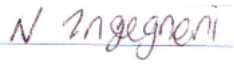




CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN

St Marys Intermodal

Pacific National

SSD 7308

Rev #	Name	Signed	Date
Prepared by:	Naomi Ingegneri		05/08/2020
Reviewed by:	Tim Stubbs		05/08/2020
Approved by:	Andrew Rowlands		05/08/2020



Amendment Record Sheet

Rev	Date of Rev	Author	Summary of Change
00	27/05/2020	Naomi Ingegneri TRS Transport and Road Safety (Certification no. 0051955303)	Initial draft for review
01	29/05/2020	Naomi Ingegneri TRS Transport and Road Safety (Certification no. 0051955303)	Consultation draft
02	03/07/2020	Naomi Ingegneri TRS Transport and Road Safety (Certification no. 0051955303)	Consultation draft
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05	11/11/2020	Naomi Ingegneri TRS Transport and Road Safety (Certification no. 0051955303)	Draft Modification MOD 2 and 3
06	13/01/2021	Tim Stubbs	Modification in response to MOD 1 and 4
07	1/02/2021	Tim Stubbs	Modified in response to Mod 1 approval
08	16/03/21	Naomi Ingegneri, Tim Stubbs	Modified in response to DPIE comments

This document was prepared for the sole use by McMahon Services Group and the regulatory agencies that are directly involved in this project, the only intended beneficiaries of our work. No other party should rely on the information contained herein without the prior written consent of McMahon Services Group 2017.

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Glossary/Abbreviations

Abbreviation	Expanded Text
AS1742	Australian Standard 1742 – Manual of Uniform Traffic Control Devices
BMSP	Biodiversity Management Sub-Plan
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
CNVMSPP	Construction Noise and Vibration Management Sub-Plan
Contractor	Principal Contractor
CSWMSP	Construction Soil and Water Management Sub-Plan
CTPMP	Construction Traffic and Pedestrian Management Plan
CTPMSP	Construction Traffic and Pedestrian Management Sub-Plan
CWMSP	Construction Waste Management Sub-Plan
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EPA	Environmental Protection Authority
EPL	Environmental Protection License
ESCP	Erosion and Sediment Control Plan
FERSP	Flood Emergency Response Sub-Plan
Local Road	Roads that Local Councils are responsible for funding, construction and maintenance.
Minister, the	Minister of the NSW Department of Planning and Environment (or delegate)
OEH	Office of Environment and Heritage
OSOM	Over-size and/or Over-mass Heavy Vehicle
Project, the	The Project is the site as described in the CEMP and CoA.
PMP	Pedestrian Movement Plan
Regional Road	Roads that Local Councils are responsible for construction and maintenance but TfNSW (RMS) provides funding.
RMS	Road and Maritime Services. Note: All RMS functions and responsibilities will be performed by TfNSW and any references to Roads and Maritime Services will be

	legally taken to mean TfNSW except where referring to document that includes 'RMS' in title.
ROL	Road Occupancy Licence
ROP	Road Opening Permit
State Road	Roads that TfNSW (RMS) are responsible for funding, construction and maintenance.
TCP	Traffic Control Plan
TMP	Traffic Management Plan
TMC	Traffic Management Centre
VMP	Vehicle Movement Plan

1. Introduction

1.1. Background

The St Marys Freight Hub EIS (Urbanco 2019) assessed the impacts of construction and operation of the Project on traffic, parking, public transport, pedestrians and cyclists, within Appendix 4 (Traffic and Transport Assessment, Bitzios Consulting Pty Ltd, 18 April 2019). The report was updated post exhibition on 10 September 2019.

The EIS and Traffic and Transport Assessment reports identified traffic impacts and management measures to be used during construction of the Project.

The final Traffic and Transport Assessment report concluded that any potential impacts regarding transport and traffic could be managed by mitigation and management measures described in this Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP).

Please refer to Section 2 of the CEMP for the Project Description.

1.2. Context

This Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) supplements the Construction Environmental Management Plan (CEMP) for the St Marys Intermodal Project (the Project). Information on the background and locality of the project is included in the CEMP.

This CTPMSP has been prepared to address the requirements of the Minister's Conditions of Consent SSD-7308 (CoC) approved 29 January 2021 (Modification 1), the St Marys Freight Hub Environmental Impact Statement (EIS), the Revised Management and Mitigation Measures (RMMM) listed in the St Marys Freight Hub Response to Submissions Report and all applicable guidance and legislation.

1.3. Scope

The scope of this Plan is to describe how McMahon Services proposes to manage traffic and transport during construction of the Project. Operational measures do not fall within the scope of this plan.

This report has been prepared in accordance with RMS guidelines for the preparation of CTPMSP and addresses the key management measures for intermittent impacts to road users.

This report has been prepared and approved by a Civil Engineer who holds the certification:

- TfNSW Prepare a Work Zone Traffic Management Plan (card holder number on title and revision pages); and
- WHS Work Safely in the Construction Industry.

2. Purpose and Objectives

2.1. Purpose

This Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) has been prepared to outline and describe how McMahon's will, during the construction of the Project, comply with the NSW Minister for Planning's Conditions of Consent (CoC).

This CTPMSP is to be used during construction of the Project. This plan is applicable to all staff and Subcontractors associated with the construction of the Project.

The purpose of this CTPMSP is to detail the specific mitigation measures and controls to avoid, mitigate and/or manage potential impacts and minimise disruption to, and ensure the safety of the wide range of stakeholders potentially affected by the works, including but not limited to: motorists, pedestrians; cyclists; public transport users, local residents and property owners; business owners; and workers/staff engaged on the Project.

2.2. Environmental Objectives

The key objective of this CTPMSP is to ensure all CoC, RMMMs and licence/permit requirements relevant to traffic and transport management are described, scheduled and assigned responsibility as outlined in:

- The EIS prepared for St Mary's Intermodal,
- The response to submissions prepared for St Mary's Intermodal,
- Conditions of Consent granted to the Project on 7 May 2020,
- Modification 2 SSD 7308 approved 21 September 2020
- Modification 3 SSD-7308 approved 29 October 2020
- Modification 4 SSD-7308 approved 17 December 2020
- Modification 1 SSD-7308 approved 29 January 2021
- All relevant legislation and other requirements described in Section **Error! Reference source not found.** of this Plan.

2.3. Objectives and Targets

The desired objective and targets for traffic and transport management, as outlined and addressed in the EIS, is that all potential traffic and transport impacts and disruptions would be avoided, mitigated and/or managed to ensure the objective of ensuring safety and efficiency of the road network. To achieve this outcome, McMahon Services will undertake the following, as identified in Table 1.

Table 1 Performance outcomes

No.	Requirement	Document Reference	How Addressed
1	Ensure a safe environment for road users through traffic controls and isolation of work site hazards that comply with the best practice, RMS requirements/guides and the Australian Standard/s	CoC B13 RMMM 4 AN6 & AN7	Management measures for traffic management and road safety to ensure no death or injury to workers and the public.
2	Minimise disruption to traffic operation, road users, pedestrians, cyclists and access to adjoining properties (private and public)	CoC B13 CoC B19 & 20 CoC C9, C10 & C13 RMMM 4	Identification of impacts and mitigation measures to minimise number of complaints regarding disruptions.
3	Ensure safety of workers, by isolating work areas from traffic flows	CoC B13, B19, C9 & C10 RMMM 4	The traffic control requirements to separate workers from public and ensure no death or injury to workers.
4	Maintain the road network functionality	CoC B13 CoC B19 CoC C9, C10 RMMM 4	Traffic controls implemented to manage traffic flow. Continuous monitoring of traffic by controllers and review of TCPs as required.
5	Ensure an adequate level of signage and community notification is in place where changes to existing road access conditions prevail	CoC B13	Minimise complaints by implementation of the management measures in this plan and respond to traffic related complaints in a timely manner
6	Ensure that any changes to road or pedestrian access does not adversely affect the ability of emergency services to respond to any incident	CoC B13 CoC C11	The impact and measures to ensure emergency access and traffic flow.
7	Ensure that the movement, access and management of heavy vehicles is safe and minimises disruption to road efficiency and other road users.	CoC B13 CoC B19, 20 CoC C9, C10 RMMM 4	Implementation of the management measures in this plan and respond to heavy vehicle related complaints in a timely manner. Deal with sub-contractors as per code of conduct.

3. Environmental Requirements

3.1. Relevant Legislation

3.1.1. Legislation

Legislation relevant to traffic and transport management for this project includes:

- Environmental Planning and Assessment ACT 1979
- Roads Act 1993
- Local Government Act 1993
- Road Transport (Safety & Traffic Management) Act 1999
- Work Health and Safety Act 2011 (NSW)

Relevant provisions of the above legislation are explained in the legal and compliance tracking register included in Annexure 1 of the CEMP.

3.1.2. Guidelines and Standards

Additional guidelines and standards relating to the management of traffic and access include:

- Roads and Maritime Services (RMS) Traffic Control at Worksites (Ver: 5.0 27/07/2018 or any subsequent revision / technical direction from RMS)
- RMS Specification DCM G10 – Control of Traffic
- Transport Management Centre Road Occupancy Manual (2012 or any subsequent revision / technical direction from RMS)
- RTA – NSW Speed Zoning Guidelines (2004)
- AS 1742: Manual of Uniform Traffic Devices:
 - Part 1 - General Introduction and Index of Signs
 - Part 2 - Traffic Control Devices for General Use
 - Part 3 - Traffic Control Devices for Work on Roads
 - Part 4 - Speed Controls
 - Part 10 - Pedestrian Control and Protection
 - Part 11 - Parking Controls
 - Part 13 - Local Area Traffic Management.
- NSW Bicycle Guidelines
- Relevant Austroads Guides and TfNSW (RMS) Supplements
- The NSW Rural Fire Service Bush Fire Management Plan
- TfNSW TDT 2010/07 Use of Variable Message Signs
- RTA – Delineation Guidelines (2008)
- Environmental Management Plan Guideline: Guideline for Infrastructure Projects (DPIE, April 2020)

3.1.3. Additional approvals, licenses, permits and requirements

Road Occupancy Licenses and Road Opening Permit

There will be a requirement to control traffic (stop slow) and/or occupy part, or all, of a road during the course of this project. A Road Occupancy License (ROL) or Road Opening Permit (ROP) will be obtained from the relevant authority under Section 138 of the Roads Act 1993.

The Transport Management Centre (TMC) issues ROLs for all State and Regional Roads and any Local streets where a proponent is working within 100 m of a State Road and/or Traffic Signals (TCS). A Road Opening Permit (ROP) application must be submitted to Penrith City Council should any works or closures be undertaken along local roads.

Road ownership, permit and license requirements associated with potential works along surrounding roads as part of the Project.

- Glossop Street (Regional Road) – TMC ROL and Council ROP required
- Forrester Road, north of Glossop Street (Regional Road) - TMC ROL and Council ROP required
- Forrester Road, south of Glossop Street (Local Road) - Council ROP required
- Christie Street (Regional Road) - TMC ROL and Council ROP required
- Lee Holm Road (Local Road) - Council ROP required
- Werrington Road (Regional Road) - TMC ROL and Council ROP required
- 100 m from intersection of Forrester Road and Glossop Street - TMC ROL and Council ROP required

Works that have been identified as requiring Penrith City Council ROP permit include the following items.

- Works to improve / widen the existing accesses in Lee Holm Road and Forrester Road.
- Construction of the final operational accesses in Lee Holm Road and Forrester Road.
- Intermittent Traffic control to assist with heavy vehicle access during peak periods at Forrester Road and / or Lee Holm Road accesses.

Depending on the location of the works an ROL or ROP would need to be obtained from TMC and/or Council for the following items.

- Any repair works arising from dilapidation surveys locations to be determined post construction.
- Temporary, short-term full road closures during Over-size and/or Over-mass Heavy Vehicle (OSOM) deliveries ('rolling' road closures as vehicles pass critical locations) locations will be identified and detailed in the Transport Assessment by the Transport Contractor.

Speed Zone Authorisation

A speed zone authorisation (SZA) is required to lower traffic speeds in adjacent roadworks. The Transport Management Centre (TMC) issues speed zone authorisation for State, Regional and Local roads. It is anticipated that a 40km/h roadwork speed zoning would be used during the construction of site accesses only.

Work Zone

Work Zones are provided at large construction sites to keep the kerb side clear of parked vehicles and allow access for heavy plant machinery removing or delivering associated materials. A Work Zone application is

made to Council for all roads. There are no proposed Work Zones for this project. Should a work zone be required then an application would be made to Council.

Over-size and/or Over-mass Heavy Vehicle (OSOM) permits

A permit is required to be obtained for road access for over-mass and over-size vehicles along the major road network (National Routes or State Highways).

Any permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network is required to be obtained prior to the commencement of haulage of Over dimensional vehicles.

Traffic management for OSOM vehicles will be done at the time of passing through the intersection/section as per the road authority permit conditions.

Section 138 Application

A Section 138 Roads Act application, including payment of application and inspection fees together with any applicable bonds, shall be lodged and approved by Council (being the Roads Authority for any works required in a public road). These works may include but are not limited to the following:

- a) vehicular crossings (including kerb reinstatement of redundant vehicular crossings)
- b) concrete footpaths and or cycleways
- c) road opening for utilities and stormwater (including stormwater connection to Council roads and other Council owned drainage)
- d) road occupancy or road closures
- e) the placement of hoardings, structures, containers, waster skips, signs etc. in the road reserve
- f) temporary construction access

All works shall be carried out in accordance with the Roads Act approval, the development consent, including the stamped approved plans, and Council's specifications, guidelines and best engineering practice.

A Section 138 application is requirement for the construction access, the final operational access and any works to repair roadways post construction.

Works Authorisation Deed

A Works Authorisation Deed (WAD) is required between the developer and TfNSW should the developer wish to undertake "private financing and construction" of improvement works on Classified Roads. There is no planned works on State roads however these may be required post-construction should the dilapidation report indicate repairs are required on State roads.

3.2. Minister's Conditions of Approval

This report is a requirement of the Development Consent for Application number SSD 7308 provided under Section 4.38 of Environmental Planning and Assessment Act 1979 dated 29 January 2021 (Modification 1).

The requirements of the Planning Approval relevant to this plan are shown in Table 2 CoC Requirements for this plan, with cross reference to indicate where each requirement is addressed within this plan.

This plan is the overarching document in the traffic and transport management system for the St Marys Intermodal Project. It is applicable to all staff and sub-contractors associated with the construction of the Project.

Additional conditions of relevance to work under the plan, and where this plan addresses the condition, is included in Annexure A.

Table 2 CoC Requirements for this plan

Co C No.	Requirement	Document Reference	How Addressed																																				
A2	<p>The development may only be carried out:</p> <ul style="list-style-type: none"> (a) in compliance with the conditions of this consent; (b) in accordance with all written directions of the Planning Secretary; (c) generally in accordance with the EIS and Response to Submissions; (d) in accordance with the Development Layout in Appendix 1; (e) in accordance with the revised management and mitigation measures in Appendix 3; (f) in accordance with the approved plans in the table below: <table border="1"> <thead> <tr> <th colspan="4">Architectural Drawings prepared by Kit Handley Architects Pty Ltd</th></tr> <tr> <th>Dwg No.</th><th>Rev</th><th>Name of Plan</th><th>Date</th></tr> </thead> <tbody> <tr> <td>A101</td><td>1</td><td>Proposed Site & Roof Plan</td><td>17/04/20</td></tr> <tr> <td>A102</td><td>1</td><td>Proposed G & L1 Floor Plan</td><td>17/04/20</td></tr> <tr> <td>A103</td><td>1</td><td>Proposed Electrical Plan</td><td>17/04/20</td></tr> <tr> <td>A104</td><td>1</td><td>Proposed Elevations</td><td>17/04/20</td></tr> <tr> <td>A105</td><td>1</td><td>Proposed Elevation & Sections</td><td>17/04/20</td></tr> <tr> <td>A106</td><td>1</td><td>Proposed Group 1 Furniture Plans</td><td>17/04/20</td></tr> <tr> <td>A107</td><td>1</td><td>Proposed Group 2 & 3 FF&E</td><td>17/04/20</td></tr> </tbody> </table> <ul style="list-style-type: none"> (g) in accordance with modification application SSD-7308-Mod-2 and supporting documentation; (h) in accordance with modification application SSD-7308-Mod-3 and supporting documentation; (i) in accordance with modification application SSD-7308-Mod-4 and supporting documentation; and (j) in accordance with modification application SSD-7308-Mod-1 and supporting documentation. 	Architectural Drawings prepared by Kit Handley Architects Pty Ltd				Dwg No.	Rev	Name of Plan	Date	A101	1	Proposed Site & Roof Plan	17/04/20	A102	1	Proposed G & L1 Floor Plan	17/04/20	A103	1	Proposed Electrical Plan	17/04/20	A104	1	Proposed Elevations	17/04/20	A105	1	Proposed Elevation & Sections	17/04/20	A106	1	Proposed Group 1 Furniture Plans	17/04/20	A107	1	Proposed Group 2 & 3 FF&E	17/04/20	Section 3.2	Noted in this CTPMSP
Architectural Drawings prepared by Kit Handley Architects Pty Ltd																																							
Dwg No.	Rev	Name of Plan	Date																																				
A101	1	Proposed Site & Roof Plan	17/04/20																																				
A102	1	Proposed G & L1 Floor Plan	17/04/20																																				
A103	1	Proposed Electrical Plan	17/04/20																																				
A104	1	Proposed Elevations	17/04/20																																				
A105	1	Proposed Elevation & Sections	17/04/20																																				
A106	1	Proposed Group 1 Furniture Plans	17/04/20																																				
A107	1	Proposed Group 2 & 3 FF&E	17/04/20																																				
B13	<p>A Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:</p> <ul style="list-style-type: none"> o be prepared by a suitably qualified and experienced person(s); o be prepared in consultation with Council and TfNSW 	Section 8.7, 6 and 7	This CTPMSP has been prepared by qualified and certified																																				

Co C No.	Requirement	Docu ment Referenc e	How Addressed
	<ul style="list-style-type: none"> detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; and detail heavy vehicle routes, access and parking arrangements. 		<p>Traffic engineer and construction planner. TfNSW 'Prepare Work zone Traffic Management Plan' car holder 0029324421. Stakeholders consulted and input included in this document. Management measures contained in this document. Heavy vehicle management included in this document.</p>
B19	<p>A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:</p> <ul style="list-style-type: none"> minimise the impacts of earthworks and construction on the local and regional road network; minimise conflicts with other road users; minimise road traffic noise; and ensure truck drivers use specified routes. 	Section 7.1.4 and Annexure E	<p>Traffic Management and Drivers Code of Conduct is included in this document to minimise impacts.</p>
B20	<p>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.</p>	Sections 6.3 and 7.1	<p>Parking to be provided on site. Queueing areas provided on site. Temporary parking on site addressed as part of design Process.</p>
C9	<p>All construction vehicles are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping.</p>	Section 7.2	<p>Works on street would occur within lane and footpath closure. No work zone proposed.</p>
C10	<p>Construction vehicles (including staff vehicles) shall be managed to:</p> <ul style="list-style-type: none"> a) minimise parking or queuing on public roads; b) minimise idling and queuing in local residential streets where practicable; 	Section 7, 7.1.4 and Annexure E	<p>Traffic Management and Drivers Code of Conduct</p>

Co C No.	Requirement	Docu ment Referenc e	How Addressed
	c) adhere to the nominated haulage routes identified in the Construction Traffic and Pedestrian Management Sub-Plan required under condition B13; and d) ensure access and egress from construction compounds is undertaken in a safe and lawful manner.		indicates responsibilities and rules to ensure compliance.
C11	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 7.2.2	Works on street would occur within lane and footpath closure.
C13	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	Section 7, 8.4 and Annexure E	Training and Traffic Management and Drivers Code of Conduct. Monitoring and logging of Heavy Vehicle arrivals / departures.

The development may only be carried out:

- in compliance with the conditions of the consent;
- in accordance with all written directions of the Planning Secretary;
- generally in accordance with the EIS and Response to Submissions;
- in accordance with the Development; and
- in accordance with the revised management and mitigation measures.

3.3. Revised Environmental Management and Mitigation Measures & Advisory Notes

Please refer to Annexure B for a list of all environmental management and mitigation measures. Below is the document reference for each relevant Revised Environmental Management Measures and Advisory Notes for this plan.

Table 3 Revised Management and Mitigation Measures and Advisory Notes for this plan

No.	Requirement	Document Reference	How Addressed
RMMM 4	A Construction Traffic Management Plan is to be prepared by a suitably qualified and experienced person prior to commencing construction works and will include management requirements on the following: a) number of trucks; b) vehicle routes, access and parking arrangements, c) hours of operation; d) indicative traffic control measures; e) Drivers' Code of Conduct; and f) detail procedures for notifying any nearby residents of any potential disruptions to routes (if required).	Section 6.2 Sections 7.1.1, 6.1, Annexure E Section 8.4 Section 7.2 Section 8.1 Section 6.2	This plan. Details of management requirements outlined in referenced sections.

No.	Requirement	Document Reference	How Addressed
RMMM 4	The Construction Traffic Management Plan is to be implemented throughout the construction cycle.	Sections 2 and Annexure E	Implementation and updating the plan throughout the works.
RMMM 4	Site construction access will be from Lee Holm Road and Forrester Road.	Section 6.1	Nominated accesses for construction described in this plan.
AN6	A Road Occupancy Licence must be obtained from the relevant road authority for any works that impact on traffic flows during construction activities.	Section 3.1.3	List of Roads and relevant authority nominated in this plan.
AN7	<p>Prior to the issue of any Construction Certificate or Subdivision Works Certificate, a Section 138 Roads Act application, including payment of application and inspection fees together with any applicable bonds, shall be lodged and approved by Council (being the Roads Authority for any works required in a public road). These works may include but are not limited to the following:</p> <ul style="list-style-type: none"> a) vehicular crossings (including kerb reinstatement of redundant vehicular crossings) b) concrete footpaths and or cycleways c) road opening for utilities and stormwater (including stormwater connection to Council roads and other Council owned drainage) d) road occupancy or road closures e) the placement of hoardings, structures, containers, waste skips, signs etc. in the road reserve f) temporary construction access <p>All works shall be carried out in accordance with the Roads Act approval, the development consent, including the stamped approved plans, and Council's specifications, guidelines and best engineering practice. Contact Council's City Assets Department on 4732 7777 or visit Council's website for more information.</p>	Section 3.1.3	All permits and approvals for works to be obtained by contractor.

3.4. Consultation

The plan has been reviewed and prepared in consultation with Transport for NSW (TfNSW) and Penrith City Council as required by Condition B13(b). Evidence of this consultation is summarised table below.

Table 4 Consultation Summary

Agency	Comment ID	Correspondence / Date	Comment	Outcome	Document Reference
Penrith City Council	1	Email 22 June 2020	Section 6.2 of the document states that there will be minimum 12 hour shifts for construction, section 8.4 lists the approved construction hours as 7 a.m. to 6 p.m. Monday to Friday. The construction shifts and hours of normal construction traffic to and from the site should be in accordance with the approved construction hours in the consent.	Report updated to reflect approved hours.	Section 6.2
Penrith City Council	2	Email 22 June 2020	Has the bus operator been consulted with regarding the access arrangements at the end of Forrester Road, if not you must consult with them prior to approval and provide any comments that they have.	Busways have been consulted.	Annexure F
Penrith City Council	3	Email 22 June 2020	The details of the accredited traffic controller preparing the Traffic Control Plans (TCPs) shall be included on the TCP's including their current RMS Prepare a Work Zone and Traffic Management Plan card number.	Plans have been updated to include this information.	Annexure C
Penrith City Council	4	Email 22 June 2020	The Lee Holm Road access (TCPs LHR 01 02 & 03) is shown to be via the CDC bus depot access driveway. Council requires that you provide evidence of written approval from the adjoining landowner prior to access being permitted from Lee Holm Road.	Access via site driveways not CDC site.	n/a
Penrith City Council	5	Email 22 June 2020	A full-time traffic controller shall be in place at the Forrester Road driveway access for all construction traffic accessing the site for the safety of pedestrians and vehicles, particularly those using St Marys train station given its close proximity. (TCP FOR-01)	The Contractor will assess the need of a traffic controller on the Forrester Road driveway access on a day to day basis depending on the number and frequency of heavy vehicles planned to use the driveway access.	Annexure C
Penrith City Council	6	Email 22 June 2020	The access gates into the site must be located a suitable distance within the site so that all queuing for construction vehicles accessing the site at one time are contained wholly within the boundaries of the site. (e.g. up to four 19 metre truck and dog combinations could potentially arrive at one time	Access gates would be open to entering / exiting vehicles. The on-site area is sufficient to accommodate the parking of construction worker vehicles and to store trucks waiting to load or unload (such as for concrete pours). The site driveways have more than 100m length for queuing and gates would	Section 6.2 Section 6.3

			therefore the gate must be located at least 80 metres into the site)	not be closed during the works. Sign in and security would be set back within the site.	
Penrith City Council	7	Email 22 June 2020	The traffic control plans for work outside the site including road closures and construction of the driveway accesses are not approved under the construction traffic management plan. These TCPs shall be approved via a separate application to be submitted to Councils Assets section for the approval of these traffic control plans.	Noted	n/a
Penrith City Council	8	Email 23 June 2020	No details have been provided regarding the number of on-site parking that will be made available for site workers. A dimensioned plan should be provided showing the location of parking spaces and where it will be placed around siteworks/stockpiles and the proposed building envelope to ensure it is feasible.	Report updated and site plan prepared.	Section 6.3 Annexure D
Penrith City Council	9	Email 23 June 2020	Similarly, for the heavy vehicle parking spaces a dimensioned plan is required showing the locations of these parking spaces.	Site plan prepared.	Section 6.2 Annexure D
Penrith City Council	10	Email 23 June 2020	Swept path analysis should also be provided demonstrating that the largest heavy vehicles accessing the site will be able to enter and exit the site in a forward direction.	Swept paths prepared and referenced in report.	Annexure D Section 6.1
Penrith City Council	11	Email 25 June 2020	Given the width and current traffic conditions on Lee Holm Road and approaches to it, all construction vehicle access should be from Forrester Road as Lee Holm road is not considered suitable.	Access is proposed via Lee Holm Road (north of the site) and Forrester Road south of the site). Traffic management measures including traffic control, signage, the use of certified traffic staff would be used at both accesses to ensure safety, operation and amenity for the community. Transport and Driver Codes of Conduct address community safety and amenity along haulage routes and at accesses. Lee Holm Road is an industrial standard road and considered suitable for use by a variety of construction vehicles. The access can be constructed and safely managed for use by larger vehicles. The sight lines to/from potential access driveway on Lee Holm Road is suitable for design speeds above the posted speed limit.	Section 6.1 Section 7.1.1

				<p>The estimated volume of vehicles is less than the expected traffic generation in the operational phase and consists of a smaller average mix of vehicle sizes. The estimated number of vehicles would be distributed between the two accesses for the majority of the works thereby lessening the impact on haulage routes.</p> <p>Lee Holm Road is an approved 25/26m B-double route. The site would generate a mix of heavy vehicles.</p> <p>Two accesses would ensure the shortest and most appropriate route to / from the site and the State Road Network.</p>	
Penrith City Council	12	Email 25 June 2020	Consideration should be given to the routes for construction vehicles to be via the Erskine Park Road exit from the M4 and using the Great Western Highway and Glossop Street to get to the site and leaving the site via Forrester Road and continuing north to avoid Mamre Road and the St Marys CBD area as much as possible.	Haulage route plan has been altered to include the Roper Road / Erskine Park Road interchange.	Sections 7.1.1
Penrith City Council	13	Email 24 July 2020	Reviewed the updated CTMP and have no further matters to raise.	n/a	n/a
Busways	14	Email 23 June 2020	Busways has no issues with the planned traffic movements and in addition to the 759 services, we also operate 1 service to Penrith from the northern side of the St. Marys rail station, being the 780 route at 8.02am.	Noted	Section 6.6
Transport for NSW	15	Letter 15 June 2020	No further comments.	Noted	n/a
Transport for NSW Certifier	16	Letter 4 August 2020	Designer certifies that design documents (traffic control) complies with Development Consent Condition B39 and complies with relevant Legislative and Authority Requirements.	Noted	n/a

4. Construction

4.1. Project Description

The St Marys Freight Hub proposal is for a 12-hectare road and rail inland container terminal, with a maximum operating capacity of 301,000 Twenty-Foot Equivalent Units (TEUs) per annum. The St Marys Freight Hub will receive full containers from Port Botany.

The site for the freight hub is south of Lee Holm Road, west of Forrester Road and north of the Main Western Rail Line.

The proposed Project is shown in

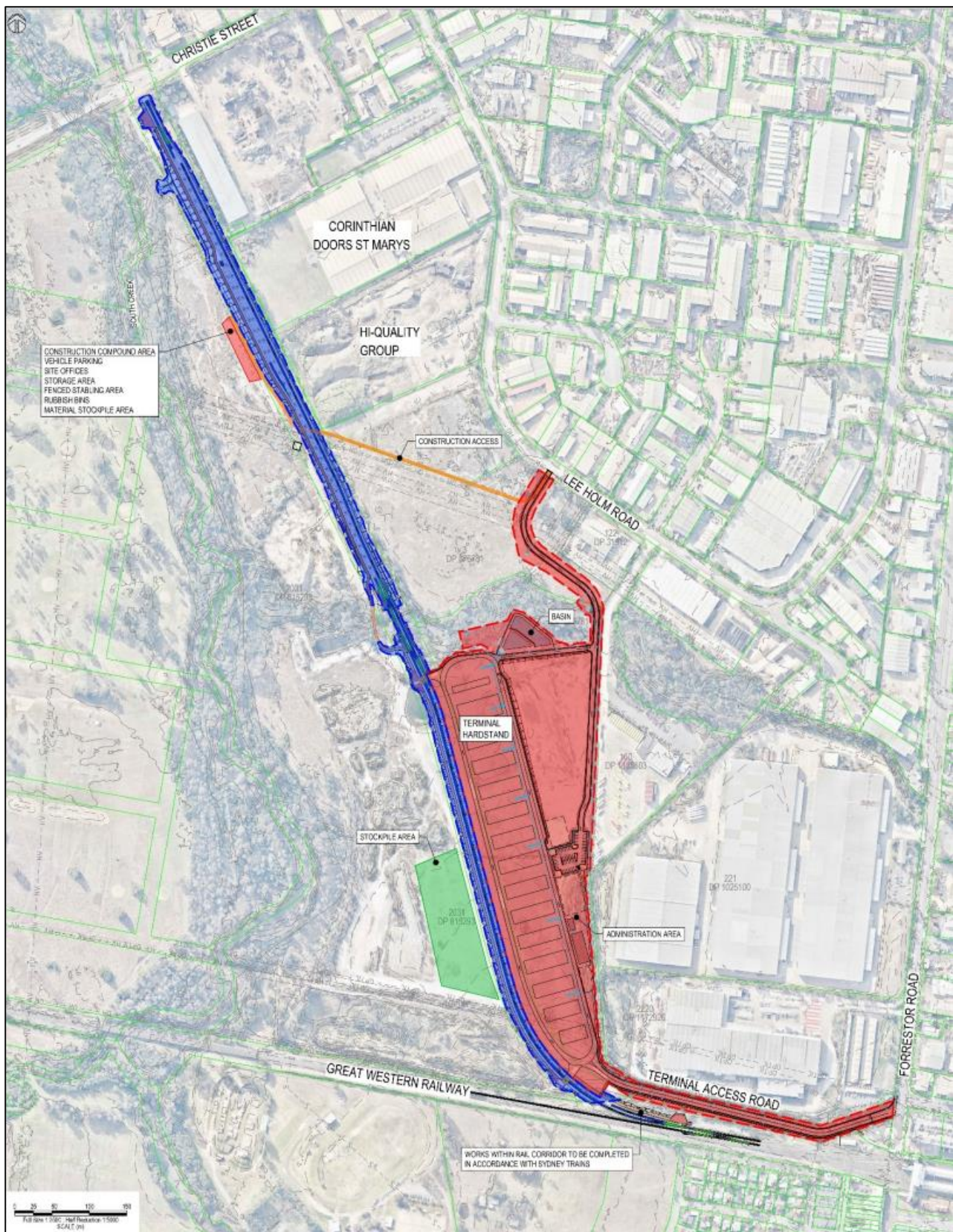


Figure 1 and described in the project Environmental Management Strategy and includes:

- rail sidings for loading and unloading of trains accessed via the Dunheved Railway spur line which connects with the existing Main Western Railway Line;

- hardstand areas for container storage, loading and unloading;
- utilities such as drainage, potable water, fire water, power, data, security and sewerage;
- office buildings, workshops and staff amenities; and
- sufficient car parking spaces to cater for the 40-45 (maximum) staff on site during the day as well as 8 Heavy Vehicle parking spaces for works.

There are two site access points off the public road network in Forester Road and Lee Holm Road.

The project also includes upgrade works to the existing rail siding which have been approved under Modification 1.

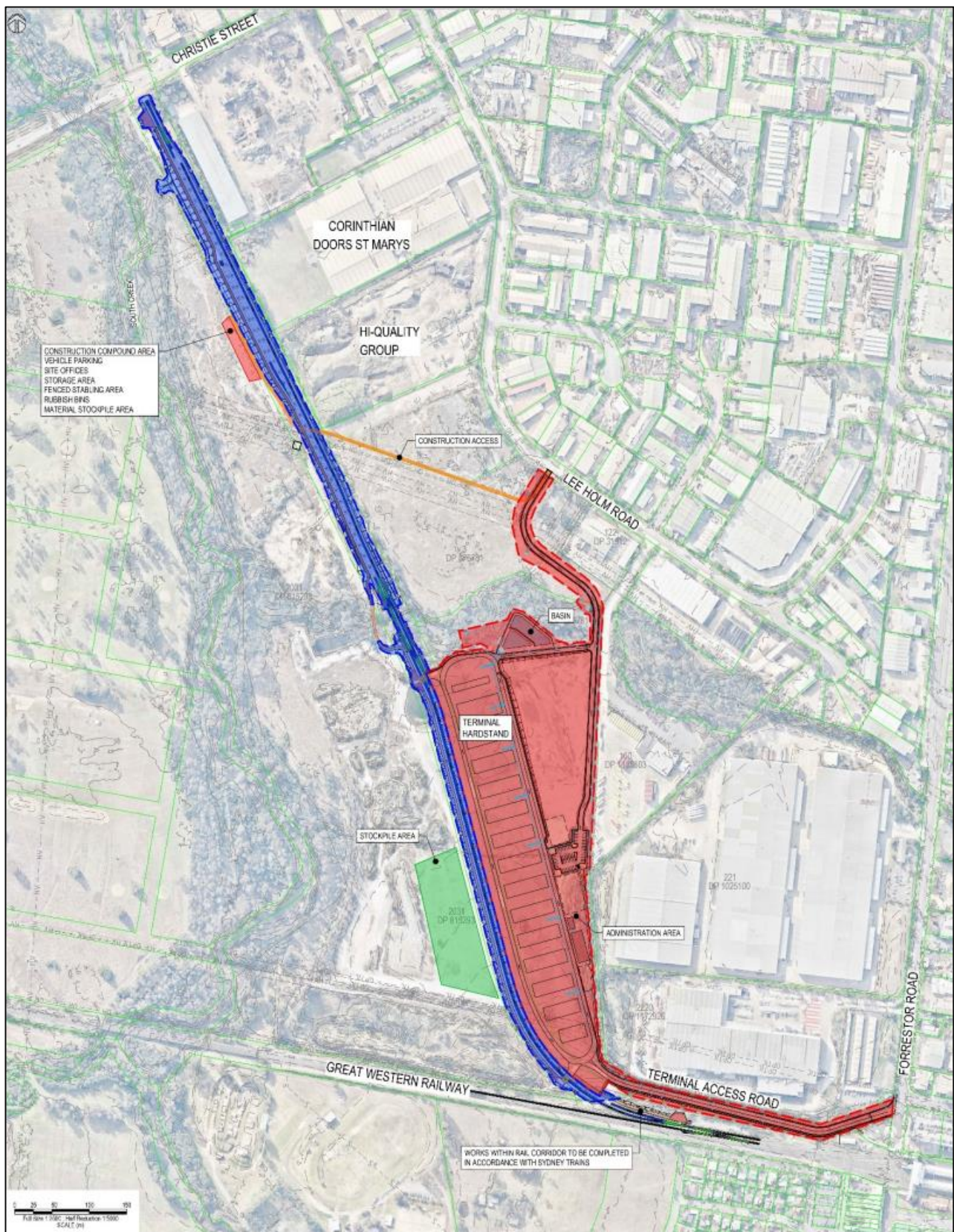


Figure 1 Site Layout

4.2. Construction Staging

Commencement of construction is scheduled for early 2021 for 7 months. Construction staging has been outlined in the St Marys Freight Hub Post Exhibition Assessment Preliminary Construction Staging Strategy (March 2020) as follows.

Early works:

- Remediation of asbestos material.
- Clearing and preliminary earthworks,
- Construction of temporary depot, fencing, car parking, for construction works.
- Modification / reconstruction of existing accesses for construction vehicles,
- Relocation of existing services.

Stage 1:

- All internal access roads for both heavy and light vehicles,
- A large portion of the handstand area,
- Car park, drainage and stormwater facilities, internal pathways, wash bay,
- Office, container workshop and transport workshops,
- A permanent onsite fuel tank.
- Entrances to the public road network in final configuration.

Stage 2:

- Hardstand designated for the stacking of empty containers.

In addition to this Modification 1 approved Rail Refurbishment works which include the following activities:

- Re-lay the existing rail sidings (x 2) with the existing corridor including:
 - Removing the existing track and ballast o Excavating below the track up to a depth of around 550mm
 - Backfilling the excavated area
 - Re-lay the ballast and track
- Upgrade an existing level crossing.
- Construct a 3.5m wide one-way access track from the terminal level crossing adjacent to Siding 2 to transport locomotive drivers and undertake maintenance inspections.
- Construct stormwater management facilities and a discharge outlet that satisfies the water quality requirements that apply to this development.

4.3. Impacts

Potential traffic and access impacts associated with Project works may include:

- Temporary, short term traffic delays due to partial closure of roadways.
- Safety of the workforce and local community.
- Temporary pedestrian and/or cyclist diversions.
- Damage to local roads from heavy vehicle movements.
- Heavy plant (haul trucks) mixing with light construction traffic and other road users.
- Increased dust and noise emissions (these are addressed in the Construction Air Quality Management Plan and Construction Noise and Vibration Management Plan).
- Reduced roadwork speed limits which will potentially increase travel times.
- Haulage operations and over-dimension vehicle movements which may create temporary traffic hazards for other vehicles.

Specific strategies for mitigating traffic and access impacts are addressed in this plan and any specific Traffic Control Plans (TCP) for those specific work sites and/ or activities.

5. Existing Conditions

5.1. Site Location

The site for the freight hub is to the south of Lee Holm Road, west of Forrester Road and north of the Main Western Rail Line.

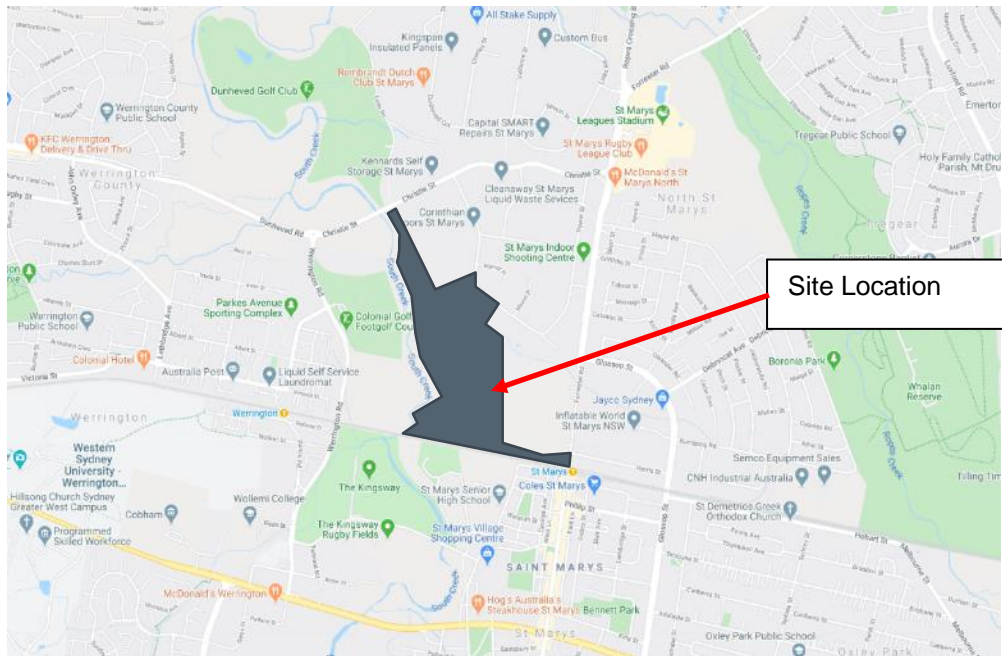


Figure 2 Road Network

5.2. Road Network

A Traffic and Transport Issues Assessment was completed by Bitzios Consulting (2019). Section 2 of the assessment identified features of the existing road network. Below is a summary of the roads in vicinity of the project.

The major through traffic roads in the study area are Great Western Highway and M4 Western Motorway to the south of the site and Parker Street and Richmond Road to the west of the site.

Within the study area, the areas north of the Main Western Railway Line are linked to areas to the south by four rail bridges: via Parker Street, Werrington Road, Glossop Street and Carlisle Avenue.

Great Western Highway

- The Great Western Highway is a state road running east-west linking the Blue Mountains with Sydney.
- It has two to three lanes in each direction, with two lanes each way between O'Connell Street and Water Street.
- The sections between O'Connell Street and the South Creek Bridge, and east of Melbourne Street have a signposted 80km/h speed limit with the remainder sections signposted as 60km/h speed limit.
- The Great Western Highway is an approved 25-26m B-double route.

The M4 Western Motorway

- M4 Western Motorway is a state road with three lanes in each direction.
- There are interchanges located at The Northern Road, Kent Road, Mamre Road and Roper Road.

- The M4 Western Motorway runs parallel to the Great Western Highway, has a signposted 110km/h speed limit in each direction within the study area and is an approved 25-26m B-double route.

Mamre Road

- Mamre Road is a state road running north-south between the Great Western Highway and Elizabeth Drive, intersecting with the M4 Western Motorway entry/exit ramps.
- It has two lanes in each direction, a signposted 60km/h speed limit and a 40km/h school zone (8:00am-9:30am and 2:30pm-4:00pm) extending approximately 60 metres north and south of the Saddington Street intersection.
- The road cross section also includes a raised median near the M4 Western Motorway interchange.
- Mamre Road is an approved 25-26m B-double route.

Glossop Street

- Glossop Street is a regional road running north-south and ending at its intersection with the Great Western Highway in the south.
- It has two lanes in each direction with a wide raised median.
- To the north, Glossop Street ends at Forrester Road, which continues north to intersect with Christie Street.

Forrester Road

- Forrester Road is also a regional road with two lanes in each direction and a wide raised median between Glossop Street and Christie Street.
- Glossop Street and Forrester Road north of Glossop Street have a signposted 60km/h speed limit.
- Forrester Road south of Glossop Street has a signposted 50km/h speed limit and a 40km/h school zone (8:00am-9:30am and 2:30pm-4:00pm) north of Harris Street.
- Glossop Street and Forrester Road are approved 25-26m B-double routes.

Lee Holm Road

- Lee Holm Road is under jurisdiction of Penrith City Council and is an approved 25-26m B-double route.
- Lee Holm Road has a signposted 60km/h speed limit.
- Lee Holm Road provides access to several industrial land uses on both sides of it and has sufficient capacity to accommodate heavy vehicle traffic projected to be generated by the proposed development.

Dunheved Road and Christie Street

- Dunheved Road and Christie Street are both regional roads running east-west, ending at Parker Street in the west.
- Both roads have one lane in each direction. Dunheved Road has a signposted 70km/h speed limit, while Christie Street has a signposted 60km/h speed limit within the industrial areas of St Marys.
- Both roads are approved 25-26m B-double routes.

Werrington Road

- Werrington Road is a regional road running north-south, intersecting with the Dunheved Road/Christie Street roundabout at its northern end and the Great Western Highway at its southern end.
- It has one lane in each direction and the southbound approach to the Great Western Highway widens to two lanes.

- The road has a signposted 70km/h speed limit between Dunheved Road and Rance Road, a signposted 60km/h speed limit between Rance Road and the Great Western Highway, and a 40km/h school zone (8:00am-9:30am and 2:30pm-4:00pm) between Gipps Street and the Great Western Highway.
- South of Great Western Highway, Werrington Road continues as a short local road named Reserve Road, terminating at a T-intersection with Putland Street.
- Werrington Road is an approved 25-26m B-double route.

5.3. Train Network

St Marys railway station is located in Forrester Road. This station is serviced by the T1 Western Line between Emu Plains and the City via Blacktown, Parramatta and Strathfield.

Services are every 15 minutes throughout the day, with higher frequencies during peak periods. Trains on the Blue Mountains Line do not stop at these stations. Freight trains pass through all three stations without stopping.

5.4. Bus Network

The study area is serviced by several existing bus routes as shown in Figure 3.

North-south bus routes travel via Glossop Street via a bridge over the railway line. Bus routes are all operated by Busways. East-west bus routes use Christie Street in vicinity of the site. There are no bus routes along Lee Holm Road.



Figure 3 Bus Routes

There is a bus stop located south of the Forester Road access at St Marys Station shown in Figure 4. The bus stop has standing space for two buses. Busways operate bus routes 759 and 780 from this bus stop. Route 759 uses Forester Road (both directions) and Glossop Street (both directions). Three AM services depart between 6:20 and 7:20am and six services arrive between 5:01 and 7:15am (weekdays only). Route 780 departs this bus stop at 8:02am weekdays only.

The bus stop is used by 72T1 buses to replace trains during special events and trackwork. Buses arrive and depart the bus stop every ten minutes generally between 6:00am overnight to 3:30am.

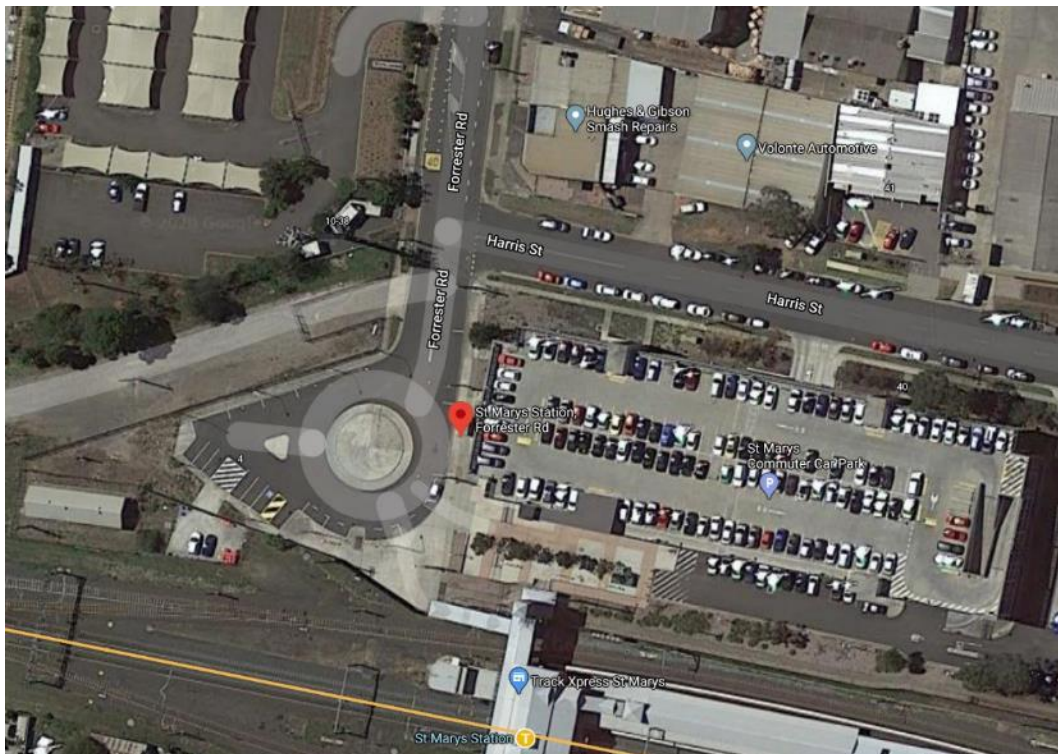


Figure 4 St Marys Interchange

5.5. Walking and Cycling Networks

Formal footpaths exist along most roads within the study area, providing adequate connectivity between the site and key locations. There are no on-road or off path cycleways in the surrounding roads.

6. Managing Traffic Impacts

6.1. Access during Construction

There are two construction accesses located in Forrester Road and Lee Holm Road. A Stop sign would be provided for exiting vehicles at each access.

Refer to Section 7.2 and Annexure C for Traffic Control Plans (TCP), Pedestrian Management Plans (PMP) and Vehicle Movement Plans (VMP) for the accesses. The plans show the traffic management and vehicle movements including warning signs during construction.

Temporary works would be undertaken at the construction accesses and property boundaries to enable the turning movements of the largest construction vehicle. The swept paths and layout of the construction access is shown in Annexure D.

6.2. Construction Traffic

The majority of the construction heavy vehicles will involve the delivery of the following materials to the site:

- quarry product / road base;
- asphalt;
- stormwater products;
- services products;
- concrete, and
- stabilisation agents.

Traffic generating activities during the works involve the movement of light and heavy vehicles such as concrete trucks, 30 tonne truck and trailer, bin trucks, single unit trucks and semi-trailers. Machinery includes excavators, bulldozers, scrapers, rollers, water carts, mobile and truck mounted cranes, concrete pumps and miscellaneous small machinery.

Heavy Vehicle estimates outlined in the Updated Traffic Assessment (Bitzios Consulting, September 2019) are considered still applicable. The reporting indicated an estimated 4,100 to 4,500 Heavy Vehicle movements during the entire construction period. The maximum number of heavy vehicle movements per day at peak construction activity is expected to be between 100 and 140. With a (minimum) 11-hour construction work day, the number of peak period construction heavy vehicles is likely to be in the order of 9-13 deliveries per peak hour, or a total of 22 two-way heavy vehicle movements per peak hour. The Updated Traffic Assessment reporting found that projected number of daily heavy vehicle movements will have a negligible impact on the key intersections in the study area.

Additional traffic volumes for works on the rail siding (Modification 1) include predominantly light vehicles and rigid body trucks delivering material, with the occasional low loader transporting equipment. On average the additional truck movements would be 1-2 two-way heavy vehicle movements per hour. It is estimated that there would be a low loader delivery twice per week for the period between February and June 2021. The additional hourly traffic is considered relatively low and can be absorbed into the traffic network with negligible impact. Impacts are also considered to be negligible for Modifications 2,3 and 4.

It is noted that the modelling was based on traffic counts collected prior to April 2020. Sydney traffic is operating below these traffic counts due to the Covid-19 pandemic changes in light vehicle travel and

journey to work trips. It is unlikely that background traffic volumes during construction would reach the modelled background traffic volumes until after construction.

Designated areas for the standing of heavy vehicles and parking for seven heavy vehicles would be provided within site during construction. Deliveries and arrival of heavy vehicles is to be timed to ensure that queuing does not occur on street (discussed in Section 7). The internal roadways between the construction accesses and work areas allow for queuing on site.

There may be a need to deliver items by Over-size and/or Over-mass Heavy Vehicle (OSOM). Over-size vehicles are those over 19 metres in length, 2.5 metres in width and/or 4.3 metres in height. Over-mass vehicles are those with a gross mass greater than 42.5 tonnes. These vehicles will require operating permits to allow them to travel on public roads. The operating permits for OSOM vehicles would require one or more escort vehicles.

Construction traffic will not use Christie Street for access to the site. The gates at this access will be locked and signage will be erected to indicate that there is no authorised access through this gate.

6.3. Staff parking and transportation to site

For the majority of the 7-month construction period, it is anticipated that construction staff numbers would be approximately 30 staff. At a peak it is estimated that there would be 40-45 staff when the building works overlap the pavement placement.

Average traffic generation associated with construction staff is estimated at 9 to 12 light vehicles per hour (i.e. two-way trips) in the AM and PM peak. Peak traffic generation would be 24 light vehicles per hour in the AM and PM peak. These trips to / from work are minimal and will have a negligible impact on the road network in the study area.

Additional light vehicle traffic volumes for works on the rail siding (Modification 1) is estimated at 6-8 vehicles per hour (i.e. two-way trips) in the AM and PM peak. Peak traffic generation would be 12 light vehicles per hour in the AM and PM peak. The additional hourly traffic is considered relatively low and can be absorbed into the traffic network with negligible impact.

During operation there would be 50 car parking spaces to cater for staff and 10 car spaces for management / visitors. An additional 20 construction workers are required for the works on the rail siding (Modification 1). Separate additional 20 car parking spaces for staff would be provided for these workers.

Parking for Project during construction and operation will be located within the site and shall be designed in accordance with AS2890.1. Parking by staff vehicles on public roads during construction would be avoided as sufficient onsite parking will be available.

The workforce for the site will be encouraged to arrive by site using car pool from nearby centres to minimise construction and operational staff trips. There would be information provided at induction on the benefits of car-pooling. During inductions staff would be instructed that no parking is permitted on street and that the St Marys Commuter Car Park (Harris Street) and private car parks should not be used.

6.4. Pedestrians and Cyclists

Safe cyclist and pedestrian access would be maintained at all times through or around worksites during construction works. The Forrester Road access is in close proximity to the St Marys Railway Station and a footpath runs across the access crossover. There is a footpath on the eastern side of the road which provides a more direct connection to/from employment areas to the north which would remain open throughout any works.

During the construction of the construction accesses and the final access, the footpath would be closed and pedestrian diversions would be in place. Traffic Control Plans and Pedestrian Management Plans would be prepared for pedestrian diversion as shown in Annexure C.

'Footpath Closed' signage would be used in this location for the duration of construction with pedestrian diversions in place. Access to short term parking and taxi ranks would be retained in Forrester Road. Wayfinding signs would be placed near the station stair-landing and to the north of Harris Street.

Pedestrians would be diverted in Lee Holm Road as shown in the Traffic Control Plans and Pedestrian Management Plans.

There are no cycle routes immediately surrounding the site that would be impacted by construction activities. No specific requirements are warranted.

6.5. Schools

Heavy vehicle routes in the vicinity of the site pass 40km/h school zone school zones signposted in:

- Forrester Road south of Glossop Street and immediately north of Harris Street (8:00am-9:30am and 2:30pm-4:00pm school days only); and
- Mamre Road extending approximately 60 metres north and south of the Saddington Street intersection (8:00am-9:30am and 2:30pm-4:00pm school days only).

The Mamre Road school zone supports Our lady of the Rosary Primary School (359 enrolments in 2018). The main frontage of the school is Saddington Street and pick up / drop off facilities are located on site. There are signalized crossings across Mamre Road at Saddington Street. No additional traffic measures are recommended for this location.

The school zone is for the St Marys Flexible Learning Centre located in Forrester Road some 100 metres from the Forrester Road access. The flexible learning centre is a registered school for students in years 7 to 12. Students numbers on site are generally are less than 45 (enrolment and attendance rates 2018). Parking remains unrestricted on school frontage in Forrester Road indicating little demand during drop off / pick up times. Footpaths are located on the school frontage for connections to residential areas north and east and transport options in Harris Street or Forrester Road.

The Contractor will ensure appropriate notifications are provided in driver and subcontractor inductions and Drivers Code of Conduct that school zones operate in Forrester Road and Mamre Road.

6.6. Impact on Public Transport

St Marys Railway Station is located approximately 50 metres south of the Forester Road access. There are three Taxi Zone parking spaces, 10 x 5-minute parking spaces and two accessible / person with disability (PWD) parking spaces located in the cul-de-sac at the southern end of Forrester Road outside St Marys Railway Station. These are shown in Figure 5.



Figure 5 St Marys Train Station Forrester Road north

The bus stop at the southern end of Forrester Road (TSN 2760178) is serviced three AM services departing between 6:20 and 7:20am and six services arrive between 5:01 and 7:15am (weekdays only). Route 780 departs this bus stop at 8:02am weekdays only. There is space for two buses at this stop. The bus stop is used by 72T1 buses to replace trains during special events and trackwork. Buses arrive and depart the bus stop every ten minutes generally between 6:00am overnight to 3:30am.

Access to and from the cul-de-sac, the existing layout of spaces and number of lanes would be maintained during construction of site and there would be no impacts on a day to day basis. Buses will still be able to use the bus stops when vehicles are waiting to turn right into the site.

There would be intermittent impacts during the construction of the site access which would require a kerbside footpath and lane closure. The impacts would be short term and two-way traffic flow can be reinstated at the end of a work shift (i.e. outside work hours). The number and location of the spaces can be maintained throughout the works.

During the lane closure there would be special arrangements for the buses including custom signage and traffic controllers. Other specific controls to be employed during construction include that buses would be given priority by traffic controllers during periods of one lane two-way traffic flow. Traffic control plans in Annexure C indicate the specific controls to be employed during construction. Buses would be encouraged to use the front space to draw-out when two-way one lane is operating in Forrester Road.

Busways, Transport for NSW (TfNSW), Penrith City Council and Taxi Council would be consulted throughout the works in order to minimise disruption during peak periods and when 72T1 is operating (buses replace trains).

6.7. Emergency and Police Vehicles

The Police and Emergency Services including the NSW Rural Bushfire Service will be informed in a timely manner of relevant construction activities affecting traffic. Regular updates will be provided to emergency services, including short term lane closures, stop / slow during construction of accesses, and worksite access locations, through emails and face to face discussions. Traffic would be maintained along existing public roads under traffic control throughout construction of site accesses.

6.8. Impacts on Commercial and Residential Property Access

There are no impacts on existing commercial or residential properties as access will be retained throughout the works.

6.9. Cumulative impacts

A development application has been lodged for works at 40-88 Forrester Road. The application has not yet been determined. Works include the extension and new car parks, heavy vehicle access to Forrester Road, demolition of a workshop, new loading dock, office refurbishments and minor works. Depending on the application process and approval the construction of the neighbouring project may overlap these works.

Any measures to manage any cumulative impacts would be assessed once approval and staging of the other site's works are determined. Likely measures may include avoiding any concurrent construction activities that affect traffic and notifying other contractors of traffic control (short term lane closures, stop / slow), changes to road conditions and worksite access locations, through emails and face to face discussions.

There are no road or other work sites adjacent or within the immediate area which would impact on the current traffic and transport network.

6.10. Special Events

In reviewing Penrith City Councils' website for special events near the site, there is no special events which will be affected by the works.

7. Traffic Management

7.1. Fleet Management during Construction

Heavy vehicles to be used on the project will be compliant with NSW legislation and standards including the Heavy Vehicle National Legislation.

Drivers of vehicles shall be responsible for driving safely and in accordance with the road rules, exercising care and working in accordance with Vehicle Movement Plan(s).

Fleet Management Measures include the following items which will be incorporated in the Traffic Management and Drivers Code of Conduct. A full list of measures is listed in the Code.

- Schedule local deliveries to site during standard work hours to mitigate safety problems on local roads and reduce disturbance for residences.
- All vehicles will enter and exit the site to / from the public road network in a forward direction only.
- All vehicles generated by construction staff would be accommodated within on-site parking areas.
- Transport deliveries will be scheduled to minimise platoons and convoys of vehicles along public roads.
- Heavy vehicles to use the designated queuing areas within the site.
- Manage transport operations through provision of warning and guidance signage, traffic control devices, temporary construction speed zones and other temporary traffic control measures.
- Operating gate controls to log vehicle movements outside of hours and take action where necessary.
- Respond to complaints regarding haulage in a timely manner.
- All vehicles will follow construction vehicle turn restrictions (left out Forrester Road) and Stop signs.
- Vehicles would not use the turnaround at the southern end of Forrester Road except when shown on TCP.
- Implement specific measures for Over-size and/or Over-mass Heavy Vehicle (OSOM) deliveries:
 - Undertake community consultation before and during OSOM activities.
 - All OSOM vehicle operations will be conducted in accordance with a Chain of Responsibility (CoR) Management Plan.
 - Community information in regard to heavy vehicle and OSOM movements to include contact details to ensure community concerns are logged and addressed.
- Traffic Management and Drivers Code of Conduct to include a reference these requirements.

7.1.1. Haulage Routes

Heavy vehicles will enter and exit the site via Forrester Road and Lee Holm Road. Construction and delivery vehicles will use the shortest route to the nearest main and arterial roads. Traffic management measures including traffic control, signage, the use of certified traffic staff would be used at both accesses to ensure safety, operation and amenity for the community. Transport and Driver Codes of Conduct address community safety and amenity along haulage routes and at accesses.

It is estimated that the projected number of daily heavy vehicle movements during construction would be approximately 9 to 13 construction vehicles per peak hour including a mix of different sized heavy vehicles.

The estimated volume of vehicles is less than the expected traffic generation in the operational phase and consists of a smaller average mix of vehicle sizes. The estimated number of vehicles would be distributed between the two accesses for the majority of the works thereby lessening the impact on haulage routes.

Restricted Access vehicles including Semi-trailers and B-Doubles would use the Restricted Access Vehicles (RAV) routes approved for use by 4.6m high vehicles, 19m, 23 and 25/26m B-doubles (over 50 tonnes) and as nominated in relevant permits under the Heavy vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network. Vehicle movement plans for heavy vehicles are included in Annexure C of this report and haulage route plan shown overleaf.

7.1.2. Over-size and/or Over-mass Heavy Vehicle (OSOM) Road Authority Approvals

An NSW Roads & Maritime Services (RMS) permit is required to be obtained for road access for over-mass and over-size vehicles along the major road network (National Routes or State Highways) from areas of component manufacture. Any permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network will also be obtained prior to the commencement of haulage of Over dimensional vehicles.

Transport Companies would be responsible for obtaining all required approvals and permits from the road authorities and for complying with conditions specified in the approvals.

The indicative haul route for OSOM vehicles would be via M4, Mamre Road or Roper Road, Great Western Highway, Glossop Road then Forrester Road. This route will be confirmed when the Road Transport Company is selected. Road Transport Company will prepare a detailed transport route assessment report based on the load and specific vehicle size / combination and route inspections.

Traffic management for oversize over mass (OSOM) vehicles will be done at the time of passing through the intersection/section as per the road authority permit conditions. Temporary, short-term full road closures ('rolling' road closures as vehicles pass critical locations) will be detailed in the Transport Assessment by the Transport Contractor.

Pilot vehicles, transport restrictions and appropriate traffic management would be adopted to ensure safe passage from the public road network onto the site by over-size and over-mass vehicles.

Over dimensional vehicles, generally vehicles that are greater than 25m length or 3.5m width will have a pilot(s) as per the road authority requirements. Extremely long or wide vehicles may require a police escort (fee payable). Other requirements outlined in the Publication "Operating Conditions: Specific permits for oversize and over mass vehicles and loads" would be followed.

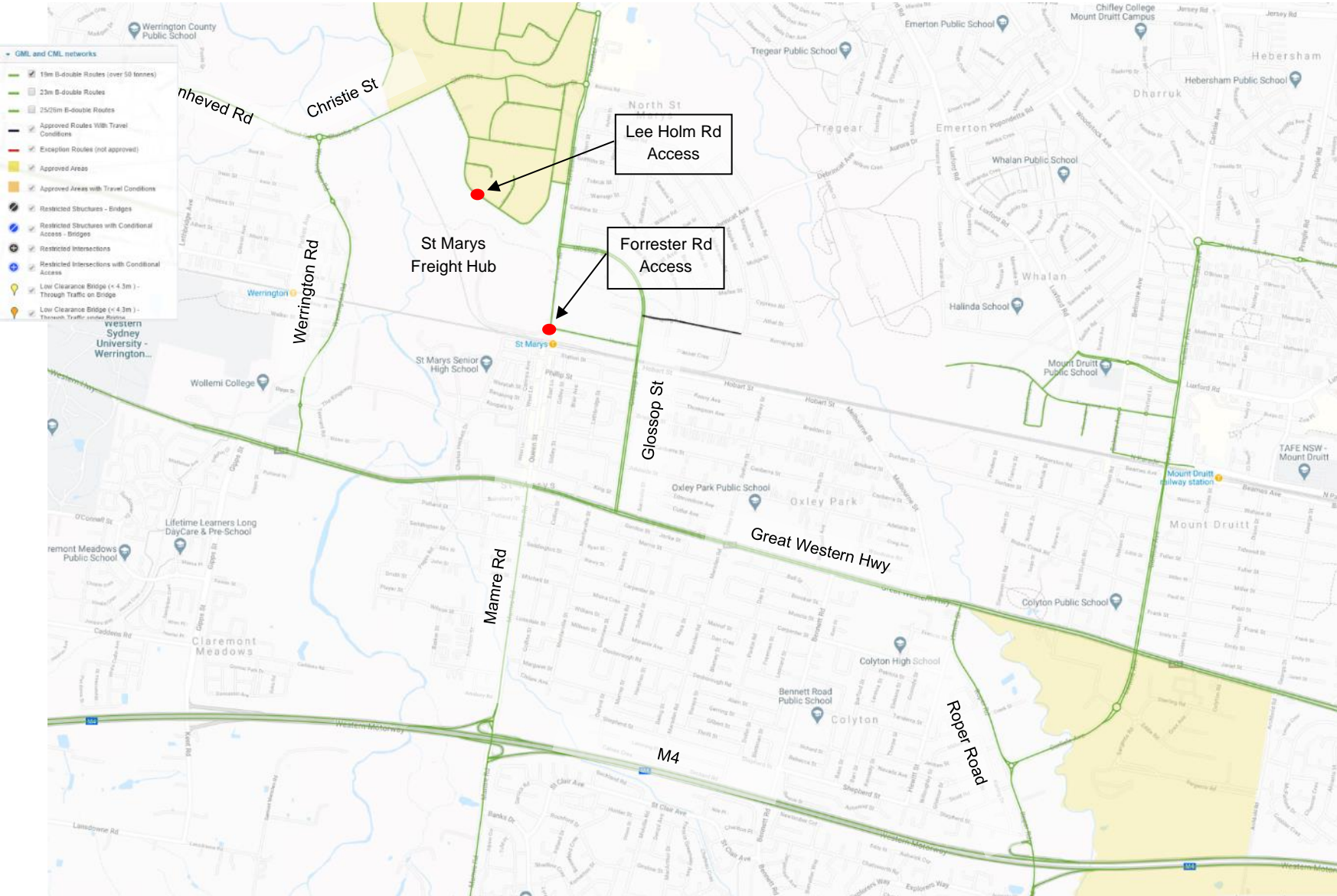


Figure 6 Haulage Routes

7.1.3. Vehicle Maintenance

All vehicles delivering equipment, materials and personnel to the site during the construction phase will be registered vehicles maintained in an appropriate fashion to address the necessary emissions controls (incl. noise, exhaust and fluids).

7.1.4. Traffic Management and Driver Code of Conduct

All vehicle operators will be expected to operate in a safe and sensible manner. Traffic Management and Drivers Code of Conduct has been developed for the project outlining the behavioural expectations for drivers travelling to and from, and within the site. The Traffic Management and Drivers Code of Conduct is in Annexure E.

7.2. Traffic Control

Traffic Control Plans (TCP), Vehicle Movement Plans (VMP) and Pedestrian Management Plans (PMP) will be prepared in accordance with the RMS Traffic Control at Work Sites and AS1742 Manual of Uniform Traffic Control Devices Ver: 5.0 27 July 2018 (or the latest). Plans would be prepared for the use of traffic control personnel, including spotters and/or signs and devices, traffic controllers, fencing, lighting and barriers on public roads.

Information and advance warning signage will be installed at the work sites and the surrounding road network and will include signage for:

- protection of workers;
- provision of adequate warning of changes in surface condition and the presence of personnel or plant engaged in work on the road;
- adequate instruction of road users and their safe guidance through, around or past the work site(s).

The potential traffic control measures throughout construction work will include:

- one lane alternate (stop/slow) operations which may result in short term delays;
- haulage operations and over-dimension vehicle movements which may impact other vehicles in the vicinity of haulage operations; and
- short term lane closures with reduced speed limit which may result in short term delays.

7.2.1. Traffic Control Plans

Works that have been identified as requiring a Traffic Control Plan are detailed below.

- Works to improve / widen the existing accesses in Lee Holm Road and Forrester Road.
- Construction of the final operational accesses in Lee Holm Road and Forrester Road.
- Intermittent Traffic control to assist with heavy vehicle access during peak periods at Forrester Road and / or Lee Holm Road accesses.
- Any repair works arising from dilapidation surveys locations to be determined post construction.

Annexure C provides details of timing for implementation, the works being undertaken and the expected traffic impacts.

7.2.2. Traffic Control Devices and Measures

On completion of Short-Term Traffic Control (one shift or less), all temporary traffic control signage and devices associated will be removed or covered. Any long-term traffic and devices would remain in place until no longer required and then these devices and signs would also be removed.

Flashing arrow signs (vehicle or trailer mounted units) may also be used to protect the workforce and provide driver guidance during the installation, or removal of lane closures or during the initial implementation of traffic route alterations.

Temporary Speed Zones will be implemented during road works to assist in controlling the speed of traffic during the construction of site accesses only. Any 40km/h road speed zones would be implemented during works on public roads as per RMS Traffic Control at Worksites (TCWS) and following approval from road authority. All non-applicable or redundant speed limit signs will be securely covered or removed (not turned around) during any period for which roadwork speed limits apply. Appropriate records will be kept (for 7 years) of the locations, dates and times that road work speed limits are in operation.

The 10km/h speed zone sign placed in the Forrester Road cul-de-sac would not be covered or removed.

There are no proposed Work Zones for the duration of the works. Standing of vehicles during construction of access would occur within the work areas and any lane closures as shown in the Traffic Control plans. Should a work zone be required then an application would be made to Council.

Vehicle Movement Plans and Pedestrian Movement Plans have been provided in Annexure C. These detail the management measures at the construction accesses throughout the works.

8. Other

8.1. Communications and the community

McMahon Services will be responsible for the dissemination of information to the community including affected residents, Council, drivers, businesses and the public.

The Environmental Management Strategy details the manner in which McMahon Services would allow the community access to information and meet the requirements of Condition B7 Community Communication Strategy of the Conditions of Consent.

The table below provides the proposed communications to be implemented for this Plan.

Table 5 Communications Notifications

Notification	Communication
Community notice	Traffic disruptions including pedestrian diversions, lane closures Expected period of OSOM deliveries to affected business owners, residents at significantly affected intersections (if required)
Email	Construction access locations and approved haulage routes.
Internet https://primary.engagementhub.com.au/	Major project milestones Construction access locations and Haulage Routes Traffic disruptions including detours, notice of expected traffic delays, lane closures Expected period of OSOM deliveries (if required)
On site briefings	As required
Press Release	Major project milestones Long term lane closures and pedestrian detours
Variable message signs	As required by other approvals e.g. OOH or ROL
Advanced warning signs	Construction access locations, lane closures and pedestrian diversions

8.2. Complaint Handling Procedure

The Environmental Management Strategy includes a Complaints Procedure. All community enquiries and complaints will be recorded and register updated monthly.

If a complaint is traffic related then the following management measures will be considered including:

- Additional traffic controls (e.g. signage, barricades, lighting);
- Alternate access route/s (where permitted / approved);
- Variation to construction hours (where permitted / approved); and
- Additional onsite traffic management (e.g. staffed controllers).

8.3. Travelling public

The following measures would be undertaken where the works impact on the travelling public.

- Motoring public will be forewarned of any changes, including lane closures and pedestrian diversions well in advance using appropriate traffic control signage,
- Pedestrians and cyclists will be provided with advance warning traffic control signs and static signage for long term detours.
- Warning signs will be placed near the site entrance point to inform road users construction traffic will be exiting and entering the site should requirements of RMS Traffic Control at Worksites (TCWS) are met.

8.4. Working Hours and Out of Work Hours Protocol

In general, construction would be limited to the following times (as per Condition of Consent C4):

- Monday to Friday, 7:00 am to 6:00 pm;
- Saturday, 8:00 am to 1:00 pm; and
- No construction on Sundays or NSW public holidays.

Construction works required to be undertaken outside of the standard construction hours may to be undertaken in the following circumstances (as per Condition of Consent C5):

- a) by the Police or a public authority for the delivery of vehicles, plant or materials; or
- b) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
- c) where the works are inaudible at the nearest sensitive receivers; or
- d) where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works.

8.5. Incident Management

The types of emergencies / unplanned incidents that may occur include, but are not limited to the following items.

- Motor vehicle crashes
- Bush fires
- Environmental spills
- Terrorist attacks
- Bomb threats
- Construction type incidents
- Structural catastrophic failures
- Inclement weather conditions
- Flooding and
- Anti-social behaviour
- Building fires

In the event of an incident involving the transportation of goods or other traffic related incident then reporting will follow Condition A25 and A26 of the consent.

An Incident Response Plan has been included in the Construction Environmental Management Plan detailing the requirements during construction. RMS' Traffic Control at Worksites Section 6.2 provides additional guidance for incidents.

In the event of a transport related incident the following management measures would be implemented:

- The contractor would coordinate with TfNSW (Transport Management Centre's Traffic Operations Manager) in event of incidents or undue congestion to minimise delays and improve public safety.
- In the event of a traffic accident occurring within the construction work sites or at other locations affected by the works, the project team is required to record the facts and photograph the approach to the accident site including the location of all safety devices and signs as soon as possible after the accident. A report with this information must be forwarded to TMC, TfNSW and WorkCover.
- The Transport Contractor will assign labour, plant and material to repair, make safe and/or cordon areas where an incident has occurred. For example:
 - in event of vehicle breakdown, arrange for load to be retrieved and vehicle towed (without load);
 - in event of pavement damage that affects road safety, repair damage as soon as possible;
 - in event of materials on roadway arrange crane to retrieve materials.
- Traffic control by qualified traffic controllers would be provided for emergencies associated with the project within or adjacent to the work sites, roadways and footpaths.
- Planned works that will interfere with the incident or create additional delays to those road users already affected by incident would be re-scheduled until the incident has been resolved.
- Traffic Control Plans (TCP), Vehicle Movement Plans (VMP) and Pedestrian Management Plans (PMP) and this plan would be reviewed and updated, in response to incident.

If the New South Wales Police Service, Emergency Services and TfNSW TMC are controlling an incident, the project team:

- Will comply with any instruction or direction by the New South Wales Police Service, Emergency Services and TfNSW TMC in relation to any proposed closure to a lane or shoulder.
- Will not restrict, close, interfere with or obstruct the free flow of traffic on any lane or shoulder of the existing highway or a local road contrary to the instructions of the New South Wales Police Service, Emergency Services and TfNSW TMC.
- Shall act in accordance with any instructions of the New South Wales Police Service, Emergency Services, TfNSW TMC including to suspend any of the contractor's work and to re-open the lane or shoulder.

8.6. Dilapidation Reporting

The Contractor shall engage a suitably qualified person to prepare a pre-construction dilapidation report prior to the commencement of construction and a post-construction dilapidation report at the completion of construction works. The dilapidation survey would be carried out in accordance with the guidelines and standards established by Austroads and in accordance with Condition of Consent B5 and D2.

The survey will cover:

- all roads where construction occurs; and
- local roads surrounding the project area that will be utilised by construction vehicles for deliveries.

Pre-Construction and Post-construction Dilapidation Reports would be prepared in accordance with Condition B5 and post D2.

The inspection method implemented to determine the condition of the local roads proposed to be used for haulage and the survey methodology is detailed below.

- Pavement condition. A survey will be carried out using a video drive through. Each travelled lane will be surveyed. A desktop inspection will be carried out of the video to locate any existing defects.
- Bridge and culvert condition. Structural inspection and reporting.
- Structural condition of footpaths, buildings and other utilities in the vicinity of the project. Identification of existing defects.
- Signs. Surveyed using the video from the pavement survey. This will identify any faded, damaged or out of specification minor signs.

Reporting would include street location, identifying features, photos and condition information for existing defects. This information is collated and provided to the relevant council prior to the use of the local road for haulage.

A similar road inspection / assessment is undertaken by Transport Contractors along haulage routes for Over-size and/or Over-mass Heavy Vehicle (OSOM) routes. The report covers pavement, drainage and bridge structures for all of the proposed transport routes before and after construction. This is discussed further in Section 8.6.

8.7. Stakeholders consulted

Busways was consulted during the development of this plan. A copy of the correspondence is included in are contained in Annexure F. Busways indicated that they have no issues with the planned traffic movements but note an additional bus service in Forrester Road. The 780 route bus service has been noted and included in this report.

Ongoing consultation with other stakeholders would occur in accordance with Section 8.1 and Annexure F of this report.

8.8. Construction Inspections and Monitoring

During construction the site will be monitored by the site supervisor. The following monitoring will occur during construction.

- Inspection and maintenance monitoring for the local road access network to ensure condition of roads are maintained in a safe state.
- Inspection of traffic control in accordance with RMS Traffic Control at Worksites (Ver: 5.0 27/07/2018 or the latest) Appendix E including:
 - Daily Pre-start and pre-close down inspections of short-term traffic control,
 - Weekly inspections of long-term traffic control,
 - Night inspections of long-term traffic control, and
 - Pre-opening inspections of traffic switches.

Records including Traffic Control Plans, Road Occupancy Licences and Road Opening Permits implemented for pedestrian management, lane closures, etc will be maintained on site. Any changes required to the traffic control set up will be authorised by a holder of an RMS "Prepare a Work Zone Traffic Management Plan" or equivalent.

8.9. Review and Improvement

This Plan and its implementation at least every three months from commencement of construction.

The review will consider:

- Client, site personnel and agency comments;
- Environmental monitoring records;
- Complaints;
- Incident reports;
- Environmental non-conformance;
- Changes in organisational structure;
- Changes in construction methodology; and
- Changes in legislation and standards.

8.10. Site Contacts

The site contacts for the project and their contact numbers are in the table below.

Table 6 Site Contacts

Name	position	contact #
Shane Kelly	Site Manager	0439 812 782
Andrew Rowlands	Project Manager	0481 843 369
Nicholas Fazzalari	Senior Project Engineer	0409 143 978

9. Environmental Control Measures

Table 7 Environmental Control Measures

ID	Measure/Requirement	Resources needed	When to implement	Responsibility	Reference	Evidence
CTPMSP1	Training Training will be provided to relevant Project personnel, including relevant sub- contractors on traffic management measures from this plan through the induction. Requirements will be reiterated in toolbox talks and prestart meetings as required.	Induction Toolbox talks and prestart meetings	Prior to construction	Environmental Manager	CoC B20 RMMM 2	Induction Records Toolbox Records
CTPMSP2	Working Hours Construction works would generally be undertaken during standard daytime construction working hours: <ul style="list-style-type: none"> • 7 am to 6 pm Monday to Friday. • 8 am to 1 pm Saturday. • No works on Sunday or Public Holidays. 	Induction	Construction	Construction Manager Environmental Manager	CoC C4, C5, C6, C7 RMMM 2	Induction Records Records heavy vehicles arrivals
CTPMSP3	General Measures <ul style="list-style-type: none"> • Establishing pedestrian walking routes and crossing points and suitable diversions • Traffic Control Plans (when and where required) will be prepared for any works in road reserve, including access points. • Traffic Control Plans (TCP) will depict vehicle, pedestrian, bus and cyclist restrictions and protection measures. 	Trained staff (RMS TCP Certified)	Construction	Construction Manager	CoC B13, B13 RMMM 4 AN7	Traffic Control Plans
CTPMSP4	Pre and Post Construction Reporting <ul style="list-style-type: none"> • Pre-Construction Dilapidation Report • Post-Construction Dilapidation Report 	Suitably qualified staff	Pre-Construction, Construction, Post-Construction	Construction Manager Environmental Manager Safety Manager	CoC B5, D2	Dilapidation Reports
CTPMSP5	TCPs Prior to implementation the contractors Construction Manager will ensure:	Site Inspection Records	Construction	Construction Manager Traffic Controller Safety Manager	CoC B13 RMMM 4	Diary Speed Zoning TCWS Daily, weekly Inspection Checklists

ID	Measure/Requirement	Resources needed	When to implement	Responsibility	Reference	Evidence
	<ul style="list-style-type: none"> • All required signs, traffic control procedures and plans have been issued; • Personnel have been issued with the required clothing and safety equipment. <p>During and after implementation of control measures the Construction Manager shall ensure:</p> <ul style="list-style-type: none"> – A diary recording the operation times of any temporary speed zone; – Plant and equipment have appropriate measures implemented in day and night where they obstruct or impede traffic; – All traffic control devices used meet all specified requirements and are maintained in good working order; – Signs are periodically cleaned to ensure maximum visibility is maintained; and – Appropriate Traffic Control Plans based on the RMS' Traffic Control at Work Sites Guidelines () and Australian Standard 1742.3 Manual of Uniform Traffic Control Devices, Part 3. Traffic Control Devices for Works on Roads. <p>All necessary approvals will be obtained from, and consultation undertaken with, Council, RMS, emergency services and other relevant authorities prior to implementing TCP's where necessary.</p>					
CTPMSP6	<p>Temporary Roads / Detours (if required)</p> <p>The construction of temporary roadways and detours, all work is carried out in accordance with the specification.</p> <p>Temporary roads and detours have been inspected for safe conditions and maintained as required.</p> <p>Temporary roadways or detours are removed and restored to their original condition after completion of works.</p>	Site Inspection Records	Construction	Construction Manager Traffic Controller Safety Manager	CoC B13, B19 AN7	TCWS Daily, weekly Inspection Checklists

ID	Measure/Requirement	Resources needed	When to implement	Responsibility	Reference	Evidence
CTPMSP7	<p>Liaison with Stakeholders</p> <p>Written, phone, email or door knocking notification would be provided to likely and potentially affected receivers prior to commencement of any works on site. This would include local residents, local businesses and relevant Authorities.</p> <p>The CTPMSP will be developed in consultation with the relevant stakeholders noted above.</p> <p>Notifications are required where works may impact on the community in the following ways:</p> <ul style="list-style-type: none"> • Construction commencement • Road closures/lane closures • Night works • Changes to traffic conditions • Modifications to pedestrian routes, cycle ways and bus stops • Out of hours works (OOHW) • Disruption to residential or business access; and • Changing or disruption of utility services. 	Notification documentation	Construction	Stakeholder and Community Relations Manager Environmental Manager	CoC A11, B11, B13	Notification correspondence
CTPMSP8	<p>Safety and Amenity of Road Users and Public</p> <p>To maintain the amenity of road users and the public, the following procedures are adopted within the CTPMSP:</p> <ul style="list-style-type: none"> • Consideration will be given to all other site users not involved in construction activity. • All complaints involving vehicle movements relating to construction activity will be responded to within 48 hours. • To separate the public from the construction areas and safeguard pedestrian traffic, physical barriers will be provided in the form of appropriate fencing. 	Trained staff (RMS TCP Certified)	Construction	Construction Manager Traffic Controller Stakeholder and Community Liaison Manager	CoC B13	Traffic Control Plans Details of complaints and response.

ID	Measure/Requirement	Resources needed	When to implement	Responsibility	Reference	Evidence
	<ul style="list-style-type: none"> To ensure skip bins and construction material laydown / storage areas will be kept inside the project and will not be used to obstruct public passage. 					
CTPMSP9	Road / Lane Closures <ul style="list-style-type: none"> If road closures are required for construction works, stakeholders will be provided with 48 hours' notice. Temporary road closures, single-lane access and relocations during the construction period will be subject to coordination with the appropriate Authorities. Road Occupancy Licences will be obtained from relevant authorities where required. 	Trained staff (RMS TCP Certified)	Construction	Construction Manager Traffic Controller Stakeholder and Community	CoC B13 AN6, AN7	Road closure notifications Road Occupancy Licenses / Road Opening Permits Reports of congestion and response (change traffic controls / scheduling of vehicles, etc.)
CTPMSP10	Heavy Vehicle Movements <p>The following requirements are adopted to minimise impacts on local amenity during these works:</p> <ul style="list-style-type: none"> Parking and queuing on public roads will be minimised. <p>Idling and queuing in local residential streets will be avoided.</p> <ul style="list-style-type: none"> Nominated haulage routes within Traffic Control Plans will be adhered to for minimisation of fuel usage and reduce impacts on local roads. Access and egress from construction compound will be undertaken in a safe and lawful manner. Construction machinery and vehicles will be well maintained and in good working order. Where practical, trucks removing waste from the Proposal site or bringing materials to the Proposal site will be filled to the maximum amount allowable, depending on the truck size and load weight, to reduce the number of traffic movements required. 	Trained staff (RMS TCP Certified)	Construction	Construction Manager Traffic Controller	CoC B13, B19, B20, C9, C10, C13 RMMM 2	Traffic Control Plans Records of heavy vehicle arrivals / loads Transport and Drivers Code of Conduct Induction Records

ID	Measure/Requirement	Resources needed	When to implement	Responsibility	Reference	Evidence
	<ul style="list-style-type: none"> Speed limits will be set and observed at the site to minimise dust generation. 					
CTPMSP11	Drivers Code of Conduct A Driver Code of Conduct will be issued to all haulage subcontractors and suppliers. This conduct is included in Annexure E of this report.	Records of truck arrivals	Construction	Construction Manager Plant Operators/Drivers	CoC B19, C9, C10, C13 RMMM 2	Records of heavy vehicle arrivals / loads Transport and Drivers Code of Conduct Induction Records
CTPMSP12	Road User Delay Management Minimisation of Impacts on Traffic Flows and Congestion on Local Roads Delays to road users during construction will be minimised by providing experienced and qualified traffic control personnel who monitor conditions. <ul style="list-style-type: none"> Where traffic has to be stopped or diverted at particular times this will be planned in advance so that the durations of inconvenience are kept to a minimum and large traffic queues are prevented as far as practical. Traffic Conditions would be monitored by traffic controllers and reports of any congestion made to Construction Manager. Additional signage, alterations to TCPs or additional devices may be employed to improve conditions. 	Trained staff (RMS TCP Certified)	Construction	Construction Manager Traffic Manager Traffic Controller Stakeholder and Community	CoC B13 C10, C13	Reports of any congestion Traffic Control Plans Spot checks of trucks and vehicles per hour during peak construction activity to ensure number is within the range of estimated numbers in CTPMP.
CTPMSP13	Information Signage, Distance Information and Advance Warning All signage shall be established prior to the project commencing, retained during the project as required and reinstated or replaced upon completion. The signage would include: <ul style="list-style-type: none"> project identification signs traffic management signs information signs regulatory signs. 	Trained staff (RMS TCP Certified)	Construction	Construction Manager Traffic Controller	CoC B13 C1	Traffic Control Plans Road Authority approvals for regulatory signs being RMS Speed Zone Authorisation and PCC Works Zone Permit

ID	Measure/Requirement	Resources needed	When to implement	Responsibility	Reference	Evidence
	<p>Signposting covers information, regulatory, warning and guide signs as defined in national and RMS standards all of which contribute to safety to road users.</p> <p>Safety principles for these signs are:</p> <ul style="list-style-type: none"> • Before approval is given for a new sign a demonstrated need should be established. • All signs should convey a clear message to all users under all conditions. • The sign support structure should not create a safety hazard in itself. <p>All signs will be manufactured and erected in accordance with Australian Standards AS1742, AS1742.1 to 1742.13, AS1743 and AS1744 in consultation with PCC and RMS at the time of Traffic Control Plan (TCP) finalisation.</p>					
CTPMSP14	<p>Incident Management</p> <p>In the event of a site safety incident relating to traffic, the procedures outlined in the CTPMSP will be implemented.</p>	n/a	Construction	Construction Manager Traffic Controller Stakeholder and Community	CoC B13	Incident Report
CTPMSP15	<p>Construction Traffic Noise</p> <ul style="list-style-type: none"> • Use of compression brakes will not be permitted for the construction vehicles in the vicinity of residential areas near the construction site. • During unloading and unloading, metal on metal contact will be avoided wherever possible • Use of tonal reversing alarms will be avoided and replaced with reversing squawkers wherever possible • The OOHW process as defined in the construction noise and vibration management plan will be implemented. 	n/a	Construction	Construction Manager Environmental Manager Stakeholder and Community	CoC B19, C10, C13	Transport and Drivers Code of Conduct Noise monitoring

ID	Measure/Requirement	Resources needed	When to implement	Responsibility	Reference	Evidence
	<ul style="list-style-type: none"> Construction vehicles (including concrete agitator trucks) do not arrive at the site or surrounding residential precincts outside of the construction hours of work. 					
CTPMSP16	<p>Sediment and Stormwater Management and Load Protection</p> <p>The location of any access tracks within the sites will be planned to limit any potential damage which could occur from flooding or misdirection of overland water flow.</p> <p>Where activities have the potential to track mud/soil onto the surrounding roads, a rumble grid shall be installed prior to vehicles exiting the road.</p> <p>All loads accessing and leaving the site will be appropriately covered to ensure material is not lost or deposited on public roads or adjacent properties, including spoil material and associated dust and all waste collection.</p> <p>Water carts are only to use water sprays on the construction sites and not on the public road network.</p> <p>Street sweepers will be on call during earth work activities. Any spilt material to public areas, including roads, will be cleaned and removed immediately.</p>	SWMS	Construction	Construction Manager Environmental Manager	CoC B19	Transport and Drivers Code of Conduct
CTPMSP17	<p>Public, Pedestrian and Cyclist Safety</p> <ul style="list-style-type: none"> Access by foot and cycle will always be maintained around the construction zone. Temporary signage will be installed at site access points to notify the public of the likelihood of vehicles entering or leaving the construction site. Vehicles leaving the site will be required to STOP prior to entering traffic. Where required, the designing of temporary footpaths needs to consider the following points: 	Trained staff (RMS TCP Certified)	Construction	Construction Manager Traffic Controller Stakeholder and Community	CoC B13	Traffic Control Plans

ID	Measure/Requirement	Resources needed	When to implement	Responsibility	Reference	Evidence
	<ul style="list-style-type: none"> • Footpaths to be constructed to an all-weather standard; • Adequately signposted to direct pedestrians accordingly; • Footpaths are to be of equivalent performance to adjacent footpaths; and • Pedestrians are to be excluded from the works site using containment fencing. 					
CTPMSP18	<p>Emergency Access Management</p> <p>Onsite emergencies will be managed in accordance with the emergency procedures developed as part of the Project Safety Management Plan for the Managing Contractor works, and in accordance with the CEMP for environmental related emergencies (i.e. spills/leaks, etc.).</p> <p>Temporary traffic control measures may need to be implemented in order to facilitate the access of emergency services and the egress of personnel from the site or control traffic.</p>	Trained staff (RMS TCP Certified)	Construction	Construction Manager Traffic Controller Environmental Manager Stakeholder and Community	CoC B13	Incident report including any changes to TCPs, time of incident, etc.

10. Compliance Management

10.1. Roles and Responsibilities

The McMahon team's organisational structure and overall roles and responsibilities are outlined in Section xx of the CEMP. Specific responsibilities for the implementation of environmental controls are detailed in Section 9 of this Plan.

10.2. Training

All personnel, including employees, contractors and utility staff working on site will undergo site induction training relating to traffic management issues including:

- Existence and requirements of this Sub-plan,
- Relevant legislation and guidelines,
- Roles and responsibilities for traffic management,
- Traffic Management and Drivers Code of Conduct covering vehicle maintenance requirements, covering of loads and site-specific conditions relating to the school zones
- Details of approved transport and haulage routes, approved hours of operation, local access plans, emergency response plan for construction traffic incidents etc.
- Traffic reporting, documentation and licence / permit requirements, and
- Expectations for targets relevant to traffic management.

Toolbox meetings will also be undertaken as and when required; covering specific traffic, transport and access issues and control measures. In particular, use of accesses by heavy vehicles will be briefed during the induction, tool box and noted in the contractor developed traffic control plans.

Personnel directly involved in implementing control measures will be given specific training in the various measures to be implemented. Only trained and accredited traffic control personnel will be used for traffic control works on public roads. Traffic controllers will undergo appropriate training and be certified as competent prior to their assignment to undertake traffic management at construction work sites. The minimum requirement is to have satisfactorily completed the RMS's training package – Traffic Control Using a STOP/SLOW bat.

Further details regarding staff induction and training are outlined in Section 5.1 of the CEMP.

10.3. Monitoring and Inspections

Compliance with the requirements of this CTPMSP, its implementation and effectiveness will be monitored through:

- Regular inspections of worksite and activities,
- McMahon Inspections which occur weekly (or more depending on works/weather conditions),

Requirements and responsibilities in relation to inspections are documented in Section 9 of the CEMP. Regular monitoring and inspections will be carried out during construction in accordance with Section 9 of the CEMP. Inspection and monitoring requirements relevant to traffic management for the Project are identified in Table 8.

Table 8 Inspection and monitoring requirements relevant to traffic management

Item	Frequency	Standards	Records	Responsibility
Site Inspections	Daily (short term Traffic Control) and Weekly (long term Traffic Control)	To comply with Roads and Maritime Traffic Control at Worksites Section 6.0	TCWS Checklists Appendix E	Construction Manager / Traffic Controller
Monitoring	Continuous	To comply with Roads and Maritime Traffic Control at Worksites	TCWS Checklists Appendix E	Traffic Controller
Site Inspections	Following extreme weather conditions or incident	To comply with Roads and Maritime Traffic Control at Worksites	Record of any unsafe situations and corrective action	Construction Manager / Traffic Controller

10.4. Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of environmental controls, compliance with this Plan, CoA, RMMMs and other relevant approvals, licenses and guidelines.

Audit requirements are detailed in Section 13 of the CEMP.

10.5. Reporting

Reporting requirements are documented in Section 13.1 of the CEMP. Reporting requirements relevant to traffic management are identified in Table 9.

Table 9 Reporting requirements

Item	Frequency	Standards	Records	Responsibility
1	Inspect the traffic control layout on the day before the work begins and at least once per week during the duration of the work.	TCWS	Checklists in TCWS Appendix E	Works Supervisor
2	Keep a record of the TCP that was used and start and finish times and location of the works	TCWS	Checklists in TCWS Appendix E	Team Leader
3	Carry out inspections before work starts, during the works and pre-closedown of the site.	TCWS	Checklists in TCWS Appendix E	Team Leader
4	Ensure that a traffic control safety inspection is carried out at least once per month by a person qualified in Prepare Work Zone Traffic Management Plans and that the date, time and deficiencies are recorded.	TCWS	Checklists in TCWS Appendix E	Project manager
5	Ensure that a traffic control safety inspection or road safety audit is carried out prior to the implementation of any changes in traffic control or any lateral shift tapers to ensure that geometric requirements and delineation methods are in accordance with an approved TCP.	TCWS or Austroads Road Safety Audit Guide	Checklist in TCWS Appendix E or RSA Report	Project manager
6	Ensure that near miss incidents are being reported and recorded then reviewed and that any corrective action specified is taken and recorded.	TCWS	Reporting of incidents	Project manager

11. Review and Improvement

11.1. Corrective and Preventative Action

Corrective and preventative actions that will be applied to this plan are outlined in Section 15 of the CEMP.

11.2. Review and Revision

The review and revision process for the CEMP and sub-plans (including this plan) is outlined in Section 16 of the CEMP and in accordance with CoC A30.

Condition A30 reads:

Within three months of:

- a) *the submission of a compliance report under condition B42;*
 - b) *the submission of an incident report under condition A25;*
 - c) *the submission of an Independent Audit under condition C37;*
 - d) *the approval of any modification of the conditions of this consent; or*
 - e) *the issue of a direction of the Planning Secretary under condition A3 which requires a review, the strategies, plans and programs required under this consent must be reviewed, and the Planning Secretary and the Certifier must be notified in writing that a review is being carried out.*
- .

Annexure A Other Conditions of Consent relevant to this Plan

Table 10 Other Conditions of Consent relevant to this Plan

CoC No.	Requirement	Document Reference																																				
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 9																																				
A2	<p>The development may only be carried out:</p> <p>(a) in compliance with the conditions of this consent;</p> <p>(b) in accordance with all written directions of the Planning Secretary;</p> <p>(c) generally in accordance with the EIS and Response to Submissions;</p> <p>(d) in accordance with the Development Layout in Appendix 1;</p> <p>(e) in accordance with the revised management and mitigation measures in Appendix 3;</p> <p>(f) in accordance with the approved plans in the table below:</p> <table><tr><th colspan="4">Architectural Drawings prepared by Kit Handley Architects Pty Ltd</th></tr><tr><th>Dwg No.</th><th>Rev</th><th>Name of Plan</th><th>Date</th></tr><tr><td>A101</td><td>1</td><td>Proposed Site & Roof Plan</td><td>17/04/20</td></tr><tr><td>A102</td><td>1</td><td>Proposed G & L1 Floor Plan</td><td>17/04/20</td></tr><tr><td>A103</td><td>1</td><td>Proposed Electrical Plan</td><td>17/04/20</td></tr><tr><td>A104</td><td>1</td><td>Proposed Elevations</td><td>17/04/20</td></tr><tr><td>A105</td><td>1</td><td>Proposed Elevation & Sections</td><td>17/04/20</td></tr><tr><td>A106</td><td>1</td><td>Proposed Group 1 Furniture Plans</td><td>17/04/20</td></tr><tr><td>A107</td><td>1</td><td>Proposed Group 2 & 3 FF&E</td><td>17/04/20</td></tr></table> <p>(g) in accordance with modification application SSD-7308-Mod-2 and supporting documentation;</p> <p>(h) in accordance with modification application SSD-7308-Mod-3 and supporting documentation;</p> <p>(i) in accordance with modification application SSD-7308-Mod-4 and supporting documentation; and</p> <p><u>(j) in accordance with modification application SSD-7308-Mod-1 and supporting documentation.</u></p> <p>a)</p>	Architectural Drawings prepared by Kit Handley Architects Pty Ltd				Dwg No.	Rev	Name of Plan	Date	A101	1	Proposed Site & Roof Plan	17/04/20	A102	1	Proposed G & L1 Floor Plan	17/04/20	A103	1	Proposed Electrical Plan	17/04/20	A104	1	Proposed Elevations	17/04/20	A105	1	Proposed Elevation & Sections	17/04/20	A106	1	Proposed Group 1 Furniture Plans	17/04/20	A107	1	Proposed Group 2 & 3 FF&E	17/04/20	Section 2
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A101	1	Proposed Site & Roof Plan	17/04/20																																			
A102	1	Proposed G & L1 Floor Plan	17/04/20																																			
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A106	1	Proposed Group 1 Furniture Plans	17/04/20																																			
A107	1	Proposed Group 2 & 3 FF&E	17/04/20																																			
A3	<p>Consistent with the requirements in this consent, the Planning Secretary maymake written directions to the Applicant in relation to:</p> <p>a) the content of any strategy, study, system, plan, program, review, audit, notification, report or correspondence submitted under or otherwise made in relation to this consent, including those that are required to be, and have been, approved by the Planning Secretary;</p> <p>b) any reports, reviews or audits commissioned by the Planning Secretary regarding compliance with this approval; and</p>																																					

CoC No.	Requirement	Document Reference
	c) the implementation of any actions or measures contained in any such document referred to in (a) above.	
A4	The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c) to A2(j). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c) to A2(j) the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.	
A9	The Applicant must comply with all relevant prescribed conditions of development consent under Part 6, Division 8A of the EP&A Regulation.	Section 2
A11	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 3.4
A20	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.	Section 3.1.2
A21	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.	
A22	Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the EP&A Act. This includes conditions in respect of incident notification, reporting and response, non-compliance notification, Site audit report and independent auditing.	
A23	At least 48 hours before the commencement of construction until the completion of all works under this consent, or such other time as agreed by the Planning Secretary, the Applicant must: a) make the following information and documents (as they are obtained or approved) publicly available on its website: (i) the documents referred to in condition A2 of this consent; (ii) all current statutory approvals for the development; (iii) all approved strategies, plans and programs required under the conditions of this consent; (iv) regular reporting on the environmental performance of the development in accordance with the reporting arrangements in any plans or programs approved under the conditions of this consent; (v) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; (vi) a summary of the current stage and progress of the development;	

CoC No.	Requirement	Document Reference
	<ul style="list-style-type: none"> (vii) contact details to enquire about the development or to make a complaint; (viii) a complaints register, updated monthly; (ix) audit reports prepared as part of any independent audit of the development and the Applicant's response to the recommendations in any audit report; (x) any other matter required by the Planning Secretary; and <p>b) keep such information up to date, to the satisfaction of the Planning Secretary.</p>	
A24	The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.	Section 2.1
A25	The Planning Secretary must be notified through the major projects portal immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one), and set out the location and nature of the incident.	
A26	Subsequent notification must be given and reports submitted in accordance with the requirements set out in Appendix 4 .	
A27	The Planning Secretary must be notified through the major projects portal within seven days after the Applicant becomes aware of any non-compliance. The Certifier must also notify the Planning Secretary through the major projects portal within seven days after they identify any non-compliance.	Section 8.5
A28	The notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	
A29	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	
A30	<p>Within three months of:</p> <ul style="list-style-type: none"> c) the submission of a compliance report under condition B42; d) the submission of an incident report under condition A25; e) the submission of an Independent Audit under condition C37; f) the approval of any modification of the conditions of this consent; or g) the issue of a direction of the Planning Secretary under condition A3 which requires a review, <p>the strategies, plans and programs required under this consent must be reviewed, and the Planning Secretary and the Certifier must be notified in writing that a review is being carried out.</p>	Section 11.2
A31	If necessary to either improve the environmental performance of the development, cater for a modification or comply with a direction, the strategies, plans, programs or drawings required under this consent must be revised, to the satisfaction of the Planning Secretary or Certifier (where relevant). Where revisions are required, the revised document must be submitted to the Planning Secretary and Certifier for information (where relevant) within six weeks of the review.	
B1	The Applicant must notify the Planning Secretary in writing of the dates of the intended commencement of construction and operation at least 48 hours before those dates.	

CoC No.	Requirement	Document Reference
B2	If the construction or operation of the development is to be staged, the Planning Secretary must be notified in writing at least 48 hours before the commencement of each stage, of the date of commencement and the development to be carried out in that stage.	
B3	Prior to the commencement of construction, the Applicant must submit to the satisfaction of the Certifier structural drawings prepared and signed by a suitably qualified practising Structural Engineer that demonstrates compliance with this development consent.	
B4	<p>Prior to the commencement of construction, the Applicant must:</p> <ul style="list-style-type: none"> a) consult with the relevant owner and provider of services that are likely to be affected by the development to make suitable arrangements for access to, diversion, protection and support of the affected infrastructure; b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths); c) submit a copy of the dilapidation report to the Planning Secretary, Certifier and Council; and d) in relation to rail infrastructure (including powerlines) the Applicant shall consult with Sydney Trains West Interface team at West_Interface@transport.nsw.gov.au. 	Section 8.6
B5	Prior to the commencement of construction, the Applicant must submit a pre-commencement dilapidation report to Council and the Certifier. The report must provide an accurate record of the existing condition of adjoining private properties and Council assets that are likely to be impacted by the proposed works.	Section 8.6
B6	Prior to the commencement of earthworks, the Applicant must prepare an unexpected contamination procedure to ensure that potentially contaminated material is appropriately managed. The procedure must form part of the CEMP in accordance with condition B11 and where any material identified as contaminated is to be disposed off-site, the disposal location and results of testing submitted to the Planning Secretary prior to its removal from the site.	Construction Waste Management Sub-Plan
B7	<p>No later than two weeks before the commencement of construction, or within another timeframe agreed with the Planning Secretary, a Community Communication Strategy must be submitted to the Planning Secretary for approval. The Community Communication Strategy must provide mechanisms to facilitate communication between the Applicant, the relevant Council and the community (including adjoining affected landowners and businesses, and others directly impacted by the development), during the design and construction of the development and for a minimum of 12 months following the completion of construction.</p> <p>The Community Communication Strategy must:</p> <ul style="list-style-type: none"> a) identify people to be consulted during the design and construction phases; b) set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the development; c) provide for the formation of community-based forums, if required, that focus on key environmental management issues for the development; d) set out procedures and mechanisms: (i) through which the community can discuss or provide feedback to the Applicant; <ul style="list-style-type: none"> (i) through which the Applicant will respond to enquiries or feedback from the community; and 	Section 8.1

CoC No.	Requirement	Document Reference
	<p>(ii) to resolve any issues and mediate any disputes that may arise in relation to construction and operation of the development, including disputes regarding rectification or compensation.</p> <p>e) include any specific requirements around traffic, noise and vibration, visual impacts, amenity, flora and fauna, soil and water, contamination, heritage.</p>	
B8	Prior to commencement of lighting installation, evidence must be submitted to the satisfaction of the Certifier that all outdoor lighting within the site has been designed to comply with AS 1158.3.1:2005 Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements and AS 4282-2019 Control of the obtrusive effects of outdoor lighting.	
B9	Prior to the commencement of construction, demolition work plans required by AS 2601-2001 <i>The demolition of structures</i> (Standards Australia, 2001) must be accompanied by a written statement from a suitably qualified person that the proposals contained in the work plan comply with the safety requirements of the Standard. The work plans and the statement of compliance must be submitted to the Certifier and Planning Secretary.	
B10	Management plans required under this consent must be prepared in accordance with relevant guidelines, including but not limited to the <i>Environmental Management Plan Guideline: Guideline for Infrastructure Projects</i> (DPIE, April 2020).	
B11	<p>Prior to commencement of construction, the Applicant must submit a Construction Environmental Management Plan (CEMP) to the Certifier and to the Planning Secretary for approval. The CEMP must include, but not be limited to, the following:</p> <p>a) Details of:</p> <ul style="list-style-type: none"> (i) Hours of work; (ii) 24-hour contact details of site manager (iii) Management of dust and odour to protect the amenity of the neighbourhood; (iv) Stormwater control and discharge; (v) measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site; (vi) groundwater management plan including measures to prevent groundwater contamination; (vii) external lighting in compliance with AS 4282-2019 Control of the obtrusive effects of outdoor lighting; (viii) community consultation and complaints handling; <p>b) Construction Traffic and Pedestrian Management Sub-Plan (see condition B13);</p> <p>c) Construction Noise and Vibration Management Sub-Plan (see condition B14);</p> <p>d) Construction Waste Management Sub-Plan (see condition B15);</p> <p>e) Construction Soil and Water Management Sub-Plan (see condition B16);</p> <p>f) Biodiversity Management Sub-Plan (see condition B17);</p> <p>g) Flood Emergency Response Sub-Plan (see condition B18);</p> <p>h) an unexpected finds protocol for contamination and associated communications procedure;</p> <p>i) an unexpected finds protocol for Aboriginal and non-Aboriginal heritage and associated communications procedure;</p>	<p>Construction Environmental Management Plan</p> <p>Item B11 b) this CTPMSP</p>

CoC No.	Requirement	Document Reference
	<ul style="list-style-type: none"> j) waste classification (for materials to be removed) and validation (for materials to remain) be undertaken to confirm the contamination status in these areas of the site; and k) sustainability measures and practices to be implemented during the construction process. 	
B12	The Applicant must not commence construction of the development until the CEMP is approved by the Planning Secretary.	
B13	<p>A Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:</p> <ul style="list-style-type: none"> a) be prepared by a suitably qualified and experienced person(s); b) be prepared in consultation with Council and TfNSW c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; and d) detail heavy vehicle routes, access and parking arrangements. 	Construction Traffic and Pedestrian Management Sub-Plan Section 2, 8.7, 6 and 7
B14	<p>The Construction Noise and Vibration Management Sub-Plan (CNVMSP) must address, but not be limited to, the following:</p> <ul style="list-style-type: none"> a) be prepared by a suitably qualified and experienced noise expert; b) describe procedures for achieving the noise management levels in EPA's <i>Interim Construction Noise Guideline</i> (DECC, 2009); c) describe the measures to be implemented to manage high noise generating works such as piling, in close proximity to sensitive receivers; d) include strategies that have been developed with the community for managing high noise generating works; e) describe the community consultation undertaken to develop the strategies in condition B14(d); f) include a complaints management system that would be implemented for the duration of the construction; and g) include a program to monitor and report on the impacts and environmental performance of the development and the effectiveness of the management measures in accordance with the requirements outlined under condition B10. 	Construction Noise and Vibration Management Sub-Plan
B14 A	Within one month of the approval of SSD-7308-MOD-1, the Construction Noise and Vibration Management Sub-Plan (CNVMSP) referred to in condition B14 is to be updated to the satisfaction of the Certifier to include any changes required to address the amendments to the development as modified by SSD-7308-MOD-1.	
B15	<p>The Construction Waste Management Sub-Plan (CWMSPP) must address, but not be limited to, the following:</p> <ul style="list-style-type: none"> a) detail the quantities of each waste type generated during construction and the proposed reuse, recycling and disposal locations; and b) removal of hazardous materials, particularly the method of containment and control of emission of fibres to the air, and disposal at an approved waste disposal facility in accordance with the requirements of the relevant legislation, codes, standards and guidelines, prior to the commencement of construction. 	Construction Waste Management Sub-Plan
B16	The Applicant must prepare a Construction Soil and Water Management Sub-Plan (CSWMSP) and the plan must address, but not be limited to the following:	Construction Soil and Water

CoC No.	Requirement	Document Reference
	<ul style="list-style-type: none"> a) be prepared by a suitably qualified expert, in consultation with Council and DPIE Fisheries; b) describe all erosion and sediment controls to be implemented during construction; c) provide a plan of how all construction works will be managed in a wet-weather events (i.e. storage of equipment, stabilisation of the Site); d) detail all off-Site flows from the Site; and e) describe the measures that must be implemented to manage stormwater and flood flows for small and large sized events, including, but not limited to 1 in 1-year ARI, 1 in 5-year ARI and 1 in 100-year ARI. 	Management Sub-Plan
B16 A	Within one month of the approval of SSD-7308-MOD-3 and SSD-7308-MOD-1 , the Construction Soil and Water Management Sub-Plan (CSWMSP) referred to in condition B16 is to be updated to the satisfaction of the Certifier to include any changes required to address the amendments to the development as modified by SSD-7308-MOD-3 and SSD-7308-MOD-1 .	
B17	<p>The Biodiversity Management Sub-Plan (BMSP) must address, but not be limited to, the following:</p> <ul style="list-style-type: none"> a) be prepared by a suitably qualified expert; b) include measures to minimise impacts on flora and fauna on the site, including measures to ensure the protection and appropriate management of all resident protected fauna, in addition to specifying protection measures for native vegetation identified for retention; c) include measures to ensure biodiversity values not intended to be impacted are protected including mapping of protected areas; d) detail measures to maximise the retention of locally-endemic native species existing on the site, and removal of weeds and non-indigenous vegetation. 	Construction Biodiversity Management Sub-Plan
B18	<p>The Flood Emergency Response Sub-Plan (FERSP) must address, but not be limited to, the following: (a) be prepared by a suitably qualified and experienced person(s), in consultation with Council;</p> <p>(b) be consistent with the findings of the St Marys Freight Hub – Stormwater Management Report prepared by BG&E, dated 30 September 2019</p> <p>(c) address the provisions of the <i>Floodplain Risk Management Guidelines</i> (EESG);</p> <p>(d) include details of: (i) the flood emergency responses for both construction and operation phases of the development;</p> <p>(ii) predicted flood levels;</p> <p>(iii) flood warning time and flood notification;</p> <p>(iv) assembly points and evacuation routes;</p> <p>(v) evacuation and refuge protocols; and</p> <p>(vi) awareness training for employees and contractors.</p>	Flood Emergency Response Sub-Plan
B19	<p>A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:</p> <ul style="list-style-type: none"> e) minimise the impacts of earthworks and construction on the local and regional road network; f) minimise conflicts with other road users; g) minimise road traffic noise; and h) ensure truck drivers use specified routes. 	Construction Traffic and Pedestrian Management Sub-Plan Annexure E

CoC No.	Requirement	Document Reference
B20	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.	Construction Traffic and Pedestrian Management Sub-Plan Section 6.3
B21	Prior to the commencement of construction, the Applicant must: a) install erosion and sediment controls on the site to manage wet weather events; and b) divert existing clean surface water around operational areas of the site.	Construction Soil and Water Management Sub-Plan
B22	Prior to the commencement of construction, erosion and sediment controls must be installed and maintained, as a minimum, in accordance with the publication Managing Urban Stormwater: Soils & Construction (4 th edition, Landcom 2004) commonly referred to as the 'Blue Book'.	Construction Soil and Water Management Sub-Plan
B23	Prior to the commencement of construction, the Applicant must describe the measures that must be implemented to manage stormwater and flood flows for small and large sized events, including, but not limited to 1 in 1-year ARI, 1 in 5-year ARI and 1 in 100-year ARI and incorporate those measures into the CEMP.	Construction Soil and Water Management Sub-Plan
B24	Prior to the commencement of construction, the Applicant must implement measures to manage Acid Sulfate Soils. These measures must include handling, treatment, monitoring of water quality at treatment areas and disposal of Acid Sulfate Soils.	Construction Soil and Water Management Sub-Plan
B25	Prior to the commencement of construction, the Applicant must prepare and implement for the duration of construction: a) flood warning and notification procedures for construction workers on site; b) evacuation and refuge protocols; and c) the Flood Emergency Response Sub-Plan required under condition B18.	Construction Soil and Water Management Sub-Plan
B40	No later than two weeks before the date notified for the commencement of construction, a Compliance Monitoring and Reporting Program prepared in accordance with the Compliance Reporting Post Approval Requirements (Department 2018) must be submitted to the Planning Secretary and the Certifier.	
B41	Compliance Reports of the project must be carried out in accordance with the Compliance Reporting Post Approval Requirements (Department 2018).	
B42	Compliance Reports of the development must be submitted to the Planning Secretary in accordance with timing outlined in the Compliance Monitoring and Reporting Program.	
B43	The Applicant must make each Compliance Report publicly available 60 days after submitting it to the Planning Secretary and notify the Planning Secretary and the Certifier in writing at least seven days before this is done.	
B44	Notwithstanding the requirements of the Compliance Reporting Post Approval Requirements (Department 2018), the Planning Secretary may approve a request for ongoing annual operational compliance reports to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that an operational compliance report has demonstrated operational compliance.	

CoC No.	Requirement	Document Reference
C1	<p>A site notice(s):</p> <ol style="list-style-type: none"> must be prominently displayed at the boundaries of the site during construction for the purposes of informing the public of project details including, but not limited to the details of the Builder, Certifier and Structural Engineer is to satisfy the following requirements; minimum dimensions of the notice must measure 841 mm x 594 mm (A1) with any text on the notice to be a minimum of 30-point type size; the notice is to be durable and weatherproof and is to be displayed throughout the works period; the approved hours of work, the name of the site/ project manager, the responsible managing company (if any), its address and 24-hour contact phone number for any inquiries, including construction/ noise complaint must be displayed on the site notice; and the notice(s) is to be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted. 	
C2	All construction plant and equipment used on site must be maintained in a proper and efficient condition and operated in a proper and efficient manner.	Section 7.1.3
C3	Demolition work must comply with the demolition work plans required by <i>Australian Standard AS 2601-2001 The demolition of structures</i> (Standards Australia, 2001) and endorsed by a suitably qualified person as required by condition B9.	
C4	<p>Construction, including the delivery of materials to and from the site, may only be carried out between the following hours:</p> <ol style="list-style-type: none"> between 7am and 6pm, Mondays to Fridays inclusive; and between 8am and 1pm, Saturdays. <p>No work may be carried out on Sundays or public holidays.</p>	Construction Noise and Vibration Management Sub-Plan
C5	<p>Construction activities may be undertaken outside of the hours in condition C4 if required:</p> <ol style="list-style-type: none"> by the Police or a public authority for the delivery of vehicles, plant or materials; or in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or where the works are inaudible at the nearest sensitive receivers; or where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works. 	Construction Noise and Vibration Management Sub-Plan
C6	Notification of such construction activities as referenced in condition C5 must be given to affected residents before undertaking the activities or as soon as is practical afterwards.	Construction Noise and Vibration Management Sub-Plan
C7	<p>Rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:</p> <ol style="list-style-type: none"> 9am to 12pm, Monday to Friday; 2pm to 5pm Monday to Friday; and 9am to 12pm, Saturday. 	Construction Noise and Vibration Management Sub-Plan

CoC No.	Requirement	Document Reference
C8	The Applicant must carry out the construction of the development in accordance with the most recent version of the approved CEMP (including Sub-Plans).	
C9	All construction vehicles are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping.	Construction Traffic and Pedestrian Management Sub-Plan Section 7
C10	Construction vehicles (including staff vehicles) shall be managed to: <ul style="list-style-type: none"> a) minimise parking or queuing on public roads; b) minimise idling and queuing in local residential streets where practicable; c) adhere to the nominated haulage routes identified in the Construction Traffic and Pedestrian Management Sub-Plan required under condition B13; and d) ensure access and egress from construction compounds is undertaken in a safe and lawful manner. 	Construction Traffic and Pedestrian Management Sub-Plan Section 7 Annexure E
C11	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.	Construction Traffic and Pedestrian Management Sub-Plan Annexure E
C12	The development must be constructed to achieve the construction noise management levels detailed in <i>the Interim Construction Noise Guideline</i> (DECC, 2009). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the management and mitigation measures identified in the approved Construction Noise and Vibration Management Plan.	Construction Noise and Vibration Management Sub-Plan
C13	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 C4.	Construction Traffic and Pedestrian Management Sub-Plan Annexure E Construction Noise and Vibration Management Sub-Plan
C14	The Applicant must implement, where practicable and without compromising the safety of construction staff or members of the public, the use of 'quackers' to ensure noise impacts on surrounding noise sensitive receivers are minimised.	Construction Noise and Vibration Management Sub-Plan
C15	Vibration caused by construction at any residence or structure outside the site must be limited to: <ul style="list-style-type: none"> a) for structural damage, the latest version of DIN 4150-3 (1992-02) Structural vibration - Effects of vibration on structures (German Institute for Standardisation, 1999); and 	Construction Noise and Vibration Management Sub-Plan

CoC No.	Requirement	Document Reference
	b) for human exposure, the acceptable vibration values set out in the Environmental Noise Management Assessing Vibration: a technical guideline (DEC, 2006) (as may be updated or replaced from time to time).	
C16	Vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria specified in condition C15.	Construction Noise and Vibration Management Sub-Plan
C17	The limits in conditions C15 and C16 apply unless otherwise outlined in a Construction Noise and Vibration Management Plan, approved as part of the CEMP required by condition B11 of this consent.	Construction Noise and Vibration Management Sub-Plan
C18	The Applicant must take all reasonable steps to minimise dust generated during all works authorised by this consent.	
C19	During construction, the Applicant must ensure that: <ul style="list-style-type: none"> a) exposed surfaces and stockpiles are suppressed by regular watering; b) all trucks entering or leaving the site with loads have their loads covered; c) trucks associated with the development do not track dirt onto the public road network; d) public roads used by these trucks are kept clean; and e) land stabilisation works are carried out progressively on site to minimise exposed surfaces. 	Construction Soil and Water Management Sub-Plan
C20	All erosion and sediment control measures must be effectively implemented and maintained at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works have been stabilised and rehabilitated so that it no longer acts as a source of sediment. Erosion and sediment control techniques, as a minimum, are to be in accordance with the publication Managing Urban Stormwater: Soils & Construction (4 th edition, Landcom, 2004) commonly referred to as the 'Blue Book'.	Construction Soil and Water Management Sub-Plan
C21	The Applicant must: <ul style="list-style-type: none"> a) ensure that only VENM, ENM, or other material approved in writing by EPA is brought onto the site; b) keep accurate records of the volume and type of fill to be used; and c) make these records available to the Certifier upon request. 	Construction Soil and Water Management Sub-Plan
C22	Adequate provisions must be made to collect and discharge stormwater drainage during construction to the satisfaction of the Certifier. The prior written approval of Council must be obtained to connect or discharge site stormwater to Council's stormwater drainage system or street gutter.	Construction Soil and Water Management Sub-Plan
C23	Within three months of the commencement of construction, the Applicant must design an operational stormwater management system for the development and submit it to the satisfaction of the Certifier. The system must: <ul style="list-style-type: none"> a) be designed by a suitably qualified and experienced person(s); b) be generally in accordance with the conceptual design in the EIS; c) be in accordance with applicable Australian Standards; 	

CoC No.	Requirement	Document Reference
	<p>d) be designed in accordance with Council's Stormwater Drainage for Building Developments and WSUD policies; and</p> <p>e) ensure that the system capacity has been designed in accordance with Australian Rainfall and Runoff (Engineers Australia, 2016) and Managing Urban Stormwater: Council Handbook (EPA, 1997) guidelines;</p>	
C24	The Applicant must prepare and implement awareness training for employees and contractors, including locations of the assembly points and evacuation routes, for the duration of construction.	
C25	In the event that surface disturbance identifies a new Aboriginal object, all works must halt in the immediate area to prevent any further impacts to the object(s). A suitably qualified archaeologist and the registered Aboriginal representatives must be contacted to determine the significance of the objects. The site is to be registered in the Aboriginal Heritage Information Management System (AHIMS) which is managed by EES Group and the management outcome for the site included in the information provided to AHIMS. The Applicant must consult with the Aboriginal community representatives, the archaeologists and EES Group to develop and implement management strategies for all objects/sites. Works shall only recommence with the written approval of EES Group.	
C26	If any unexpected archaeological relics are uncovered during the work, then all works must cease immediately in that area and the Heritage NSW contacted. Depending on the possible significance of the relics, an archaeological assessment and management strategy may be required before further works can continue in that area. Works may only recommence with the written approval of the Heritage NSW.	
C27	All waste generated during construction must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties.	Construction Waste Management Sub-Plan
C28	All waste generated during construction must be assessed, classified and managed in accordance with the Waste Classification Guidelines Part 1: Classifying Waste (EPA, 2014).	Construction Waste Management Sub-Plan
C29	The Applicant must ensure that concrete waste and rinse water are not disposed of on the site and are prevented from entering any natural or artificial watercourse or Council's stormwater system.	Construction Waste Management Sub-Plan
C30	The Applicant must record the quantities of each waste type generated during construction and the proposed reuse, recycling and disposal locations for the duration of construction.	Construction Waste Management Sub-Plan
C31	The Applicant must ensure that the removal of hazardous materials, particularly the method of containment and control of emission of fibres to the air, and disposal at an approved waste disposal facility is in accordance with the requirements of the relevant legislation, codes, standards and guidelines.	Construction Waste Management Sub-Plan
C32	The Applicant must ensure that all external lighting is constructed and maintained in accordance with AS 4282-2019 Control of the obtrusive effects of outdoor lighting.	
C33	Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the preparation of an Independent Audit Program or commencement of an Independent Audit.	

CoC No.	Requirement	Document Reference
C34	Prior to the commencement of construction, an Independent Audit Program prepared in accordance with the Independent Audit Post Approval Requirements (Department 2018), as amended by condition C35, must be submitted to the Planning Secretary and the Certifier.	
C35	Table 1 of the Independent Audit Post Approval Requirements (Department 2018) is amended so that the frequency of audits required in the construction phase is: <ul style="list-style-type: none"> a) An initial construction Independent Audit must be undertaken within eight weeks of the notified commencement date of construction; and b) A subsequent Independent Audit of construction must be undertaken no later than six months from the date of the initial construction Independent Audit. 	
C36	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified above, upon giving at least four weeks notice to the applicant of the date upon which the audit must be commenced.	
C37	Independent Audits of the development must be carried out in accordance with: <ul style="list-style-type: none"> a) the Independent Audit Program submitted to the Planning Secretary and the Certifier under condition C34 of this consent; and b) the requirements for an Independent Audit Methodology and Independent Audit Report in the Independent Audit Post Approval Requirements (Department 2018). 	
C38	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (Department 2018), the Applicant must: <ul style="list-style-type: none"> a) review and respond to each Independent Audit Report prepared under condition C37 of this consent; b) submit the response to the Planning Secretary and the Certifier; and c) make each Independent Audit Report and response to it publicly available 60 days after submission to the Planning Secretary and notify the Planning Secretary and the Certifier in writing at least seven days before this is done. 	
C39	Independent Audit Reports and the Applicant's response to audit findings must be submitted to the Department within 21 days of the date referenced in the Independent Audit Program, unless otherwise agreed by the Planning Secretary.	
C40	Notwithstanding the requirements of the Independent Audit Post Approval Requirements (Department 2018), the Planning Secretary may approve a request for ongoing annual operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that an audit has demonstrated operational compliance.	

Annexure B Revised Environmental Management and Mitigation Measures relevant to this plan

Table 11 Revised Environmental Management and Mitigation Measures relevant to this plan

Requirement	Updated Measures	Application	Document Reference
1. General Project Commitments			
All practical and reasonable measures to prevent and/or mitigate significant adverse impacts on the environment will be implemented.	No change.	Construction and Operation	Construction Environmental Management Plan
All practical and reasonable measures to protect human health and safety for staff, visitors, contractors, construction workers and the general public will be implemented.	No change.	Construction and Operation	Construction Environmental Management Plan
Staging of construction and operation is to be in accordance with Staging Strategy to be submitted to the Department of Planning and Environment which details how development will be staged, including general details of work activities associated with each stage and the general timing of when each stage will commence, and when respective stages will commence operation.	No change.	Pre-construction	Not relevant
2. General Management			
Inductions of contractors and construction workers will include management and mitigation measures outlined in this Table where relevant.	No change.	Construction	Construction Environmental Management Plan
Inductions of staff and visitors will include management and mitigation measures outlined in this Table where relevant.	No change.	Operation	Not relevant
Management during the construction cycle will monitor potential environmental impacts (i.e. noise, dust, Aboriginal and non-Aboriginal heritage, erosion and sediment control, etc.) to ensure impacts on the environment are minimised.	No change.	Construction	Construction Environmental Management Plan
A Construction Environmental Management Plan will be prepared prior to commencement of construction activities and implemented throughout the construction cycle.	No change.	Construction	Construction Environmental Management Plan
Core construction hours will be between 6am to 6pm Monday to Friday and 6am to 1pm on Saturdays with low impact works during extended hours for up to a 10-hour period during Monday to Friday.	Adopt standard hours and extended hours works scheduling, practices and mitigation	Construction	Construction Environmental Management Plan

Requirement	Updated Measures	Application	Document Reference
	measures in accordance with the Extended Work Hours Statement dated September 2019 by Urbanco.		
An Operational Environmental Management Plan will be prepared and implemented for the St Marys Freight Hub that will include details on approvals, management requirement of the development and operating hours of 24 hours per day, 7 days per week.	No change.	Pre-operation and Operation	Not relevant
The operation of plant and equipment (i.e. forklifts, reach stackers) will be maintained and operated in accordance with Australian Standards.	No change.	Operation	Not relevant
3. Air Quality			
<p>The following precautionary management and mitigation measures are to be implemented:</p> <ul style="list-style-type: none"> Minimise exposed surfaces, such as stockpiles and cleared areas, including partial covering of stockpiles where practicable Implement dust suppression measures, such as watering of exposed soil surfaces, dust mesh, water trucks and sprinklers to minimise dust generation Minimise dust generating activities and water stockpiles and exposed areas during adverse weather conditions such as high winds and dry periods Establish hard surfaced haul routes which are regularly damped down and cleaned; Perform regular visual inspections to identify areas that may require watering Establish defined site entry and exit points to minimise tracking of soil on surrounding road Ensure vehicles entering and leaving the site are covered to prevent escape of materials during transport 	No change.	Construction	Construction Noise and Vibration Management Sub-Plan
Best practice management and mitigation measures are to be implemented to prevent and/or minimise airborne particulate.	No change.	Construction and Operation	Construction Noise and Vibration Management Sub-Plan
4. Traffic and Transport			

Requirement	Updated Measures	Application	Document Reference
<p>A Construction Traffic Management Plan is to be prepared by a suitably qualified and experienced person prior to commencing construction works and will include management requirements on the following:</p> <ul style="list-style-type: none"> • number of trucks; • vehicle routes, access and parking arrangements, • hours of operation; • indicative traffic control measures; • Drivers' Code of Conduct; and • detail procedures for notifying any nearby residents of any potential disruptions to routes (if required). 	No change.	Pre-construction	Construction Traffic Management Sub-Plan
The Construction Traffic Management Plan is to be implemented throughout the construction cycle.	No change.	Construction	Construction Traffic Management Sub-Plan Section 2.1
Site construction access will be from Lee Holm Road and Forrester Road.	No change.	Construction	Construction Traffic Management Sub-Plan Section 6.1
Christie Street, Worrington Road and Forrester Road (north of Glossop Street) will not be utilised for operational heavy vehicle movements.		Operation	Not relevant.
Heavy vehicle access is to be from Forrester Road only.		Operation	Not relevant.
5. Aboriginal Cultural Heritage			
<p>The following precautionary management and mitigation measures are to be implemented:</p> <ul style="list-style-type: none"> • Inductions for construction contractors and works will highlight the heritage significance of the site prior to works commencing. • Unexpected Finds Procedures are to be outline in inductions and the steps below are to be followed if any suspected or identified heritage items are identified during construction activities. <ol style="list-style-type: none"> 1. All work should cease in that area and notify a Project Manager or Supervisor immediately of the find; 	No change.	Construction	Construction Environmental Management Plan

Requirement	Updated Measures	Application	Document Reference
<ol style="list-style-type: none"> 2. A 'no-go' zone should be established around the find, using visibility fencing (where applicable); 3. Inform all on-site personnel and staff of the find and the demarcated 'no-go' zone; 4. Contact a qualified archaeologist/heritage consultant to inspect the find and provide recommendations. 5. In the event that human remains are identified, complete steps 1-3. Replace Step 4 by immediately contacting the local police to investigate if the find relates to a criminal investigation. The police may take command of part or all of the site. 6. Once clearance of the site has been given by either the qualified archaeologist/heritage consultant then works may proceed within the 'no-go' zone UNLESS specifically instructed by the professional that no further works can be completed. 			
6. Non-Aboriginal Heritage			
Support retention of existing mature trees to the south of the site (within existing rail reserve) that shield the view of the proposed Freight Hub from the SHR listed St Marys Railway Station	No change.	P Pre-construction, Construction and Operation	Construction Environmental Management Plan
New building and structures are to use neutral colour tones similar to existing surrounding industrial buildings.	No change.	Pre-construction, Construction and Operation	Construction Environmental Management Plan
<p>The following precautionary management and mitigation measures are to be implemented:</p> <ul style="list-style-type: none"> • Inductions for construction contractors and works will highlight the heritage significance of the site prior to works commencing. • Unexpected Finds Procedures are to be outline in inductions and the steps below are to be followed if any suspected or identified heritage items are identified during construction activities. <ol style="list-style-type: none"> 1. All work should cease in that area and notify a Project Manager or Supervisor immediately of the find; 	No change.	Pre-construction and Construction	Construction Environmental Management Plan

Requirement	Updated Measures	Application	Document Reference
<ol style="list-style-type: none"> 2. A 'no-go' zone should be established around the find, using visibility fencing (where applicable); 3. Inform all on-site personnel and staff of the find and the demarcated 'no-go' zone; 4. Contact a qualified archaeologist/heritage consultant to inspect the find and provide recommendations. 5. In the event that human remains are identified, complete steps 1-3. Replace Step 4 by immediately contacting the local police to investigate if the find relates to a criminal investigation. The police may take command of part or all of the site. 6. Once clearance of the site has been given by either the qualified archaeologist/heritage consultant then works may proceed within the 'no-go' zone UNLESS specifically instructed by the professional that no further works can be completed 			
7. Noise and Vibration			
<p>Offer acoustic attention measures to the identified moderately affected residential receivers (six (6) properties in Kalang Street, St Marys as identified in the 'St Marys Freight Hub Noise and Vibration Assessment' dated March 2019 by AECOM) to mitigate operational noise emissions for night time noise levels. Treatments to the identified residential receivers are to include measures such as air conditioning and/or upgraded facade elements to receivers.</p>	<p>Offer acoustic attention measures to the identified marginally affected residential receivers (seventeen (17) properties in Kalang Street, St Marys as identified in the 'St Marys Freight Hub Noise and Vibration Assessment' dated 3 Oct 2019 by AECOM) to mitigate operational noise emissions for daytime and night time noise levels. Treatments to the identified residential receivers are to include measures such as air</p>	Pre-operation	Construction Noise and Vibration Management Sub-Plan

Requirement	Updated Measures	Application	Document Reference
	conditioning and/or upgraded facade elements to receivers.		
Empty container stacking areas will be separated from residential receivers as far as practical to allow proper function of the facility.	No change.	Operation	Not relevant
Soft landing technology for container handling, movement and stacking is to be adopted to minimise handling noise.	No change.	Operation	Not relevant
	Use of rubber dampeners is to be adopted for container handling	Operation	Not relevant
	Erection of a 2.4m acoustic fence along southern boundary to internal access road from Forrester Road.	Operation	Not relevant
The best available equipment will be used to minimise noise levels during operation.	No change.	Operation	Not relevant
The Construction Environmental Management Plan is to be prepared and will include reasonable and feasible safeguards to manage and mitigate any noise emissions and include a framework to manage any complaints from construction noise. Adoption and implementation of noise mitigation measures in the Construction Environmental Management Plan	No change.	Pre-construction and Construction	Construction Environmental Management Plan
Limit construction activity during extended work hours to the area within the site not less than 350m from the nearest sensitive receiver in Kalang Avenue.		Construction	Construction Noise and Vibration Management Sub-Plan
Construction of an acoustic fence along the southern boundary of the heavy vehicle access leg to Forrester Road, as outlined in the AECOM Noise and Vibration Impact Assessment Report. Refer to Appendix 5 .		Pre-operation	Construction Noise and Vibration Management Sub-Plan
8. Air quality			
Locomotive fleet and nonroad diesel vehicles to meet Industry Code of Practice standards.	Operation	Not relevant	
9. Soil and Water			

Requirement	Updated Measures	Application	Document Reference
<p>A Stormwater Management Plan is to be prepared by a suitably qualified engineer prior to the commencement of construction that is generally in accordance with the report titled "St Marys Intermodal— Stormwater Management Report" dated 26 September 2019 by BG&E and is to include:</p> <ul style="list-style-type: none"> relevant standards, requirements and specifications design plans including any water sensitive urban design measures describe the measures to be implemented to maintain the infrastructure 	No change.	Pre-construction	Construction Soil and Water Management Sub-Plan
Stormwater management facilities are to be maintained to ensure ongoing treatment of stormwater flows and water quality.	No change.	Operation	Not relevant
If excavation is required at a depth below 3 metres, additional groundwater monitoring and assessment is to be undertaken at the specific location(s) where excavation is greater than 3 metres below the existing surface	No change.	Pre-construction	Construction Soil and Water Management Sub-Plan
Construction of a bioretention basin to maintain water quality to Penrith City Council Standards.		Construction	Construction Soil and Water Management Sub-Plan
Dewater existing sediment basin in accordance with the Dam Dewatering Plan		Construction	Construction Soil and Water Management Sub-Plan
10. Flooding			
<p>A Flood Evacuation Plan is to be prepared prior to the commencement of operation and is to include:</p> <ul style="list-style-type: none"> procedures for managing flood risk during construction assembly and evacuation points for all buildings evacuation routes and procedures in a flood event. 	No change.	Pre-operation	Flood Emergency Response Sub-Plan
The Flood Evacuation Plan is to form part of inductions of new staff	No change.	Operation	Not relevant
11. Contamination			
Implement the preferred remediation option/s for AEC 1.as presented in the RAP report	Implement the preferred remediation option for PAEC 1 as	Pre-construction / Construction	Construction Waste Management Sub-Plan

Requirement	Updated Measures	Application	Document Reference
	presented in the RAP report		
Undertake the remediation and construction works in accordance with the Interim Environmental Management Plan.		Pre-construction / Construction	Construction Waste Management Sub-Plan
An Unexpected Finds Protocol is to be prepared by a suitability qualified expert prior to commencing construction. The Unexpected Finds Protocol is to form part of the inductions of contractors and construction workers and be included in the Construction Environmental Management Plan.	No change.	Pre-construction	Construction Waste Management Sub-Plan
Any contaminated material identified during construction (if any) will be managed and remediated to EPA and NSW Office of Environment & Heritage Guidelines.	No change.	Construction	Construction Waste Management Sub-Plan
12. Waste Management			
<p>A Construction Waste Management Plan is to be prepared by the contractor prior to commencing construction works and will include waste management requirements on the following:</p> <ul style="list-style-type: none"> • roles and accountabilities • review and amendment • waste management objectives • waste mitigation measures • waste containment and storage • disposal methods 	No change.	Pre-construction	Construction Waste Management Sub-Plan
<p>An Operational Waste Management Plan is to be prepared prior to commencing operation and will include waste management requirements on the following:</p> <ul style="list-style-type: none"> • Generation of domestic waste from personnel. • Inappropriate disposal of hazardous waste. • Generation or spread of contaminated waste e.g. groundwater or chemicals. • Mixing of unusable waste with reusable or recyclable material, leading to disposal of materials that could have been reused or recycled. • Water and soil pollution/contamination due to inadequate waste handling or treatment. • Weed infestation from the uncontrolled dispersion of seeds during operation. 	No change.	Pre-operation and Operation	Not relevant

Requirement	Updated Measures	Application	Document Reference
<ul style="list-style-type: none"> Reduced visual amenity, vermin and odour of the area. Generation of vegetation waste from maintenance of the facility. 			
<p>Operational waste generated on site as classified in NSW Office of Environmental and Heritage's Waste Classification Guidelines will be disposed of properly and the following targets are to be implemented:</p> <ul style="list-style-type: none"> Avoid the unnecessary production of waste during operation through planning with a focus on waste. Minimise / reduce the quantities of resources to be used by avoiding duplication and waste. Establish waste re-use / recycling targets. Dispose of waste materials in accordance with legislative requirements. 	No change.	Operation	Not relevant
<p>Implement a continuous improvement process as part of the Operational Environmental Management Plan to:</p> <ul style="list-style-type: none"> Identify areas of opportunity for improvement of environmental management and performance. Determine the cause or causes of non-conformances and deficiencies. Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies. Verify the effectiveness of the corrective and preventative actions. Document any changes in procedures resulting from process improvement. Make comparisons with objectives and targets. Staff inductions and training program including: <ul style="list-style-type: none"> Relevant legislation. Incident response, management and reporting. Requirements of the waste hierarchy. Waste/recycle storage requirements. Waste reporting requirements. Targeted training in the form of toolbox talks or specific training will also be provided to personnel with a key role in waste and energy management. 	No change.	Pre-operation and Operation	Not relevant

Requirement	Updated Measures	Application	Document Reference
13. Biodiversity			
Detailed design of the Freight Hub will aim to further reduce environmental impacts on native flora and fauna where possible.	No change.	Pre-construction	Biodiversity Management Sub-Plan
Areas of ecological significance identified for conservation will be marked and fenced to ensure protection and conservation during construction.	No change.	Pre-construction	Biodiversity Management Sub-Plan
Clearing of native vegetation is to be contained within the construction footprint.	No change.	Construction	Biodiversity Management Sub-Plan
<p>The Construction Environmental Management Plan and Operational Environmental Management Plan is to include a section on managing native vegetation and include the following details:</p> <ul style="list-style-type: none"> • impact avoidance and mitigation • staff/contractor inductions • clearing procedures and protection zones • weed control • pest management • monitoring 	Added requirement for Dam Dewatering Plan.	Pre-construction and Pre-operation	Construction Environmental Management Plan
Landscaping treatments are to use endemic tree, shrubs and grass species in the sensitive vegetation zones and planting/revegetation will adopt procedures that will not adversely impact on the existing native vegetation.	No change.	Pre-construction and Construction	Biodiversity Management Sub-Plan
Manage, protect and conserve the areas of ecological significance which are to be preserved.	No change.	Operation	Not relevant
14. Bushfire			
<p>The following management and mitigation measures are to be implemented:</p> <ul style="list-style-type: none"> • Ongoing maintenance of Asset Protection Zones • Construction of proposed and future buildings are to meet relevant Bushfire Attack Level (BAL) construction standards. • Provision of a water supply that complies with AS 2419.1 – 2005 Fire Hydrant Installations - System Design, Installation and Commissioning • Gas and electricity services are to be installed to Planning for Bushfire Protection standards 	No change.	Pre-construction, Construction, Pre-operation and Operation	Construction Environmental Management Plan

Requirement	Updated Measures	Application	Document Reference
<ul style="list-style-type: none"> A Fire Emergency Response and Evacuation Plan is to be prepared prior to operation and form part of the induction for staff. 			
15. Hazard and Risks			
<p>The Construction Environmental Management Plan is to include a section on minimising hazards and risks, including:</p> <ul style="list-style-type: none"> Procedures for safe removal of asbestos Provision for safe access and egress for emergency service personnel and workers An Incident Response Plan including a Spill Management Procedure 	No change.	Construction	Construction Environmental Management Plan
Transport of goods is to be in accordance with the Australian Code for Transport of Dangerous Goods by Road and Rail (Dangerous Goods Code).	No change.	Operation	Not relevant
16. Landscape and Visual Assessment			
<p>During construction the following measures are to be implemented:</p> <ul style="list-style-type: none"> Dust is to be controlled in response to visual signs Areas of soil disturbed by the project would be rehabilitated progressively or immediately post-construction Night lighting (if used) is to be minimised and directed away from residential areas to the south of the site 	No change.	Construction	Construction Noise and Vibration Management Sub-Plan
Where practical materials, colours and finishes of buildings and structures are to be non-reflective and in keeping with the materials and colouring of existing infrastructure or of a colour that will blend with the surrounds.	No change.	Operation	Not relevant
<p>A tree screen is to be planted in the location recommended in the "Visual Impact Assessment – St Marys Freight Hub" dated February 2019 by NGH Consulting. Plantings are to be:</p> <ul style="list-style-type: none"> One row deep and where practical planted on the inside of the boundary fence The plant species to be used in the screen are recommended to be native, and fast growing, with spreading habit and having a mature height of 10-11m 	No change.	Operation	Not relevant

Requirement	Updated Measures	Application	Document Reference
<ul style="list-style-type: none"> Species selection could be undertaken in consultation with a botanist or landscape architect Initial establishment of screening is to be within 2 months of completion of construction 			
Landscaping treatments are to use endemic tree, shrubs and grass species where practical.	No change.	Construction	Biodiversity Management Sub-Plan

Annexure C Traffic Plans and Implementation

TCP #	Location	From	To	Timing	Traffic control	Works	Impacts
FOR-01 (PMP and VMP)	Forrester Rd	50m south of Harris St	50m north of Harris St	24hr	Construction Access	Works on site	No impacts to traffic or pedestrians
TCP-FOR-02	Forrester Rd	50m south of Harris St	50m north of Harris St	Day works	Slow lane closure & pedestrian diversion	Preparation of Construction Access and Construction of operational access	Some impact to traffic as one lane two-way with stop-slow controls
TCP-FOR-03	Forrester Rd	50m south of Harris St	50m north of Harris St	Day works or out of hours	Shoulder closure & pedestrian diversion	Works on site or out of hours	Minimal impacts to traffic as travel lanes maintained. Pedestrian detoured across roadway with signs
TCP-FOR-04	Forrester Rd	50m south of Harris St	50m north of Harris St	Intermittent	Traffic control during peak periods	Internal Works on site	Minimal impact to traffic as intermittent stop-slow controls
LHR-01 (PMP and VMP)	Lee Holm Rd	150m north-west of Maxim PI	100m north - east of Maxim PI	24hr	Construction Access	Internal Works on site	No impacts to traffic or pedestrians
TCP-LHR-02	Lee Holm Rd	150m north-west of Maxim PI	100m north - east of Maxim PI	Day works	Slow lane closure & pedestrian diversion	Preparation of Construction Access and Construction of operational access	Some impact to traffic as one lane two-way with stop-slow controls
TCP-LHR-03	Lee Holm Rd	150m north-west of Maxim PI	100m north - east of Maxim PI	Intermittent	Traffic control during peak periods	Internal Works on site	Minimal impact to traffic as intermittent stop-slow controls

CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN

Responsibilities

Traffic Manager

- This plan shows the arrangements to be used on a day-day basis.
- Make the decision on the use of this layout during the course of the works.
- Periodically review traffic conditions and this TCP.
- Drivers to give way to traffic and pedestrians.
- Ensure signs are in good condition prior to and during works.
- Ensure neighbouring accesses, bus stops and footpaths are clear at all times.
- Lookout person may be used when there may be a heightened risk to public.

Traffic Spotter (if required)

- To watch out for and warn workers of approaching traffic and pedestrians.
- Do not work unless signs are uncovered / installed.
- The lookout person must not direct traffic (see TCP for Traffic Controllers)
- Look-out person may assist pedestrians if required.

Devices and Signs

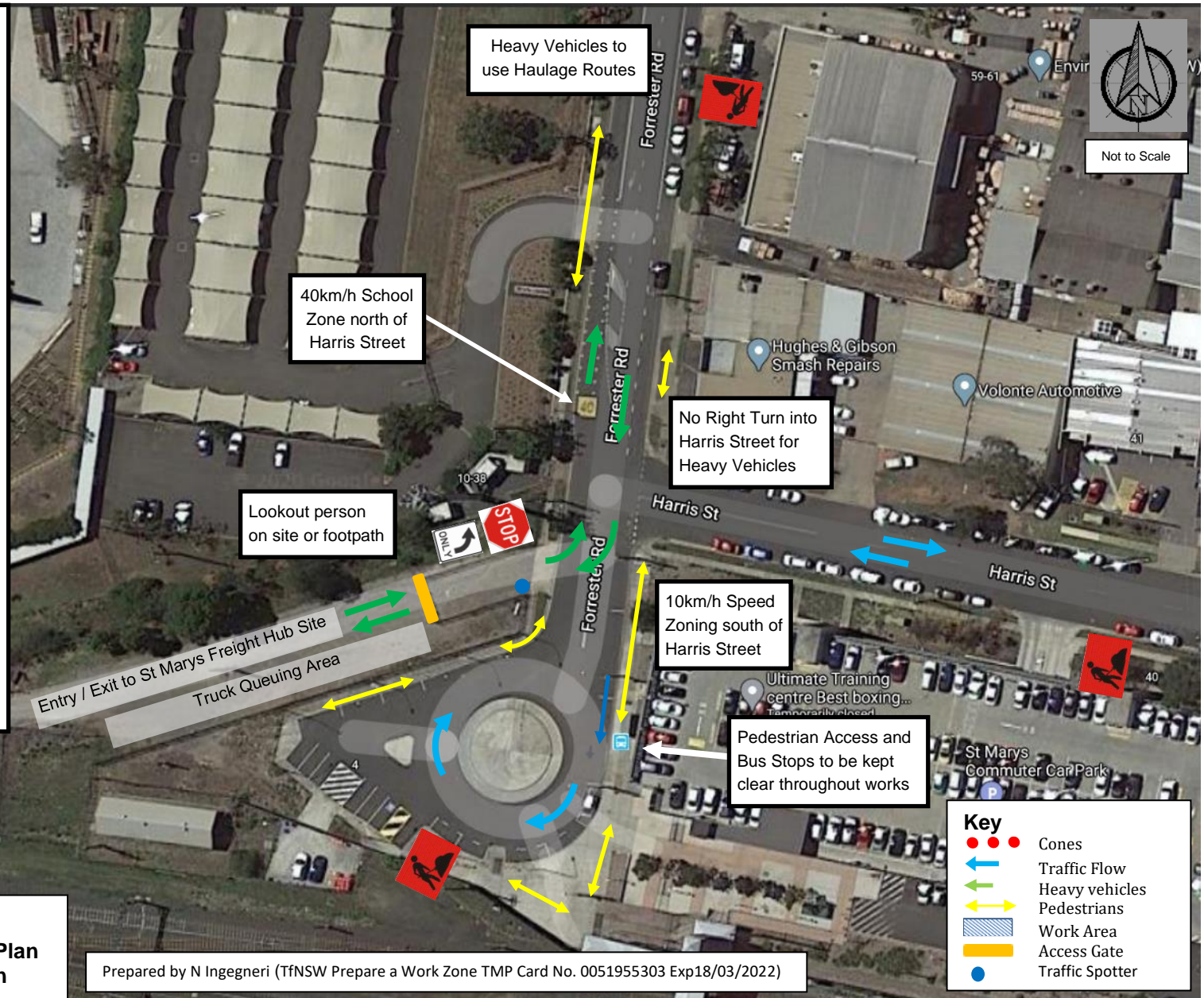
- Dm is based on 50km/h. This must be revised if actual speeds are higher.



Locate signs in Harris Street & Forrester Road 100m prior to access. Station sign as shown.

Forrester Road, St Marys FOR-01 - Vehicle Management Plan and Pedestrian Management Plan

Prepared by N Ingegneri (TfNSW Prepare a Work Zone TMP Card No. 0051955303 Exp18/03/2022)



CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN

Responsibilities

Traffic Manager

- Make the decision on the use of this layout during the course of the works. This plan shows the arrangements to be used during roadworks.
- Periodically review traffic conditions and this TCP.
- Drivers to give way to traffic and pedestrians.
- Ensure signs are in good condition prior to and during works.
- Ensure neighbouring accesses, bus stops and footpaths are clear at all times.
- Notify schools, residents and businesses in the area of the works.
- Obtain ROL from Council for road occupancy and speed authorisation.
- If delivery vehicles are required to reverse near people ensure that they must be fitted with working reversing alarms, lights & a look-out person must be used.

Lookout Person

- To watch out for and warn workers of approaching traffic and pedestrians. May be supplied with a whistle to attract attention of workers.
- Ensure the driveways are kept clear of trucks and assist pedestrians if required.

Traffic controllers

- Traffic controllers must be used during footpath / roadworks and directly control one lane two-way traffic flow.
- Must show T1-18 and T1-34 signs when traffic controllers are being used.
- Traffic controllers must stand facing traffic so you can be seen for a minimum of 2Dm in advance of oncoming traffic. Traffic controllers to always stand so that a clear escape path is available.
- Traffic Controller at Bus Stop to assist buses in 5:00-8:30am.
- Footpath closed signs must only be used when footpath is closed. Remove signs when not in use. Traffic controllers to assist and direct pedestrians as required.

Devices and Signs

- Dm is based on 50km/h. This must be revised if actual speeds are higher. Place cones at 4m spacings.



T1-5 150m & T1-18 100m prior to controller position

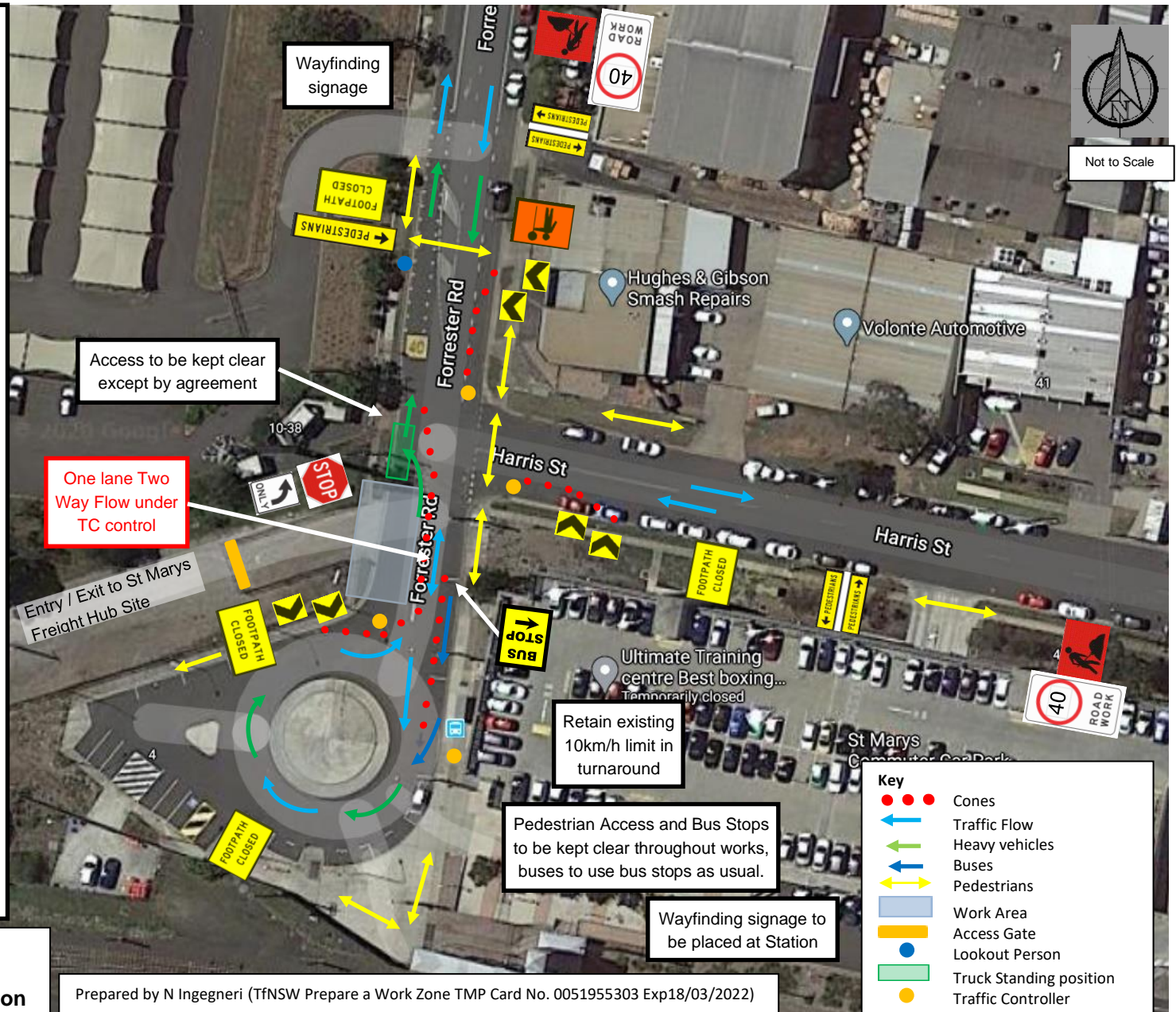


T1-34 sign 50m prior to controller position



T8-4 at footpath closure (use with barrier board)

Forrester Road, St Marys TCP-FOR-02 – Works on Footpath / Kerb with Lane Closure and Pedestrian Diversion



CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN

Responsibilities

Traffic Manager

- Make the decision on the use of this layout during the course of the works. This plan shows the arrangements to be used during works on path / kerb and gutter.
- Periodically review traffic conditions and this TCP.
- Drivers to give way to traffic and pedestrians.
- Ensure signs are in good condition prior to and during works.
- Ensure neighbouring accesses, bus stops and footpaths are clear at all times.
- Notify schools, residents and businesses in the area of the works.
- Obtain ROL from Council for road occupancy.
- If delivery vehicles are required to reverse near people ensure that they must be fitted with working reversing alarms, lights & a look-out person must be used.

Lookout Person

- To watch out for and warn workers of approaching traffic and pedestrians. May be supplied with a whistle to attract attention of workers.
- Ensure the driveways are kept clear of trucks and assist pedestrians opposite Harris St.

Traffic controller

- Traffic controllers must be used during footpath / roadworks.
- Must show T1-18 and T1-34 signs when traffic controllers are being used.
- Traffic controllers must stand facing traffic so you can be seen for a minimum of 2Dm in advance of oncoming traffic. Traffic controllers to always stand so that a clear escape path is available.
- Traffic Controller at Bus Stop to assist buses in 5:00-8:30am.
- Footpath closed signs must only be used when footpath is closed. Remove signs when not in use. Traffic controllers to assist and direct pedestrians as required.

Devices and Signs

- Dm is based on 50km/h. This must be revised if actual speeds are higher. Place cones at 4m spacings.



T1-5 150m & T1-18 100m prior to controller position

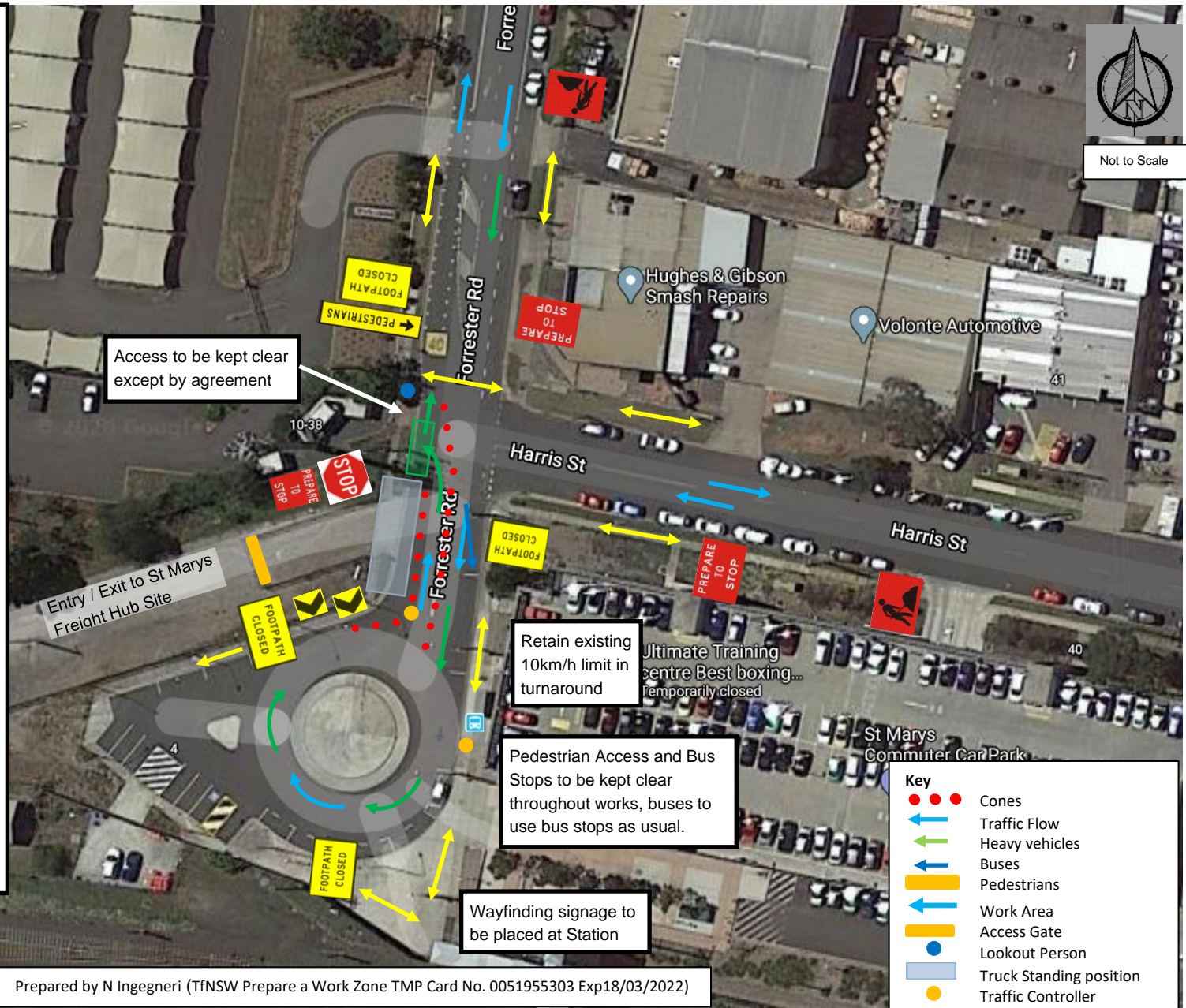


T1-34 sign 50m prior to controller position



T8-4 at footpath closure (use with barrier board)

Forrester Road, St Marys TCP-FOR-03 – Works on Footpath / Kerb with Pedestrian Diversion



Responsibilities

Traffic Manager

- This plan shows the arrangements for traffic controllers during peak haulage or minor footpath works (no work on road).
- Make the decision on the use of this layout during the course of the works.
- Periodically review traffic conditions and this TCP.
- Drivers to give way to traffic and pedestrians.
- Ensure signs are in good condition prior to and during works.
- Ensure neighbouring accesses, bus stops and footpaths are clear at all times.

Traffic controller

- Traffic controllers must be used during periods of peak truck haulage to ensure safety.
- Must show T1-18 and T1-34 signs when traffic controllers are being used.
- Traffic controllers must stand facing traffic so you can be seen for a minimum of 2Dm in advance of oncoming traffic.
- Traffic controllers to always stand so that a clear escape path is available.

Devices and Signs

- Dm is based on 50km/h. This must be revised if actual speeds are higher.
- Place cones at 4m spacings.

T1-5 150m & T1-18 100m prior to controller position

FOOTPATH CLOSED

T1-34 sign 50m prior to controller position

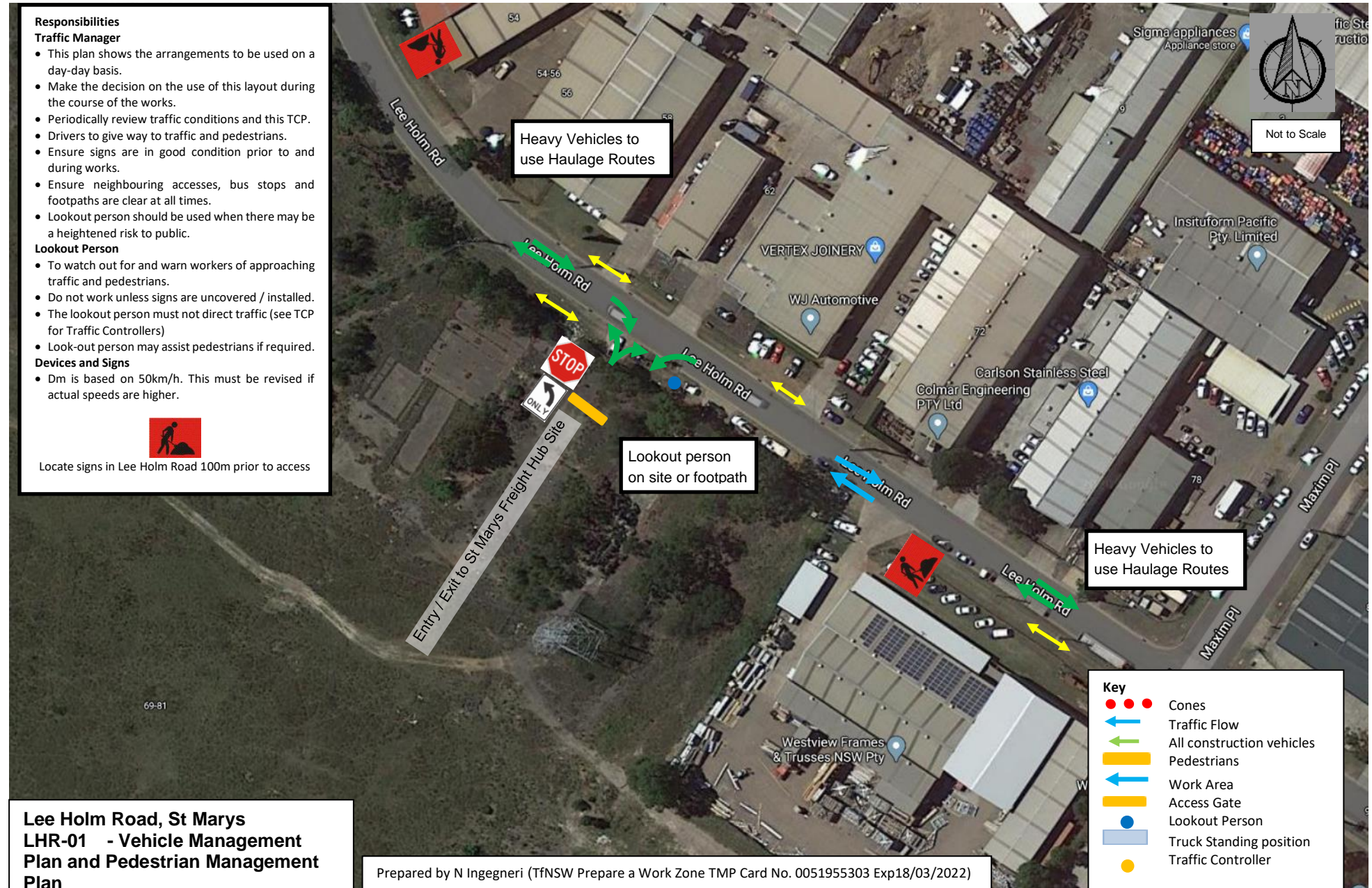
Key

- Cones
- Light Vehicles only
- All construction vehicles
- Pedestrians
- Work Area
- Access Gate
- Traffic Controller

Forrester Road, St Marys
TCP-FOR-04 - Traffic Controllers
during peak haulage periods

Prepared by N Ingegneri (TfNSW Prepare a Work Zone TMP Card No. 0051955303 Exp18/03/2022)

CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN



CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN

Responsibilities

Traffic Manager

- Make the decision on the use of this layout during the course of the works. This plan shows the arrangements to be used during works on path / kerb and gutter.
- Periodically review traffic conditions and this TCP.
- Drivers to give way to traffic and pedestrians.
- Ensure signs are in good condition prior to and during works.
- Ensure neighbouring accesses, bus stops and footpaths are clear at all times.
- Notify schools, residents and businesses in the area of the works.
- Obtain ROL from Council for road occupancy and speed authorisation.
- If delivery vehicles are required to reverse near people ensure that they must be fitted with working reversing alarms, lights & a look-out person must be used.

Lookout Person

- To watch out for and warn workers of approaching traffic and pedestrians. May be supplied with a whistle to attract attention of workers.
- Ensure the driveways are kept clear of trucks and assist pedestrians if required.

Traffic controller

- Traffic controllers must be used during footpath / roadworks and directly control one lane two-way traffic flow.
- Must show T1-18 and T1-34 signs when traffic controllers are being used.
- Traffic controllers must stand facing traffic so you can be seen for a minimum of 2Dm in advance of oncoming traffic. Traffic controllers to always stand so that a clear escape path is available.
- Footpath closed signs must only be used when footpath is closed. Remove signs when not in use. Traffic controllers to assist and direct pedestrians as required.

Devices and Signs

- Dm is based on 50km/h. This must be revised if actual speeds are higher. Place cones at 4m spacings.



T1-5 150m & T1-18 100m prior to controller position

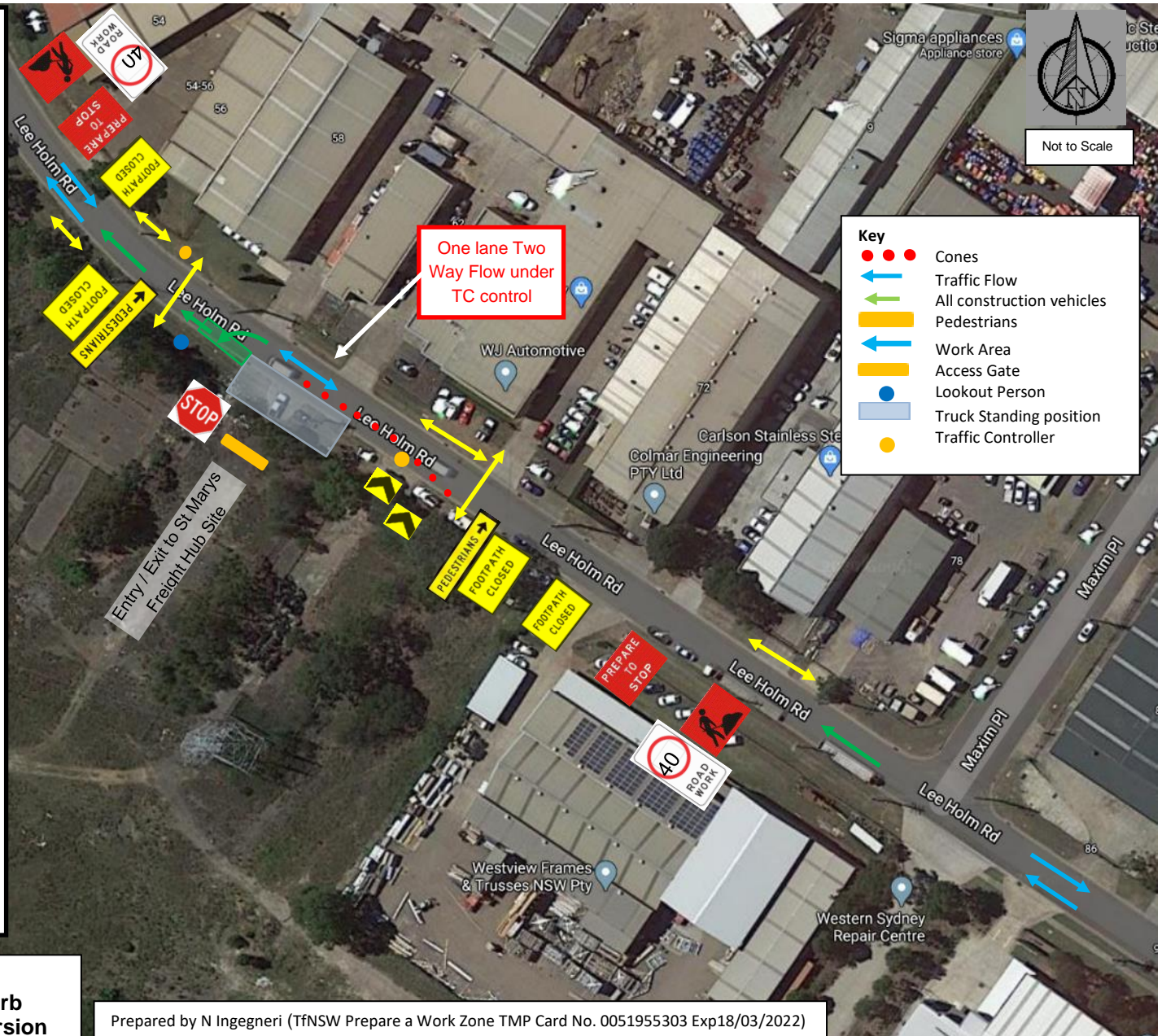


T1-34 sign 50m prior to controller position



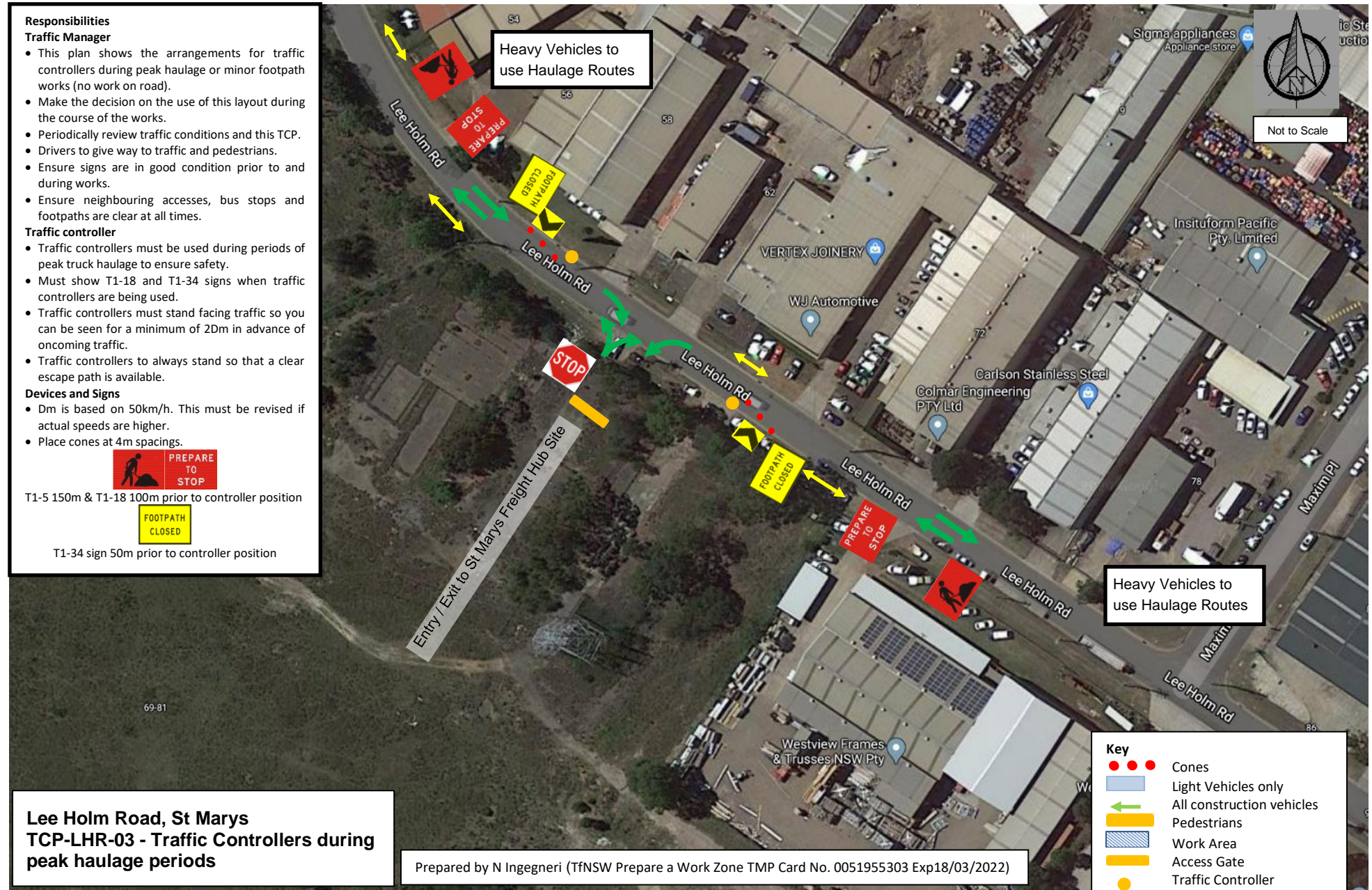
T8-4 at footpath closure (use with barrier board)

Lee Holm Road, St Marys
TCP- LHR -02 – Works on Footpath / Kerb
with Lane Closure and Pedestrian Diversion



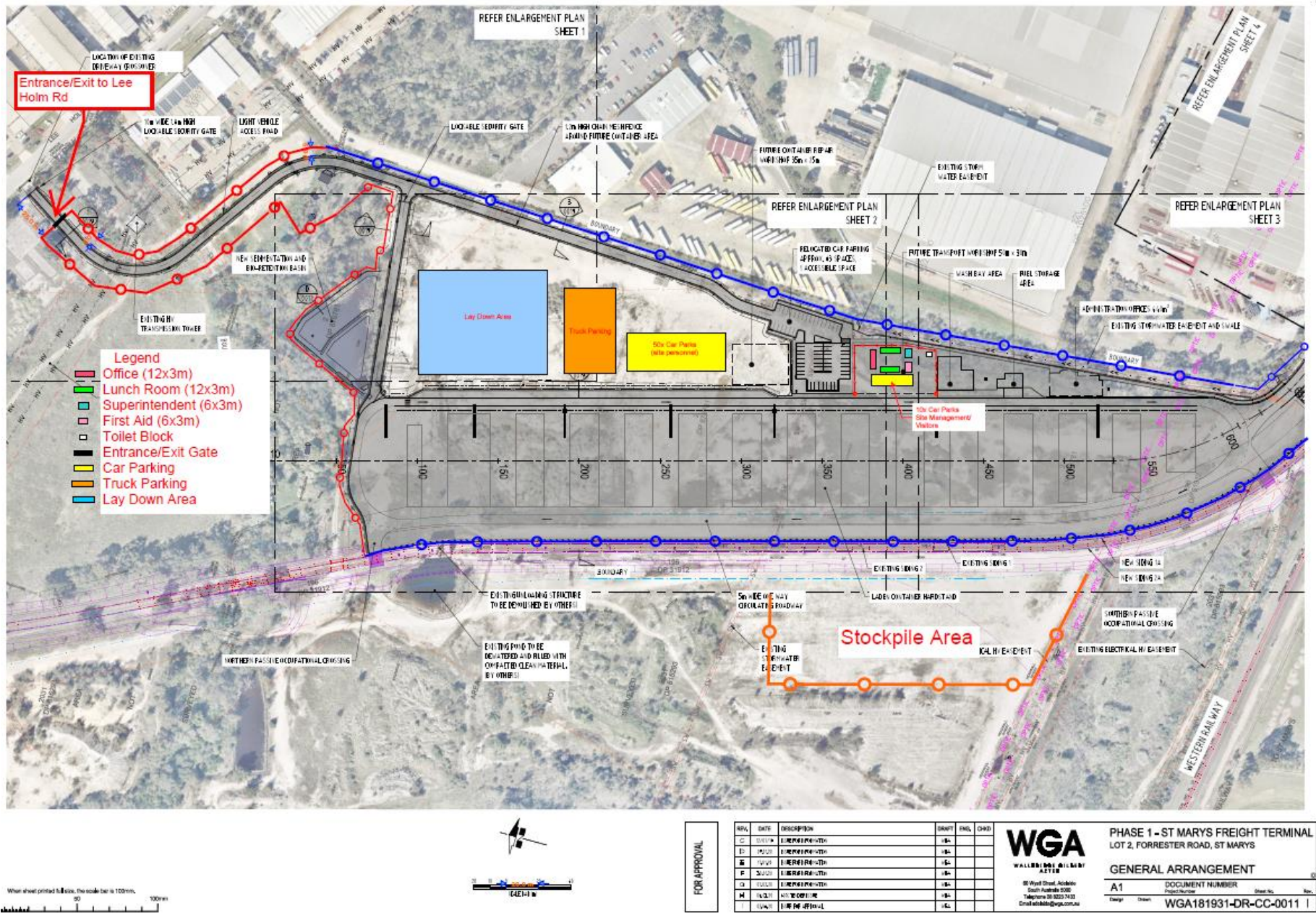
Prepared by N Ingegneri (TfNSW Prepare a Work Zone TMP Card No. 0051955303 Exp18/03/2022)

CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN



Annexure D Construction Site Plan and Access Swept Paths

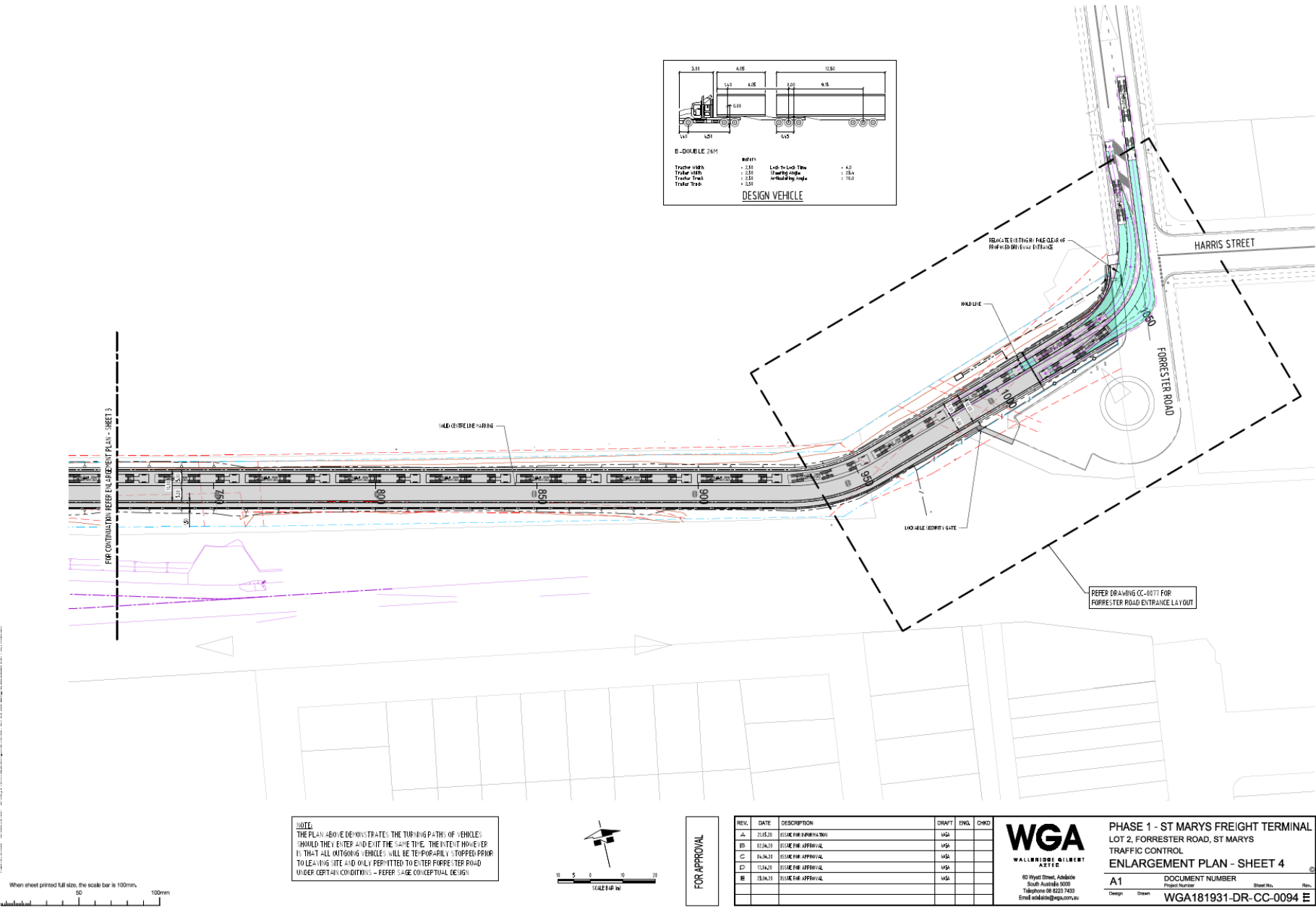
CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN



CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN



CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN



Annexure E Traffic Management and Drivers Code of Conduct

Traffic Code of Conduct

This Traffic Management and Drivers Code of Conduct will be applied to all traffic and transport construction activities associated with project.

This Code applies to all employees and contractors accessing or making project related deliveries to the site, with emphasis placed on delivery vehicles and oversize / over mass deliveries during the construction phase.

Objectives

The objectives of the code are:

- To ensure safe and effective transport to, around and from the site;
- To minimise the impacts of earthworks and construction on the local and regional road network;
- Minimise disruption to traffic networks;
- Minimise disruption to road users; and
- Minimise disruption to neighbouring properties.

Implementation

Traffic management for the project site will need to be in accordance with Roads and Maritime's Traffic Control at Work Sites Manual and modified to site-specific conditions. Any changes to traffic through or around a work site or temporary hazard will require Traffic Control Plans (TCP), Vehicle Movement Plans (VMP) and Pedestrian Management Plans (PMP) that has been designed and approved by Roads and Maritime-accredited personnel with the appropriate and current qualification as outlined in Roads and Maritime QA specification G10 Traffic Management Clause 1.5.3.

Transport Management Responsibilities

Managers Responsibilities

- Ensure that the site-specific CTPMSP is being correctly and safely implemented.
- Correctly accredited personnel are implementing TCPs, VMPs and PMPs.
- Ensure that the project is following the project and council-specific guidelines.
- Notify and collaborate with stakeholders, Council and transport agencies affected by the project.
- Additional and more detailed responsibilities must be defined in the site-specific CTPMSP.
- To ensure the vehicle movements per day in EIS are not exceeded.
- Schedule local deliveries to site during standard work hours to mitigate safety problems on local roads and reduce disturbance for residences.
- To ensure skip bins and construction material laydown / storage areas will be kept inside the project and will not be used to obstruct public passage.
- Transport deliveries will be scheduled to minimise platoons and convoys of vehicles along public roads.

- Respond to complaints regarding haulage in a timely manner. To make drivers aware of school zones along haulage route.
- To make drivers aware of site protocol around school buses.
- Minimise haulage between school pick up and drop off times.

Heavy Vehicle Drivers Responsibilities

- Always obey road rules.
- Follow the haulage routes defined in this CTPMSP.
- Notify site contact/escort of arrival.
- Follow instructions from site contact / escort and traffic controllers to access the site or perform manoeuvres specified in a TCP, PMP or VMP.
- Follow instructions from site contact/escort, including directions to nominated laydown or holding areas.
- Read, understand and follow this code and site-specific CTPMSP and any other relevant project documentation regarding road safety and traffic management.
- Drivers not to overtake stopping school bus that may have kids disembarking.
- Drivers entering or leaving the site with loads will have their loads covered.
- Mud tracking on public roads is to be avoided. If mud tracking on public road is detected the site supervisor is to be contacted immediately to clean up with sweeper.
- Avoid compression braking near sensitive receivers and in built up areas.

Traffic Controllers Responsibilities:

- Operating gate controls to log vehicle movements outside of hours and take action where necessary.
- Ensure heavy vehicles are directed within the site and use the designated queuing areas within the site.
- Must be certified with a Roads and Maritime Traffic Control certification.
- Act within the requirements of the RMS Certification.
- Must ensure that the TCPs, VMPs and PMPs are implemented safely and correctly and in accordance with RMS guidelines.

All Workers

- Workers are not to park on residential streets around the work area.
- Workers should use public transport where possible or use onsite parking facilities.

Drivers Code of Conduct

General Driver Code Requirements

The operators of all vehicles associated with the Project must obey the following requirements.

- Obey all laws and regulations.

- Ensure that you have a copy of your Road Authority permits.
- All vehicles must have registration with an applicable Road Authority
- Drive with head lights on during daylight hours for increased visibility.
- Adhere to the approved hours of work
- Always cover or tie down loads.
- Always give way to pedestrians and cyclists at designated crossings or where they have right of way.
- Do not queue across intersections.
- Wear seatbelts at all times.
- Obey the sign posted speed limits.
- Avoid compression braking near sensitive receivers and in built up areas.
- Avoid the use of sounding of horns and reversing alarms to minimise traffic generated noise.
- Take extra precaution during school periods.
- Obey school speed zones.
- Do not queue or idle on public roads or adjacent to sensitive receivers.
- Drive defensively and with care to avoid accidents and sudden stops, i.e. allow sufficient room between vehicles and consider weight of load
- Do not park, layover or queue on public roads.
- Never drive between machines when they are being unloaded.
- Stick to the identified access tracks onsite.
- Follow all on-site signage (directional and speed).
- Obey directions of Police, TMC and other authorities.
- Undertake appropriate induction training where required as part of your task.
- Read and sign the toolbox when entering site.

Haulage Routes and Timing of Transport

All large vehicles associated with the project will follow the designated haulage routes and main roads near the project area to minimise impact to local roadways and road users. A map of the primary haulage routes highlighting critical locations is attached.

Drivers are to ensure that you use the appropriate haulage route for your vehicle type in accordance with project's consent conditions, the CTPMSP and Road Authority Permits. The route approved on the permit for the particular load / time and day from the road authority must be followed.

Timing of transport will be scheduled to minimise disruption to local traffic or result in safety risks. The timing of the deliveries must meet with the requirements of any permits, conditions of consent, OSOM permit, any OOH permits (where relevant) and ROL (where a licence applies to the delivery).

In order to minimise development-related traffic on the public road network outside of standard construction hours:

- Scheduling of deliveries and movements to / from site within construction hours.
- Operating gate controls to log vehicle movements outside of hours and take action where necessary.
- Only implementing out of hour movements when necessary and permitted.

Earthworks and Construction Impacts

- During internal construction and earthworks, a rumble grid shall be installed prior to vehicles exiting the road if there is the potential to track mud/soil onto the surrounding roads,
- Street sweepers will be on call during earth work activities. Any spilt material to public areas, including roads, will be cleaned and removed immediately.

Behavioural Requirements

The operators of all vehicles associated with the Project would maintain a high level of conduct and respect for other road users. The following requirements will be exercised.

- Obey all the laws and regulations.
- Not drive whilst under the influence of alcohol, drugs, nor any medication which may affect their ability to drive.
- Be medically fit to drive at all times and must inform site co-ordinators if they have any medical condition which may affect their ability to drive.
- Drive in a considerate manner at all times and respect the rights of others to use and share the road space.
- Report all vehicle defects to their employer.
- Serious defects must be corrected immediately, or an alternative vehicle supplied.
- Any vehicle accident resulting in injury/or damage to property must be reported to the police.
- Report any near misses.
- Securely fasten and cover loads as appropriate.
- Keep vehicles clean and in good mechanical condition to reduce the environmental impact.

The transport contractor is to develop and implement:

- safety initiatives for haulage through residential areas and/or school zones (incorporating the requirements in the CTPMSP and code;
- a maintenance program for the heavy transport vehicles that is consistent with these safety requirements;
- OSOM vehicle operations must
 - have a Chain of Responsibility (CoR) Management Plan;
 - prepare a Transport Management Plan (TMP) for OSOM vehicle routes;
 - obtain a permit and approval.

Vehicle Noise Emission

Vehicle noise includes noise from exhaust systems, horns, brakes, engine and sound systems. To combat the emissions of noise the following must be observed.

- No use of compression brakes shall be permitted for construction vehicles associated with construction near the subject site.
- The horn will only be used as a warning device.
- Australian Road Rule 291 requires that vehicles do not emit 'unnecessary noise or smoke' such as that from intentional wheel spins and doughnuts.
- Operators must comply with notices issued following noise checks on heavy vehicles at heavy vehicle inspection stations.
- Complaints registered with the contractor regarding noise emission will be logged and investigated.

Managing Fatigue

Fatigue management is a very important component of haulage, in particular Over Size / Over Mass haulage. The National Heavy Vehicle Regulator has set out guidelines for managing driver fatigue. Fatigue minimisation strategies should be adopted by transport contractors for journeys over two hours in duration.

- Schedule journeys carefully to avoid night driving and those times of day when falling asleep is most likely (2am – 6am).
- Ensure that the driver is well rested prior to commencing their journey.
- Plan when and where to take rests of at least ten minutes every two hours.
- Take into account road hazards and weather conditions.
- Adhere to the legal restrictions on driving times, distances, drug and alcohol consumption.
- Allow for unexpected delays.
- Know what to do in case of an emergency.
- Notify supervisor upon arrival at the final destination.
- Should Over Size / Over Mass haulage be required across long distances then the appointed Haulage Contractor will develop a Fatigue Management system as described by the NHVR.

Workplace Safety

Drivers have a duty to apply safe work practices for both personal safety and the safety of others. Under no circumstances is the driver to endanger or jeopardise the safety of another for the sake of being time efficient or for any other reason. Drivers must inform the contractor of any unsafe work practices, near misses or incidents/injuries and cooperate in any investigation carried out by the contractor or authorities.

Maintenance Requirements

The operators of all vehicles associated with the Project would maintain a high level of maintenance. The following requirements would be exercised at all times:

- ensure their vehicle complies with relevant State legislation in relation to roadworthiness and modifications;
- undergo regular vehicle checks and maintenance; and

- ensure their vehicles have correctly fitted mufflers to minimise noise disturbance.

Licences

Drivers must have the appropriate Driving and Dangerous Goods Transport Licences for the works they are executing. Licences must be renewed prior to the expiry date and shall be available to the contractor and Authorities at all times.

Where a licence has been cancelled the subcontractor or supplier is to inform the contractor of the situation immediately, failure to do so may result in termination of employment or contract agreement.

School Zones

School zones are located in vicinity of the site at the following locations.

- Forrester Road south of Glossop Street and immediately north of Harris Street (8:00am-9:30am and 2:30pm-4:00pm school days only).
- Mamre Road extending approximately 60 metres north and south of the Saddington Street intersection (8:00am-9:30am and 2:30pm-4:00pm school days only).

When travelling along these routes drivers must be made aware of the potential to encounter school aged children, 40km/h speed zone and school related traffic including pick up / drop off of students. Drivers must reduce their speed and adhere to safe driving practises at all times.

Speed Limits

All personnel will adhere to site and public road vehicle speed limits. Along external routes, speed limits will be observed as signposted unless driving conditions or restrictions imposed on the personnel or vehicle to drive at a lower speed.

In situations where driver's visibility and traffic safety on public roads is affected by weather related conditions such as heavy rainfall or fog, construction vehicles should reduce their speed limit until visibility and traffic safety has improved.

Internal traffic movements will be restricted to a maximum of 25km/hr on site and 10km/h around personnel and within the Construction Compound or as otherwise signposted.

Complaint Resolution and Disciplinary Procedure

All traffic related complaints will be managed in accordance with the Project complaints handling procedures described in the Environmental Management Strategy. Complaints will be investigated and a report prepared on the circumstances of the complaints, risks arising and any non-compliance with project procedures. Failure to comply with any procedures for safe transport may result in dismissal of specific operator(s) from the project.

Non-conformance

In the event a driver refuses or is seen wilfully breaching this Code then a non-conformance will be issued to the relevant subcontractor or supplier; if the driver will not change their behaviour then termination of those services may take effect.

Misconduct

Repeated offences relating to infringements of this code, general driving safety requirements, tampering with vehicle equipment and/or complaint regarding the services provided may result in termination of employment or services.

Community Consultation for Peak Haulage Periods

Community consultation in relation to traffic and access will include on-going consultation with relevant stakeholders including, local landholders, emergency services, business owners, other major projects in the area and school bus companies. Community engagement is to be undertaken in consultation with the Community Officer not between drivers, contractors and the public.

Liaison activities may include:

- notifications, prior to commencement of any significant works, to local residents, local newspapers, and on the project website; and
- notifications on a case by case basis as construction progresses, including via the project website, shop front, local councils, local residents and newsletters.

Biosecurity

All personnel must adhere to the site biosecurity plan and the provisions of the *Biosecurity Act 2015*.

- Vehicles must be certified weed and seed free prior to entering the site. At a minimum, radiator airways, the underbody of track propelled machinery and the underbody of vehicle and tires must be cleaned before entry into a property, to minimise the risk of infectious material or weed seeds being carried in mud etc. which may become dislodged on the Site
- All vehicles must remain of formed roads unless express permission is sought from the Project Manager.
- If vehicles must traverse through areas of known weed infestation, then this can only occur when the weeds are not seeding.

Annexure F Stakeholder Correspondence

Table Stakeholder Feedback and Response

Agency	Comment ID	Comment	Response	Document Reference
Penrith City Council	1	Section 6.2 of the document states that there will be minimum 12 hour shifts for construction; section 8.4 lists the approved construction hours as 7 a.m. to 6 p.m. Monday to Friday. The construction shifts and hours of normal construction traffic to and from the site should be in accordance with the approved construction hours in the consent.	Report updated to reflect approved hours.	Section 6.2
Penrith City Council	2	Has the bus operator been consulted with regarding the access arrangements at the end of Forrester Road, if not you must consult with them prior to approval and provide any comments that they have.	Busways have been consulted.	Annexure F
Penrith City Council	3	The details of the accredited traffic controller preparing the Traffic Control Plans (TCPs) shall be included on the TCP's including their current RMS Prepare a Work Zone and Traffic Management Plan card number.	Plans have been updated to include this information.	Annexure C
Penrith City Council	4	The Lee Holm Road access (TCPs LHR 01 02 & 03) is shown to be via the CDC bus depot access driveway. Council requires that you provide evidence of written approval from the adjoining landowner prior to access being permitted from Lee Holm Road.	Access via site driveways not CDC site.	n/a
Penrith City Council	5	A full-time traffic controller shall be in place at the Forrester Road driveway access for all construction traffic accessing the site for the safety of pedestrians and vehicles, particularly those using St Marys train station given its close proximity. (TCP FOR-01)	The Contractor will assess the need of a traffic controller on the Forrester Road driveway access on a day to day basis depending on the number and frequency of heavy vehicles planned to use the driveway access.	Annexure C
Penrith City Council	6	The access gates into the site must be located a suitable distance within the site so that all queuing for construction vehicles accessing the site at one time are contained wholly within the boundaries of the site. (e.g. up to four 19 metre truck and dog combinations could potentially arrive at one time therefore the gate must be located at least 80 metres into the site)	Access gates would be open to entering / exiting vehicles. The on-site area is sufficient to accommodate the parking of construction worker vehicles and to store trucks waiting to load or unload (such as for concrete pours). The site driveways have more than 100m length for queuing and gates would not be closed during the works. Sign in and security would be set back within the site.	Section 6.2 Section 6.3

Agency	Comment ID	Comment	Response	Document Reference
Penrith City Council	7	The traffic control plans for work outside the site including road closures and construction of the driveway accesses are not approved under the construction traffic management plan. These TCPs shall be approved via a separate application to be submitted to Councils Assets section for the approval of these traffic control plans.	Noted	n/a
Penrith City Council	8	No details have been provided regarding the number of on-site parking that will be made available for site workers. A dimensioned plan should be provided showing the location of parking spaces and where it will be placed around siteworks/stockpiles and the proposed building envelope to ensure it is feasible.	Report updated and site plan prepared.	Section 6.3 Annexure D
Penrith City Council	9	Similarly, for the heavy vehicle parking spaces a dimensioned plan is required showing the locations of these parking spaces.	Site plan prepared.	Section 6.2 Annexure D
Penrith City Council	10	Swept path analysis should also be provided demonstrating that the largest heavy vehicles accessing the site will be able to enter and exit the site in a forward direction.	Swept paths prepared and referenced in report.	Annexure D Section 6.1

Agency	Comment ID	Comment	Response	Document Reference
Penrith City Council	11	Given the width and current traffic conditions on Lee Holm Road and approaches to it, all construction vehicle access should be from Forrester Road as Lee Holm road is not considered suitable.	<p>Access is proposed via Lee Holm Road (north of the site) and Forrester Road south of the site).</p> <p>Traffic management measures including traffic control, signage, the use of certified traffic staff would be used at both accesses to ensure safety, operation and amenity for the community.</p> <p>Transport and Driver Codes of Conduct address community safety and amenity along haulage routes and at accesses.</p> <p>Lee Holm Road is an industrial standard road and considered suitable for use by a variety of construction vehicles. The access can be constructed and safely managed for use by larger vehicles.</p> <p>The sight lines to/from potential access driveway on Lee Holm Road is suitable for design speeds above the posted speed limit.</p> <p>The estimated volume of vehicles is less than the expected traffic generation in the operational phase and consists of a smaller average mix of vehicle sizes. The estimated number of vehicles would be distributed between the two accesses for the majority of the works thereby lessening the impact on haulage routes.</p> <p>Lee Holm Road is an approved 25/26m B-double route. The site would generate a mix of heavy vehicles.</p> <p>Two accesses would ensure the shortest and most appropriate route to / from the site and the State Road Network.</p>	Section 6.1 Section 7.1.1
Penrith City Council	12	Consideration should be given to the routes for construction vehicles to be via the Erskine Park Road exit from the M4 and using the Great Western Highway and Glossop Street to get to the site and leaving the site via Forrester Road and continuing north to avoid Mamre Road and the St Marys CBD area as much as possible.	Haulage route plan has been altered to include the Roper Road / Erskine Park Road interchange.	Sections 7.1.1
Penrith City Council	13	I have reviewed the updated CTMP and have no further matters to raise.	Noted	n/a

Agency	Comment ID	Comment	Response	Document Reference
Busways	14	Busways has no issues with the planned traffic movements and in addition to the 759 services, we also operate 1 service to Penrith from the northern side of the St. Marys rail station, being the 780 route at 8.02am.	Noted	Section 6.6
Transport for NSW	15	No further comment.	Noted	n/a
Transport for NSW Certifier	16	Designer certifies that design documents (traffic control) complies with Development Consent Condition B39 and complies with relevant Legislative and Authority Requirements.	Noted	n/a

Penrith City Council Correspondence

[REDACTED]

I have reviewed the updated CTMP and have no further matters to raise.


Regards,

[REDACTED]

[REDACTED]

[REDACTED]

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www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

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From: [REDACTED] >

Sent: Tuesday, 7 July 2020 2:18 PM

To: [REDACTED] >

Cc: [REDACTED] >

Subject: RE: St Marys Intermodal SSD 7308 - Post Approval engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.

Hi [REDACTED]

Thanks for the comments in the three emails below dated 22,23 & 25 June 2020.

The Traffic and Pedestrian Management Sub-Plan has been revised by the contractor and a copy of the revised plan is attached. There is also a comparison report with the superseded version to track the changes.

In regard to the use of Lee Holm Road for construction traffic, the Development Consent for the St Marys Intermodal SSD-7308 approves the use of Lee Holm Road as detailed in in Appendix 3. I have attached the relevant page from the consent and highlighted the relevant section.

We welcome your review of the changes and please contact me if there are any questions.

Regards

[REDACTED]



Suite 3.03 55 Miller Street PYRMONT NSW 2009 | PO Box 546 PYRMONT NSW 2009

02 9051 9333 | [REDACTED] | urbanco.com.au

From: [REDACTED] >

Sent: Thursday, 25 June 2020 12:43 PM

To: [REDACTED] >

Cc: [REDACTED] >

Subject: RE: St Marys Intermodal SSD 7308 - Post Approval engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

Hi [REDACTED],

I have had some internal discussions on this and they resulted in a couple more points for consideration on the CTMP:

- Given the width and current traffic conditions on Lee Holm Road and approaches to it, all construction vehicle access should be from Forrester Road as Lee Holm road is not considered suitable.
- Consideration should be given to the routes for construction vehicles to be via the Erskine Park Road exit from the M4 and using the Great Western Highway and Glossop Street to get to the site and leaving the site via Forrester Road and continuing north to avoid Mamre Road and the St Marys CBD area as much as possible.

Regards,

[REDACTED]

[REDACTED]

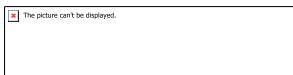
[REDACTED]

[REDACTED]

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www.penrithcity.nsw.gov.au



From: [REDACTED]

Sent: Tuesday, 23 June 2020 10:30 AM

To: [REDACTED] >

Cc: [REDACTED]

Subject: RE: St Marys Intermodal SSD 7308 - Post Approval engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

Hi [REDACTED],

In addition to the below comments I sent yesterday I have a couple of other points to be addressed:

- No details have been provided regarding the number of on-site parking that will be made available for site workers. A dimensioned plan should be provided showing the location of parking spaces and where it will be placed around siteworks/stockpiles and the proposed building envelope to ensure it is feasible.
- Similarly for the heavy vehicle parking spaces a dimensioned plan is required showing the locations of these parking spaces.
- Swept path analysis should also be provided demonstrating that the largest heavy vehicles accessing the site will be able to enter and exit the site in a forward direction.

Regards,


[REDACTED]
Senior Traffic Engineer

E [REDACTED]
[REDACTED]

PO Box 60, PENRITH NSW 2751

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www.penrithcity.nsw.gov.au

 The picture can't be displayed.

From: [REDACTED]

Sent: Monday, 22 June 2020 4:43 PM

To: [REDACTED] >

Cc: [REDACTED] >

Subject: RE: St Marys Intermodal SSD 7308 - Post Approval engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

Hi [REDACTED],

I have reviewed the submitted Construction Traffic and Pedestrian Management Sub-Plan and provide the below comments which should be addressed with additional information:

- Section 6.2 of the document states that there will be minimum 12 hour shifts for construction, section 8.4 lists the approved construction hours as 7 a.m. to 6 p.m. Monday to Friday. The construction shifts and hours of normal construction traffic to and from the site should be in accordance with the approved construction hours in the consent.
- Has the bus operator been consulted with regarding the access arrangements at the end of Forrester Road, if not you must consult with them prior to approval and provide any comments that they have.
- The details of the accredited traffic controller preparing the Traffic Control Plans (TCPs) shall be included on the TCP's including their current RMS Prepare a Work Zone and Traffic Management Plan card number.

- The Lee Holm Road access (TCPs LHR 01 02 & 03) is shown to be via the CDC bus depot access driveway. Council requires that you provide evidence of written approval from the adjoining landowner prior to access being permitted from Lee Holm Road.
- A full-time traffic controller shall be in place at the Forrester Road driveway access for all construction traffic accessing the site for the safety of pedestrians and vehicles, particularly those using St Marys train station given its close proximity. (TCP FOR-01)
- The access gates into the site must be located a suitable distance within the site so that all queuing for construction vehicles accessing the site at one time are contained wholly within the boundaries of the site. (e.g. up to four 19 metre truck and dog combinations could potentially arrive at one time therefore the gate must be located at least 80 metres into the site)
- The traffic control plans for work outside the site including road closures and construction of the driveway accesses are not approved under the construction traffic management plan. These TCPs shall be approved via a separate application to be submitted to Councils Assets section for the approval of these traffic control plans.

Regards,

[Redacted Signature]

Senior Traffic Engineer

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From: [Redacted] >

Sent: Friday, 19 June 2020 12:28 PM

To: [Redacted] >

Cc: [Redacted]

[Redacted] >

Subject: RE: St Marys Intermodal SSD 7308 - Post Approval engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.

Thanks [REDACTED], much appreciated.

Regards

[REDACTED]



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02 9051 9333 | 0477 474 091 | urbanco.com.au

From: [REDACTED] >

Sent: Friday, 19 June 2020 12:01 PM

To: [REDACTED] >

Cc: [REDACTED] >

Subject: RE: St Marys Intermodal SSD 7308 - Post Approval engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

Hi [REDACTED],

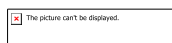
[REDACTED] in my team will provide you with a response early next week,

Kindly

[REDACTED]

David Drozd
Traffic Engineering Coordinator

E [REDACTED]
T [+612 4732 7578](tel:+61247327578) | F +612 4732 7958 | M
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au



   Follow us



From: [REDACTED] >
Sent: Friday, June 19, 2020 10:57 AM
To: [REDACTED] >
Cc: [REDACTED] >
Subject: FW: St Marys Intermodal SSD 7308 - Post Approval engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.

Hi [REDACTED]

As discussed this morning, would it be possible to get an update on how the review of the Construction Traffic and Pedestrian Management Sub-Plan for the St Marys Intermodal is progressing (copy attached).

We would also appreciate if you could provide an indication on the likely timing for the Council response to assist in coordinating the Post Approval requirements with DPIE.

Many thanks and feel free to make contact if you wish to discuss any aspect of the Sub Plan.

Regards

[REDACTED]



Suite 3.03 55 Miller Street PYRMONT NSW 2009 | PO Box 546 PYRMONT NSW 2009
02 9051 9333 | 0477 474 091 | urbanco.com.au

From: [REDACTED]
Sent: Monday, 1 June 2020 9:26 AM
To: [REDACTED] >
Cc: [REDACTED]
Subject: St Marys Intermodal SSD 7308 - Post Approval engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

Hi [REDACTED]

I refer to St Marys Intermodal SSD 7308 and engagement requirements for Condition B13 as listed below.

We submit the draft **Traffic and Pedestrian Management Sub-Plan** for review and comment.

B13. A Construction **Traffic and Pedestrian Management Sub-Plan** (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:

- (a) be prepared by a suitably qualified and experienced person(s);
- (b) be prepared in consultation with Council and TfNSW
- (c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; and
- (d) detail heavy vehicle routes, access and parking arrangements.

We respectfully request council's response on or before the 15 June 2020 (14 days).

Feel free to call if there are any questions or you would like to discuss.

Regards

[REDACTED]



Suite 3.03 55 Miller Street PYRMONT NSW 2009 | PO Box 546 PYRMONT NSW 2009

02 9051 9333 | 0477 474 091 | urbanco.com.au

Busways Correspondence

From: [REDACTED]
Sent: Tuesday, 23 June 2020 12:08 PM
To: [REDACTED]
Subject: FW: St Marys Intermodal SSD 7308 - Post Approval Engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

Hi [REDACTED],

Busways has no issues with the planned traffic movements and in addition to the 759 services, we also operate 1 service to Penrith from the northern side of the St. Marys rail station, being the 780 route at 8.02am.

Regards,

[REDACTED]

Network Infrastructure Supervisor – Sydney

Busways Penrith
47-53 Mullins Road
Penrith NSW 2750

T (02) 4721-8871 | **M** 0438 537 903 | **W** busways.com.au



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From: [REDACTED] >
Sent: Tuesday, 23 June 2020 11:48
To: [REDACTED] >
Cc: [REDACTED] >
Subject: St Marys Intermodal SSD 7308 - Post Approval Engagement for Condition B13 Traffic and Pedestrian Management Sub-Plan

To whom it may concern,

Please be advised that on behalf of Pacific National it is proposed to build a rail freight terminal at the location depicted in the figure below.

As part of this development it is intended that the construction access will be via Lee Holm Road for the majority of the construction program tentatively scheduled for a 6 to 7 month period from August 2020 through to February 2021. Whilst some access will be via Forrester Road during the early stages of the project this entry will be closed to the majority of construction access vehicles given the extent of services being installed within the entry way contained within the private land holding.

Any construction access of heavy vehicles off Forrester Road will be under flagman control to address any prevailing safety concerns within the public road corridor.

We are cognisant of the fact that Forrester Road forms part of the "759 Route" service that currently provides 3 daily services at 6.20am, 6.50am and 7.20am.

It would be appreciated if could respond with any comments pertaining to this development within the next week.

Please do not hesitate to contact the undersigned should you require further information or require to meet on site to discuss in more detail.

Your early response is greatly appreciated,

[REDACTED]
PN Superintendent

Mobile: [REDACTED]

Email: [REDACTED]

Transport for NSW Correspondence



Transport
for NSW

15 June 2020

TfNSW Reference: SYD15/01627/08
Council Reference: SSD-7308

Urbanco
PO BOX 546
PYRMONT NSW 2009

Attention: **Guy Evans**

**DRAFT TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN FOR ST MARYS
INTERMODAL - WESTERN SYDNEY IN LAND CONTAINER TERMINAL FORRESTER
ROAD, ST MARYS**

Dear Sir/Madam,

Reference is made to your correspondence dated 1 June 2020, regarding the abovementioned Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP), which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted information and has no further comments to the proposed CTPMSP.

If you have any further questions please direct attention to Felix Liu on 8849 2113 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Malgy".

Malgy Coman
Senior Land Use Planner

Transport for NSW

27 Argyle Street, Parramatta NSW 2150 | Locked Bag 5085, Parramatta NSW 2124
P (02) 8849 2666 | W transport.nsw.gov.au | ABN 18 804 239 602

Transport for NSW Certifier Correspondence

WGAWALLBRIDGE GILBERT
AZTEC

DATE: 4th August 2020

PROJECT: SSD 7308 – St Marys Intermodal

CLIENT: Pacific National

CONTRACTOR: McMahon Services Australia Pty Ltd

CERTIFICATE NO: 001

DESIGN PACKAGE: General Arrangement including Internal Roads

The Designer certifies the Design Documents:

- comply with Development Consent Condition B39; and
- comply with the relevant Legislative and Authority Requirements.

Design Documents:

Document No.	Rev	Document Title
WGA181931-DR-CC-0091-A	A	Traffic Control – Enlargement Plan – Sheet 1
WGA181931-DR-CC-0092-A	A	Traffic Control – Enlargement Plan – Sheet 2
WGA181931-DR-CC-0093-A	A	Traffic Control – Enlargement Plan – Sheet 3
WGA181931-DR-CC-0094-A	A	Traffic Control – Enlargement Plan – Sheet 4

Conditions of Certification: Nil

Designers Representative:

Name	Tom McFarlane	Qualification	CP Eng 2156990
Position	Senior Civil Engineer	Signed	
Date	4/08/2020		

60 Wyatt Street
Adelaide SA 5000
T: 08 8223 7433
WGASA Pty Ltd
ABN 97 617 437 724

ADELAIDE DARWIN MELBOURNE PERTH WHYALLA