

CONSTRUCTION TRAFFIC AND ACCESS MANAGEMENT PLAN

Moorebank Precinct West Stage 1

01 DECEMBER 2020

SYDNEY INTERMODAL TERMINAL ALLIANCE

Moorebank Precinct West Stage 1

Construction Traffic and Access Management Plan

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KEY TERMS AND ACRONYMS

Term	Definition
ACM	Asbestos containing material
ALARP	Mitigate risk to “As Low As Reasonably Practical”;
ARCP	Asbestos Removal Control Plan
AWS	Automatic Weather Station
CEMP	Construction Environmental Management Plan
CoC	Conditions of Consent
Code of Practice	A practical guide to achieve the standards of health and safety required under the model Work Health and Safety (WHS) Act and model WHS Regulations
EIS	Environmental Impact Statement titled Environmental Impact Statement titled <i>Moorebank Intermodal Terminal Project Environmental Impact Statement</i> , prepared by Parsons Brinckerhoff Australia Pty Limited, dated October 2014.
Environmental Aspect	Means the interaction, relationship or impact of an operation or activity with the Environment including
Environmental Law	Relating to the storage, handling or transportation of waste, dangerous goods or hazardous material relating to Workplace health and safety; or which has as one of its purposes or effects the protection of the Environment
Environmental Notice	Means any direction, order, demand, license or other requirement from a Government Agency to take action or refrain from taking any action in respect of the Site or the Works in connection with any Environmental Law
EPA	Environmental Protection Authority
HESQ	Health Environment Safety Quality
IMT	Intermodal Terminal Site
MPW Stage 1	Moorebank Precinct West Stage 1 – Early Earthworks as approved under SSD 5066
Non-compliance	An occurrence, set of circumstances, or development that results in a non-compliance or is non-compliant with Development Consent SSD 5066 Conditions of Consent or EPBC Act Approval or EPBC Act Approval (EPBC 2011/6086) Conditions of Approval but is not an incident
Non-conformance	Observations or actions that are not in strict accordance with the CEMP and the aspect specific subplan
OEH	Office of Environment and Heritage
Project Approval	The Written Approval from the Minister for Planning
RAP	Remediation Action Plan

Term	Definition
REMM	Review of Environmental Mitigating Measures
SIMTA	Sydney Intermodal Terminal Alliance
Site	Means the project site or work area where the Contractor is undertaking activities on behalf of SIMTA
Standards	Standards are published documents setting out specifications and procedure
The Contractor	The company, companies or other legal entity appointed by SIMTA to undertake works under the Project Approval
The Secretary	The Secretary of the Department of Planning & Environment
UXO	Unexploded ordnance
VOC	Volatile Organic Compound

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1 INTRODUCTION

1.1 Purpose

The intended purpose of the Construction Traffic and Access Management Plan (CTAMP) is to describe how the Contractor will implement the work in accordance with the requirements of the Project.

1.2 Scope

This scope of work is to undertake demolition and remediation works on MPW Stage 1, in order to provide unencumbered access for the subsequent works package/s. It includes the following:

- Establishment of construction site facilities and management of site security;
- Utility services and stormwater identification, termination and removal
- Heritage salvage and relocation works;
- Demolition of existing infrastructure and buildings;
- Remediation of identified contaminated areas;
- PFAS affected catchment capping and lining.

1.3 Objectives

The overall principles of traffic management during the Moorebank Intermodal early works program include but are not limited to:

- Provide a convenient and appropriate environment for pedestrians.
- Minimise effects on pedestrian movements and amenity.
- Manage and control vehicular movements to and from the site.
- Maintain current on street parking in the vicinity of the site where practical.
- Maintain access to other properties adjacent to the site.
- Restrict vehicle activity to designated truck routes in the vicinity of the site.
- Maintain safety for all workers, visitors and sub-contractors.
- Maintain appropriate access to the site for excavation and construction traffic.
- Manage and control vehicle activity in the vicinity of the site.

1 LEGISLATION AND STANDARDS

1.1 Legislation

Legislation relevant to constructions and traffic management Includes:

- Roadworks Manual VO4
- Roads Act 1993
- Transport Administration Act 1988

1.2 Requirements Matrix

Table 1- Minister CoC

CoC No	Condition Requirement	Document Reference
D11	Construction heavy vehicle access to and from the site via Moorebank Avenue (south) / Cambridge Avenue during Early Works is not permitted, with the exception of heavy vehicles travelling to and from the Glenfield Waste Facility	Section 5.4
D12	The Early Works shall be carried out to, where feasible and reasonable, to avoid the use of local roads (through residential streets) by heavy vehicles to gain access to the site and/or ancillary facilities.	Section 5
D13	Construction vehicles (including staff vehicles) associated with the Early Works shall be managed to: <ul style="list-style-type: none"> • minimise parking or queuing on public roads; • minimise idling and queuing in local residential streets where practicable; • adhere to the nominated haulage routes identified in the Construction Traffic and • Access Management Plan required under condition D22(a); and • ensure access and egress from construction compounds is undertaken in a safe and lawful manner 	Section 4
D14	Safe pedestrian and cyclist access through or around worksites shall be maintained during early works. In circumstances where pedestrian and cyclist access is restricted due to construction activities, a satisfactory alternate route shall be provided and signposted, including provision of permanent footpaths where pedestrian access is reliant on grassed verges.	Section 4.4
D15	Access to all properties affected by the carrying out of Early Works shall be maintained, where feasible and reasonable, unless otherwise agreed by the relevant property owner or occupier. Any access physically affected by the carrying out of Early Works shall be reinstated to at least an equivalent standard, unless agreed with by the property owner.	Section 3.7

CoC No	Condition Requirement	Document Reference
D21 (a)	A Construction Traffic and Access Management Plan to ensure traffic and access controls are implemented to avoid or minimise impacts on traffic, pedestrian and cyclist access, and the amenity of the surrounding environment. The Plan shall be developed in consultation with the Liverpool Council, emergency services, road user groups, and relevant pedestrian and bicycle user groups, and include, but not necessarily be limited to:	This Plan and Section 7
(i)	Identification of construction traffic routes and construction traffic volumes (including heavy vehicle/spoil haulage) on these routes;	Section 5
(ii)	Details of vehicle movements for construction sites and ancillary facilities including parking, dedicated vehicle turning areas, and ingress and egress points;	Section 4
(iii)	Discussion of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, access to public land, property access, including details of oversize load movements, and the nature and duration of those impacts;	Section 4
(iv)	Details of management measures to minimise traffic impacts, including temporary road work traffic control measures, onsite vehicle queuing and parking areas and management measures to minimise peak time congestion and measures to ensure safe pedestrian and cycle access;	Section 4
(v)	Details of measures to prevent construction heavy vehicles from using Moorebank Avenue south and Anzac Road, with the exception of heavy vehicles travelling to and from the Glenfield Waste Facility	Section 5.4
(vi)	Details of measures to maintain or provide alternative safe and accessible routes for pedestrians throughout the duration of construction;	Section 4.4
(vii)	Details of measures to maintain connectivity for cyclists, with particular emphasis on providing adequate access between key existing cycle routes for commuter cyclists;	Section 4.4
(viii)	Details of measures to manage traffic movements, parking, loading and unloading at ancillary facilities during out-of-hours work;	Section 4.3

CoC No	Condition Requirement	Document Reference
(ix)	Details of methods to be used to communicate proposed future traffic changes to affected road users, pedestrians and cyclists, consistent with the Community Communication Strategy required under condition C1;	Section 4.3
(x)	An adaptive response plan which sets out a process for response to any traffic, construction or other incident; and	Section 9
(xi)	Mechanisms for the monitoring, review and amendment of this plan.	Section 6.3
REMM Requirements		
4I	Reducing the volumes of construction vehicles travelling during peak periods, especially if the increase in traffic generated by construction activities impedes on the operation of Moorebank Avenue.	Section 5
4J	Maintain access to neighbouring properties. It is particularly important that the ABB site has access throughout the construction stages	Section 7
4K	In addition to the Community Engagement Plan (or equivalent) (Refer to 2A), a communication plan will be developed to provide information to the relevant authorities and bus operators in addition to the local community. The communication plan will need to incorporate a contact list with the chain of command.	Community Consultation Strategy
4L	Implement relevant traffic control measures to inform drivers of the construction activities and locations of heavy vehicle access locations	Section 5
4O	Traffic on Moorebank Avenue would be monitored during peak periods to ensure that queuing at intersections does not impact on other road users.	Section 5

2 PROJECT OVERVIEW

2.1 Site Introduction

The Moorebank Intermodal Terminal (MIT) Project (the Project) involves the development of approximately 220 hectares (ha) of land at the Project site for the construction and operation of an Intermodal Terminal and associated infrastructure, facilities and warehousing. The Project includes a rail link connecting the Project site to the Southern Sydney Freight Line (SSFL) and road entry and exit points along Moorebank Avenue.

The Moorebank Intermodal Terminal is located in Moorebank, NSW. The Site is located in Liverpool Local Government Area, approximately 30 km south-west of the Sydney CBD and 4 km south of the Liverpool CBD. It sits along the Georges River, immediately west of Moorebank Avenue and south of the M5.

The MIT is proposed to be located on land currently occupied by the School of Military Engineering. The Project Site is approximately 220 hectares (ha) in area. The Project site is bounded by Moorebank Avenue to the east, the East Hills Railway Line to the south, the Georges River to the west and the commercial site for ABB Australia (a power and automation technology manufacturer) and the M5 Motorway (M5) to the north. The M5 provides access to other Sydney motorways, with the M7 interchange approximately 5 km by motorway west of the Project site.

Construction Traffic and Access Management Plan



Figure 1 – Site Layout

2.2 Work Hours

Early works shall be undertaken during the following standard construction hours;

- 7.00 am to 6.00pm Mondays to Fridays
- 8.00 am to 1.00pm Saturdays
- At no time on Sundays or Public Holidays

Ref 4.3 Out of hour's protocol

2.3 Construction / Work Zone

Due to the size of the work site and land available, no construction zone is proposed on the frontage roadway. All vehicles will load and unload on site and shall enter and exit the site via Chatham Avenue. Vehicles access to Lot 100 in DP 1049508 will cross Bapaume road and enter the main site, without using Moorebank Avenue.

MPW Stage 1 Construction Traffic and Access Management Plan



Figure 2: Site Access

Figure 2- Site Access

2.4 Traffic Management Plan and Monitoring Process

Daily inspections on all traffic management set outs will be carried out by the site supervisor in line with CTAMP. Internal Traffic Controls are outlined in Appendix E, and include:

- Traffic control at the 'dog road' due to restricted one lane access;
- Traffic control at the 'bridge road' due to restricted one lane access; and
- Other controls set out daily by the site supervisor

Regular Safety Audits will be conducted throughout the project and reported accordingly through the project reporting requirements.

Monitoring of local streets that show increases in traffic shall be carried out and will include consultation as per stakeholders & community relations Management Plan. General construction traffic during the early works phase will have a negligible effect on the operation of Moorebank Avenue.

The site Supervisor will schedule vehicle movement to stagger movements through a "call up" system to prevent Heavy vehicle queuing on Moorebank Avenue and local residential streets outside the Project boundaries. Trucks and queuing facilities are available on site. No queuing will be undertaken on Moorebank Avenue and or the neighbouring streets.

2.5 Crossing Bapaume Road

Works in Lot 100 DP1049508 are required to:

- Allow access and site establishment;
- Heritage investigation
- Service remediation and removal and Pavement removal
- Tree removal that does not have the potential to impact Endangered Ecological Communities (EECs), and
- Sediment and erosion controls

These works will generate vehicle movements for the delivery of equipment of materials and removal of materials (wood chip, concrete and un-expected finds) to stockpile areas on the main site (see Appendix D).

2.6 Internal Communication Process

Signage shall be provided to inform drivers of the access restrictions and location in line with this CTAMP. In addition, all heavy vehicle transport companies will receive a copy of the site-specific traffic requirements, including access points along Moorebank Avenue, site specific PPE requirements and a copy of Moorebank Avenue Vehicle Management Plan (VMP).

All truck drivers will be directed (by Security Guard) to turn left at the intersection of Chatham and Moorebank Ave. Additional signage will be placed at Security Hut. No parking is permitted on Moorebank Avenue or neighbouring side roads.

This information is included in the project induction and will be reiterated in pre-start meetings and tool box talks.

2.7 Worksite Access

Access including entry and exit to the work site will be at the intersection of Moorebank Avenue and Chatham Avenue. All trucks will enter and exit the site in a forward motion only, no reversing will be permitted onto the site. Resident access will not be affected during works.

Ref TCP's Moorebank Avenue, Moorebank

2.8 Loading and Unloading Area

Loading and unloading of material and equipment (large or small) will be done within the boundaries of the property. There will be no loading and unloading of materials outside the site boundaries. There will be a dedicated area for unloading, loading and storing of materials on site. Due to the size of the site trucks waiting to be loaded/unloaded can lay up within the property boundaries. Authorised traffic controllers may be required for major deliveries to ensure motorists, cyclists and pedestrian safety as trucks enter and exit the work site.

Ref TCP's Moorebank Avenue, Moorebank

2.9 Spoil Stockpiling, Containment and Sediment Control

Spoil stockpiling, containment and sediment control details can be found within the Construction Soil and Water Management Plan Moorebank Intermodal Terminal. The Fill Importation and Management Protocol (Appendix F of the CEMP) provides guidance on how the importation of fill to the Moorebank Precinct will be managed in accordance with the limits established in the MPE Stage 2 (SSD 7628) and MPW Stage 1 CoC.

Site personnel will be present during the excavation stage. They will ensure that all trucks and vehicles leaving the site do so in a clean and safe manner. All vehicles involved in excavation or construction processes departing the property with materials, spoil or loose matter must have their loads fully covered before entering the public roadway.

It is an offence to allow, permit or cause materials to pollute or be placed in a position from which they may pollute waters. Sweeping and maintenance of the road and footpath will also be done to ensure no spoil or materials leave the site.

Waste bins will be inside the work site, there will be no encroachment on footpaths or any other boundaries. The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances. Non-compliance or non-conformance with this requirement may result in the issue of a notice by the council to stop work on site.

2.10 Site Office Lunchroom and Toilets

Site office, lunch room and toilets will be located within the property boundaries.

Ref TCP's Moorebank Avenue, Moorebank (Site Plan)

3 IMPACT OF WORK

3.1 Public Car Parking

Control measures will be put in place to prevent impacts on public parking during the early works phase and thereafter. To ensure minimal impact on local parking the following shall apply:

- Parking will be made available within the site for all early works personnel and vehicles;
- Trucks and delivery vehicles will load/unload on site;
- Certified traffic controllers will be made available for all major truck movements and deliveries, closing off the footpath and opening when deemed safe to do so; and
- Labourers where possible will car pool to and from the site each day.

3.2 Workers/Tradespersons Parking

All construction workers will park within the Project site boundary. However, it is encouraged for all workers to car share or use public transport when possible to minimize the impact on surrounding streets.

Should vehicle parking be required on-site, it would be undertaken within the site boundaries. The site supervisor will be responsible for vehicle movements on site at all times.

3.3 Out of Hours Deliveries

Out of hours deliveries will only be permitted as stated below in line with development consent (SSD5066) condition D7:

- For the delivery of materials required by the police or other authorities for safety reasons;
- Where it is required in an emergency to avoid the loss of lives, property, and/or to prevent environmental harm;
- To facilitate construction works approved through an Out of Hours Work Protocol prepared as part of the Construction Noise and Vibration Management Plan required by development consent (SSD5066) condition D21(b), provided the relevant Council, local residents and other affected stakeholders and sensitive receivers are informed of the timing and duration at least 48 hours prior to the commencement of the works.

Early Works are generally contained within the project boundary and no works are scheduled to occur along Moorebank Avenue. One public road, Bapaume road is used to access Lot 100 from the adjacent main site only and no works are scheduled on or along Bapaume Road. However, should the need arise for works to be undertaken which may involve traffic changes, affected stakeholders would be provided with 7 days' notice in line with the Stakeholder Community Liaison Plan.

3.4 Pedestrian/Cyclists

Early Works are generally contained within the project boundary and no works are scheduled to occur along Moorebank Avenue or Bapaume Road. However, should the need arise to undertake works on Moorebank Avenue or Bapaume Rd that may impact on pedestrians and cyclists, the TCP Pedestrian and Cyclist Diversion will be implemented as presented in Appendix F. Fencing is installed around the work site for pedestrian safety. Existing cyclist and pedestrian movement will not be impacted. The Contractor's scope of works does not affect existing bus interchange infrastructure.

A shared path is provided on the eastern side of Moorebank Avenue between the M5 and Anzac Road. The shared path then continues onto the southern side of Anzac Road to connect to Holsworthy Station. This is the only identified cycle way in the area. There are limited pedestrian and cyclist facilities on Moorebank Avenue south of Anzac Road. There is no shared path along Moorebank Avenue in front of the Project site. A footpath is provided on the western side of Moorebank Avenue between Anzac Road and Chatham

Avenue. There is a wide shoulder (except for the locations of the signalised intersections) along Moorebank Avenue that can accommodate cyclists; however, is not a designated cycle lane. The Contractor will not be conducting any works along the Moorebank Avenue that will impede pedestrian movements heading north past the intersection Chatham Ave and Moorebank Ave.

Liverpool City Council have identified a number of proposed routes in its Bike Plan 2009 for new on and off-road paths in the LGA. These routes would include provision of off-road cycle ways from the northern end of the Project site to provide additional options for cycling. The Contractor's scope of works will not affect or impact existing Bicycle routes.

Ref Appendix F – TCP- Pedestrian & Cyclist Diversion



Figure 3- Pedestrian Signage

3.5 Public Transport Services

Whilst there is no rail station on or adjacent to the site, bus route 901 runs along Moorebank Avenue during peak traffic periods providing a link to the passenger rail network. Trips to the Project site using existing public transport must therefore be by bus only or by rail and bus. The Project site is accessible via four nearby railway stations: Liverpool, Casula, Glenfield and Holsworthy. Travel distance to each station and station accessibility is shown in Figure 4.

Station/Interchange	Train line	Distance by car (travel time)	Distance by walking (travel time)	Accessible by bus (average trip time)
Casula Station	Cumberland Line (T5) Inner West and South Line (T2)	4.8 km (7 minutes)	7.2 km (1.5 hrs)	No
Liverpool Interchange	Cumberland Line (T5) Inner West and South Line (T2) Bankstown Line (T3)	4.1 km (6 minutes)	3.8 km (50 minutes)	Yes (11 minutes)
Glenfield Interchange	Cumberland Line (T5) Airport, Inner West and South Line (T2)	4.8 km (7 minutes)	5.6 km (1.2 hrs)	No
Holsworthy Station	Airport, Inner West and South Line (T2)	5.9 km (9 minutes)	4.8 km (1 hr)	Yes (19 minutes)

Figure 4 - Travel Distance and Accessibility to Local Railway Stations

3.6 Public Schools

There are no Public or Private Schools in close proximity to the work site. Drivers will be made aware that the probabilities of pedestrian activity including that of children may occur.

3.7 Emergency Services

Emergency Services will be advised of the works as required. Access must be available for Emergency Services at all times within the vicinity of the work site. All emergency services will have priority throughout the worksite. Upcoming works will be regularly discussed and distributed to all relevant stakeholders.

3.8 Local Residents and Road Changes

Any resident(s) affected by the construction works and or road changes will be notified by web site updates at www.simta.com.au. Under the current scope of early works, local residents will not be affected by planned works. Only a small increase in traffic volume outside peak times will occur.

3.9 Traffic Impact on Local Roads

Traffic impacts will be minimal as traffic signals will be used for phasing of trucks. Truck movements will also be scheduled and sequenced to the flow of traffic signals in and out of the site. In the case of heavy truck movements, it will be halted to ensure smooth traffic flow in all directions.

A crossing of Bapaume road is required to access Lot 100 from the northern end of the main site, as presented in the TCP in Appendix D.

3.10 Noise

Plant operators will be made aware of their responsibilities in creating excess noise. If there are any noise complaints from neighbouring businesses, steps shall be taken by the Site Manager to reduce noise output or change the methodology of work creating the noise.

Further information is contained within the Construction Noise and Vibration Management Plan.

3.11 Community Engagement

3.11.1 Website

A project website www.simta.com.au has already been established for the Moorebank Intermodal Terminal. This existing website will remain the primary online tool for providing the most up-to-date project information, as well as being one of the main contact points for queries and complaints. The web address will be included on all collateral.

In addition to providing an overview of the project, the website will also be used to provide updates on early works including:

- dedicated project information relating to upcoming works;
- copies of project notices;
- electronic link to relevant documents and plans;
- a contact page for enquiries and complaints, including
 - the 1800 community information line, and
 - the project email address and postal address.

Management of the website including uploading relevant materials will be coordinated through SIMTA's Community Engagement Coordinator (CEC).

3.11.2 1800 Community Information Line

An 1800 community information line 1800 986 465 has already been established to engage with the community and stakeholders for the Moorebank Intermodal Development. The existing 1800 number will remain as one of the primary contact points for community queries. The number will operate 24hrs 7 days per week to answer and respond to queries and or complaints about specific construction activities.

The SIMTA CEC will be the first responder to all calls on the 24-hour community Information line and will contact the Contractor's Stakeholder and Community Liaison Manager (SCLM) to respond to enquiries and complaints relating to early works, as required.

3.11.3 Project Email

A project email address simta@elton.com.au has already been established to engage with the community and stakeholders for the Moorebank Intermodal Terminal. The project email address will be used to both respond to enquiries and to proactively contact stakeholders to provide updates about upcoming work.

The SIMTA CEC will manage and monitor the project email address and will forward enquires and complaints relating to Early Works to the Contractor's SCLM for action and response, as required.

Information about upcoming works will be prepared by the Contractor's SCLM and forwarded to SIMTA's CEC as required.

3.11.4 The Contractor's Stakeholder and Community Liaison Manager

The role of the Contractor's nominated Stakeholder and Community Liaison Manager (SCLM), including and alternative contact, will be nominated to SIMTA prior to the commencement of works.

The SCLM will be the primary contact point for ongoing liaison and meetings with SIMTA's CEC and for community enquiries and complaints, as required.

4 TRUCK DETAILS AND MOVEMENTS

4.1 Construction Vehicle Volumes

Based on the construction scope of works and the volume of materials that are required to leave site, the assumed maximum daily volume of heavy vehicle movements will be in accordance with RfMA001 and AA1. Expected Vehicle movements are indicated in the Table 2 below.

Table 2 – Early Works Vehicle Movements

Daily LV Movements	Daily HV Movements	Peak AM Movements (6am-7am)		Peak PM Movements (5pm-6pm)	
		LV	HV	LV	HV
170	250	50	25	50	25

4.2 Bapaume Road Crossing

Internal vehicle movements are required to cross Bapaume road will be in accordance with RfMA004 and AA004. The expected vehicle movements required to complete the works are outlined below in Table 3

Table 3 – Lot 100 in DP 1049508 – Bapaume Road Crossing Vehicle Movements

Daily LV Movements	Daily HV Movements	Peak AM Movements (6am-7am)		Off Peak Movements (7.30am – 4.30pm)		Peak PM Movements (5pm-6pm)	
		L V	H V	L V	H V	L V	H V
30	40	10	0	10	40	10	0

All contractors and subcontractors will be given a copy of this CTAMP to ensure the works fully comply with this document.

4.3 Truck Movements

Construction work including major deliveries and concrete pumping will be undertaken outside of peak traffic times wherever possible to minimise the impact and disruption of traffic flow on surrounding roads. Drivers of vehicles are responsible for driving safely in accordance with the road rules while exercising care and due diligence in and around the work site. Vehicles will enter and exit the work site in a forward motion only. However due to unforeseen circumstance if a vehicle needs to reverse in or out of the work site they are subject to conditions outlined in section 7.1 of the RMS Traffic Controls at Work Site Manual “Responsibilities for Drivers”.

Furthermore, due care will be taken by the drivers and other workers. As a safety management initiative a Certified Traffic Controller will be made available on reversing procedures to facilitate the safe passage of motorists, cyclists and pedestrians along the Moorebank Ave.

The haulage routes during construction are to remain on state and national roads. As the project site is close to the M5 South Western Motorway construction vehicles will travel between the construction vehicle access and

the M5 South Western Motorway along Moorebank only, with the exception of heavy vehicles travelling to and from the Glenfield Waste Facility.

All other truck drivers will be directed (by Security Guard) to turn left at the intersection of Chatham and Moorebank Ave. Additional signage will be placed at Security Hut to ensure on going compliance and conformance.

A road crossing of one public road, Bapaume road, will be used as internal site access. The road crossing will be used to access Lot 100 from the adjacent main site only.

4.4 Heavy Vehicle Management Measure

Construction heavy vehicle access to and from the site via Moorebank Avenue (south) / Cambridge Avenue during Early Works is not permitted.

All truck drivers will be directed (by Security Guard) to turn left at the intersection of Chatham and Moorebank Ave. This information is included in the project induction and will be reiterated in pre-start meetings and tool box talks. Additional signage will be placed at Security Hut to ensure compliance and conformance.

The Contractor will take reasonable measures to ensure that heavy vehicles accessing the site shall not queue within the adjacent local road network.

The Contractor will take reasonable measures to ensure that vehicles used for the construction and/or operation of the project shall not park on local roads in the vicinity of the project at any time. Due to the size and scope all heavy vehicles will be parked in designated areas prior to loading and or unloading.

5 MANAGEMENT MEASURES

5.1 Monitoring

Traffic monitoring during the early works will be undertaken, generally in accordance with daily heavy vehicle movements. Monitoring will include daily pre-start visual inspections of vehicles to ensure vehicles are maintained in good working order and in accordance with manufacturer specifications.

Noise controls such as silencers and low-noise mufflers will be installed and maintained. Where reasonably practicable trucks with broadband alarms as opposed to beepers will be used as they provide an effective warning while being more directional as well as less bothersome to the surrounding community.

Daily inspection of the Bapaume road crossing will be maintained by the Area Supervisor, during Lot 100 works. Monitoring will include:

- Road condition daily;
- Traffic interactions daily
- Vehicle movement register; and
- Complaints and incident register.

5.2 Community Consultation Strategy

A community letter approved by the Roads and Maritime Services (RMS) will be distributed to local residents within the area. The community letter will include information of works taking place including dates, times and project contact details for any information, comments or concerns.

5.3 Monitoring, Review and Amendment of this Plan

Weekly management meetings will take place with all key parties ensuring safety issues and program schedules are reviewed and minuted. Any revision to plans or documentation will be noted in the revision table on the header page and this plan up revved.

6 CONSULTATION

This CTAMP has been developed in consultation with the relevant Council, emergency services, road user groups, and relevant pedestrian and bicycle user groups, in accordance with CoC D21(a). A summary of consultation undertaken during the preparation of this CTAMP is provided in Table 3.

Table 4 – Consultation for preparation of the CTAMP

Organisation	Date	Outcome
Liverpool City Council (LCC)	CTAMP was submitted to Liverpool City Council for review on 26 th September 2016.	Under review.
	Followed up with phone calls and voice messages were left on 28 th and 29 th September 2016 to check review status.	Under review.
	30 th September 2016. Contractor offered an invitation to heritage committee meeting on site to discuss the CEMP and sub plans (including CTAMP).	Council declined to attend site meeting 5 th October 2016 via email
	19 th October 2016. Email received from LCC requesting Dilapidation report be carried out.	Dilapidation report has been completed.
	Response received from LCC 16 th November 2016.	No Comments on CTAMP Consultation Complete
Liverpool Bicycle User Group	CTAMP was submitted Liverpool Bicycle User Group for review on 23 rd September 2016. Followed up with phone call to discuss the Project and the submission. Voice message left.	Under review.
	Followed up with phone call and left voice message on 6 th October 2016 to check review status.	Under review.
	<i>Email Received from Liverpool Bicycle User Group 12th October 2016 advising they have no comments as cyclists will not be affected.</i>	Consultation Complete

Organisation	Date	Outcome
Liverpool Police Station	CTAMP was submitted to Liverpool Police Station for review on 23 rd September 2016	Under review.
	Followed up with phone call on 6 th October 2016 to check review status.	Advised that plan is being reviewed.
	Followed up with phone call on 6 th October 2016 to check review status	Liverpool Police Station advised that they have completed review and have no comment
Liverpool Fire Station	CTAMP was submitted Liverpool Fire Station for review on 23 rd September 2016. Followed up with phone call to discuss the Project and the submission.	Under review.
	Followed up with phone call on 25 th September 2016 to check review status.	Under review.
	Followed up with phone call on 6 th October 2016 to check review status.	Liverpool Fire Station advised that they have completed review and have no comment. Consultation closed.
Road / Pedestrian User Groups	23 rd September 2016. Contacted Liverpool Council customers service, no groups registered.	No local user groups have been identified.
	Searched internet (Google) no user groups found.	
	Sent email to KJA no Listing on their database.	Consultation complete.

7 STAKEHOLDERS

The Contractor recognises there is a broad range of stakeholders with an interest in the Moorebank Intermodal Terminal Development and the need to maintain an ongoing relationship with the community, throughout the delivery of the Early Works to support SIMTA's reputation as a good corporate citizen.

An up-to-date register of stakeholders will be managed and maintained through the Consultation Manager database available through the SIMTA web site

Key stakeholder groups considered in the CCS include, but are not limited to:

- Moorebank Intermodal Company
- Australia Government
- Minister for Infrastructure and Transport
- Minister for Finance
- Mr Craig Kelly MP (Federal Member for Hughes)
- NSW Government
- Ms Melanie Gibbons MP (State Member for Holsworthy)
- Relevant Government Authorities and Agencies
- Utility providers
- Liverpool Council (senior staff and elected Councillors)
- Other organisation involved in the Moorebank Intermodal Terminal Development
- Immediate neighbours
- Residents, businesses and community groups in the adjacent suburbs of Moorebank, Wattle Grove, Casula, Liverpool, Glenfield and Holsworthy
- Local, metropolitan and national media

Ref Appendix G Stakeholder consultation

8 NON-COMPLIANCE, NON-CONFORMANCE AND ACTIONS

It is the responsibility of all site personnel to report non-compliances and non-conformances to the Site Supervisor and/or the Contractor's EM.

Non-compliances, non-conformances and corrective and preventative actions will be managed in accordance with Section 10.3 of the CEMP.

9 INCIDENT MANAGEMENT

Detailed processes for responses to any traffic, construction or other incident is outlined within the Incident Management Plan. Please refer to Appendix H of this plan.

10 REPORTING

A quarterly report will be produced to summarise all monitoring results. This report will be reviewed by the ER and the Project Manager.

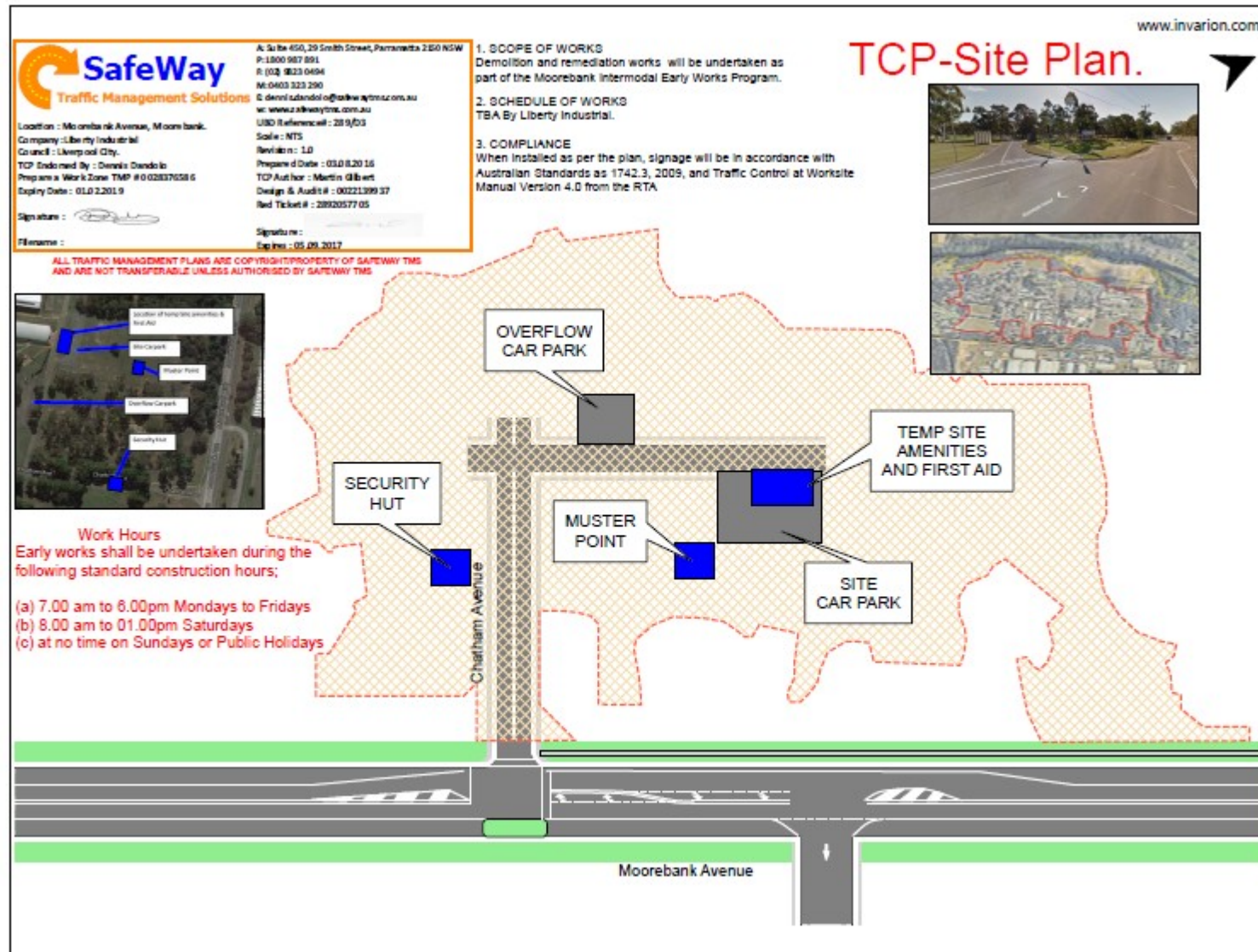
11 AUDITING

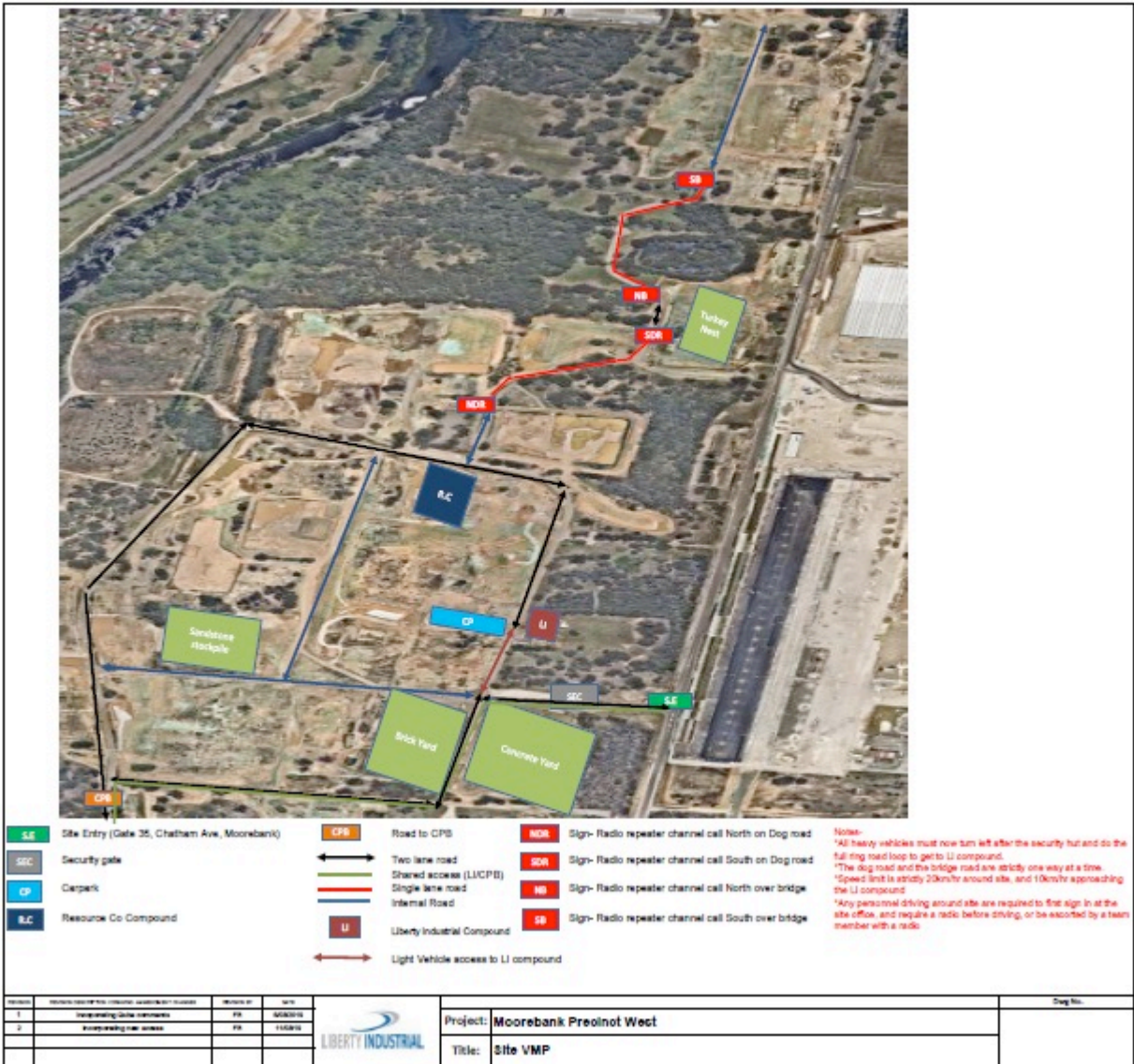
Audits (both internal and external) will be undertaken to assess the effectiveness of environmental controls, compliance and conformance with this plan, EPBC and SSD approvals and other relevant guidelines. The following elements may be included in the audit:

- Compliance with statutory obligations.
- Compliance and conformance with the Construction Environment Management Plan (CEMP) and CTAMP.
- Adequacy of monitoring and operational reports.
- Completion of environmental actions
- Adequacy of environmental training records.
- Adequacy of environmental records, checklists and document management systems.
- Preparation of environmental reports.
- Recording and completion of corrective actions following environmental incidents and complaints.
- Achievement of environmental performance objectives.
- Implementation of actions from previous audits.

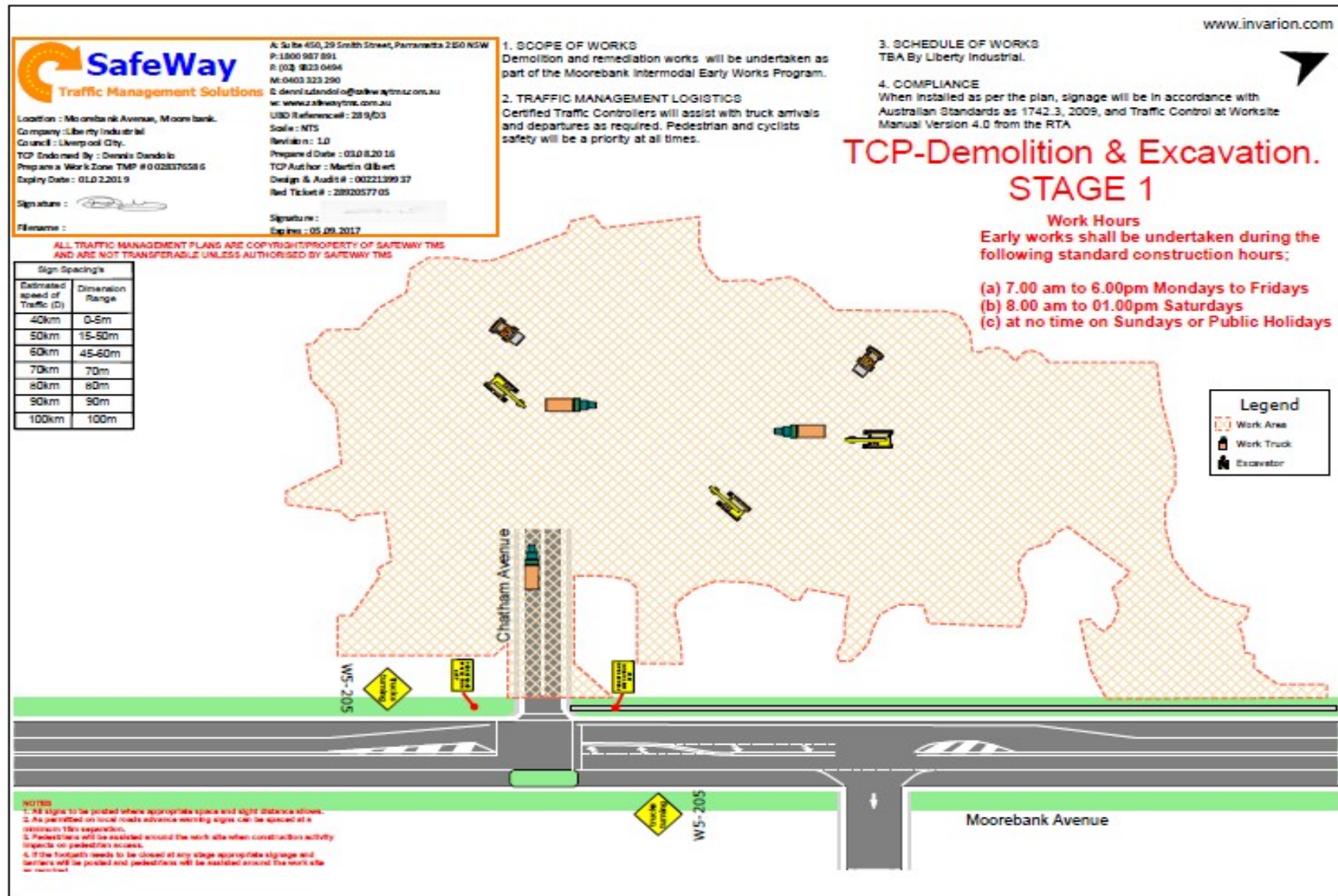
Audit of this plan will be part of an overall construction environmental management systems audit.

APPENDIX A **TRAFFIC CONTROL PLAN – TCP – MOOREBANK AVENUE (MOOREBANK SITE PLAN)**





APPENDIX B TRAFFIC MANAGEMENT PLAN – TCP- MOOREBANK AVENUE (MOOREBANK) (DEMOLITION & EXCAVATION)



APPENDIX C **TRAFFIC MANAGEMENT PLAN – TCP – MOOREBANK AVENUE (MOOREBANK) (VMP)**

SafeWay
Traffic Management Solutions

Location: Moorebank Intermodal Terminal
Company: Liberty Industrial
Contract: 15/00000000000000000000
Project Manager: Mr. Steven J. Davidson
Prepared by: Mr. Steven J. Davidson
Approved by: Mr. Steven J. Davidson
Date: 15/00000000000000000000

Signature: 
Title: Traffic Controller

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AND ARE NOT TO BE REPRODUCED OR COPIED WITHOUT THE WRITTEN PERMISSION OF SAFEWAY TMS

1. SCOPE OF WORKS
Demolition and remediation works will be undertaken as part of the Moorebank Intermodal Early Works Program.

2. TRAFFIC MANAGEMENT LOGISTICS
Certified Traffic Controllers will assist with truck arrivals and departures as required. Pedestrian and cyclists safety will be a priority at all times.

3. SCHEDULE OF WORKS
TBA By Liberty Industrial.

4. COMPLIANCE
When installed as per the plan, signage will be in accordance with Australian Standards as 1742.3, 2009, and Traffic Control at Worksites Manual Version 4.0 from the RTA.

PLEASE NOTE
All drivers will comply with speed limits around the work site and abide by all road rules.
Tonne load limits may apply to surrounding roads.
All loads to be covered. Spoil must not contaminate the footpaths or roadways.

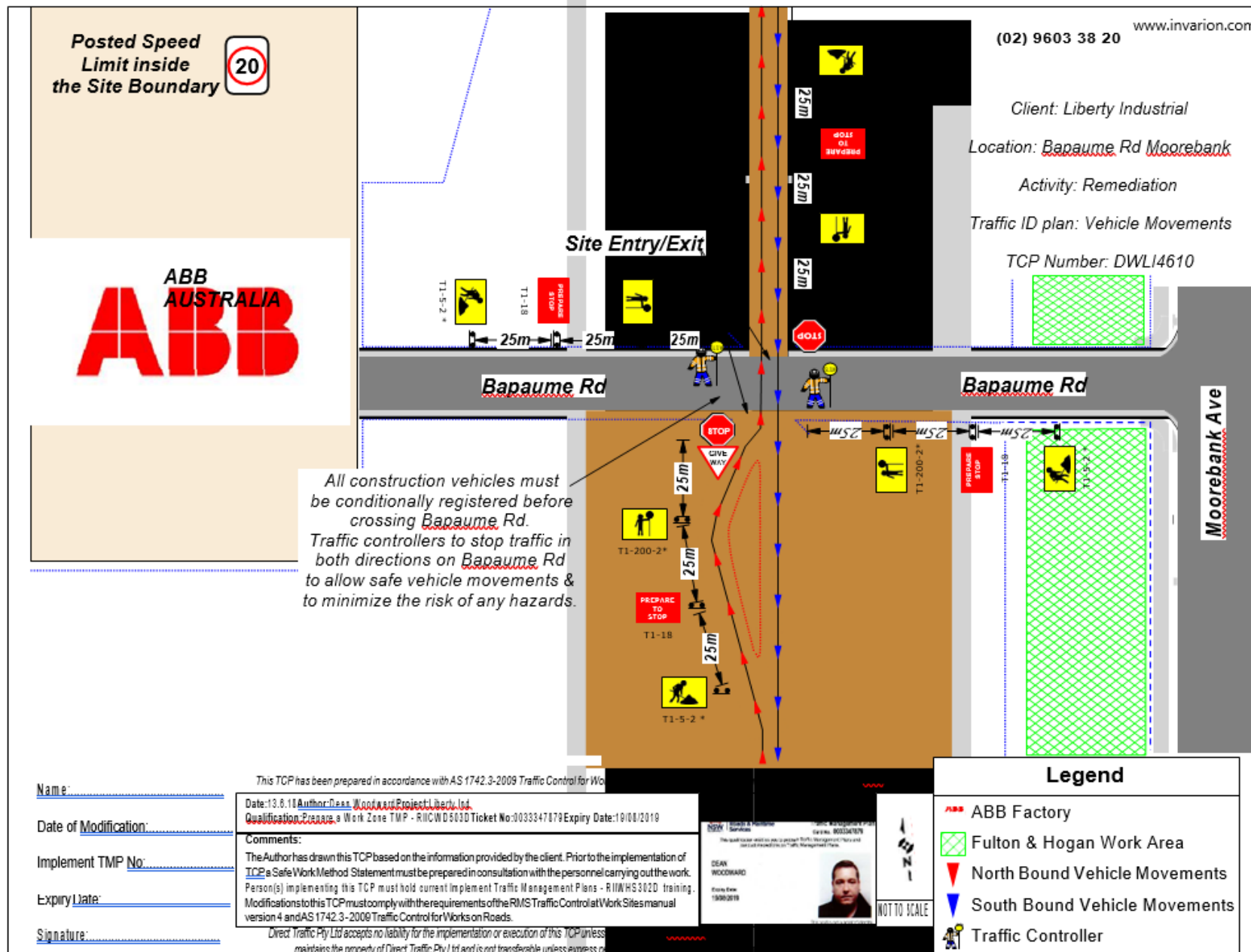
VMP-Truck Routes.

Work Hours
Early works shall be undertaken during the following standard construction hours;

- (a) 7.00 am to 6.00pm Mondays to Fridays
- (b) 8.00 am to 01.00pm Saturdays
- (c) at no time on Sundays or Public Holidays



APPENDIX D TRAFFIC MANAGEMENT PLAN – TCP – BAPAUME ROAD (MOOREBANK) (DEMOLITION & EXCAVATION)



APPENDIX E **INTERNAL TRAFFIC CONTROL**

(02) 9603 38 20

Client: Liberty Industrial

Location: Chatham Ave Moorebank (Dog Road)

Activity: Remediation

Traffic ID plan: Stop Slow

TCP Number: DWLI4618

All traffic controllers will communicate via two way radios, this site will be monitored on a regular basis to ensure that delays do not occur.

Due to the restricted lane width this section of roadway to be monitored by traffic control under a stop/slow operation to ensure the safety of construction vehicle movements. The team leader shall be stationed in the middle to monitor workers on foot and to maintain sign checks and to ensure toilet breaks & lunch breaks can be maintained.

3 RMS accredited Traffic Control Officers will be onsite to install the Advance Warning Signage, Traffic Delineation and provide guidance for the workers onsite.

Posted Speed
LimitName: TA-5-2-2

Date of Modification:

Implement TMP No:

Expiry Date:

Signature:

This TCP has been prepared in accordance with AS 1742.3-2009 Traffic Control for Works on Roads and the RMS Traffic Control for Work Sites manual 4-2019.

Author: Don Woodward Don Woodward Pty Ltd

Qualification: RAWSA Work Zone TMP - RIICWSD30 Ticket No: 0033347879 Expiry Date: 19/08/2019

Comments:

The Author has drawn this TCP based on the information provided by the client. Prior to the implementation of TCP a Safe Work Method Statement must be prepared in consultation with the personnel carrying out the work. Person(s) implementing this TCP must hold current Implement Traffic Management Plans - RIINHS 302D training. Modifications to this TCP must comply with the requirements of the RMS Traffic Control for Work Sites manual version 4 and AS 1742.3-2009 Traffic Control for Works on Roads.

Direct Traffic Pty Ltd accepts no liability for the implementation or execution of this TCP unless implemented by a qualified Direct Traffic Pty Ltd personnel. This TCP remains the property of Direct Traffic Pty Ltd and is not transferable unless express permission is granted by management from Direct Traffic Pty Ltd.



www.invarion.com

Legend

Traffic Controller

T1-18



T1-200-2*



T1-200-2*



T1-200-2*



T1-200-2*



T1-200-2*



T1-200-2*



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APPENDIX F **MOOREBANK AVENUE CYCLISTS**

SafeWay
Traffic Management Solutions

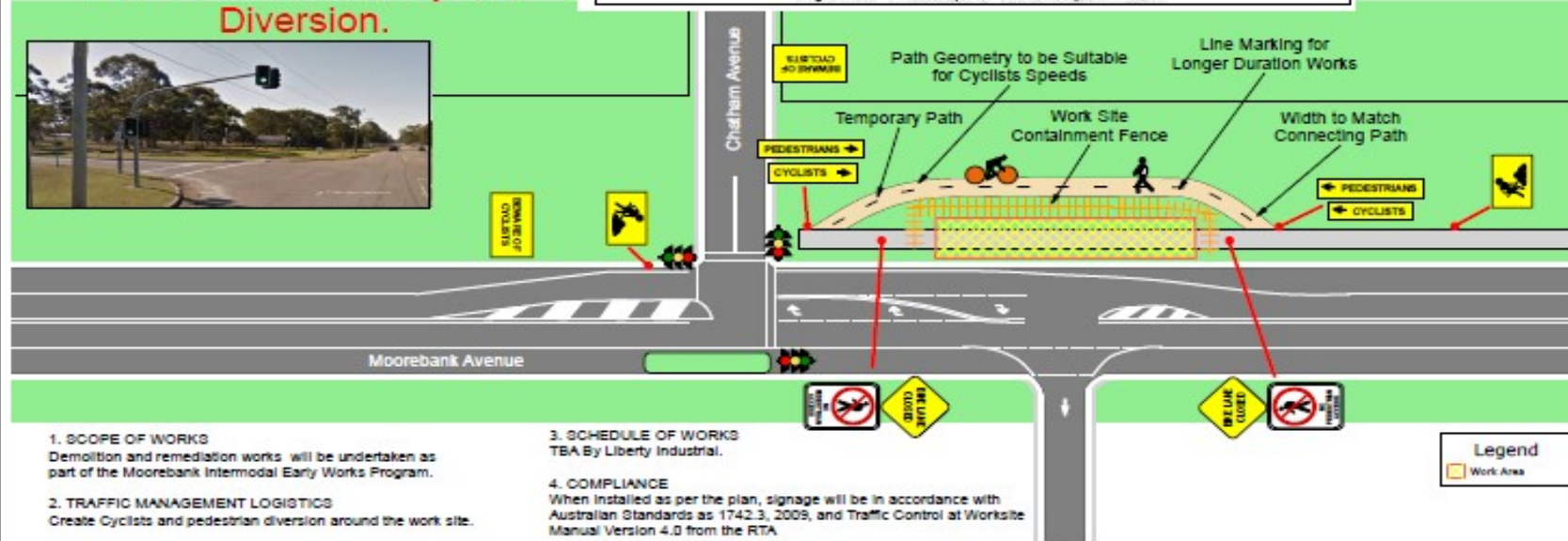
Location : Moorebank Intermodal, Moorebank.
Company : Liberty Industrial
Council : Liverpool City
TCP Endorsed By : Daniel's Brandolo
Prepare a Work Zone TMP # 0025376586
Supply Date : 01.02.2019

Signature : 
Expires : 05.09.2017

A: 13 of the 450, 29 Smith Street, Wentworth NSW
P: 0009937986
F: (02) 9623 9966
M: 0458 430 190
E: daniel.brandolo@libertyindustrial.com.au
W: www.libertyindustrial.com.au
USD Reference # : 239708
Scale : NTS
Revision : 1.0
Prepared Date : 05.09.2016
TCP Author : Martin Gilbert
Design & Audit # : 0025376586
Red Ticket # : 289057705

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TCP-Pedestrian & Cyclist. Diversion.



- 1. SCOPE OF WORKS**
Demolition and remediation works will be undertaken as part of the Moorebank Intermodal Early Works Program.
- 2. TRAFFIC MANAGEMENT LOGISTICS**
Create Cyclists and pedestrian diversion around the work site.

- 3. SCHEDULE OF WORKS**
TBA By Liberty Industrial.
- 4. COMPLIANCE**
When installed as per the plan, signage will be in accordance with Australian Standards as 1742.3, 2009, and Traffic Control at Worksite Manual Version 4.0 from the RTA.

APPENDIX G **STAKEHOLDER CONSULTATION**

Moorebank Intermodal Terminal (Moorebank Precinct West Project (MPW) - SSD 5066
Liverpool Council review comments

CoC	Comment	Proponent Response
	<p>19/10/2016</p> <p>The developer provide before & after dilapidation survey of all road assets likely to be affected by the use of Council-controlled roads as haul routes during the construction phase.</p> <p>Some Council-controlled sections of road near the development are:</p> <ol style="list-style-type: none"> 1. Moorebank Avenue between Anzac Rd & Amiens Road (approx. 365m) 2. Anzac Road between Moorebank Ave & 90m East of Yulong Rd (approx. 617m) 3. Bapaume Road between Moorebank Rd & the Dead End (approx. 252m) <p>Within any section of Council-controlled road that they plan to use as a haul route, the surveys should cover:</p> <ol style="list-style-type: none"> 1. Road pavement (full length & width) 2. Road Ancillary assets, such as K&G, driveways, footpaths, pits, signs etc. in the vicinity of the access points to the development. <p>The survey(s) must use objective & repeatable methods of measurement to accurately locate and quantify the extent and the severity of any defects. For pavements, this will involve collection of condition data in accordance LCC's Pavement Condition Assessment Standards (copy attached). For projects affecting only a few roads, a plan of each road showing chainage, length, width, offsets and severity of each defect, supplemented with photos and/or video is sufficient.</p>	<p>Dilapidation survey undertaken by CRAIG SINGE of CRAIGMAR CONSULTING SERVICES PTY LTD</p> <p>Inspection Date 26 JULY 2016.</p>

APPENDIX H INCIDENT MANAGEMENT PLAN