CONSTRUCTION TRAFFIC AND ACCESS MANAGEMENT PLAN

Moorebank Precinct West Stage 2 and Moorebank Precinct West Stage 3

10 AUGUST 2021

SYDNEY INTERMODAL TERMINAL ALLIANCE PROJECT

Moorebank Precinct West Stage 2 and Stage 3

Construction Traffic and Access Management Plan

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This Construction Traffic and Access Management Plan meets the requirements under SSD 7709 MPW Stage 2 Condition of Consent B113, and SSD 10431 MPW Stage 3 Condition of Consent B20 as a management 'sub-plan'.

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.

Author Details	Qualifications and Experience
Joshua Jenkins	Joshua has four years environmental assessment and planning experience. He has experience in the preparation of and updates to management plans and sub-plans, including the preparation of construction traffic and access management plans and sub-plans.

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
K	15/06/2021	Updated to include CTAMP requirements of MPW Stage 3 (SSD 10431)	CS	RJ
L	20/07/2021	Updated in accordance with ER comments on Rev K.	CS	RJ
M	27/07/2021	Updated to reflect additional construction access location.	JJ	RJ

CONTEXT

This Construction Traffic and Access Management Plan (CTAMP) is for construction activities being undertaken at the Moorebank Precinct West (MPW) Site, in Moorebank, New South Wales under the MPW Stage 2 (SSD 7709) development consent and the MPW Stage 3 (SSD 10431) development consent.

This CTAMP was originally approved by the Department of Planning, Industry and Environment (DPIE) in accordance with condition of consent (CoC) B113 of the MPW Stage 2 (SSD 7709) development consent prior to the commencement of construction of the MPW Stage 2 Project.

The MPW Stage 3 (SSD 10431) development consent was issued by the Independent Planning Commission on 11 May 2021 and CoC B20 of that development consent requires the preparation of a CTAMP for the Project for approval by the Planning Secretary. CoC B19 of the MPW Stage 3 (SSD 10431) development consent allows for the expansion of the existing MPW Stage 2 CTAMP to cover the MPW Stage 3 development and satisfy the requirements of CoC B20 of that development consent.

The CTAMP has been prepared accordingly and satisfies the requirements of CoC B113 of the MPW Stage 2 (SSD 7709) development consent and CoC B20 of the MPW Stage 3 (SSD 10431) development consent.

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. The revised FCMM as applicable to MPW Stage 3 are included in Appendix 3 of the SSD 10431 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
MAAI	Moorebank Avenue, Anzac Road Intersection
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	The development of an intermodal freight precinct including associated commercial infrastructure (i.e. warehousing), a rail connection, upgraded intersection on Moorebank Avenue, subdivision of the MPW Site, provision of a works compound and material storage areas, and associated works as approved by the MPW Concept Plan, MPW Stage 2 (SSD 7709) and MPW Stage 3 (SSD 10431).
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 (now TfNSW)
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
The MPW Stage 2 Project	The MPW Stage 2 Project involves the construction and operation of a multi-purpose IMT facility, rail link connection, warehousing and upgraded Moorebank Avenue intersection as described in Section 4.1 of the MPW Stage 2 EIS, and as approved under SSD 7709.
The MPW Stage 3 Project	The MPW Stage 3 Project involves the progressive subdivision of the MPW Site into nine allotments, importation of unconsolidated clean fill for compaction up to final land level and structural fill for warehouse pad completion, establishment of a temporary works compound area in the southern portion of the MPW Site, and ancillary development, as approved under SSD 10431.
TMP	Traffic Management Plan

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)
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)

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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). SSD 10431 MPW Stage 3 was approved by the Independent Planning Commission (IPC) on 11 May 2021. This Construction Traffic and Access Management Plan (CTAMP) has been developed to manage traffic and access impacts during the construction of the Moorebank PrecinctWest (MPW) Project and meets relevant SSD 7709 and SSD 10431 Conditions of Consent (CoC).

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 SSD 7709 (MPW Stage 2) and SSD 10431 (MPW Stage 3) development Consents, including the Environmental Impact Statement (EIS), Response to Submissions (RtS) and Minister's CoCs, and the applicable guidelines and standards specific to the environmental management of construction traffic and access during the construction phase of the Project, and applies to approved development works under both consents (and as modified). In accordance with MPW Stage 3 CoC B16, this CTAMP has been prepared having regard to the *Environmental Management Plan Guideline: Guideline for Infrastructure Projects* (DPIE April 2020).

The MPW Stage 2 Project involves the construction and operation of a multi-purpose Intermodal Terminal (IMT) facility, raillink 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 MPW Stage 2 Project Site is shown in Figure 1-1.

The MPW Stage 3 Project involves the progressive subdivision of the MPW Site into nine allotments, importation of unconsolidated clean fill for compaction up to final land level and structural fill for warehouse pad completion, establishment of a temporary works compound area in the southern portion of the MPW Site, and ancillary development. In accordance with MPW Stage 3 CoC B19, the approved MPW Stage 2 management plans have been updated to reflect MPW Stage 3 Consent requirements. The MPW Stage 3 Site is located wholly within the MPW Stage 2 construction footprint in the southern portion of the site and is shown in Figure 1-2.

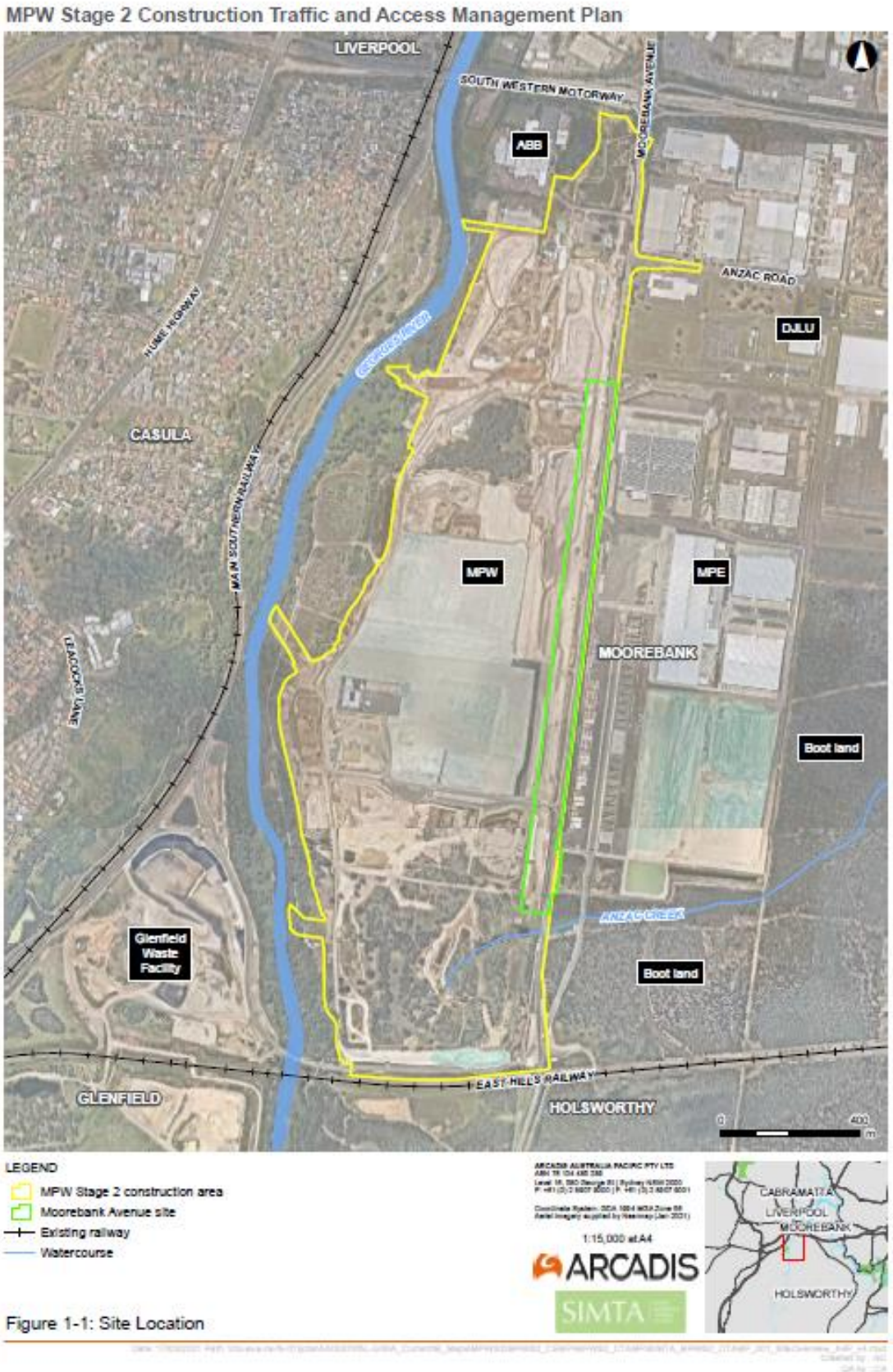


Figure 1-1 MPW Stage 2 site location

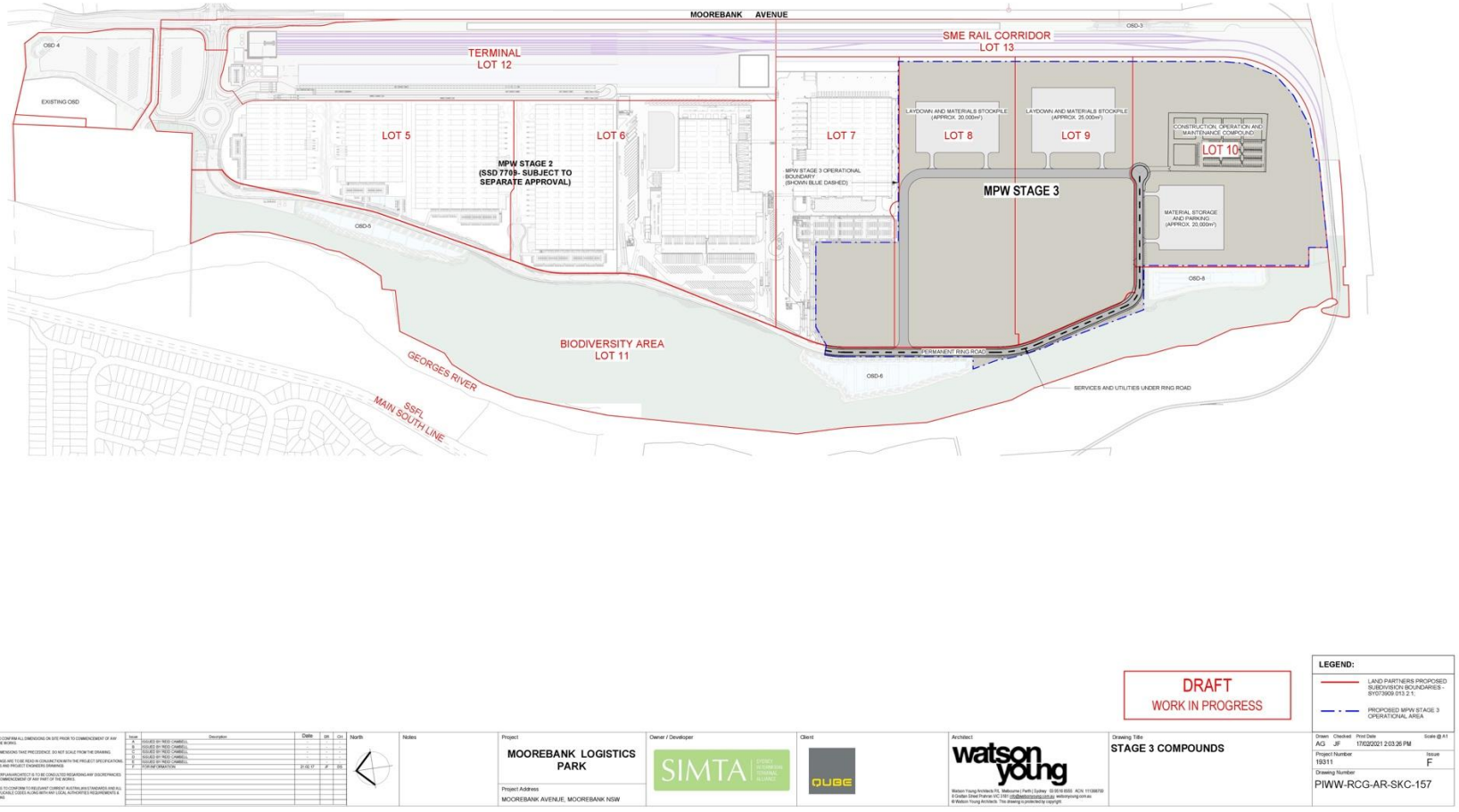


Figure 1-2 MPW Stage 3 site location and layout

1.1 Development Consent

1.1.1 SSD 7709 - MPW Stage 2

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.

1.1.2 SSD 10431 - MPW Stage 3

SSD 10431 MPW Stage 3 was approved by the IPC on 11 May 2021. The MPW Stage 3 development, including proposed impacts, consultation and proposed mitigation and management is provided in the following suite of documents:

- SSD 10431 Consent
- Moorebank Precinct West - Stage 3 Environmental Impact Statement (SSD 10431) (Aspect Environmental, April 2020)
- Transport Assessment - Moorebank Intermodal Precinct West - Stage 3 (SSD 10431) (Ason Group, April 2020)
- Moorebank Precinct West - Stage 3 Response to Submissions (SSD 10431) (Aspect Environmental, July 2020)
- Transport Assessment - Moorebank Intermodal Precinct West - Stage 3 (SSD 10431) (Response to Submissions) (Ason Group, July 2020).

1.2 Purpose

This CTAMP has been developed to address the CoCs and the Final Compilation of Mitigation Measures (FCMMs) for MPW Stage 2 and revised management and mitigation measures as Final Compilation of Mitigation Measures (FCMM) for MPW Stage 3, provided as Appendix 3 of the SSD 10431 development consent. 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.

1.2.1 Scope of MPW Stage 3 Updates

The key components of the approved MPW Stage 3 works, which fit entirely within the approved MPW Stage 2 development footprint, are:

- Establishment of a construction compound to facilitate approved site development works for the MPW site (as per the MPW Concept Plan and Stage 1 Early Works Approval (SSD 5066), MPW Stage 2 Approval (SSD 7709)) and future MPW site development, and includes hardstand, laydown and materials stockpile areas, temporary and permanent access roads, and installation of utilities and services.
- Progressive subdivision of the MPW site to create nine allotments for the purpose of creating separate lots for the IMT, rail corridor, warehousing, and biodiversity conservation allotments (being proposed lots 5 to 13 inclusive).
- Ancillary works to facilitate establishment, access and servicing of the proposed application. Works will be progressively undertaken and include temporary and permanent access roads, earthworks, utilities installation/connection, stormwater and drainage infrastructure, signage and landscaping.

The scope of MPW Stage 3 construction traffic in relation to MPW Stage 2 is summarised as follows:

- In accordance with the approved CTAMP for MPW Stage 2, construction access for MPW Stages 2 and 3 will be provided by the existing Chatham Avenue – Moorebank Avenue intersection. Discussions are currently underway with TfNSW and LCC regarding an additional construction access point(s) to the north of Chatham Avenue for approved MPW Stage 2 and MPW Stage 3 works when Chatham Avenue is closed for works on the IMT rail corridor in the second half of 2021, and the CTAMP will be further revised to accommodate any changes to construction access points.
- There will be no change to external heavy vehicle construction haulage routes that have already been approved under MPW Stage 2 (refer to Figures 3-1 and 3-2).
- There will be no change to the types or volumes of construction vehicles, or the construction hours of operation already approved under MPW Stage 2, to accommodate MPW Stage 3 development works. Under MPW Stage 3 CoC A8, importation of fill material has been limited to 13,000 m3 of material per day across the MPW Stage 2 and MPE Stage 2 construction sites (refer to Section 3.2.3). Construction of approved MPW Stage 3 ancillary works and establishment of the works compound will largely generate internal traffic movements.
- Cumulative light and heavy vehicle construction traffic numbers remain within those currently approved for MPE and MPW and no additional cumulative traffic movements are proposed, as traffic transfer movements would be generated internally from within MPW rather than from within MPE. Haulage routes for internal transfer of materials from MPW to MPE would be limited to either the Chatham Road or Anzac Road access from the MPW Site to Moorebank Avenue, and entry to the MPE Site via the existing site access point on Moorebank Avenue.
- An indicative cumulative construction timeline for MPW Stages 2 and 3 and MPE Stage 2 is provided in Appendix G [This timeline was attached to the MPW Stage 3 RtS, and will be attached to the CTAMP as Appendix G].

The MPW Stage 3 scope is reflected in minor updates to the approved MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions (i.e. this Plan).

1.3 Objectives and Targets

Table 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 was prepared for MPW Stage 2 in consultation with Liverpool City Council, Campbelltown City Council and was endorsed by Transport for NSW (TfNSW) and Roads and Maritime Services (RMS), as outlined in Table 1-2. In July 2021, this CTAMP was further revised (Revision L) to accommodate MPW Stage 3 CoC. Supplementary information to support the consultation undertaken and subsequent endorsement provided is included in Appendix B.

Liverpool City Council were consulted on the change of construction site access arrangements included in Revision M of this CTAMP. Designs of works and supportive traffic modelling relating to the use of Bapaume Road as a construction access point have been presented to Liverpool City Council. Works to establish the construction access and it's subsequent use for construction-related traffic is subject to review by Council's Local Traffic Committee and issuing of a Section 138 Certificate.

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
	7/06/2021	LCC representative	Phone call between LCC and SIMTA representative to discuss updates to MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions and schedule a consultation meeting. LCC advised they would provide meeting dates	Closed
	8/06/2021	SIMTA representative / LCC representative	LCC advised by email potential meeting dates to discuss MPW Stage 3 CTAMP; reply email to schedule meeting date	Closed
	14/06/2021	LCC representative	Email to LCC, providing draft CTAMP and meeting schedule	Closed
	15/06/2021	LCC representatives / SIMTA representative	TEAMs meeting between LCC representatives and SIMTA representative to discuss updates to approved MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions	Closed
	16/06/2021	LCC representative	Email sent to advise LCC representative regarding phone discussion with TfNSW (15/06/2021), and provide copies of emails sent to TfNSW.	Closed
	23/06/2021	LCC representative	Email sent to follow up provision of comments on the CTAMP	Closed
	24/06/2021	LCC representative	Follow up email and phone calls regarding provision of comments on the CTAMP; left messages	Closed
	24/06/2021	LCC representative	Advised by LCC representative that comments regarding the CTAMP would be provided the following week	Open

	29/06/2021	SIMTA representative	Email sent from LCC providing comment regarding the CTAMP	Closed
	30/06/2021	LCC representative	Revised CTAMP including LCC comments provided to LCC for review and final comment	Closed
	5/07/2021	LCC representative	Email sent to follow up provision of receipt of response, and close out of consultation	Closed
	7/07/2021	SIMTA representative	Email and letter sent confirming that consultation with LCC is considered	Closed
	19/07/2021	SIMTA representative	Email sent requesting meeting to discuss change to CTAMP to accommodate construction access rearrangements. Updated CTAMP will be Rev M.	Closed
	21/07/2021	LCC representative	Email sent confirming availability for meeting and providing Microsoft Teams meeting invitation.	Closed
	2/07/2021	SIMTA representative	Email sent with meeting agenda, Bapaume Access concept design, traffic modelling assessment and technical memo.	Closed
	23/07/2021	LCC representative/ SIMTA representative	Microsoft Teams meeting between LCC and SIMTA representatives.	Closed
	27/06/2021	SIMTA representative	Meeting minutes sent to LCC followed by updated design drawings and traffic modelling assessment to inform LCC Local Traffic Committee.	Open
	10/08/2021	SIMTA representative	Draft CTAMP Rev M provided to LCC for comment.	Open
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
	11/12/2019	TfNSW representative	Draft CTAMP provided for review and comment via email.	Open

Transport for NSW	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 Local Traffic Committee and to ensure a copy of the CTAMP is provided to LCC	Open
	18/12/2019	TfNSW representative	Email sent noting that SIMTA are consulting with LCC and that consultation with TfNSW is considered closed.	Closed
	9/06/2021	TfNSW representative	Email sent summarising revisions to MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions, and requesting schedule of a consultation meeting	Closed
	11/06/2021	TfNSW representative	Follow up email to schedule a meeting with TfNSW	Closed
	15/06/2021	SIMTA representative	Discussions between TfNSW and SIMTA representatives regarding updates to approved MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions. SIMTA representative sent email with draft CTAMP and clarification details regarding CTAMP.	Closed
	15/06/2021	TfNSW representative	Email sent with attached draft CTAMP and clarification details regarding CTAMP.	Closed
	15/06/2021	SIMTA representative	Email sent advising TfNSW contact to review CTAMP, and further clarification required	Closed
	15/06/2021	TfNSW representative	Email sent with attached draft CTAMP and clarification details regarding CTAMP.	Closed
	23/06/2021	TfNSW representative	Email sent to follow up provision of comments on the CTAMP	Closed
	23/06/2021, 24/06/2021 and 25/06/2021	TfNSW representative	Follow up emails and phone calls regarding provision of comments on the CTAMP; left messages	Closed

25/06/2021	TfNSW representative	Advised by TfNSW representative that comments regarding the CTAMP would be provided the following week	Closed
29/06/2021, 1/07/2021 and 5/07/2021	TfNSW representative	Follow up email regarding provision of comments on the CTAMP	Closed
6/07/2021	SIMTA representative	Email advising that TfNSW has had an internal restructure and request for MPW Stage 3 CTAMP review and comment has been forwarded to the Customer Journey Planning Operations (CJPO) team for review and response.	Closed
20/07/2021	TfNSW representative and SIMTA representative	Follow up email to TfNSW regarding provision of comments on CTAMP. Reply email from TfNSW providing contact details for CJPO team. Email to TfNSW CJPO team regarding provision of comments.	Open
7/12/2020 – 8/04/2021	TfNSW representative and SIMTA representative	Consultation between SIMTA and TfNSW regarding additional construction access points onto MPW focussing on the 4th leg of the Moorebank Avenue / Anzac Road intersection (MAAI).	Closed
8/04/2021	TfNSW representative	TfNSW requested SIMTA consider alternative construction access points to MAAI, including Bapaume Road.	Closed
15/04/2021	TfNSW representative and SIMTA representative	During a MAAI design meeting, TfNSW advised they would be unlikely to provide Section 87 approval for MAAI access, and that an alternative access should be considered. Bapaume Road access option discussed.	Closed
22/04/2021	TfNSW representative and SIMTA representative	During a MAAI design meeting, SIMTA discussed preparation of Bapaume Road access concept design. No comments from TfNSW.	Closed
9/05/2021	SIMTA representative	Bapaume Road construction access concept design submitted to TfNSW.	Closed
10/05/2021	SIMTA representative	SIMTA advised TfNSW that work on a construction access at MAAI is on hold given TfNSW advice on 15/04/2021.	Closed
10/05/2021	TfNSW representative	TfNSW requested consolidated submission of Bapaume Road construction access documents.	Closed
10/06/2021	SIMTA representative	Updated concept design of Bapaume Road construction access for MPW submitted to TfNSW	Closed
2/07/2021	TfNSW representative	TfNSW provided comments on updated concept design for Bapaume Road access.	Open

	2/07/2021	SIMTA representative	SIMTA informed TfNSW that DPIE advice had indicated addition of Bapaume Road construction access could be facilitated by a CTAMP update.	Closed
	8/07/2021	TfNSW representative	TfNSW advised the updated CTAMP would need to be submitted to Customer Journey Planning Operations.	Closed
	10/08/2021	SIMTA representative	Draft CTAMP Rev M provided to LCC for comment.	Open

1.4.1 MPW Stage 3 Consultation

Consultation with LCC and TfNSW representatives was undertaken as part of the CTAMP update process for MPW Stage 3. LCC and TfNSW provided comment on the CTAMP, as updated to accommodate MPW Stage 3, and their comments and changes made to the CTAMP resulting from their comments are summarised in Table 2-1.

Table 2-1: Summary of LCC and TfNSW comments regarding MPW Stage 3 updates, and resulting changes to the CTAMP

Agency	Agency Comments	Where addressed in this Plan
LCC	Council has reviewed the CTAMP and has requested the following comments be made to finalise the plan:	-
	• Heavy vehicles access to the development site should be via the nominated route (i.e. the M5 Motorway and Moorebank Avenue) unless the route is not available.	Section 3.2.2
	• The construction access should be via Moorebank Avenue/Chatham Avenue intersection. An updated CTMP is required for any changes to the existing construction access.	Section 3.2.4
	• Council is to be informed along with local residents (in accordance with the Community Communication Strategy) of any construction activities and road access restrictions, which might affect the existing road network and traffic conditions.	Section 3.4
	• In addition to Road Occupancy licenses, road occupancy permits, and road opening approvals are required for road occupancies (and works) within sections of Moorebank Avenue and Avenue Road, which are currently local roads under Council's care and control. Application forms for Council's ROC permits and RO approvals are available on Council's website.	Section 3.3.1.3
	• A notice with contact phone number and email details for community to make contacts regarding work activities are to be installed at the site.	Section 3.4
TfNSW	Provide key components of MPW Stage 3 development	Section 1.2.1
	Detail scope of MPW Stage 3 construction traffic in relation to MPW Stage 2 construction traffic	Section 1.2.1
	Provide details regarding construction timelines for MPW Stages 2 and 3	Appendix G

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 2-2 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 2-2 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 MPW Stage 2 and MPW Stage 3 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 2-3.

Table 2-3 Conditions of Consent (CoCs)

CoC No.	Condition	Where Addressed	How Addressed
SSD 7709 MPW Stage 2 Primary Conditions of Consent			
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.
SSD 10431 MPW Stage 3 Primary Conditions of Consent			
B17	Prior to the commencement of construction, the Applicant must submit a Construction Environmental Management Plan (CEMP) to the Certifier and provide a copy to the Planning Secretary for approval. The CEMP must include, but not be limited to, the following:		
	Details of: ... • measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site; …	Section 3.5 Appendix C	Section 3.5 and Appendix C (Driver Code of Conduct) detail measures to manage sediment control for vehicles leaving the site
	(i) **Construction Traffic and Access Management Sub-Plan** (see condition B20);	This plan	

B20	The **Construction Traffic and Access Management Plan** (CTAMP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, not be limited to, the following:		
	(a) be prepared by a suitably qualified and experienced person	This plan	Qualification details are provided at the front of this plan
	(b) be prepared in consultation with Council and TfNSW	Section 1.4 Appendix B	Consultation is detailed within Section 1.4 and Appendix B; endorsement is provided in Appendix B
	(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of concurrent construction and/or operation traffic to and from the combined MPW site and the MPE site, and potential impacts on general traffic, cyclists and pedestrians and bus services	Section 3.3	Section 3.3 outlines measures to reduce traffic impact from project vehicles, to ensure road safety and network efficiency during construction
	(d) detail access and parking arrangements	Section 3.2.4	Details access and parking arrangements for the Project
	(e) include a Heavy Vehicle Route Plan detailing:		
	(i)origin of imported fill	Section 3.2.2 Figure 3-2	Details the indicative spoil source locations
	(ii) destination of spoil	Section 3.2.2 Figure 3-2	Details the indicative disposal location
	(iii) heavy vehicle routes to and from the site within the Campbelltown and Liverpool Local Government Areas (LHAs), including compliance with conditions of this consent, 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
	(f) 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

The MPW Stage 2 Final Compilation of Mitigation Measures (FCMMs) were presented in the MPW Stage 2 Response to Submissions (Arcadis July 2017) and are included as Appendix 2 of the SSD 7709 consent. The FCMM as relevant to MPW Stage 3 have been included as Appendix 3 of the SSD 10431 consent. 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
SSD 7709 MPW Stage 2 Primary Condition FCMM		
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
	… 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
	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
SSD 10431 MPW Stage 3 Primary Condition FCMM		
0B	The Construction Environmental Management Plan (CEMP) and sub-plans prepared for MPW Stage 2 (listed below) will be amended, where required, to accommodate MPW Stage 3 conditions: Construction Traffic and Access Management Plan (CTAMP) ….	This plan
1A	A Construction Traffic and Access Management Plan (CTAMP) prepared for MPW Stage 2 details management controls to be implemented to avoid or minimise inputs to traffic, pedestrian and cyclist access, and the amenity of the surrounding environment would be amended, where required, to accommodate MPW Stage 3 conditions. The following key initiatives, included in the MPW Stage 2 CTAMP, continue to apply to MPW Stage 3:	This plan
	• 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 Communication 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 exitingconstruction traffic	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
	• 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 SSD 5066 conditions of consent relate primarily to the management of Stage 1 EarlyWorks 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).

2.1.1.1 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.

2.2 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.

2.2.1 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 isanticipated 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 MPW 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 TfNSW. 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.
Bapaume Road	Local	Bapaume Road is an east-west road bordered by the project footprint and provides public access to ABB off Moorebank Avenue. Access to the MPW site at the western end of Bapaume Road is to be provided inclusive of an upgraded intersection with Moorebank Avenue

3.1.1.1 Required Road Upgrades

In accordance with SSD 7709 CoC B84 and 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 completedprior 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 importgeneral 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 MPW Site, (Figure 3-1).

In the event that the nominated route was not available, vehicles will be restricted to travel via TfNSW B-doubleroutes 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 alternativeroute 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 – 9:00am 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
- Site access and egress must be in forward direction.

Requirements relating to haulage, including the routes and preferred haulage times, will be communicated tothe 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. Thesesites 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

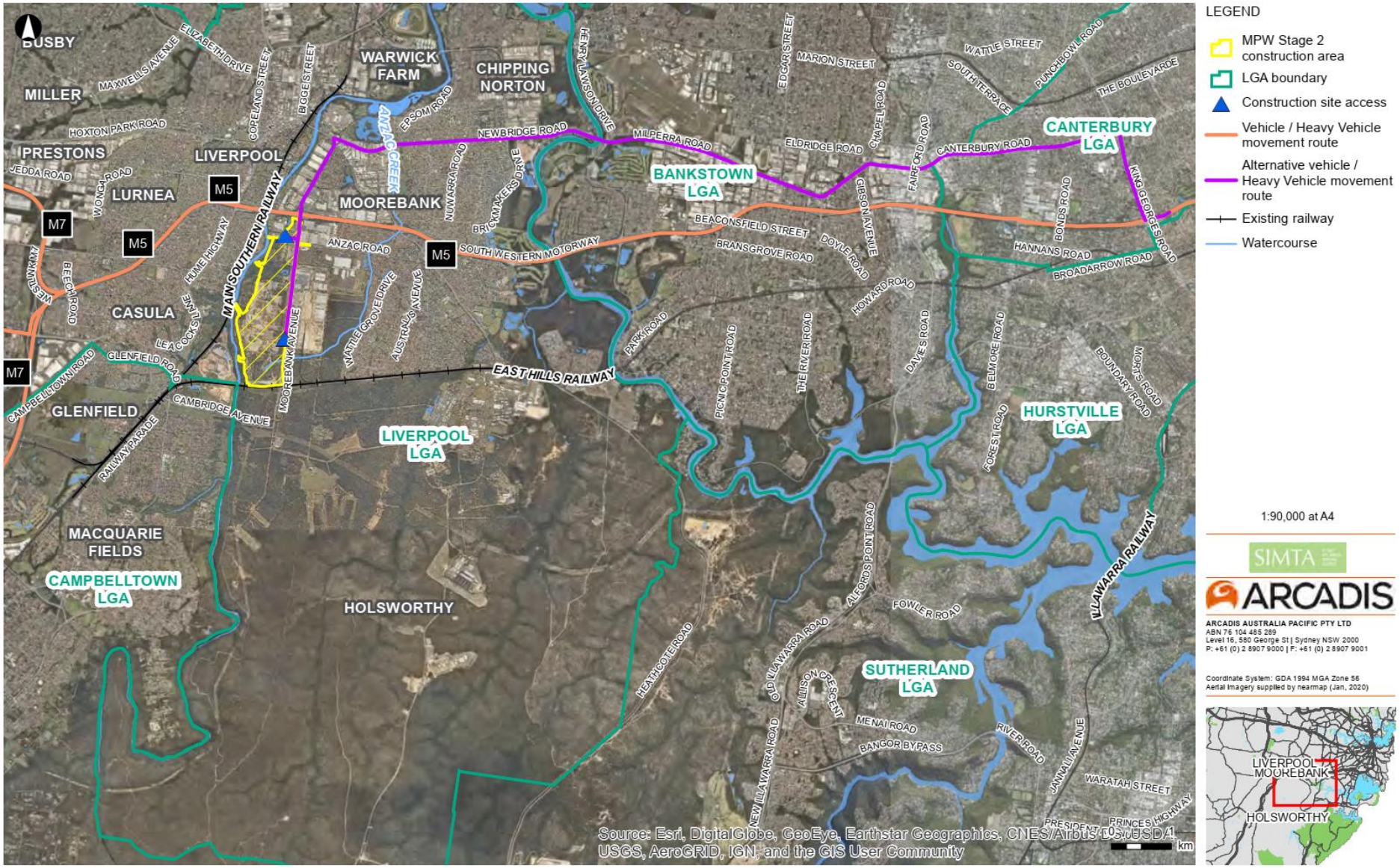


Figure 3-1: Heavy Vehicle Route Plan

Figure 3-1 Heavy vehicle route plan

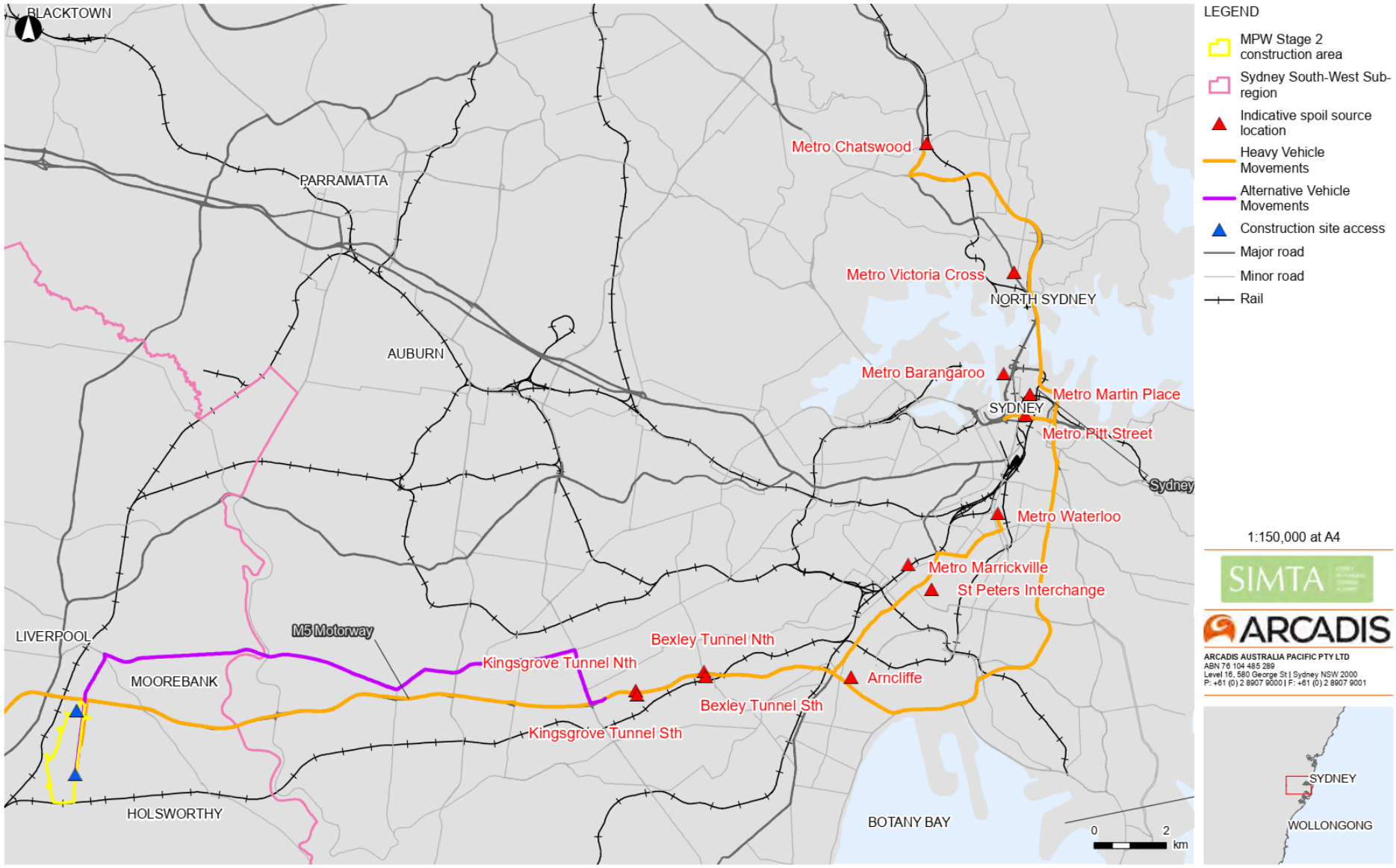


Figure 3-2: Vehicle / Heavy Vehicle Movement Plan (Indicative Spoil Sources)

Figure 3-2 Heavy vehicle route plan (indicative fill sources and spoil destinations

3.2.3 Traffic Generation

Construction traffic generation was determined by quantifying the expected traffic movements based uponconstruction 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 anticipatedto be small.

The number of heavy vehicles would be limited to maximum permissible import of material, being 13,000 m^3 per day across The MPW Stage 2 (SSD 7709), MPW Stage 3 (SSD 10431) and MPE Stage 2 (SSD 7628) projects, as per MPW Stage 3 CoC A8, to maintain intersection level of service as outlined within the CTIA and associated modelling, and in accordance with MPW Stage 3 consent conditions.

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 inaccordance with MPW Stage 2 CoC A40 and subject to confirmation by the Construction Contractor. In accordance with MPW Stage 3 CoC B32, access points to the site are as approved under MPW Stage 2, for MPW Stage 3 construction works.

It is noted that in accordance with MPW Stage 2 CoC B110A, provision will be made to use/reinstate for use, the ChathamAvenue/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 TfNSW. 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.

When closure of the Chatham Avenue access is required, to enable the construction of the INTS and rail link, an alternative construction site access point at the western end of Bapaume Road will be used to access the MPW site. Upgrade to the Bapaume Road / Moorebank Avenue intersection will be undertaken to accommodate the construction access point at the western end of Bapaume Road, which will tie into the internal MPW road network (the Loop Road) to allow for construction vehicles to travel through the MPW site. Right-turn restrictions will be placed on the Bapaume Road / Moorebank Avenue intersection to assist in maintaining traffic flow and driver safety. Restrictions include a ‘no right turn’ from Bapaume Road onto Moorebank Avenue for construction-related vehicles during peak times (7-9AM and 4-6PM). These restrictions have been included in the Drivers Code of Conduct (Appendix C). The Bapaume Road construction access will be available for approximately 12 months, at which point the MPW access at Moorebank Avenue Anzac Road (MAAI) is expected to be online.

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 MPW Stage 2 CoC B85 and MPW Stage 3 CoC B34(b) will be provided to TfNSW with Detailed Vehicle Movement Plans (VMPs) at least 10 working days prior to the proposed activity, in accordance with RMS QASpecification 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 TfNSW. All construction vehicles will be contained wholly within the site and vehicles must enter the site beforestopping.

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 TfNSW consultation. In accordance with MPW Stage 3 CoC B34(a), internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are to be constructed and maintained in accordance with the latest relevant version of the AS 2890 standards for heavy vehicle usage.

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

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 TfNSW Requirements

The following sub-sections include several documents that require submission to TfNSW 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 TFNSW 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 TFNSW for work in relation to 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 TFNSW 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.

In addition to ROLs, road occupancy permits, and road opening approvals are required for road occupancies (and works) within sections of Moorebank Avenue and Avenue Road, which are currently local roads under Council's care and control. Application forms for Council's ROC permits and RO approvals are available on Council's website.

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.

Figure 3-4: WAD and IAD Areas

Figure 3-4 WAD and IAD areas for MPW Stage 2

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 each 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 designedin 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 south of Anzac Road. These works are being deliveredseparate 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 MPW and MPE construction 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 TfNSW for approval prior to the issue of a Construction Certificate andcommencement of road works. The TCS plans will be submitted to TfNSW through the following website: development.sydney@rms.nsw.gov.au.

Further, approval from TfNSW of any proposed portable traffic signals will be obtained prior to their installationat 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 TfNSW 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/TfNSW) 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 Communication Strategy (CCS) Section 3.3 details the methods by which the Project will liaisewith 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.
8. Council is to be informed along with local residents (in accordance with the Community Communication Strategy) of any construction activities and road access restrictions, which might affect the existing road network and traffic conditions.

The notification will also be included on the Project website.

A notice with contact phone number and email details for community to make contacts regarding work activities are to be installed at the site.

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 (MPW S2 / MPW S3)
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	S2 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	S2 CoC S2 B105 S2 CoC B106 S2 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	S2 CoC B97 S2 CoC B104 S2 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	S2 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	S2 CoC B94 S2 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	S2 CoC B92 S2 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	S2 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	S2 CoC B108 REMM 4M

			Traffic Engineer	
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	S2 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	S2 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	S2 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	S2 FCMM 1A S3 FCMM 1A REMM 4C REMM 4K S2 CoC B114(d) S3 CoC B20(f)
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	S2 FCMM 1A S3 FCMM 1A REMM 4K CoC S2 CoC B114(d) S3 CoC B20(f)
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	S2 CoC B111 S2 CoC B112 S2 CoC B112(a) S2 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, Certifier and/or the Planning Secretary.	Prior to commencement of construction	Contractor's PM	S2 CoC A48 S3 CoC B3
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	S2 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	S2 FCMM 1A S3 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	S2 FCMM 1A S3 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	S2 FCMM 1A S3 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	S2 CoC B92 S2 CoC B104

ID	Management Measure	Timing	Responsibility	Reference
	authorised by RMS. Where closures are required, community notification will be undertaken.		Contractor's CLM	S2 CoC B115
TA-22	Emergency vehicle access to site to be maintained at all times	Construction	Site Supervisor	S2 FCMM 1A S3 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	S2 FCMM 5B S3 FCMM 1A S3 FCMM 3A
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	S2 FCMM 1A S3 FCMM 1A S3 FCMM 11A 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	S2 FCMM 1A REMM 4I
TA-26	Total volume of spoil to be imported must not exceed 13,000m^3 across the Project and MPE Stage 2 (SSD 7628) on the same day	Construction	Principal's Representative	S2 CoC A9 S3 CoC A8 S2 FCMM 1H S3 FCMM 1B
TA-27	Road occupancies during peak periods to be minimised wherever possible.	Construction	Contractor's Traffic Engineer Contractor's CM	S2 FCMM 1A S3 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	S2 CoC B92 S2 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	S2 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	S2 FCMM 1A S3 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	S2 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	S2 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	S2 CoC B114(b) S3 CoC B24 S2 FCMM 1A S3 FCMM 1A
TA-34	The Drivers Code of Conduct to be adhered to at all times (Appendix C).	Construction	Heavy vehicle operators Site Supervisor	S2 CoC B124 S3 CoC B24
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	S2 CoC B116 S3 CoC B34(d)
TA-37	All vehicles must enter and leave the site in a forward direction.	Construction	Heavy vehicle operators Site Supervisor	S2 CoC B117 S3 CoC B34(e)
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	S2 CoC B89 S3 CoC B34(h)
Light Vehicle Management				
TA-40	Staff to use nominated car parking facilities within the site	Construction	Site Supervisor	S2 CoC B114(c) S3 CoC B28
TA-41	The use of car-pooling, other shared transport initiatives and public transport will be promoted	Construction	Contractor's PM Contractor's EM	S2 FCMM 1A S3 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	S2 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	S2 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	S2 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	S2 CoC C1(e) S2 FCMM 7A 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	S2 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	S2 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	S2 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	S2 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 SSD 7709 including Condition B89, and SSD 10431 Condition B34(h). • 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 including queueing at the Moorebank Avenue / Bapaume Road intersection.	• 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 MPW Stage 2 CoC A37(e) and MPW Stage 3 CoC B12(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
SSD 7709 MPW Stage 2			
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 Appendix F	Under MPW Stage 3 CoC A8, importation of fill material has been limited to 13,000 m3 of material per day across the MPW Stage 2, MPW Stage 3 and MPE Stage 2 construction sites. Section 3.2.3 has been revised in accordance with MPW Stage 3 CoC A8, and outlines the provisions to not exceed a total 13,000m^3 of material per day. Appendix F details the Fill Importation Management Protocol which limits fill to 13,000 m^3 between the MPW Stage 2 (SSD 7709), MPW Stage 3 (SSD 10431) and MPE Stage 2 (SSD 7628) 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 accesses 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. The Bapaume Road construction access has been designed to maintain ABB traffic movements.
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 design and works associated with the Bapaume Construction Access point has been provided to ABB for consideration and comment. 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 TfNSW supplements. TfNSW 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.

CoC No.	Condition	Plan Section	How Addressed
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** 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.	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.
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 TFNSW.
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 TFNSW prior to thecommencement 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 TFNSW 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 TFNSW.
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 TFNSW prior to thecommencement 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, with alternate arrangements agreed with TfNSW, as required.
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 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.	Section 3.5	A Road Safety Audit will be undertaken prior to the commencement of the works.
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: 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;	Appendix C – Driver's Code of Conduct	The Driver's Code of Conduct is provided in Appendix C.

	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
SSD 10431 MPW Stage 3			
Secondary Conditions			
A1	In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and, if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction and operation of the development.	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.
A8	Importation of imported fill must not exceed a total of 13,000m^3 of material per day across thisdevelopment, MPW Stage 2 (SSD 7709) and MPE Stage 2 (SSD 7628) on the same day	Section 3.2.3 Appendix F	Section 3.2.3 outlines the provisions to not exceed a total 13,000 m^3 of material per day. Appendix F details the Fill Importation Management Protocol which limits fill to 13,000 m^3 between the MPW Stage 2 (SSD 7709), MPW Stage 3 (SSD 10431) and MPE Stage 2 (SSD 7628) construction sites.
A16	Prior to the commencement of fill importation, the Applicant is to prepare a Fill Importation Management Plan for the approval of the Planning Secretary. The Fill Importation Management Plan must: a) be prepared by a suitably qualified and experienced person; b) include details of how the Applicant will comply with the requirements of the conditions of this consent relating to fill importation and fill placement; c) require any fill imported on site to be logged/tracked per truck load; d) provide a conversion rate for the conversion of fill in cubic metres to and from tonnes; e) include a template for an Imported Fill Tracking Register, to be throughout the construction period, that includes: (i) date and time in and time out of trucks importing fill to the site; (ii) details of truck registration and haulage company (iii) source of imported fill; (iv) material type and classification; (v) details of the statement of compliance with relevant approval criteria; (vi) volume of imported fill in tonnes; (vii) location of stockpiled imported fill; (viii) location of final destination of imported fill; and (ix) details of any sampling performed	Appendix F	Appendix F details the Fill Importation Management Protocol which limits fill to 13,000 m^3 between the MPW Stage 2 (SSD 7709), MPW Stage 3 (SSD 10431) and MPE Stage 2 (SSD 7628) construction sites. The Fill Importation Management Protocol outlines the procedures for management of importation of fill material to the Moorebank Precinct including documentation of the importation of fill (i.e. volumes and truck movement) to be carried out in accordance with the Moorebank Precinct East and Moorebank Precinct West project requirements. Author qualification details are provided at the front of this plan.

	for purposes of certification		
A24	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 for information or approval; and b) provide details of the consultation undertaken including: (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved	Section 1.4	Section 1.4 details consultation undertaken in preparation of this plan.
B16	Management plans required under this consent must be prepared having regard to the relevant guidelines, including but not limited to the Environmental Management Plan Guideline: Guideline for Infrastructure Projects (OPIE April 2020). Notes: The Environmental Management Plan Guideline is available on the Planning Portal at: https//www.planningportal.nsw.gov.au/major-proiects/assessment/post-approval The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.	This plan	The CTAMP has been revised to meet the relevant guidelines.
B17	Prior to the commencement of construction, the Applicant must submit a Construction Environmental Management Plan (CEMP) to the Certifier and provide a copy to the Planning Secretary for approval. The CEMP must include, but not be limited to, the following: (a) Details of: … (v) measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site; --- (i) Construction Traffic and Access Management Sub-Plan (see condition B20); ---	This plan	This CTAMP has been prepared as a sub-plan to the CEMP. Measures to mitigate potential tracking of sediment and other materials onto the roadway by vehicles leaving the site are provided in the Drivers Code of Conduct (Appendix C).
B24	A **Driver Code of Conduct** must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following: a) minimise the impacts of earthworks and construction on the local and regional road network; b) minimise conflicts with other road users; c) minimise road traffic noise; and d) ensure truck drivers use specified routes.	Appendix C	A Driver Code of Conduct is provided as Attachment C of this plan, and provides procedures and mitigation measures to minimise the impacts of construction traffic on the external road network, including adjoining properties.
B28	Prior to the commencement of construction, the Applicant must provide sufficient parking facilities on-site, including for heavy vehicles and for site personnel, to ensure that construction traffic associated with the development does not utilise public and residential streets or public parking facilities	Section 3.2.5	Section 3.2.5 provides details for onsite parking arrangements.
B32	The Applicant must ensure that access points to the	Section 3.2.4	Section 3.2.4 provides details

	site are as approved under MPW Stage 2 (SSD 7709).		regarding construction site access, which are approved under MPW Stage 2 CoC B110A. Table 3-4 includes a management measure (TA-00) stating that Chatham Avenue / Moorebank Avenue intersection will be maintained, with alternate arrangements agreed with TfNSW, as required.
B34	Prior to the commencement of construction, evidence of compliance of construction parking and access arrangements with the following requirements must be submitted to the Certifier: a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are constructed and maintained in accordance with the latest versions of AS 2890.1-2004, AS 2890.6-2009 and AS 2890.2-2002 for heavy vehicle usage; b) the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2; c) heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site; d) all vehicles are wholly contained on site before being required to stop; e) all vehicles must enter and leave the site in a forward direction; f) all loading and unloading of materials is carried out on-site; g) the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, has been addressed; and h) heavy vehicles used for haulage of imported fill must not use Cambridge Avenue during construction and operation of the development.	Section 3.2.4 Driver's Code of Conduct (Appendix C)	Details of construction access and parking are provided in Sections 3.2.4 and the Driver's Code of Conduct (Appendix C). Internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are to be constructed and maintained in accordance with the latest relevant version of the AS 2890 standards for heavy vehicle usage. Construction site access has been designed to accommodate the swept paths of heavy vehicles. The Driver Code of Conduct (Appendix C) provides procedures and mitigation measures to minimise the impacts of construction traffic on the external road network, including adjoining properties.
C8	The public way (outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances.	Section 1.3 Section 3.5	Details to avoid obstruction of the public way, including maintaining emergency access, are provided in Section 1.3 and Section 3.5. Access to neighbouring properties will be maintained throughout all construction works.
C10	The Applicant must ensure construction vehicles (including concrete agitator trucks) do not arrive at the site or surrounding residential precincts outside of the construction hours of work outlined under condition C3	Driver's Code of Conduct (Appendix C)	The Driver's Code of Conduct is provided in Appendix C.
C16	During construction, the Applicant must ensure that: … (b) all trucks entering or leaving the site with loads have their loads covered; (c) trucks associated with the development	Section 3.5 Driver's Code of Conduct (Appendix C)	Section 3.5 details management measures to minimise and mitigate potential impacts on the external road network and local community.

	do not track dirt onto the public road network; (d) public roads used by these trucks are kept clean; and ….		The Driver's Code of Conduct is provided in Appendix C.

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
SSD 7709 (MPW Stage 2)		
Secondary FCMM		
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 • 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 F

FCMM	Requirement	Comment
SSD 10431 (MPW Stage 3)		
Secondary FCMM		
1B	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 MPW Stage 2 (SSD 7709) and MPE Stage 2 (SSD 7628) on the same day such that the combined importation of fill to the MPW site and MPE site does not exceed 22,000 m^3 on any given day.	Section 3.2.3 Appendix F
3A	• Haulage and heavy plant and equipment movements ○ Water carts would be operated on all unsealed internal roadways and travel routes. ○ All vehicles on-site would be confined to a designated route with a speed limit of 30 km/hr enforced. ○ Trips and trip distances should be controlled and reduced where possible, for example by coordinating delivery and removal of materials to avoid unnecessary trips. ○ Dirt track-out should be managed using shaker grids and/or wheel cleaning. Dirt that has been tracked onto public roads would be cleaned as soon as practicable. ○ All trucks delivering fill or leaving the site with spoil material would have their load covered.	Section 3.5 Drivers Code of Conduct (Appendix C)
3B	Vehicle movements would be limited to designated entries and exits and haulage routes.	Section 3.5 Drivers Code of Conduct (Appendix C)
5A	A Construction Soil and Water Management Plan (CSWMP) and Erosion and Sediment Control Plan (ESCP), or equivalent, have been prepared for MPW Stage 2, and where required, amended in accordance with MPW Stage 3 conditions. The CSWMP and ESCPs would be prepared in accordance with the principles and requirements of the Blue Book and based on the Preliminary ESCPs provided in the Stormwater and Flooding Assessment Report. The following aspects have been addressed within the SWMP and ESCPs, and would continue to apply to MPW Stage 3 …	Section 3.5 Drivers Code of Conduct (Appendix C)

	• The wheels of all vehicles would be cleaned prior to exiting the construction site where excavation occurs to prevent the tracking of mud. Where this is not practical, or excessive soil transfer occurs onto paved areas, street cleaning would be undertaken when necessary. ….	
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 Drivers Code of Conduct (Appendix C)
…5F	… All trucks accessing the site for the purpose of clean general fill importation would enter and exit via the existing MPW Stage 3 construction access point(s). …	Section 3.2.4
…11A	… Construction/transport plans would be incorporated within the CEMP to minimise the use of fuel during construction. …	Section 3.5 Drivers Code of Conduct (Appendix C)

APPENDIX B EVIDENCE OF CONSULTATION

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, as per MPW Stage 2 CoC B89 and B124(a), and MPW Stage 3 CoC B34(h).
- 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. TfNSW 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.
- When exiting site via the Bapaume Road Site exit point drivers must obey the following:
    - Stop and give way to traffic already on Bapaume Road
    - A right turn onto Moorebank Avenue is not permitted during peak times (7:00 - 9:00 AM and 4:00 – 6:00 PM)

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.

MPW Stage 2 Construction Traffic and Access Management Plan

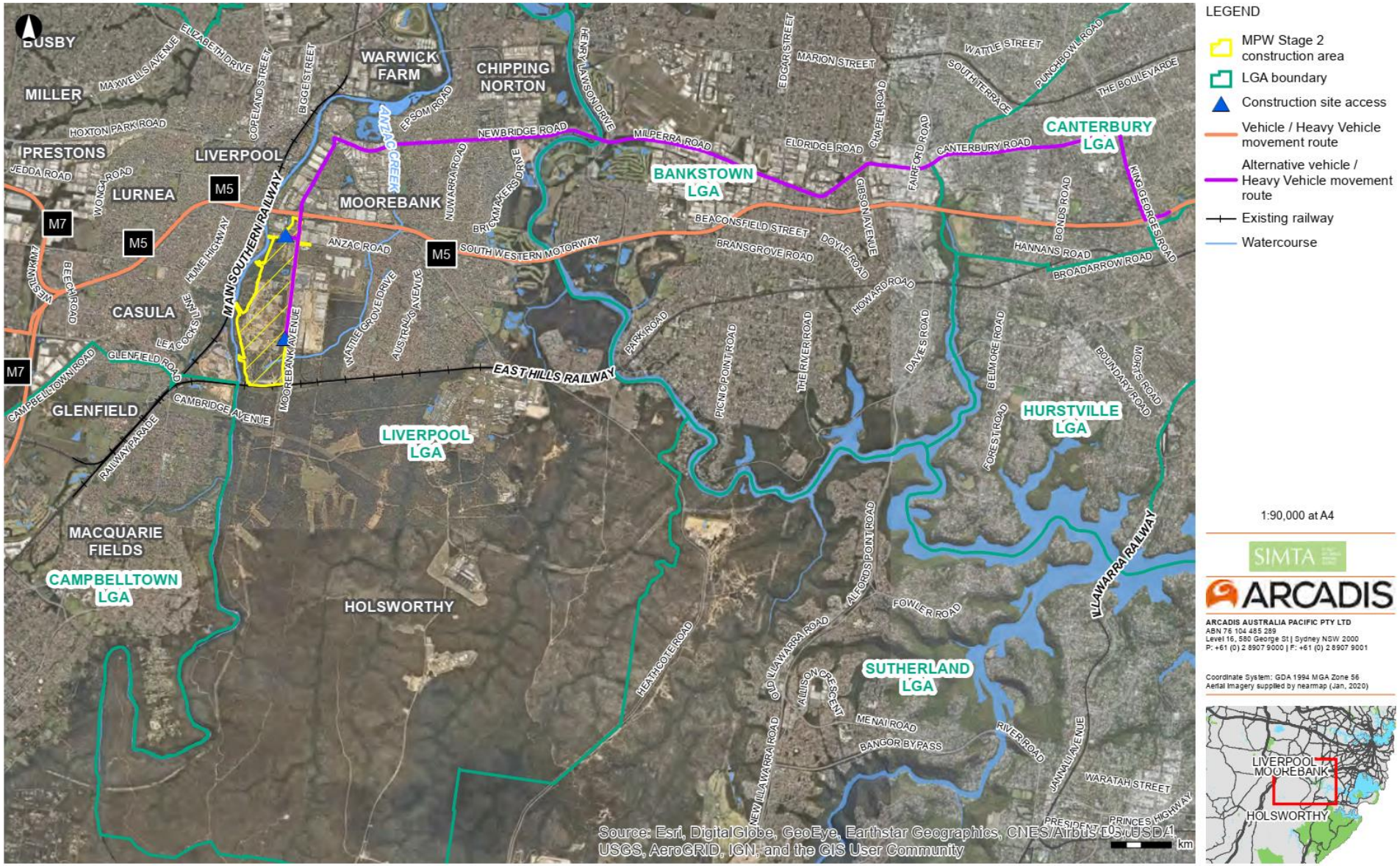
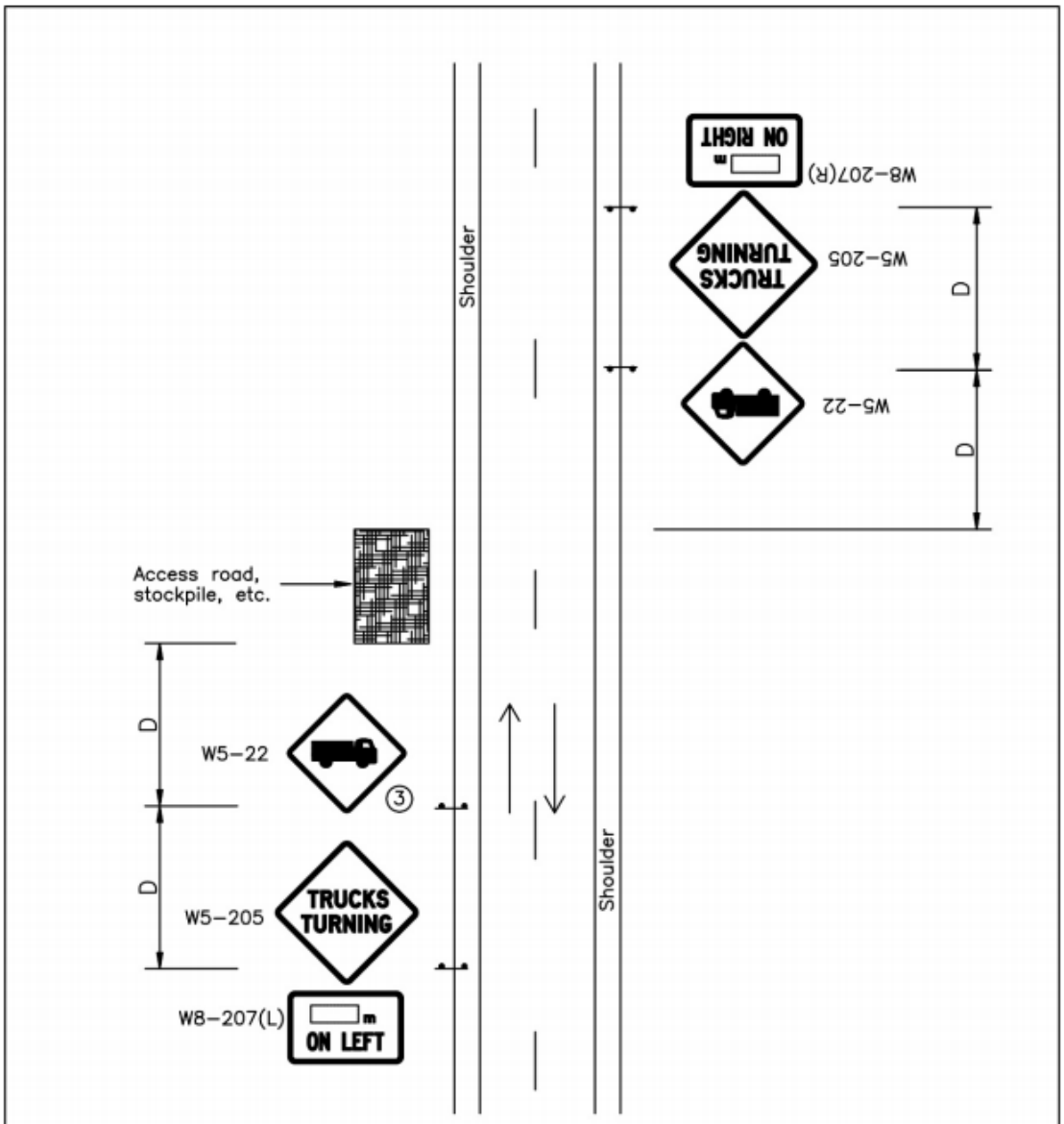


Figure 1: Heavy Vehicle Route Plan

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

APPENDIX F FILL IMPORTATION MANAGEMENT PROTOCOL

Introduction

Whilst according to MPW Stage 2 CoC A9 and FCMM 1H, importation of fill to site during construction of the MPW Stage 2 Site (SSD 7709) is not to exceed a total of 22,000 m3 of material per day, the total limit of imported fill material has been reduced to 13,000 m3 per day under MPW Stage 3 CoC A8 across the MPW Stage 2 and MPE Stage 2 development sites.

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.

APPENDIX G INDICATIVE CONSTRUCTION TIMELINE

An indicative construction timeline was provided in the MPW Stage 3 RtS and has been updated to reflect the timing of the MPW S3 approval below.

Table G1: Indicative timeline of cumulative construction works – MPW Stage 2, MPW Stage 3 and MPE Stage 2

Construction Phase [1]	2020			2021				2022				2023			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
SSD 7709 MPW Stage 2															
Pre-construction stockpiling															
Site preparation activities															
Bulk earthworks, drainage and utilities															
Moorebank Avenue/Anzac Road intersection works and internal road network (includes Bapaume Rd construction access)															
Moorebank Avenue Realignment (Upgrade) Works (subject to separate SSI)															
IMT facility and rail link connection															
Construction and fit-out of warehousing															
Freight Village															
SSD 10431 MPW Stage 3															
Fill importation															
Internal roads, services and utilities															
Construction compound															

Construction Phase [1]	2020			2021				2022				2023			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
SSD 7268 MPE Stage 2 [2]															
Construction of WH5															
Construction of WH6, WH7, WH8															
Construction of Freight Village															
Internal road networks															
Upgrade to Moorebank Avenue/M5 intersection															
Upgrade to Moorebank Avenue/Heathcote Road/Newbridge Road intersections															
Construction of WH2	To be advised														

Notes:

[1] Timings are indicative only and are subject to change. Construction phasing is subject to market conditions, commercial agreements and authority approvals.

[2] Interim Occupation Certificates have already been issued for WH1, WH3 and WH4.