

CONSTRUCTION TRAFFIC AND ACCESS MANAGEMENT PLAN

Moorebank Intermodal Precinct – West
Precinct Stage 2 and Stage 3

18 NOVEMBER 2024

Moorebank Logistics Park – West Precinct Stage 2 and Stage 3

SSD 7709 and SSD 10431

Construction Traffic and Access Management Plan

Version Author

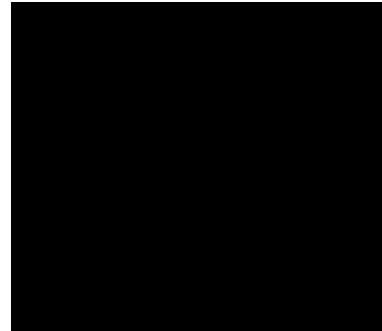
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Version Approver

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Report No

MIC2-QPMS-EN-PLN-0003

Date

18/11/2024

Revision Text

Q

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

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REVISIONS

Revision	Date	Description	Prepared by	Approved by
A	Aug 2018	Draft – Internal Review	██████████	██████████
B	02/11/2018	Issued to ER	██████████	██████████
C	17/12/2018	Updated to address ER comments	██████████	██████████
D	30/08/2019	Updated to reflect Recommended Conditions of Consent	██████████	██████████
E	24/10/2019	Updated to address ER comments on Rev D	██████████	██████████
F	22/01/2020	Updated to address LCC comments	██████████	██████████

G	30/01/2020	Updated to include a consultation summary and for ER endorsement	■	■
H	10/02/2020	Updated to address ER comments for ER endorsement	■	■
I	25/03/2020	Updated to address DPE comments	■	■
J	22/03/2021	Updated in response to MOD 1	■	■
K	15/06/2021	Updated to include CTAMP requirements of MPW Stage 3 (SSD 10431)	■	■
L	20/07/2021	Updated in accordance with ER comments on Rev K.	■	■
M	14/09/2021	Updated to reflect additional construction access location.	■	■
N	7/09/2022	Updated to reflect: <ul style="list-style-type: none"> - Driver's code of conduct in accordance with RfMA 015; - additional spoil source location; - figure updates; and - rebranding. 	■	■
O	28/06/2023	Updated to reflect: <ul style="list-style-type: none"> - figure updates - reinstating MAAI as construction access point 	■	■
P	13/12/2023	Update to reflect: <ul style="list-style-type: none"> - Updated construction access in accordance with MPW 2 RfMA 029 - Environmental Representative approval. - Updated site figures. 	■	■
Q	18/11/2024	Updated to reflect: <ul style="list-style-type: none"> - MPW Stage 2 RfMA 030 – ancillary facility for construction works - MPW Stage 2 RfMA 031 – minor ancillary facility (Water Treatment Plant) - MPW Stage 2 RfMA 032 – minor ancillary facility and addendum to include APZ area - MPW Stage 2 RfMA039 –Lot 5 Minor Ancillary Facility - Modification 3 to SSD 7709. 	■	■

CONTEXT

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

This CTAMP was originally approved by the Department of Planning Housing and Infrastructure (DPHI) (then Department of Planning and Environment (DPE)) in accordance with condition of consent (CoC) B113 of the MPW Stage 2 (SSD 7709) development consent prior to the commencement of construction of the MPW Stage 2 Development.

Under the MPW Stage 3 (SSD 10431) development consent, CoC B20 also requires the preparation of a CTAMP for the Development for approval by the Planning Secretary. CoC B19 allows for the expansion of the existing MPW Stage 2 CTAMP to cover the MPW Stage 3 development thereby satisfying the requirements of CoC B20.

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

CONSTRUCTION TRAFFIC AND ACCESS MANAGEMENT PLAN

ACRONYMS AND DEFINITIONS

Acronym/Term	Meaning
CCC	Community Consultative Committee
CCS	Community Communication Strategy
CEC	Community Engagement Consultant
CEMP	Construction Environmental Management Plan
Contractor's CM	Contractor's Construction Manager
Contractor's WPEM	Contractor's Works Package Environmental Manager
Contractor's WPM	Contractor's Works Package Manager
CoCs	Conditions of Consent
CTAMP	Construction Traffic and Access Management Plan
CTIA	Construction Traffic Impact Assessment
Development, the	The development of an intermodal freight precinct including associated commercial infrastructure (i.e. warehousing), a rail connection, upgraded intersection on Moorebank Avenue, subdivision of the MPW Site, provision of a works compound and material storage areas, and associated works as approved by the MPW Concept Plan, MPW Stage 2 (SSD 7709) and MPW Stage 3 (SSD 10431).
DPE	NSW Department of Planning and Environment
DPHI	NSW Department of Planning, Housing and infrastructure
DM (Communication)	Development Manager (Communications)
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
ESR	The Developer
FCMM	Final Compilation of Mitigation Measures. These are the management and mitigation measures (2 November 2018) included in Appendix 2 of the SSD 7709 Consent. The revised FCMM as applicable to MPW Stage 3 are included in Appendix 3 of the SSD 10431 consent.
IMT	Intermodal Terminal
IMT facility	The IMT facility includes the construction of the following key components together comprising the Intermodal Terminal: <ul style="list-style-type: none"> • Truck processing and loading areas • Rail loading and container storage areas • Administration facility and associated car parking.
IPC	Independent Planning Commission

km	Kilometre
m	Metre
MAAI	Moorebank Avenue, Anzac Road Intersection
Minister, the	Minister of Department of Planning and Environment
MIP	Moorebank Intermodal Precinct
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
PCTAMP	Preliminary Construction Traffic and Access Management Plan
REMM	Revised Environmental Management Measures. These are the management and mitigation measures presented in the MPW Concept Plan (SSD 5066) Supplementary RtS (August 2017).
RMS	Roads and Maritime Services (now TfNSW)
ROL	Road Occupancy License
RtS	Response to Submissions
SIMTA	Sydney Intermodal Terminal Alliance
SSD	State significant development
SZA	Speed Zone Authorisation
TCP	Traffic Control Plan
TCS	Traffic Control Signal
TfNSW	Transport for New South Wales
The MPW Stage 2 Development	The MPW Stage 2 Development involves the construction and operation of a multi-purpose IMT facility, rail link connection, warehousing and upgraded Moorebank Avenue intersection as described in Section 4.1 of the MPW Stage 2 EIS, and as approved under SSD 7709.
The MPW Stage 3 Development	The MPW Stage 3 Development involves the progressive subdivision of the MPW Site into nine allotments, importation of unconsolidated clean fill for compaction up to final land level and structural fill for warehouse pad completion, establishment of a temporary works compound area in the southern portion of the MPW Site, and ancillary development, as approved under SSD 10431.
TMP	Traffic Management Plan
Warehouse JN	The warehouse known as Warehouse JN, identified as Warehouse 6 in the plan titled 'Precinct Modification Plan — Proposed' (Drawing No JR-SK-A-0-9402, Revision G), prepared by Bell Architecture and dated 16 October 2020)
VMS	Variable Messaging System
Warehouse JR	The warehouse known as Warehouse JR, identified as Warehouse 5 in the plan titled 'Precinct Modification Plan — Proposed' (Drawing No JR-SK-A-0-9402, Revision G), prepared by Bell Architecture and dated 16 October 2020)

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1 INTRODUCTION

This Construction Traffic and Access Management Plan (CTAMP) has been developed to manage traffic and access impacts during the construction of the MPW Development. It addresses the relevant requirements of the SSD 7709 (MPW Stage 2) and SSD 10431 (MPW Stage 3) development consents, including the respective Environmental Impact Statement (EIS), Response to Submissions (RtS) and Minister's CoCs, and the applicable guidelines and standards. In accordance with MPW Stage 3 CoC B16, this CTAMP has been prepared having regard to the *Environmental Management Plan Guideline: Guideline for Infrastructure Projects* (DPE April 2020).

The MPW Stage 2 Development involves the construction and operation of a multi-purpose Intermodal Terminal (IMT) facility, raillink connection, warehousing, freight village, and upgrades to the Moorebank Avenue and Anzac Road intersection (MAAI).

The location of the MPW Stage 2 Development Site is shown in Figure 1-1.

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

A detailed description of the Development is provided in the MPW Stage 2 and Stage 3 Construction Environmental Management Plan (CEMP) Section 1.2.

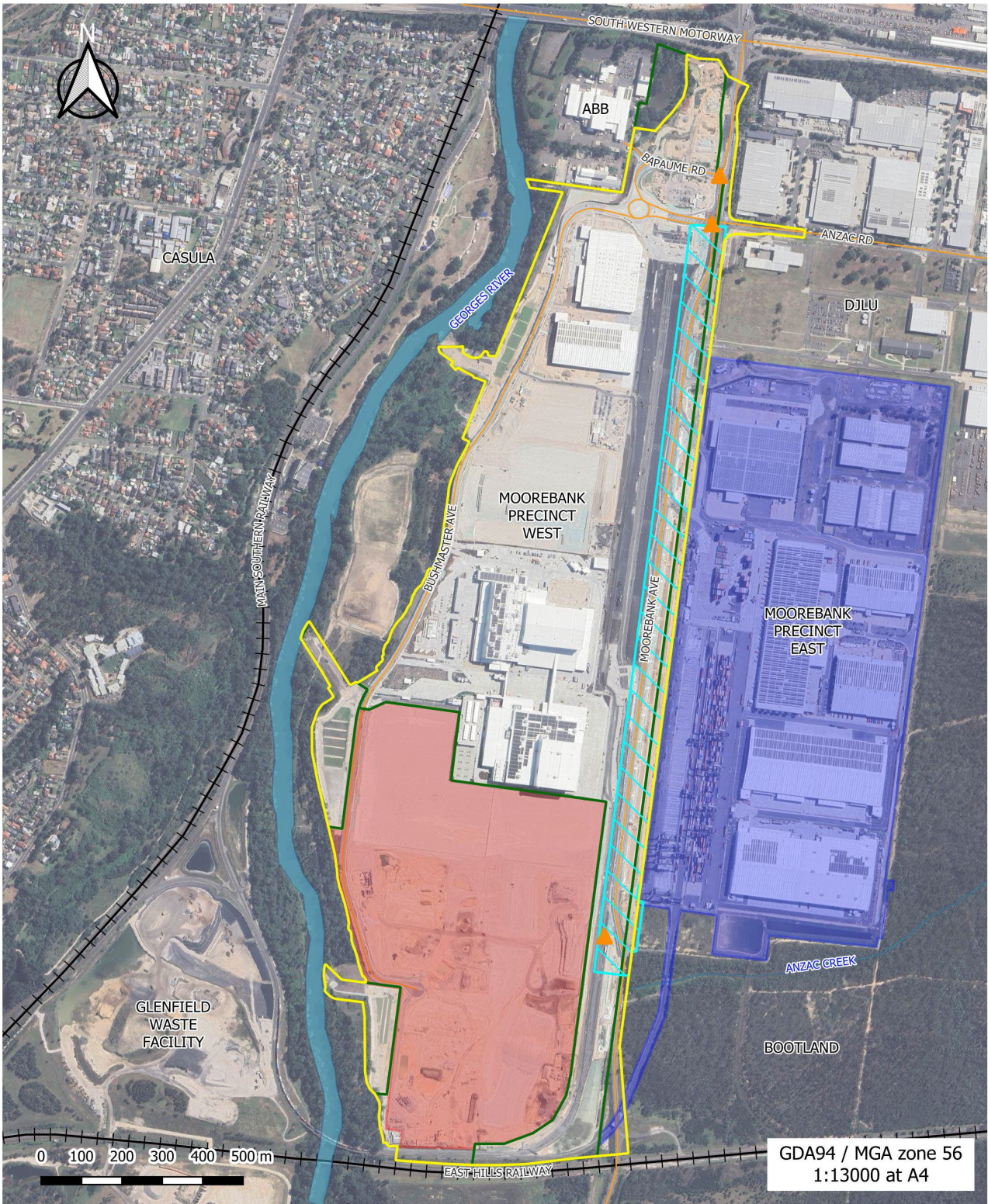
1.1 Development Ownership

In 2022, LOGOS joined the ESR group of companies and since August 2024, the LOGOS and ESR operations have been integrated to now operate under the name ESR Australia & NZ (ESR). The applicant/ approval holder entity remains unchanged at this stage until further notice and references to LOGOS and LOGOS authored documents and/or plans may continue and remains relevant where LOGOS and ESR are used interchangeably.

1.2 Moorebank Intermodal Precinct Overview

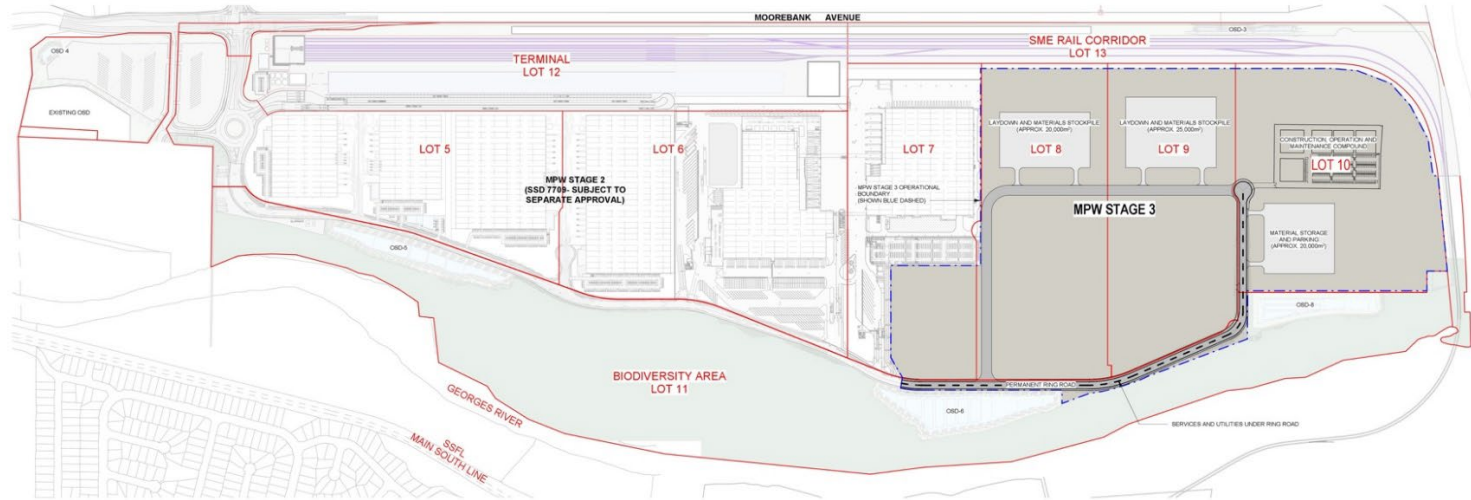
The MPW Development and Moorebank Precinct East (MPE) Development are being developed into the Moorebank Intermodal Precinct (MIP), operated by ESR Australia & NZ (formerly LOGOS). When completed, the MIP will move 1.55 million shipping containers annually. It will also feature Australia's largest purpose-built warehouse and distribution precinct serviced by the latest automated technology which will see driverless shuttle carriers collect and transport containers around the precinct to be processed, unpacked and stored on site or distributed in smaller consignments.

Figure 1-1 MPW Stage 2 Site location



LEGEND	
	MPW Stage 2 Construction Boundary
	MPW Stage 2 Operational Boundary
	MPW Stage 3 Construction Boundary
	Moorebank Avenue Upgrade Works
	MPE site
	Site Access
	Watercourse
	Existing Road
	Existing Railway

Moorebank Intermodal Precinct



DRAFT
WORK IN PROGRESS

LEGEND:

- LAND PARTNERS PROPOSED SUBDIVISION BOUNDARIES - ST/2008/012.1
- - - PROPOSED MPW STAGE 3 OPERATIONAL AREA

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Figure 1-2 MPW Stage 3 Site location and layout

1.3 Development Consent

1.3.1 SSD 7709 - MPW Stage 2

The MPW Stage 2 Development was assessed by the (then) Department of Planning and Environment (DPE) under Part 4, Division 4.1 (now Division 4.7 as of 1 March 2018) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as State significant development (SSD). The Independent Planning Commission (IPC) granted approval for the MPW Stage 2 Development on 11 November 2019 and is subject the CoCs (SSD 7709), as modified. The Development, including its potential impacts, consultation and proposed mitigation and management is documented in the following suite of documents:

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

1.3.2 SSD 10431 - MPW Stage 3

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

- SSD 10431 consent
- Moorebank Precinct West - Stage 3 EIS (Aspect Environmental, April 2020)
- Transport Assessment - Moorebank Intermodal Precinct West - Stage 3 (Ason Group, April 2020)
- Moorebank Precinct West - Stage 3 RtS (SSD 10431) (Aspect Environmental, July 2020)
- Transport Assessment - Moorebank Intermodal Precinct West - Stage 3 (SSD 10431) (RtS) (Ason Group, July 2020).

1.4 Purpose

This CTAMP has been developed to address the CoCs and the Final Compilation of Mitigation Measures (FCMMs) for MPW Stage 2 and MPW Stage 3. It aims to demonstrate how impacts to traffic and access will be managed during construction of the Development, and provides methods to measure and reduce the impact to traffic and access by the Construction Contractor during construction, including all sub-contractor and consultant partners.

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

Specifically, the purpose of this CTAMP is to:

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

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

1.4.1 Scope of MPW Stage 3 Updates

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

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

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

- The CTAMP for MPW Stage 2 and Stage 3, as originally approved, identified the construction access for MPW Stages 2 and 3 would be via the Chatham Avenue / Moorebank Avenue intersection.
In response to the required closure of Chatham Avenue to facilitate construction works on the IMT rail corridor, consultation with Transport for NSW (TfNSW) and Liverpool City Council (LCC) was undertaken regarding alternate construction access arrangements. This CTAMP was subsequently updated to reflect these changes as approved (Revision O, June, 2023).
- There will be no change to external heavy vehicle construction haulage routes that have already been approved under MPW Stage 2 (refer to Figures 3-1 and 3-2).
- There will be no change to the types or volumes of construction vehicles, or the construction hours of operation already approved under MPW Stage 2, to accommodate MPW Stage 3 development works. Under MPW Stage 3 CoC A8, importation of fill material has been limited to 13,000 m³ of material per day across the MPW Stage 2 and Moorebank Precinct East (MPE) Stage 2 construction sites (refer to Section 3.2.3). Construction of approved MPW Stage 3 ancillary works and establishment of the works compound will largely generate internal traffic movements.
- Cumulative light and heavy vehicle construction traffic numbers remain within those currently approved for MPE and MPW and no additional cumulative traffic movements are proposed, as traffic transfer movements would be generated internally from within MPW rather than from within MPE. Haulage routes for internal transfer of materials from MPW to MPE would be limited to either the Chatham Road or Anzac Road access from the MPW Site to Moorebank Avenue, and entry to the MPE Site via the existing site access point on Moorebank Avenue.
- An indicative cumulative construction timeline for MPW Stages 2 and 3 and MPE Stage 2 is provided in Appendix G [This timeline was attached to the MPW Stage 3 RtS and is attached to the CTAMP as Appendix G].

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

1.5 Objectives and Targets

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

Table 1-1 Objectives and Targets

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

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

1.6 Consultation

This Plan was prepared for MPW Stage 2 in consultation with LCC, Campbelltown City Council and was endorsed by TfNSW and Roads and Maritime Services (RMS), as outlined in Table 1-2. In September 2022, this CTAMP was further revised (Revision N) to accommodate drivers code of conduct, additional spoil source location and reflect the additional construction access location. Supplementary information to support the consultation undertaken and subsequent endorsement provided is included in Appendix B.

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

Table 1-2 Consultation Summary

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

Agency	Date	Person Contacted	Comment	Status
	06/12/2019	LCC representative	Email sent to follow up progress of review	Closed
	06/12/2019	SIMTA representative	Email sent providing comments on the CTAMP	Closed
	12/12/2019	LCC representative	Email sent responding to LCC comments	Closed
	12/12/2019	SIMTA representative	Phone call indicating comments had been received and LCC would respond the week starting 16/12/2019	Closed
	17/12/2019	SIMTA representative	Phone call had between LCC and SIMTA representatives. LCC indicated that Liverpool Local Traffic Committee didn't have responsibility for comments on the CTAMP. This was confirmed via email.	Closed
	17/01/2020	SIMTA representative	Meeting held between LCC and SIMTA representatives to discuss issues raised by LCC.	Closed
	22/01/2020	LCC representative	Email sent providing a response to issues raised and updated CTAMP	Closed
	28/01/2020	SIMTA representative	Email sent confirming that consultation with LCC is considered closed.	Closed
	7/06/2021	LCC representative	Phone call between LCC and SIMTA representative to discuss updates to MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions and schedule a consultation meeting. LCC advised they would provide meeting dates	Closed
	8/06/2021	SIMTA representative / LCC representative	LCC advised by email potential meeting dates to discuss MPW Stage 3 CTAMP; reply email to schedule meeting date	Closed
	14/06/2021	LCC representative	Email to LCC, providing draft CTAMP and meeting schedule	Closed
	15/06/2021	LCC representatives / SIMTA representative	TEAMs meeting between LCC representatives and SIMTA representative to discuss updates to approved MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions	Closed
	16/06/2021	LCC representative	Email sent to advise LCC representative regarding phone discussion with TfNSW (15/06/2021), and provide copies of emails sent to TfNSW.	Closed
	23/06/2021	LCC representative	Email sent to follow up provision of comments on the CTAMP	Closed
	24/06/2021	LCC representative	Follow up email and phone calls regarding provision of comments on the CTAMP; left messages	Closed

Agency	Date	Person Contacted	Comment	Status
	24/06/2021	LCC representative	Advised by LCC representative that comments regarding the CTAMP would be provided the following week	Closed
	29/06/2021	SIMTA representative	Email sent from LCC providing comment regarding the CTAMP	Closed
	30/06/2021	LCC representative	Revised CTAMP including LCC comments provided to LCC for review and final comment	Closed
	5/07/2021	LCC representative	Email sent to follow up provision of receipt of response, and close out of consultation	Closed
	7/07/2021	SIMTA representative	Email and letter sent confirming that consultation with LCC is considered	Closed
	19/07/2021	SIMTA representative	Email sent requesting meeting to discuss change to CTAMP to accommodate construction access rearrangements. Updated CTAMP will be Rev M.	Closed
	21/07/2021	LCC representative	Email sent confirming availability for meeting and providing Microsoft Teams meeting invitation.	Closed
	2/07/2021	SIMTA representative	Email sent with meeting agenda, Bapaume Access concept design, traffic modelling assessment and technical memo.	Closed
	23/07/2021	LCC representative/ SIMTA representative	Microsoft Teams meeting between LCC and SIMTA representatives.	Closed
	27/06/2021	SIMTA representative	Meeting minutes sent to LCC followed by updated design drawings and traffic modelling assessment to inform LCC Local Traffic Committee.	Closed
	10/08/2021	SIMTA representative	Draft CTAMP Rev M provided to LCC for comment.	Closed
	17/08/2021	SIMTA representative	Follow up email sent requesting an update on progress of review.	Closed
	24/08/2021	SIMTA representative	Completed RSA and 100% detailed design provided to LCC to inform LCC Local Traffic Committee.	Closed
	25/08/2021	SIMTA representative	Follow up email sent requesting an update on progress of review.	Closed
	2/09/2021	SIMTA representative	Follow up email sent requesting an update on progress of review.	Closed

Agency	Date	Person Contacted	Comment	Status
				Closed
	9/09/2021	SIMTA representative	Follow up email sent requesting confirmation on close out of comment.	
	March 2023	LOGOS representative	Calls to LCC to discuss proposed changes to CTAMP and request briefing session.	Closed
	27/03/2023	LOGOS representative	Email to issue advice to LCC on upcoming CTAMP update and request briefing session	Closed
	5/04/2023	LOGOS representative	Follow up email seeking response on previous email re upcoming CTAMP update and request briefing session	Closed
	08/05/2023	LOGOS representative	Email providing the LCC with the updated CTAMP with inclusion of MAAI western leg (Bushmaster) as a construction access point for the precinct	Closed
	11/05/2023	LOGOS representative	Follow up email requesting response from LCC on confirmation of review date	Closed
	01/06/2023	LOGOS representative	Follow up email requesting an update on progress of review	Closed
	13/06/2023	LOGOS representative	Follow up email and a phone call to LCC representative requesting an update on progress of review	Closed
	26/06/2023	LCC representative	Email received requesting access to the documents	Closed
	26/06/2023	LOGOS representative	Email providing the access to the documents	Closed
	27/06/2023	LCC representative	LCC confirmed minor changes and no further comments	Closed
	18/01/2024	LOGOS representative	Email to make Council aware of a recent update to the MPW Stage 2 CTAMP, related to the implementation of a temporary construction access point along Moorebank Avenue, south of Chatham Avenue	Closed
	31/01/2024	LOGOS representative	Follow up email if Council had any queries or comments on the updated CTAMP	Closed
	01/11/2019	Community Consultative Committee (CCC) representative	Draft CTAMP provided for review and comment via email. Phone call followed the email.	Closed

Agency	Date	Person Contacted	Comment	Status
Campbell City Council	08/11/2019	CCC representative	Follow up phone call requesting an update on progress of review	Closed
	22/11/2019	CCC representative	Follow up email requesting an update on progress of review	Closed
	02/12/2019	SIMTA representative	Email sent indicating CCC had no objection to the CTAMP as long as heavy vehicles are prohibited from using Cambridge Avenue	Closed
	11/12/2019	RMS representative	Draft CTAMP provided for review and comment	Closed
	18/12/2019	SIMTA representative	Email sent indicating that RMS had been advised by TfNSW that consultation would be with LCC and not RMS.	Closed
	11/12/2019	TfNSW representative	Draft CTAMP provided for review and comment via email.	Closed
	11/12/2019	SIMTA representative	Email sent indicating that the CTAMP would need to be submitted to LCC Local Traffic Committee for review/approval and TfNSW will provide comments for the CTAMP in consultation with the LCC Local Traffic Committee. TfNSW noted that they were unable to view the CTAMP on the DPE portal	Closed
	11/12/2019	TfNSW representative	Email sent indicating consultation had commenced with TfNSW. DPE noted that consultation could be undertaken outside the DPE portal.	Closed
	13/12/2019	TfNSW representative	Email sent providing CTAMP for comment.	Closed
	13/12/2019	SIMTA representative	Email sent reiterating that TfNSW will provide comments in consultation with LCC Local Traffic Committee and to ensure a copy of CTAMP is provided to LCC	Closed
	18/12/2019	TfNSW representative	Email sent noting that SIMTA are consulting with LCC and that consultation with TfNSW is considered closed.	Closed
	9/06/2021	TfNSW representative	Email sent summarising revisions to MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions, and requesting schedule of a consultation meeting	Closed

Agency	Date	Person Contacted	Comment	Status
	11/06/2021	TfNSW representative	Follow up email to schedule a meeting with TfNSW	Closed
	15/06/2021	SIMTA representative	Discussions between TfNSW and SIMTA representatives regarding updates to approved MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions. SIMTA representative sent email with draft CTAMP and clarification details regarding CTAMP.	Closed
	15/06/2021	TfNSW representative	Email sent with attached draft CTAMP and clarification details regarding CTAMP.	Closed
	15/06/2021	SIMTA representative	Email sent advising TfNSW contact to review CTAMP, and further clarification required	Closed
	15/06/2021	TfNSW representative	Email sent with attached draft CTAMP and clarification details regarding CTAMP.	Closed
	23/06/2021	TfNSW representative	Email sent to follow up provision of comments on the CTAMP	Closed
	23/06/2021, 24/06/2021 and 25/06/2021	TfNSW representative	Follow up emails and phone calls regarding provision of comments on the CTAMP; left messages	Closed
	25/06/2021	TfNSW representative	Advised by TfNSW representative that comments regarding the CTAMP would be provided the following week	Closed
	29/06/2021, 1/07/2021 and 5/07/2021	TfNSW representative	Follow up email regarding provision of comments on the CTAMP	Closed
	6/07/2021	SIMTA representative	Email advising that TfNSW has had an internal restructure and request for MPW Stage 3 CTAMP review and comment has been forwarded to the Customer Journey Planning Operations (CJPO) team for review and response.	Closed
	20/07/2021	TfNSW representative and SIMTA representative	Follow up email to TfNSW regarding provision of comments on CTAMP. Reply email from TfNSW providing contact details for CJPO team. Email to TfNSW CJPO team regarding provision of comments.	Open
	7/12/2020 – 8/04/2021	TfNSW representative and SIMTA representative	Consultation between SIMTA and TfNSW regarding additional construction access points onto MPW focussing on the 4 th leg of the Moorebank Avenue / Anzac Road intersection (MAAI).	Closed

Agency	Date	Person Contacted	Comment	Status
	8/04/2021	TfNSW representative	TfNSW requested SIMTA consider alternative construction access points to MAAI, including Bapaume Road.	Closed
	15/04/2021	TfNSW representative and SIMTA representative	During a MAAI design meeting, TfNSW advised they would be unlikely to provide Section 87 approval for MAAI access, and that an alternative access should be considered. Bapaume Road access option discussed.	Closed
	22/04/2021	TfNSW representative and SIMTA representative	During a MAAI design meeting, SIMTA discussed preparation of Bapaume Road access concept design. No comments from TfNSW.	Closed
	9/05/2021	SIMTA representative	Bapaume Road construction access concept design submitted to TfNSW.	Closed
	10/05/2021	SIMTA representative	SIMTA advised TfNSW that work on a construction access at MAAI is on hold given TfNSW advice on 15/04/2021.	Closed
	10/05/2021	TfNSW representative	TfNSW requested consolidated submission of Bapaume Road construction access documents.	Closed
	10/06/2021	SIMTA representative	Updated concept design of Bapaume Road construction access for MPW submitted to TfNSW	Closed
	2/07/2021	TfNSW representative	TfNSW provided comments on updated concept design for Bapaume Road access.	Closed
	2/07/2021	SIMTA representative	SIMTA informed TfNSW that DPE advice had indicated addition of Bapaume Road construction access could be facilitated by a CTAMP update.	Closed
	8/07/2021	TfNSW representative	TfNSW advised the updated CTAMP would need to be submitted to Customer Journey Planning Operations.	Closed
	10/08/2021	SIMTA representative	Draft CTAMP Rev M provided to TfNSW for comment.	Closed
	17/08/2021	SIMTA representative	Follow up email sent requesting an update on progress of review.	Closed
	23/08/2021	TfNSW representative	Email sent providing TfNSW comments on CTAMP.	Closed
	25/08/2021	SIMTA representative	Email sent providing SIMTA responses to TfNSW comments.	Closed

Agency	Date	Person Contacted	Comment	Status
	2/09/2021	SIMTA representative	Follow up email sent requesting confirmation that SIMTA responses had addressed TfNSW comments.	Closed
	6/09/2021	TfNSW representative	TfNSW confirmed comment responses accepted and no further comments.	Closed
	27/10/2022	TfNSW representative	Email proposal for change to construction access arrangements to MAAI western leg	Closed
	25/11/2022	TfNSW representative	Meeting with TfNSW to present updated proposal	Closed
	22/02/2023	TfNSW representative	Meeting to review proposed update to signals related to the construction access change	Closed
	02/03/2023	TfNSW representative	Meeting to review and outline the proposed CTAMP updates for the change in access arrangements	Closed
	02/03/2023	TfNSW representative	Email following meeting to close out any outstanding matters	Closed
	05/05/2023	LOGOS representative	Email providing the updated CTAMP for MPW S2 with the inclusion of MAAI western leg (Bushmaster) as a construction point to MPW precinct.	Closed
	05/05/2023	TfNSW representative	Out of office email received	Closed
	11/05/2023	LOGOs representative	Email providing the CTAMP again	Closed
	01/06/2023	LOGOS representative	Follow up email send for any reviews on the CTAMP	Closed
	01/06/2023	TfNSW representative	TfNSW confirmed no further comments.	Closed
	18/01/2024	LOGOS representative	Emailed TfNSW regarding recent update to the CTAMP related to the implementation of a temporary construction access point along Moorebank Avenue, south of Chatham Avenue	Closed
	22/01/2024	TfNSW representative	Email informing that TfNSW is reviewing the CTAMP	Closed

Agency	Date	Person Contacted	Comment	Status
	31/01/2024	LOGOS representative	Email following up the review of the CTAMP	Closed
	31/01/2024	TfNSW representative	Email requesting further information and recommending amendments and clarification to the CTAMP	Closed
	31/01/2024	LOGOS representative	Email responding to the request for information by TfNSW	Closed
	31/01/2024	TfNSW representative	Email, TfNSW reviewed and endorsed the construction arrangements subject to conditions,	Closed

1.6.1 MPW Stage 3 Consultation

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

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

Agency	Agency Comments	Where addressed in this Plan
LCC	Council has reviewed the CTAMP and has requested the following comments be made to finalise the plan:	-
	<ul style="list-style-type: none"> Heavy vehicles access to the development site should be via the nominated route (i.e. the M5 Motorway and Moorebank Avenue) unless the route is not available. 	Section 3.2.2
	<ul style="list-style-type: none"> The construction access should be via Moorebank Avenue/Chatham Avenue intersection. An updated CTAMP is required for any changes to the existing construction access. 	Section 3.2.4
	<ul style="list-style-type: none"> Council is to be informed along with local residents (in accordance with the Community Communication Strategy) of any construction activities and road access restrictions, which might affect the existing road network and traffic conditions. 	Section 3.4
	<ul style="list-style-type: none"> In addition to Road Occupancy Licences (ROL), road occupancy permits, and road opening approvals are required for road occupancies (and works) within sections of Moorebank Avenue and Avenue Road, which are currently local roads under Council's care and control. Application forms for Council's ROC permits and RO approvals are available on Council's website. 	Section 3.3.1.3
	<ul style="list-style-type: none"> A notice with contact phone number and email details for community to make contacts regarding work activities are to be installed at the site. 	Section 3.4



TfNSW	Provide key components of MPW Stage 3 development	Section 1.2.1
	Detail scope of MPW Stage 3 construction traffic in relation to MPW Stage 2 construction traffic	Section 1.2.1
	Provide details regarding construction timelines for MPW Stages 2 and 3	Appendix G

2 ENVIRONMENTAL LEGISLATION AND OBLIGATIONS

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

2.1 Legal and Other Obligations

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

Table 2-1 Legislation, Planning Instruments and Guidelines

Legislation and Guidelines	Description	Relevance to this plan
<i>Environmental Planning and Assessment Act 1979</i>	This Act establishes a system of environmental planning and assessment of development proposals within NSW.	The Development Consent conditions and obligations are incorporated into this Plan.
<i>Roads Act 1993</i>	Section 87 of the Roads Act requires the consent of RMS for the construction, erection, installation, maintenance, repair, removal or replacement of a traffic control light. Section 138 of the Roads Act establishes a requirement for a Road Occupancy Licence for works on public roads.	An ROL will be required for works on public roads associated with the Development. Under Section 4.42 of the EP&A Act an ROL cannot be refused and is to be substantially consistent with the consent.
<i>Local Government Act 1993</i>	Approval required from local government for some activities on or adjacent to public roads.	Works adjacent to public roads owned by Council will require approval.
<i>Road Transport Act 2013</i>	Incorporates most of the statutory provisions concerning road users, road transport and the improvement of road safety in NSW.	Drivers transporting goods to and from the Development must comply with the <i>Road Transport Act 2013</i> .
<i>Road Rules 2014</i>	Establish a framework for safe and efficient movement of traffic on NSW roads.	Drivers accessing the Development must comply with the Road Rules 2014.
Dangerous Goods (Road and Rail Transport) Regulation 2014	The key sections of this Regulation relevant to the Development include, but are not limited to: <ul style="list-style-type: none"> • Clause 67: Duty on prime contractors to transport dangerous goods in accordance with the Australian Dangerous Goods code • Part 5: Consignment procedures for dangerous goods • Part 12: Safety equipment 	Transport of dangerous goods must be in accordance with the Dangerous Goods (Road and Rail Transport) Regulation 2014
<i>Protection of the Environment Operations Act 1997</i>	The objective of this act is to object of the Act is to achieve the protection, restoration and enhancement of the quality of the NSW environment.	The Act requires licences for specified activities (including road construction and storage activities) that control the air, noise, water and waste impacts of that activity.

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

- AGRD 04-1709 *Guide to Road Design Part 4: Intersections and Crossings – General*, 2017
- AGTM 02-08 *Guide to Traffic Management Part 2: Traffic Theory*, 2015
- AGTM 06-1907 *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings – General*, 2019
- AS 1742 Parts 1 to 14, Manual of Uniform Traffic Devices (as required)
- AS 1743.3-2009 *Traffic control devices for works on roads*
- AS 3845:1999 *Road Safety Barrier Systems*
- Austroads - *Cycling Aspects of Austroads Guides*, April 2014
- NSW Centre for Road Safety, *NSW Speed Zoning Guidelines Version 4*, 2019
- NSW Government - *The Guide to Traffic and Transport Management for Special Events*, July 2018
- Relevant RMS Technical Direction and Guide updates.
- RMS Delineation Manual, December 2010
- RMS QA Specification G10 – Traffic Management, December 2018
- RMS Roads Occupancy Manual, May 2015
- RMS Supplement to Austroads Guide to Road Design, August 2015
- RMS Traffic Control at Worksites Manual Version 54, July 2018
- RMS Traffic Signal Design and Specification SI/TCS/8 Installation and Reconstruction of Traffic LightSignals, May 2013
- RMS Works Authorisation Deed (to be applied for. See Section 3.3.1.1).

2.1.1 Compliance Matrices

The Development is being delivered under Part 4, Division 4.7 of the EP&A Act. The MPW Stage 2 and MPW Stage 3 CoCs include requirements to be addressed in this Plan and delivered during the Development. These requirements, and how they are addressed are provided within Table 2-3.

Table 2-3 Conditions of Consent (CoCs)

CoC No.	Condition	Where Addressed	How Addressed
SSD 7709 MPW Stage 2 Primary Conditions of Consent			
B113	Prior to commencement of construction, the Applicant must prepare a Construction Traffic and Access Plan (CTAMP) and submit it to the Planning Secretary for approval. The CTAMP must be prepared by a suitably qualified and experienced person(s) in consultation with Council, and must be endorsed by TfNSW and RMS.	This Plan Section 1.4 Appendix B	Qualification details are provided on the cover page Consultation is detailed within Section 1.4 and Appendix B; endorsement is provided in Appendix B.
B114	The CTAMP must form part of the CEMP required by Condition C2 and, in addition to the general management plan requirements listed in Condition C1, the CEMP must:		
	a) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;	Section 3.3	Section 3.3 outlines measures to reduce traffic impact from Development vehicles, to provide road safety and network efficiency during construction.

	b) include a Heavy Vehicle Route Plan detailing:		
	i. origin of imported fill,	Section 3.2.2 Figure 3-2	Details the indicative spoil source locations
	ii. destination of demolition material and spoil,	Section 3.2.2 Figure 3-2	Details the indicative disposal destination
	iii. heavy vehicle routes to and from the site within the Campbelltown and Liverpool Local Government Areas (LGAs), including compliance with the conditions of this consent including Condition B89, and	Section 3.2.2 Figure 3-1	Details the primary and alternative routes to site
	iv. management system for oversized vehicles;	Section 3.2.2.1 Appendix E	Provides links to resources to be followed if oversize vehicles are required
	c) access and parking arrangements	Section 3.2.4	Detail access and parking arrangements for the Development
	d) detail procedures for notifying residents and the community of any potential traffic disruptions.	Section 3.4	Details the procedure for notifying residents and the community
B115	Two lanes (one in each direction) of traffic on Moorebank Avenue must be available at all times during construction, unless otherwise approved by RMS.	Section 3.5	Section 3.5 outlines measures to maintain two lanes of traffic on Moorebank Avenue at all times.
B116	All construction vehicles must be contained wholly within the site and vehicles must enter the site before stopping.	Section 3.5	Section 3.5 outlines measures to reduce traffic impact from construction vehicles.
B117	All vehicles must enter and leave the site in a forward direction.	Section 3.5	Section 3.5 outlines measures to reduce traffic impact from construction vehicles.
SSD 10431 MPW Stage 3 Primary Conditions of Consent			
B17	Prior to the commencement of construction, the Applicant must submit a Construction Environmental Management Plan (CEMP) to the Certifier and provide a copy to the Planning Secretary for approval. The CEMP must include, but not be limited to, the following:		
	Details of: ... <ul style="list-style-type: none"> measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site; ...	Section 3.5 Appendix C	Section 3.5 and Appendix C (Driver Code of Conduct) detail measures to manage sediment control for vehicles leaving the site
	(i) Construction Traffic and Access Management Sub-Plan (see condition B20);	This Plan	

B20	The Construction Traffic and Access Management Plan (CTAMP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, not be limited to, the following:		
	(a) be prepared by a suitably qualified and experienced person	This Plan	Qualification details are provided at the front of this Plan
	(b) be prepared in consultation with Council and TfNSW	Section 1.4 Appendix B	Consultation is detailed within Section 1.4 and Appendix B; endorsement is provided in Appendix B
	(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of concurrent construction and/or operation traffic to and from the combined MPW site and the MPE site, and potential impacts on general traffic, cyclists and pedestrians and bus services	Section 3.3	Section 3.3 outlines measures to reduce traffic impact from Development vehicles, to provide road safety and network efficiency during construction
	(d) detail access and parking arrangements	Section 3.2.4	Details access and parking arrangements for the Development
	(e) include a Heavy Vehicle Route Plan detailing:		
	(i) origin of imported fill	Section 3.2.2 Figure 3-2	Details the indicative spoil source locations
	(ii) destination of spoil	Section 3.2.2 Figure 3-2	Details the indicative disposal location
	(iii) heavy vehicle routes to and from the site within the Campbelltown and Liverpool Local Government Areas (LHAs), including compliance with conditions of this consent, and	Section 3.2.2 Figure 3-1	Details the primary and alternative routes to site
	(iv) management system for oversized vehicles	Section 3.2.2.1 Appendix E	Provides links to resources to be followed if oversized vehicles are required
	(f) detail procedures for notifying residents and the community of any potential traffic disruptions	Section 3.4	Details the procedure for notifying residents and the community

The MPW Stage 2 FCMM were presented in the MPW Stage 2 RtS (Arcadis July 2017) and are included as Appendix 2 of the SSD 7709 consent. The FCMM as relevant to MPW Stage 3 have been included as Appendix 3 of the SSD 10431 consent. A list of the FCMMs as relevant to this CTAMP and how they are addressed within this Plan is provided in Table 2-3.

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

FCMM	Requirement	How addressed	
SSD 7709 MPW Stage 2 Primary Condition FCMM			
0B	The Construction Environmental Management Plan (CEMP), or equivalent, for the Proposal would be based on the PCEMP (Appendix I of this EIS), and include the following preliminary management plans: <ul style="list-style-type: none"> Preliminary Construction Traffic Management Plan (PCTMP) (Appendix M of the EIS) 	This Plan	
	... As a minimum, the CEMP will include the following sub-plans: <ul style="list-style-type: none"> Construction Traffic Management Plan (CTMP) 		
1A	A Construction Traffic Management Plan (CTMP) would be prepared based on the Preliminary Construction Traffic Management Plan (Appendix M of the EIS), detailing management controls to be implemented to avoid or minimise impacts to traffic, pedestrian and cyclist access, and the amenity of the surrounding environment. The following key initiatives would be included in the CTMP:	This Plan	
	Review of speed restrictions along Moorebank Avenue and additional signposting of speed limitations		A 60km/hr speed limit is designated along Moorebank Avenue and Moorebank Avenue Diversion Road. Appendix C
	Restriction of haulage routes through signage and education to ensure, where possible, that construction vehicles do not travel through nearby residential areas to access the Proposal site, in particular Moorebank (Anzac Road) or the Wattle Grove residential areas		All drivers will be required to adhere to the nominated construction truck / haulage routes to/from the site via the M5 and Moorebank Avenue. The heavy vehicle route is identified in Section 3.2.2 and Appendix C.
	Inform local residents (in conjunction with the Community Information and Awareness Strategy) of the proposed construction activities and road access restrictions that the construction traffic must adhere to and establish communication protocols for community feedback on issues relating to construction vehicle driver behaviour and construction related matters		Section 3.4
	Installation of specific warning signs at entrances to the construction area to warn existing road users of entering and exiting construction traffic		Section 3.5
	Establishing pedestrian walking routes and crossing points		Section 3.5
	Distribution of day warning notices to advise local road users of scheduled construction activities		Section 3.5
Installation of appropriate traffic control and warning signs for areas identified where potential safety risk issues exist	Section 3.5		

	The promotion of car-pooling for construction staff and other shared transport initiatives during the pre-construction phase	Section 3.5
	Facilitating emergency vehicle access to the site	Section 3.5
	Management of the transportation of materials to maximise vehicle loads and therefore minimise vehicle movements	Section 3.5
	Minimising the volumes of construction vehicles travelling during peak periods	Section 3.5
	Maintaining access to neighbouring properties, in particular the ABB site	Section 3.5
	Monitoring of traffic on Moorebank Avenue during peak construction periods to ensure that queuing at intersections does not unreasonably impact on other road users.	Section 4.1
SSD 10431 MPW Stage 3 Primary Condition FCMM		
0B	The Construction Environmental Management Plan (CEMP) and sub-plans prepared for MPW Stage 2 (listed below) will be amended, where required, to accommodate MPW Stage 3 conditions: Construction Traffic and Access Management Plan (CTAMP) 	This Plan
1A	A Construction Traffic and Access Management Plan (CTAMP) prepared for MPW Stage 2 details management controls to be implemented to avoid or minimise inputs to traffic, pedestrian and cyclist access, and the amenity of the surrounding environment would be amended, where required, to accommodate MPW Stage 3 conditions. The following key initiatives, included in the MPW Stage 2 CTAMP, continue to apply to MPW Stage 3:	This Plan
	<ul style="list-style-type: none"> Restriction of haulage routes through signage and education to ensure, where possible, that construction vehicles do not travel through nearby residential areas to access the Proposal site, in particular Moorebank (Anzac Road) or the Wattle Grove residential areas 	All drivers will be required to adhere to the nominated construction truck/haulage routes to/from the site via the M5 and Moorebank Avenue. The heavy vehicle route is identified in Section 3.2.2 and Appendix C.
	<ul style="list-style-type: none"> Inform local residents (in conjunction with the Community Communication Strategy (of the proposed construction activities and road access restrictions that the construction traffic must adhere to and establish communication protocols for community feedback on issues relating to construction vehicle driver behaviour and construction related matters 	Section 3.4
	<ul style="list-style-type: none"> Installation of specific warning signs at entrances to the construction area to warn existing road users of entering and exiting construction traffic 	Section 3.5
	<ul style="list-style-type: none"> Distribution of day warning notices to advise local road users of scheduled construction activities 	Section 3.5
	<ul style="list-style-type: none"> Installation of appropriate traffic control and warning signs for areas identified where potential safety risk issues exist 	Section 3.5

<ul style="list-style-type: none"> The promotion of car-pooling for construction staff and other shared transport initiatives during the pre-construction phase 	Section 3.5
<ul style="list-style-type: none"> Facilitating emergency vehicle access to the site 	Section 3.5
<ul style="list-style-type: none"> Management of the transportation of materials to maximise vehicle loads and therefore minimise vehicle movements 	Section 3.5
<ul style="list-style-type: none"> Minimising the volumes of construction vehicles travelling during peak periods 	Section 3.5
<ul style="list-style-type: none"> Monitoring of traffic on Moorebank Avenue during peak construction periods to ensure that queuing at intersections does not unreasonably impact on other road users. 	Section 4.1

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

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

The EPBC Act approval for the MPW Concept was granted by the (then) Commonwealth Department of Environment and Energy, now Department of Climate Change, Energy, Environment and Water on 27 September 2016 (No. 2011/6086). This approval was provided for the impact of the MPW Development on matters of national environmental significance (i.e., listed threatened species and communities (Sections 18 and 18A of the EPBC Act)) and Commonwealth action (Section 28 of the EPBC Act).

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

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

Table 2-4 EPBC Act Approval

Commonwealth	Requirement	Document Reference
Primary Condition		
5	Sections of the CEMP and OEMP relating to traffic must be prepared by a suitably qualified expert and must:	
	a) be consistent with the Traffic, Transport and Access Provisional Environmental Management Framework (2 July 2014), provided at Appendix O (<i>sic</i> , H) to the finalised EIS	This Plan
	b) incorporate all measures 4A to 4O from Table 7.1 of the finalised EIS that are described as 'mandatory'	Addressed in Appendix A – Secondary Revised Management Measures
	c) explain how all measures 4A to 4O from Table 7.1 of the finalised EIS that are described as 'subject to review' have been addressed	Addressed in Appendix A – Secondary Revised Management Measures
d) be approved by the Minister or a relevant New South Wales regulator.	This CTAMP was originally approved by the NSW regulator on 23/03/2020.	

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

2.1.1.1 Roles and Responsibilities

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

Table 2-5 Roles and Responsibilities

Roles (or equivalent)	Responsibilities
Contractor's Construction Manager (Contractor's CM)	<ul style="list-style-type: none"> Oversee the overall implementation of this CTAMP Report on the performance of this CTAMP The provision of appropriate car parking.
Contractor's Works Package Environmental Manager (Contractor's WPEM)	<ul style="list-style-type: none"> Monitor and report on the implementation of the environmental components of this CTAMP, including compliance with relevant CoC.
Contractor's Health and Safety Manager	<ul style="list-style-type: none"> Monitor and report on the implementation of the safety components of this CTAMP, including compliance with relevant CoC.
Site Supervisor	<ul style="list-style-type: none"> Implement this CTAMP Facilitate traffic awareness and deliver toolbox talks to site personnel Undertake traffic control inspections Confirm all components of the implemented traffic control plans meet requirements

Contractor's Traffic Engineer	<ul style="list-style-type: none"> • Manage the ROL, Traffic Management Plan (TMP) and Traffic Control Plan (TCP) application and approval processes • Manage other traffic related application, consultation and approval processes • Confirm all components of the proposed traffic control plans meet requirements.
Development Manager (Communications)(DM (Communication))	<ul style="list-style-type: none"> • Manage complaints from members of the public with respect to issues in relation to this CTAMP • Liaise within the Community Engagement Consultant to communicate potential traffic impacts to the community
All Personnel	<ul style="list-style-type: none"> • Comply with the requirements of this CTAMP.

2.2 Training

For information on the Development and visitors induction refer to MPW Stage 2 and Stage 3 CEMP Section 2.7 and 2.8. The induction will include obligations under the CTAMP, including ROL, TCP and TMP requirements and be reflective of the purpose and objectives of each respective document.

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

2.2.1 Worker Competency

The following competencies are required:

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

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

3 IMPLEMENTATION

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

3.1 Existing Environment

3.1.1 Road Network

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

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

Table 3-1 Summary of Existing Road Network

Road Name	Road Hierarchy	Description
M5 South West Motorway	Motorway	The M5 South-West Motorway (M5) is a 22km toll road, generally with three lanes in each direction between Camden Valley Way, Prestons and King Georges Road, Beverly Hills. It is operated by Interlink Roads and forms part of the M5 transport corridor, the main passenger, commercial and freight route between Sydney Airport, Port Botany and south-west Sydney. It is also a key part of the Sydney Orbital Network, a series of interconnected roads that link key areas of the Greater Sydney Metropolitan Region.
Moorebank Avenue	State / Local	Moorebank Avenue, between Anzac Road and just south of the Moorebank Intermodal Precinct (MIP), is currently diverted to allow upgrade works on Moorebank Avenue (Moorebank Avenue Upgrade Works (MAUW)) to be completed. Whilst this is underway, the Moorebank Avenue Diversion Road is in place (see below) to allow continued access south towards Glenfield. Moorebank Avenue is a two-lane undivided road (one lane on each direction) between Cambridge Avenue and the M5 and a four-lane undivided road (two lane on each direction) north of the M5. This road provides a north-south link between Liverpool and Glenfield. It also forms a grade separated interchange with the M5 South West Motorway. Moorebank Avenue between the M5 and Anzac Road is owned and maintained by TfNSW. Moorebank Avenue between Anzac Road and Cambridge Avenue is a private road on Commonwealth land.
Moorebank Avenue Diversion Road (MADR)	Local	The MADR is a 1.5km temporary road constructed in parallel and to the west of existing Moorebank Avenue between Anzac Road and just south of the MIP southern extent. MADR has been implemented to detour traffic around this portion of existing Moorebank Avenue while it is being upgraded as a part of the MPE Stage 2 consent (SSD 7628). It has been open since mid-2021.
Anzac Road	Local	Anzac Road is an east-west road that connects Moorebank Avenue and Heathcote Road. It provides access to the Moorebank Business Park and the residential area of Wattle Grove. The road is generally configured as a two-lane undivided road.

Chatham Avenue	Private	Chatham Avenue is an east-west road located within the Development site. This road has been closed for construction and operation of the interstate rail.
Bapaume Road	Local	<p>Bapaume Road is an east-west road bordered by the Development footprint and provides public access to ABB off Moorebank Avenue. Operational access to the MPW site at the western end of Bapaume Road, inclusive of an upgraded intersection with Moorebank Avenue, was approved under the MPW Stage 2 (SSD 7709) consent.</p> <p>The western end of Bapaume Road has previously been approved as a construction access point into the MPW Stage 2 site. This access is connected to the MPW Stage 2 site at Bushmaster Avenue via the Loop Road.</p>
Bushmaster Avenue	Local	<p>Bushmaster Avenue is the newly constructed western approach to MAAI and located south of the Bapaume Road / Moorebank Avenue intersection.</p> <p>Bushmaster Avenue / Moorebank Avenue intersection provides the main construction access for MPW.</p> <p>When access from Bapaume Road is reduced to left-out (northbound) egress only, all ingress and southbound egress will be reassigned to MAAI via Bushmaster Avenue.</p>

3.1.1.1 Required Road Upgrades

In accordance with SSD 7709 CoC B84 and in order to facilitate the operation of the Development, the MAAI upgrade works must be completed in accordance with the MPW Stage 2 B84 Staging Report (Aspect Environmental, April 2024) approved by DPHI in May 2024.

A component of the upgrade works is the construction of Bushmaster Avenue (recently completed) which will also provide operational access into the MPW Site in line with the Staging Report.

This updated CTAMP, as approved, provides construction access at Bushmaster Avenue as the remainder of MAAI upgrade works are completed. Further details on construction access are provided in Section 3.2.2.1.

Concurrently with the MAAI works, the upgrade of Moorebank Avenue (MAUW) (between Anzac Road and the IMEX terminal) is required under the MPE Stage 2 consent (Condition B13). The more recently approved Moorebank Avenue Realignment (MAR) Development (SSI 10053) has a footprint that partially lies within the northern footprint of MAUW. In this area, the two upgrade works packages will interface and ultimately provide 4 lanes of traffic access (two northbound and two southbound).

Condition B104 of SSD 7709 requires that the ongoing use and capacity of Moorebank Avenue as a public road is maintained during the construction and operation of the Development. The construction and use of MADR provides this ongoing access required by this condition and mitigates potential traffic-related impacts associated with the Precinct-related road works.

3.1.2 Approved Construction Traffic Volumes

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

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

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

3.2 Construction Overview

For an overview of construction hours of work and construction activities refer to CEMP Section 1.3.4.

3.2.1 Construction Vehicles

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

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

3.2.2 Heavy Vehicle and Fill Haulage Routes

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

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

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

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

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

The following heavy vehicle restrictions apply:

- No heavy vehicle use of Anzac Road
- No heavy vehicle use of Cambridge Avenue other than for occasional access to the Glenfield Waste Services site
- Site access and egress must be in forward direction.

Heavy vehicles may perform a right-hand (southbound) turn at Bushmaster Avenue onto Moorebank Avenue in order to access other areas of the Precinct (that being, MPE or southern portions of MPW), or occasionally to access Glenfield Waste Services.

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

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

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

3.2.1.1 Oversize Vehicles

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

Figure 3-1 Heavy vehicle route plan

MPW Stage 2 Construction Traffic and Access Management Plan

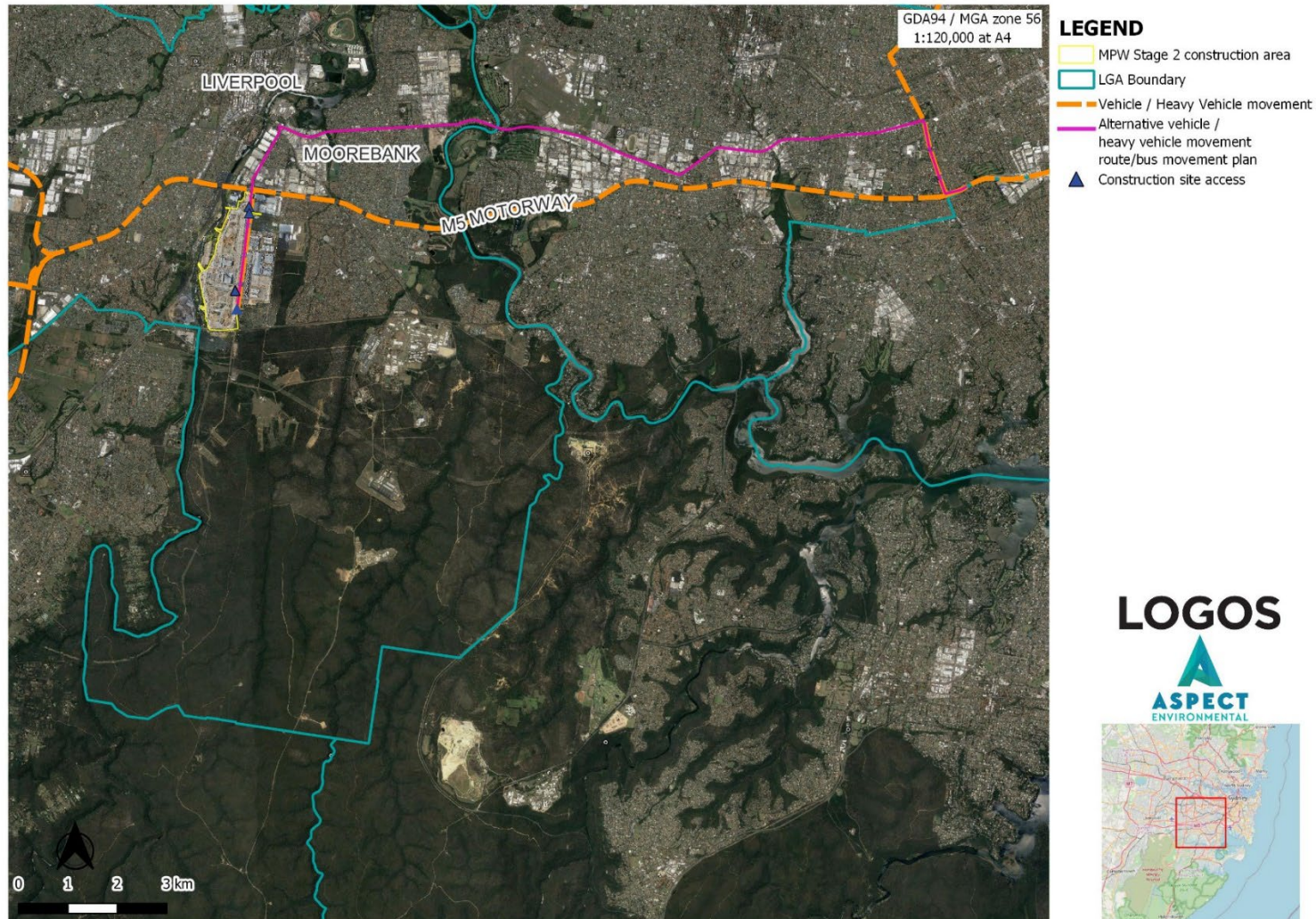


Figure 3-1: Heavy Vehicle Route Plan

ASPECT Environmental | Date: 07/02/2024 | Created by: AA | QC by: SA

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

MPW Stage 2 Construction Traffic and Access Management Plan

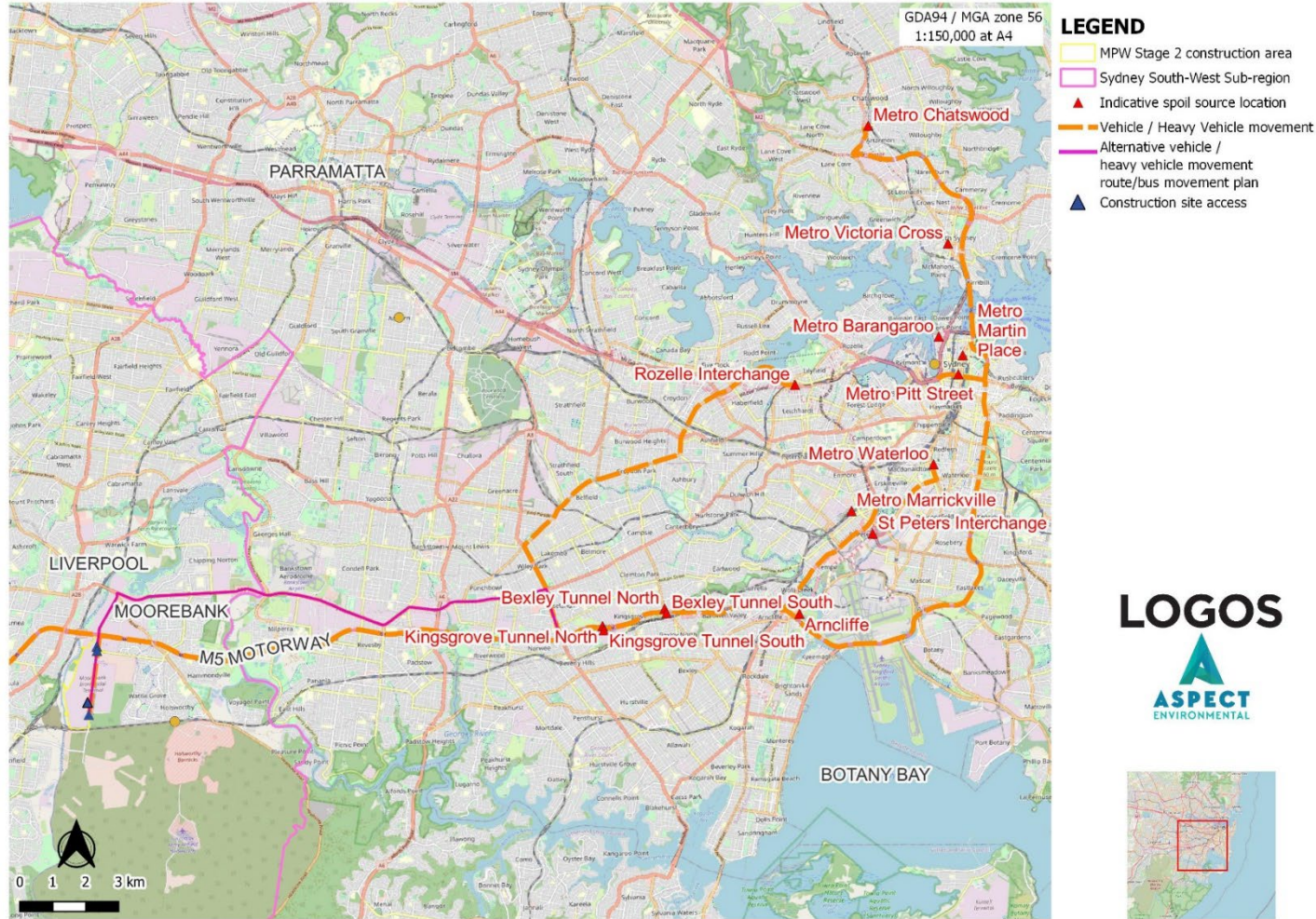


Figure 3-2: Vehicle Movement Plan (Indicative Spoil Sources)

MPW-20-00020 | Date: 07/08/2024 | Created by: AA | QC by: DA

3.2.2 Traffic Generation

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

During the peak construction (i.e. during bulk earthworks), construction traffic (heavy and light vehicles) from the Development was estimated to increase traffic volume at the M5 Motorway / Moorebank Avenue interchange by approximately 10%. The CTIA estimated the likely traffic increase on Moorebank Avenue during construction to be approximately 20% of background traffic volume on Moorebank Avenue; with traffic impacts anticipated to be minor. This assessment and subsequent approval was based on a maximum import of material of 22,000 m³ per day across both MPW and MPE. The associated heavy vehicle generation associated with this import was documented and approved as part of the original CTAMP.

The MPW Stage 3 determination (SSD 10431) reduced the maximum permissible import of material to a cumulative cap of 13,000 m³ across the Precinct (CoC A8). The associated heavy vehicle generation expected will therefore be less than that assessed in the CTIA and subsequently result in reduced impacts on traffic volumes on the surrounding network.

3.2.2.1 Site Compounds and Access

Nominated ancillary facilities and access points to support construction activities are described within Section 1.3.5 of the CEMP and depicted again within Figure 3-3; the locations of which will be developed in accordance with MPW Stage 2 CoC A40 and subject to confirmation by the Construction Contractor. In accordance with MPW Stage 3 CoC B32, access points to the site are as approved under MPW Stage 2, for MPW Stage 3 construction works.

It is noted that in accordance with MPW Stage 2 CoC B110A operational access via MAAI has been approved by TfNSW as an alternate arrangement to Chatham Avenue, as a part of the B84 Staging Report (Aspect Environmental, April 2024).

Chatham Avenue access has been closed (July 2023) to enable the construction of the INTS and rail link. The construction site access point previously approved at MAAI (removed in Revision M of this CTAMP) was reinstated (Revision O of this CTAMP), which ties into the approved internal MPW Stage 2 road network via Bushmaster Avenue. Construction access at Bapaume Road will be maintained to facilitate capacity as required, however, signalised access at MAAI is the main MPW construction access point.

To provide for construction access to the southern portion of the MPW Stage 2 Site east of the interstate rail alignment, site access at South of Chatham Avenue (SCA) was included in this CTAMP (Revision P), as previously identified within the MPW Stage 2 EIS. This access provides direct access to southern areas of MPW that are east of the rail link, without generating a conflict with rail link construction. The ER endorsed the reinstatement of the SCA shown in Figure 1-1 on the 24 November 2023 (ref: EREND0-2 Construction access South of Chatham).

A right-hand turn movement for heavy vehicles is available from Bushmaster Avenue onto Moorebank Avenue and MADR. This is to facilitate internal construction vehicle movements and provide heavy vehicle access from MPW north to MPE and MPW south.

Should future access points be required, this Plan will be updated in line with the relevant approval process.

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

All construction vehicles will enter and exit the site access in a forward direction at all times (as detailed in the Driver's Code of Conduct located in Appendix C). Swept path analysis has been conducted using the largest truck (i.e. 25m long B-double vehicle), which demonstrates appropriate vehicle accessibility to/from the Development site. Swept path analysis required under MPW Stage 2 CoC B85 and MPW Stage 3 CoC B34(b) will be provided to TfNSW with Detailed Vehicle Movement Plans (VMPs) at least 10 working days prior to the proposed activity, in accordance with RMS QA Specification G10.

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

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

It is noted that access locations may be modified in response to the development of the Moorebank Avenue modification in accordance with requirements of RMS QA Specification G10. Such modifications to access locations will be assessed through an Accordance Assessment and Request for Minor Amendment as detailed in Section 1.2.4.1 of the CEMP and may require TfNSW consultation. In accordance with MPW Stage 3 CoC B34(a), internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are to be constructed and maintained in accordance with the latest relevant version of the AS 2890 standards for heavy vehicle usage.

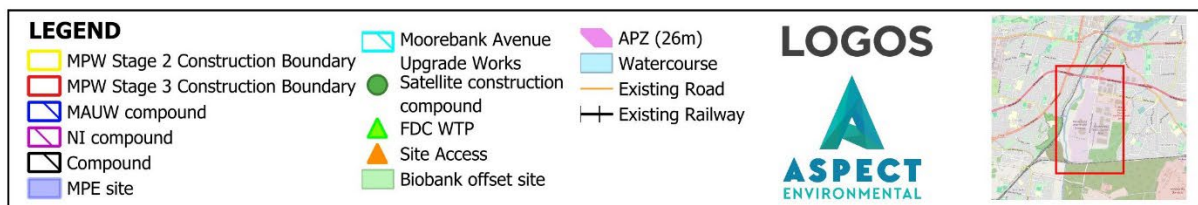
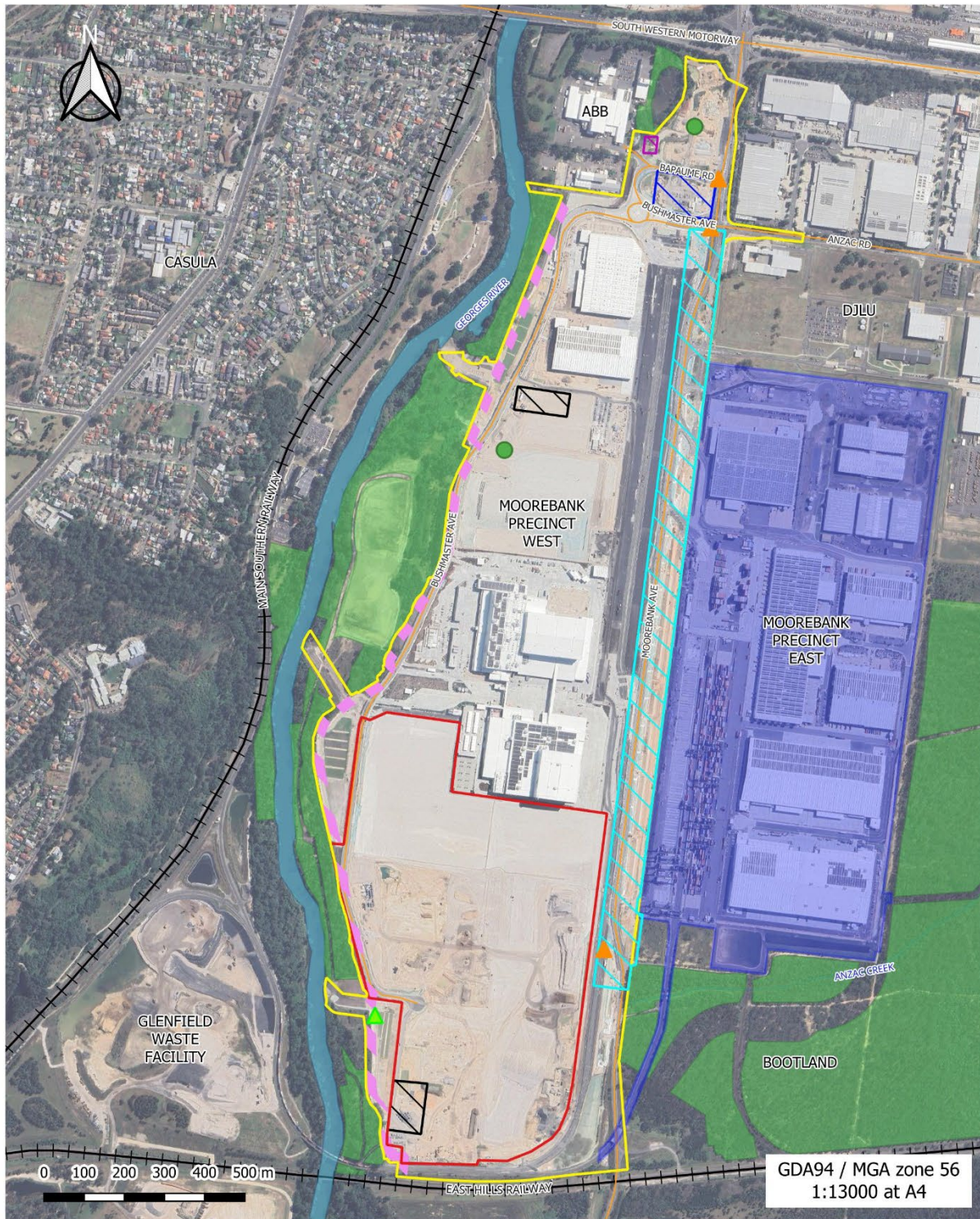


Figure 3-3 Location and access points of construction and satellite compounds

3.2.2.2 Parking Arrangements

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

As MPW Stage 2 construction progresses south, the Main Compound site would need to be relocated to avoid potential conflicts. It is likely that this relocation would be to within the MPE Stage 2 footprint to not preclude any construction works within the MPW Stage 2 or Stage 3 footprint. Parking provisions would be maintained as part of this relocation.

3.3 Construction Traffic Management

3.3.1 TfNSW Requirements

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

3.3.1.1 Works Authorisation Deed

A Works Authorisation Deed (WAD) has been secured with TfNSW for work in relation to MAAI upgrade works and the associated civil works (ref: 3449-7439-0545v39). The WAD requires dedication of the land required to complete these works and any other land required to accommodate the road and intersection works, as public road under the *Roads Act 1993* and in accordance with Condition B97 and B98 of SSD 7709 as a pre-condition to Practical Completion. Any conditions stipulated within the WAD will be complied with Figure 3-4 demonstrates where the WAD will operate.

The MAAI construction phasing plans, traffic signal plans and traffic control plans previously approved under the WAD would be reviewed and updated to reflect the revised construction access arrangements. These updates would be undertaken in consultation with TfNSW. Implementation of the construction access at MAAI would be provided on TfNSW endorsement of the CTAMP (as updated) and subsequent update and approval of the relevant WAD plans.

3.3.1.2 Road Occupancy Licences

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

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

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

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

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

Council's website

3.3.1.3 Traffic Management Plans

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

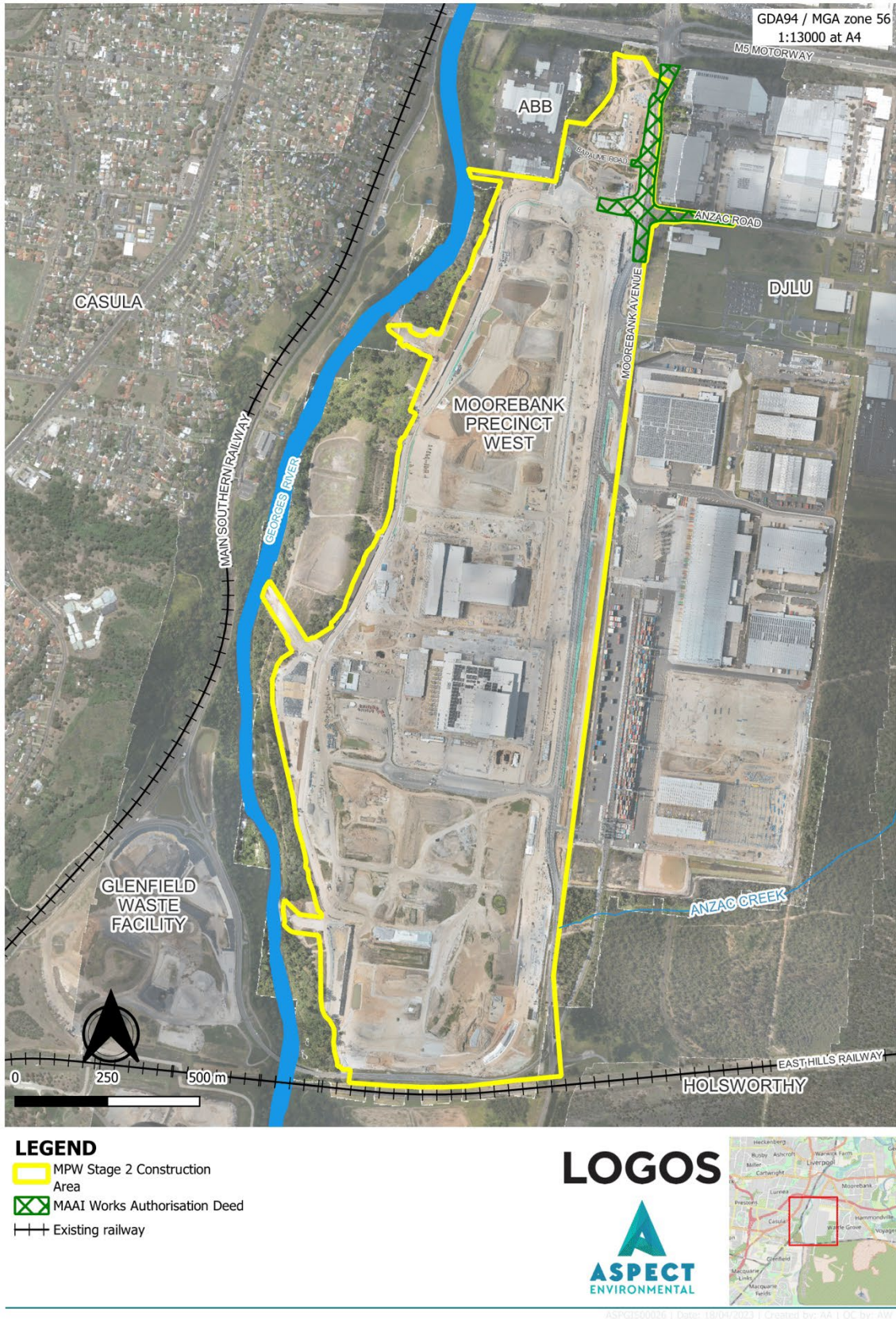


Figure 3-4 WAD area for MPW Stage 2

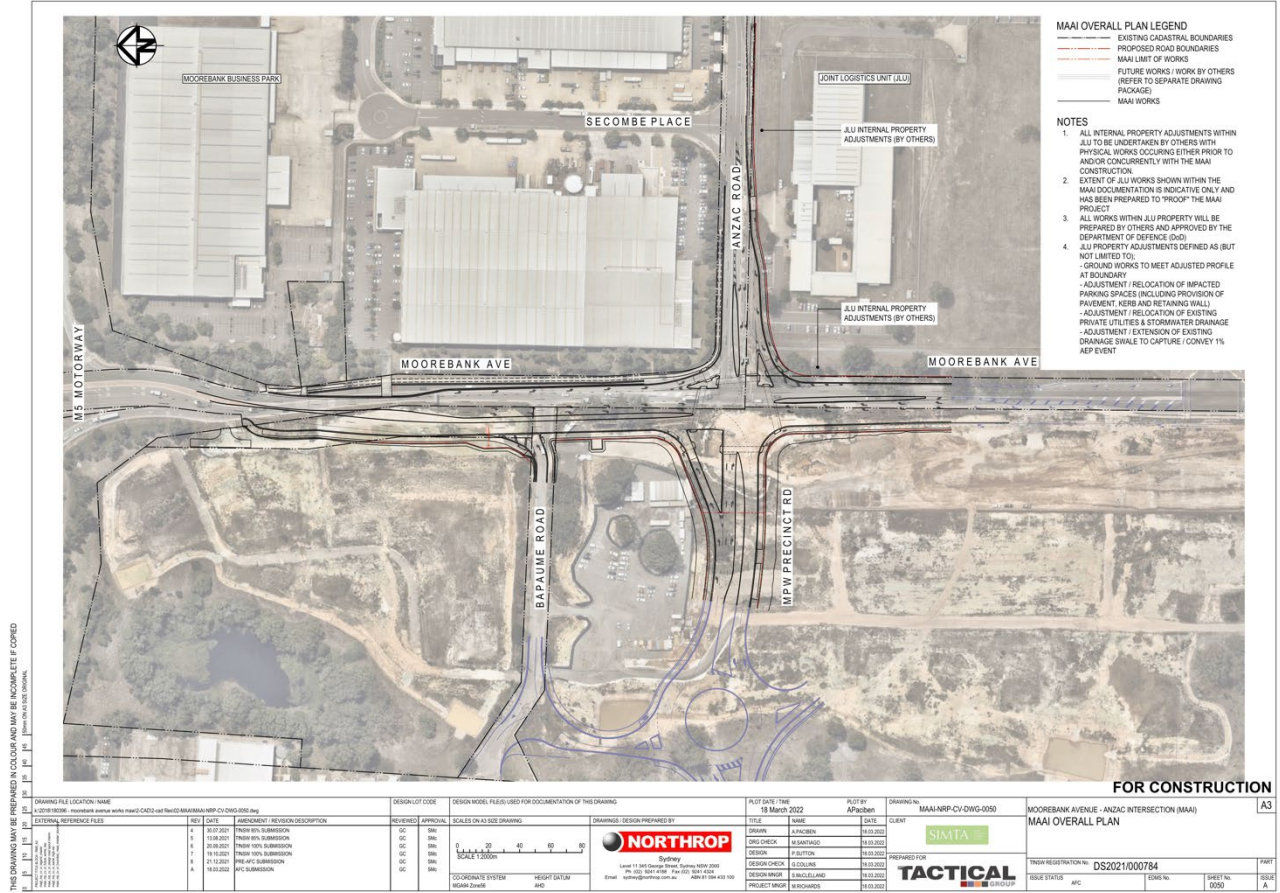


Figure 3-5: MAAI WAD extent area

3.3.1.4 Traffic Control Plans

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

TCPs will be prepared to:

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

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

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

3.3.1.5 Pedestrian and Cycle Access

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

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

3.3.2 Traffic Control Devices

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

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

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

3.3.3 Driver's Code of Conduct

All drivers employed on the Development, whether direct employees or not, have a responsibility to drive safely, comply with State road regulations and the Australian Road Rules and any other directives issued by the

Principal's Representative. In particular, before any deliveries are undertaken, all heavy vehicle drivers will be required to read and endorse the Driver's Code of Conduct. Copies of the Driver's Code of Conduct will be issued to relevant transport companies in advance and copies signed by drivers will be required on arrival to site.

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

3.3.4 Dilapidation Survey and Repairs

Pre-construction Road Dilapidation Reports have been prepared for affected roads (excluding regional, arterial and other major roads) being used by construction traffic consistent with the requirements of CoC A48:

1. *Engineering Certification Pre-Construction Dilapidation Reports* prepared by Macquarie Consulting Engineers dated 11 March 2020
2. *Dilapidation Report for MPW Stage 2, Anzac Road Moorebank* prepared by Craigmar Consulting Services Pty Ltd dated 18 August 2019
3. *Dilapidation Report for Bapaume Road, Moorebank* prepared by Craigmar Consulting Services Pty Ltd dated 3 September 2019
4. *Dilapidation Report for MPW Stage 2 Moorebank Avenue, Moorebank* prepared by Craigmar Consulting Services Pty Ltd dated 18 August 2019

These reports were provided to TfNSW, DPE Campbelltown Council and Liverpool City Council in March, 2020.

The dilapidation surveys were used as a baseline for the Development to inform any restoration or repairs required to be undertaken during construction.

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

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

Table 3-3 Defect Rating and Response Timing

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

3.4 Stakeholders Communication

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

1. Contractor's CM to identify types and durations of works which may generate high-impact noise or disrupt traffic flows during works scheduling and notify DM (Communication) prior to quarterly CCC Meetings
2. Works scheduling to be discussed at CCC meetings, with members given the opportunity to raise concerns around timing of works, for example due to school holidays or local events etc.

3. Contractor's CM to review schedule and amend where possible and provide DM (Communication) details or works being undertaken
4. DM (Communication) to develop content to be included within community notification and submit content to Community Engagement Consultant (CEC) a minimum of 14 days prior to works commencing for review and approval
5. CEC to review and approve notification and distribute to the impacted nearby sensitive receivers a minimum of 7 days prior to the works commencing. CEC will also update the Development website with the relevant information.
6. The Construction Contractor will install Development signage at least 7 days prior to any changes that impact on pedestrian routes, cycle ways, traffic conditions or access to public transport.
7. The Construction Contractor will install variable message signs (VMS) on Moorebank Avenue advising motorists of construction traffic access routes during peak times of construction traffic.
8. Council is to be informed along with local residents (in accordance with the CCS) of any construction activities and road access restrictions, which might affect the existing road network and traffic conditions.

The notification will also be included on the Development website.

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

3.5 Management Measures

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

Table 3-4 Management Measures

ID	Management Measure	Timing / Status	Responsibility	Reference (MPW S2 / MPW S3)
Permits and Approvals				
TA-00	Provision will be made to use/reinstate for use, the Chatham Avenue/Moorebank Avenue intersection, as an operational access in the event that the Moorebank Avenue and Anzac Road Intersection is not available. Should this not be possible an alternative arrangement would be agreed in writing with Transport for NSW.	Construction	Principal's Representative / Contractor's WPM / Contractors Traffic Engineer / Site Supervisor	S2 CoC B110A
TA-01	No works within M5 land or on RMS Drainage infrastructure or adjoining RMS assets without their consent, and that of the M5 operator. The relevant approvals must be obtained by the Principal's Representative.	NA No works proposed within M5 land of on adjoining RMS assets	Contractor's WPM / Principal's Representative	S2 CoC S2 B105 S2 CoC B106 S2 CoC B110
TA-02	A WAD will be obtained prior to any works associated with MAAI upgrades, road widening and road upgrade works, and associated civil works. Road occupancy licences will also be obtained for any works on Moorebank Avenue that may impact on traffic flows.	Prior to commencement of construction WAD has been approved by TfNSW	Principal's Representative / Contractor's WPM / Contractor's Traffic Engineer	S2 CoC B97 S2 CoC B104 S2 CoC B108
TA-03	An IAD will be obtained for works in Lots 3 and 4 in Deposited Plan 1063765 prior to any road works. .	NA No works within Lot 3 and 4 DP 1063765	Principal's Representative	S2 CoC B103
TA-04	TfNSW approvals to be sought prior to the installation of temporary traffic signals and other traffic management measures on Moorebank Avenue and Anzac Road. This includes the submission of TCS which must be prepared in accordance with the <i>Austroads Guide to Road Design</i> for RMS approval prior to commencement of road works and issues of a construction certificate.	Prior to commencement of road works and issue of construction certificate TCS plans have been provided as part of the MAAI WAD and approved by TfNSW (16/02/2022)	Contractor's WPM / Contractor's Traffic Engineer	S2 CoC B94 S2 CoC B99

ID	Management Measure	Timing / Status	Responsibility	Reference (MPW S2 / MPW S3)
TA-05	No construction zones to be installed on Moorebank Avenue without the express approval of TfNSW.	Prior to commencement of construction	Contractor's WPM / Contractor's Traffic Engineer	S2 CoC B92 S2 CoC B109
TA-06	Signposting works on Moorebank Avenue must be approved by TfNSW.	Prior to commencement of construction	Contractor's WPM / Principal's Representative	S2 CoC B100
TA-07	The Construction Contractor must obtain approval from relevant Authorities for all road, footpath and shared path occupancies, detours and closures.	Prior to commencement of construction	Contractor's CM / Contractor's Traffic Engineer	S2 CoC B108 REMM 4M
TA-08	The swept path of the longest vehicle entering and exiting the Development Site, as well as manoeuvrability through the Development Site must be prepared in accordance with Austroads requirements and submitted the Planning Secretary and RMS for approval.	Prior to commencement of construction of permanent built surface works. Swept paths have been prepared and provided to DPE for approval. Consultation with TfNSW is ongoing.	Principal's Representative / Contractors Traffic Engineer	S2 CoC B85
Consultation and Notifications				
TA-09	ABB to be consulted with throughout construction	Construction	Site Supervisors / DM (Communication)	S2 CoC B91(a)
TA-10	ABB will be notified of works being undertaken adjacent to their land	Prior to commencement of construction	Site Supervisors / DM (Communication)	S2 CoC B91(b)
TA-11	<p>Inform local residents of construction activities and road network changes in line with the CCS. Notification may include:</p> <ul style="list-style-type: none"> Community notifications at least 7 days prior to changes to traffic conditions that may impact on the community or stakeholders Development signage at least 7 days prior to any changes that impact on pedestrian routes, cycle ways, traffic conditions or access to public transport. 	Prior to commencement of construction	The CEC / DM (Communication)	S2 FCMM 1A S3 FCMM 1A REMM 4C REMM 4K S2 CoC B114(d) S3 CoC B20(f)

ID	Management Measure	Timing / Status	Responsibility	Reference (MPW S2 / MPW S3)
	<ul style="list-style-type: none"> VMS signage on Moorebank Avenue advising motorists of construction traffic access routes during peak times of construction traffic. A contact list with the chain of command 			
TA-12	Distribution of day warning notices to advise local road users of construction activities and traffic movement changes	Prior to commencement of construction	DM (Communication)	S2 FCMM 1A S3 FCMM 1A REMM 4K CoC S2 CoC B114(d) S3 CoC B20(f)
Road Safety, Dilapidation Reports and Repairs				
TA-13	<p>A Road Safety Audit will be undertaken prior to commencement of construction activities and this will be provided to Liverpool City Council for information. The Road Safety Audit will assess heavy vehicle movements associated with the importation of fill, for construction vehicle swept paths in and out of the development site via the proposed construction access points along Moorebank Avenue, and for motorists and construction vehicle movements along Moorebank Avenue during the staged road upgrade works identified in Table 1. The Road Safety Audit will also include Cambridge Avenue to identify potential safety risks arising from the development in consideration of background traffic. The audit will be completed by an independent TfNSW accredited road safety auditor in accordance with relevant TfNSW and Austroads guidelines, including providing recommendations to address safety concerns identified as part of the audit.</p>	<p>Prior to commencement of construction</p> <p>This condition has been satisfied (ARRB report 16 July, 2020)</p>	Contractor's Traffic Engineer	S2 CoC B111 S2 CoC B112 S2 CoC B112(a) S2 FCMM 1B
TA-14	A dilapidation survey must be undertaken prior to the commencement of construction. A copy of the survey will be forwarded to Campbelltown City Council, Liverpool City Council, RMS, any affected private landowner, Certifier and/or the Planning Secretary.	<p>Prior to commencement of construction</p> <p>Condition has been satisfied</p>	Contractor's WPM	S2 CoC A48 S3 CoC B3
TA-15	<p>The process for maintenance and emergency repairs is:</p> <ul style="list-style-type: none"> Once damage that presents a safety risk is identified, the Site Supervisor and Contractor's WPM will be notified Site Supervisor will implement traffic control and 	Construction	Contractor's WPM / Contractor's Traffic Control Personnel / Site Supervisor	REMM 4N

ID	Management Measure	Timing / Status	Responsibility	Reference (MPW S2 / MPW S3)
	<p>safety measures to reduce the safety risk to the public</p> <ul style="list-style-type: none"> The Contractor's WPM will notify RMS and Liverpool City Council of the safety issue In consultation with RMS and Liverpool City Council, an appropriate repair plan will be agreed and implemented as soon as practicable. 			
TA-16	Repair any damage caused by the Construction Contractors' activities, to any road, footpath, shared path or cycleway which is open to the public, and restore the road, footpath, shared path or cycleway to a condition at least equivalent to the condition it was in immediately prior to the occurrence of the damage as soon as practicable.	On identification of damage	Contractor's WPM	S2 CoC B92 REMM 4D
Access, Egress and Signage				
TA-17	Warning signs to be installed on approach to and at construction site access and egress	Prior to commencement of construction	Contractor's Traffic Engineer / Contractor's Traffic Personnel	S2 FCMM 1A S3 FCMM 1A REMM 4L
TA-18	Appropriate directional signage and traffic control will be used so vehicles enter and exit the Development Site with minimal disturbance to other road users and advice of any changes in road conditions. Refer to Appendix D.	Construction	Contractor's Traffic Engineer	S2 FCMM 1A S3 FCMM 1A REMM 4L
TA-19	Any oversize vehicle trips to the Development Site will be undertaken in accordance with the Heavy Vehicle National Law. This may include route restrictions, maximum dimension/mass limits, specified operating conditions and the requirement for an access permit.	Construction	Contractor's Traffic Engineer / Contractor's CM	Heavy Vehicle National Law
TA-20	Traffic control signage and/or mechanisms will be located at each of the truck entry and exit points from the construction compounds to assist with vehicle movements and safe pedestrian/cyclist movements during construction.	Construction	Contractors Traffic Engineer / Contractor's Traffic Control / Personnel	S2 FCMM 1A S3 FCMM 1A REMM 4L
TA-21	The use of Moorebank Avenue for public use must be maintained throughout construction with at least two lanes (one in each direction) open unless authorised by RMS. Where closures are required, community notification will be undertaken	Construction	Site Supervisor Contractor's WPM / DM (Communication)	S2 CoC B92 S2 CoC B104 S2 CoC B115

ID	Management Measure	Timing / Status	Responsibility	Reference (MPW S2 / MPW S3)
TA-22	Emergency vehicle access to site to be maintained at all times	Construction	Site Supervisor	S2 FCMM 1A S3 FCMM 1A
TA-23	A wheel washer will be used at the site egress to minimise transfer of mud and dirt onto the surrounding road network.	Construction	Site Supervisor / Contractor's WPEM	S2 FCMM 5B S3 FCMM 1A S3 FCMM 3A
Works Scheduling and Coordination				
TA-24	The transport of materials to the Development site will be managed and coordination to maximise vehicles loads and minimise vehicle movements during peak times.	Construction	Contractor's CM	S2 FCMM 1A S3 FCMM 1A S3 FCMM 11A REMM 4I
TA-25	Works and transport of material to site will be scheduled to reduce the volumes of construction vehicles during peak periods.	Construction	Contractor's CM	S2 FCMM 1A REMM 4I
TA-26	Total volume of spoil to be imported must not exceed 13,000m ³ across the Development and MPE Stage 2 (SSD 7628) on the same day	Construction	Principal's Representative	S2 CoC A9 S3 CoC A8 S2 FCMM 1H S3 FCMM 1B
TA-27	Road occupancies during peak periods to be minimised wherever possible.	Construction	Contractor's Traffic Engineer / Contractor's CM	S2 FCMM 1A S3 FCMM 1A
TA-28	Two lanes of traffic on Moorebank Avenue to be available at all times during construction, unless otherwise approved by RMS.	Construction	Contractor's Construction Manager / Contractor's Traffic Engineer	S2 CoC B92 S2 CoC B115
TA-29	The importation of fill to the Development site will be in accordance with the Fill Importation Management Protocol	Construction	Principal's Representative / Contractor's CM / Site Supervisor	S2 FCMM 6J
Pedestrian and Cyclist Access and Safety				

ID	Management Measure	Timing / Status	Responsibility	Reference (MPW S2 / MPW S3)
TA-30	Safe pedestrian and cyclist access through or around worksites to be maintained where possible during construction. A safe alternate route will be provided and signposted, if necessary, including provision of temporary footpaths, separated from traffic, where pedestrian access is reliant on grassed verges.	Construction	Contractor's Traffic Engineer / Contractor's CM / DM (Communication)	S2 FCMM 1A S3 FCMM 1A REMM 4D REMM 4Q
TA-31	Establish pedestrian exclusion zones and walking routes that integrate into the existing pedestrian network	Prior to commencement of construction	Contractor's Traffic Engineer	S2 FCMM 1A REMM 4Q
TA-32	Pedestrian walking routes and crossing points will be established and clearly marked throughout construction.	Construction	Contractor's Traffic Engineer / Contractor's CM	S2 FCMM 1A REMM 4Q
Heavy Vehicle Management				
TA-33	All vehicles to travel via nominated construction truck / haulage routes. Use of local roads is prohibited.	Construction	Principal's Representative / Contractor's CM / Site Supervisors	S2 CoC B114(b) S3 CoC B24 S2 FCMM 1A S3 FCMM 1A
TA-34	The Drivers Code of Conduct to be adhered to at all times (Appendix C).	Construction	Heavy vehicle operators / Site Supervisor	S2 CoC B124 S3 CoC B24
TA-35	All loads will be covered prior to leaving the site.	Construction	Heavy vehicle operators / Site Supervisor	NSW Road Rules (RMS)
TA-36	All demolition and construction vehicles will be wholly contained within the site before stopping.	Construction	Heavy vehicle operators / Site Supervisor	S2 CoC B116 S3 CoC B34(d)
TA-37	All vehicles must enter and leave the site in a forward direction.	Construction	Heavy vehicle operators / Site Supervisor	S2 CoC B117 S3 CoC B34(e)

ID	Management Measure	Timing / Status	Responsibility	Reference (MPW S2 / MPW S3)
TA-38	Compression brakes will not be used by construction vehicles associated with construction in the vicinity of the Development site.	Construction	Contractor's WPM / Site Supervisor	Standard Practice
TA-39	The use of heavy vehicles haulage of imported fill on Cambridge Avenue is prohibited	Construction	Contractor's WPM ./ Site Supervisor	S2 CoC B89 S3 CoC B34(h)
Light Vehicle Management				
TA-40	Staff to use nominated car parking facilities within the site	Construction	Site Supervisor	S2 CoC B114(c) S3 CoC B28
TA-41	The use of car-pooling, other shared transport initiatives and public transport will be promoted	Construction	Contractor's WPM / Contractor's WPEM	S2 FCMM 1A S3 FCMM 1A
TA-42	<p>To manage construction worker car parking, the following will be communicated:</p> <ul style="list-style-type: none"> Provision of an on-site tool drop-off and storage facility to allow tradespeople to drop off and store their tools/specific machinery for the Development Location of on-site car parking Display public transport timetable information and details of the TfNSW NSW Trip Planner website at key locations within the Development work site and make it is easily accessible for staff. 	Construction	Site Supervisor / Contractor's WPEM	S2 CoC B114(c)
Access to Property				
TA-43	Maintain access to neighbouring properties, in particular the ABB site.	Construction	Contractor's Traffic Engineer / Contractor's WPM	S2 CoC B89 REMM 4J

ID	Management Measure	Timing / Status	Responsibility	Reference (MPW S2 / MPW S3)
TA-44	Access to all properties affected by the carrying out of construction will be maintained, where feasible and reasonable, unless otherwise agreed by the relevant property owner or occupier.	Construction	Contractor's CM	Best practice
Traffic Incident Response				
TA-45	<p>In the event of a site safety incident relating to traffic, the following procedures will be implemented:</p> <ul style="list-style-type: none"> • Stop vehicle/personnel involved in the incident immediately (or as appropriate). Operate warning lights and warn other drivers to slow down. • Immediately begin warning other road users in the safest means possible; • Use an appropriate TCP and use traffic controllers and signage where necessary; and • If a queue will be generated by the emergency incident, provide warning signs to inform road users and minimise the potential for end of queue collisions. 	Construction	Heavy vehicle operators / Contractor's Traffic Engineer / Contractor's Traffic Control / Personnel / Contractor's CM	S2 CoC C1(g)
TA-46	In the event of spillage, clear the spill whilst engaging appropriate safety standards as relevant to the event. Traffic will be directed around the incident.	Construction	Contractor's Traffic Control / Personnel / Contractor's CM / Contractor's WPEM	S2 CoC C1(e) S2 FCMM 7A Appendix D
TA-47	In the event of inclement weather such as flooding, traffic control personnel may be utilised to manage traffic flows around the flooding and emergency road diversions will be out in place if necessary in consultation with Liverpool City Council and RMS	Construction	Contractor's Traffic Engineer / Contractor's Traffic Control / Personnel	S2 CoC C1(e) REMM 4N
TA-48	Immediately advise the Principal's Representative of any accident or incident that involves serious injury, hospitalisation or a fatality	Construction	Contractor's WPM / Contractor's Health and Safety / Manager	Standard Practice
Unpredicted Impacts				

ID	Management Measure	Timing / Status	Responsibility	Reference (MPW S2 / MPW S3)
TA-49	Construction vehicle movements, traffic controls and network conditions will be monitored, and additional management measures will be developed and implemented in response to any previously unpredicted impacts. Where necessary additional measures will be developed in consultation with Liverpool City Council and RMS	Construction	Contractor's Traffic Engineer / Contractor's Traffic Control / Personnel	S2 CoC C1(e) Appendix D
TA-50	<p>In the event that any unpredicted traffic and/or access related impacts and their consequences are identified, the following unpredicted impacts procedure will be implemented:</p> <ul style="list-style-type: none"> • Stop work / vehicle / personnel involved immediately (or as appropriate) • Isolate the work area / vehicle if practical • Notify appropriate Development personnel (e.g. Contractor's Construction Manager, Contractor's Traffic Engineer) • Assess situation and implement remedial measures as required • Works to re-commence when impact is managed <p>If necessary, update any processes / procedures / management measures associated with this Plan to consider unpredicted impacts.</p>	Construction	All personnel to stop works Contractor's Traffic Engineer / Contractor's Construction Manager	S2 CoC C1(e) Appendix D
Monitoring				
TA-51	Monitoring will be undertaken as detailed in Section 4.1 of this Plan.	Construction	Contractor's CM / Contractor's Traffic Engineer	S2 FCMM 1A REMM 4O

4 MONITORING AND REVIEW

4.1 Environmental Monitoring

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

Table 4-1 Environmental Monitoring

Aspect	Indicator	Trigger	Response
Road safety	<ul style="list-style-type: none"> Number of incidents 	<ul style="list-style-type: none"> When an incident occurs onsite or in the vicinity of the site involving persons and/or activities associated with the development 	<ul style="list-style-type: none"> Identify cause of incident, and review safety guidance and onsite practices to rectify any issues as required Communicate any changes in procedure and raise awareness of safe driving practices with all personnel.
Network efficiency	<ul style="list-style-type: none"> Number of complaints 	<ul style="list-style-type: none"> Where more than five (5) complaints from the community are received over a one-month period OR Issue raised by TfNSW OR Observations of issues recorded by site management 	<ul style="list-style-type: none"> Traffic engineering investigation to identify cause of inefficiency (using traffic data collection methods as necessary) Update CTAMP and operational guidance with relevant approvals as required Communicate changes with contractors and relevant personnel.

<p>The heavy vehicle route plan:</p> <ul style="list-style-type: none"> • origin of imported fill • destination of demolition material and spoil • heavy vehicle routes to and from the site within the Campbelltown and Liverpool Local Government Areas (LGAs), including compliance with the conditions of SSD 7709 including Condition B89, and SSD 10431 Condition B34(h). • management system for over-sized vehicles. 	<ul style="list-style-type: none"> • Number of times a non-specified source / route has been used • Number of times a non-specified destination / route has been used • Number of complaints • Number of times an alternative to the nominated route path for oversized vehicles is used 	<ul style="list-style-type: none"> • Where more than three (3) complaints are received over a one-month period • Where a non-specified route, source and/or destination is used more than once 	<ul style="list-style-type: none"> • Review current options to identify issues that hinder accessibility • If alternative routes are recommended, update CTAMP following appropriate approval processes • Communicate route guidance and updates as necessary to drivers. Coach drivers on appropriate protocols as required.
<p>Access and parking arrangements</p>	<ul style="list-style-type: none"> • Number of complaints 	<ul style="list-style-type: none"> • Where more than three (3) complaints are received over a one-month period • If complaints received after mitigation measures have been implemented, consider as part of review process 	<ul style="list-style-type: none"> • Review access and parking arrangements to identify source of concern. • Identify and implement mitigation measures
<p>Notification of residents and the community of any potential traffic disruptions.</p>	<ul style="list-style-type: none"> • Number of notifications • Number of complaints 	<ul style="list-style-type: none"> • Where more than five (5) complaints from the community are received over a one-month period 	<ul style="list-style-type: none"> • Review source/ feature of complaint and identify appropriate mitigation • If complaints are in relation to notification process, review, identify and implement mitigation measures • Review after three months and adjust as necessary

<p>Traffic on Moorebank Avenue during peak periods including queueing at the Moorebank Avenue / Bapaume Road intersection.</p>	<ul style="list-style-type: none"> • Duration of delay 	<ul style="list-style-type: none"> • Where more than five (5) complaints from the community are received over a one-month period <p>OR</p> <ul style="list-style-type: none"> • Issue raised by TfNSW <p>OR</p> <ul style="list-style-type: none"> • Observations of issues recorded by site management 	<ul style="list-style-type: none"> • Traffic intersection movement counts to determine extend of delay • If average delay per vehicle exceeds 57 seconds (Level of Service D), review traffic operationsto identify ways of reducing demand on road network • Update CTAMP and operational guidance with relevant approvals • Communicate changes with contractors and relevant personnel.
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Measurement of the indicators outlined in Table 4-1 will be utilised to inform the Annual Environmental Management Review prepared in response to EPBC CoA 5 (a) (requirement to adhere to Section 6.6.3 of the MIT Traffic, Transport and Access PEMF). This will provide an assessment of the effectiveness of the adopted management measures.

4.2 Site Inspections

Environmental inspections will be undertaken in accordance with the CEMP Section 4.2 – which includes items for inspection that relate to the implementation of the CTAMP.

The ER will undertake inspections in accordance with MPW Stage 2 CoC A37(e) and MPW Stage 3 CoC B12(e).

4.3 Inspection of Traffic Controls

Temporary traffic controls will be regularly inspected by the Contractor's Traffic Engineer to identify potential safety hazards to enable implementation of corrective actions and record inspections in a site diary during active site works.

The Site Supervisor will check required TMP, TCP, ROL and Speed Zone Authorisation (where required) are approved and on site prior to commencement of works each day.

4.4 Environmental Auditing and Reporting

Auditing will be undertaken in accordance with MPW Stage 2 Condition A2 (d) and the CEMP Section 4.3.

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

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

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

The Contractor's CM will provide a schedule to Principal's Representative on the estimated fill requirements

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

4.5 Review and Improvement

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

In the event of a safety / environmental incident or unpredicted impacts relating to traffic and access management, it is the responsibility of all personnel to report to the Site Supervisor. All environmental incidents will be managed and reported in accordance with Section 2.10 of the CEMP.

4.6 Non-Compliance and Non-Conformance

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

4.7 Complaints

Complaints handling will be undertaken in accordance with Section 2.8.3 of the CEMP and Section 3.3.7 of the CCS.

APPENDIX A COMPLIANCE AND OBLIGATIONS REGISTER

SSD 7709 Conditions of Consent

The primary CoC for SSD 7709 are detailed in Table 2-1 in Section 2.1.1. Table A-1 details other CoC that are also relevant to this plan.

Table A-1 CoC (SSD 7709)

CoC No.	Condition	Plan Section	How Addressed
SSD 7709 MPW Stage 2 Conditions of Consent			
A1	In addition to meeting the specific performance measures and criteria established under this consent all reasonable measures must be implemented to prevent, and if prevention is not reasonable, minimise, any harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.	Section 3, Table 3-4, Section 4	<p>Section 3.5 of this CTAMP identifies the management measures to be implemented to prevent and minimise environmental harm.</p> <p>Section 4 sets out the process for monitoring and review of the effectiveness of these measures. Opportunities to further minimise environmental harm will be identified through the ongoing evaluation of environmental management performance and effectiveness of this Plan.</p>
A9	Importation of imported fill must not exceed a total of 22,000 m ³ of material per day across this development and MPE Stage 2 (SSD 7628) on the same day.	Section 3.2.3 Appendix F	<p>Under MPW Stage 3 CoC A8, importation of fill material has been limited to 13,000 m³ of material per day across the MPW Stage 2, MPW Stage 3 and MPE Stage 2 construction sites.</p> <p>Section 3.2.3 has been revised in accordance with MPW Stage 3 CoC A8, and outlines the provisions to not exceed a total 13,000m³ of material per day.</p> <p>Appendix F details the Fill Importation Management Protocol which limits fill importation to 13,000 m³ between the MPW Stage 2 (SSD 7709), MPW Stage 3 (SSD 10431) and MPE Stage 2 (SSD 7628) construction sites.</p>
A12	No works are permitted by the Applicant within the RMS (M5 Motorway) land and no impact is permitted on RMS drainage infrastructure system or on adjoining RMS assets, without the consent of the RMS and M5 Motorway Operator (Interlink).	Section 3.5	Management measures state that works will not be undertaken across the M5 Motorway corridor boundary.

A27	<p>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.</p> <p>However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.</p>	Section 2.1	Guidelines, protocols and Australian Standards relevant to traffic and access are listed in Section 2.1.
A28	<p>Where conditions of this consent require consultation with an identified party, the Applicant must:</p> <p>a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and</p> <p>b) provide details of the consultation undertaken in the document submitted to the Planning Secretary including:</p> <ul style="list-style-type: none"> i. the outcome of that consultation, matters resolved and unresolved (and the justification for matters remaining unresolved); and ii. details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved. 	Section 1.4	<p>Section 1.4 details consultation undertaken in preparation of this Plan.</p> <p>Appendix B provides evidence of consultation undertaken for the preparation of this Plan.</p>
A48	<p>The Applicant must engage a suitably qualified person to prepare a Pre-construction Dilapidation Report prior to the commencement of construction. This report must detail the structural condition of:</p> <p>a) local public roads likely to be used by the development's construction traffic;</p> <p>b) local public roads, cycleways, footpaths and utility services likely to be impacted by construction works; and</p> <p>c) off-site private land or access to off-site private land likely to be impacted by construction works.</p> <p>The report must be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS, any affected private landowner, and the Planning Secretary.</p>	Section 3.3.4	<p>A Pre-construction Dilapidation Report was prepared in accordance with this condition</p> <p>Pre-construction Dilapidation Report was prepared in accordance with the conditions as detailed in Section 3.3.4.</p> <p>No local roads are identified for use by the Vehicle Movement Plan.</p>

B84	The Applicant is to undertake the following road infrastructure upgrades, in accordance with the specified timing requirements as set out in Table 1 (of the CoC).	Section 3.1.1.1	MAAI upgrade works will be undertaken in accordance with the B84 Staging Report (Aspect Environmental, 2024).
B85	The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, must be in accordance with Austroads requirements. Prior to commencement of construction of permanent built surface works, a plan must be submitted to the Planning Secretary and RMS for approval, which shows that the proposed development complies with this requirement.	Section 3.2.4.	This condition was satisfied prior to the commencement of construction of permanent built surface works.
B89	Heavy vehicles used for haulage of imported fill or freight must not use Cambridge Avenue during construction and operation of the development.	Appendix C – Driver’s Code of Conduct	Access from Cambridge Avenue will not be permitted during construction as detailed in Section 3.2.2 and Appendix C.
B90	Access to the ABB site must be maintained throughout construction and operation of the development.	Section 3.3	Section 3.3 outlines measures to maintain access to the ABB site throughout construction. The Bapaume Road construction access has been designed to maintain ABB traffic movements.
B91	<p>The Applicant must:</p> <hr/> <p>a) consult with the owners/occupiers of the ABB site throughout construction and operation;</p> <hr/> <p>b) provide details of construction works adjacent to the ABB site prior those works occurring; and</p> <hr/> <p>c) ensure the proposal does not adversely impact overland flow paths or existing stormwater infrastructure on the ABB site.</p>	Section 3.3 CSWMP	Section 3.3 outlines measures to provide open communication with the owners/occupiers of ABB during construction. The design and works associated with the Bapaume Construction Access point has been provided to ABB for consideration and comment. The Construction Soil and Water Management Plan

			(CSWMP) outlines measures to minimise stormwater impact on neighbouring properties.
B92	<p>The Applicant must ensure that the construction and operation of the proposed development will not prevent the public use of Moorebank Avenue to a standard commensurate to its use prior to the development.</p> <p>Note: <i>Temporary closures or part closures and changes to the operation of Moorebank Avenue may occur for limited periods during construction as detailed in the Construction Traffic and Access Management Plan.</i></p>	Section 3.5	Section 3.5 outlines measures to maintain public use of Moorebank Avenue during construction.
B94	<p>The civil design and Traffic Control Signal (TCS) plans for the upgrades identified in Table 1 of Condition B84 must be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.</p> <p>The designs must be in accordance with Austroads Guide to Road Design in association with relevant RMS supplements (available on www.rms.nsw.gov.au). The certified copies of the TCS design and civil design plans must be submitted to RMS for approval before the issue of a Construction Certificate and commencement of road works.</p> <p>RMS fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.</p>	Section 3.3.2 Section 3.5	<p>These sections detail that Traffic Control Signal plans will be prepared by a suitably qualified person and endorsed by a suitably qualified practitioner to the standards outlined in the Austroads Guide to Road Design in association with relevant TfNSW supplements.</p> <p>TfNSW will be the approval authority for these designs.</p>
B95	All documentation required under Condition B94 must be sent to development.sydney@rms.nsw.gov.au .	Section 3.3.2	Noted.
B97	The applicant must enter into a Works Authorisation Deed (WAD) with RMS for the works identified in Table 1 of Condition B84. The applicant must also dedicate as public road under the Roads Act 1993 the parts of Lot 2 DP 1197707 (incorporating existing Moorebank Avenue) and any other land required to accommodate the road and intersection upgrade works (including associated pathways and services) identified in Table 1 of Condition B84. The WAD must provide for the dedication of the required land as public road under the Roads Act 1993 as a pre- condition to practical completion of the road and intersection upgrade works being achieved under the WAD. A Construction Certificate cannot be issued for any part of the road and intersection upgrade works unless a WAD has been entered into in compliance with this condition. The road and intersection works identified in Table 1 of Condition B84 cannot be opened for use by traffic unless all required land has been dedicated as public road in accordance with this condition.	Section 3.3.1.1 Section 3.5	A WAD was obtained prior to the commencement of MAAL upgrades, road widening and road upgrade works, and associated civil works.
B98	The Applicant is required to dedicate land as public road for the maintenance of the Traffic Control Signals and associated infrastructure; further details will be included as part of the WAD process.	Section 3.3.1.1	MAAL upgrade works are subject to a WAD with TfNSW.
B99	Prior to any installation of temporary portable traffic signals and other traffic management measures on Moorebank Avenue or Anzac Road, the Applicant must obtain the relevant approvals from RMS.	Section 3.2.1	Section 3.2.1 outlines the documents that required approval from TfNSW prior to the commencement of works.

B100	All works associated with signposting along Moorebank Avenue must be approved by RMS.	Section 3.5	Section 3.3 outlines measures related to signposting along Moorebank Avenue.
B103	The Applicant is required to negotiate and execute an Interface and Access Deed with RMS and the M5 Operator (Interlink Roads Pty Ltd) prior to road construction works commencing, to address matters including interface between the parties, access provisions, compensation arrangements, and traffic management for the road upgrade works carried out on Lots 3 and 4 in Deposited Plan 1063765.	Section 3.3.1.2	An IAD will be obtained, where required, with TfNSW and the M5 Operator (Interlink Roads Pty Ltd) prior to works in Lots 3 and 4 in Deposited Plan 1063765.
B104	<p>The Applicant is to ensure that the construction and operation of the proposed development will not prevent the ongoing use of Moorebank Avenue as a public road to a standard commensurate to its current use prior to the development. A staging plan should be submitted to RMS for approval, as part of the WAD package, to ensure adequate capacity is provided along Moorebank Avenue at all times, including a requirement to maintain two lanes open to traffic.</p> <p>The staging plan should provide details of how the road and intersection upgrade works tie into other road upgrades works approved under the MPE Stage 1 and 2 SSD applications. Any temporary diversion works not located within the Moorebank Avenue roadway will require separate planning approval.</p>	Section 3.5	MAAI upgrade works are subject to a WAD with TfNSW.
B105	There are to be no works undertaken by the Applicant within the RMS (M5 Motorway) land and no impact on RMS drainage infrastructure system or on adjoining RMS assets, without the consent of the RMS and M5 Motorway Operator (Interlink).	Section 3.5	Works will not be undertaken across the M5 Motorway corridor boundary.
B106	<p>The Applicant is to liaise with and obtain relevant approvals from RMS in relation to any proposed drainage and excavation works, erection of new and/ or maintenance of existing fencing on the M5 Motorway boundary, erection of new noise attenuation infrastructure, and any other construction works that may impact the M5 Motorway corridor.</p> <p>Note: Contact is to be made to Matthew Messina, Commercial Manager Motorway Partnerships and Planning on 02 8588 4119</p>	Section 3.5	Section 3.5 outlines the documents that require approval from TfNSW prior to the commencement of works.
B107	To ensure that Environment, Work Health and Safety laws are fully implemented within and near the M5 Motorway corridor, the Applicant's staff/ contractors must be inducted into the M5 Motorway operator's (Interlink) corridor and fill out a Motorway Access Permit for site activities on or immediately adjoining M5 Motorway land, if work has to be undertaken from the M5 Motorway side. The Applicant may be required to complete a commercial agreement or bank undertaking that sufficiently mitigates the M5 Operator's (Interlink) risk.	Section 2.4	Section 2.4 details the Development induction.

B108	A Road Occupancy Licence is to be obtained from the Transport Management Centre for any works that may impact on traffic flows on Moorebank Avenue or the adjoining State road network during construction activities.	Section 3.3.1.3	An ROL will be obtained as required for construction works.
B109	A construction zone will not be permitted on Moorebank Avenue without the express approval of RMS.	Section 3.5	Section 3.5 outlines measures related to reducing impact on Moorebank Avenue.
B110	Access is denied across the M5 Motorway corridor boundary and all buildings and structures are to be located wholly within the freehold property.	Section 3.5	Works will not be undertaken across the M5 Motorway corridor boundary.
B110A	<p>Until operational access to the site is provided (that is, as part of the Moorebank Avenue and Anzac Road intersection upgrades required under condition B84), the Applicant must ensure that the operational access point to the site is via the Chatham Avenue/Moorebank Avenue intersection, or any other alternative as agreed by Transport for NSW in writing.</p> <p><i>Note: Prior to the occupation of any warehouse on the site, the Applicant must undertake a pre-opening road safety audit of its interim operation site access, and incorporate the corrective actions outlined in that Road Safety Audit, under conditions B112A and B112B.</i></p>	<p>Section 3.2.4</p> <p>Section 3.5</p> <p>Table 3-4</p>	Section 3.2.4 provides details of the current construction access arrangements.
B111	<p>Prior to commencement of any works, the Applicant must undertake a Road Safety Audit for heavy vehicle movements associated with the importation of fill, for construction vehicle swept paths in and out of the development site via the proposed construction access points along Moorebank Avenue, and for motorists and construction vehicle movements along Moorebank Avenue during the staged road upgrade works identified in Table 1.</p> <p>The Road Safety Audit must be prepared by an independent TfNSW accredited road safety auditor in accordance with the relevant Austroads guidelines to identify any safety issues. The Road Safety Audit must consider road safety issues for the proposed construction access arrangements and affected vehicle movements.</p>	Section 3.5	A RSA will be undertaken prior to the commencement of the works.
B112	The Applicant must recommend corrective actions for the identified safety issues and propose appropriate traffic management measures outlined in the Road Safety Audit (i.e. temporary traffic signals and other traffic management measures) in consultation and with the approval of the relevant road authority. Details on the proposed traffic management measures must be submitted to the Planning Secretary, TfNSW and RMS.	Section 3.5	A RSA will be undertaken prior to the commencement of the works.
	<p>The Applicant must prepare and submit a Driver Code of Conduct to the Secretary which includes the following measures to minimise impacts:</p> <hr/> <p>a) adherence to specified transport routes, including no heavy vehicle access to and from Cambridge Avenue;</p> <hr/> <p>b) acceptable delivery hours;</p>		

B124	<ul style="list-style-type: none"> c) no extended periods of engine idling; d) avoiding queuing in or around the site; e) compliance with site speed limits; f) limiting the need for reversing on site; and g) consideration of the use of non-tonal movement alarms in place of reversing beepers or alternatives such as reversing cameras and proximity alarms, or a combination of these, where tonal alarms are not mandated by legislation. 	Appendix C – Driver's Code of Conduct	The Driver's Code of Conduct is provided in Appendix C.
C1	<p>Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:</p> <ul style="list-style-type: none"> a) detailed baseline data; b) details of: <ul style="list-style-type: none"> i. the relevant statutory requirements (including any relevant approval, licence or lease conditions); ii. any relevant limits or performance measures and criteria; and iii. the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures; c) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria; d) a program to monitor and report on the: <ul style="list-style-type: none"> i. impacts and environmental performance of the development; ii. effectiveness of the management measures set out pursuant to paragraph (c) above; e) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible; f) a program to investigate and implement ways to improve the environmental performance of the 	<p>Section 3</p> <p>Section 2.1</p> <p>Section 1.3</p> <p>Section 3.5</p> <p>Section 4</p> <p>Section 4.5</p> <p>Section 3.5</p> <p>Section 4</p>	<p>Section 3 details relevant data related to traffic impacts surrounding the Development site.</p> <p>Section 2.1 provides a list of the relevant statutory requirements required for the Development.</p> <p>Section 1.3 identifies performance measures /criteria (objectives) and performance indicators (targets).</p> <p>Section 3.5 identifies the traffic and access specific management measures for the Development.</p> <p>Section 4 outlines the program for monitoring and review.</p> <p>Section 4.5 outlines the procedure for review and improvement of measures set out in this Plan.</p> <p>Section 3.5 detail requirements to be undertaken in the event of a traffic incident response such as an accident, spillage, or flooding, or in the event of unpredicted impacts.</p> <p>Section 4 outlines the program for monitoring and review.</p>

	<p>g) a protocol for managing and reporting any:</p> <ul style="list-style-type: none"> i. incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); ii. complaint; iii. failure to comply with statutory requirements; iv. roles and responsibilities for implementing the plan; and <p>h) a protocol for periodic review of the plan.</p>	<p>Section 3.5 Section 4.6</p> <p>Section 4.7</p> <p>Section 4.6</p> <p>Section 2.2</p> <p>Section 4.5</p>	<p>Section 3.5 details procedures to be implemented during a site safety incident.</p> <p>Section 4.6 outlines processes to be implemented when non-compliances or non-conformances are identified.</p> <p>Section 4.7 outlines complaints handling procedure.</p> <p>Section 4.6 outlines processes to be implemented when non-compliances or non-conformances are identified.</p> <p>Section 2.2 details roles and responsibilities for implementing this Plan.</p> <p>Section 4.5 outlines the requirements for review of this Plan.</p>
	<p>Note: <i>The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans</i></p>		<p>Noted.</p>
C3	<p>As part of the CEMP required under Condition C2 of this consent, the Applicant must include the following:</p>	<p>This Plan</p>	

SSD 10431 Conditions of Consent

Table A-3 CoC (SSD 10431) relevant to this plan

CoC No.	Condition	Plan Section	How Addressed
SSD 10431 MPW Stage 3			
Secondary Conditions			
A1	<p>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.</p>	<p>Section 3, Table 3-4, Section 4</p>	<p>Section 3.5 of this CTAMP identifies the management measures to be implemented to prevent and minimise environmental harm.</p> <p>Section 4 sets out the process for monitoring and review of the effectiveness of these measures. Opportunities to further minimise environmental harm will be identified through the ongoing evaluation of environmental management performance and effectiveness of this Plan.</p>
A8	<p>Importation of imported fill must not exceed a total of 13,000m³ of material per day across this development, MPW Stage 2 (SSD 7709) and MPE Stage 2 (SSD 7628) on the same day</p>	<p>Section 3.2.3 Appendix F</p>	<p>Section 3.2.3 outlines the provisions to not exceed a total 13,000 m³ of material per day. Appendix F details the Fill</p>

			Importation Management Protocol which limits fill to 13,000 m ³ between the MPW Stage 2 (SSD 7709), MPW Stage 3 (SSD 10431) and MPE Stage 2 (SSD 7628) construction sites.
A16	<p>Prior to the commencement of fill importation, the Applicant is to prepare a Fill Importation Management Plan for the approval of the Planning Secretary. The Fill Importation Management Plan must:</p> <ol style="list-style-type: none"> a) be prepared by a suitably qualified and experienced person; b) include details of how the Applicant will comply with the requirements of the conditions of this consent relating to fill importation and fill placement; c) require any fill imported on site to be logged/tracked per truck load; d) provide a conversion rate for the conversion of fill in cubic metres to and from tonnes; e) include a template for an Imported Fill Tracking Register, to be throughout the construction period, that includes: <ol style="list-style-type: none"> (i) date and time in and time out of trucks importing fill to the site; (ii) details of truck registration and haulage company (iii) source of imported fill; (iv) material type and classification; (v) details of the statement of compliance with relevant approval criteria; (vi) volume of imported fill in tonnes; (vii) location of stockpiled imported fill; (viii) location of final destination of imported fill; and (ix) details of any sampling performed for purposes of certification 	Appendix F	<p>Appendix F details the Fill Importation Management Protocol which limits fill to 13,000 m³ between the MPW Stage 2 (SSD 7709), MPW Stage 3 (SSD 10431) and MPE Stage 2 (SSD 7628) construction sites. The Fill Importation Management Protocol outlines the procedures for management of importation of fill material to the Moorebank Precinct including documentation of the importation of fill (i.e. volumes and truck movement) to be carried out in accordance with the Moorebank Precinct East and Moorebank Precinct West Development requirements.</p> <p>Author qualification details are provided at the front of this Plan.</p>
A24	<p>Where conditions of this consent require consultation with an identified party, the Applicant must:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved 	Section 1.4	Section 1.4 details consultation undertaken in preparation of this Plan.
B16	<p>Management plans required under this consent must be prepared having regard to the relevant guidelines, including but not limited to the Environmental Management Plan Guideline: Guideline for Infrastructure Projects (OPIE April 2020).</p> <p>Notes: The Environmental Management Plan Guideline is available</p>	This Plan	The CTAMP has been revised to meet the relevant guidelines.

on the Planning Portal at:
<https://www.planningportal.nsw.gov.au/major-projects/assessment/post-approval>

The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.

B17	<p>Prior to the commencement of construction, the Applicant must submit a Construction Environmental Management Plan (CEMP) to the Certifier and provide a copy to the Planning Secretary for approval. The CEMP must include, but not be limited to, the following:</p> <p>(a) Details of: ... (v) measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site; --- (i) Construction Traffic and Access Management Sub-Plan (see condition B20); ---</p>	This Plan	<p>This CTAMP has been prepared as a sub-plan to the CEMP.</p> <p>Measures to mitigate potential tracking of sediment and other materials onto the roadway by vehicles leaving the site are provided in the Drivers Code of Conduct (Appendix C).</p>
B24	<p>A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:</p> <p>a) minimise the impacts of earthworks and construction on the local and regional road network;</p> <p>b) minimise conflicts with other road users;</p> <p>c) minimise road traffic noise; and</p> <p>d) ensure truck drivers use specified routes.</p>	Appendix C	<p>A Driver Code of Conduct is provided as Attachment C of this Plan, and provides procedures and mitigation measures to minimise the impacts of construction traffic on the external road network, including adjoining properties.</p>
B28	<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>	Section 3.2.5	<p>Section 3.2.5 provides details for onsite parking arrangements.</p>
B32	<p>The Applicant must ensure that access points to the site are as approved under MPW Stage 2 (SSD 7709).</p>	Section 3.2.4	<p>Section 3.2.4 provides details regarding construction site access, which are approved under MPW Stage 2 CoC B110A. Table 3-4 includes a management measure (TA-00) stating that Chatham Avenue / Moorebank Avenue intersection will be maintained, with alternate arrangements agreed with TfNSW, as required.</p>
B34	<p>Prior to the commencement of construction, evidence of compliance of construction parking and access arrangements with the following requirements must be submitted to the Certifier:</p> <p>a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are constructed and maintained in accordance with the latest versions of AS 2890.1-2004, AS 2890.6-2009 and AS 2890.2-2002 for heavy vehicle usage;</p> <p>b) the swept path of the longest construction</p>	<p>Section 3.2.4 Driver's Code of Conduct (Appendix C)</p>	<p>Details of construction access and parking are provided in Sections 3.2.4 and the Driver's Code of Conduct (Appendix C).</p> <p>Internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are to be constructed and maintained in accordance with the latest relevant version of the AS 2890</p>

	<p>vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2;</p> <p>c) heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site;</p> <p>d) all vehicles are wholly contained on site before being required to stop;</p> <p>e) all vehicles must enter and leave the site in a forward direction;</p> <p>f) all loading and unloading of materials is carried out on-site;</p> <p>g) the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, has been addressed; and</p> <p>h) heavy vehicles used for haulage of imported fill must not use Cambridge Avenue during construction and operation of the development.</p>		<p>standards for heavy vehicle usage.</p> <p>Construction site access has been designed to accommodate the swept paths of heavy vehicles.</p> <p>The Driver Code of Conduct (Appendix C) provides procedures and mitigation measures to minimise the impacts of construction traffic on the external road network, including adjoining properties.</p>
C8	The public way (outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances.	Section 1.3 Section 3.5	<p>Details to avoid obstruction of the public way, including maintaining emergency access, are provided in Section 1.3 and Section 3.5.</p> <p>Access to neighbouring properties will be maintained throughout all construction works.</p>
C10	The Applicant must ensure construction vehicles (including concrete agitator trucks) do not arrive at the site or surrounding residential precincts outside of the construction hours of work outlined under condition C3	Driver's Code of Conduct (Appendix C)	The Driver's Code of Conduct is provided in Appendix C.
C16	<p>During construction, the Applicant must ensure that:</p> <p>...</p> <p>(b) all trucks entering or leaving the site with loads have their loads covered;</p> <p>(c) trucks associated with the development do not track dirt onto the public road network;</p> <p>(d) public roads used by these trucks are kept clean; and</p> <p>....</p>	Section 3.5 Driver's Code of Conduct (Appendix C)	<p>Section 3.5 details management measures to minimise and mitigate potential impacts on the external road network and local community.</p> <p>The Driver's Code of Conduct is provided in Appendix C.</p>

Secondary Revised Environmental Management Measures (REMMs)

Table A-4

REMM	Requirement	Comment
Secondary Conditions		
4C	Install a variable message signage system within the Project site to direct heavy vehicles and facilitate safe and efficient access and navigation	Section 3.4

4D	Consider the provision of pedestrian and cyclist connections from Moorebank Avenue into the Project site.	Section 3.3.1.6
4G	Undertake detailed design and staging of the Project rail link construction works to ensure: <ul style="list-style-type: none"> connection with the Southern Sydney Freight Line (SSFL) is designed to minimise construction impacts on SSFL operations; connection with the SSFL would allow trains to exit and enter the SSFL main line at a maximum design speed of 45 kilometres per hour (km/h); trains entering and leaving the Project site endeavour to minimise adverse disruption to other operations on the SSFL; and the Project's internal train control system and signals 	Not applicable to this Development as the Rail Link connection to the South Sydney Freight Line (SSFL) has been constructed as part of the MPE Stage 1, Package 1 (RALP) Development.
4I	Reducing the volumes of construction vehicles travelling during peak periods, especially if the increase in traffic generated by construction activities impedes on the operation of Moorebank Avenue.	Section 3.5 TA-25
4J	Maintain access to neighbouring properties. It is particularly important that the ABB site has access throughout the construction stages.	Section 3.5 TA-43 Access to neighbouring properties will be maintained during the works.
4K	In addition to the Community Engagement Plan (or equivalent) (Refer to 2A), a communication plan will be developed to provide information to the relevant authorities and bus operators in addition to the local community. The communication plan will need to incorporate a contact list with the chain of command.	Refer to the CCS for further details.
4L	Implement relevant traffic control measures to inform drivers of the construction activities and locations of heavy vehicle access locations	Section 3.4 outlines the traffic management measures to be implemented during the construction, including relevant traffic control plans. TA-17 and TA20 of Table 3-4 includes management measures specific to this requirement
4M	Obtain Road Occupancy Licences (ROLs) as necessary	Section 3.3.1.3
4N	Develop an emergency response plan for the modification of Moorebank Avenue. During this phase, emergency vehicles using Moorebank Avenue as a transport route would need to be considered, as well as emergency access to adjoining properties.	An Emergency Response plan will be developed for MPW Stage 2. Emergency response for the MAUW will be managed under the MPE Stage 2 CEMP.
4O	Traffic on Moorebank Avenue would be monitored during peak periods to ensure that queuing at intersections does not impact on other road users.	Section 4.1
4P	Modify access locations in response to the development of the Moorebank Avenue modification	Section 3.2.4 Where required, access locations will be modified in accordance with requirements of RMS QA Specification G10.

4Q	Provision of alternate suitable pedestrian and cycle and facilities during the construction of Moorebank Avenue modifications retaining well defined and well signed routes and paths.	Section 3.3.1.6 Where required, location of pedestrian and cycle and facilities will be modified in accordance with requirements of RMS QA Specification G10.
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Secondary Final Compilation of Mitigation Measures (FCMMs)

Table A-4 FCMMs relevant to this plan

FCMM	Requirement	Comment
SSD 7709 (MPW Stage 2)		
Secondary FCMM		
0D	The construction and/or operation of the Proposal may be delivered in a number of stages. If construction and/or operation is to be delivered in stages a Staging Report would be provided to the Secretary prior to commencement of the initial stage of construction and updated prior to the commencement of each stage as that stage is identified.	Not triggered for MPW Stage 2.
1B	A Road Safety Audit would be undertaken on Cambridge Avenue to identify potential traffic safety risks from the Proposal (in consideration of background traffic) and determine appropriate mitigation.	Section 3.5
1H	Importation of fill to site during construction of the Proposal is to not exceed a total of 22,000 m ³ of material per day. This limit is to be further reduced by an amount equivalent to any fill being imported to the MPE Stage 2 Proposal (SSD 7628) on the same day such that the combined importation of fill to the Proposal site and MPE site does not exceed 22,000 m ³ on any given day.	Section 3.2.3 Appendix F
5B	Proposal Site exits would be fitted with hardstand material, rumble grids or other appropriate measures to limit the amount of material transported offsite	Section 3.5
6J	In order to accept fill material onto site, the following will be undertaken: <ul style="list-style-type: none"> • Material characterisation reports/certification showing that the material being supplied is VENM/ENM must be provided • Each truck entry will be visually checked and documented to confirm that only approved materials that are consistent with the environmental approvals are allowed to enter the site. Only fully tarped loads are to be accepted by the gatekeeper. Environmental Assurance of imported fill material will be conducted to confirm that the materials comply with the NSW EPA Waste Classification Guidelines and the Earthworks Specification for the MPW Site. The frequency of assurance testing will be as nominated by the Environmental assesor/auditor. 	Appendix F
1B	Importation of fill to site during construction of the Proposal is to not exceed a total of 22,000 m ³ of material per day. This limit is to be further reduced by an amount equivalent to any fill being imported to the MPW Stage 2 (SSD 7709) and MPE Stage 2 (SSD 7628) on the same day such that the combined importation of fill to the MPW site and MPE site does not exceed 22,000 m ³ on any given day.	Section 3.2.3 Appendix F

3A	<ul style="list-style-type: none"> • Haulage and heavy plant and equipment movements <ul style="list-style-type: none"> ○ Water carts would be operated on all unsealed internal roadways and travel routes. ○ All vehicles on-site would be confined to a designated route with a speed limit of 30 km/hr enforced. ○ Trips and trip distances should be controlled and reduced where possible, for example by coordinating delivery and removal of materials to avoid unnecessary trips. ○ Dirt track-out should be managed using shaker grids and/or wheel cleaning. Dirt that has been tracked onto public roads would be cleaned as soon as practicable. ○ All trucks delivering fill or leaving the site with spoil material would have their load covered. 	<p>Section 3.5 Drivers Code of Conduct (Appendix C)</p>
3B	<p>Vehicle movements would be limited to designated entries and exits and haulage routes.</p>	<p>Section 3.5 Drivers Code of Conduct (Appendix C)</p>
5A	<p>A Construction Soil and Water Management Plan (CSWMP) and Erosion and Sediment Control Plan (ESCP), or equivalent, have been prepared for MPW Stage 2, and where required, amended in accordance with MPW Stage 3 conditions. The CSWMP and ESCPs would be prepared in accordance with the principles and requirements of the Blue Book and based on the Preliminary ESCPs provided in the Stormwater and Flooding Assessment Report. The following aspects have been addressed within the SWMP and ESCPs, and would continue to apply to MPW Stage 3</p> <p>...</p> <ul style="list-style-type: none"> • The wheels of all vehicles would be cleaned prior to exiting the construction site where excavation occurs to prevent the tracking of mud. Where this is not practical, or excessive soil transfer occurs onto paved areas, street cleaning would be undertaken when necessary. <p>....</p>	<p>Section 3.5 Drivers Code of Conduct (Appendix C)</p>
5B	<p>Proposal site exits would be fitted with hardstand material, rumble grids or other appropriate measures to limit the amount of material transported offsite</p>	<p>Section 3.5 Drivers Code of Conduct (Appendix C)</p>
...5F	<p>...</p> <p>All trucks accessing the site for the purpose of clean general fill importation would enter and exit via the existing MPW Stage 3 construction access point(s).</p> <p>...</p>	<p>Section 3.2.4</p>

...11A

...

Construction/transport plans would be incorporated within the CEMP to minimise the use of fuel during construction.

...

Section 3.5

Drivers Code of
Conduct (Appendix C)

APPENDIX B EVIDENCE OF CONSULTATION

Subject: RE: MPW 2 - SSD7709 CTAMP Update TfNSW Consultation
Date: Wednesday, 31 January 2024 at 3:23:32 pm Australian Eastern Daylight Time
From: [REDACTED]
To: [REDACTED]
CC: [REDACTED]
Attachments: MPW S2 S3 CTAMP_Rev_P_Tracked.docx, image005.png, image004.jpg, image003.png

Hi [REDACTED]

Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP and endorse the proposed temporary construction arrangements, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Access to be left in/left out due to crest at railway overbridge
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
 - Access to be maintained for residents, businesses and emergency vehicles at all times.
 - No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
 - When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
 - Access to the site should be at the farthest point from the intersection as practicable to reduce additional conflicting vehicle manoeuvres.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area.
- Any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained within the work area and not on the carriageway. When a work zone is not in use, the area/lane must be opened up to allow for normal trafficable conditions
- Should TfNSW Network and Asset Management, Network Operations, CJP Operations, Network and Safety or other TfNSW business area determine that that more information is to be provided for review and acceptance, including other TCS locations, this information must be submitted prior to the CTMP being implemented, or otherwise agreed upon.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected

area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to [REDACTED] or further review and endorsement.

Kind Regards,

[REDACTED]
Principal Transport Planner
Customer Journey Planning
Greater Sydney
Transport for NSW

[REDACTED]

OFFICIAL

From: [REDACTED]
Sent: Wednesday, January 31, 2024 1:06 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: MPW 2 - SSD7709 CTAMP Update TfNSW Consultation

[REDACTED]

Good afternoon [REDACTED]

Thank you for the email below.

The proposed change to the CTAMP is the inclusion of the South of Chatham Avenue construction access as shown in Figure 3-3 (circled below for reference in red).





3-3 Location and access points of construction and satellite compounds

This access is at the far southern end of the site, and so no impact on the Anzac Road intersection is anticipated. Use of this access will be temporary and to service a limited package of works, as noted in my original email. There is no proposed compound associated with this access – those identified on the plan are as per the most recent approved version of the CTAMP.

This new access would not generate any conflict with the MAAI upgrade works.

Please let me know if you have any further queries, or if it is best that we come together for a quick meeting to discuss the above.

Kind Regards,

[Redacted signature]

[Redacted contact information]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

www.aspectenvironmental.com.au



OFFICIAL

From: [REDACTED]

Date: Wednesday, 31 January 2024 at 11:08 am

To: [REDACTED]

[REDACTED]

[REDACTED]

Cc: [REDACTED]

Subject: RE: MPW 2 - SSD7709 CTAMP Update TfNSW Consultation

Good morning [REDACTED]

Thank you for providing Transport for NSW with a copy of the Construction Traffic Management Plan (CTMP).

Please note the following amendments (or clarifications) that we require you to make to the CTMP before we can endorse the document:

- Please provide a schematic with more details – access to the compound is very close to the traffic signals at Anzac Road. What is the impact?
- How is the new access point going to work with the current upgrade works being performed along Moorebank Avenue?

Upon making these amendments please forward a copy to [REDACTED] for further review and endorsement.

Kind Regards,

[REDACTED]
Principal Transport Planner
Customer Journey Planning
Greater Sydney
Transport for NSW

[REDACTED]

OFFICIAL

From: [REDACTED]

Sent: Wednesday, January 31, 2024 10:48 AM

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

Subject: Re: MPW 2 - SSD7709 CTAMP Update TfNSW Consultation

Good morning [REDACTED]

Just looking for an update on the review of the updated CTAMP to implement this temporary construction access?

Kind Regards,

[REDACTED]

[REDACTED]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

www.aspectenvironmental.com.au



OFFICIAL

From: [REDACTED]

Date: Monday, 22 January 2024 at 9:35 am

To: [REDACTED]

[REDACTED]

[REDACTED]

Cc: [REDACTED]

Subject: RE: MPW 2 - SSD7709 CTAMP Update LCC Consultation

Hi [REDACTED]

Thank you for your email. We will review the temporary access point and get back to you shortly.

Kind Regards,

[REDACTED]

Principal Transport Planner
Customer Journey Planning
Greater Sydney
Transport for NSW

[REDACTED]

OFFICIAL

From: [REDACTED]
Sent: Thursday, 18 January 2024 1:26 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: MPW 2 - SSD7709 CTAMP Update LCC Consultation

[REDACTED]

Good afternoon [REDACTED]

Happy New Year – hope you have been well.

We just wanted to make TfNSW aware of a recent update to the MPW Stage 2 Construction Traffic and Access Management Plan (CTAMP). As you are aware, in accordance with Condition B113 of SSD 7709, any updates to this plan require TfNSW endorsement.

The changes to the plan are minor and related to the implementation of a temporary construction access point along Moorebank Avenue, south of Chatham Avenue (the 'SCA' construction access point). This access point is one that was previously identified and approved as part of the EIS and former versions of the CTAMP – but until recently has not been required to be implemented.

The SCA access point is required to provide access to the southern parts of the MPW site that are east of the interstate rail. It would be implemented on a short-term basis to predominately enable the construction of Onsite Detention Basin 3 and surrounding landscaping works. No works along Moorebank Avenue are required in order to facilitate access.

The site independent Environmental Representative (ER) for SSD7709 has reviewed internal Accordance Assessment documentation, confirmed the change is consistent with the consent and subsequently approved the minor amendment to the CTAMP.

With view to maintaining consistency with the previously adopted process of consultation with TfNSW for updates to the CTAMP, the updated CTAMP is provided (see attached) for review and comment as required. For your convenience, the changes are tracked. The consultation table will be updated to capture consultation with yourselves and Council, once closed out.

We appreciate any feedback you may, please feel free to contact [REDACTED] (copied) if you have and enquires.

If we need to direct this email elsewhere please let me know.

Kind Regards,



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

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Subject: Re: MPW 2 - SSD7709 CTAMP Update LCC Consultation
Date: Wednesday, 31 January 2024 at 10:50:23 am Australian Eastern Daylight Time
From: [REDACTED]
To: [REDACTED]
CC: [REDACTED]
Attachments: image002.png, image001.jpg, image006.png, image005.jpg

Good morning [REDACTED]

Hope you are well.

Just following up on the below to see if Council had any queries or comments on the updated CTAMP before we submit to DPHI? If you could please confirm receipt of the document and what status Council's review is at it would be appreciated.

Kind Regards,

[REDACTED]

[REDACTED]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

www.aspectenvironmental.com.au



From: [REDACTED]
Date: Thursday, 18 January 2024 at 1:22 pm
To: [REDACTED]
Cc: [REDACTED]
Subject: MPW 2 - SSD7709 CTAMP Update LCC Consultation

Good afternoon [REDACTED]

Happy New Year – hope you have been well.

We just wanted to make Council aware of a recent update to the MPW Stage 2 Construction Traffic and Access Management Plan (CTAMP) – which is a document that Council has previously been consulted on. As you are aware, in accordance with Condition B113 of SSD 7709, any updates to this plan require LCC consultation.

The changes to the plan are minor and related to the implementation of a temporary construction access point along Moorebank Avenue, south of Chatham Avenue (the 'SCA' construction access point). This access point is one that was previously identified and approved as part of the EIS and former versions of the CTAMP – but until recently has not been required to be implemented.

The SCA access point is required to provide access to the southern parts of the MPW site that are east of the interstate rail. It would be implemented on a short-term basis to predominately enable the construction of Onsite Detention Basin 3 and surrounding landscaping works. No works along Moorebank Avenue are required in order to facilitate access.

The site independent Environmental Representative (ER) for SSD7709 has reviewed internal Accordance Assessment documentation, confirmed the change is consistent with the consent and subsequently approved the minor amendment to the CTAMP.

With view to maintaining consistency with the previously adopted process of consultation with Council for updates to the CTAMP, the updated CTAMP is provided (see attached) for Council review and comment as required. For your convenience, the changes are tracked. The consultation table will be updated to capture consultation with yourselves and TINSW, once closed out.

We appreciate any feedback you may, please feel free to contact [REDACTED] (copied) if you have and enquires.

If we need to direct this email elsewhere please let me know.

Kind Regards,

[REDACTED]

[REDACTED]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

www.aspectenvironmental.com.au



[REDACTED]

From: [REDACTED]
Sent: Tuesday, 27 June 2023 2:56 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review
Attachments: MPW S2 S3 CTAMP_Rev_O_Tracked version [REDACTED]

Hi [REDACTED]

Council's representatives have reviewed the updated CTAMP and have made very minor changes (in track changes) to the CTAMP. The changes include housing keeping change of RMS to TfNSW. You may wish to request your representative to go through the document where required to and change RMS to TfNSW.

In addition, please can you provide Council with a timeline of when the Bushmaster Avenue connection to Moorebank Avenue will be completed as per the approved TCS plan and associated CTMP.

Regards

[REDACTED]
Manager Transport Management

[REDACTED]
Manager Transport Management

**LIVERPOOL
CITY
COUNCIL**

02 8711 7452 | [REDACTED]
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia
   www.liverpool.nsw.gov.au



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From: [REDACTED]
Sent: Monday, June 26, 2023 1:45 PM
To: [REDACTED]
Subject: RE: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review

Thanks [REDACTED]

Hoping it should be a simple review, however I am happy to clarify any items direct if need be. Please call or email

regards

[REDACTED]
Technical Manager

[REDACTED]
Level 46, Gateway, 1 Macquarie Place
Sydney NSW 2000 Australia

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An ESR Group Company

From: [REDACTED]
Sent: Monday, June 26, 2023 1:01 PM
To: [REDACTED]

Subject: RE: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review

Yes, I've downloaded the documents. Thanks. We will send a response early this week.

Regards,

[REDACTED]
Transport Planner

**LIVERPOOL
CITY
COUNCIL**

02 8711 7620 | [REDACTED]
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



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EUROPEAN NIGHT MARKET
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From: [REDACTED]
Sent: Monday, June 26, 2023 11:17 AM

To: [REDACTED]

Subject: RE: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review

[REDACTED]

Thanks for reply.
I think it must have expired. Does this link work?

[202030501 Submission - shared](#)

[REDACTED]
Technical Manager

[REDACTED]

Level 46, Gateway, 1 Macquarie Place
Sydney NSW 2000 Australia

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An ESR Group Company

From: [REDACTED]

Sent: Monday, June 26, 2023 10:59 AM

To: [REDACTED]

Subject: RE: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review

Hi [REDACTED]

We tried to access the CTAMP and received a message as follows:

“That didn't work

We're sorry, but qus@liverpool.nsw.gov.au can't be found in the tacticalgroup.sharepoint.com directory. Please try again later, while we try to automatically fix this for you.

Here are a few ideas:



[Click here to sign in with a different account to this site.](#)

This will sign you out of all other Office 365 services that you're signed into at this time.



If you're using this account on another site and don't want to sign out, start your browser in Private Browsing mode for this site ([show me how](#)).

If that doesn't help, contact your support team and include these technical details:

Correlation ID: 1576c0a0-505e-2000-589c-db0dec005b68

Date and Time: 6/25/2023 5:57:18 PM

URL: https://tacticalgroup.sharepoint.com/:f/s/AUP111103-5_MoorebankAveWorks/EiJCzr2e9flChGvICI6DL6YBXElbfOINBbSfC-fjHvGjRw?e=ieODee

User: qus@liverpool.nsw.gov.au

Issue Type: User not in directory.

Please can you send us a copy of the CTAMP for review. Alternatively, you can grant access to me to download them. Thanks.

Regards,

[Redacted]
Transport Planner



02 8711 7620 | [Redacted]

Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



www.liverpool.nsw.gov.au



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From: [Redacted]

Sent: Sunday, June 18, 2023 10:29 AM

To: [Redacted]

Subject: FW: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review

Hi [Redacted]

Please can you review and provide your comments for us to forward to the applicant on Monday/Tuesday.

Regards

[Redacted]

[Redacted]
Manager Transport Management
Liverpool City Council

02 8711 7452 [REDACTED] | www.liverpool.nsw.gov.au
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170

From: [REDACTED]

Sent: Tuesday, 13 June 2023 3:21 PM

To: [REDACTED]

Subject: RE: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review

Afternoon [REDACTED]

Have tried to ring

TfNSW have now responded and have no comment to the CTAMP update as provided .

Can you confirm please if LCC have any comments or queries

Regards

[REDACTED]
Technical Manager

[REDACTED]
Level 46, Gateway, 1 Macquarie Place
Sydney NSW 2000 Australia

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An ESR Group Company

From: [REDACTED]

Sent: Thursday, June 1, 2023 10:43 AM

To: [REDACTED]

[REDACTED]

Subject: RE: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review

[REDACTED]

Checking in please. Was wondering if you have managed to review the CTAMP as yet or when you may have a reply back to us?

Regards

[REDACTED]
Technical Manager

[REDACTED]
Level 46, Gateway, 1 Macquarie Place
Sydney NSW 2000 Australia

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An ESR Group Company

From: [REDACTED]
Sent: Thursday, May 11, 2023 2:07 PM
To: [REDACTED]

Subject: RE: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review

[REDACTED]
Checking in please that you received the transmittal below and was able to download OK?

Further, do you think it is reasonable that we may have a review completed by 1st June 2023?

Please reach out if any concerns or queries

regards

[REDACTED]
Technical Manager

[REDACTED]

Level 46, Gateway, 1 Macquarie Place
Sydney NSW 2000 Australia

LOGOS



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An ESR Group Company

From: [REDACTED]
Sent: Monday, May 8, 2023 3:42 PM
To: [REDACTED]
Subject: Moorebank Intermodal Project - SSD 7709 CTAMP Rev O update for TfNSW review

[REDACTED]

As per our various conversations, and provision of draft updates via email, please see via link below an updated Construction Traffic Access Management Plan (CTAMP) for the MPW S2 (SSD7709) approval.

This has been drafted with the inclusion of the MAAI western leg (Bushmaster) as a Construction Access point to the MPW precinct. A tracked change version has been provided to indicate the change from the previous version

If possible, we request that the LCC review may be completed within 3-4 weeks, therefore a reply by 1st June 2023. That would be much appreciated

Please contact me if there are any queries or concerns

[202030501 Submission - shared](#)

regards

[REDACTED]
Technical Manager

[REDACTED]

Level 46, Gateway, 1 Macquarie Place
Sydney NSW 2000 Australia

LOGOS

From: [REDACTED]

Date: Wednesday, 5 April 2023 at 9:01 am

To: [REDACTED]
[REDACTED]

Subject: RE: MPW S2 CTAMP update for Bushmaster access : LCC advice on upcoming changes

Good morning [REDACTED]

Following up on this item please. Have you managed to look at it as yet?

As per our discussion, you did mention that you would let us know if you think the scale of the change warranted a meeting or not with LCC. Can you confirm whether we should meet or can you confirm that you have no objection to the proposal as presented and then we can finalise the drafting of the final document as is. We can then issue to the various stakeholders (including LCC) for the formal review and acceptance?

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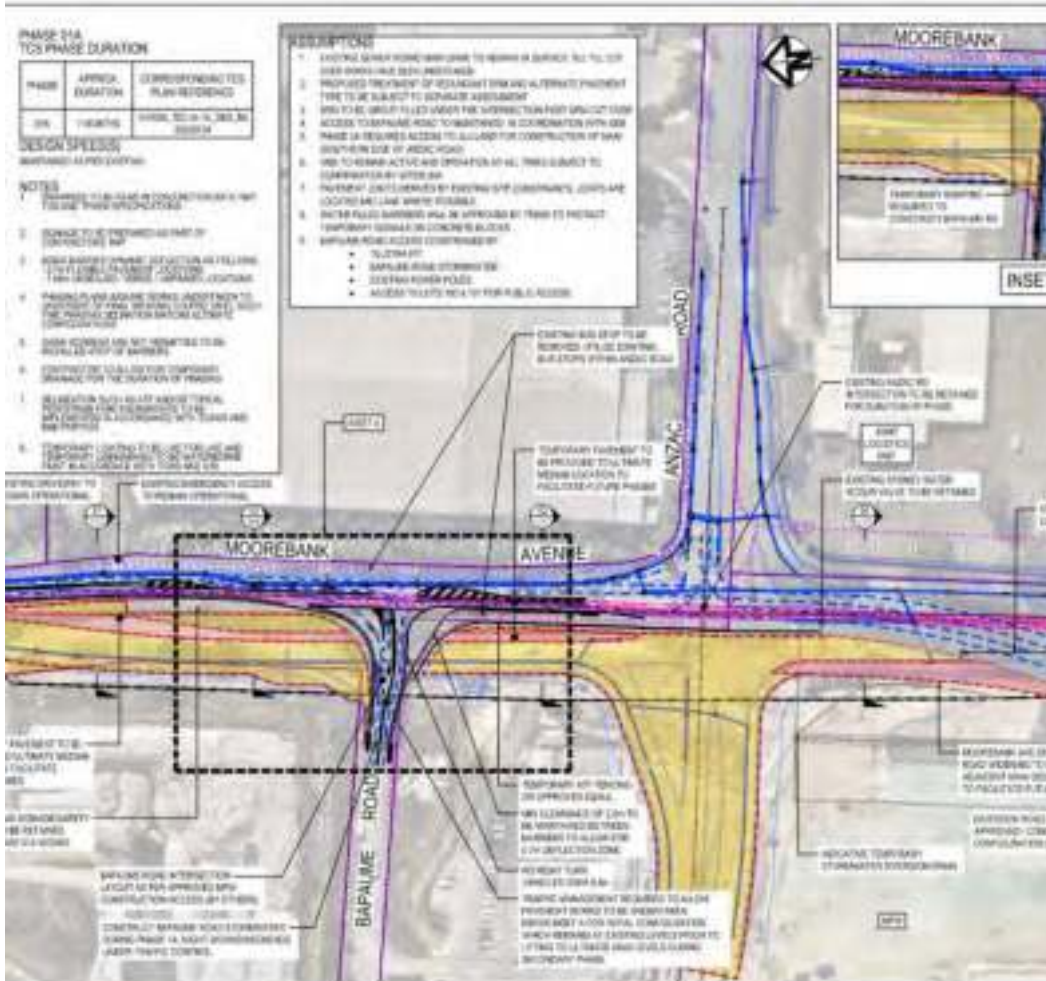
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From: [REDACTED]
Sent: Monday, March 27, 2023 11:10 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: MPW S2 CTAMP update for Bushmaster access : LCC advice on upcoming changes

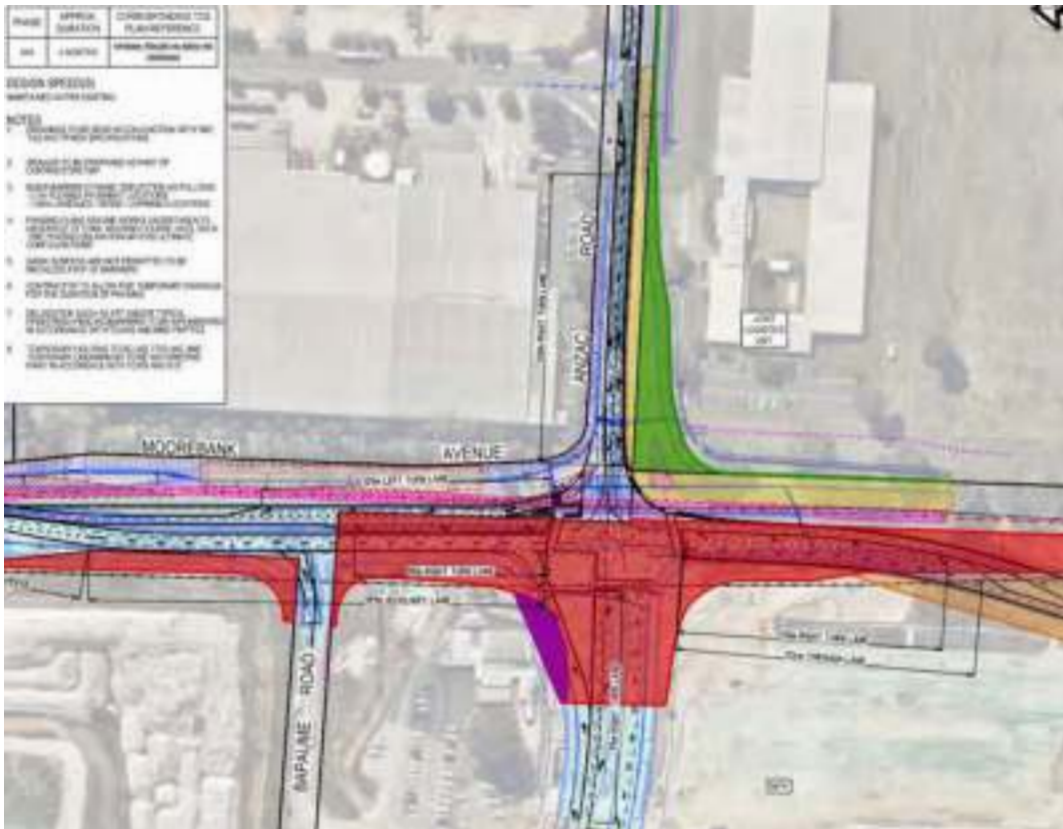
Further to our conversation late Friday in regards to the proposed updates to the MPW S2 (SSD7709) CTAMP Rev M for the development, I confirm they will relate to the following minor change to the Traffic accessing the MPW precinct. This was always intended to occur at some point, so we wish to formalise it now. As discussed, we are hoping for this to occur around Sep this year. Details as follows;

1. The current northern construction access via CTAMP Rev M is at Bapaume Rd as per below extract. In the south, access is via Chatham Ave;



her

- The proposed change for the CTAMP is to reinstate the construction access located at the new fourth leg of the Anzac Rd intersection which is currently under construction. This will allow for a signalised control of the traffic providing a more efficient and safer entry and exit to the Moorebank Precinct West (MPW) site. Bapaume access will be retained for additional capacity in the event it is required. The access at MAAI will, however, be the main MPW Stage 2 construction access point.



- This access point was considered, assessed and approved in the MPW Stage 2 EIS, RTS and previous CTAMP'S prepared and approved for MPW S2.
- It is also proposed to allow Precinct construction vehicles to perform a right hand turn at this intersection onto Moorebank Avenue to access other areas of the Precinct (only). This movement has been previously TfNSW approved at Phase 4 of the MAAI upgrade works. ABB will also be able to perform a right hand turn at MAAI - consistent with the current arrangements they have at Bapaume Rd.
- Concurrent to this as an independent exercise we will be progressing with the other various TfNSW approvals following requirements under the WAD and other SSD conditions to implement the change from a roadworks point of view. Such as TMP, ROL, Civil & TCS design updates.
- Other stakeholders will also be consulted as part of the process, and record will be included in the updated CTAMP. The tracked change version will then be formally issued to LCC, TfNSW & stakeholders for review prior to the final DPIE submission

Can LCC confirm if there are any comments or items related to this minor change.

regards

[REDACTED]
Technical Manager, Roads & Infrastructure

[REDACTED]
logosproperty.com

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[REDACTED]

From: [REDACTED]
Sent: Thursday, 2 September 2021 2:56 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd

Good afternoon [REDACTED]

Can you please advise if Liverpool City Council have any comments, or require any further clarification about the update to the MPW Stage 2 CTAMP to accommodate construction access at Bapaume Rd?

Regards,



[REDACTED]
Consultant - Environment
[REDACTED]
www.aspectenvironmental.com.au
Suite 117, 25 Solent Circuit, Baulkham Hills NSW 2153



From: [REDACTED]
Sent: Wednesday, 25 August 2021 9:28 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd

Good Morning [REDACTED]

I am writing to follow up with you on the draft CTAMP provided to you on 10/08 for comment.

I note Liverpool City Council has provided comment on the Bapaume Rd construction access design. Further I note that [REDACTED] has provided you with the RSA and detailed design on the proposed changes at Bapaume Road.

Could you please advise if Liverpool City Council have any comments, or require any further clarification about the update to the MPW Stage 2 CTAMP to accommodate construction access at Bapaume Rd?

Kind regards,



[Redacted]
Consultant – Environment
[Redacted]
www.aspectenvironmental.com.au
Suite 117, 25 Solent Circuit, Baulkham Hills NSW 2153



From: [Redacted]
Sent: Tuesday, 17 August 2021 1:19 PM
To: [Redacted]
Cc: [Redacted]
Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd

Good afternoon [Redacted]

I am just following up on the draft CTAMP which was provided to you last week for review and comment. Could you please advise if you have any comments, or require and further clarification about the update to the MPW Stage 2 CTAMP to accommodate construction access at Bapaume Rd?

Kind regards,



[Redacted]
Consultant – Environment
[Redacted]
www.aspectenvironmental.com.au
Suite 117, 25 Solent Circuit, Baulkham Hills NSW 2153



From: [Redacted]
Sent: Tuesday, 10 August 2021 3:25 PM
To: [Redacted]
Cc: [Redacted]
Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd

Good afternoon [REDACTED]

Following on from our consultation meeting on 23/07 and further information provided to you by [REDACTED] on 27/07, please find attached the draft MPW Stage 2 and Stage 3 CTAMP, updated to accommodate an additional construction access point at Bapaume Road.

As required by Condition of Consent B113 of the MPW Stage 2 Consent (SSD7709) we are seeking comment from Liverpool City Council on the updated CTAMP. The attached document has also been provided to TfNSW for their comment.

Consultation with DPIE has confirmed that the approval pathway for this change will be via update to the CTAMP and submission to the planning secretary. Please note, this CTAMP update is subsequent to the recent MPW Stage 2 CTAMP updates (Revision L) to include the MPW Stage 3 Consent.

Please do not hesitate to contact me if you need any further clarification.

Kind regards,



[REDACTED]
Consultant – Environment
[REDACTED]
www.aspectenvironmental.com.au
Suite 117, 25 Solent Circuit, Baulkham Hills NSW 2153



[REDACTED]

From: [REDACTED]
Sent: Wednesday, 8 September 2021 9:26 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd : 100% Detailed design for Traffic Team

Hi [REDACTED]

Just confirming that this closes out any comments you have on the MPW Stage 2/3 CTAMP update relating to the Bapaume Rd construction access?

Regards,



[REDACTED]
Consultant - Environment
[REDACTED]
www.aspectenvironmental.com.au
Suite 117, 25 Solent Circuit, Baulkham Hills NSW 2153



From: [REDACTED]
Sent: Tuesday, 7 September 2021 10:45 PM
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd : 100% Detailed design for Traffic Team

Hi [REDACTED]

Thank you for the design drawings incorporating the road safety audit corrective action recommendations.

As previously advised the proposed construction access requires Liverpool Traffic Committee consideration and Council's approval. The next scheduled Traffic Committee meeting is on 15 September.

The design drawings have been included in the Traffic Committee agenda. After the Traffic Committee's meeting we would provide you with a summary of the Committee's recommendations.

In meantime, if your team has discussed the access arrangement and associated right restriction during the peak hour hours with ABB, can you forward a copy of the notification letter and ABB's response to us.

Regards

[Redacted]

[Redacted]

Service Manager Transport Management



02 8711 7452 | [Redacted]

Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



www.liverpool.nsw.gov.au



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From: [Redacted]

Sent: Monday, 6 September 2021 3:12 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd : 100% Detailed design for Traffic Team

Gday [Redacted],
Hope you had a good weekend.

Just checking in on below please. Have you or your team managed to look through any of the submission as yet. As per item (b) below, we are targeting to have progressed on review prior to the mid-September Local Traffic Committee meeting and am available to meet to resolve / discuss as needed prior.

Can you confirm what the date of the meeting is?

Am available at any time to discuss

regards

[Redacted]

Senior Project Manager



Before printing this document, please consider the environment.

From: [Redacted]

Sent: Tuesday, 24 August 2021 12:13 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd : 100% Detailed design for Traffic Team



With reference to the MPW Construction access design submitted on 27/28th July 2021 and comments just received from LCC this morning (attached) related to the Concept design, please find attached;

1. Bapaume Road Moorebank RSA_FinalforLCC.pdf : RSA with response comments.
2. MPWA-NRP-CV-DWG-0801[03] : Signs & Linemarking (100% Detailed Design)
3. MPWA-NRP-CV-DWG-1101[3], 1102[03] : Turn paths plans (100% Detailed Design)

As per request in LCC response, and with reference to the attached documents;

- a. RSA was performed and items have been closed/commented on and the MPW Construction access detailed design has incorporated the required updates
- b. Liverpool Local Traffic Committee meeting;
 - i. I have extracted the Signs and Linemarking drawings & Turn paths for review
 - ii. Can you please confirm what date this meeting is held
 - iii. Can you also confirm if this design pack can be forwarded to committee members prior to the meeting for review and comment. We are available to respond to comments/update design and/or meet via video conference to resolve any concerns prior to the meeting
 - iv. Please confirm if any further information is required

Further,

Note that the full 100% Detailed design set in PDF and CAD including a copy of the previously submitted traffic modelling report is included in the link below and I will forward to the Development Engineering team for their review and consideration for the Section 138 approval concurrently with your team's review.

[210824 MPW Access DD - shared](#)

Please contact me as below with any queries

Regards

[Redacted]
Senior Project Manager



Level 15, 124 Walker Street | North Sydney | NSW | 2060



 Before printing this document, please consider the environment.

From: [Redacted]

Sent: Tuesday, 10 August 2021 12:50 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd

[Redacted]
We are finalising the detailed design and have received and are responding an RSA that we did on the design. Do you have any comments or queries related to the submitted Concept design for the construction access? Or can you advise when you may be expecting a reply?

Much appreciated

Regards

[Redacted]
Senior Project Manager



Before printing this document, please consider the environment.

From: [Redacted]
Sent: Wednesday, 28 July 2021 5:41 PM
To: [Redacted]
Cc: [Redacted]
Subject: RE: Moorebank Logistics Park - MPW Construction access at Bapaume Rd

All,
Just a quick note in regards to the previous mail and attachment 'Tactical memorandum dated 9 June 2021 (file MPWAccessBpme_Final_210609)'

I confirm that this memo is related to the original submission to TfNSW (as addressed) of which they provided comment as per the file 'MPWConstruct_Comments_210723.1'

Therefore the drawings and ASON technical note in the memo references the previous revision of drawings SKC-0001 & SKC-0002. The revised drawings and ASON technical memo I provided supersede these items.

I do note that the remainder of the content remains relevant to the submission

Any issues please let me know

regards

[Redacted]
Senior Project Manager



From: [REDACTED]
Sent: Tuesday, 27 July 2021 6:38 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Moorebank Logistics Park - MPW Construction access at Bapaume Rd

[REDACTED]

Thanks for your time last Friday afternoon.

As discussed, please find attached for Council's review and comment the current concept design pack for the MPW construction access on Bapaume Rd, which comprises:

1. Tactical memorandum dated 9 June 2021 (file MPWAccessBpme_Final_210609)
2. Plans SKC-0001 (rev 03), 0002 (rev 04) and 0003 (rev 02) (file MPWA-NRP-CV-SKC-0001 [03]_ForLCC_red)
3. Ason Technical Note dated 21 July 2021 (file P1615tn04v1_Revised MPW Construction Access via Bapaume Rd, Issue I_red)
4. SIDRA model (file p1615m04v1 – Proposed Layout with MPW Construction Traffic.sip9)

The Road Safety Audit is currently underway and we are aiming to be able to provide it within a week.

(These version of the Plans and the Ason Technical Note supersede and replace the versions submitted with the Aspect Technical Memorandum dated 08 June 2021 which was provided in advance of the meeting)

As indicated, TfNSW has reviewed and commented on the concept design (albeit an earlier version). Also attached is copy of the TfNSW comments (file MPWConstruct_Comments_210723.1) that includes responses on each, which have been addressed in the attached current concept design.

As discussed in the meeting, I am forwarding the same package to the Land Development team to seek their concurrent review.

Note that we also intend to provide a detailed design package, following receipt of the RSA and finalising review in week commencing 9th August 2021 if not earlier

Please advise if there are any items requiring immediate clarification.

Otherwise, we are available to meet at your earliest convenience to discuss any comments or feedback on the concept design from your team

Wishing you and your team well and will speak soon

regards

[REDACTED]
Senior Project Manager

[REDACTED]

From: [REDACTED]
Sent: Monday, 6 September 2021 1:53 PM
To: [REDACTED]
Subject: RE: MPW Stage2/Stage3 CTAMP Update Consultation - Bapaume Road Access

Dear [REDACTED]

TMC has confirmed it has no further comments and that your responses are accepted.

Please note that the contact for this matter is [REDACTED]

Felix can be contacted for comment on the overall proposal review.

Regards

[REDACTED]
Project Manager
Greater Sydney
Transport for NSW

I am engaged on a part-time basis for Moorebank Intermodal Terminal roadworks projects.

I will generally dedicate Mondays, Tuesdays and Wednesday mornings to the project and intermittently at other times as other engagements permits to best assist TfNSW progress the various projects.



Transport
for NSW

From: [REDACTED]
Sent: Thursday, 2 September 2021 12:44 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW Stage2/Stage3 CTAMP Update Consultation - Bapaume Road Access

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Hi [REDACTED]

I just wanted to follow up to on my email last week to check if the below responses have addressed your concerns about the proposed update to the MPW Stage 2/3 CTAMP.

Kind regards,



[Redacted]
Consultant – Environment
[Redacted]
www.aspectenvironmental.com.au
Suite 117, 25 Solent Circuit, Baulkham Hills NSW 2153



From: [Redacted]
Sent: Wednesday, 25 August 2021 9:21 AM
To: [Redacted]
Cc: [Redacted]
Subject: RE: MPW Stage2/Stage3 CTAMP Update Consultation - Bapaume Road Access

Hi [Redacted]

Please see below responses to your comments on the MPW Stage 2/Stage 3 CTAMP update.

- [Local Council approval/concurrence to be submitted](#)
Council have been provided a copy of the CTAMP for review and comment. We note that Council approval of the CTAMP update is not required under the SSD 7709 consent. We are however aware of the need for the construction access to have Section 138 approval from Council prior to works commencing, along with approval of the design/works from the Local Traffic Committee - who are due to meet and discuss this matter in mid-September. This is a process that is being undertaken in parallel with the CTAMP update approval.

- [What are the exact changes proposed at Bapaume Rd? There are no drawings included.](#)

A Concept design has been sent to TfNSW previously and attached is a ZIP file with the 100% Detailed design of the proposed changes at Bapaume Road.

- [Will there be acceleration and deceleration lanes on Moorebank Av approaching and departing the intersection at Bapaume Rd?](#)

No, there will not be acceleration or deceleration lanes, however a new southbound right turn bay has been introduced to provide required storage as required under the traffic modelling performed – please see attached detailed design and let us know if anything further is required.

- [With regards to the proposed “No Right Turn” for vehicles exiting Bapaume Rd – What impact will this have on existing users?](#)

As outlined in the CTAMP, the proposed 'No Right Turn' applies to Moorbank-related construction vehicles only during the AM and PM peaks. The intention here was to reduce impacts on traffic movements for existing users who are still able to make the turns as they can currently do (namely ABB visitors and staff).

- The proposed construction access/egress at Bapaume Rd can only be used once all upgrades have been completed [REDACTED] to confirm this refers to only to the Bapaume intersection please]

Use of the Bapaume construction access will only occur once the required upgrades at the eastern and western end of the road have been completed.

- Are these upgrades at the intersection of Moorebank Av and Bapaume Rd in line with other works proposed (For example: The sewer rising main closures proposed)?

It is noted that this content is not a requirement of the CTAMP and is a detailed design element that TfNSW can provide comment on in their review of the design (process currently underway).

The location of the sewer main works that impact traffic on Moorebank Ave is located at the northern extent of Moorebank Ave near the M5 interchange. This location is past the limits of the upgrade proposed as part of these works and therefore the traffic will have reverted to the existing layouts

Also note that this MPW Construction access has been considered and integrated into the construction phasing design and planning for the MAAI upgrade works (under the WAD). This access will remain in operation, and in similar configuration throughout the construction of MAAI, until the final phase when the Bapaume intersection itself is to be upgraded, and traffic will be directed onto other upgraded portions of Moorebank Ave.

How will the proposed construction site access at the Anzac Rd intersection and Bapaume Rd intersection, impact the MAAI works? [Qube to confirm that the Bapaume Road MPW Stage 2 Construction Access is proposed instead of a construction site access at the Anzac Rd intersection]

The Bapaume Rd is proposed in place of a construction access at MAAI. This is outlined in Section 1.4 (consultation) of the CTAMP where the change from MAAI to Bapaume Rd during consultation with TfNSW is outlined. Further, Figure 3.3 of the CTAMP has been updated to remove MAAI as a construction access point and include Bapaume Rd.

A construction access point at Bapaume Road will reduce the complexity of construction of MAAI (as an operational feature).

As part of the proposed construction staging for MAAI, Anzac Rd is proposed to be laterally shifted. If this is to be used for construction vehicle access/egress for MPW2, there will be an increased number of heavy vehicle movements.

- The proposed staging for MAAI will need to be reviewed in conjunction with the MPW works

As part of the proposed construction staging for MAAI, the southbound left turn slip lane on Moorebank Av into Anzac Rd is proposed to be closed

- Please provide Construction vehicle volumes
- Swept path analysis

These queries do not relate to the proposed construction access point at Bapaume Road or the associated CTAMP update.

Note a Swept Path Analysis for Bapaume Road has been undertaken as part of the design, and a Road Safety Audit has been prepared (in accordance with the requirements of the CTAMP and the SSD 7709 consent) and is attached to this email. [REDACTED] (Cc'd) may be able to assist with these queries.

Regards

[REDACTED]
Project Manager
Greater Sydney
Transport for NSW

I am engaged on a part-time basis for Moorebank Intermodal Terminal roadworks projects.

I will generally dedicate Mondays, Tuesdays and Wednesday mornings to the project and intermittently at other times as other engagements permits to best assist TfNSW progress the various projects.



Transport
for NSW

From: [REDACTED]
Sent: Tuesday, 10 August 2021 3:15 PM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>

[REDACTED]
Mangal [REDACTED]
Subject: MPW Stage2/Stage3 CTAMP Update Consultation - Bapaume Road Access

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Good Afternoon,

Please find attached draft MPW Stage 2 and Stage 3 Construction Traffic and Access Management Plan (CTAMP) which has been updated to accommodate an addition construction site access at Bapaume Road, Moorebank. The change will allow for construction traffic to access the MPW project site and internal road network at the western end of Bapaume Road, via an upgraded Moorebank Avenue / Bapaume Road intersection.

As required by Condition of Consent B113 of the MPW Stage 2 Consent (SSD7709) we are seeking comment from TfNSW on the updated CTAMP. The attached document has also been provided to Liverpool City Council following a consultation meeting last month and they will be providing comment on this document.

Consultation with DPIE has confirmed that the approval pathway for this change will be via update to the CTAMP and submission to the planning secretary. Please note, this CTAMP update is subsequent to the recent MPW Stage 2 CTAMP updates (Revision L) to include the MPW Stage 3 Consent.

This change in construction access follows ongoing consultation with TfNSW on location and design of a construction access location on MPW.

Please do not hesitate to contact me if you need any further clarification.

Kind regards,



[Redacted]
Consultant – Environment
[Redacted]
www.aspectenvironmental.com.au
Suite 117, 25 Solent Circuit, Baulkham Hills NSW 2153



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20210706 - TfNSW response - MPW Stage 3 CTAMP Management Update and Consultation - SYD20/00247/05

[Redacted]

Tue 6/07/2021 4:43 PM

To: [Redacted]
Cc: [Redacted]

Hi [Redacted]

Reference is made to your correspondence, dated 15 June 2021, requesting TfNSW to review the CTAMP for MPW Stage 3.

It is noted that TfNSW recently changed the Construction Stage Traffic and Transport Management Plan Approval Process, where Customer Journey Planning Operations (CJPO) is now the approver of construction stage temporary arrangements which impact Greater Sydney's road and transport networks.

As such, the submitted CTAMP for MPW Stage 3 has been forwarded to the CJPO team for review. A response from CJPO team will be provided to you accordingly.

I hope this has been of assistance. If you have further questions, please do not hesitate to contact me.

Kind regards

[Redacted]

Land Use Planner
Sydney Roads
Greater Sydney
Transport for NSW

[Redacted]

Level 5/27 Argyle Street Parramatta NSW 2150



Use public transport... plan your trip at transportnsw.info

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: [Redacted]

Sent: Tuesday, 15 June 2021 1:14 PM

To: [Redacted]

Cc: [Redacted]

[Redacted]

Subject: RE: MPW Stage 3 CTAMP Management Update and Consultation

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Re: MPW Stage 3 CTAMP Management Update and Consultation

[Redacted]

Mon 5/07/2021 8:55 AM

To: [Redacted]
Cc: [Redacted]

Good morning [Redacted]

I am following up on the MPW Stage 3 CTAMP. As we are waiting for TfNSW comments in order to finalise the document, we would appreciate it if you could please expedite your review given the minor nature of the changes to the document, and time sensitivity of the submission.

Please let me know if you have any questions.

Kind regards,

[Redacted]

Associate

[Redacted]

[Redacted]

 [signature_1909091](#)
471

Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

www.aspectenvironmental.com.au

 [A picture containing vector graphics Description automatically generated](#)

From: [Redacted]

Sent: Thursday, 1 July 2021 3:12 PM

To: [Redacted]

Cc: [Redacted]

Subject: Re: MPW Stage 3 CTAMP Management Update and Consultation

Good afternoon [Redacted]

Can you please advise when you will be able to get TfNSW comments to us? We are waiting for TfNSW comments in order to finalise the document.

Kind regards,


[Redacted]

Associate


[Redacted]

[Redacted]

Suite 117,

 [signature_1909091](#) 25 Solent Circuit
471 Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Tuesday, 29 June 2021 9:10 AM
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
Subject: Re: MPW Stage 3 CTAMP Management Update and Consultation


Good morning [REDACTED]

Thank you for your advice, [REDACTED] are you expecting to have the information ready this week? We need to finalise the management plans as soon as possible.

Kind regards,

[REDACTED]
Associate

M: 0417 192 199

[REDACTED]
 [signature_1909091](#) Suite 117,
471 25 Solent Circuit
Baulkham Hills
NSW 2153

www.aspectenvironmental.com.au

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From: [REDACTED]
Sent: Tuesday, 29 June 2021 9:07 AM
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
Subject: RE: MPW Stage 3 CTAMP Management Update and Consultation

Hi [REDACTED]

[REDACTED] from the Land Use team is collating comments from different sections within Transport for NSW and will be able to provide you with an update when it becomes available.

Thanks

[REDACTED]
Network & Safety Officer

Network and Safety Services - Western Parkland
Greater Sydney
Transport for NSW

[REDACTED]
Level 5, 27 Argyle Street, Parramatta, NSW 2150

From: [REDACTED]
Sent: Tuesday, 29 June 2021 9:03 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: MPW Stage 3 CTAMP Management Update and Consultation


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Good morning [REDACTED]

I am just following up on my email from last week. Can you please advise when we will be able to get TfNSW's comments, given [REDACTED] will be away until 12 July?

Thank you and kind regards,

[REDACTED]
Associate
[REDACTED]
[REDACTED]

 Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

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 [A picture containing vector graphics](#) Description automatically generated

From: [REDACTED]
Sent: Friday, 25 June 2021 3:25 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW Stage 3 CTAMP Management Update and Consultation

Good afternoon again [REDACTED]

It appears that [REDACTED] will be away from the office until 12 July, so please let me know if you require any further information to collate the response from TfNSW.

Kind regards,

[REDACTED]
Associate
[REDACTED]



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25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Friday, 25 June 2021 3:23 PM
To: [REDACTED]
Subject: Automatic reply: MPW Stage 3 CTAMP Management Update and Consultation

Thank you for your email. I am on leave until Monday **12 July 2021** so please forward your email to development.sydney@rms.nsw.gov.au so that another Land Use officer can action your email.

Regards,

[REDACTED]

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[REDACTED]
Associate
[REDACTED]
[REDACTED]



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25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Friday, 25 June 2021 3:23 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW Stage 3 CTAMP Management Update and Consultation

Good afternoon [REDACTED]

Thank you for speaking with me this afternoon. I understand that you have already reviewed the MPW Stage 3 CTAMP and have provided your comments to [REDACTED] who will be coordinating the remainder of the review

responses. We will expect to hear from [REDACTED] next week.

Thank you for your help and kind regards,

[REDACTED]
Associate
[REDACTED]
[REDACTED]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Wednesday, 23 June 2021 11:17 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW Stage 3 CTAMP Management Update and Consultation

Good morning [REDACTED]

I am just following up on the draft CTAMP which was provided to you last week for review and comment. Could you please advise if you have any comments, or require any further clarification with regards to the update to the approved MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions?

Kind regards,

[REDACTED]
Associate
[REDACTED]
[REDACTED]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

www.aspectenvironmental.com.au



From: [REDACTED]
Sent: Tuesday, 15 June 2021 4:07 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW Stage 3 CTAMP Management Update and Consultation

Good afternoon [REDACTED]

Thank you for forwarding the draft CTAMP to [REDACTED] for TfNSW review and comment.

To further clarify regarding cumulative MPW Stage 2 and MPW Stage 3 construction vehicle movements, I have attached selected text provided within Table 4-1 of the MPW Stage 3 RtS (August 2020) which may also provide some further clarification regarding cumulative construction works across the Precinct, and which was provided in response to DPIE comments regarding the interaction between MPE and MPW Sites.

We would appreciate your attention to provision of comments regarding the draft CTAMP at your earliest convenience. I will follow up with you on Tuesday 22 June.

Kind regards,

[REDACTED]
Associate
[REDACTED]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

www.aspectenvironmental.com.au



From: [REDACTED]
Sent: Tuesday, 15 June 2021 2:40 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW Stage 3 CTAMP Management Update and Consultation

Hi [REDACTED]

I have forwarded the documents that you sent for the MPW Stage 3 CTAMP to our Network and Safety Officer [REDACTED] for review and comment. As discussed earlier this morning, TfNSW needs to understand the cumulative construction vehicle movements of MPW Stage 2 + MPW Stage 3 to be able to provide comments regarding potential impacts on the surrounding signalised intersection on Moorebank Avenue.

It is understood that the Chatham Avenue construction access will be closed off in September 2021 due to rail siding works and that it is likely that the construction vehicles associated with MPW Stage 3 will need to use an alternative construction access. Currently it is proposed by the proponent that the Bapaume/Moorebank Avenue intersection is used as a construction access for MPW Stage 2 (subject to relevant planning and road act approval from Liverpool City Council and the Department of Planning). It is important that TfNSW understands the cumulative traffic movements and impacts on the road network during the various construction stages and changes to construction access points.

Once [REDACTED] has a chance to review and consider the documents that you forwarded today, we can provide a better indication of when TfNSW comments can be provided. However, due to current workloads it is not likely that comments can be provided this week.

Regards,
[REDACTED]

[REDACTED]
Senior Land Use Planner
[Monday to Thursday – I work flexibly]
Sydney Roads
Greater Sydney
Transport for NSW

T 02 8849 2413
27 Argyle Street Parramatta NSW 2150



From: [REDACTED]
Sent: Tuesday, 15 June 2021 1:14 PM
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: MPW Stage 3 CTAMP Management Update and Consultation

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Good afternoon [REDACTED]

Thank you very much for your phone call this morning. As discussed, please find the draft (tracked changes) MPW Stage 2 CTAMP which has been updated to accommodate SSD 10431 MPW Stage 3 (approved 11 May 2021) for your review and comment. As discussed we would appreciate if you could please forward to the appropriate TfNSW team member for consideration.

As the approved MPW Stage 3 works fit entirely within the approved MPW Stage 2 development area and there is no change to construction traffic resulting from MPW Stage 3, the majority of the changes to the CTAMP reflect updates to the compliance tables regarding consent conditions and FCMM, as well as clarification regarding reference to MPW Stage 2 and MPW Stage 3 development works.

Further to our discussion this morning, [REDACTED] the CTAMP will be further revised to clarify the scope of MPW Stage 3 works in relation to MPW Stage 3, and so the following (draft) section will be added to the CTAMP:

Section 1.2.1 Scope of MPW Stage 3 Updates

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

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

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

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

The attached draft document was also provided to Council, and consultation was held with Council this morning. They will be providing comment on this document, and did advise that, should we schedule a Teams meeting with TfNSW regarding the CTAMP updates, they requested the opportunity to attend as well.

As also discussed with you this morning, [REDACTED] the update to the MPW Stage 2 management plans to accommodate approved MPW Stage 3 works are a priority at the moment to progress onsite works. The CTAMP will be further revised to accommodate any changes to the construction access as well as potential construction impacts in relation to the diversion road, when these matters have been clarified between the Applicant, TfNSW and Council. This update to the CTAMP does not accommodate those discussions at this time.

Please don't hesitate to give me a ring if you need any further clarification.

[REDACTED]
Associate
[REDACTED]
[REDACTED]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Friday, 11 June 2021 11:06 AM
To: Rachel Cumming <rachel.cumming@transport.nsw.gov.au>

Cc: [REDACTED]

Subject: Re: MPW Stage 3 CTAMP Management Update and Consultation

Good morning [REDACTED]

I am just following up on my earlier email, could you please advise if you are available either Tuesday 15 June (afternoon) or Wednesday 16 June for consultation regarding the MPW Stage 3 CTAMP (as an update to the approved MPW Stage 2 CTAMP).

Thank you and kind regards,


[REDACTED]
Associate
[REDACTED]
[REDACTED]

 [signature_190909147](#)

1

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Baulkham Hills
NSW 2153

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From [REDACTED]

Sent: Wednesday, 9 June 2021 11:13 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: MPW Stage 3 CTAMP Management Update and Consultation

Good morning [REDACTED]

I was advised by [REDACTED] that you were the contact to arrange consultation with TfNSW. SSD 10431 MPW Stage 3 CoC B20 requires preparation of a Construction Traffic and Access Management Sub-Plan (CTAMSP) in consultation with TfNSW (and Council), and so I was hoping to arrange discussions with you (and/or other TfNSW staff) regarding the preparation of this plan.

MPW S3 CoC B19 provides the opportunity for the approved MPW S2 CEMP and relevant sub-plans to be updated to reflect MPW S3 conditions, and so the approved MPW S2 CTAMP (Rev J, dated 22/03/2021) will be updated as required, including track changes, to clearly reflect MPW S3 CoC. A note will be added within the updated CTAMP to confirm that the CTAMP meets the requirement under the MPW S3 CoC as a management 'sub-plan'.

The revision of the MPW S2 CTAMP would likely generally entail the following:

- Section 1 – Introduction:
 - Revision of text to include reference to the MPW S3 development consent and updates to tables and figures to reflect MPW S3 requirements, including details of consultation with TfNSW and LCC.
 - MPW S3 requirements.
- Section 2 – Environmental management:
 - Revision of text and tables to reflect MPW S3 requirements, including inclusion of compliance table for relevant SSD 10431 CoCs and FCMMs.
- Section 3 – Implementation:

- Updates to text, tables and figures to reflect MPW S3 requirements, including revision of Table 3-4 to include MPW S3 CoCs and delineate between MPW S2 and MPW S3 CoCs.
- Section 4 – Monitor and review
 - Updates to text to reflect MPW S3 requirements.

Reference will also be made to SSD 10431 consent Appendix 3 – FCMM 1A. I have attached a copy of the MPW S3 consent for your reference.

In addition to submission to DPIE for approval, the CTAMP will be submitted to DAWE for approval.

I have arranged a consultation meeting with Council for Tuesday 16 June at 10am, so perhaps Wednesday 17 June (morning or early afternoon preferably) would be suitable, to allow time to incorporate Council's comments into the revised MPW S2 CTAMP.

I would appreciate if you could please contact me as soon as possible to discuss, and to arrange a meeting.

Thank you and kind regards,

[Redacted]

Associate

[Redacted]

[Redacted]



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NSW 2153

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[REDACTED]
Aspect Environmental
Suite 117, 25 Solent Circuit
BAULKHAM HILLS NSW 2153

Dear [REDACTED]

Re: Moorebank Precinct West Stage 3 – Construction Traffic Management Plan

I refer to the revised Construction Traffic Management Plan (CTMP) for the approved Moorebank Precinct West (MPW) Stage 3.

Council notes that the revised plan incorporates comments raised in its correspondence of 29 June 2021. Council has no additional comments and the revised plan is to incorporate Transport for NSW comments if any. Consultation with Council can be closed.

A DPIE approved CTMP is to be implemented during construction in accordance with the controls outlined in the plan. Should you require further clarification, please contact us again.

Yours sincerely

[REDACTED]
[REDACTED]

Service Manager Transport Management

RE: SSD1-22/2020 - Moorebank Precinct West Stage 3 – Construction Traffic Management Plan

[REDACTED]
Mon 5/07/2021 6:08 PM

To: [REDACTED]
Cc: [REDACTED]

1 attachments (129 KB)

Revised Moorebank Precinct West Stage 3 - Construction Traffic Management Plan.pdf

Hi [REDACTED]

Please find attached Council's close off comments on the CTMP.

Should you require additional information, please contact us again.

Regards

[REDACTED]
Service Manager Transport Management



02 8711 7452 | [REDACTED]

Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



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[REDACTED]
Service Manager Transport Management



02 8711 7452 | [REDACTED]

Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



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From: [REDACTED]

Sent: Monday, 5 July 2021 8:59 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: Moorebank Precinct West Stage 3 – Construction Traffic Management Plan

Good morning [REDACTED]

I am just following up on Council's review of the draft CTAMP, including revisions as per Council's comments. We would appreciate if you could please provide a response acknowledging receipt and no further comment, so we can close out the consultation with Council regarding the CTAMP update.

Kind regards,

[REDACTED]
Associate
[REDACTED]

[REDACTED]

Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Wednesday, 30 June 2021 2:58 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Moorebank Precinct West Stage 3 – Construction Traffic Management Plan

Good afternoon [REDACTED]

Please find attached the draft (revised) MPW Stage2 and Stage 3 CTAMP.

Please note the following changes to the draft plan you have already reviewed:

- the Definitions table has been updated to include definition of 'the Project'
- Section 1.2.1 Scope of MPW Stage 3 Updates has been added, per discussion with TfNSW
- Section 1.4 Consultation table has been updated
- Section 1.4.1 has been added to summarise LCC and TfNSW comments in relation to MPW Stage 3
- Appendix G has been added, per discussion with TfNSW

Please note that we have not yet received further comments from TfNSW, and so they will also be incorporated into the CTAMP, as required.

After your review, could you please provide a response acknowledging receipt and no further comment, to close out the consultation process with Council.

Please don't hesitate to contact me if you have any questions.

Kind regards,

[REDACTED]

Associate

[REDACTED]

[REDACTED]

Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Tuesday, 29 June 2021 3:47 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Moorebank Precinct West Stage 3 – Construction Traffic Management Plan

Good afternoon again [REDACTED]

Thank you again for providing Council's comments. The revised CTAMP will be provided to you tomorrow for consultation close-out. After your review, we will require a response acknowledging receipt and no further comment, to close out the consultation process with Council.

I will be in touch with you tomorrow.

Kind regards,

[REDACTED]

Associate

[REDACTED]

[REDACTED]

Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Tuesday, 29 June 2021 2:59 PM
To: [REDACTED]
Subject: Moorebank Precinct West Stage 3 – Construction Traffic Management Plan

Dear [REDACTED]

Please find attached Council's comments on the draft construction traffic management plan for MPW Stage 3.

Should you require further information, please contact us again.

Regards

[REDACTED]
Service Manager Transport Management

02 8711 7452 | [REDACTED]
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia
www.liverpool.nsw.gov.au

[REDACTED]
Service Manager Transport Management

02 8711 7452 | [REDACTED]
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia
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[REDACTED]
Aspect Environmental
Suite 117, 25 Solent Circuit
BAULKHAM HILLS NSW 2153

Email: [REDACTED]

Dear [REDACTED],

Re: Moorebank Precinct West Stage 3 – Construction Traffic Management Plan

I refer to the submitted draft Construction Traffic Management Plan (CTMP) for the approved Moorebank Precinct West (MPW) Stage 3.

Council notes that the plan has been submitted to comply with Condition B20 of Development Consent SSD-10431 and appreciate discussions to clarify details and modifications to the CTMP Stage 2, to include construction impacts of the stage 3 works.

Council has reviewed the draft CTMP and requests the following comments are to be made to finalise the plan:

1. Heavy vehicles access to the development site should be via the nominated route (i.e. the M5 Motorway and Moorebank Avenue) unless the route is not available.
2. The construction access should be via Moorebank Avenue/Chatham Avenue intersection. An updated CTMP is required for any changes to the existing construction access.
3. Council is to be informed along with local residents (in accordance with the Community Communication Strategy) of any construction activities and road access restrictions, which might affect the existing road network and traffic conditions.
4. In addition to Road Occupancy licenses, road occupancy permits, and road opening approvals are required for road occupancies (and works) within sections of Moorebank Avenue and Avenue Road, which are currently local roads under Council's care and control. Application forms for Council's ROC permits and RO approvals are available on its website.
5. A notice with contact phone number and email details for community to make contacts regarding work activities are to be installed at the site.

A DPIE approved CTMP is to be implemented during construction in accordance with the controls outlined in the plan. Should you require further clarification, please contact us again.

Yours sincerely

[REDACTED]
Service Manager Transport Management

RE: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

[Redacted]

Thu 24/06/2021 6:05 PM

To: [Redacted]
Cc: [Redacted]

Good afternoon,

Thanks for your response [Redacted] Could you please advise when next week you will be providing a response?

As noted in my original request, we were hoping for comments from LCC on Tuesday 22 June. We would appreciate it if you could please expedite your review given the minor nature of the changes to the document, and time sensitivity of the submission.

We are available to discuss any queries you may have. Please do not hesitate contact me.

Kind regards,

[Redacted]



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25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [Redacted]
Sent: Thursday, 24 June 2021 5:46 PM
To: [Redacted]
Cc: [Redacted]
Subject: RE: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

Hi [Redacted]

We get back to you next week.

Regards

[Redacted]

Service Manager, Transport Management

[Redacted]

Service Manager Transport Management
[02 8711 7452](tel:0287117452) | [Redacted]



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From: [REDACTED]
Sent: Thursday, 24 June 2021 4:04 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

Hello [REDACTED]

I am following up on these emails and my phone calls regarding provision of comments regarding the draft MPW Stage 3 CTAMP. Could you please advise if you have any further comments, or require any additional clarification?

[REDACTED]
Associate
[REDACTED]



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25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Wednesday, 23 June 2021 11:16 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

Good morning [REDACTED]

I am just following up on the draft CTAMP which was provided to you last week for review and comment. Could you please advise if you have any comments, or require any further clarification with regards to the update to the approved MPW Stage 2 CTAMP to accommodate MPW Stage 3 conditions?

Kind regards,

[REDACTED]
Associate
[REDACTED]



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25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Wednesday, 16 June 2021 10:15 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

Good morning [REDACTED]

Thank you for taking the time to meet with me yesterday to discuss the updates to the MPW Stage 2 CTAMP, to accommodate MPW Stage 3 conditions of consent. I spoke with [REDACTED] from TfNSW shortly after our discussion yesterday, and she provided further advice on what TfNSW would be looking for within the MPW Stage 3 CTAMP. I have attached my email to her for your information, which provides further clarification regarding the scope of MPW Stage 3 works in relation to MPW Stage 2. I also send another email yesterday to Malgy to provide further details regarding the cumulative traffic impacts, taken from selected pages within the MPW Stage 3 RtS, and that email is also attached for your information.

Hopefully this information will provide further context regarding changes to the approved MPW Stage 2 CTAMP to accommodate MPW Stage 3, as the changes are largely in relation to compliance and clarification of relevant scope of works. I understand that TfNSW will review the draft CTAMP and provide preliminary comment; no meeting has been scheduled as yet with TfNSW.

Given the time constraints for approval of the MPW Stage 3 management plans to proceed with onsite works, could you please review the draft CTAMP and provide comments by Tuesday 22 June. Please feel free to contact me if you have any questions.

Kind regards,

[REDACTED]
Associate
[REDACTED]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

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From: [REDACTED]
Sent: Monday, 14 June 2021 9:22 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: MPW S3 Management Plan - Update to approved MPW S2 CTAMP - email 2 of 2

Here is email 2 of 2

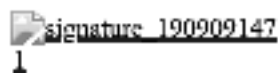
[REDACTED]

Associate

[REDACTED]

[REDACTED]

Suite 117,




signature_190909147

25 Solent Circuit

Baulkham Hills

NSW 2153

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From: [REDACTED]

Sent: Monday, 14 June 2021 9:21 AM

To: [REDACTED]

Subject: Re: MPW S3 Management Plan - Update to approved MPW S2 CTAMP - email 1 of 2

Hello again [REDACTED]

A return email has advised that the attachments were too large for receipt of my earlier email (for yourself and [REDACTED] although curiously it appears as though the email may have gone through to [REDACTED], so I am now sending the documents through as 2 emails.

Kind regards,


[REDACTED]

Associate


[Redacted]

[Redacted]

Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

 signature_190909147
↓

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From: [Redacted]
Sent: Monday, 14 June 2021 8:45 AM
To: [Redacted]
Cc: [Redacted]
Subject: Re: MPW S3 Management Plan - Update to approved MPW S2 CTAMP


Hello [Redacted]

Please find attached the draft tracked changes version of the MPW Stage 2 and Stage 3 CTAMP in relation to Tuesday morning's discussion, as well as a meeting agenda. I have also attached the MPW Stage 3 Conditions of Consent, FYI. Please don't hesitate to contact me if you have any further questions prior to the meeting.

Kind regards,

[Redacted]

[Redacted]

 signature_190909147 Suite 117,
↓

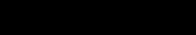

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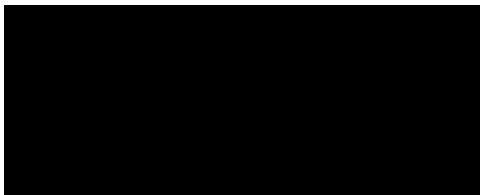
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From: 
Sent: Wednesday, 9 June 2021 9:55 AM
To: 
Subject: RE: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

Good morning 

Thank you very much, I have accepted.



Kind regards,



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25 Solent Circuit
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NSW 2153

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From: 
Sent: Wednesday, 9 June 2021 9:45 AM
To: 
Subject: RE: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

Hi 

I have sent through the invitation

Regards



02 8711 7804 | | 

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From: [REDACTED]
Sent: Tuesday, 8 June 2021 3:42 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

Good afternoon [REDACTED]

Thank you for sending this advice through. Could we please take the first available time, being Tuesday 15 June 10 – 10:30am.

Thank you and kind regards,

[REDACTED]

Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

[REDACTED]
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From: [REDACTED]
Sent: Tuesday, 8 June 2021 2:36 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

Hi [REDACTED]

With relation to the email below, please note the following dates/times for [REDACTED] to meet via MS teams:

Tuesday 15 June – 2.30pm-3pm / 10am-10.30am
Wednesday 16 June – 10am-10.30am / 10.30am-11am / 1pm-1.30pm / 1.30pm-2pm

Once advised, I will send through a MS teams invite.

Regards

[REDACTED]
Technical Administration Officer

02 8711 7804 | [REDACTED]

Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia

[REDACTED] [REDACTED] [REDACTED] www.liverpool.nsw.gov.au

[REDACTED]

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From: [REDACTED]
Sent: Monday, 7 June 2021 4:53 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: MPW S3 Management Plan - Update to approved MPW S2 CTAMP

Good afternoon [REDACTED]

Nice to talk to you again this afternoon, it has been awhile!

As we briefly discussed and as I mentioned in my voice message earlier today, SSD 10431 MPW S3 CoC B20 requires preparation of a Construction Traffic and Access Management Sub-Plan (CTAMSP) in consultation with Council, and so, I was hoping to have further discussions with you (or other Council staff) regarding the preparation of this plan as soon as possible, either tomorrow (Tuesday) or Wednesday.

MPW S3 CoC B19 provides the opportunity for the approved MPW S2 CEMP and relevant sub-plans to be updated to reflect MPW S3 conditions, and so the approved MPW S2 CTAMP (Rev J, dated 22/03/2021) will be updated as required, including track changes, to clearly reflect MPW S3 CoC. A note will be added within the updated CTAMP to confirm that the CTAMP meets the requirement under the MPW S3 CoC as a management 'sub-plan'.

The revision of the MPW S2 CTAMP would likely generally entail the following:

- Section 1 – Introduction:
 - Revision of text to include reference to the MPW S3 development consent and updates to tables and figures to reflect MPW S3 requirements, including details of consultation with TfNSW and LCC.
 - MPW S3 requirements.
- Section 2 – Environmental management:
 - Revision of text and tables to reflect MPW S3 requirements, including inclusion of compliance table for relevant SSD 10431 CoCs and FCMMs.
- Section 3 – Implementation:
 - Updates to text, tables and figures to reflect MPW S3 requirements, including revision of Table 3-4 to include MPW S3 CoCs and delineate between MPW S2 and MPW S3 CoCs.
- Section 4 – Monitor and review
 - Updates to text to reflect MPW S3 requirements.

Reference will also be made to SSD 10431 consent Appendix 3 – FCMM 1A. I have attached a copy of the MPW S3 consent for your reference.

In addition to submission to DPIE for approval, the CTAMP will be submitted to DAWE for approval.

I would appreciate if you could please contact me tomorrow (Tuesday) to discuss (at a time convenient for you) and to perhaps arrange a meeting within the next day or two.

Kind regards,



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Baulkham Hills
NSW 2153

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan -LCC Consultation
Date: Tuesday, January 28, 2020 10:05:36 AM

Morning [REDACTED]

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

Kind regards

[REDACTED]
ENVIRONMENTAL MANAGER



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



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From: [REDACTED]
Sent: Tuesday, 28 January 2020 9:56 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan -LCC Consultation

Hi [REDACTED]

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

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

Kind regards,

[REDACTED]
Acting Executive Planner



02 8711 7886 | [REDACTED]
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



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From: [REDACTED]

Sent: Wednesday, 22 January 2020 4:08 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan -LCC Consultation

Afternoon [REDACTED]

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

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

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

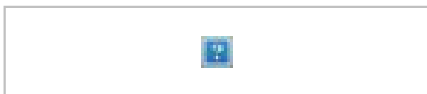
For ease of reference. You will note that the Table re Consultation within the CTAMP has not been completed. We will update this Table prior to submission to DPIE.

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

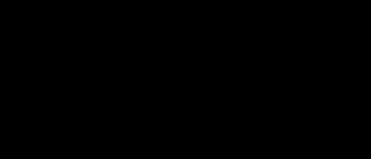
Thanks [REDACTED]

Kind regards,

[REDACTED]
ENVIRONMENTAL MANAGER



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



Before printing this document, please consider the environment.

From: [Redacted]
Sent: Thursday, 12 December 2019 12:53 PM
To: [Redacted]
Cc: [Redacted]
Subject: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [Redacted]

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

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

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

Do not hesitate in calling to discuss further.

Regards,
[Redacted]

ENVIRONMENTAL MANAGER

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Before printing this document, please consider the environment.

From: [REDACTED]
Sent: Wednesday, 11 December 2019 9:49 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

[REDACTED]

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

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

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

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

Given the infancy of the Department's portal we have included [REDACTED] (DPIE) as part of this correspondence.

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

Do not hesitate in calling to discuss further.

Regards,
[REDACTED]

MANAGING DIRECTOR



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

[REDACTED]





Before printing this document, please consider the environment.

From: [REDACTED]

Sent: Friday, 6 December 2019 5:02 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [REDACTED]

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

Below are our comments:

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

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

2. **Staging of construction activities** - A staging and schedule plan of construction activities for the MPW Stage 2 are to be included in the CTAMP.
3. **Cumulative traffic impacts of other planned construction works close to the subject site** - Cumulative traffic impacts of the proposed MPW Stage 2 construction works and other planned construction works close to the subject site such as the MPE stages 1 & 2 construction works are to be assessed and included in the report.
4. **Proposed haulage routes** - Newbridge Rod and the section of Moorebank Avenue (north of the M5 Motorway) has been identified as an alternative haulage route.

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

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

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

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

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

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

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

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

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

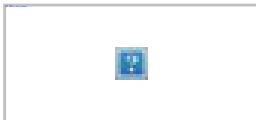
7. **Staging plans of construction activities and associated Traffic Management Plans** – Copies of Staging plans of construction activities and associated Traffic Management Plans (TMPs)/TCPs are to be submitted to Council at least 1 month prior to construction.
8. **Road Safety Audit report** - A copy of the Road Safety Audit report is to be provided to Council for review.
9. **Safe pedestrian and cyclist access** - Safe pedestrian and cyclist access through or around worksites shall be maintained during construction.
10. **Two lanes (one in each direction) of traffic on Moorebank Avenue** – The existing two lanes traffic along Moorebank Avenue must be maintained at all times during construction. Council is to be consulted for any construction works which may affect traffic flow along Moorebank Avenue.
11. **Dilapidation survey and repairs** - A site meeting is to be held with Council representatives for preparation of the pre-construction Road Dilapidation Report.
12. **Community consultation** - A meeting is to be held with Council's Communication Team to discuss and finalise a community consultation strategy prior to

construction works.

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

Regards

[REDACTED]
Service Manager Traffic and Transport

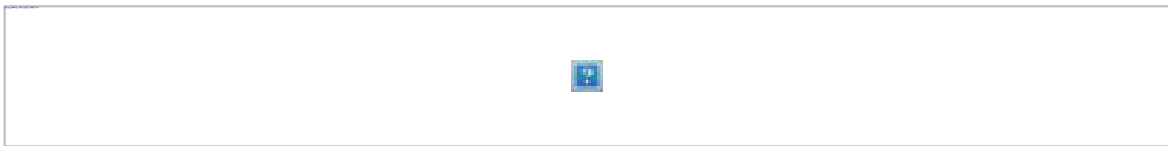


02 8711 7452 | [REDACTED]

Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



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From: [REDACTED]

Sent: Friday, 6 December 2019 2:37 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

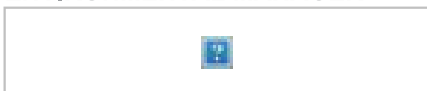
Hi [REDACTED]

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

Please advise.

Regards,

[REDACTED]
ENVIRONMENTAL MANAGER



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From: [Redacted]

Sent: Friday, 22 November 2019 3:56 PM

To: [Redacted]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [Redacted]

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

I will keep you updated on progress.

Kind regards,

[Redacted]
Strategic Planner (Statutory)



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



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From: [Redacted]

Sent: Friday, 22 November 2019 12:03 PM

To: [Redacted]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [Redacted]

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

Please advise if you require any additional information.

Regards,

ENVIRONMENTAL MANAGER



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From:

Sent: Tuesday, 12 November 2019 10:16 AM

To:

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

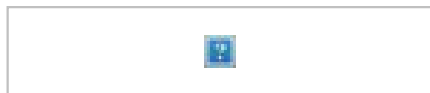
Thanks

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

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

Regards,

ENVIRONMENTAL MANAGER



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From: [REDACTED]
Sent: Tuesday, 12 November 2019 10:07 AM
To: [REDACTED]
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [REDACTED]

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

Kind regards,

[REDACTED]
Strategic Planner (Statutory)



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



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From: [REDACTED]
Sent: Friday, 8 November 2019 2:47 PM
To: [REDACTED]
[REDACTED]
Cc: LCC <LCC@liverpool.nsw.gov.au>
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Afternoon [REDACTED]

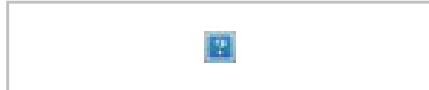
Hope you are well. Just tried to call you and left a message at the main reception. I am following up on the email below.

Please reply by return email or on [REDACTED]

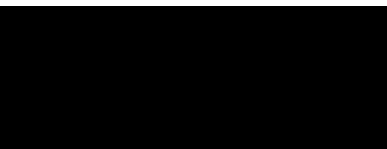
Thanks very much and I look forward to hearing from you.

Regards,

[REDACTED]
ENVIRONMENTAL MANAGER



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Before printing this document, please consider the environment.

From: [REDACTED]

Sent: Friday, 1 November 2019 1:07 PM

To: [REDACTED]

Cc: lcc@liverpool.nsw.gov.au

Subject: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Afternoon [REDACTED]

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

You may be aware that the Moorebank Precinct West (MPW) Stage 2(SSD7709) is advancing towards commencing construction and we are currently addressing the recommended conditions from DPIE, (currently pending determination by the Independent Planning Commission (IPC)). The recommended conditions of consent are attached for your reference, along with the following link to the SSD Application via the DPIE website - [REDACTED]

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

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

[REDACTED]

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

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

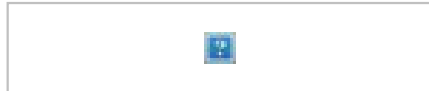
We are looking forward to continue to work with LCC on this project.

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

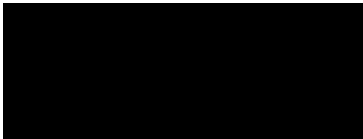
Do not hesitate in calling to discuss further

Regards,

[REDACTED]
ENVIRONMENTAL MANAGER



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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan
Date: Monday, December 2, 2019 2:32:47 PM

Hi [REDACTED]

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

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

Regards

[REDACTED]
Brand



[REDACTED]
Coordinator Stormwater and Structural Design

Brand



[REDACTED]
www.campbelltown.nsw.gov.au



Campbelltown City Council acknowledges and respects the Dharawal people as traditional custodians of this land, and extends these respects to all Aboriginal Elders, past and present, and people from all Aboriginal nations.

From: [REDACTED]
Sent: Friday, 22 November 2019 12:07 PM
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [REDACTED]

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

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

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

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

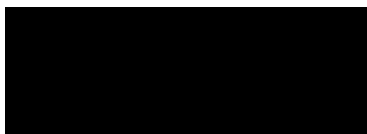
Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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From: [REDACTED]

Sent: Friday, 8 November 2019 3:10 PM

To: [REDACTED]

Subject: FW: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Afternoon [REDACTED]

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

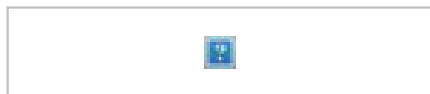
I am following up on the email below. Do you have any comments, noting that heavy vehicles to and from the site are still prohibited from using Cambridge Avenue.

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

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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Before printing this document, please consider the environment.

From: [REDACTED]
Sent: Friday, 1 November 2019 1:22 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [REDACTED]

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

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

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

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

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

<https://www.dropbox.com/s/l9xeolystsrskloh/MPWS2%20CTAMP%20Consultation.zip?dl=0>

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

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

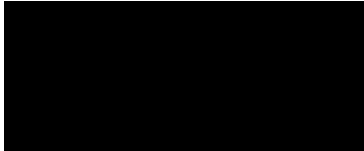
We are looking forward to continue to work with CCC on this project.

Regards,

ENVIRONMENTAL MANAGER



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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan
Date: Wednesday, December 18, 2019 5:15:14 AM

[REDACTED]

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

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

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

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

Do not hesitate in calling to discuss further.

Regards,

[REDACTED]
MANAGING DIRECTOR



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Before printing this document, please consider the environment.

From: [REDACTED]
Sent: Wednesday, 11 December 2019 9:49 AM
To: [REDACTED]

Cc: [REDACTED]

Subject: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

[REDACTED]

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

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

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

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

Given the infancy of the Department's portal we have included [REDACTED] (DPIE) as part of this correspondence.

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

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

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

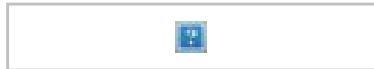
Please let us know if you have any further queries or require further information in relation to above.

Do not hesitate in calling to discuss further

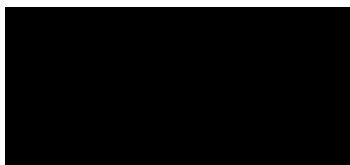
Regards,

[REDACTED]

MANAGING DIRECTOR



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Before printing this document, please consider the environment.

From:
To:
Cc:

[Redacted]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan
Date: Wednesday, December 18, 2019 5:14:04 AM

[Redacted]

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

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

Do not hesitate in calling to discuss further.

Regards,

[Redacted]

MANAGING DIRECTOR



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

[Redacted]



Before printing this document, please consider the environment.

From: [Redacted]

Sent: Friday, 13 December 2019 3:22 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [Redacted]

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

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

Regards,

[REDACTED]

From: [REDACTED]
Sent: Friday, 13 December 2019 6:42 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

[REDACTED]

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

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

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

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

Do not hesitate in calling to discuss further.

Regards,

[REDACTED]

MANAGING DIRECTOR



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

[REDACTED]



Before printing this document, please consider the environment.

From: [REDACTED]
Sent: Thursday, 12 December 2019 11:51 AM
To: [REDACTED]

[REDACTED]

[REDACTED]
Cc: [REDACTED]
[REDACTED]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [REDACTED]

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

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

If RMS resolve the workflow then the documents will appear for [REDACTED] to review if they have been set up in the system.

Kind regards

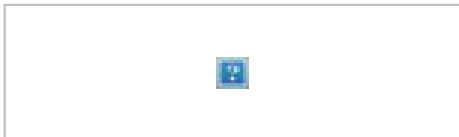
[REDACTED]
Senior Environmental Assessment Officer

Planning and Assessment | Department of Planning, Industry and Environment

T 02 8275 1168 | [REDACTED]

Level 29, 320 Pitt St, Sydney NSW 2001

www.dpie.nsw.gov.au



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

From: [REDACTED] >

Sent: Thursday, 12 December 2019 11:39 AM

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Thanks [REDACTED]

Consultation for CTAMP has commenced per the conditions of consent.

[REDACTED]

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

Please let us know what we can do in this regard

Do not hesitate in calling to discuss further.

Regards,

[REDACTED]
MANAGING DIRECTOR



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



Before printing this document, please consider the environment.

From: [REDACTED]

Sent: Wednesday, 11 December 2019 9:57 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

Hi [REDACTED]

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

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

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

Regards,

[REDACTED]

[REDACTED]

A/Senior Land Use Assessment Coordinator

(Part-time: Monday-Thursday)

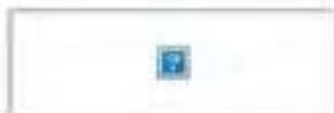
Sydney Roads

Greater Sydney

Transport for NSW

[REDACTED]

27 Argyle Street Parramatta NSW 2150



From: [REDACTED]
Sent: Wednesday, 11 December 2019 9:49 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: SSD7709 Moorebank Precinct West Stage 2: Construction Traffic and Access Management Plan

[REDACTED]

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

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

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

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

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

Do not hesitate in calling to discuss further.

Regards,

[REDACTED]

MANAGING DIRECTOR

APPENDIX C DRIVER'S CODE OF CONDUCT

Purpose and Objective

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

Responsibilities of Drivers

- Drivers are to follow ALL rules and regulations required by law including:
 - Hold a current and valid license for the vehicle class they are operating
 - Always carry your current driver's license with you while you are on duty
 - Comply with all posted and/or Road Work speed limits on all roads
 - Adhere with the posted vehicle load limits on all roads
 - Comply with all construction traffic signs and devices
 - Do not overload vehicles beyond its maximum load limits and/or relevant approvals
- Drivers are to practise safe driving and behaviour which includes, but is not limited to:
 - Driving in a manner that is appropriate with road and weather conditions
 - Not operating any machines whilst suffering from fatigue or under the influence of drugs and/or alcohol.
- Drivers must behave in a professional manner at all times. No yelling at others.
- Drivers must adhere to the approved nominated routes for each specific construction activity and consistent with the CTAMP (refer to Figure 1) and they must not use roads if their weight is over the posted load limit
- No access from Cambridge Avenue will be permitted, as per MPW Stage 2 CoC B89 and B124(a), and MPW Stage 3 CoC B34(h).
- No parking will be permitted on Moorebank Avenue
- Drivers must not consume or be under the influence of alcohol or drugs whilst on duty
- Drivers are to enter the site before stopping and are not to queue on any public road, unless approved and agreed with relevant authorities (e.g. TfNSW and Local Councils).
- Drivers are to arrive and depart from Development construction sites during approved construction hours, 7 am to 6 pm Monday to Friday and 8 am to 1 pm on Saturday, unless otherwise approved with relevant authorities. Drivers will be turned away if they arrive outside of approved hours.
- Drivers making material deliveries are to arrive and depart during approved extended work hours, 6am to 10pm, Monday to Friday, and 7am to 5pm on Saturday, unless otherwise approved with relevant authorities. Drivers will be turned away if they arrive outside of approved hours.
- Drivers must never leave the vehicle with the engine running. Drivers parking are to engage the park brake and leave the vehicle in gear.
- Drivers must adhere to the 20km/hr speed limit on site, unless stated otherwise
- Drivers must attempt to limit the amount of reversing that they undertake on site.
- Drivers must not use engine braking on or within the vicinity of site.
- Drivers leaving their vehicle must wear appropriate personal protective equipment.
- Drivers must enter and exit the site gates in a forward direction. Under no circumstances are drivers allowed to reverse onto a public road, unless approved by the relevant authorities.
- Vehicles must not transfer dirt or debris onto public roads. If any materials are deposited on the roads, then the Superintendents/ Supervisors/ Foremen must be contacted

immediately.

- All drivers must carry out their duties in a way which does not adversely affect their health and safety or that of others
- All drivers must only perform tasks for which they have authorisation and/or the necessary training, and for which all necessary safety arrangements are in place
- Prior to leaving site covering truck loads is mandatory and when required, tailgates must be swept clean before leaving site.
- If approached by individuals with enquiries about the Development, drivers are not to engage with the individual beyond providing them with the Community Liaison Manager contact details.
- As a courtesy to individuals who may be impacted by driver behaviour, drivers will:
 - Not use compression braking unless it is an emergency situation
 - Not idle for extended periods
 - Not litter
 - Remain calm and courteous when in contact with other members of the public
 - Maintain trucks in good working order and a clean and tidy condition
 - Not block residential driveways or any other access points.
- When exiting site via the Bapaume Road Site exit point drivers must obey the following:
 - Stop and give way to traffic already on Bapaume Road
 - A right turn onto Moorebank Avenue is not permitted during peak times (7:00 – 9:00 am and 4:00 – 6:00 pm)

Monitoring

At the commencement of each shift or day's work, drivers working on site will attend a Toolbox meeting held by the supervisor, where drivers will be updated on Work Health and Safety issues that may have arisen from the previous shift or day's work. A copy of the Driver's Code of Conduct will be made available on the site for drivers to review.

Delivery drivers for import material will adhere to the Driver's code of conduct issued to them to deliver by their trucking companies before attending the site.

Failure to comply with this Driver's Code of Conduct may lead to either the issue of a warning notice or disciplinary action. Some non-compliances may also carry penalties such as fines and demerit points under the Road Rules and environmental protection legislation. This Code will be reviewed after six months of operation and updated as required.

MPW Stage 2 Construction Traffic and Access Management Plan

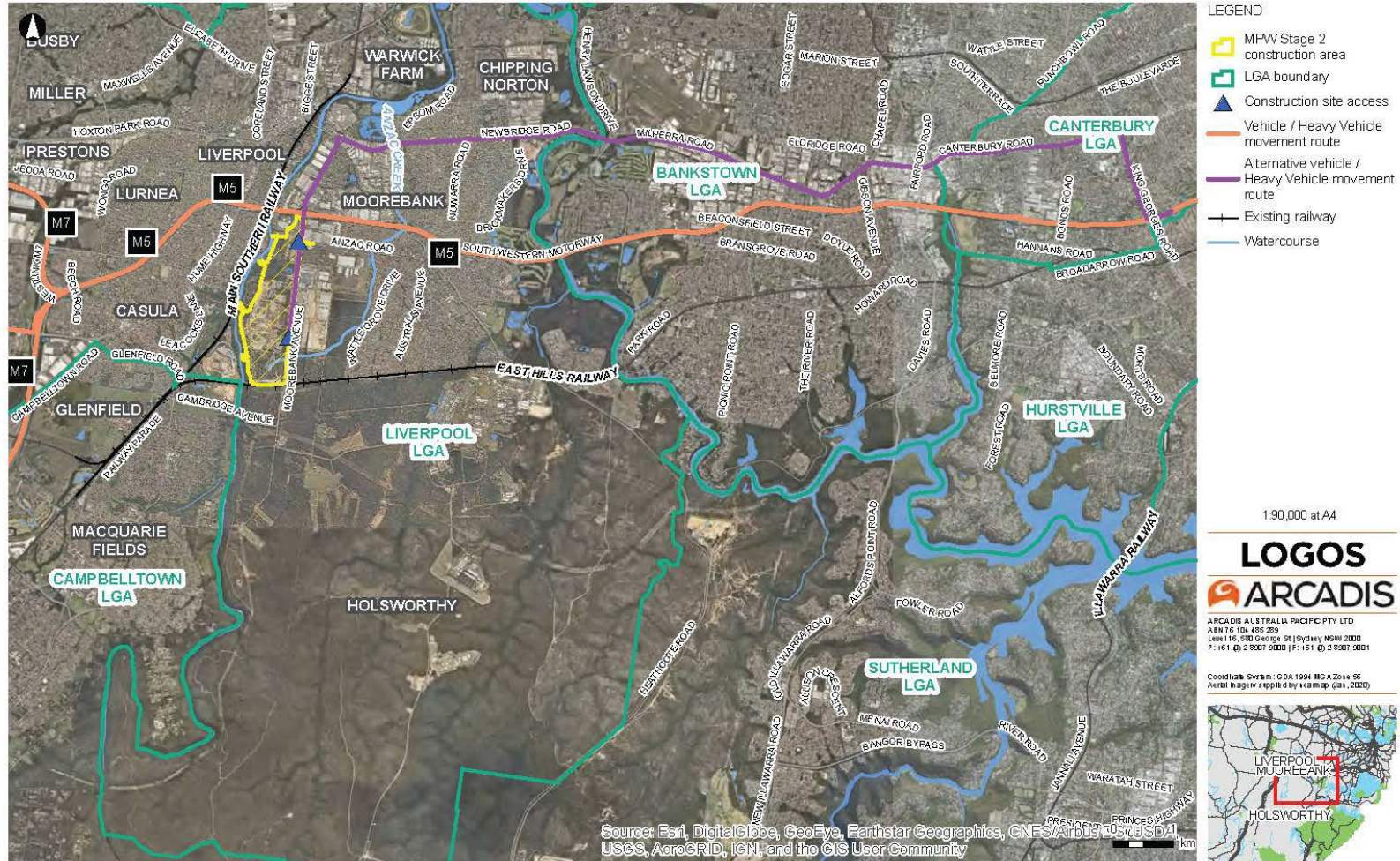
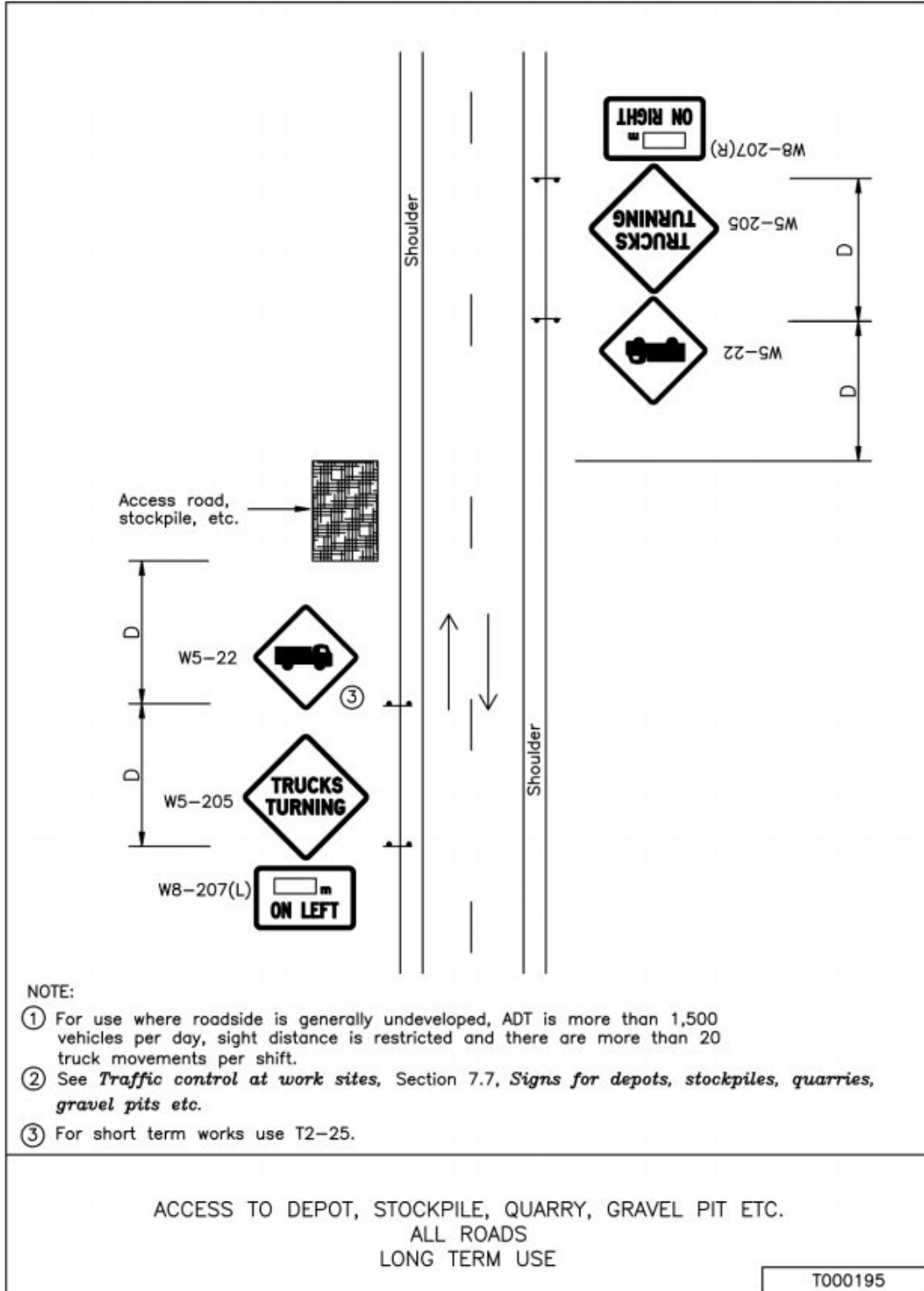


Figure 3-1: Heavy Vehicle Route Plan

APPENDIX D TRAFFIC CONTROL PLAN (TCP195)

TCP 195





APPENDIX E OVERSIZE VEHICLE FACT SHEET

Oversize Overmass (OSOM) Vehicles

What is a OSOM load-carry Vehicle?

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

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

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

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

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

OSOM vehicles:

Large indivisible item – an item that:-

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

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

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

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

yellow, in relation to a light, includes amber.

Exemption under Mass or Dimension Exemption Gazette Notice

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

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

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

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

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



Exemptions by permit

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

Will I have to apply for a permit again?

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

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

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

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

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

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

Warning devices

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

Examples of warning devices that may apply to an OSOM vehicle

Warning lights

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

- emit a yellow coloured light of rotating and flashing effect
- flash between 120 and 200 times a minute and have a power of at least
 - if LED technology is used—5 W, or
 - if another technology is used—5 W
- not be a strobe light.

A warning light attached to a OSOM vehicle must be:

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

Warning flags

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

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

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

Warning lights and delineators

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

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

The delineators must be attached in the following way—

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

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

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

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



Oversize sign

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Other requirements

Smallest practicable size of unloaded vehicle

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

Vehicle loading

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

Towing a low loader dolly with an unladen low loader

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

For more information:

Subscribe: www.nhvr.gov.au/subscribe

Visit: www.nhvr.gov.au

Phone: 1300 MYNHVR* (1300 696 487)

Email: info@nhvr.gov.au

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Disclaimer: This fact sheet is only a guide and should not be relied upon as legal advice.
*Standard 1300 call charges apply. Please check with your phone provider.

APPENDIX F FILL IMPORTATION MANAGEMENT PROTOCOL

Introduction

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

Purpose and Objective

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

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

Procedure

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

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

Forecasting Fill Import Requirements

The Construction Contractor will forecast the daily fill requirements (in m³) for the Construction Contractor's operating site. The Construction Contractor will send an email to the Principal's Representative on the first working day of each fortnight with the estimated, daily fill requirements for the following fortnight. The Principal's Representative will review the estimated fill import requirements for each of the operating sites. The Principal's Representative will then either sign off on the estimated fill volumes or request changes to the fill volumes for the respective operating site via email.

Forecasting Truck Movement Requirements

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

Monitoring Material as it enters the Site

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

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

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

Reporting and Documentation

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

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

- Reported to the Environmental Auditor by the Principal's Representative via email monthly

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

APPENDIX G INDICATIVE CONSTRUCTION TIMELINE

An indicative construction timeline was provided in the MPW Stage 3 RtS and has been updated to reflect the timing of the MPW S2 and S3 approval below.

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

Construction Phase ¹	2020			2021				2022				2023				2024				2025				
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
SSD 7709 MPW Stage 2																								
Pre-construction stockpiling																								
Site preparation activities																								
Bulk earthworks, drainage and utilities																								
Moorebank Avenue/Anzac Road intersection works and internal road network (includes Bapaume Rd construction access)																								
IMT facility and rail link connection																								
Construction and fit-out of warehousing																								
Freight Village																								
SSD 10431 MPW Stage 3																								
Fill importation																								
Internal roads, services and utilities																								
Construction compound																								

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

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