cambridge Avenue for the haulage of imported fill or freight
- Site access and egress must be in forward direction.

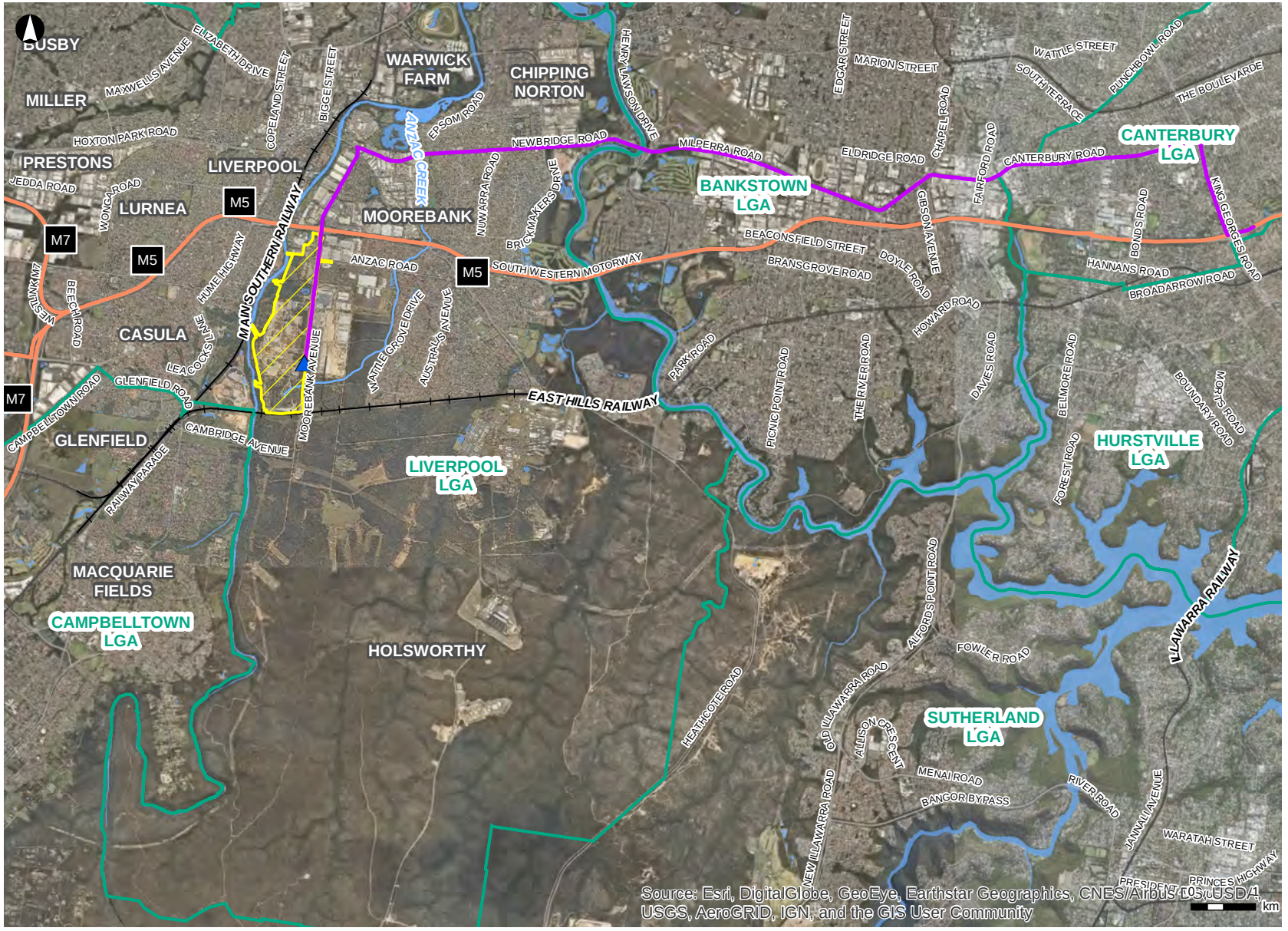
Requirements relating to haulage, including the routes and preferred haulage times, will be communicated to the fill importation contractors during the heavy vehicle drivers' induction and via the Driver's Code of Conduct (Appendix C) and Fill Importation Management Protocol (Appendix F).

Indicative fill source locations and destinations for demolition material and spoil are included in Figure 3 2. These sites have been selected due to their proximity to the freeway and motorway network, and the likelihood of high-quality fill suitable for the development.

Fill material may be sourced from additional development projects around the Sydney area if required. These sites will be located be in a similar proximity to the freeway and motorway network, and this Plan will be updated as necessary should further locations be required.

3.2.2.1 Oversize Vehicles

Oversize vehicles will be managed in accordance with rules specified by the National Heavy Vehicle Regulator and is dependent upon the class of oversize vehicle. Appendix E provides a fact sheet of information to be followed if oversize vehicles are required for use on the Project. Further information can be found at https://www.rms.nsw.gov.au/roads/safety-rules/demerits-offences/uncovered-loads.html



LEGEND

- MPW Stage 2 construction area
- LGA boundary
- Construction site access
- Vehicle / Heavy Vehicle movement route
- Alternative vehicle / Heavy Vehicle movement route
- Existing railway
- Watercourse

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Figure 3-1: Heavy Vehicle Route Plan

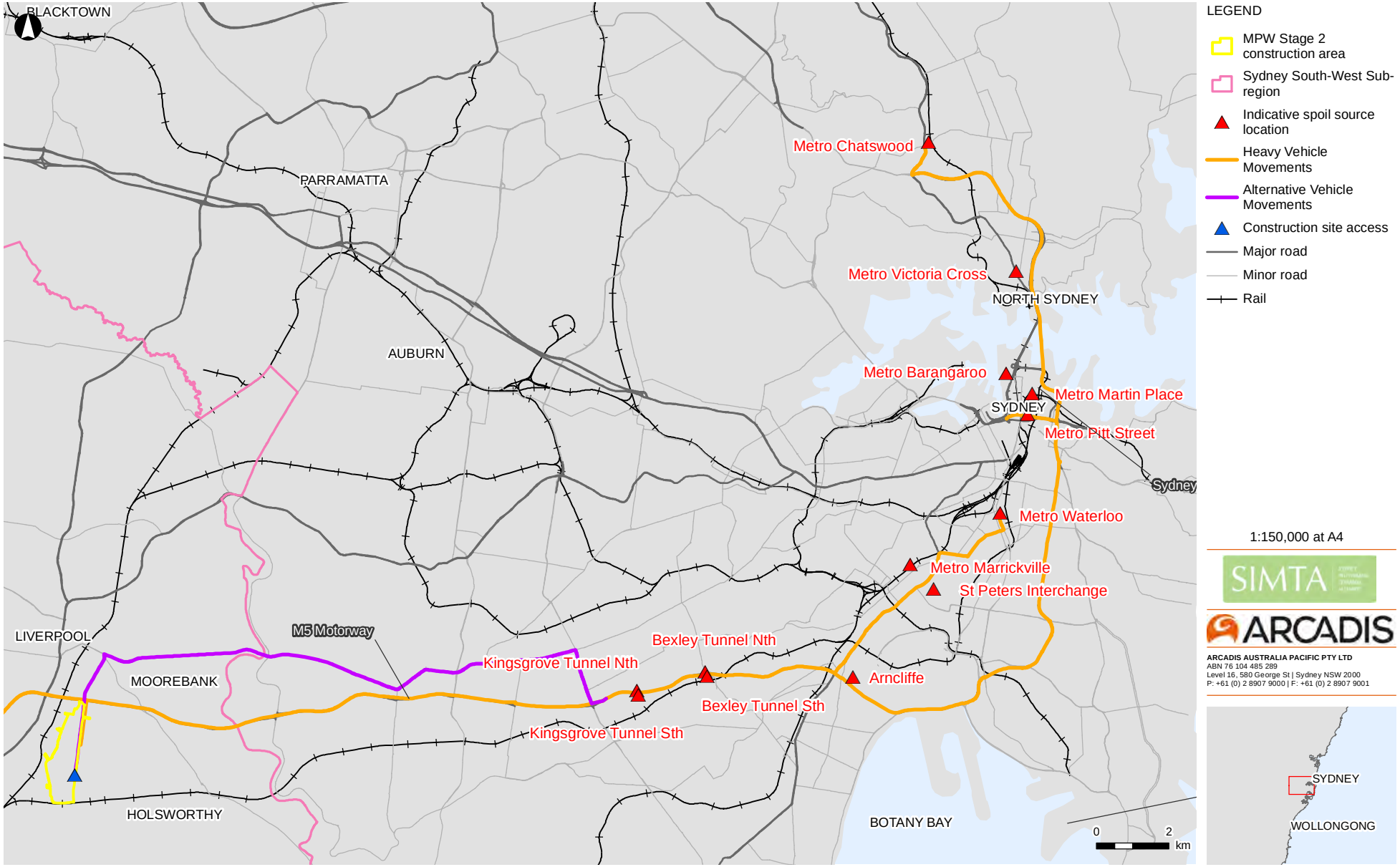

Figure 3-2: Vehicle / Heavy Vehicle Movement Plan (Indicative Spoil Sources)

Date: 12/09/2019 Path: F:\AA008765\L-GIS\A_Current\B_Maps\MPWS2\MPWS2_CEMP\MPWS2_CTAMP\SIMTA_MPWS2_CTAMP_003_SpoilSource_A4L_v4.mxd
Created by : CA
QA by : ZQ

3.2.3 Traffic Generation

Construction traffic generation was determined by quantifying the expected traffic movements based upon construction staging, program and activities (See Appendix M of the EIS for further detail).

During the peak construction (i.e. during bulk earthworks), construction traffic (heavy and light vehicles) from the Project will increase traffic volume at the M5 Motorway / Moorebank Avenue interchange by approximately 10%. The CTIA estimated the likely traffic increase on Moorebank Avenue during construction to be approximately 20% of background traffic volume on Moorebank Avenue; with traffic impacts anticipated to be small.

The number of heavy vehicles would be limited to maximum permissible import of material, being 22,000m^3 per day across both this Project and MPE Stage 2 (SSD 7628) as per CoC A9 to maintain intersection level of service as outlined within the CTIA and associated modelling.

3.2.4 Site Compounds and Access

Nominated ancillary facilities and access points to support construction activities are described within Section 1.2.3 of the CEMP and depicted again within Figure 3-3; the locations of which will be developed in accordance with CoC A40 and subject to confirmation by the Construction Contractor.

It is noted that in accordance with CoC B110A, provision will be made to use/reinstate for use, the Chatham Avenue/Moorebank Avenue intersection, as an operational access in the event that the Moorebank Avenue and Anzac Road Intersection is not available. Should this not be possible an alternative arrangement would be agreed in writing with Transport for NSW. Therefore, construction access will be provided via the existing Chatham Avenue-Moorebank Avenue intersection. The right-turn bay on Moorebank Avenue (south bound) to Chatham Avenue (west) extends for 90m to facilitate construction vehicle movement access into the site. Should future access points be required, this Plan will be updated in line with the relevant approval process.

All access points for the Project site would be made available for emergency vehicle access if required.

All construction vehicles will enter and exit the site access in a forward direction at all times (as detailed in the Driver's Code of Conduct located in Appendix C). Swept path analysis has been conducted using the largest truck (i.e. 25 m long B-double vehicle), which demonstrates appropriate vehicle accessibility to/from the Project site. Swept path analysis required under CoC B85 will be provided to RMS with Detailed Vehicle Movement Plans (VMPs) at least 10 working days prior to the proposed activity, in accordance with RMS QA Specification G10.

Access to the ABB site will be maintained throughout construction. Two lanes (one in each direction) of traffic on Moorebank Avenue will be available at all times during construction, unless otherwise approved by RMS. All construction vehicles will be contained wholly within the site and vehicles must enter the site before stopping.

Construction traffic access arrangements will not prevent the public use of Moorebank Avenue.

It is noted that access locations may be modified in response to the development of the Moorebank Avenue modification in accordance with requirements of RMS QA Specification G10. Such modifications to access locations will be assessed through an Accordance Assessment and Request for Minor Amendment as detailed in Section 1.1.5.1 of the CEMP and may require RMS consultation.

LEGEND

- MPW Stage 2 construction area
- Main compound
- Additional compound
- MAUW compound
- JN compound
- JN laydown
- JR compound
- JR laydown
- Car parking
- Access road
- Heavy vehicle park / queue area
- Satellite construction compounds
- Construction site access
- Future construction site access

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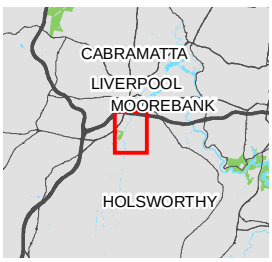

Figure 3-3:
Location and Access Points of Construction and Satellite Compounds

3.2.5 Parking Arrangements

The Main Compound site will contain a parking area to cater for approximately 276 car parking spaces. Approximately 30 site vehicle parking spaces will also be provided at the satellite compounds, with specific parking requirements for each satellite compound including Warehouse JR and Warehouse JN. . The provision of appropriate car parking in these areas will be managed by the Construction Contractor.

3.3 Construction Traffic Management

3.3.1 RMS Requirements

The following sub-sections include several documents that require submission to RMS for approval prior to works commencing. Where possible, when multiple documents are required to be submitted to RMS for review, these plans will be packaged together and submitted to RMS as early as possible to avoid delays to the construction program. The RMS review timeframes outlined below represent the minimum timeframes required only.

3.3.1.1 Works Authorisation Deed

A Works Authorisation Deed (WAD) will be obtained with RMS for work Moorebank Avenue and Anzac Road intersection upgrades, road widening and road upgrade works, and associated civil works prior to the issue of a construction certificate and commencement of these works. The WAD will dedicate the land required to complete these works i.e. Parts of Lot 2 DP 1197707 and any other land required to accommodate the road and intersection works, as public road under the *Roads Act 1993.* Any conditions stipulated within the WAD will be complied with Figure 3-4 demonstrates where the WAD will operate.

3.3.1.2 Interface and Access Deed

Prior to the commencement of road construction works in Lots 3 and 4 in Deposited Plan 1063765 and Interface and Access Deed (IAD) will be negotiated with RMS and the M5 operator (Interlink) by the Principal's Representative. The deed will be executed by the Principal's Representative Figure 3-4 demonstrates where the IAD will operate.

3.3.1.3 Road Occupancy Licences

Where feasible, construction will be managed to limit road occupancy and minimise potential impacts on the existing public road network. However, where road occupancy cannot be avoided, consultation with Transport Management Centre (TMC) will be undertaken and if required, a Road Occupancy Licence (ROL) will be sought from the TMC, to occupy a portion of the road network for an approved period of time. In accordance with RMS QA Specification G10, applications for ROLs will be made at least 10 working days prior to the planned commencement of the activity requiring the ROL. RMS QA Specification G10 details that where the relevant road is a publicly accessed unclassified local road, then the ROL application may be sought from local council rather than TMC.

Three scenarios where road occupancy cannot be avoided and ROLs will be required include:

- Development works within the road reserve and/or any changes to existing infrastructure
- Temporary or permanent installation and/or change of any regulatory traffic control device on a road
- Road closures, occupation of the road network to conduct works, and the associated installation of temporary traffic control devices.

Where the relevant road is a private internal road, consideration should be paid to whether the road is publicly accessible, and enquiries should be directed to Local council to confirm the requirement for an ROL.

3.3.1.4 Traffic Management Plans

Traffic Management Plans (TMPs) will be prepared in accordance with RMS QA Specification G10 and submitted at least 20 working days prior to the proposed date of submission for the ROL application for the proposed activity. In accordance with RMS QA Specification G10. TMPs will include Traffic Staging Plans and Temporary Roadway Design Drawings, as applicable.

LEGEND

- MPW Stage 2 construction area
- Works Authorisation Deed
- Interface and Access Deed
- Cadastre (NSW DFSI, 2020)
- Watercourse
- Existing railway

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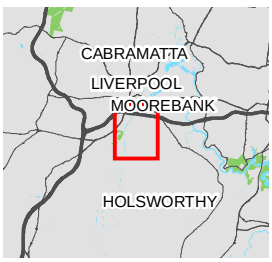

Figure 3-4: WAD and IAD Areas

3.3.1.5 Traffic Control Plans

As part of the works, Traffic Control Plans (TCPs) will be required to manage all construction vehicle activity at the construction site access. In accordance with RMS QA Specification G10, TCPs will be submitted with ROL applications at least 10 days prior to the proposed work the ROL is pertaining to. TCPs will be designed in accordance with AS 1742.3 *Manual of uniform traffic control devices – Traffic control* devices for works on roads and RMS Traffic Control at Worksites Manual. Signs will be installed and maintained throughout the construction period, unless otherwise specified.

TCPs will be prepared to:

- Alert drivers about changes to normal road conditions
- Inform drivers of changed road conditions
- Direct drivers around the Project site
- Provide a safe environment for construction workers, motorists, cyclists and pedestrians.

Future TCPs will be identified and developed progressively during construction as the works progress. These progressive TCPs will be managed separately to this CTAMP and developed by a suitably qualified professional and provided to the Environmental Representative (ER) for information prior to the commencement of works applicable to that TCP. The TCPs will outline how two lanes (one in each direction) will be maintained during construction activities. In the event this is unable to occur due to safety or operational requirements, approval will be sought from TfNSW / RMS prior to the closure of these lanes.

The Moorebank Avenue Upgrade works (MPE Stage 2, SSD 7628) involve the construction and use of the Moorebank Avenue diversion road and the upgrade of Moorebank Avenue. These works are being delivered separate to, but at the same time as, the MPW Stage 2 works.

3.3.1.6 Pedestrian and Cycle Access

Suitable pedestrian and cyclist access will be provided where possible for the duration of the works, with access managed using the RMS G10 specification. Detailed Pedestrian Movement Plans (PMPs) are required to be prepared and submitted with the TCPs, at least 10 working days prior to the proposed activity, in accordance with RMS QA Specification G10. The alternative pedestrian and cyclist pathways will require adjustment at various stages throughout construction of the diversion road and during its operation, and as such an updated PMP will be prepared as required.

It should be noted that there will be no pedestrian access during operation of the Moorebank Avenue Diversion Road as per the findings of a Roads and Maritime Health and Safety In Design (HSID) Risk Assessment Workshop conducted in April 2018.

3.3.2 Traffic Control Devices

Traffic Control Devices (TCD) are all signs, traffic signals (permanent and temporary), road markings, pavement markers, traffic islands, and/or other devices placed or erected to regulate, inform, warn and/or guide road users. All sign posting installed for the Project will comply with the requirements outlined in the Road and Maritime's *Traffic Control at Worksites Manual* (TCAWs), Road and Maritime's *Delineation Manual*, AUSTROADS *Guide to Traffic Engineering Practice*, Part 8 – Traffic Control Devices and the relevant parts of Australian Standard 1742.

All Traffic Control Signal (TCS) plans will be drafted by a suitably qualified Traffic Engineer in accordance with *Austroads Guide to Road Design*. The TCS plans will be endorsed by a suitably qualified practitioner and with certified copies submitted to RMS for approval prior to the issue of a Construction Certificate and commencement of road works. The TCS plans will be submitted to RMS through the following website: development.sydney@rms.nsw.gov.au.

Further, approval from RMS of any proposed portable traffic signals will be obtained prior to their installation at the site access.

3.3.3 Driver's Code of Conduct

All drivers employed on the Project, whether direct employees or not, have a responsibility to drive safely, comply with State road regulations and the Australian Road Rules and any other directives issued by the Principal's Representative. In particular, before any deliveries are undertaken all heavy vehicle drivers will be required to read and endorse the Driver's Code of Conduct. Copies of the Driver's Code of Conduct will be issued to relevant transport companies in advance and copies signed by drivers will be required.

To reinforce these obligations a Driver's Code of Conduct has been prepared and is included in Appendix B.

3.3.4 Dilapidation Survey and Repairs

A Pre-construction Road Dilapidation Report will be prepared by the Construction Contractor for affected roads (excluding regional, arterial and other major roads) likely to be used by construction traffic prior to commencement of construction consistent with the requirements of CoC A48. This dilapidation survey would be used as a baseline for the Project to inform any restoration or repairs required to be undertaken during construction.

Restoration and repair of roads affected by the works will be undertaken in a timely matter in accordance with Council and RMS requirements at the expense of the Construction Contractor. For any emergency repairs, the Construction Contractor will liaise with the Principal's Representative who will contact the relevant authority (Council/RMS) to agree an appropriate repair plan and implement the plan in a timely manner.

The defects shall be categorised as low to high risk, with high risk defects actioned within 24 hours. The defect rating classification is described in Table 3-3.

Table 3-3 Defect Rating and Response Timing

Defect Rating	Description	Response Time
High	Defect may cause serious injury or large-scale property damage.	Within 24 hours
Medium	Noticeable cracks/defects which can be readily filled/rectified. Defect is unlikely to cause injury/property damage.	Within 2 weeks
Low	Fine and hairline cracks/defects which do not need repair.	No works required. Typical wear and tear.

3.4 Stakeholders Communication

The Community Consultation Strategy (CCS) Section 3.3 details the methods by which the Project will liaise with Stakeholders. In particular, Section 3.3.5 details the procedure to be followed to inform nearby residential receivers of traffic disruptions:

1. Contractor's CM to identify types and durations of works which may generate high-impact noise or disrupt traffic flows during works scheduling and notify Contractor's CLM prior to quarterly Community Consultative Committee Meetings
2. Works scheduling to be discussed at Community Consultative Committee meetings, with members given the opportunity to raise concerns around timing of works, for example due to school holidays or local events etc.
3. Contractor's CM to review schedule and amend where possible and provide Contractor's CLM details or works being undertaken
4. Contractor's CLM to develop content to be included within community notification and submit content to SIMTA CEC a minimum of 14 days prior to works commencing for review and approval

5. SIMTA CEC to review and approve notification and distribute to the impacted nearby sensitive receivers a minimum of 7 days prior to the works commencing. SIMTA CEC will also update the Project website with the relevant information.
6. The Construction Contractor will install project signage at least 7 days prior to any changes that impact on pedestrian routes, cycle ways, traffic conditions or access to public transport.
7. The Construction Contractor will install variable message signs (VMS) on Moorebank Avenue advising motorists of construction traffic access routes during peak times of construction traffic.

The notification will also be included on the Project website.

3.5 Management Measures

This section describes the overall approach to managing and mitigating risks to traffic and access during construction of the Project. The management measures in Table 3-4 are based on the CoCs, FCMMs and REMMs, as well as the requirements and standards of SIMTA, the Contractor's CM and best practice.

Table 3-4 Management Measures

ID	Management Measure	Timing	Responsibility	Reference
Permits and Approvals				
TA-00	Provision will be made to use/reinstate for use, the Chatham Avenue/Moorebank Avenue intersection, as an operational access in the event that the Moorebank Avenue and Anzac Road Intersection is not available. Should this not be possible an alternative arrangement would be agreed in writing with Transport for NSW.	Construction	Principal's Representative Contractor's PM Contractors Traffic Engineer Site Supervisor	COC B110A
TA-01	No works within M5 land or on RMS Drainage infrastructure or adjoining RMS assets without their consent, and that of the M5 operator. The relevant approvals must be obtained by the Principal's Representative.	Prior to commencement of construction	Contractor's PM Principal's Representative	CoC B105 CoC B106 CoC B110
TA-02	A WAD will be obtained prior to any works associated with Moorebank Avenue and Anzac Road intersection upgrades, road widening and road upgrade works, and associated civil works. Road occupancy licences will also be obtained for any works on Moorebank Avenue that may impact on traffic flows.	Prior to commencement of construction	Principal's Representative Contractor's PM Contractor's Traffic Engineer	CoC B97 CoC B104 CoC B108
TA-03	An IAD will be obtained for works in Lots 3 and 4 in Deposited Plan 1063765 prior to any road works. .	Prior to commencement of construction	Principal's Representative	CoC B103
TA-04	RMS approvals to be sought prior to the installation of temporary traffic signals and other traffic management measures on Moorebank Avenue and Anzac Road. This includes the submission of TCS which must be prepared in accordance with the *Austroads Guide to Road Design* for RMS approval prior to commencement of road works and issues of a construction certificate.	Prior to commencement of road works and issue of construction certificate	Contractor's PM Contractor's Traffic Engineer	CoC B94 CoC B99
TA-05	No construction zones to be installed on Moorebank Avenue without the express approval of RMS.	Prior to commencement of construction	Contractor's PM Contractor's Traffic Engineer	CoC B92 CoC B109
TA-06	Signposting works on Moorebank Avenue must be approved by RMS	Prior to commencement of construction	Contractor's PM Principal's Representative	CoC B100
TA-07	The Construction Contractor must obtain approval from relevant Authorities for all road, footpath and shared path occupancies, detours and closures.	Prior to commencement of construction	Contractor's CM Contractor's Traffic Engineer	CoC B108 REMM 4M
TA-08	The swept path of the longest vehicle entering and exiting the Project Site, as well as manoeuvrability through the Project Site must be prepared in accordance with Austroads requirements and submitted the Planning Secretary and RMS for approval.	Prior to commencement of construction of permanent built surface works	Principal's Representative Contractors Traffic Engineer	CoC B85

ID	Management Measure	Timing	Responsibility	Reference
Consultation and Notification				
TA-09	ABB to be consulted with throughout construction	Construction	Site Supervisors Contractor's CLM	CoC B91(a)
TA-10	ABB will be notified of works being undertaken adjacent to their land	Prior to commencement of construction	Site Supervisors Contractor's CLM	CoC B91(b)
TA-11	Inform local residents of construction activities and road network changes in line with the Community Communication Strategy (CCS). Notification may include: • Community notifications at least 7 days prior to changes to traffic conditions that may impact on the community or stakeholders • Project signage at least 7 days prior to any changes that impact on pedestrian routes, cycle ways, traffic conditions or access to public transport. • VMS signage on Moorebank Avenue advising motorists of construction traffic access routes during peak times of construction traffic. • A contact list with the chain of command	Prior to commencement of construction	The Community Engagement Consultant Contractor's CLM	FCMM 1A REMM 4C REMM 4K CoC B114(d)
TA-12	Distribution of day warning notices to advise local road users of construction activities and traffic movement changes	Prior to commencement of construction	Contractor's CLM	FCMM 1A REMM 4K CoC B114(d)
Road Safety, Dilapidation Reports and Repairs				
TA-13	A Road Safety Audit will be undertaken prior to commencement of construction activities and this will be provided to Liverpool City Council for information. The Road Safety Audit will assess heavy vehicle movements associated with the importation of fill, for construction vehicle swept paths in and out of the development site via the proposed construction access points along Moorebank Avenue, and for motorists and construction vehicle movements along Moorebank Avenue during the staged road upgrade works identified in Table 1. The Road Safety Audit will also include Cambridge Avenue to identify potential safety risks arising from the development in consideration of background traffic. The audit will be completed by an independent TfNSW accredited road safety auditor in accordance with relevant TfNSW and Austroads guidelines, including providing recommendations to address safety concerns identified as part of the audit.	Prior to commencement of construction	Contractor's Traffic Engineer	CoC B111 CoC B112 CoC B112(a) FCMM 1B

ID	Management Measure	Timing	Responsibility	Reference
TA-14	A dilapidation survey must be undertaken prior to the commencement of construction. A copy of the survey will be forwarded to Campbelltown City Council, Liverpool City Council, RMS, any affected private landowner and the Planning Secretary.	Prior to commencement of construction	Contractor's PM	CoC A48
TA-15	The process for maintenance and emergency repairs is: • Once damage that presents a safety risk is identified, the Site Supervisor and Contractor's PM will be notified • Site Supervisor will implement traffic control and safety measures to reduce the safety risk to the public • The Contractor's PM will notify RMS and Liverpool City Council of the safety issue • In consultation with RMS and Liverpool City Council, an appropriate repair plan will be agreed and implemented as soon as practicable.	Construction	Contractor's Project Manager Contractor's Traffic Control Personnel Site Supervisor	REMM 4N
TA-16	Repair any damage caused by the Construction Contractors' activities, to any road, footpath, shared path or cycleway which is open to the public, and restore the road, footpath, shared path or cycleway to a condition at least equivalent to the condition it was in immediately prior to the occurrence of the damage as soon as practicable.	On identification of damage	Contractor's PM	CoC B92 REMM 4D
Access, Egress and Signage				
TA-17	Warning signs to be installed on approach to and at construction site access and egress	Prior to commencement of construction	Contractor's Traffic Engineer / Contractor's Traffic Personnel	FCMM 1A REMM 4L
TA-18	Appropriate directional signage and traffic control will be used to ensure vehicles enter and exit the Project Site with minimal disturbance to other road users and advice of any changes in road conditions. Refer to Appendix D.	Construction	Contractor's Traffic Engineer	FCMM 1A REMM 4L
TA-19	Any oversize vehicle trips to the Project Site will be undertaken in accordance with the Heavy Vehicle National Law. This may include route restrictions, maximum dimension/mass limits, specified operating conditions and the requirement for an access permit.	Construction	Contractor's Traffic Engineer Contractor's CM	Heavy Vehicle National Law
TA-20	Traffic control signage and/or mechanisms will be located at each of the truck entry and exit points from the construction compounds to assist with vehicle movements and safe pedestrian/cyclist movements during construction.	Construction	Contractors Traffic Engineer Contractor's Traffic Control Personnel	FCMM 1A REMM 4L
TA-21	The use of Moorebank Avenue for public use must be maintained throughout construction with at least two lanes (one in each direction) open unless	Construction	Site Supervisor Contractor's PM	CoC B92 CoC B104

ID	Management Measure	Timing	Responsibility	Reference
	authorised by RMS. Where closures are required, community notification will be undertaken.		Contractor's CLM	CoC B115
TA-22	Emergency vehicle access to site to be maintained at all times	Construction	Site Supervisor	FCMM 1A
TA-23	A wheel washer will be used at the site egress to minimise transfer of mud and dirt onto the surrounding road network.	Construction	Site Supervisor Contractor's EM	FCMM 5B
Works Scheduling and Coordination				
TA-24	The transport of materials to the Project site will be managed and coordination to maximise vehicles loads and minimise vehicle movements during peak times.	Construction	Contractor's CM	FCMM 1A REMM 4I
TA-25	Works and transport of material to site will be scheduled to reduce the volumes of construction vehicles during peak periods.	Construction	Contractor's CM	FCMM 1A REMM 4I
TA-26	Total volume of spoil to be imported must not exceed 22,000m^3 across this development and MPE Stage 2 (SSD 7628) on the same day	Construction	Principal's Representative	CoC A9 FCMM 1H
TA-27	Road occupancies during peak periods to be minimised wherever possible.	Construction	Contractor's Traffic Engineer Contractor's CM	FCMM 1A
TA-28	Two lanes of traffic on Moorebank Avenue to be available at all times during construction, unless otherwise approved by RMS.	Construction	Contractor's Construction Manager Contractor's Traffic Engineer	CoC B92 CoC B115
TA-29	The importation of fill to the Project Site will be in accordance with the Fill Importation Management Protocol	Construction	Principals' Representative Contractor's CM Site Supervisor	FCMM 6J
Pedestrian and Cyclist Access and Safety				
TA-30	Safe pedestrian and cyclist access through or around worksites to be maintained where possible during construction. A safe alternate route will be provided and signposted, if necessary, including provision of temporary footpaths, separated from traffic, where pedestrian access is reliant on grassed verges.	Construction	Contractor's Traffic Engineer Contractor's CM Contractor's CLM	FCMM 1A REMM 4D REMM 4Q
TA-31	Establish pedestrian exclusion zones and walking routes that integrate into the existing pedestrian network	Prior to commencement of construction	Contractor's Traffic Engineer	FCMM 1A REMM 4Q
TA-32	Pedestrian walking routes and crossing points will be established and clearly marked throughout construction.	Construction	Contractor's Traffic Engineer Contractor's CM	FCMM 1A REMM 4Q

ID	Management Measure	Timing	Responsibility	Reference
Heavy Vehicles Management				
TA-33	All vehicles to travel via nominated construction truck / haulage routes. Use of local roads is prohibited.	Construction	Principal's Representative Contractor's CM Site Supervisors	CoC B114(b) FCMM 1A
TA-34	The Drivers Code of Conduct to be adhered to at all times (Appendix C).	Construction	Heavy vehicle operators Site Supervisor	CoC B124
TA-35	All loads will be covered prior to leaving the site.	Construction	Heavy vehicle operators Site Supervisor	NSW Road Rules (RMS)
TA-36	All demolition and construction vehicles will be wholly contained within the site before stopping.	Construction	Heavy vehicle operators Site Supervisor	CoC B116
TA-37	All vehicles must enter and leave the site in a forward direction.	Construction	Heavy vehicle operators Site Supervisor	CoC B117
TA-38	Compression brakes will not be used by construction vehicles associated with construction in the vicinity of the Project site.	Construction	Contractor's PM Site Supervisor	Standard Practice
TA-39	The use of heavy vehicles haulage of imported fill on Cambridge Avenue is prohibited	Construction	Contractor's PM Site Supervisor	CoC B89
Light Vehicle Management				
TA-40	Staff to use nominated car parking facilities within the site	Construction	Site Supervisor	CoC B114(c)
TA-41	The use of car-pooling, other shared transport initiatives and public transport will be promoted	Construction	Contractor's PM Contractor's EM	FCMM 1A
TA-42	To manage construction worker car parking, the following will be communicated: • Provision of an on-site tool drop-off and storage facility to allow tradespeople to drop off and store their tools/specific machinery for the Project • Location of on-site car parking • Display public transport timetable information and details of the TfNSW NSW Trip Planner website at key locations within the Project work site and ensure that it is easily accessible by staff.	Construction	Site Supervisor Contractor's EM	CoC B114(c)

ID	Management Measure	Timing	Responsibility	Reference
Access to Property				
TA-43	Maintain access to neighbouring properties, in particular the ABB site.	Construction	Contractor's Traffic Engineer Contractor's PM	CoC B89 REMM 4J
TA-44	Access to all properties affected by the carrying out of construction will be maintained, where feasible and reasonable, unless otherwise agreed by the relevant property owner or occupier.	Construction	Contractor's CM	Best practice
Traffic Incident Response				
TA-45	In the event of a site safety incident relating to traffic, the following procedures will be implemented: • Stop vehicle/personnel involved in the incident immediately (or as appropriate). Operate warning lights and warn other drivers to slow down. • Immediately begin warning other road users in the safest means possible; • Use an appropriate TCP and use traffic controllers and signage where necessary; and • If a queue will be generated by the emergency incident, provide warning signs to inform road users and minimise the potential for end of queue collisions.	Construction	Heavy vehicle operators Contractor's Traffic Engineer Contractor's Traffic Control Personnel Contractor's CM	CoC C1(g)
TA-46	In the event of spillage, clear the spill whilst engaging appropriate safety standards as relevant to the event. Traffic will be directed around the incident.	Construction	Contractor's Traffic Control Personnel Contractor's CM Contractor's EM	CoC C1(e) Appendix D
TA-47	In the event of inclement weather such as flooding, traffic control personnel may be utilised to manage traffic flows around the flooding and emergency road diversions will be out in place if necessary in consultation with Liverpool City Council and RMS	Construction	Contractor's Traffic Engineer Contractor's Traffic Control Personnel	CoC C1(e) REMM 4N
TA-48	Immediately advise the Principal's Representative of any accident or incident that involves serious injury, hospitalisation or a fatality	Construction	Contractor's PM Contractor's Health and Safety Manager	Standard Practice
Unpredicted Impacts				
TA-49	Construction vehicle movements, traffic controls and network conditions will be monitored, and additional management measures will be developed and implemented in response to any previously unpredicted impacts. Where	Construction	Contractor's Traffic Engineer Contractor's Traffic Control Personnel	CoC C1(e) Appendix D

ID	Management Measure	Timing	Responsibility	Reference
	necessary additional measures will be developed in consultation with Liverpool City Council and RMS.			
TA-50	In the event that any unpredicted traffic and/or access related impacts and their consequences are identified, the following unpredicted impacts procedure will be implemented: • Stop work / vehicle / personnel involved immediately (or as appropriate) • Isolate the work area / vehicle if practical • Notify appropriate Project personnel (e.g. Contractor's Construction Manager, Contractor's Traffic Engineer) • Assess situation and implement remedial measures as required • Works to re-commence when impact is managed If necessary, update any processes / procedures / management measures associated with this Plan to consider unpredicted impacts.	Construction	All personnel to stop works Contractor's Traffic Engineer Contractor's Construction Manager	CoC C1(e) Appendix D
Monitoring				
TA-51	Monitoring will be undertaken as detailed in Section 4.1 of this plan.	Construction	Contractor's CM Contractor's Traffic Engineer	FCMM 1A REMM 4O

4 MONITORING AND REVIEW

4.1 Environmental Monitoring

A program will be implemented to monitor and report on the impacts and environmental performance of the Project and effectiveness of the management measures, as outlined in Table 4-1.

Table 4-1 Environmental Monitoring

Aspect	Indicator	Trigger	Response
Road safety	• Number of incidents	• When an incident occurs onsite or in the vicinity of the site involving persons and/or activities associated with the development	• Identify cause of incident, and review safety guidance and onsite practices to rectify any issues as required • Communicate any changes in procedure and raise awareness of safe driving practices with all personnel.
Network efficiency	• Number of complaints	• Where more than five (5) complaints from the community are received over a one-month period OR • Issue raised by TfNSW OR • Observations of issues recorded by site management	• Traffic engineering investigation to identify cause of inefficiency (using traffic data collection methods as necessary) • Update CTAMP and operational guidance with relevant approvals as required • Communicate changes with contractors and relevant personnel.
The heavy vehicle route plan: • origin of imported fill • destination of demolition material and spoil • heavy vehicle routes to and from the site within the Campbelltown and Liverpool Local Government Areas (LGAs), including compliance with the conditions of this consent including Condition B89 • management system for over-sized vehicles.	• Number of times a non-specified source / route has been used • Number of times a non-specified destination / route has been used • Number of complaints • Number of times an alternative to the nominated route path for oversized vehicles is used	• Where more than three (3) complaints are received over a one-month period • Where a non-specified route, source and/or destination is used more than once	• Review current options to identify issues that hinder accessibility • If alternative routes are recommended, update CTAMP following appropriate approval processes • Communicate route guidance and updates as necessary to drivers. Coach drivers on appropriate protocols as required.

Aspect	Indicator	Trigger	Response
Access and parking arrangements	• Number of complaints	• Where more than three (3) complaints are received over a one-month period • If complaints received after mitigation measures have been implemented, consider as part of review process	• Review access and parking arrangements to identify source of concern. • Identify and implement mitigation measures •
Notification of residents and the community of any potential traffic disruptions.	• Number of notifications • Number of complaints	• Where more than five (5) complaints from the community are received over a one-month period	• Review source/ feature of complaint and identify appropriate mitigation • If complaints are in relation to notification process, review, Identify and implement mitigation measures • Review after three months and adjust as necessary
Traffic on Moorebank Avenue during peak periods	• Duration of delay	• Where more than five (5) complaints from the community are received over a one-month period OR • Issue raised by TfNSW OR • Observations of issues recorded by site management	• Traffic intersection movement counts to determine extend of delay • If average delay per vehicle exceeds 57 seconds (LoS D), review traffic operations to identify ways of reducing demand on road network • Update CTAMP and operational guidance with relevant approvals • Communicate changes with contractors and relevant personnel.

Measurement of the indicators outlined in Table 4-1 will be utilised to inform the Annual Environmental Management Review prepared in response to EPBC CoA 5 (a) (requirement to adhere to Section 6.6.3 of the MIT Traffic, Transport and Access PEMF). This will provide an assessment of the effectiveness of the adopted management measures.

4.2 Site Inspections

The construction works will be inspected by the Site Supervisor to verify implementation of the CTAMP. A daily inspection before the start of a construction activity will take place to confirm that appropriate mitigation measures have been implemented where necessary.

Environmental inspections will be undertaken in accordance with the CEMP Section 4.2. The ER will also undertake inspections in accordance with CoC A37(e).

4.3 Inspection of Traffic Controls

Temporary traffic controls will be regularly inspected by the Contractor's Traffic Engineer to identify potential safety hazards to enable implementation of corrective actions and record inspections in a site diary during active site works. The Site Supervisor will check required TMP, TCP, ROL and SZA are approved and on site prior to commencement of works each day.

4.4 Environmental Auditing and Reporting

Auditing will be undertaken in accordance with the CEMP Section 4.3.

The Construction Contractor will notify the Principal's Representative of any incident which has a negative impact on the regular flow of traffic on the road network in close proximity to the Project. This includes incident categories such as:

- Motor vehicle accidents (a report will follow within two days, unless otherwise agreed)
- Breaches of any ROL conditions of approval
- Impacts to the regular operation of public vehicles, cyclists or pedestrians from construction traffic management.

Safety incidents will be reported immediately to the Principal's Representative. The Contractor's Traffic Engineer will provide a schedule and status of current and future ROLs on a monthly basis. The forecast schedule will contain full details on locations and timing of all proposed road occupancies for the forthcoming month.

The Contractor's CM will provide a schedule to Principal's Representative on the estimated fill requirements and truck numbers for the coming fortnight, in accordance with the Fill Importation Management Protocol. The Principal's Representative will approve or revise the trucks and fill, in consultation with the Contractor's CM.

4.5 Review and Improvement

Review and improvement of this plan will be undertaken in accordance with Section 4 of the CEMP.
Incidents

In the event of a safety / environmental incident or unpredicted impacts relating to traffic and access management, it is the responsibility of all personnel to report to the Site Supervisor. All environmental incidents will be managed and reported in accordance with Section 2.8 of the CEMP.

4.6 Non-Compliance and Non-Conformance

It is the responsibility of all site personnel to report non-compliances and non-conformances to the Site Supervisor and/or the Contractor's EM. Non-compliances and non-conformances will be managed in accordance with Section 4.4 of the CEMP.

4.7 Complaints

Complaints handling will be undertaken in accordance with Section 2.6.3 of the CEMP and Section 3.3.6 of the CCS.

APPENDIX A COMPLIANCE AND OBLIGATIONS REGISTER

Secondary Conditions of Consent

CoC No.	Condition	Plan Section	How Addressed
Secondary Conditions			
A1	In addition to meeting the specific performance measures and criteria established under this consent all reasonable measures must be implemented to prevent, and if prevention is not reasonable, minimise, any harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.	Section 3, Table 3-4, Section 4	Section 3.5 of this CTAMP identifies the management measures to be implemented to prevent and minimise environmental harm. Section 4 sets out the process for monitoring and review of the effectiveness of these measures. Opportunities to further minimise environmental harm will be identified through the ongoing evaluation of environmental management performance and effectiveness of this plan.
A9	Importation of imported fill must not exceed a total of 22,000 m3 of material per day across this development and MPE Stage 2 (SSD 7628) on the same day.	Section 3.2.3	Section 3.2.3 outlines the provisions to not exceed a total 22,000m^3 of material per day. Appendix F details the Fill Importation Management Protocol which limits fill to 22,000 m^3 between the MPE Stage 2 (SSD 7628) and MPW Stage 2 (SSD 7709) construction sites.
A12	No works are permitted by the Applicant within the RMS (M5 Motorway) land and no impact is permitted on RMS drainage infrastructure system or on adjoining RMS assets, without the consent of the RMS and M5 Motorway Operator (Interlink).	Section 3.5	Management measures state that works will not be undertaken across the M5 Motorway corridor boundary.
A27	References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent. However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.	Section 2.1	Guidelines, protocols and Australian Standards relevant to traffic and access are listed in Section 2.1.
A28	Where conditions of this consent require consultation with an identified party, the Applicant must: a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and	Section 1.4	Section 1.4 details consultation undertaken in preparation of this plan.

CoC No.	Condition	Plan Section	How Addressed
	b) provide details of the consultation undertaken in the document submitted to the Planning Secretary including: i. the outcome of that consultation, matters resolved and unresolved (and the justification for matters remaining unresolved); and		Appendix B provides evidence of consultation undertaken for the preparation of this plan.
	ii. details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.		
A48	The Applicant must engage a suitably qualified person to prepare a Pre-construction Dilapidation Report prior to the commencement of construction. This report must detail the structural condition of:	Section 3.3.4	A Pre-construction Dilapidation Report will be prepared in accordance with this condition
	a) local public roads likely to be used by the development's construction traffic;		Pre-construction Dilapidation Report will be prepared in accordance with the conditions as detailed in Section 3.3.4. No local roads are identified for use by the Vehicle Movement Plan.
	b) local public roads, cycleways, footpaths and utility services likely to be impacted by construction works; and		
	c) off-site private land or access to off-site private land likely to be impacted by construction works.		
	The report must be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS, any affected private landowner, and the Planning Secretary.		
B84	The Applicant is to undertake the following road infrastructure upgrades, in accordance with the specified timing requirements as set out in **Table 1** (of the CoC).	Section 3.1.1.1	Moorebank Avenue and Anzac Road intersection upgrades, road widening and road upgrade works, and associated civil work will be completed prior to the issue of an Occupation Certificate.
B85	The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, must be in accordance with Austroads requirements. Prior to commencement of construction of permanent built surface works, a plan must be submitted to the Planning Secretary and RMS for approval, which shows that the proposed development complies with this requirement.	Section 3.2.4	This condition refers to the construction of permanent infrastructure. The temporary site access will be designed to accommodate the swept paths of the heavy vehicles using the access during construction as per Section 3.2.4. The Turning Path Plan for operational site access and internal roads will be submitted to RMS prior to the commencement of construction of permanent built surface works.

CoC No.	Condition	Plan Section	How Addressed
B89	Heavy vehicles used for haulage of imported fill or freight must not use Cambridge Avenue during construction and operation of the development.	Appendix C – Driver's Code of Conduct	Access from Cambridge Avenue will not be permitted during construction as detailed in Appendix C.
B90	Access to the ABB site must be maintained throughout construction and operation of the development.	Section 3.3	Section 3.3 outlines measures to maintain access to the ABB site throughout construction.
B91	The Applicant must: a) consult with the owners/occupiers of the ABB site throughout construction and operation; b) provide details of construction works adjacent to the ABB site prior those works occurring; and c) ensure the proposal does not adversely impact overland flow paths or existing stormwater infrastructure on the ABB site.	Section 3.3 CSWMP	Section 3.3 outlines measures to ensure open communication with the owners/occupiers of ABB during construction. The Construction Soil and Water Management Plan (CSWMP) outlines measures to minimise stormwater impact on neighbouring properties.
B92	The Applicant must ensure that the construction and operation of the proposed development will not prevent the public use of Moorebank Avenue to a standard commensurate to its use prior to the development. ***Note:*** *Temporary closures or part closures and changes to the operation of Moorebank Avenue may occur for limited periods during construction as detailed in the Construction Traffic and Access Management Plan.*	Section 3.5	Section 3.5 outlines measures to maintain public use of Moorebank Avenue during construction.
B94	The civil design and Traffic Control Signal (TCS) plans for the upgrades identified in **Table 1** of Condition B84 must be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner. The designs must be in accordance with Austroads Guide to Road Design in association with relevant RMS supplements (available on www.rms.nsw.gov.au). The certified copies of the TCS design and civil design plans must be submitted to RMS for approval before the issue of a Construction Certificate and commencement of road works. RMS fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.	Section 3.3.2 Section 3.5	These sections detail that Traffic Control Signal plans will be prepared by a suitably qualified person and endorsed by a suitably qualified practitioner to the standards outlined in the Austroads Guide to Road Design in association with relevant RMS supplements. RMS will be the approval authority for these designs.
B95	All documentation required under Condition B94 must be sent to development.sydney@rms.nsw.gov.au.	Section 3.3.2	Noted.
B97	The applicant must enter into a Works Authorisation Deed (WAD) with RMS for the works identified in **Table 1** of Condition B84. The applicant must also dedicate as public road under the Roads Act 1993 the parts of Lot 2 DP 1197707 (incorporating existing Moorebank Avenue) and any other land required to accommodate the road and intersection upgrade works (including associated pathways and services) identified in **Table 1**	Section 3.3.1.1 Section 3.5	A WAD will be obtained prior to the commencement of Moorebank Avenue and Anzac Road intersection upgrades, road widening and road upgrade works, and associated civil works.

CoC No.	Condition	Plan Section	How Addressed
	of Condition B84. The WAD must provide for the dedication of the required land as public road under the Roads Act 1993 as a pre- condition to practical completion of the road and intersection upgrade works being achieved under the WAD. A Construction Certificate cannot be issued for any part of the road and intersection upgrade works unless a WAD has been entered into in compliance with this condition. The road and intersection works identified in **Table 1** of Condition B84 cannot be opened for use by traffic unless all required land has been dedicated as public road in accordance with this condition.		
B98	The Applicant is required to dedicate land as public road for the maintenance of the Traffic Control Signals and associated infrastructure; further details will be included as part of the WAD process.	Section 3.3.1.1	Moorebank Avenue and Anzac Road intersection upgrade works will be subject to a Works Authorisation Deed with RMS.
B99	Prior to any installation of temporary portable traffic signals and other traffic management measures on Moorebank Avenue or Anzac Road, the Applicant must obtain the relevant approvals from RMS.	Section 3.2.1	Section 3.2.1 outlines the documents that require approval from RMS prior to the commencement of works.
B100	All works associated with signposting along Moorebank Avenue must be approved by RMS.	Section 3.5	Section 3.3 outlines measures related to signposting along Moorebank Avenue.
B103	The Applicant is required to negotiate and execute an Interface and Access Deed with RMS and the M5 Operator (Interlink Roads Pty Ltd) prior to road construction works commencing, to address matters including interface between the parties, access provisions, compensation arrangements, and traffic management for the road upgrade works carried out on Lots 3 and 4 in Deposited Plan 1063765.	Section 3.3.1.2	An IAD will be obtained with RMS and the M5 Operator (Interlink Roads Pty Ltd) prior to works in Lots 3 and 4 in Deposited Plan 1063765.
B104	The Applicant is to ensure that the construction and operation of the proposed development will not prevent the ongoing use of Moorebank Avenue as a public road to a standard commensurate to its current use prior to the development. A staging plan should be submitted to RMS for approval, as part of the WAD package, to ensure adequate capacity is provided along Moorebank Avenue at all times, including a requirement to maintain two lanes open to traffic. The staging plan should provide details of how the road and intersection upgrade works tie into other road upgrades works approved under the MPE Stage1 and 2 SSD applications. Any temporary diversion works not located within the Moorebank Avenue roadway will require separate planning approval.	Section 3.5	Moorebank Avenue and Anzac Road intersection upgrade works will be subject to a Works Authorisation Deed with RMS.
B105	There are to be no works undertaken by the Applicant within the RMS (M5 Motorway) land and no impact on RMS drainage infrastructure system or on adjoining RMS assets, without the consent of the RMS and M5 Motorway Operator (Interlink).	Section 3.5	Works will not be undertaken across the M5 Motorway corridor boundary.

CoC No.	Condition	Plan Section	How Addressed
B106	The Applicant is to liaise with and obtain relevant approvals from RMS in relation to any proposed drainage and excavation works, erection of new and/ or maintenance of existing fencing on the M5 Motorway boundary, erection of new noise attenuation infrastructure, and any other construction works that may impact the M5 Motorway corridor. ***Note:*** *Contact is to be made to Matthew Messina, Commercial Manager Motorway Partnerships and Planning on 02 8588 4119*	Section 3.5	Section 3.5 outlines the documents that require approval from RMS prior to the commencement of works.
B107	To ensure that Environment, Work Health and Safety laws are fully implemented within and near the M5 Motorway corridor, the Applicant's staff/ contractors must be inducted into the M5 Motorway operator's (Interlink) corridor and fill out a Motorway Access Permit for site activities on or immediately adjoining M5 Motorway land, if work has to be undertaken from the M5 Motorway side. The Applicant may be required to complete a commercial agreement or bank undertaking that sufficiently mitigates the M5 Operator's (Interlink) risk.	Section 2.4	Section 2.4 details the project induction.
B108	A Road Occupancy Licence is to be obtained from the Transport Management Centre for any works that may impact on traffic flows on Moorebank Avenue or the adjoining State road network during construction activities.	Section 3.3.1.3	A Road Occupancy Licence (ROL) will be obtained as required for construction works.
B109	A construction zone will not be permitted on Moorebank Avenue without the express approval of RMS.	Section 3.5	Section 3.5 outlines measures related to reducing impact on Moorebank Avenue.
B110	Access is denied across the M5 Motorway corridor boundary and all buildings and structures are to be located wholly within the freehold property.	Section 3.5	Works will not be undertaken across the M5 Motorway corridor boundary.
B110A	Until operational access to the site is provided (that is, as part of the Moorebank Avenue and Anzac Road intersection upgrades required under condition B84), the Applicant must ensure that the operational access point to the site is via the Chatham Avenue/Moorebank Avenue intersection, or any other alternative as agreed by Transport for NSW in writing. *Note: Prior to the occupation of any warehouse on the site, the Applicant must undertake a pre-opening road safety audit of its interim operation site access, and incorporate the corrective actions outlined in that Road Safety Audit, under conditions B112A and B112B.*	Section 3.2.4 Section 3.5 Table 3-4	Section 3.2.4 and Table 3-4 includes a management measure (TA-00) stating that Chatham Avenue / Moorebank Avenue Intersection will be maintained.
B111	Prior to commencement of any works, the Applicant must undertake a Road Safety Audit for heavy vehicle movements associated with the importation of fill, for construction vehicle swept paths in and out of the development site via the proposed construction access points along Moorebank Avenue, and for motorists and construction vehicle movements along Moorebank	Section 3.5	A Road Safety Audit will be undertaken prior to the commencement of the works.

CoC No.	Condition	Plan Section	How Addressed
	Avenue during the staged road upgrade works identified in Table 1. The Road Safety Audit must be prepared by an independent TfNSW accredited road safety auditor in accordance with the relevant Austroads guidelines to identify any safety issues. The Road Safety Audit must consider road safety issues for the proposed construction access arrangements and affected vehicle movements.		
B112	The Applicant must recommend corrective actions for the identified safety issues and propose appropriate traffic management measures outlined in the **Road Safety Audit** (i.e. temporary traffic signals and other traffic management measures) in consultation and with the approval of the relevant road authority. Details on the proposed traffic management measures must be submitted to the Planning Secretary, TfNSW and RMS.	Section 3.5	A Road Safety Audit will be undertaken prior to the commencement of the works.
B124	The Applicant must prepare and submit a Driver Code of Conduct to the Secretary which includes the following measures to minimise impacts:	Appendix C – Driver's Code of Conduct	The Driver's Code of Conduct is provided in Appendix C.
	a) adherence to specified transport routes, including no heavy vehicle access to and from Cambridge Avenue;		
	b) acceptable delivery hours;		
	c) no extended periods of engine idling;		
	d) avoiding queuing in or around the site;		
	e) compliance with site speed limits;		
	f) limiting the need for reversing on site; and		
	g) consideration of the use of non-tonal movement alarms in place of reversing beepers or alternatives such as reversing cameras and proximity alarms, or a combination of these, where tonal alarms are not mandated by legislation.		
C1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:		
	a) detailed baseline data;	Section 3	Section 3 details relevant data related to traffic impacts surrounding the Project site.
	b) details of: i. the relevant statutory requirements (including any relevant approval, licence or lease conditions);	Section 2.1	Section 2.1 provides a list of the relevant statutory requirements required for the Project.
	ii. any relevant limits or performance measures and criteria; and	Section 1.3	Section 1.3 identifies performance measures /criteria

CoC No.	Condition	Plan Section	How Addressed
	iii. the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;		(objectives) and performance indicators (targets).
	c) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Section 3.5	Section 3.5 identifies the traffic and access specific management measures for the Project.
	d) a program to monitor and report on the: i. impacts and environmental performance of the development;	Section 4	Section 4 outlines the program for monitoring and review.
	ii. effectiveness of the management measures set out pursuant to paragraph (c) above;	Section 4.5	Section 4.5 outlines the procedure for review and improvement of measures set out in this plan.
	e) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Section 3.5	Section 3.5 detail requirements to be undertaken in the event of a traffic incident response such as an accident, spillage, or flooding, or in the event of unpredicted impacts.
	f) a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 4	Section 4 outlines the program for monitoring and review.
	g) a protocol for managing and reporting any: i. incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);	Section 3.5 Section 4.6	Section 3.5 details procedures to be implemented during a site safety incident. Section 4.6 outlines processes to be implemented when non-compliances or non-conformances are identified.
	ii. complaint;	Section 4.7	Section 4.7 outlines complaints handling procedure.
	iii. failure to comply with statutory requirements;	Section 4.6	Section 4.6 outlines processes to be implemented when non-compliances or non-conformances are identified.
	iv. roles and responsibilities for implementing the plan; and	Section 2.2	Section 2.2 details roles and responsibilities for implementing this plan.
	h) a protocol for periodic review of the plan.	Section 4.5	Section 4.5 outlines the requirements for review of this plan.
	Note: *The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans*		Noted.
C3	As part of the CEMP required under **Condition C2** of this consent, the Applicant must include the following:	This plan	

CoC No.	Condition	Plan Section	How Addressed
	… f) Construction Traffic and Access Management Plan (see Condition B113) …		

Secondary Revised Environmental Management Measures (REMMs)

REMM	Requirement	Comment
Secondary Conditions		
4C	Install a variable message signage system within the Project site to direct heavy vehicles and facilitate safe and efficient access and navigation	Section 3.4
4D	Consider the provision of pedestrian and cyclist connections from Moorebank Avenue into the Project site.	Section 3.3.1.6
4G	Undertake detailed design and staging of the Project rail link construction works to ensure: • connection with the Southern Sydney Freight Line (SSFL) is designed to minimise construction impacts on SSFL operations; • connection with the SSFL would allow trains to exit and enter • the SSFL main line at a maximum design speed of 45 kilometres per hour (km/h); • trains entering and leaving the Project site endeavour to minimise adverse disruption to other operations on the SSFL; and • the Project's internal train control system and signals	Not applicable to this project as the Rail Link connection to the South Sydney Freight Line (SSFL) has been constructed as part of the MPE Stage 1, Package 1 (RALP) project.
4I	Reducing the volumes of construction vehicles travelling during peak periods, especially if the increase in traffic generated by construction activities impedes on the operation of Moorebank Avenue.	Section 3.5 TA-25
4J	Maintain access to neighbouring properties. It is particularly important that the ABB site has access throughout the construction stages.	Section 3.5 TA-43 Access to neighbouring properties will be maintained during the works.
4K	In addition to the Community Engagement Plan (or equivalent) (Refer to 2A), a communication plan will be developed to provide information to the relevant authorities and bus operators in addition to the local community. The communication plan will need to incorporate a contact list with the chain of command.	Refer to the Community Communication Strategy for further details.
4L	Implement relevant traffic control measures to inform drivers of the construction activities and locations of heavy vehicle access locations	Section 3.4 outlines the traffic management measures to be implemented during the construction, including relevant traffic control plans. TA-17 and TA20 of Table 3-4 includes management measures specific to this requirement

REMM	Requirement	Comment
4M	Obtain Road Occupancy Licences (ROLs) as necessary	Section 3.3.1.3
4N	Develop an emergency response plan for the modification of Moorebank Avenue. During this phase, emergency vehicles using Moorebank Avenue as a transport route would need to be considered, as well as emergency access to adjoining properties.	An Emergency Response plan will be developed for MPW Stage 2. Emergency response for the Moorebank Avenue Upgrade Works will be managed under the MPE Stage 2 CEMP.
4O	Traffic on Moorebank Avenue would be monitored during peak periods to ensure that queuing at intersections does not impact on other road users.	Section 4.1
4P	Modify access locations in response to the development of the Moorebank Avenue modification	Section 3.2.4 Where required, access locations will be modified in accordance with requirements of RMS QA Specification G10.
4Q	Provision of alternate suitable pedestrian and cycle and facilities during the construction of Moorebank Avenue modifications retaining well defined and well signed routes and paths.	Section 3.3.1.6 Where required, location of pedestrian and cycle and facilities will be modified in accordance with requirements of RMS QA Specification G10.

Secondary Final Compilation of Mitigation Measures (FCMMs)

FCMM	Requirement	Comment
Secondary Conditions		
0D	The construction and/or operation of the Proposal may be delivered in a number of stages. If construction and/or operation is to be delivered in stages a Staging Report would be provided to the Secretary prior to commencement of the initial stage of construction and updated prior to the commencement of each stage as that stage is identified.	Not triggered for MPW Stage 2.
1B	A Road Safety Audit would be undertaken on Cambridge Avenue to identify potential traffic safety risks from the Proposal (in consideration of background traffic) and determine appropriate mitigation.	Section 3.5
1H	Importation of fill to site during construction of the Proposal is to not exceed a total of 22,000 m^3 of material per day. This limit is to be further reduced by an amount equivalent to any fill being imported to the MPE Stage 2 Proposal (SSD 7628) on the same day such that the combined importation of fill to the Proposal site and MPE site does not exceed 22,000 m^3 on any given day.	Section 3.2.3 Appendix F
5B	Proposal Site exits would be fitted with hardstand material, rumble grids or other appropriate measures to limit the amount of material transported offsite	Section 3.5
6J	In order to accept fill material onto site, the following will be undertaken: • Material characterisation reports/certification showing that the material being supplied is VENM/ENM must be provided	Appendix F

FCMM	Requirement	Comment
	• Each truck entry will be visually checked and documented to confirm that only approved materials that are consistent with the environmental approvals are allowed to enter the site. Only fully tarped loads are to be accepted by the gatekeeper. Environmental Assurance of imported fill material will be conducted to confirm that the materials comply with the NSW EPA Waste Classification Guidelines and the Earthworks Specification for the MPW site. The frequency of assurance testing will be as nominated by the Environmental assuror/auditor.	

APPENDIX B EVIDENCE OF CONSULTATION

From:	Tracy Davey
To:	Luke Oste; Charles Wiafe; Stella Qu; David Smith
Cc:	Steve Ryan; fchen@tacticalgroup.com.au
Subject:	RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan -LCC Consultation
Date:	Tuesday, January 28, 2020 10:06:36 AM

Morning Luke

Thanks for your prompt reply and your comment re consultation is noted. Appreciated.

Kind regards,
TRACY DAVEY
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From: Luke Oste <OsteL@liverpool.nsw.gov.au>
Sent: Tuesday, 28 January 2020 9:56 AM
To: Tracy Davey <tdavey@tacticalgroup.com.au>; Charles Wiafe <WiafeC@liverpool.nsw.gov.au>; Stella Qu <QuS@liverpool.nsw.gov.au>; David Smith <SmithD@liverpool.nsw.gov.au>
Cc: Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan -LCC Consultation

Hi Tracy,

Apologies for the delay in response, I hope you had a pleasant long weekend.

You can now close off consultation with LCC for the CTAMP.

Kind regards,

Luke Oste
Acting Executive Planner

02 8711 7886 | | OsteL@liverpool.nsw.gov.au
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia
www.liverpool.nsw.gov.au

From: Tracy Davey [mailto:tdavey@tacticalgroup.com.au]
Sent: Wednesday, 22 January 2020 4:08 PM
To: Charles Wiafe <WiafeC@liverpool.nsw.gov.au>; Stella Qu <QuS@liverpool.nsw.gov.au>; Luke Oste <OsteL@liverpool.nsw.gov.au>; David Smith <SmithD@liverpool.nsw.gov.au>
Cc: Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan -LCC Consultation

Afternoon Charles, Stella and Luke

Thank you for the meeting on the 17th January 2020 and the opportunity to discuss the issues of concern to LCC.

Please find attached the response Table and the CTAMP Rev F, in the following formats:

- CTAMP Rev F clean Word Version
- CTAMP Rev F tracked Word Version
- CTAMO Rev F pdf Version

For ease of reference. You will note that the Table re Consultation within the CTAMP has not been completed. We will update this Table prior to submission to DPIE.

Noting your comments in the meeting and with reference to the attached we consider that we have now consulted with LCC .Please confirm by return email.

Thanks Charles

Kind regards,
TRACY DAVEY
ENVIRONMENTAL MANAGER

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M +61 408 678 878
E tdavey@tacticalgroup.com.au
W www.tacticalgroup.com.au

From: Tracy Davey
Sent: Thursday, 12 December 2019 12:53 PM
To: Charles Wiafe <WiafeC@liverpool.nsw.gov.au>; Luke Oste <OsteL@liverpool.nsw.gov.au>; David Smith <SmithD@liverpool.nsw.gov.au>
Cc: Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi Charles and Luke

Further to your email on the 6th December 2019, please find attached our response and proposed actions to address the comments raised by LCC on the 6/12/19. Please can you confirm that you are satisfied with our response/ proposed actions, after which we will provide LCC with an updated CTAMP document.

We attempted to upload this response via the DPIE Portal however there appears to be some 'teething problems'. As such, It would be appreciated if you could confirm receipt of this document with an indication of when we would anticipate receiving confirmation. Also please provide any further commentary via the planning portal, in order for us to continue to use this portal for consultation.

Please let us know if there is any further information you require in providing confirmation of satisfaction.

Do not hesitate in calling to discuss further.

Regards,
TRACY DAVEY
ENVIRONMENTAL MANAGER

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W www.tacticalgroup.com.au

Before printing this document, please consider the environment.

From: Steve Ryan <sryan@tacticalgroup.com.au>
Sent: Wednesday, 11 December 2019 9:49 AM
To: Charles Wiafe <WiafeC@liverpool.nsw.gov.au>
Cc: Fei Chen <fchen@tacticalgroup.com.au>; Luke Oste <OsteL@liverpool.nsw.gov.au>; David Smith <SmithD@liverpool.nsw.gov.au>; Tracy Davey <tdavey@tacticalgroup.com.au>; 'Jake Shackleton' <Jake.Shackleton@planning.nsw.gov.au>; Dan Blyde <dan.blyde@qube.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Charles,

Thank you for your feedback below, we are currently reviewing these comments and will intend on providing you with a response shortly.

Please note that DPIE have recently launched a planning portal for major projects. We have commenced using this portal, where you should have received a notification from the Major Projects Planning Portal that this document has been submitted to you for consultation.

The document submitted via this portal is the same document you have received previously and provided comment below.

It would be appreciated if you could confirm you have received this notification via the Major Projects Planning Portal. It would be appreciated if you could upload the comments provided below via this portal, in order for us to continue to use this portal for consultation.

Given the infancy of the Department's portal we have included Jake Shackleton (DPIE) as part of this correspondence.

Please let us know if you have any queries in this regard.

Do not hesitate in calling to discuss further.

Regards,

STEVE RYAN
MANAGING DIRECTOR

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Before printing this document, please consider the environment.

From: Charles Wiafe <WiafeC@liverpool.nsw.gov.au>
Sent: Friday, 6 December 2019 5:02 PM
To: Tracy Davey <tdavey@tacticalgroup.com.au>
Cc: Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>; Luke Oste <OsteL@liverpool.nsw.gov.au>; David Smith <SmithD@liverpool.nsw.gov.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi Tracy,

Thank you for the opportunity to provide comments on the draft CTAMP, before it is finalised.

Below are our comments:

1. **Traffic survey data** - The CTAMP traffic impact assessment is based traffic survey data from an RMS traffic model developed in 2015. The traffic data was collected in 2013 prior to the opening of the M5 Motorway widening, and is out of date. In addition, there are other construction activities near the MPW site.

   New traffic survey is to be undertaken to assess traffic impacts of MPW Stage 2 construction works.

2. **Staging of construction activities** - A staging and schedule plan of construction activities for the MPW Stage 2 are to be included in the CTAMP.

3. **Cumulative traffic impacts of other planned construction works close to the subject site** - Cumulative traffic impacts of the proposed MPW Stage 2 constriction works and other planned construction works close to the subject site such as the MPE stages 1 & 2 construction works are to be assessed and included in the report.

4. **Proposed haulage routes** - Newbridge Rod and the section of Moorebank Avenue (north of the M5 Motorway) has been identified as an alternative haulage route.

   The Newbridge Road/Heathcote Road and Moorebank Avenue/Heathcote Road intersections are currently operating at capacity with significant delays, particularly during the morning and afternoon peak periods. The construction heavy vehicle movements will exacerbate congestions at the intersections.

   As such, the proposed heavy vehicle and fill haulage routes should only show the haulage route along the M5 Motorway and Moorebank Avenue (south of the M5). The alternative route shown in purple is to be removed. Alternately the haulage is only to be used outside the peak traffic periods.

   The traffic impact assessment indicates that the construction activity will increase traffic

volume through the Motorway/Moorebank Avenue interchange by approximately 10%. It is estimated that the likely traffic increase during construction along Moorebank Avenue will be approximately 20% of background traffic volume.

This additional traffic will have significant impact on the M5 Motorway/Moorebank Avenue interchange and Moorebank Avenue, which are currently operating at capacity. It is recommended that the haulage times are to be delivered restricted to outside the peak traffic periods.

Other mitigation measures are to be discussed with Council and included in the final CTAMP report.

5. **Proposed Construction Access Arrangements** - It is noted that the existing Moorebank Avenue/Chatham Avenue intersection will be used as construction access and the existing right turn bay on Moorebank Avenue will be extended by 90 m, to facilitate construction work. This work requires RMS approval and needs to be completed prior to commencing MPW Stage 2 construction work.

6. **Other access points off Moorebank Avenue** - Four other vehicular access points off Moorebank Avenue are nominated to be used as construction access. Council recommends that the northern access(s) are to be restricted to Moorebank Avenue/Anzac Road and Moorebank Avenue/Defence Joint Logistics intersections only. The proposed fourth leg access(s) to both signalised intersections will require RMS approval.

   Detailed designs of the intersections modifications should be submitted to Council for review. In addition, copies of executed WADs for construction access modifications and Interface and Access Deed (s) are to be provided to Council.

7. **Staging plans of construction activities and associated Traffic Management Plans** – Copies of Staging plans of construction activities and associated Traffic Management Plans (TMPs)/TCPs are to be submitted to Council at least 1 month prior to construction.

8. **Road Safety Audit report** - A copy of the Road Safety Audit report is to be provided to Council for review.

9. **Safe pedestrian and cyclist access** - Safe pedestrian and cyclist access through or around worksites shall be maintained during construction.

10. **Two lanes (one in each direction) of traffic on Moorebank Avenue** – The existing two lanes traffic along Moorebank Avenue must be maintained at all times during construction. Council is to be consulted for any construction works which may affect traffic flow along Moorebank Avenue.

11. **Dilapidation survey and repairs -** A site meeting is to be held with Council representatives for preparation of the pre-construction Road Dilapidation Report.

12. **Community consultation -** A meeting is to be held with Council's Communication Team to discuss and finalise a community consultation strategy prior to

construction works.

Should you wish to discuss any the above comments or require clarification, please contact me again.

Regards

Charles Wiafe
Service Manager Traffic and Transport

02 8711 7452 | 0417 175 763 | WiafeC@liverpool.nsw.gov.au
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia
www.liverpool.nsw.gov.au

From: Tracy Davey [mailto:tdavey@tacticalgroup.com.au]
Sent: Friday, 6 December 2019 2:37 PM
To: Luke Oste; David Smith; Charles Wiafe
Cc: Steve Ryan; Fei Chen
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi Luke

Hope you are well. I just tried to call you. Following on from your email below, you indicated that you would have comments to us a week after the 22 November 2019 bringing us to the 29th November 2019. To date we have not received any feedback from Council, are we to assume that you have no comment?

Please advise.

Regards,
TRACY DAVEY
ENVIRONMENTAL MANAGER

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E tdavey@tacticalgroup.com.au
W www.tacticalgroup.com.au

From: Luke Oste <OsteL@liverpool.nsw.gov.au>
Sent: Friday, 22 November 2019 3:56 PM
To: Tracy Davey <tdavey@tacticalgroup.com.au>; Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi Tracey,

Our traffic team is yet to look at the CTAMP, however will look through it next week.

I will keep you updated on progress.

Kind regards,

Luke Oste
Strategic Planner (Statutory)

02 8711 7886 | | OsteL@liverpool.nsw.gov.au
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia

www.liverpool.nsw.gov.au

From: Tracy Davey [mailto:tdavey@tacticalgroup.com.au]
Sent: Friday, 22 November 2019 12:03 PM
To: Luke Oste <OsteL@liverpool.nsw.gov.au>; Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

HI Luke

Hope you are well. I am just checking in with you regarding the above Project. Do you have any comments on the CTAMP?

Please advise if you require any additional information.

Regards,
TRACY DAVEY
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From: Tracy Davey
Sent: Tuesday, 12 November 2019 10:16 AM
To: Luke Oste <OsteL@liverpool.nsw.gov.au>; Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Thanks Luke

Much appreciated. For your information MPWS2 was approved yesterday the 11/11/2019. As such we would appreciate comments within 2 weeks being the 25th November 2019.

Please let me know if you require any further information, or if you would like to discuss any aspect of the project.

Regards,
TRACY DAVEY
ENVIRONMENTAL MANAGER

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W www.tacticalgroup.com.au

Before printing this document, please consider the environment.

From: Luke Oste <OsteL@liverpool.nsw.gov.au>
Sent: Tuesday, 12 November 2019 10:07 AM
To: Tracy Davey <tdavey@tacticalgroup.com.au>; Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi Tracy,

I spoke to Charles yesterday afternoon, and they will begin to look through the CTAMP over the next fortnight. I will keep you in the loop regarding progress on providing comments back to you for this plan.

Kind regards,

Luke Oste
Strategic Planner (Statutory)

02 8711 7886 | | OsteL@liverpool.nsw.gov.au
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia
www.liverpool.nsw.gov.au

From: Tracy Davey [mailto:tdavey@tacticalgroup.com.au]
Sent: Friday, 8 November 2019 2:47 PM
To: Luke Oste <OsteL@liverpool.nsw.gov.au>; David Smith <SmithD@liverpool.nsw.gov.au>; Charles Wiafe <WiafeC@liverpool.nsw.gov.au>; Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Cc: LCC <LCC@liverpool.nsw.gov.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Afternoon Luke

Hope you are well. Just tried to call you and left a message at the main reception. I am following up on the email below.
Please reply by return email or on 0408 678 878,

Thanks very much and I look forward to hearing from you.

Regards,
TRACY DAVEY
ENVIRONMENTAL MANAGER

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E tdavey@tacticalgroup.com.au
W www.tacticalgroup.com.au

From: Tracy Davey
Sent: Friday, 1 November 2019 1:07 PM
To: OsteL@liverpool.nsw.gov.au; SmithD@liverpool.nsw.gov.au; WiafeC@liverpool.nsw.gov.au; Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Cc: lcc@liverpool.nsw.gov.au
Subject: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Afternoon Luke, David and Charles

Luke, further to our conversation this morning, and with reference to recent correspondence in relation to Moorebank Logistics Park (MLP), with a colleague of mine (Ibrahim Awad), we would like continue the project's consultation as it relates to subsequent stages of MLP.

You may be aware that the Moorebank Precinct West (MPW) Stage 2(SSD7709) is advancing towards commencing construction and we are currently addressing the recommended conditions from DPIE, (currently pending determination by the Independent Planning Commission (IPC)). The recommended conditions of consent are attached for your reference, along with the following link to the SSD Application via the DPIE website - http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7709

We would like to take this opportunity as part of addressing the pre-construction conditions of consent, to consult with LCC on the Construction Traffic and Access Management Plan (CTAMP). This document has been completed and we feel has adequately addressed the conditions of consent, along with addressing previous learnings from previous consultation undertaken on this project. The following link provides the following:

- Final CTAMP for review and comment in pdf and docx; and
- If required, comments table template where we would be seeking LCC provide any comments in relation to the CTAMP

https://www.dropbox.com/s/l9xeolystrskloh/MPWS2%20CTAMP%20Consultation.zip?dl=0

We would be pleased to meet with you and other representatives from LCC to present the key features of this document, if this would assist in an expeditious review from LCC. Please let us know if you'd like to meet and we would happily coordinate a suitable date/time.

Due to current time imperatives for the project we would be grateful if we could finalise LCC's review of the CTAMP by 29/11/2019. Please let us know if there is any further information you may require when undertaking your review and whether you would like to meet and discuss the content of the CTAMP.

We are looking forward to continue to work with LCC on this project.

Please let us know if you have any further queries or require further information in relation to above.

Do not hesitate in calling to discuss further

Regards,

TRACY DAVEY
ENVIRONMENTAL MANAGER

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Scanning Services - powered by MessageLabs.

From:	Cathy Kinsey
To:	Tracy Davey; Council
Cc:	fchen@tacticalgroup.com.au
Subject:	RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan
Date:	Monday, December 2, 2019 2:32:47 PM

Hi Tracey

Apologies. I have been on leave and just back in the office today.

Council has no issues with CTMP subject to the understanding that no heavy vehicle traffic will use Cambridge Ave.

Regards

Cathy Kinsey

Brand

Cathy Kinsey
Coordinator Stormwater and Structural Design

Brand

P: +61 2 4645 4635
E: cathy.kinsey@campbelltown.nsw.gov.au
www.campbelltown.nsw.gov.au

From: Tracy Davey <tdavey@tacticalgroup.com.au>
Sent: Friday, 22 November 2019 12:07 PM
To: Cathy Kinsey <cathy.kinsey@campbelltown.nsw.gov.au>; Council <Council@campbelltown.nsw.gov.au>
Cc: Fei Chen <fchen@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

HI Cathy

Hope you are well. Further to the email and phone call on the 8th November 2019, do you have any comments regarding the CTAMP.

I recall that you stated verbally that Council had no concerns however you were going to talk to a colleague and get back to me.

Are you in a position to provide us with your comments?

If you require any additional information or clarifications do not hesitate to contact me.

Regards,
TRACY DAVEY
ENVIRONMENTAL MANAGER

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E tdavey@tacticalgroup.com.au
W www.tacticalgroup.com.au

From: Tracy Davey
Sent: Friday, 8 November 2019 3:10 PM
To: cathy.kinsey@campbelltown.nsw.gov.au; council@campbelltown.nsw.gov.au; Fei Chen <fchen@tacticalgroup.com.au>
Subject: FW: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Afternoon Cathy

Hope you are well. I just tried to call you unfortunately I missed you.

I am following up on the email below. Do you have any comments, noting that heavy vehicles to and from the site are still prohibited from using Cambridge Avenue.

I will try you again on Monday alternatively please contact me by return email.

Regards,
TRACY DAVEY
ENVIRONMENTAL MANAGER

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E tdavey@tacticalgroup.com.au
W www.tacticalgroup.com.au

From: Tracy Davey
Sent: Friday, 1 November 2019 1:22 PM
To: cathy.kinsey@campbelltown.nsw.gov.au; council@campbelltown.nsw.gov.au
Cc: Steve Ryan <sryan@tacticalgroup.com.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi Cathy,

I hope this email finds you well. As per previous correspondence in relation to Moorebank Logistics Park (MLP), with a colleague of mine (Nathan Cairney) in relation to Moorebank Precinct East (MPE) CTAMP - B we would like continue the project's consultation as it relates to subsequent stages of MLP.

You may be aware the Moorebank Precinct West (MPW) Stage 2(SSD7709) is advancing towards commencing construction, and we are currently addressing the recommended conditions from DPIE, (currently pending determination by the Independent Planning Commission (IPC)). The recommended conditions of consent are attached for your reference along with the following link to the SSD Application via the DPIE website - http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7709

Similar to the previous consultations, **heavy vehicles to and from the site are still prohibited from using Cambridge Avenue** unless specifically requiring access to Glenfield Waste. Please find attached the previous consultation notes.

As the conditions require consultation we require your confirmation and would like to take this opportunity, to consult with CCC on the Construction Traffic and Access Management Plan (CTAMP). This document has been completed and we feel has adequately addressed the conditions of consent, along with addressing previous learnings from previous consultation undertaken on this project. The following link provides the following:

- Final CTAMP for review and comment in pdf and docx; and
- If required, comments table template where we would be seeking CCC provide any comments in relation to the CTAMP

https://www.dropbox.com/s/l9xeolystrskloh/MPWS2%20CTAMP%20Consultation.zip?dl=0

We would be pleased to meet with you and other representatives from CCC to present the key features of this document, if this would assist in an expeditious review from CCC. Please let us know if you'd like to meet and we would happily coordinate a suitable date/time.

Due to current time imperatives for the project we would be grateful if we could finalise CCC's review of the CTAMP by 29/11/2019. Please let us know if there is any further information you may require when undertaking your review and whether you would like to meet and discuss the content of the CTAMP.

We are looking forward to continue to work with CCC on this project.

Regards,
TRACY DAVEY
ENVIRONMENTAL MANAGER

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From:	Steve Ryan
To:	Mark Ozinga; Para Sangar
Cc:	Dan Blyde; fchen@tacticalgroup.com.au; Tracy Davey; "Jake Shackleton"
Subject:	RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan
Date:	Wednesday, December 18, 2019 5:15:14 AM

Mark/Para,

Further to below, we have been advised by Malgy Coman (previously RMS, now TfNSW) that consultation regarding the CTAMP for SSD7709 will be via Liverpool City Council (LCC).

Please note that we have already commenced consultation with LCC on this matter.

We believe that consultation with TfNSW in this forum is now closed and we will address any feedback received from LCC as a means of satisfying consultation for this document and addressing the relevant conditions of consent for SSD7709.

Please let us know if you have any queries in regard to this matter.

Do not hesitate in calling to discuss further.

Regards,

STEVE RYAN
MANAGING DIRECTOR

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E sryan@tacticalgroup.com.au
W www.tacticalgroup.com.au

From: Steve Ryan
Sent: Wednesday, 11 December 2019 9:49 AM
To: Mark Ozinga <Mark.Ozinga@transport.nsw.gov.au>; Para Sangar <Para.Sangar@transport.nsw.gov.au>
Cc: Dan Blyde <dan.blyde@qube.com.au>; Fei Chen <fchen@tacticalgroup.com.au>; Tracy Davey <tdavey@tacticalgroup.com.au>; 'Jake Shackleton' <Jake.Shackleton@planning.nsw.gov.au>
Subject: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Mark/Para,

Further to recent correspondence (with Tactical Group) in relation to Moorebank Logistics Park (MLP), we would like continue the project's consultation as it relates to subsequent stages of MLP. This round of

consultation is in relation to the Construction Traffic and Access Management Plan (CTAMP) under the recently approved SSD7709 or Moorebank Precinct West (MPW) Stage 2.

DPIE have recently launched a planning portal for major projects. We have commenced using this portal, where you should have received a notification from the Major Projects Planning Portal that this document has been submitted to you for consultation.

Can you please confirm receipt of this document (please note we have received the attached from TfNSW)?

Given the infancy of the Department's portal we have included Jake Shackleton (DPIE) as part of this correspondence.

As part of the projects consultation with TfNSW on Moorebank Precinct East (MPE) Stage 2 (SSD7628), both Operational Traffic and Access Management Plan (OTAMP) and Construction Traffic and Access Management Plan Phase B (CTAMP-B) were referred to RMS for consultation (see attached). We would like to confirm that TfNSW would be proposing to undertake a similar approach?

If this is the case, we would appreciate it TfNSW could provide a similar response to that attached via the planning portal.

We are looking forward to continue to work with TfNSW on this project.

Please let us know if you have any further queries or require further information in relation to above.

Do not hesitate in calling to discuss further

Regards,

STEVE RYAN
MANAGING DIRECTOR

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From:	Steve Ryan
To:	Malgy Coman; Rachel Cumming
Cc:	Pahee Rathan; fchen@tacticalgroup.com.au; Shiraz Ahmed; Jake Shackleton; Aman Brar; Dan Blyde; Tracy Davey
Subject:	RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan
Date:	Wednesday, December 18, 2019 5:14:04 AM

Malgy,

Thanks for your comments and clarification below. We are concurrently consulting with TfNSW and LCC in relation to CTAMP for SSD7709. Based upon your comments we will continue consultation on the CTAMP for SSD7709 with LCC in satisfying the relevant conditions of this consent.

In this context, we believe this matter is now closed and do not expect any further comment on this document in this forum.

Do not hesitate in calling to discuss further.

Regards,
STEVE RYAN
MANAGING DIRECTOR

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From: Malgy Coman <Malgy.COMAN@transport.nsw.gov.au>
Sent: Friday, 13 December 2019 3:22 PM
To: Steve Ryan <sryan@tacticalgroup.com.au>; Rachel Cumming <rachel.cumming@transport.nsw.gov.au>
Cc: Pahee Rathan <Pahee.RATHAN@transport.nsw.gov.au>; Fei Chen <fchen@tacticalgroup.com.au>; Shiraz Ahmed <Shiraz.Ahmed@planning.nsw.gov.au>; Jake Shackleton <Jake.Shackleton@planning.nsw.gov.au>; Aman Brar <Aman.Brar@planning.nsw.gov.au>; Dan Blyde <dan.blyde@qube.com.au>; Tracy Davey <tdavey@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi Steve,

Please be advised that as per my earlier email this section of Moorebank Avenue is under the care

and control of Liverpool City Council and TfNSW will be providing comments for the CTAMP via Council's Local Traffic Committee. Can you please ensure that a copy is submitted to Liverpool City Council.

Regards,

Malgy

From: Steve Ryan [mailto:sryan@tacticalgroup.com.au]
Sent: Friday, 13 December 2019 6:42 AM
To: Malgy Coman; Rachel Cumming
Cc: Pahee Rathan; Fei Chen; Shiraz Ahmed; Jake Shackleton; Aman Brar; Dan Blyde; Tracy Davey
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Rachel/Malgy,

Further to the below, given the technical problems with the planning portal, DPIE have requested that we provide the CTAMP for SSD7709 again to RMS via email in satisfying consultation. Please refer to the following link below containing:

- CTAMP in word and pdf version
- Comments table for agency to provide comments

https://www.dropbox.com/s/l9xeolystrskloh/MPWS2%20CTAMP%20Consultation.zip?dl=0

Please let us know if you have any queries or require further information in this regard.

Do not hesitate in calling to discuss further.

Regards,
STEVE RYAN
MANAGING DIRECTOR

LEVEL 15 | 124 WALKER STREET | NORTH SYDNEY | NSW | 2060

T +61 2 8907 0700
M +61 406 995 822
F +61 2 9954 4946
E sryan@tacticalgroup.com.au
W www.tacticalgroup.com.au

From: Jake Shackleton <Jake.Shackleton@planning.nsw.gov.au>
Sent: Thursday, 12 December 2019 11:51 AM
To: Steve Ryan <sryan@tacticalgroup.com.au>; Malgy Coman <Malgy.COMAN@transport.nsw.gov.au>; Shiraz Ahmed <Shiraz.Ahmed@planning.nsw.gov.au>;

Aman Brar <Aman.Brar@planning.nsw.gov.au>
Cc: Rachel Cumming <rachel.cumming@transport.nsw.gov.au>; Pahee Rathan <Pahee.RATHAN@transport.nsw.gov.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi Steve,

RMS has an assigned user who manages the workflow for documentation, and will direct it to the relevant contact for review. As I understand, this process is still being rolled out at RMS.

In the interim, commence your consultation as per the conditions, and DPIE can indicate from our end via PSIMS that consultation is being undertaken outside of the portal, and evidence can be uploaded later.

If RMS resolve the workflow then the documents will appear for Malgy or Rachel to review if they have been set up in the system.

Kind regards

Jake Shackleton
Senior Environmental Assessment Officer

Planning and Assessment | Department of Planning, Industry and Environment
T 02 8275 1168 | **E** jake.shackleton@planning.nsw.gov.au
Level 29, 320 Pitt St, Sydney NSW 2001
www.dpie.nsw.gov.au

The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

From: Steve Ryan <sryan@tacticalgroup.com.au>
Sent: Thursday, 12 December 2019 11:39 AM
To: Malgy Coman <Malgy.COMAN@transport.nsw.gov.au>
Cc: Rachel Cumming <rachel.cumming@transport.nsw.gov.au>; Pahee Rathan <Pahee.RATHAN@transport.nsw.gov.au>; Jake Shackleton <Jake.Shackleton@planning.nsw.gov.au>; Fei Chen <fchen@tacticalgroup.com.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Thanks Malgy.

Consultation for CTAMP has commenced per the conditions of consent.

Jake,

Can you please advise on what needs to be carried out to ensure RMS have access to the relevant documents via the Planning Portal? We want to ensure that consultation is being undertaken in an expeditious manner.

Please let us know what we can do in this regard

Do not hesitate in calling to discuss further.

Regards,
STEVE RYAN
MANAGING DIRECTOR

LEVEL 15 | 124 WALKER STREET | NORTH SYDNEY | NSW | 2060

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F +61 2 9954 4946
E sryan@tacticalgroup.com.au
W www.tacticalgroup.com.au

From: Malgy Coman <Malgy.COMAN@transport.nsw.gov.au>
Sent: Wednesday, 11 December 2019 9:57 AM
To: Steve Ryan <sryan@tacticalgroup.com.au>
Cc: Rachel Cumming <rachel.cumming@transport.nsw.gov.au>; Pahee Rathan <Pahee.RATHAN@transport.nsw.gov.au>; Jake Shackleton <Jake.Shackleton@planning.nsw.gov.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi Steve,

Thank you for your email. We have received the email notification for the lodgement of the CTAMP via the Major Planning Portal, however there is nothing within the Major Project online portal to review/download.

Notwithstanding the above, this CTAMP will need to be submitted to Liverpool City Council's Local Traffic Committee for review/approval and the relevant TfNSW representative will provide comments for the CTAMP via this process. This section of Moorebank Avenue is a local road and this

is the normal review process for CTAMPs impacting on the local/state road network.

Regards,

Malgy

Malgy Coman
A/Senior Land Use Assessment Coordinator
(Part-time: Monday-Thursday)
Sydney Roads
Greater Sydney
Transport for NSW

T 02 8849 2413
27 Argyle Street Parramatta NSW 2150

From: Steve Ryan [mailto:sryan@tacticalgroup.com.au]
Sent: Wednesday, 11 December 2019 9:49 AM
To: Rachel Cumming; Malgy Coman
Cc: 'Jake Shackleton'; Dan Blyde; Fei Chen; Tracy Davey
Subject: FW: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Rachel/ Malgy,

As you would be aware, SSD7709 or Moorebank Precinct West (MPW) Stage 2 recently obtained planning approval. As part of this consent, we are required to consult with RMS with regards to the Construction Traffic and Access Management Plan (CTAMP).

DPIE have recently launched a planning portal for major projects. We have commenced using this portal, where you should have received a notification from the Major Projects Planning Portal that this document has been submitted to you for consultation.

We have prepared this CTAMP with consideration of previous consultation undertaken with RMS in relation to this project and would anticipate that this would allow for us to complete consultation with RMS in an expeditious manner.

It would be appreciated if you could review this document contained on the planning portal, please note that the due date for responses to consultation indicated on the planning portal is 7/1/2020.

We would be happy to meet with you discuss the particulars of this document including any queries you may have during your review.

Do not hesitate in calling to discuss further.

Regards,
STEVE RYAN
MANAGING DIRECTOR

LEVEL 15 | 124 WALKER STREET | NORTH SYDNEY | NSW | 2060

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Before printing this document, please consider the environment.

Before printing, please consider the environment

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APPENDIX C DRIVER'S CODE OF CONDUCT

Purpose and Objective

The Driver's Code of Conduct aims to minimise the impacts of construction traffic on the external road network, including adjoining properties. The purpose of this Code is to define and detail acceptable behaviour and procedures for all heavy vehicle drivers associated with the construction of the Project.

Responsibilities of Drivers

- Drivers are to follow **ALL** rules and regulations required by law including:
    - Hold a current and valid license for the vehicle class they are operating
    - Always carry your current driver's license with you while you are on duty
    - Comply with all posted and/or Road Work speed limits on all roads
    - Adhere with the posted vehicle load limits on all roads
    - Comply with all construction traffic signs and devices
    - Do not overload vehicles beyond its maximum load limits and/or relevant approvals
- Drivers are to practise safe driving and behaviour which includes, but is not limited to:
    - Driving in a manner that is appropriate with road and weather conditions
    - Not operating any machines whilst suffering from fatigue or under the influence of drugs and/or alcohol.
- Drivers must behave in a professional manner at all times. No yelling at others.
- Drivers must adhere to the approved nominated routes for each specific construction activity and consistent with the CTAMP (refer to Figure 1) and they must not use roads if their weight is over the posted load limit
- No access from Cambridge Avenue will be permitted for the haulage of imported fill or freight, as per CoC B89
- No parking will be permitted on Moorebank Avenue
- Drivers must not consume or be under the influence of alcohol or drugs whilst on duty
- Drivers are to enter the site before stopping and are not to queue on any public road, unless approved and agreed with relevant authorities (e.g. RMS and Local Councils).
- Drivers are to arrive and depart from project construction sites during approved construction hours, 7 am to 6 pm Monday to Friday and 8 am to 1 pm on Saturday, unless otherwise approved with relevant authorities. Drivers will be turned away if they arrive outside of approved hours.
- Drivers making material deliveries are to arrive and depart during approved extended work hours, 6am to 10pm, Monday to Friday, and 7am to 5pm on Saturday, unless otherwise approved with relevant authorities. Drivers will be turned away if they arrive outside of approved hours.
- Drivers must never leave the vehicle with the engine running. Drivers parking are to engage the park brake and leave the vehicle in gear.
- Drivers must adhere to the 20km/hr speed limit on site, unless stated otherwise
- Drivers must attempt to limit the amount of reversing that they undertake on site.
- Drivers must not use engine braking on or within the vicinity of site.
- Drivers leaving their vehicle must wear appropriate personal protective equipment.

- Drivers must enter and exit the site gates in a forward direction. Under no circumstances are drivers allowed to reverse onto a public road, unless approved by the relevant authorities.
- Vehicles must not transfer dirt or debris onto public roads. If any materials are deposited on the roads, then the Superintendents/ Supervisors/ Foremen must be contacted immediately.
- All drivers must carry out their duties in a way which does not adversely affect their health and safety or that of others
- All drivers must only perform tasks for which they have authorisation and/or the necessary training, and for which all necessary safety arrangements are in place
- Prior to leaving site covering truck loads is mandatory and when required, tailgates must be swept clean before leaving site.
- If approached by individuals with enquiries about the Project, drivers are not to engage with the individual beyond providing them with the Community Liaison Manager contact details.
- As a courtesy to individuals who may be impacted by driver behaviour, drivers will:
    - Not use compression braking unless it is an emergency situation
    - Ensure no extended periods of idling
    - Ensure that there is no littering
    - Remain calm and courteous when in contact with other members of the public
    - Maintain trucks in good working order and a clean and tidy condition
    - Not block residential driveways or any other access points.

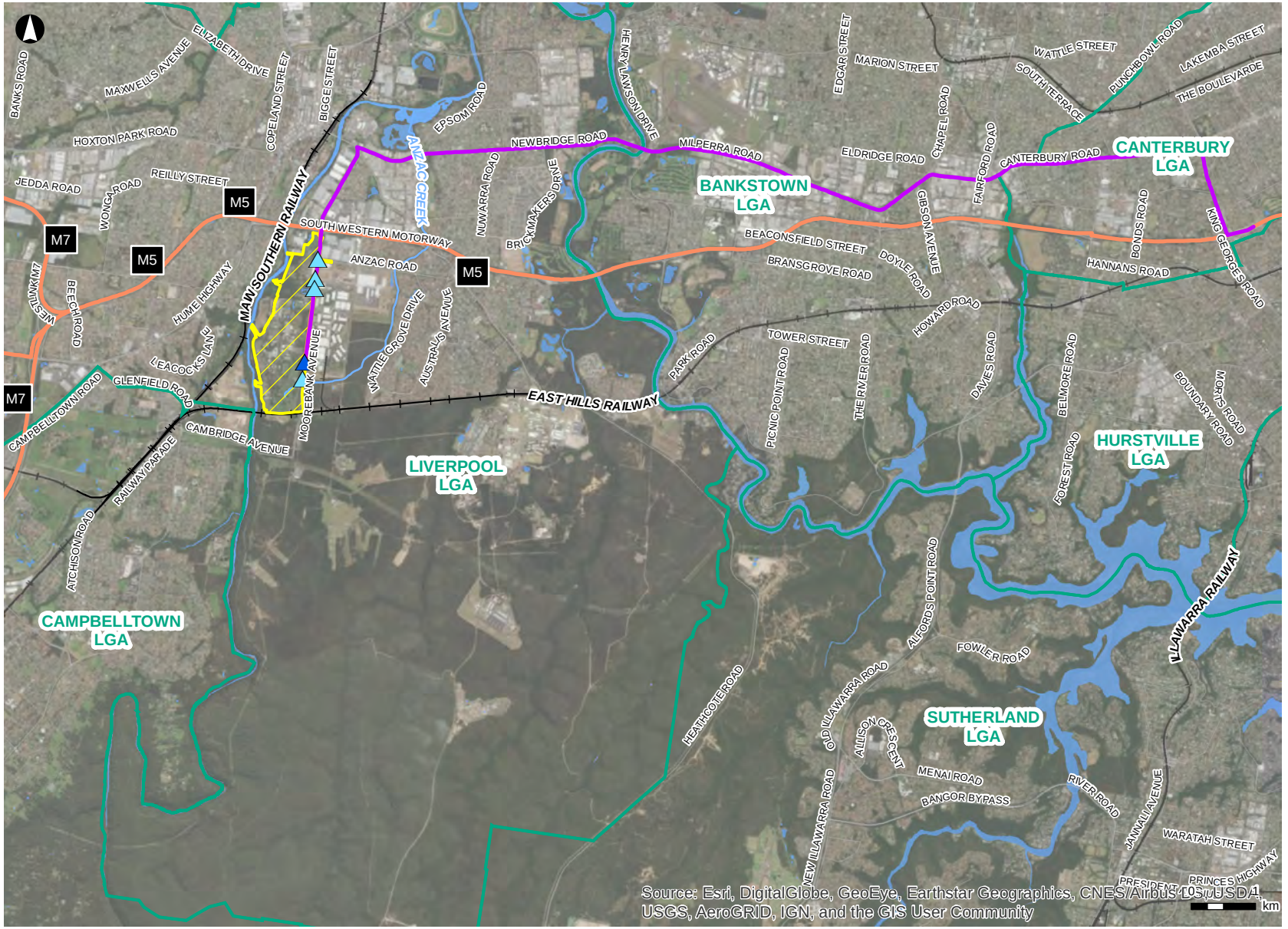
Monitoring

At the commencement of each shift or day's work, drivers will attend a Toolbox meeting held by the supervisor, where drivers will be updated on Work Health and Safety issues that may have arisen from the previous shift or day's work.

Failure to comply with this Driver's Code of Conduct may lead to either the issue of a warning notice or disciplinary action.

Some non-compliances may also carry penalties such as fines and demerit points under the Road Rules and environmental protection legislation.

This Code will be reviewed after six months of operation and updated as required.



LEGEND

- MPW Stage 2 construction area
- LGA boundary
- Construction site access
- Future construction site access
- Vehicle / Heavy Vehicle movement route
- Alternative vehicle / Heavy Vehicle movement route
- Existing railway
- Watercourse

1:1,000,000 at A4

SIMTA

ARCADIS

ARCADIS AUSTRALIA PACIFIC PTY LTD
ABN 76 104 485 289
Level 16, 580 George St | Sydney NSW 2000
P: +61 (0) 2 8907 9000 | F: +61 (0) 2 8907 9001

Coordinate System: GDA 1994 MGA Zone 56
Aerial imagery supplied by nearmap (September, 2018)

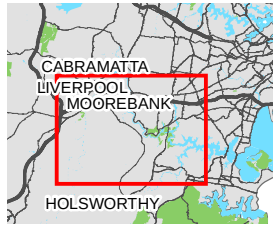
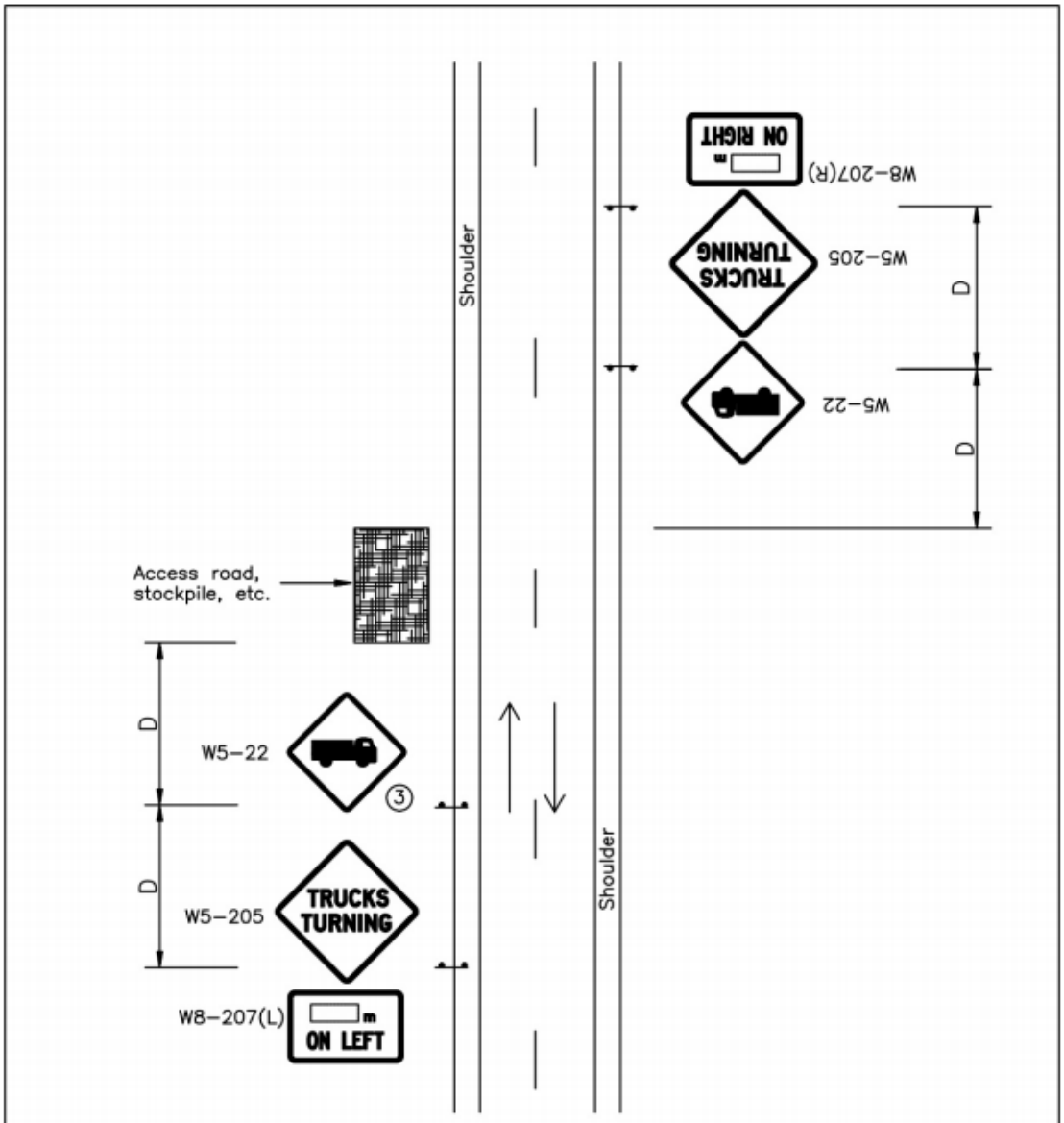


Figure 1: Heavy Vehicle Route Plan

APPENDIX D TRAFFIC CONTROL PLAN (TCP195)

TCP 195



NOTE:

① For use where roadside is generally undeveloped, ADT is more than 1,500 vehicles per day, sight distance is restricted and there are more than 20 truck movements per shift.

② See ***Traffic control at work sites***, Section 7.7, ***Signs for depots, stockpiles, quarries, gravel pits etc.***

③ For short term works use T2–25.

ACCESS TO DEPOT, STOCKPILE, QUARRY, GRAVEL PIT ETC.
ALL ROADS
LONG TERM USE

T000195

APPENDIX E OVERSIZE VEHICLE FACT SHEET

29 March 2019

Oversize Overmass (OSOM) Vehicles

What is a OSOM load-carrying Vehicle?

An Oversize Overmass (OSOM) vehicle is a heavy vehicle that is carrying, or specially designed to carry, a large indivisible item.

A heavy vehicle is a Class 1 heavy vehicle if it, together with its load, does not comply with a prescribed mass requirement or prescribed dimension requirement applying to it and is a heavy vehicle carrying, or designed for the purpose of carrying, a large indivisible item including, for example, a combination including a low loader.

Examples of OSOM vehicles include a combination of prime movers, low loaders, low loader dollies, platform trailers and jinkers.

A Class 1 OSOM vehicle does not require a permit to operate provided the movement of the vehicle complies with all of the requirements and travel conditions outlined in a transition notice. Operators still need to comply with the operating conditions specified in their relevant transition notice.

If a Class 1 OSOM vehicle does not comply with the mass or dimension limits set out in a transition notice, an operator must apply to the National Heavy Vehicle Regulator (NHVR) to obtain a Mass or Dimension Exemption Permit.

OSOM vehicles:

Large indivisible item - an item that:-

- can not be divided without extreme effort, expense or risk of damage to it;
- can not be carried on any heavy vehicle without contravening a mass requirement or dimension requirement.

Low loader – a trailer with a loading deck no more than 1m above the ground.

Low loader dolly - a device for distributing mass that:-

- is usually coupled between a prime mover and low loader;
- consists of a rigid frame of a gooseneck shape;
- does not directly carry any load;
- is equipped with 1 or more axles, a kingpin and a fifth wheel coupling.

yellow, in relation to a light, includes amber.

Exemption under Mass or Dimension Exemption Gazette Notice

The NHVR may grant a Mass or Dimension Exemption Gazette Notice for a period of not more than five years to a Class 1 OSOM vehicle from a prescribed mass or dimension requirement.

A Mass or Dimension Exemption Gazette Notice will include the following information:

- the category of heavy vehicles to which the exemption applies
- the mass or dimension requirements
- the areas or routes to which the exemption applies
- the road conditions or travel conditions required by the relevant road manager/s
- the period for which the exemption applies

Operators can continue to operate under a current transition gazette notice. If the vehicle exceeds the requirements of the gazette you can apply to the NHVR to obtain a mass or Dimension Exemption Permit.

Gazette notices or guidelines specific to the movement of OSOM vehicles have seen consolidated into a national gazette notice.

Exemptions by permit

The NHVR may grant a Mass or Dimension Exemption Permit for a period of not more than three years. For access to the road network that is not covered under a transition notice an application to the NHVR will be required.

Will I have to apply for a permit again?

All permits that were already in force at the time the Heavy Vehicle National Law (HVNL) commenced continue to have effect as if they were made under the HVNL. They will remain current until their expiry date or they are replaced under the national access framework, whichever comes first.

All new and renewal permit applications must be directed to the NHVR.

Where the dimensions of the vehicle are likely to interfere with overhead wires, bridges and other structures on or beside the road, approval to travel the route must be sought from the relevant authorities. These third party approvals will be required prior to the issue of a permit. It is the responsibility of the OSOM vehicle operator to obtain approval from the relevant organisation. For further details regarding third party providers please see the *Third party utility provider fact sheet*.

The driver of a Class 1 heavy vehicle who is driving the vehicle under a Mass or Dimension Exemption Permit must keep a copy of the permit in the driver's possession.

What if my permit doesn't have an expiry date?

In almost all cases, permits should have an expiry date attached to them. Some older permits which were issued in perpetuity continue to exist. In this small number of cases, the permits will continue under the HVNL for three years. At the end of the three year period, the permit will lapse and you must apply to the NHVR if you want the permit to be reissued.

Warning devices

In some instances OSOM vehicles may require conditions of operations such as warning devices or warning lights to operate on the road network. If operating under a transition notice or a permit, these requirements will be specified in detail.

Examples of warning devices that may apply to an OSOM vehicle

Warning lights

A warning light attached to a OSOM vehicle, when switched on, must:

- emit a yellow coloured light of rotating and flashing effect
- flash between 120 and 200 times a minute and have a power of at least:
  - if LED technology is used— 25W, or
  - if another technology is used—55W
- not be a strobe light.

A warning light attached to a OSOM vehicle must be:

- clearly visible at a distance of 500m in all directions, or
- supplemented by 1 or more additional warning lights so that the light emanating from at least 1 of them is clearly visible at a distance of 500m in any direction.

Warning flags

A class 1 heavy vehicle that, together with its load, is wider than 2.5m or longer than 25m must have:

4 brightly coloured red, red and yellow, or yellow flags, each at least 450mm by 450mm, fixed as follows:

- a flag must be attached at each side of the front of the vehicle or, if a load projects from the front of the vehicle, at each side of the front of the load.
- a flag must be fixed at each side of the rear of the vehicle or, if a load projects from the rear of the vehicle, at each side of the rear of the load.

Warning lights and delineators

If a load projects more than 150mm beyond a side of a Class 1 heavy vehicle, and the projection is less than 500mm thick from top to bottom:

- a warning light must be attached to the vehicle
- 2 delineators must be attached to the projection in the way stated in subsection (2) on each side of the vehicle on which the load projects more than 150mm.

The delineators must be attached in the following way—

- at least 1 delineator must be attached to the front of the projection and at least 1 delineator must be attached to the rear of the projection

- a delineator attached to the front of the projection must be attached so that its reflective surface is facing forward of the vehicle
- a delineator attached to the rear of the projection must be attached so that its reflective surface is facing rearward from the vehicle.

'Delineator' means a yellow, rigid piece of material that:

- is at least 300mm long and at least 300mm wide
- complies with Class 1 or 2 of AS 1906 'Retro-reflective Materials and Devices for Road Traffic Control Purposes'.

Oversize sign

The warning sign on a OSOM vehicle must be at least 1200mm long and at least 450mm high. The length of the sign may be split in two parts, in which case the combined length of its parts must be at least 1200mm.

A warning sign on OSOM vehicle must have a face showing:

- the word **OVERSIZE**, in black capital letters and in typeface Series C(N) complying with AS 1744 Forms of Letters and Numerals for Road Signs

  Note – AS 1744 Forms of Letters and Numerals for Road Signs may be purchased from Standards Australia at www.standards.org.au.

- the letters must be at least 200mm high and at least 125mm from the top and bottom of the warning sign.

If the length of the warning sign is spilt into two parts:

- the word **OVER** must be on the left part and the word **SIZE** on the right part
- there must be no border between the two parts
- both parts must be mounted at the same height.

A warning sign on a OSOM vehicle must be fitted horizontally. The lower edge of the warning sign must be:

- above the bottom bumper bar, or
- if there is no bumper bar, at least 500mm above ground level.

The face of a warning sign on a Class 1 OSOM vehicle must have:

- a yellow surface complying with Class 1 or 2 of AS 1906 'Retro-reflective Materials and Devices for Road Traffic Control Purposes'
- a black border that is at least 20mm wide and, unless the sign is made with a box edge, whose outermost edge is at least 10mm in from the edge of the sign
- its manufacturer's name or trademark, and the brand and class of material used for the warning sign's surface, permanently marked in letters at least 3mm but no more than 10mm high on any visible part of the sign.

However it may be made of flexible, weatherproof material if the sign is:

- held taught
- clearly visible
- unlikely to become dislocated, furl or otherwise difficult to be read by other road users.

▼ Example of a warning sign for an oversize vehicle or combination

Other requirements

Smallest practicable size of unloaded vehicle

A Class 1 heavy vehicle that is not carrying goods must be kept at its smallest practicable dimensions, with any booms fully retracted. This includes retracting extendible trailers, closing in widened trailers and disassembling trailer extension supports.

Vehicle loading

If a load can be safely loaded in more than one way, it must be loaded in a way that minimises the width of the vehicle and its load.

Towing a low loader dolly with an unladen low loader

A low loader dolly must not be towed in combination with an unladen low loader unless the combination is 2.5m wide or less and there are exceptional difficulties in loading or unloading the dolly due to the nature of the site or because of the short distance to be travelled.

For more information:
Subscribe: www.nhvr.gov.au/subscribe
Visit: www.nhvr.gov.au
Phone: 1300 MYNHVR* (1300 696 487)
Email: info@nhvr.gov.au

APPENDIX F FILL IMPORTATION MANAGEMENT PROTOCOL

Introduction

According to FCMM 1H, importation of fill to site during construction of the MPW Stage 2 Site (SSD 7709) is not exceed a total of 22,000 m^3 of material per day. This limit is to be further reduced by an amount equivalent to any fill being imported to the MPE Stage 2 (SSD 7628) construction site on the same day such that the combined importation of fill to the MPW Stage 2 site and MPE Stage 2 site does not exceed 22,000 m^3 on any given day.

Purpose and Objective

This protocol outlines the procedure for the management of fill to the Moorebank Precinct Project. This document is to be referenced with the:

- Construction Traffic and Access Management Plan (CTAMP)
- Construction Soil and Water Management Plan (CSWMP).

Procedure

To ensure the importation of fill (i.e. volumes and truck movement) is documented and carried out in accordance with the Moorebank Precinct East and Moorebank Precinct West project requirements, the following must be implemented:

- Construction Contractor to forecast fill import volume and truck movement requirements
- Principal's Representative to review and allocate fill volumes and truck movements amongst the Construction Contractors operating on site
- Monitoring of total fill volumes and truck numbers at the gate by the Construction Contractor(s)
- Reporting total fill volumes and total truck numbers by the Construction Contractor(s) to the Principal's Representative.

Forecasting Fill Import Requirements

The Construction Contractor will forecast the daily fill requirements (in m^3) for the Construction Contractor's operating site. The Construction Contractor will send an email to the Principal's Representative on the first working day of each fortnight with the estimated, daily fill requirements for the following fortnight. The Principal's Representative will review the estimated fill import requirements for each of the operating sites. The Principal's Representative will then either sign off on the estimated fill volumes or request changes to the fill volumes for the respective operating site via email.

Forecasting Truck Movement Requirements

The Construction Contractor will forecast the daily truck movements required for fill importation for the Construction Contractor's operating site. If applicable to the operating site, the daily truck movements required for other construction activities should also be estimated. The Construction Contractor will send an email to the Principal's Representative on the first working day of each fortnight with the estimated, daily truck movements for the following fortnight, including a forecast of expected truck numbers to Glenfield Waste Facility. The Principal's Representative will review the estimated truck movement requirements for each of the operating site. The Principal's Representative will either sign off on the estimated truck movements or request changes to the truck movement for the respective operating site via email.

Monitoring Material as it enters the Site

The following will apply at the Construction Contractor's operating site:

- Only fully tarped loads are to be accepted by the gatekeeper

- Only material classified as virgin excavated natural material (VENM), excavated natural material (ENM) or other material approved by Environment Protection Authority (EPA) will be permitted on the operating site. No imported fill is permitted to enter the site without proving a waste classification report.
- Site Supervisor (or delegate) will be advised on the source and relevant truck details for each truck supplying fill to the site
- Each truck load will be visually inspected by the Site Supervisor (or delegate) as it enters the site and as it is tipped to confirm the consistency with the approved material.
    - Should any non-complying material be identified during the inspection, the material will either be reloaded and returned to the supplier or be assessed for waste classification prior to off-site disposal to an appropriate landfill facility at the cost of the source site supplier.
- Each truck load will be documented by the Supervisor (or delegate) in the Imported Fill Tracking Register (or similar tracking documentation) including:
    - Date
    - Time in and out of truck hauling imported fill
    - Truck registration details
    - Source of imported fill
    - Material type and classification
    - Details of the statement of compliance under the *NSW EPA The excavated natural material order 2014*
    - Volume of imported fill
    - Location of stockpiled imported fill
    - Location of final destination of imported fill
    - Details of any sampling performed for purposes of certification.
- Photographs and / or location drawings of the imported fill.

Reporting and Documentation

The following reporting / documentation will apply to the fill importation:

- Waste classification forms:
    - Completed by the supplier (must be suitably qualified professional) for each truck load
    - Completed in accordance with the *NSW EPA Waste Classification Guidelines 2014* and *NSW EPA The excavated natural material order 2014.*
- Imported Fill Tracking Register (or other similar tracking documentation):
    - Completed daily by the Site Supervisor during fill importation activities
- Total daily fill volumes and truck numbers to site:
    - Reported to the Principal's Representative by the Site Supervisor via email daily
- Total daily waste volumes and truck numbers to Glenfield Waste Facility:
    - Reported to the Principal's Representative by the Site Supervisor via email daily
- Total fortnightly fill volumes and truck numbers:
    - Reported to the Principal's Representative by the Site Supervisor via email fortnightly
    - Validation exercise and check between the daily reporting.
- Sampling of stockpiled imported fill to verify material being imported is ENM or VENM will be completed monthly for quality assurance and quality control purposes:
    - Reported to the Environmental Auditor by the Principal's Representative via email monthly

All documentation will be kept by the Construction Contractor for future reference.