

SSD-82211208

Proposed Data Centre – 78 Lockwood Road, Erskine Park
(HV External Route 330kV UG Cable Connection)

Preliminary Supplementary Construction Traffic Management Plan

Prepared for: STACK Infrastructure

March 2026

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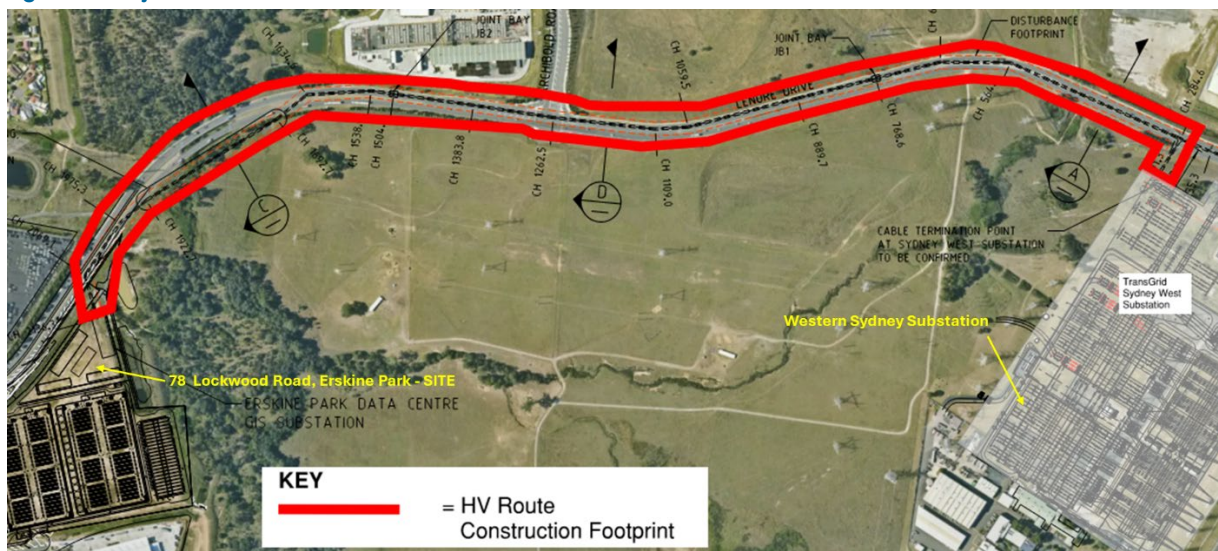
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1. Introduction

This report has been prepared as a supplementary Preliminary Construction Management Plan (PSCMP) to the Preliminary Construction Management Plan prepared by Positive Traffic Pty Ltd (PT25034r02_Final_D) dated August 2025 on behalf of STACK Infrastructure to accompany a State Significant Development Application (SSDA) for a proposed data centre development at 78 Lockwood Road, Erskine Park (the site).

This supplementary CTMP report has addressed the potential construction impacts / arrangements for the delivery of the external HV cable connection route identified as part of the delivery of the Data Centre and associated substation. The cable connection would provide a direct feed from the existing Sydney West Substation. The proposed route of the HV cable connection is shown below in **Figure 1**.

Figure 1 – Project Area



The project area includes the location of operational infrastructure and construction work sites for:

- the transmission cable route (including the entire road reserve of roads traversed);
- special crossings of infrastructure or watercourses;
- substation sites requiring upgrades (noting that all works would be contained within the existing site boundaries); and
- construction laydown areas.

The route would provide a direct connection to the Sydney West Substation and Lenore Drive and then west along the southern side of Lenore Drive to a direct connection to the northern frontage of the Erskine Park Data Centre (SYD01) site.

2. Existing Development / Conditions

The following presents a summary of existing site and traffic conditions.

2.1 Classification Criteria

It is usual to classify roads according to a road hierarchy in order to determine their functional role within the road network. Changes to traffic flows on the roads can then be assessed within the context of the road hierarchy. Roads are classified according to the role they fulfil and the volume of traffic they should appropriately carry. The RTA has set down the following guidelines for the functional classification of roads.

- Arterial Road – typically a main road carrying over 15,000 vehicles per day and fulfilling a role as a major inter-regional link (over 1,500 vehicles per hour)
- Sub-arterial Road – defined as secondary inter-regional links, typically carrying volumes between 5,000 and 20,000 vehicles per day (500 to 2,000 vehicles per hour)
- Collector Road – provides a link between local roads and regional roads, typically carrying between 2,000 and 10,000 vehicles per day (250 to 1,000 vehicles per hour). At volumes greater than 5,000 vehicles per day, residential amenity begins to decline noticeably.
- Local Road – provides access to individual allotments, carrying low volumes, typically less than 2,000 vehicles per day (250 vehicles per hour).

2.2 Existing Road Network

Lenore Drive / Old Wallgrove Road – is a key east – west Collector Road) which links Mamre Road in the west with Wallgrove Road / M7 Motorway in the east. It has been purposed built to serve as the main access to the Wonderland Industrial Release Lands and Erskine Park Industrial Precinct and includes two (2) travel lanes in each direction separated by a central landscaped median and a posted speed limit of 80km/hr. Main intersections including the intersection of Lenore Drive / Compass Drive are controlled by traffic signals. A shared pedestrian / cycleway is provided along the northern side of Lenore Drive for its full length. As stated above, the corridor provides the main bus services through the area.

Compass Drive – is a wide local road serving the industrial precinct and provides an overpass link over the Sydney Water east – west pipeline. The road includes two (2) travel lanes in each direction separated by either a concrete or landscaped medium. The intersection of Compass Drive / Lockwood Road includes a dual lane roundabout. A shared pedestrian cycleway is provided along the western side of Compass Drive with an all-weather pedestrian path provided along its eastern side also for its full length. Compass Drive provides access for the Route 779 bus service which is described below. The street a posted speed limit of 50km/hr.

Lockwood Road – is a local east – west street with a wide carriageway of some 13.0m, a single travel lane in each direction and unrestricted parallel parking on both sides of the street. The street includes all weather pathways on both sides of the street and a posted speed limit of 50km/hr.

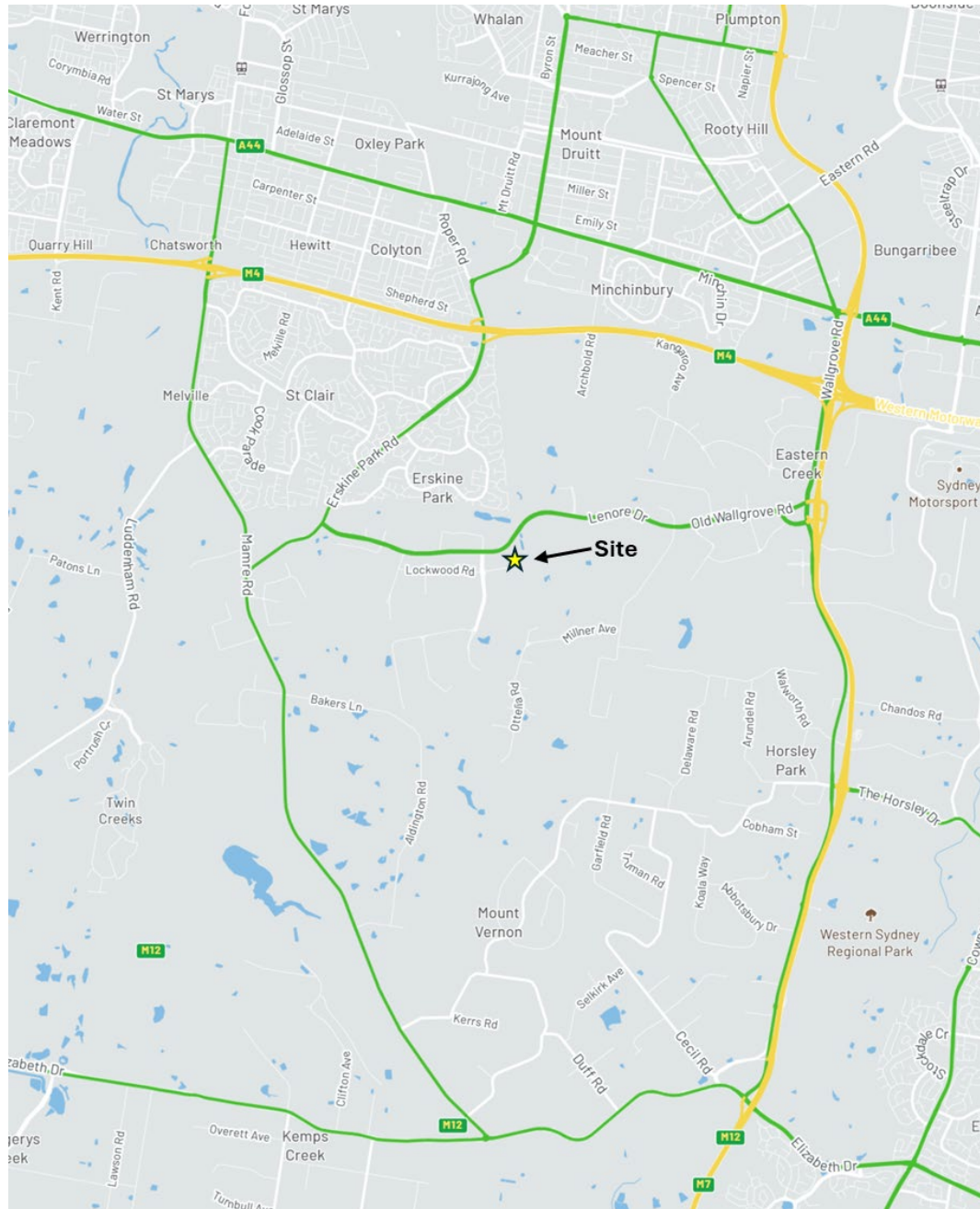
2.3 Existing Site Traffic Generation

The site is a greenfield site and thus does not generate any existing traffic.

2.4 Existing B Double Routes

The site is located within convenient access to existing approved B-Double routes which serve the Erskine Park Industrial Precinct including Lenore Drive which provides a direct connection to the M7 Motorway in the east and Mamre Road in the west. The location of the development site within this context is shown below in **Figure 2**.

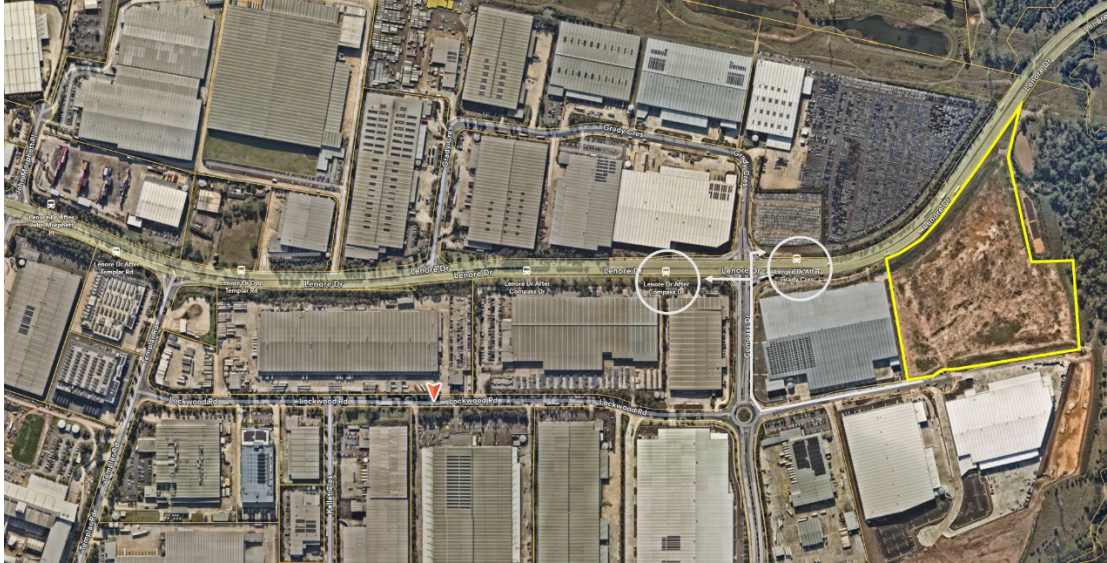
Figure 2 - Existing B Double Routes / Approved Access Precinct Near Development Site



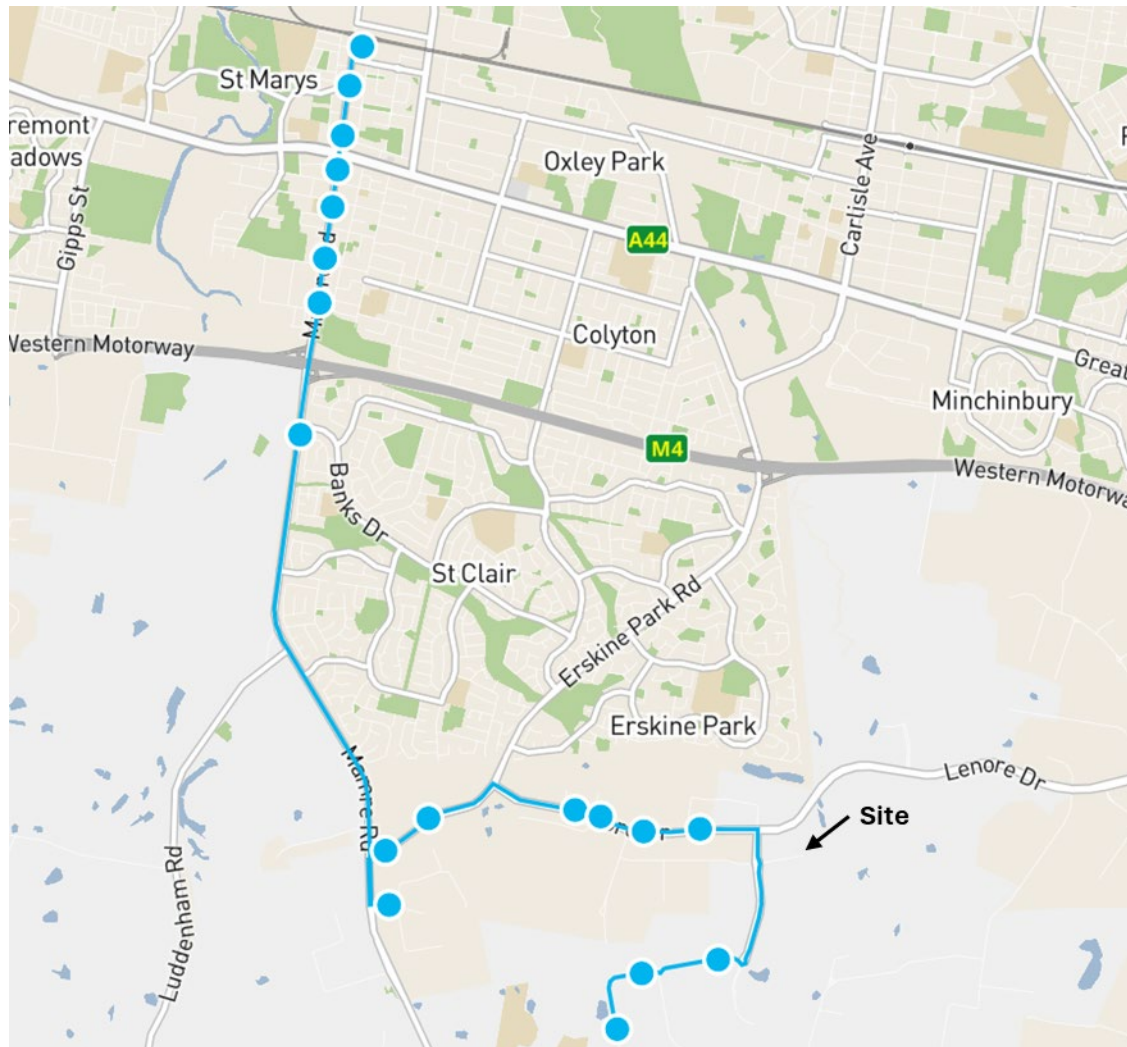
2.5 Public Transport - Buses

As stated above, Lenore Drive provides the bus corridor servicing the industrial precinct and beyond with two (2) bus services currently operating in the vicinity of the development site. The site is located within a 500m walking distance to eastbound and westbound bus stops within Lenore Drive connected by the existing traffic signals of Lenore Drive / Compass Drive intersection. Further bus stops are provided to the west of Compass Drive. The locations are shown below in **Figure 3**.

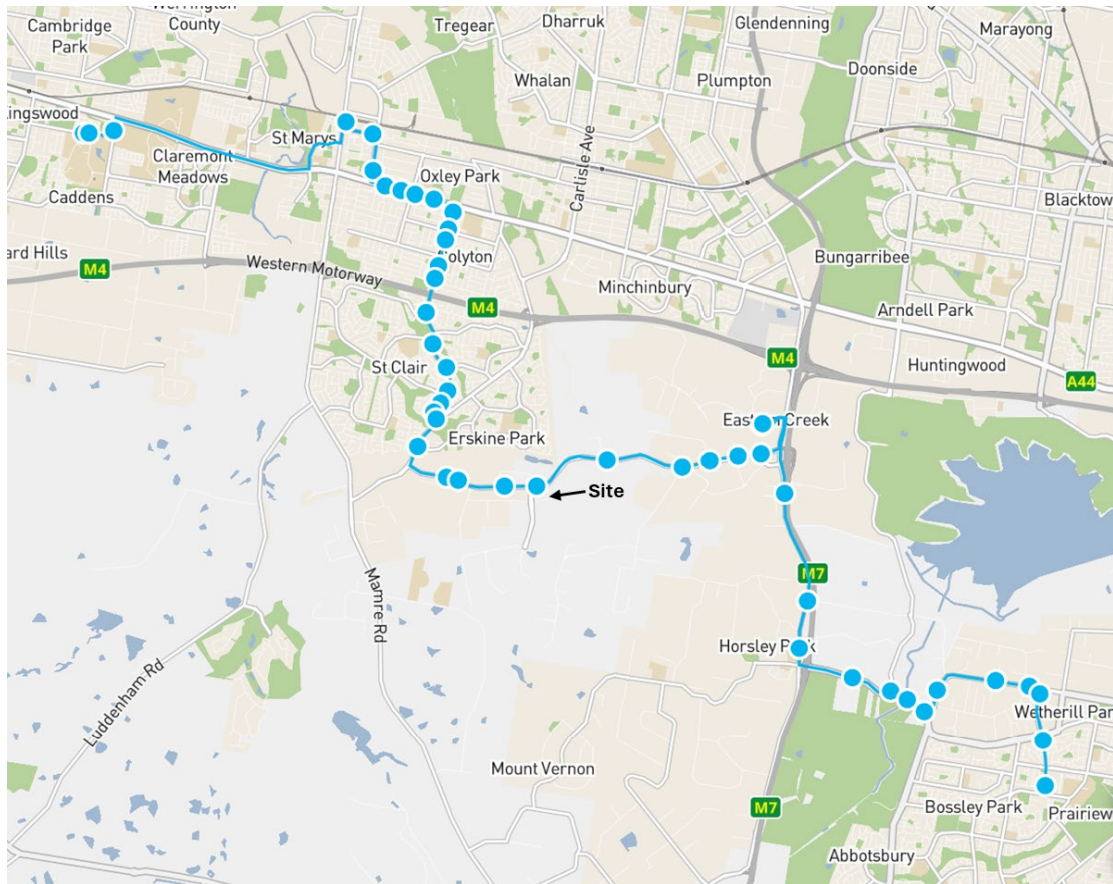
Figure 3 - Existing Bus Stops Walking Distance to Site



Two (2) services operate in the vicinity of the development site. The first includes the Route 779 St Marys to Kemps Creek via Erskine Park which provides a loop service to the Erskine Park Industrial Precinct operating along Lenore Drive and Compass Drive linking to St Marys Railway Station. This is shown below in **Figure 4**.

Figure 4 - Route 779 St Marys to Kemps Creek via Erskine Park Route

A second service, the regional Route 835 Western Sydney University Penrith to Prairiewood is provided along Lenore Road utilising the existing eastbound and westbound bus stops near the site. The route of this service and its proximity to the development site is shown below in **Figure 5**.

Figure 5 - Route 835 Western Sydney University Penrith to Prairiewood Route

These existing services provide the following frequencies before, during and after the AM and PM peak periods:

Table 1 - Route 779 St Marys to Kemps Creek via Erskine Park Frequencies

Period	No. of Services
5:00am – 7:00am	3 services, 30-40 minute headway
3:00pm – 5:00pm	3 services 30 minute headway

Table 2 - Route 835 Western Sydney University Penrith to Prairiewood

Period	No. of Services
5:00am – 7:00am	4 services, 20 - 30 minute headway
3:00pm – 5:00pm	4 services 20 - 30 minute headway

As confirmed above, no current bus routes operate past the project area of the HV cable works.

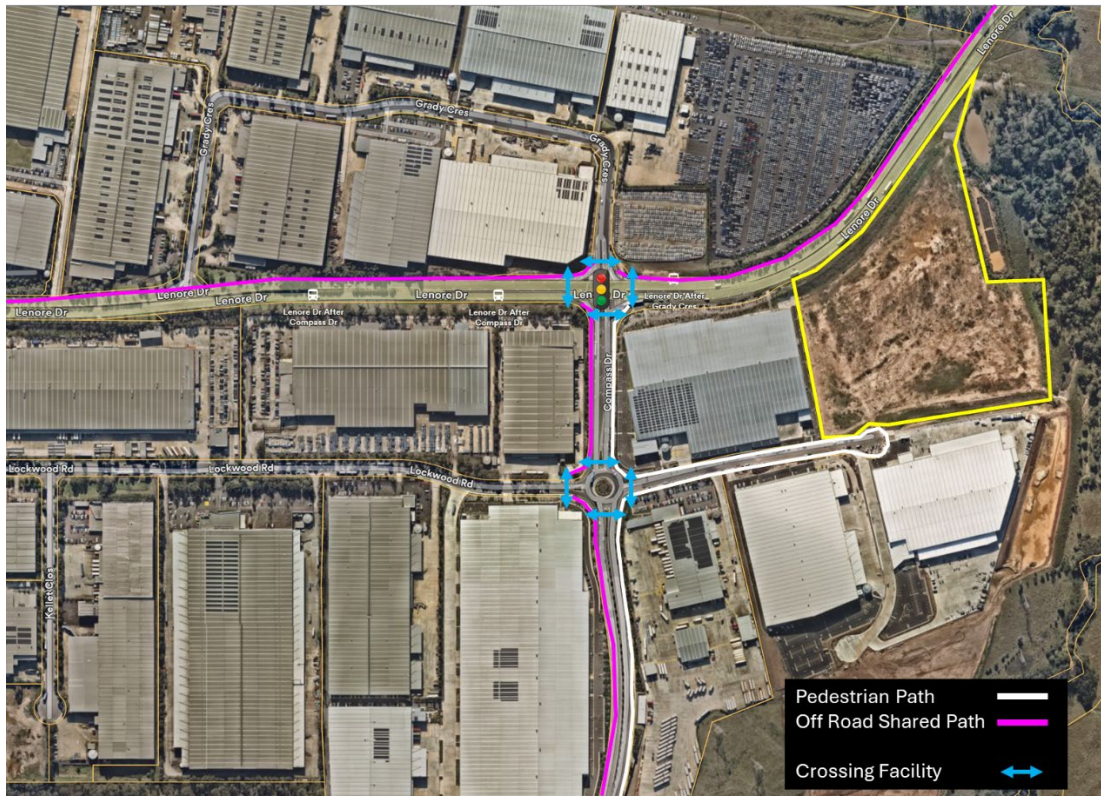
2.6 Walking / Cycle Network

As stated above, all weather paths are provided on both sides of Lockwood Road and Compass Drive to Lenore Road. A shared pedestrian / cycleway path is provided along the full length of the western side of Compass Drive.

Within Lenore Drive, a shared pedestrian cycleway is provided along the northern side for its full length linking Wallgrove Road in the east with Mamre Road in the west and is connected to the Compass Drive shared pathway via the traffic signals at the intersection of Lenore Drive / Compass Drive.

Within the existing dual lane roundabout at Compass Drive / Lockwood Road, central splitter islands function as pedestrian refuges to enable crossing pedestrians to cross one direction of traffic at a time. The existing pedestrian pathway network available to future staff of the development is shown below in **Figure 6**.

Figure 6 - Existing Pedestrian / Off Road Shared Cycle Paths Adjacent to Site



Of note, there are *no* current formulated pedestrian paths on the southern side of Lenore Drive between Compass Drive and Old Wallgrove Road where the HV connection works are proposed.

3. The Proposed Works

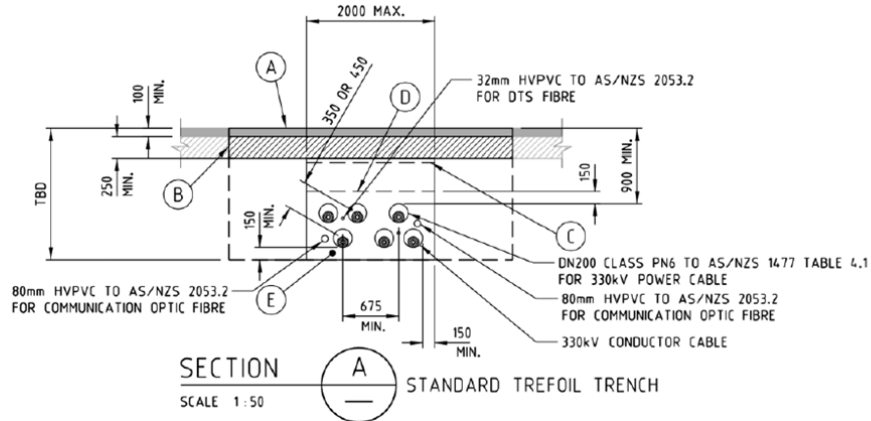
The proposed works would include the following elements:

Project Element	Summary of Proposal
Excavation method	Open trenching will be undertaken along the HV route, comprising a double circuit trench up to approximately 2 metres wide and 4 metres deep. The trench configuration may vary (trefoil to flat) to accommodate utility crossings. Horizontal Directional Drilling (HDD) will be used for the Ropes Creek crossing and deep utility crossings, with an approximate depth of 15 metres.
Cable life	Minimum design life of 45 years
Cable length ¹	Total approx. length is 2.1 km
Key components	• 330kV cable route: conduits, joint bays, 330kV cables and temporary laydown areas • STACK Erskine Park onsite substation: civil works, primary electrical equipment, gas insulated switchgear (within buildings), power transformers, air insulated switchgear and temporary laydown areas
Timing and duration	Energisation target is October 2027 (excluding contingency or risk allowance).
Workforce	Peak workforce is estimated around 50 personnel.
Estimated spoil volume	Cable trenching: Two x 2.1km trenches (approximately 2 metres wide and 4 metres deep), generating approx. 33,600m³ of excavated material. Onsite substation: approximately 9,000m² site area with 300 mm topsoil stripping, generating ~2,700 m³ of material. Total estimated spoil volume: Approx. 36,300 m³
Hours of construction	Standard construction hours will be adopted where reasonable and feasible: • Monday to Friday 7:00 am to 6:00 pm • Saturday 8:00 am to 1:00 pm • No works on Sundays and public holidays. Works outside standard construction hours, including night works and 24-hour operations, may be required for activities along Lenore Drive, at cable jointing locations, and other areas as necessary or as requested by relevant authorities.

Project Element	Summary of Proposal
	TransGrid requires out of hours works for non-noise generation works during commissioning and when there are outage restrictions for the substation and lines.

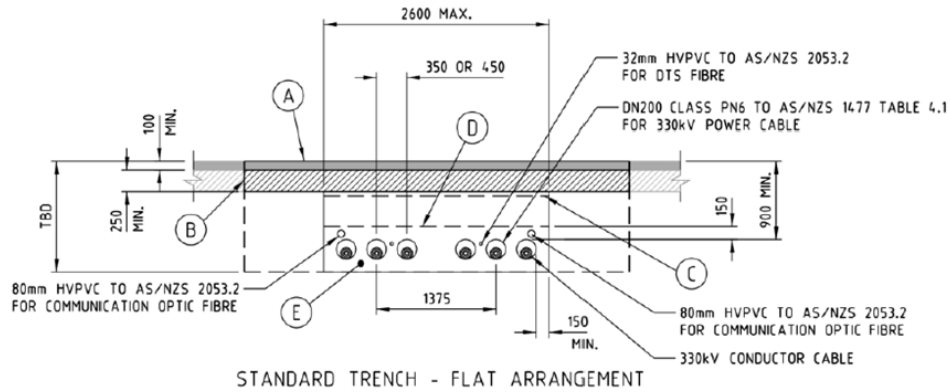
The resulting trenching arrangements and their proximity to the road pavement are shown below:

Figure 7 - Type 1 Trafficable carriageway – double circuit trench

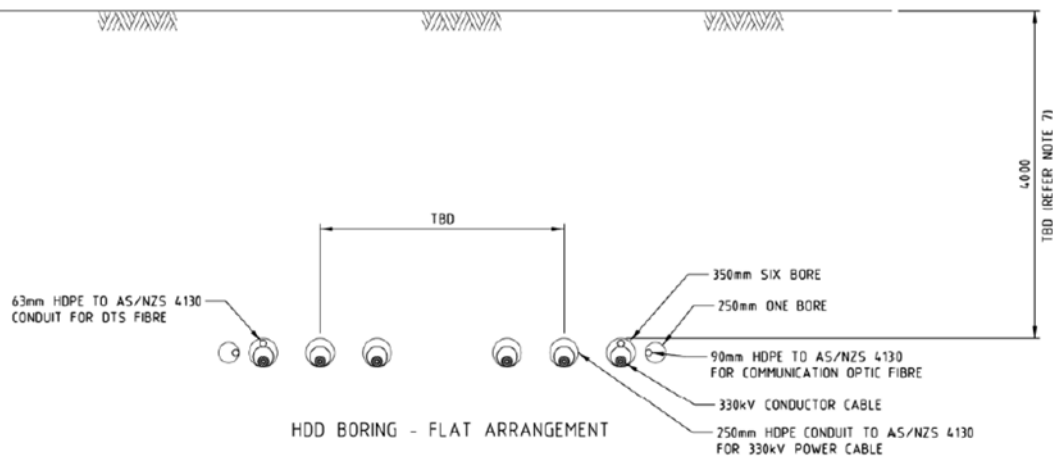


- i) Cover to cable conduit = minimum 900mm.
- ii) Phase distance 350mm or 450mm.
- iii) Circuit axial distance to be minimum 675mm.
- iv) Trench width (2 circuits) = up to maximum 2000mm.
- v) Assumption Native Soil TR=2 K.m/W (Dried out)
- vi) Deep undercrossing is typically required for large stormwater, gravity sewer, and large diameter transmission gas pipe
- vii) Shoring will be required if it is deep trench for service crossing (capable of supporting adjacent traffic loads)
- viii) Relevant conduit spacer is to be selected in detailed design.

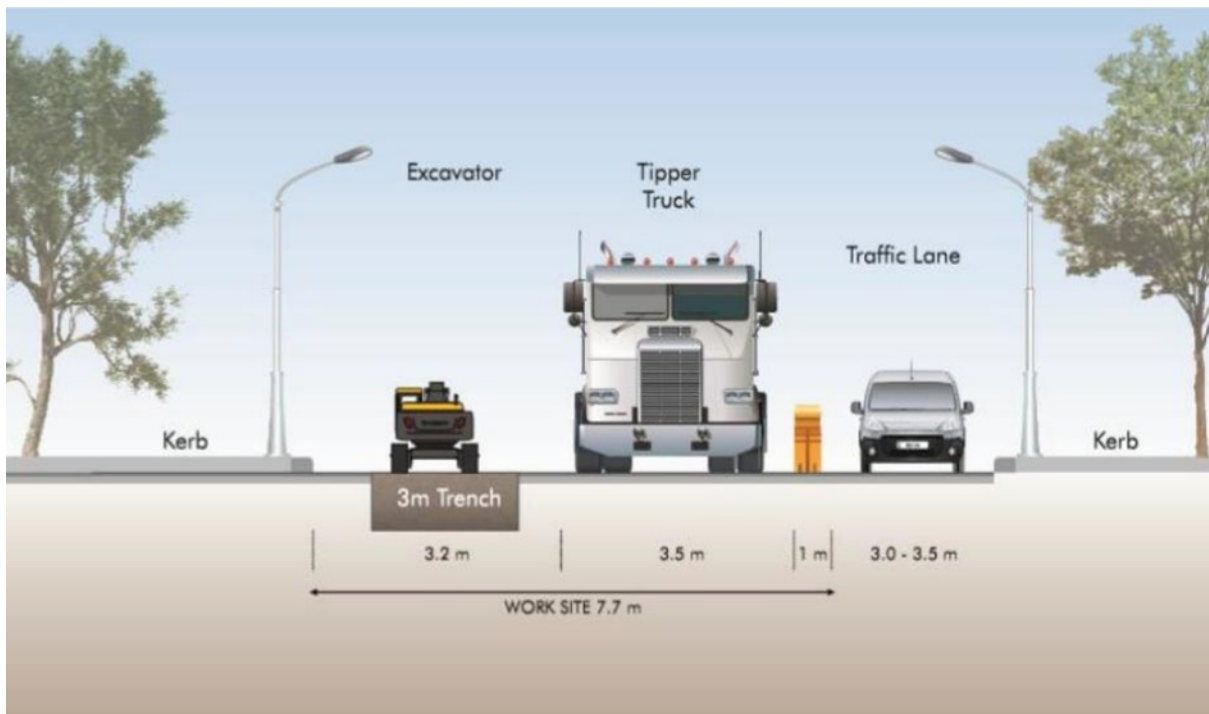
Figure 8 - Type 2: Joint Bay Entry / Service undercrossing – shallow conduit/flat configuration – double circuit trench



- i) Cover to cable conduit = 900mm minimum wherever it is possible.
- ii) Phase cable configuration: flat
- iii) Phase distance 350mm to 450mm.
- iv) Circuit axial spacing minimum 1375mm.
- v) Trench width (2 circuits) = up to maximum 2600mm.
- vi) Refer to SOCC guideline for recommended clearance section 5.5.

Figure 9 - HDD under the Ropes Creek

The anticipated road corridor arrangements during excavation works within Lenore Drive are shown below in **Figure 10**.

Figure 10 - Kerbside Trenching and Excavation Construction Methodology HDD

3.1 Construction Components

The HV cable route construction consists of 2 x trenches which will be placed along Lenore Drive between the Sydney West Substation and the subject site at No.78 Lockwood Road, Erskine Park.

The works will require consecutive lane closures as construction progresses all of which would be subject to specific Traffic Control Plans (TCP's) prepared by the approved contractor of the project and would include suitably accredited TfNSW personnel to prepare such plans.

3.2 Construction Parking / Machinery / Staffing

Peak staffing demands are anticipated to be proportionally low.

Both staff and construction machinery would be housed within the development site at No.78 Lockwood Road and taken to each stage of works by construction company vehicles. Machinery would be transported as required and where available parked within Transgrid land holdings along the route to limit the need for travel by such vehicles.

Peak staffing demands are expected to be comparatively low compared to other types of construction projects where trenching / cable laying is undertaken by specific machinery.

Peak staff demands are estimated to be **50** persons.

3.3 Construction Staging

The final staging arrangements would be determined at the time of commissioning the preferred contractor to complete the works. Based on experience with similar types of projects of a similar scale, the anticipated length of each stage of work is presented below in [Table 3](#).

Table 3 - HV Cable Route Construction Staging

Stage	Description	Duration
1	Bulk Excavation	October 2026 to March 2027
2	Installation of Trenching	January 2027 to September 2027

3.4 Hours of Operation

Unless restricted during AM and PM weekday road network peak periods, the proposed hours of operation of works would be as follows:

The final staging arrangements

- Monday to Friday 7:00 am – 6:00 pm
- Saturday 8:00 am – 1:00 pm
- Sunday and Public Holidays None

When required nightworks would also be included in the hours of operation subject to approval by Transport for NSW.

4. Preliminary Construction Traffic Management Plan

4.1 Introduction

As stated above, the works to deliver the HV cable connection will occur along the southern side of Lenore Drive linking the Sydney West Substation with the site at No.78 Lockwood Road, Erskine Park.

These works would include both trenching within the westbound lane/s of Lenore Drive along with trenching / cable laying works within the public nature strip and the location of joint bays and the location of the transmission cable circuit within the road reserve (e.g. kerbside or non-kerbside) is yet to be determined and is subject to detailed design.

All works within the road pavement and road reserve will require preparation of stage specific Traffic Control Plans (TCP's) to be prepared by a suitably TfNSW qualified person/s arranged by the preferred contractor.

4.2 Construction Worker Populations

The works will require a peak staff demand of **50** persons which includes machinery / truck drivers and is expected to be generally consistent throughout the life of the project. Increased demands of heavy vehicles would stem from concrete pours, pavement removal / reinstallation.

4.3 Construction Vehicle Access / Routes of Travel

The existing site includes driveway access from Lenore Drive with a new vehicle access constructed in the south – west corner of the site via Lockwood Road.

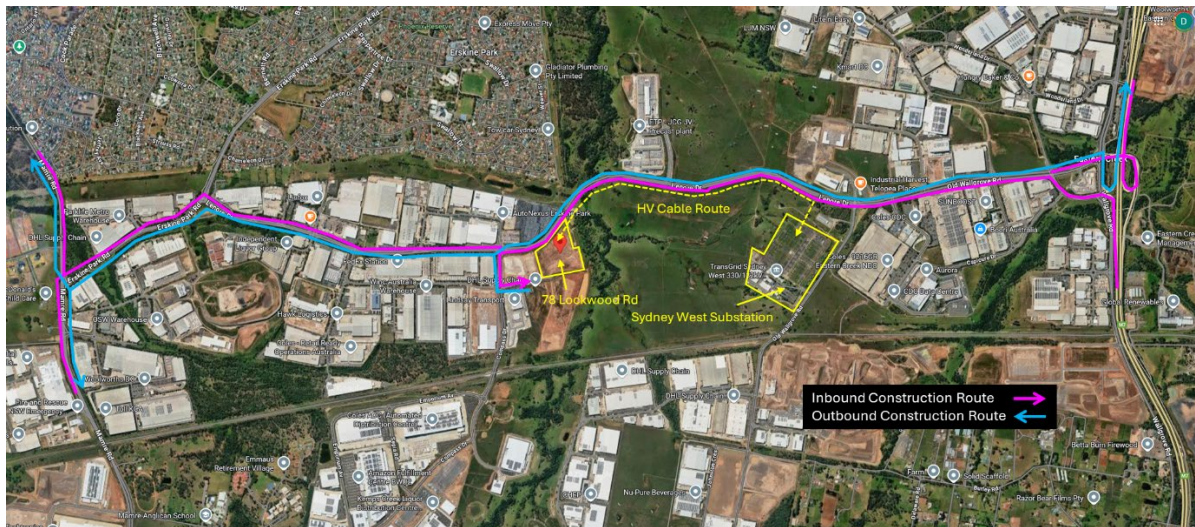
Lenore Drive provides direct access to key north / south sub arterial and arterial roads in the area and has been constructed to provide heavy vehicle access to the Erskine Park Industrial Precinct.

From the north – east and south – east, construction vehicles would access Lenore Drive from either the M7 Motorway and Wallgrove Road for their inbound and outbound routes of travel.

From the south – east and north – west, construction vehicles would access Lenore Drive from Mamre Road for both their inbound and outbound routes of travel.

As stated previously, all roads stated above are approved B Double routes.

The proposed inbound / outbound routes of travel for heavy vehicles generated during construction are presented below in **Figure 11**.

Figure 11 – Construction Routes of Travel / Access Points

4.4 Construction Worker Parking / Storing of Machinery

The subject site at No.78 Lockwood Road is significant in area (77,243²) and provides adequate areas for construction worker parking, machinery parking throughout the life of the project. The site is conveniently located to the project area and accessed via suitable roads in the form of Lenore Drive / Compass Drive to provide access for large vehicles / machinery.

4.5 Loading / Unloading

- Construction material delivery trucks, including concrete pumping, will occur wholly within each segmented site along the route typically using small and medium rigid trucks.
- As necessary, RMS-accredited traffic controllers will be in place at all times during truck movements to ensure the safety of pedestrians and minimise disruption to local traffic.
- The site manager will co-ordinate the work such that two deliveries do not occur at the same time, unless they can be both accommodated on site or within the potential Works Zones.
- All materials are to be stored on site at No78 Lockwood Road, Erskine Park or brought to each work zone on a pre-arranged delivery where timing of arrival is controlled by the site manager. At no time are materials to be stored on any road or Council property unless prior approval is granted by Penrith City Council.

4.6 Construction Machinery

The proposal would include the need for the following vehicles by type:

Activity	Major Plant
Trenching	20–35t excavators, trucks, compactors
Cable Pulling	Winch, drum stands, crane
HDD	250–400t HDD rig, mud plant
Joint Bays	Excavator, shoring, crane
Traffic	VMS, barriers
Environmental	Sediment control, water carts

During days of high estimated vehicle movements, it is expected that communication between the site, concrete batching plant and/or truck drivers will be maintained to stagger construction vehicle arrivals. This will allow for vehicles to be accommodated within the worksite and for traffic disruptions to be minimised.

All truck deliveries will be made within the approved work hours, with emphasis made on deliveries outside of peak periods where possible to reduce the impact on traffic flows. Communication between the construction

All small to medium sized plant would be brought to / from the site via bogie/rigid trucks with large sized plant brought by semi-trailers. The following are the identified construction machinery required for the completion of each stage.

A peak demand for heavy vehicles, works would generate approximately **5** vehicle trips per working day.

4.7 Construction Traffic Generation

4.7.1 Light Vehicles

Light vehicle generated traffic is expected to include in most instances worker travel to / from the site. As confirmed in the TIA report¹ using Census data, travel to / from the Travel Zone which includes the subject site had the following mode share:

¹ Proposed Data Centre – 78 Lockwood Road, Erskine Park TIA Report – Positive Traffic Pty Ltd October 2025

Table 4 – JTW Mode Shares Destination Zone 113185651 (DZ) Including Site

Mode DZN	113185651
Train	2%
Bus	1%
Truck	2%
Tram/Ferry	0%
Vehicle	86%
Veh Pax	8%
Motorcycle / Scooter	1%
Other mode	0%
Bicycle	0%
Walked only	0%
Total	100%

The above confirms travel behaviour is in the order of 86% vehicle driver, 8% vehicle passenger, 2% via their own heavy vehicle, 3% public transport and 1% via motorcycle / scooter.

Thus, the estimated number of trips by mode generated demands on low, peak operational and peak construction periods at the site could be expected to be:

Operational Construction Demands – 50 persons

Table 5 – Operational Working Construction Demand (50 persons) Trips by Mode

Mode DZN	113185651	No. Trips
Public Transport	3%	1
Truck	2%	1
Vehicle (car driver)	86%	43
Veh Pax	8%	4
Motorcycle / Scooter	1%	1
Total	100%	
Total	100%	

4.8 Assessment of Traffic Impacts of Construction Activities

4.8.1 Light Vehicles

As presented above, worker traffic during operational periods of the constructed works would result in a minimum change in light vehicle traffic volumes. As confirmed in the preliminary CTMP report, an assessment of up to **600** workers at the site at No.78 Lockwood Road would not result in detrimental traffic conditions or intersection operating conditions at intersections including Lenore Drive / Compass Drive and Lenore Drive / Old Wallgrove Road. The above peak worker demand for off site works would not materially change the outcome of the findings of the modelling conducted in the preliminary CTMP which assessed a full 600 worker population concentrated to No.78 Lockwood Road site.

Thus, the potential traffic impacts of worker generated traffic are considered acceptable.

4.8.2 Heavy Vehicles

The proposed works during peak periods would generate in the order of 8 heavy vehicle movements per working day or one (1) per hour on average. Further, these movements would more than likely occur outside of road network periods on efficiency grounds and / or during evening periods.

Overall, the potential impacts of heavy vehicle traffic movements during the period of construction would be minimal.

4.8.3 Lane Closures

The workers within Lenore Drive will require segmented closure of the kerbside lane throughout the lift of the project. Traffic volumes within Lenore Drive to the east of Compass Drive and west of Old Wallgrove Road are presented below.

Table 6 – Existing Weekday Peak Period Volumes in vicinity of site (veh/hr)

Road	Location	Weekday AM		Weekday PM	
		NB/EB	SB/WB	NB/EB	SB/WB
Erskine Park Road	North of Lenore Drive	591	1,516	1,702	421
	South of Lenore Drive	939	887	1,019	828
Lenore Drive	East of Erskine Park Road	1,354	377	280	1,370
	West of Compass Drive	984	362	410	752
	East of Compass Drive	880	914	603	926
	West of Old Wallgrove Road	889	887	641	881
Compass Drive	South of Lenore Drive	325	971	461	489
Grady Crescent	North of Lenore Drive	40	30	8	55
Old Wallgrove Road	East of Lenore Drive	899	1,540	1,102	822
	South of Lenore Drive	287	908	698	207
Telopea Place	North of Lenore Drive	85	63	13	42

With a dual lane provision and little to no side friction, the existing mid-block capacity of Lenore Drive across the frontage of the works would be expected to be 1,800 – 2,400 vehicles per direction.

The recorded peak hour flows within Lenore Drive across the frontages of the works are near or below the lane capacity of 900 – 1,200 vehicles per lane and thus short sections of lane closures are not expected to have significant impact on traffic conditions even during peak road network periods.

4.8.4 Parking

As stated above, the proposal benefits from access to the site at No.78 Lockwood Road, Erskine Park to accommodate *all* vehicles associated with the construction works within a convenient travel distance to each stage of work.

No vehicle associated with the construction would be required to be accommodated on street.

4.8.5 Pedestrians

Any works which would impact on existing pedestrian pathways / crossing facilities would require separate Traffic Control Plans (TCP's) for each area of work. The significant majority of the project length does not include any existing formal pedestrian pathways within Lenore Drive and impacts on pedestrians or pedestrian facilities are expected to be confined to Compass Drive.

4.8.6 Cyclists

No existing shared pathways are present within the works area of the project and thus no impacts on the movement of cyclists in the vicinity of the works are expected.

4.8.7 Emergency Vehicles

The works would not result in any limitation in emergency vehicle access to particular sites with access to all properties affected by the works maintained at all times. Where increased travel times may occur westbound within Lenore Drive during specific periods when a section of the kerbside lane is closed, real time mapping within emergency vehicles ensures such vehicles take the shortest time route in each instance to avoid congestion should it occur.



5. General Matters / Mitigation Measures

5.1 Construction Traffic Management Plan

- Upon confirmation of the preferred contractor of the works, the preparation of a finalised Construction Traffic Management Plan (CTMP) report would be prepared and submitted to both Transport for NSW and Penrith City Council.
- This CTMP report would from the basis of:
 - Road occupancy approvals
 - Hoarding/fencing approvals
- This CTMP report would include but would not be limited to:
 - Proposed works within the public space.
 - Proposed size of construction machinery and trucks which will undertake the construction by stage.
 - Method of travel to bring machinery to and from the site.
 - Any kerbside construction zones necessary to complete the work.
 - Proposed stages of development including detailed description of each stage / works and length of each stage in days or weeks.
 - The volumes of materials to be removed / brought to the site and an estimate of the daily truck movements during each stage of the construction.
 - On site / off site location of waste / storage areas.
 - On site / off site location of worker sheds / facilities.
 - Number of potential workers for each stage and the length (weeks) of each stage of construction.

5.2 Construction Vehicle Access

- All preparation of Traffic Control Plans in each location is to be prepared by a suitably qualified person.
- The preparation of the Traffic Control Plan/s should consider all stages of the construction, the type and frequency of construction vehicles and the requirements of pedestrians / cyclists at each location.
- Where footpaths are to be closed for access driveway construction, a separate TCP should be prepared which ensures safe passage of pedestrians / cyclists in the vicinity of these works.
- For the temporary construction vehicle access via Lenore Drive, it is expected that the TCP for each stage includes appropriate forewarning signage of construction vehicles accessing the site via the existing driveway.

5.3 Site Fencing, Hoardings and Accommodation

- Temporary Site fencing and gates will be installed around all internal and external construction site areas.
- Temporary hoardings and signage will be adopted in working areas at all times during construction.

5.4 Temporary Utilities and Services

- All existing services in the construction area will be identified and located to minimise disruption to the construction works and to adjacent facilities. Thorough investigation and staging of works will be undertaken to ensure that any capping and removal of services does not affect other stages of the development.
- Reticulated power and lighting installations will comply to the requirements of the WH&S Regulations, Electricity Supply Authority and the Code of Practice for Temporary Electrical Installations on Building and Construction Sites.
- Noise, air and vibration monitoring units will be established to manage air quality and vibration movement during the demolition and construction of the Project.

5.5 Cranage and Materials Handling

- It is expected that Mobile cranes will also be intermittently required to facilitate some of the loading of materials on to the sites. However, all cranes would be accommodated within the site at No.78 Lockwood Road, Erskine Park and not within the surrounding road network.
- Although lifting will most likely be from construction delivery vehicles and contractor laydown areas within the site, in some instances, crane(s) will need to be capable of lifting from construction vehicles from approved work zones.
- Delivery of Structural Steel frames and beams will most likely occur using a table top semi-trailer, prime mover.
- Smaller building elements can be lifted from within each site section delivered via smaller table top trucks.

5.6 Site Safety Management and Work Method Statements

- A Site Safety Plan and safe work method statements will be developed by the Construction Contractor to demonstrate the commitment to Work Health & Safety (WH&S) prior to construction of any stage of the project.
- The site safety plan is required to identify the scope of work to be undertaken, the hazards associated with the work and the risk assessment processes and risk control measures to be used in the execution of the project activities.
- Objectives for a Site Safety Plan include the following:
 - a) maintain lost time injury reporting and review positive performance indicators,
 - b) report all incidents and near misses and develop corrective action plans,
 - c) conduct Senior Management and WH&S Group reviews,
 - d) develop required WH&S resources,
 - e) formalise regular senior management reviews of WH&S systems and implement relevant improvements,
 - f) continually develop WH&S systems, policies, procedures and WH&S Plans to comply with statutory requirements and industry best practice,
 - g) maintain an Audit Programme to comply with system's requirements,
 - h) ensure all corrective actions and Non-Conformances are closed out,
 - i) meet or exceed the requirements of AS 4801 certification and Federal Safety commission accreditation,
 - j) adopt a zero tolerance safety philosophy,

- k) provide Safety Awareness and other appropriate WH&S training,
- l) continue to implement ongoing induction procedures on all Projects,
- m) hold regular Consultative Committee meetings, maintain minutes and record actions,
- n) issue Safety Alerts to all staff and other stakeholders according to requirements,
- o) conduct and record regular toolbox meetings on site.
- A **Site Safety Plan** would also outline the key responsibilities for achieving the above objectives. A statement of responsibilities by the Construction Contractor would identify who will be responsible for the following:
 - a) undertake audits to ensure appropriate implementation of the WH&S Plan occurs,
 - b) coordinate WH&S training,
 - c) establish, implement and maintain procedures for controlling all relevant documents and data required,
 - d) implement WH&S matters in construction design and planning,
 - e) make all reasonable endeavours to ensure that the WH&S management system is established, implemented and maintained on the Project,
 - f) monitor and constantly review risk management to the site,
 - g) ensure all Work Method Statements have been received on site prior to the commencement of work.
- The **Site Safety Plan** would also address the following requirements, as required:
 - a) WH&S training – identification of WH&S training needs of all personnel, induction training, refresher training, attendance of WH&S committee personnel at consultation training etc;
 - b) incident management – identifies who will be available during and outside normal working hours to prevent, prepare for, respond to and recover from illness/ injury and incidents;
 - c) site safety rules – As a minimum will include induction and safety training, PPE, Site access and security, emergency procedures, illness and injury, protection of personnel and the public, work at elevated areas, safe working, hazardous materials and dangerous goods etc;
 - d) Safe Work Method Statements – All activities assessed as having WH&S risks require a SWMS to be prepared and implemented.

5.7 Drivers Code of Conduct

5.7.1 General Requirements

Heavy vehicle drivers obtaining access to the work site at No.78 Lockwood Road, Erskine Park *must*:

- i. Have undertaken a site induction carried out by an approved member of the commissioned builder or a suitably qualified person under the direction of the Production Manager and to be completed on the first visit to the site.
- ii. Hold a valid driver's licence for the class of vehicle that they operate.
- iii. Operate the vehicle in a safe manner within and external to the site.
- iv. Comply with the direction of authorised site personnel when within the site.
- v. Comply with the Road Transport Act 2013 and its associated regulations regarding drug use and alcohol consumption; and
- vi. Comply with the Australian Road Rules external to the site.

- vii. Sign the Drivers Code of Conduct on first visit to the site.

5.7.2 Heavy Vehicle Speeds

A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty crash. (source TfNSW).

There are two types of speeding:

- i) Where a heavy vehicle travels faster than the posted speed limit; and
- ii) Where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate. (source TfNSW).

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by TfNSW which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, TfNSW will record a strike against that vehicle. If three strikes are recorded within a three year period, TfNSW will act to suspend the registration of that vehicle (up to three months).

Vehicle speed on public roads is enforced by the NSW Police Service.

Within the site, a speed limit of 15 km/h applies to all areas of the site and this is to be strictly enforced.

Drivers are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the Australian Road Rules.

5.7.3 Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. Fatigue can impact on driving ability, like the effect of drink driving and result in slower reaction times, lack of concentration, reduced vigilance / poor judgement and nodding off. Symptoms of fatigue include:

- yawning,
- sore or heavy eyes,
- slower reaction times,
- daydreaming / not concentrating on driving
- driving speeds creeping
- impatience
- impaired driving performance
- stiffness and cramps
- loss of motivation

The Heavy Vehicle National Law (HVNL) specifies that:

- a person must not drive a heavy vehicle on a road while impaired by fatigue

- managing driver fatigue is a shared responsibility by all parties in the chain
- parties must take all reasonable steps to ensure a person does not drive a heavy vehicle on a road while impaired by fatigue.

Heavy vehicle drivers should manage their fatigue at appropriate times as per TfNSW guidelines. Fatigue breaks must be recorded by the heavy vehicle drivers and checked by management via their work diary to review if the correct procedure has been undertaken.

If a heavy vehicle driver is found to have acted contrary to the rules, they will be placed on the Driver's Code of Conduct Disciplinary Action Register (Section 3.2).

All heavy vehicle drivers operating during construction are to be aware of their adopted fatigue management scheme and operate within its requirements.

5.7.4 Heavy Vehicle Compression Braking

Drivers are requested to limit the noise created in the vicinity of the site as much as possible.

Brakes must be applied so as not to create excessive noise that could disturb local residents / businesses where possible. Compression braking within or adjacent to residential areas should only be used if required for safety reasons.

5.7.5 Heavy Vehicle Noise

Drivers should be particularly aware of noise from their trucks during any periods of evening construction works when permitted.

All trucks which arrive to the site prior to gates opening / access to the site must do so with their engines switched off.

5.7.6 Load Covering

Uncovered loads represent the greatest risk to loose material on the road. In addition to standard dust control measures during construction, (daily road sweeping and watering)

- All trucks used during construction are required to have an effective cover over their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site.
- All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.
- Drivers must ensure at all times during travel that the tailgate is locked.
- The Construction Manager is to monitor loose material on the side of the haulage road and take appropriate action (removal or suppression) regularly.

5.7.7 Breakdowns and Incidents

The stopping of large construction vehicles on the road network caused by breakdowns / incidents can have a significant impact on traffic operations at such times, in particular if these breakdowns / incidents occur on the state road network.

All breakdowns must be reported to the TfNSW TMC (Transport Management Centre) on 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook immediately as they occur.

If there is a product spill while loading/unloading or on route the driver must:

- i. Immediately warn persons in the area who may be at risk.
- ii. Inform their Transport Manager / Construction Supervisor
- iii. All spills must be adequately cleaned up and waste disposed of in an acceptable and
- iv. environmentally suitable manner.
- v. Put out warning triangles where it is safe to do so.

5.7.8 Management of Asbestos

As the site includes the requirement for an Asbestos Management Plan and includes risks of asbestos being present during construction, separate truck wash bay areas *must* be used by *all* drivers when exiting the construction site prior to entering the road network.

5.7.9 Driver Declaration

All drivers associated with construction activities following commissioning of the builder of the works are required to sign a driver declaration stating their name, company, contact details and witnessed by the construction supervisor or their representative that they will adhere to the requirements of any and all Drivers Code of Conduct.

I, the undersigned, hereby agree to abide by the Truck Driver Code of Conduct during all periods of construction works at the site at No.78 Lockwood Road, Erskine Park in a safe manner at all times. I have read and understand the requirements outlined in Drivers Code of Conduct document and will, to the best of my ability, comply and assist with their implementation, requirements, and ongoing administration.