OPERATIONAL TRAFFIC AND ACCESS MANAGEMENT PLAN

Moorebank Intermodal Precinct – West Precinct Stage 2

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SSD 7709

Operational Traffic and Access Management Plan

Author	[redacted]
Checker	[redacted]
Approver	[redacted]
Report No	J1883241108.10
Date	08/11/2024
Revision	10

[redacted]

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The work undertaken to provide the basis of this report comprised a study of available documented information from a variety of sources (including the Client).

Should additional information become available which may affect the opinions expressed in this report, Aspect Environmental Pty Ltd reserves the right to review such information and, if warranted, to modify the opinions accordingly.

ORIGINAL AUTHOR DETAILS

Author Details	Qualifications and Experience
[redacted]	BHydEng MHydStructures PhD [redacted] has over 4 years of experience in environmental science, assessment, and planning. This experience has seen her involvement in projects for both the public and private sector.
[redacted]	BEnvSc (Hons1) GradCertEnvPl [redacted] has over 16 year's experience in environmental planning, assessment and management across private and public sectors.

Contributor Details	Qualifications and Experience
[redacted] Ason Group	Senior Traffic Engineer [redacted] has worked in the traffic and transport industry since 2010 over 11 years' experience and has demonstrated his ability across numerous areas of traffic engineering, transport construction, and transport planning and has been involved in many significant studies. [redacted] holds the SafeWork NSW Work Health & Safety Traffic Control Card for Preparing Work Zones, while also currently holding a Road Safety Assessment Level 2 assessor. [redacted] has demonstrated his ability across numerous areas of traffic engineering, transport construction, and transport planning and has been involved in many significant studies. Past projects have ranged in size from detailed design advice in relation to intersection upgrades, the preparation of reviews and due diligence advice, to the preparation of Construction and Operational Traffic Management Plans, Traffic Control Plans, and Traffic Impact Assessments for a large forward planning municipality infrastructure upgrade strategy for Council. [redacted] has undertaken internal road safety inspections post major road works. This experience allows him to give specialist advice on transport planning and construction issues. These models and programs include AutoCAD Vehicle Tracking, SIDRA and Rapid plan.

VERSION AUTHOR DETAILS

Author Details	Qualifications and Experience
[redacted]	BEnvSc 1 year experience in environmental assessment and management across a variety of projects, including State significant development and Commonwealth approvals.
[redacted]	BSc DipEnvStud MSc [redacted] has 30+ years as an environmental scientist, and project manager and director in the water, transport, energy, communications, industrial and other sectors, both in Australia and internationally.

REVISIONS

Revision	Date	Description	Prepared by	Approved by
01	21/03/2023	Draft for client review	[redacted]	[redacted]
02	29/06/2023	Updated to include interim traffic management	[redacted]	[redacted]
03	26/07/2023	Updated to include LOGOS comments	[redacted]	[redacted]
04	27/06/2023	Updated with figures	[redacted]	[redacted]
05	28/07/2023	Draft for consultation	[redacted]	[redacted]
06	31/08/2023	Updated for ER review endorsement	[redacted]	[redacted]
07	11/09/2023	Updated to address ER comments	[redacted]	[redacted]
08	02/04/2024	Updated to incorporate B84 Staging Report	[redacted]	[redacted]
09	08/04/2024	Updated to address ER comments	[redacted]	[redacted]
10	08/11/2024	Updated to address Modification 3 and operational changes	[redacted]	[redacted]

Acronyms and Definitions

Acronym / Term	Meaning
ABB	Lot 2 & 3 within DP 32998
BTODR	Biannual Trip Origin and Destination Report
CoA	Condition(s) of Approval
CoC	Condition(s) of Consent
CTAMP	Construction Traffic and Access Management Plan
DCC	Drivers' Code of Conduct
DCCEEW	Commonwealth Department of Climate Change, Energy, the Environment and Water (formerly DotEE)
DPE	Department of Planning and Environment (formerly the Department of Planning, Industry and Environment)
DPHI	Department of Planning, Housing and Infrastructure (formerly DPE)
DotEE	Department of the Environment and Energy (now Commonwealth (Cth.) DCCEEW)
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESR	ESR Australia & New Zealand
FCMM	Final Compilation of Management Measures
GFA	Gross floor area
HSE	Health, Safety and Environment
IMT	Intermodal Terminal
IPC	Independent Planning Commission
LCC	Liverpool City Council
LoS	Level of service
MAAI	Moorebank Avenue/Anzac Road intersection
MIP	Moorebank Intermodal Precinct
MOD 1	Modification 1 to SSD 7709, granted by the IPC 24 December 2020

Acronym / Term	Meaning
ABB	Lot 2 & 3 within DP 32998
MOD 2	Modification 1 to SSD 7709, granted by the IPC 30 September 2021
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
MPW Concept Approval	MPW Concept Approval (SSD 5066), granted by the Minister for Planning on 29 September 2014 for the development of an intermodal terminal facility including a rail link connecting the site to the Southern Sydney Freight Line, an intermodal terminal, warehousing and distribution facilities and a freight village.
OD	Origin-destination
OEMP	Operational Environmental Management Plan
OTAMP	Operational Traffic and Access Management Plan
RtS	Response to Submissions
SEPP	State Environmental Planning Policy
WAD	Works Authorisation Deed

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1. Introduction

Construction and operation of Stage 2 of the Moorebank Precinct West (MPW) development (State significant development (SSD) 7709), which is the second stage of development under the MPW Concept Approval (SSD 5066), was approved on 11 November 2019 by the Independent Planning Commission (IPC).

This Operational Traffic and Access Management Plan (OTAMP) has been developed to manage traffic and access impacts during operations of the MPW Stage 2 development.

1.1. Background

The Moorebank Intermodal Precinct (MIP) is an integral component of the freight, ports, and transport strategies of both the NSW and Commonwealth governments located approximately 27km south-west of the Sydney Central Business District and 26km west of Port Botany within the Liverpool Local Government Area.

The MIP aims to streamline the freight logistics supply chain from port to store, deliver savings to businesses and consumers, and help service the rapidly growing demand for imported goods in south-west Sydney. The MIP is divided into the Moorebank Precinct East (MPE) and MPW developments (Figure 1-1)

The key features of the MPW Stage 2 development include:

- 24/7 operation of an intermodal terminal (IMT) facility to support a container fright throughout volume of 500,000 twenty-foot equivalent units (TEUs) per annum, including:
  - a rail terminal with nine rail sidings and associated locomotive shifter
  - a rail link connection from the sidings to the rail link constructed under MPE Stage 1 (SSD 6766) to the Southern Sydney Freight Line
  - rail and truck container loading and unloading and container storage areas
  - truck waiting area and emergency truck storage areas
  - container wash-down facilities and degassing area
  - mobile locomotive refuelling station
  - engineer's workshop, administration facility and associated car parking.

  Operation of the IMT facility includes operations connecting to the rail link which connects to the Southern Sydney Freight Line and container freight movement by truck to and from the MPE Site.
- 24/7 operation of a warehousing estate on the northern part of the site servicing the IMT facility and including:
  - six warehouses with a total gross floor area (GFA) of 215,000m^2 and, for each warehouse, associated offices, staff amenities, hardstands and truck and light vehicle parking
  - 800m^2 freight village (operating from 7am to 6pm, 7 days/ week) including staff/ visitor amenities

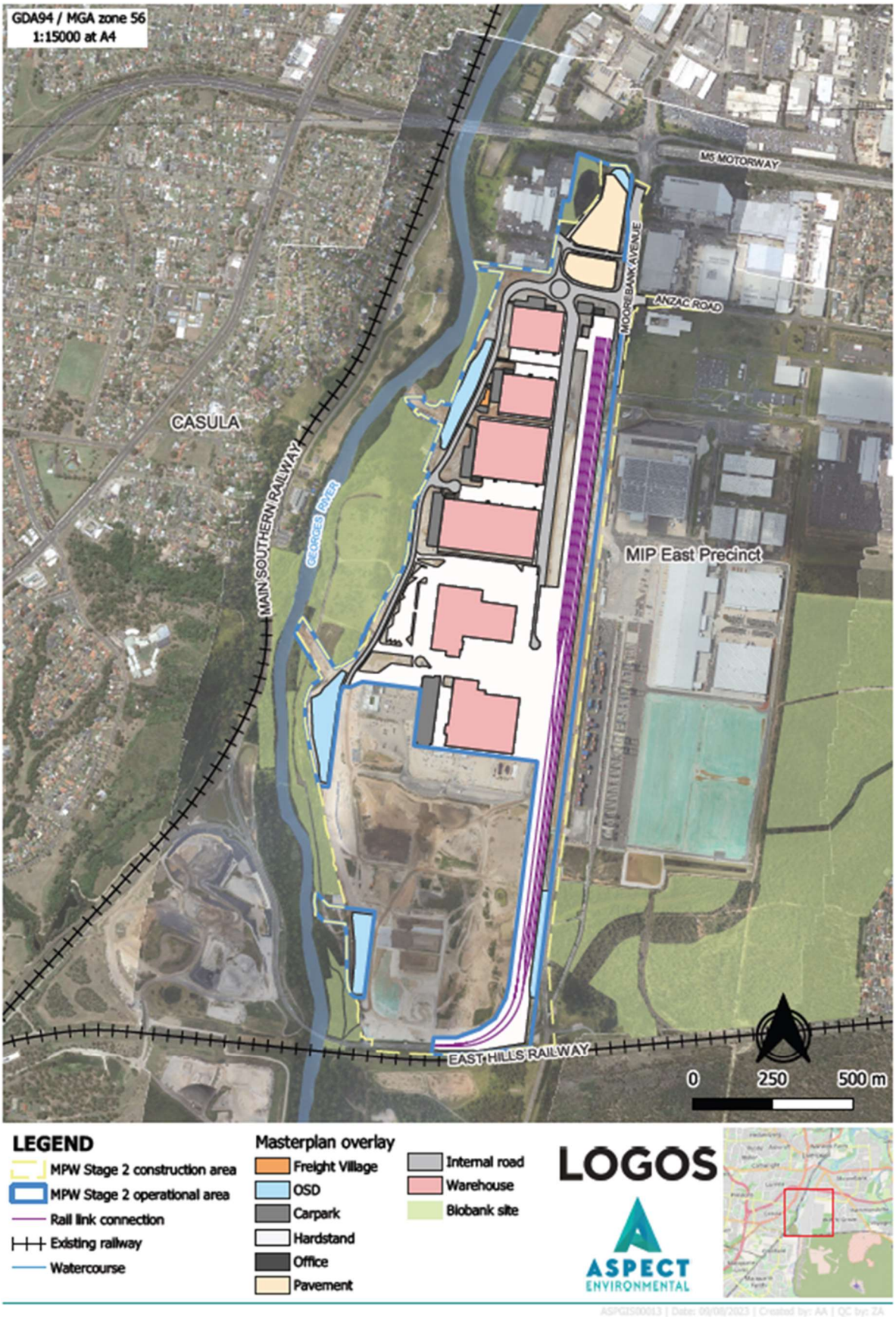
  - internal roads, noise wall, landscaping, lighting, and signage.
- Intersection upgrades on Moorebank Avenue at:
  - Anzac Road providing site access
  - Bapaume Road for left turn only out of the site.
- Operation of on-site detention basin, bioretention/ biofiltration systems and trunk stormwater drainage for the entire site.

The MPW Stage 2 construction and operational areas are shown in Figure 1-1.

1.2. 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.

Figure 1-1 MPW Stage 2 operational layout



1.3. Purpose and Application

This OTAMP has been prepared to address the requirements of Condition of Consent (CoC) B118 to the satisfaction of the Planning Secretary prior to the commencement of operation. Additionally, the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) approval (2011/6086) requires sections of the Operational Environmental Management Plan (OEMP) relating to traffic to be prepared by a suitably qualified expert.

Specifically, this Plan has been prepared in accordance with the:

- Consolidated SSD 7709 development consent
- Final Compilation of Management Measures (FCMMs) (2 November 2018) included in Appendix 2 of the SSD 7709 Consent
- Department of Climate Change, Energy, the Environment and Water (DCCEEW) (formerly Department of the Environment and Energy (DotEE)) Approval (EPBC 2011/6086).

This OTAMP identifies the operational environmental management measures that will be applied to routine operations and activities undertaken across the MPW Stage 2 development to manage traffic and access.

The specific CoCs and FCMMs relevant to this plan are identified in Section 2.2, and Appendix B.

1.4. Document Structure

The structure of this OTAMP is as follows:

- **Section 1** provides a brief overview of the MPW Stage 2 development and summary of activities being undertaken, as well as the objectives and targets for the management of traffic and access during operation.
- **Section 2** outlines the statutory requirements and obligations which need to be fulfilled during operation of the MPW Stage 2 development that are relevant to operational traffic management and provides a description of the roles and responsibilities for employees involved in the operation of the MPW Stage 2 development.
- **Section 3** describes operational traffic and access and details the traffic management measures to be implemented for safety during operation of the MPW Stage 2 development. This section also outlines the training and inductions required to educate employees and visitors (when relevant) about their obligations and traffic and access related risks during operation of the MPW Stage 2 development.
- **Section 4** provides the details for monitoring of performance and identified risks through environmental reporting, and auditing and how environmental incidents and non-conformances are managed during the operation of the MPW Stage 2 development. This section includes a description of the data collection requirements to inform the Biannual Trip Origin and Destination Report.

1.5. Objectives and Targets

Table 1-1 outlines the objectives and targets set out for the MPW Stage 2 development for the management of traffic and access during operation. These objectives and targets were developed based on collective industry experience and best practice. They reflect the approved Environmental Impact Statement (EIS) and SSD 7709 CoC and have been endorsed by the Environmental Representative.

Table 1-1 Objectives and targets

Objective	Target	Timeframe	Accountability
Provide a safe environment for road users including implementation of appropriate traffic controls, and signage that comply with best practice, RMS/ Transport for NSW (TfNSW) requirements/ guides and the Australian Standards	No death or injury to staff, visitors, or the public as a result of traffic incidents	Operations	Site Health, Safety and Environment (HSE) Manager Road users Warehouse Managers/ Terminal Manager Warehouse and terminal tenants
Minimise disruption to traffic operation and all road users (including pedestrians and cyclists) and maintain access to adjoining properties (private and public)	No traffic related infringements or penalties	Operations	Site HSE Manager Road users Warehouse Managers/ Terminal Manager Warehouse and terminal tenants
Minimise traffic related complaints	Response to traffic related complaints within 48 hours	Operations	Warehouse Managers/ Terminal Manager ESR Communications Manager

Section 3 of this OTAMP provides actions and mitigation measures for implementation, with an aim to achieve the above objectives and targets.

1.6. Consultation

This OTAMP has been prepared in consultation with Liverpool City Council (LCC) and TfNSW (incorporating RMS), as identified in the CoC B118 and FCMMs. A summary of the stakeholder consulted during preparation of this plan is provided in Table 1-2. Further details of consultation are provided in Appendix A.

Table 1-2 Consultation summary

Agency	Date	Person contacted	Comment	Status
TfNSW	24/07/2023	[redacted], TfNSW	Request for meeting with TfNSW to discuss OTAMP	

Agency	Date	Person contacted	Comment	Status
	28/07/2023	[redacted], TfNSW	Submitted draft OTAMP for consultation and proposed meeting on 09/08/2023.	
	02/08/2023	-	Clarified that meeting purpose is to discuss OTAMP content.	
	14/08/2023	[redacted], TfNSW	Attached CTAMP and confirmed that OTAMP had been developed in consideration and inclusion of construction traffic within the CTAMP.	
	22/08/2023	[redacted], TfNSW	Request for update on OTAMP response from TfNSW.	
	23/08/2023	-	TfNSW has not identified any concerns with the OTAMP, noting it would operate in parallel with the CTAMP which was with the Department of Planning and Environment (DPE) at the time of writing.	Closed
	12/09/2023	TfNSW & DPE representatives	Meeting to discuss staged operational access at MAAI	NA
	12/09/2023	TfNSW & DPE representatives	Meeting to discuss staged operational access at MAAI	NA
	5/02/2024	TfNSW & Department of Planning, Housing and Infrastructure (DPHI) representatives	Follow up meeting to discuss staged operational access at MAAI and discuss modelling results	NA
	9/02/2024	Dea Khateeb (TfNSW)	Email from LOGOS to TfNSW and DPHI providing Staging Report, Traffic Assessment and associated SIDRA modelling	Closed
	22/02/2024	LOGOS	Update on status of review of traffic modelling and assessment. Raised some queries in relation to SSD and WAD implications	NA
	15/03/2024	Dea Khateeb (TfNSW)	Email from TfNSW to LOGOS and DPHI identifying some minor/medium comments for consideration	Closed

Agency	Date	Person contacted	Comment	Status
	22/03/2024	Dea Khateeb (TfNSW)	Email from LOGOS to TfNSW and DPHI with responses to TfNSW comments	Closed
	26/03/2024	Dea Khateeb (TfNSW)	Email from TfNSW to LOGOS and DPHI confirming all comments on provided documentation and modelling closed	Closed
LCC	20/10/2022	Luke Oste and Charles Wiafe	Request for most appropriate LCC contact to receive OTAMP.	
	20/10/2022	-	[redacted] identified as contact	
	31/07/2023	Luke Oste and Charles Wiafe	Submitted OTAMP to LCC for consultation.	
	18/08/2023	Luke Oste	Requested timeframe for LCC comments	
	18/08/2023	-	Noted that no internal comments or feedback on the OTAMP had been received.	
	22/08/2023	Charles Wiafe and Aarti Suryaprakash	Requested LCC's comments	
	22/08/2023	-	Requested the OTAMP be emailed to LCC.	
	22/08/2023	Charles Wiafe	Provided OTAMP to LCC.	
	23/08/2023	Charles Wiafe	Informed LCC that TfNSW was comfortable with the OTAMP.	
	25/08/2023	Charles Wiafe	Requested an update on LCC's comments	
	28/08/2023	-	Provided LCC's comments.	
	30/08/2023	Charles Wiafe	Provided response to LCC's comments	
	30/08/2023	-	Confirmed that LCC has been consulted on the OTAMP and responses/comments have been provided to issues raised.	Closed

2. Statutory Requirements

2.1. Legal and Other Obligations

The legislation, planning instruments and guidelines considered during development of this plan are listed below with specific details provided in the Legislation Register within Section 2.3 of the OEMP:

- *Dangerous Goods (Road and Rail Transport) Act 2008*
- *Environmental Planning and Assessment Act 1979* (EP&A Act)
- *Environmental Planning and Assessment Regulation 2000*
- EPBC Act 1999
- *Roads Act 1993*
- *Road Transport (Safety and Traffic Management) Act 1999*.

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

- Australian Standard AS1742.1:2021 Manual of uniform traffic control devices – General introduction and index of signs
- Australian Standard AS1742.13.2023 Manual of uniform traffic control devices – Local area traffic management
- Australian Standard AS1743:2018 Road Signs – Specification
- Australian Standard AS1744:2015 Standard alphabets for road signs.

2.2. Development Approvals

The operation of the MPW Stage 2 development was approved under both the EP&A Act and the EPBC Act utilising the bilateral agreement between NSW and the Commonwealth (26 February 2015). Both approvals have environmental conditions relating to the operations within the MPW Stage 2 development, which are discussed below.

The operational traffic and access management requirements for the MPW Stage 2 development, including consultation, impact mitigation and management, are documented in the following suite of documents and instruments of approval/consent:

- EPBC Act approval (EPBC 2011/6086), DotEE (now DCCEEW), September 2016.
  - Variation of Conditions (EPBC 2011/6086), DotEE (now DCCEEW), September 2019.
- MPW Stage 2 EIS (Arcadis Australia Pacific Pty Limited, October 2016).
- MPW Stage 2 Response to Submissions (RtS) (Arcadis Australia Pacific Pty Limited, July 2017).
- MPW Stage 2 SSD 7709, IPC, November 2019, as modified, including the FCMMs.
  - Note the SSD 7709 consent was subsequently amended as a result of the Land and Environment Court's (LEC) decision in Residents Against Intermodal Developments Moorebank Incorporated v Independent Planning Commission (LEC No: 2020/4407).

2.2.1. EPBC Act Approval

The EPBC Act Approval for the MPW Concept was granted by DotEE (now DCCEEW) in September 2016 (No. 2011/6086). The operation of the MPW Stage 2 development under SSD 7709 is consistent with the EPBC Act approval conditions.

The specific EPBC approval traffic and access conditions and commitments relating to this OTAMP are identified in Table 2-1.

Table 2-1 OTAMP conditions from the Commonwealth 2011/6086 condition of approvals

Condition	Requirement	OTAMP section
5	Sections of the CEMP and OEMP relating to traffic must be prepared by a suitably qualified expert and must:	Persons working within Ason Group, as outlined within Section 1, are suitably qualified with respect to technical traffic content. Persons working within Aspect Environmental are suitably qualified in the preparation of environmental management plans.
	a) be consistent with the Traffic, Transport and Access Provisional Environmental Management Framework (2 July 2014), provided at Appendix O to the finalised EIS	Noted
	a) incorporate all measures 4A to 4Q from Table 7.1 of the finalised EIS that are described as 'mandatory'	Section 3 Section 4
	b) explain how all measures 4A to 4Q from Table 7.1 of the finalised EIS that are described as 'subject to review' have been addressed	Section 3 Section 4
	c) be approved by the Minister or a relevant New South Wales regulator.	TBA

2.2.2. EP&A Act Consent

The MPW Stage 2 development was approved under Part 4, Division 4.7 of the EP&A Act on 11 November 2019 (SSD 7709, as amended by the LEC and as modified).

The MPW Stage 2 CoC include provisions relating to the preparation and content expectations of this OTAMP. These requirements and where they are addressed are provided in Table 2-2. Conditions have been separated into Primary Conditions, being those specific to the development of the OTAMP, and Secondary Conditions, being those which are related to the environmental aspects associated with this plan.

Table 2-2 MPW Stage 2 development (SSD 7709) Condition Compliance Table

CoC	Requirement	OTAMP section
Primary conditions		
B118	Prior to commencement of operation, the Applicant must prepare an Operational Traffic and Access Management Plan (OTAMP) and submit it to the Planning Secretary for approval. The OTAMP must be prepared by a suitably qualified and experienced person(s) in consultation with Council(s), TfNSW and RMS.	This OTAMP Section 1.5 Appendix A
B119	The OTAMP must form part of the OEMP and, in addition to the general management plan requirements listed in Conditions C5 and C6, the OTAMP must:	OTAMP Section 3 Section 4 Appendix E Table 4-1 Table 4-2
	a) detail numbers and frequency of truck movements, sizes of trucks, vehicle routes and hours of operation	Section 3.1.1 Section 3.1.2 Section 3.1.3 Section 3.1.4 Section 3.1.5 Section 3.1.6
	b) detail access arrangements for the site to ensure road and site safety, and demonstrate there will be no queuing on the road network;	Section 3.1.4 Section 3.1.5 Section 3.2.1 Section 3.2.2
	c) detail measures to ensure turning areas and internal access roads are kept clear of any obstacles, including parked cars, at all times; and	Table 4-1 Table 4-2 Section 4.1
	d) set out a framework and procedures for data collection required to prepare the Biannual Trip Origin and Destination Report required under Condition B120 including a main gate monitoring system (e.g. CCTV) to identify heavy vehicles turning right from the terminal site onto Moorebank Avenue, or turning left from Moorebank Avenue to the terminal site.	Section 4.1 Table 4-1
B120	Each six months following commencement of operation, the Applicant must prepare a Biannual Trip Origin and Destination Report (in a format agreed with TfNSW and RMS) that advises	Section 4 Table 4-1 Table 4-2
	(a) the total number of actual and standard twenty foot equivalent shipping containers dispatched and received during the period;	Table 4-1

CoC	Requirement	OTAMP section
	(b) the number of actual and standard twenty foot equivalent shipping containers transported to and from the site by rail during the period;	Table 4-1
	(c) actual hours of operation for the truck gate listing days and hours of operation;	Table 4-1
	(d) records of vehicle numbers accessing the site including a record of heavy vehicle entry by date and approximate time;	Table 4-1
	(e) direction of travel into and out of the site for light vehicle on a representative day; and	Table 4-1
	(f) representative vehicle origins and destinations of all classes of vehicles and covering the intermodal terminal, the warehousing facility and any other uses such as the freight village.	Table 4-1
	A copy of the report required under Condition B120 is to be submitted to the Planning Secretary, TfNSW and RMS within one month of its preparation.	Noted Table 4-1
B120A	A Traffic Audit of the development must be undertaken within 90 days of each of the trigger events identified in B120B, by an independent qualified person(s) approved by the Planning Secretary prior to the commencement of the Traffic Audit. The Traffic Audit must include, but not necessarily be limited to:	Noted Section 4.6
	(a) verification of actual traffic movements against condition A15A;	Section 3.1.1 Table 4-2
	(b) assessment of the traffic performance of the project against the predictions made in EIS, RtS and consolidated assessment clarification responses;	Table 4-2
	(c) consideration of the results of the traffic monitoring during a representative period nominated by the auditor	Section 4.1.3
	(d) review of compliance with the approved access routes and performance measures prescribed under this consent;	Section 4.1 Table 4-2
	(e) consideration of any traffic-related issues raised by TfNSW and Council; and	Section 4.1 Table 4-2
	(f) findings and recommendations with respect to the traffic performance of the project and any additional measures that may be required to manage traffic associated with the project.	Section 4.1 Section 4.2 Table 4-2

CoC	Requirement	OTAMP section
	Note: In accordance with condition B110A, 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.	Noted
B120B	Traffic Audits under condition B120A are required to be undertaken within 90 days of the following trigger events: (a) the MPW Stage 2 daily heavy vehicle movements reaching 1,000 heavy vehicle movements for the first time, (b) annual container freight throughput on the MPW Stage 2 site reaching each of the following: 50,000 TEU, 250,000 TEU and 500,000 TEU, (c) as may be directed by the Planning Secretary from time-to-time.	Table 4-3
B120C	Within 28 days of conducting the Traffic Audit referred to under condition B120A of this consent, the Applicant must provide the Planning Secretary with a copy of the Traffic Audit report. If the Traffic Audit report identifies non-compliance with condition A15A, or with traffic predictions, approved access routes, or performance measures, the Applicant must detail what additional measures would be implemented to ensure compliance, clearly indicating who would implement these measures, when these measures would be implemented, and how the effectiveness of these measures would be measured and reported to the Planning Secretary. Notwithstanding the above, nothing permits the Applicant to exceed the traffic movements specified in condition A15A at any time and any non-compliance with condition A15A is a breach of this consent.	NA
B120D	Following consideration of the outcomes of the Traffic Audit and the Traffic Audit report referred to under conditions B120A and B120C of this consent, the Planning Secretary may require the Applicant to implement additional traffic mitigation, monitoring or management measures to address traffic impacts associated with the project. The Planning Secretary may require any or all of the measures identified in the Traffic Audit report, or other measures considered appropriate by the Planning Secretary (including additional local area traffic management measures or on-site traffic management controls) to be implemented. The Applicant must implement the measures required by the Planning Secretary within such period as the Planning Secretary may specify.	NA

CoC	Requirement	OTAMP section
B121	Prior to the issue of any Occupation Certificate, the Applicant must prepare a specific Workplace Travel Plan and submit it to the Planning Secretary for information. The Workplace Travel Plan must be developed in consultation with TfNSW and outline facilities and measures to promote public transport usage, including: (a) peak period and shift work responsive express buses to/ from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependent on the development of the site; (b) peak period express buses to/ from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependent on the development of the site; and (c) consideration of extension of the 901 bus service and new bus stop locations if required.	Workplace Travel Plan
B123	The Applicant and each occupant/operator must implement the most recent version of the Workplace Travel Plan for the duration of the development.	Workplace Travel Plan
B124	The Applicant must prepare and submit a Driver Code of Conduct to the Secretary which includes the following measures to minimise impacts: (a) adherence to specified transport routes, including no heavy vehicle access to and from Cambridge Avenue; (b) acceptable delivery hours; (c) no extended periods of engine idling; (d) avoiding queuing in or around the site; (e) compliance with site speed limits; (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.	Workplace Travel Plan
C1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	Part of the overarching OEMP.
	(a) detailed baseline data;	Table 3-2

CoC	Requirement	OTAMP section
	(b) details of: (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;	Section 4.1.2 Section 4.2 Table 4-2 Table 4-3
	(c) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Table 4-2
	(d) a program to monitor and report on the: (i) impacts and environmental performance of the development (ii) effectiveness of the management measures set out pursuant to paragraph I above;	Section 4
	(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;	Specific emergency procedures relating to or involving traffic management are detailed in the Operations Emergency Response Plan. Incident notification is addressed in Section 4.4 and Section 4.6
	(f) a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 4.3
	(g) a protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii) complaint; (iii) Failure to comply with statutory requirements	Section 4.5 Section 4.6
	(h) roles and responsibilities for implementing the plan; and	Section 2.3

<table>
<tr><th>CoC</th><th>Requirement</th><th>OTAMP section</th></tr>
<tr><td></td><td>(i) a protocol for periodic review of the plan.</td><td>Section 4.3</td></tr>
<tr><td></td><td>Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans</td><td>Noted</td></tr>
<tr><td colspan="3">Secondary conditions</td></tr>
<tr><td>A44</td><td>Prior to commencement of construction a Staging Report must be submitted to the Planning Secretary for approval where it is proposed to construct and operate warehousing in sub-stages.</td><td>Section 3.1</td></tr>
<tr><td>B84</td><td>The Applicant is to undertake the following road infrastructure upgrades, in accordance with the specified timing requirements as set out in Table 1.
Table 1: Required Upgrades and Specified Timing Requirements
<table><tr><th rowspan="2">Upgrade</th><th colspan="3">Specified Timing Requirements</th></tr><tr><th>Upgrade requirements</th><th>Required timing for 100% design approval by RMS</th><th>Required timing for completion of upgrade</th></tr><tr><td>Moorebank Avenue and Anzac Road intersection upgrades, road widening and road upgrade works, and associated civil works</td><td>Indicative layout plans (RIUW-ARC-CV-SKC-2003-P1 and RIUW-ARC-CV-SKC-1005-P2) included in Appendix 1, subject to design development and approval by RMS, and incorporating a bicycle/ pedestrian share path</td><td>To be obtained within 12 months of the date of this consent, or prior to the issue of the first Occupation Certificate for warehousing, whichever is the sooner.</td><td>Prior to issue of an Occupation Certificate for warehousing in excess of 100,000 m^2 of gross floor area</td></tr></table></td><td>Section 3.1</td></tr>
<tr><td rowspan="6">B93</td><td>The development is to be designed and operated so that:</td><td>-</td></tr>
<tr><td>(a) all vehicles are wholly contained on site before being required to stop,</td><td>Appendix C
Section 3.2.1</td></tr>
<tr><td>(b) adequate parking for heavy vehicles is provided on-site to accommodate any potential delays in schedule time;</td><td>Appendix C</td></tr>
<tr><td>(c) heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site;</td><td>Appendix C</td></tr>
<tr><td>(d) all loading and unloading of materials is carried out on-site; and</td><td>Appendix C</td></tr>
<tr><td>(e) site roads accommodate buses, bus infrastructure and cyclist use for employees.</td><td>Section 3.2.7</td></tr>
</table>

The FCMMs were prepared as part of the consolidated assessment clarification responses. A list of the FCMMs as relevant to the operation of the MPW Stage 2 development, and how they have been complied with in the OTAMP are provided in Appendix B.

2.3. Roles and Responsibilities

Key traffic and access management roles and responsibilities applicable to this OTAMP are presented in Table 2-3.

Table 2-3 Roles and responsibilities

Roles	Responsibilities
Asset Manager	• Accountable for the operational environmental performance of the MPW Stage 2 development. • Advise TfNSW and DPHI of transition between phases and stages of MAAI construction. • Provides sufficient resources to implement, develop and maintain the OTAMP throughout the operating life of the MPW Stage 2 development. • Implements stop work procedures where they believe a work activity to be an actual or potential cause of material harm pollution to the environment anywhere within the MPW Stage 2 Development. • Reviews and approves changes to the OTAMP. • Reports incidents to relevant authorities, and other land holders if relevant to land under their ownership.
Warehouse Managers/ Terminal Manager	• Communicates the requirements of the OTAMP to the operations team, tenants, casual users and visitors. • Has the authority to stop work processes within the area of responsibility to prevent traffic-related non-conformances from occurring or continuing. • Monitors operations against the requirements of the OTAMP and CoC and takes action to resolve issues where required. • Where required, implements changes to activities to manage ongoing compliance. • Reports incidents to Asset Manager in accordance with OEMP. • Undertakes the monitoring requirements of this OTAMP. • Notified immediately of any material that is deposited on roads.
Site HSE Manager	• Reviews and monitors the implementation of this OTAMP. • Monitors operations against this OTAMP through regular site inspections to evaluate compliance with the CoC. • Has the authority to implement reasonable steps to avoid or minimise unintended or adverse traffic impacts, including to direct that relevant actions be ceased immediately should adverse impacts be likely to occur. • Reports traffic and access incidents to Warehouse Managers/Terminal Manager and Asset Manager where required, in accordance with the Incident reporting system outlined in the OEMP. • Inducts and trains staff, tenants and visitors on the requirements of this OTAMP. • Facilitates the inductions and training program.

Roles	Responsibilities
	• Maintains the register of traffic and access incidents, potential; incidents and complaints and implements subsequent remedial action. • Monitoring the implementation of this OTAMP, including compliance with relevant CoC. • Coordinates the monitoring and reporting requirements of this OTAMP.
Warehouse Tenants	• Responsible for their own environmental performance under this OTAMP for operational activities on leased areas. • Must comply with the conditions of their lease or licence. • Reports environmental incidents, including traffic incidents, to Warehouse Manager and/or the Site HSE Manager. • Track their compliance with the relevant CoC and provide Environmental Compliance Reports to ESR which detail their compliance status.
ESR Communications Manager	• Monitoring, responding to and triaging calls and emails relating to traffic and access of the MPW Stage 2 development.
Security Personnel	• Review vehicle movement within the development, to confirm that movements are undertaken in accordance with the approved Vehicle Movement Plans and do not compromise the safety of personnel or cause damage to property. • Visually inspect the internal access turning areas, internal access roads and roads to/ from Moorebank Avenue to check there are obstructions or obstacles, including parked or abandoned cars.
All other personnel (including road users)	• Comply fully with relevant and applicable requirements of this OTAMP. • Read and endorse the Drivers' Code of Conduct (DCC).

3. Implementation

This section addresses the conditions of consent related to traffic and access associated with the operation of the MPW Stage 2 development as set out in Table 2-2, and the environmental controls established to manage key risks.

Through implementation of the management measures and actions identified in this plan, the objectives, as set out in Table 1-1 will be satisfied.

3.1. Operational Traffic and Access Conditions

3.1.1. Heavy vehicles sizes and movements

Table 3-1 summarises the trip generation assumptions for the operation of the MPW Stage 2 development.

Table 3-1 MPW Stage 2 development trip generation assumptions (Section 7: MPW Stage 2 EIS, Arcadis, 2016)

Components	Assumptions
Intermodal Terminal	• The IMT facility would operate 52 weeks per year, seven days per week and 24 hours a day. • The containers arriving by rail will be transferred on to trucks for transport off-site. In some instances, containers will be unloaded from trains into the container storage area (i.e. stacked) and then transferred onto trucks, or alternatively delivered from the terminal to warehouses. • In some cases, containers will be delivered to the terminal via inbound truck movements. • Containers are loaded onto either B-doubles or semi-trailers. On average a semi-trailer is equivalent to 1.6 TEUs and a B-double equivalent to 2.4 TEUs • About 80% of container deliveries will be made by semi-trailers and 20% by B-doubles.
Warehouse facilities	• The warehouses will operate 52 weeks of year, seven days a week and 24 hours a day. • Containers are loaded onto either B-doubles, semi-trailers, or rigid trucks. On average a semi-trailer is equivalent to 1.6 TEUs, a B-double equivalent to 2.4 TEUs, and a rigid truck is equivalent to 0.8 TEUs. • Approximately 65% of deliveries will be made by semi-trailers, 30% will be made by rigid trucks and 5% will be made by B-doubles.
Staff	• Two shifts per day, transitioning to three shifts per day.

Table 3-2 summarises the MPW Stage 2 development parameters, the resultant trip generation from the combination of these parameters, and the trip generation assumptions.

The MPW Stage 2 development is presently permitted to generate approximately 1,654 truck movements and 2,670 car movements to and from the development each

weekday under SSD 7709 (as modified). Additional traffic volume is separately approved under Traffic Certificates issued by the Planning Secretary under Chapter 6 of the SEPP (Transport and Infrastructure) 2021 (TISEPP). This traffic volume is capped by the approved cumulative traffic volume for the combined MIP Precinct by the respective MPW and MPE Concept Approvals.

Table 3-2 MPW Stage 2 development parameters

Vehicle movement generation assumptions	
	Development parameters
Total Intermodal Terminal Capacity	500,000 TEU
Total Warehousing GFA	215,000m^2
	Vehicle movements
Daily heavy vehicle movements (to and from, 24 hours)	2,854
Daily light vehicle movements (to and from, 24 hours)	3,776

The total vehicle movements provided in Table 3-2 are made up of the approved traffic loads summarized in Table 3-3.

Table 3-3 MPW Stage 2 approved traffic volumes

Warehouse	Approved Traffic Volume (HV/LV)	Approval
Warehouse 5 & 6 (JN & JR)	1,654 / 2,670	SSD 7709 MOD 1
Warehouse N1	50 / 274	SEPP Traffic Certificate TCMO – 4
Warehouse N2	34 / 184	SEPP Traffic Certificate TCMO – 5
Interstate rail terminal (INTS)	1,216 / 648	SEPP Traffic Certificate TCMO – 6

Deliveries to warehouses, as far as is reasonably practicable, will be made by semi-trailers and rigid truck, which are anticipated to be scheduled across the day, while the majority of deliveries made by B-doubles are anticipated outside the general network AM and PM peak hours.

3.1.2. Operational hours

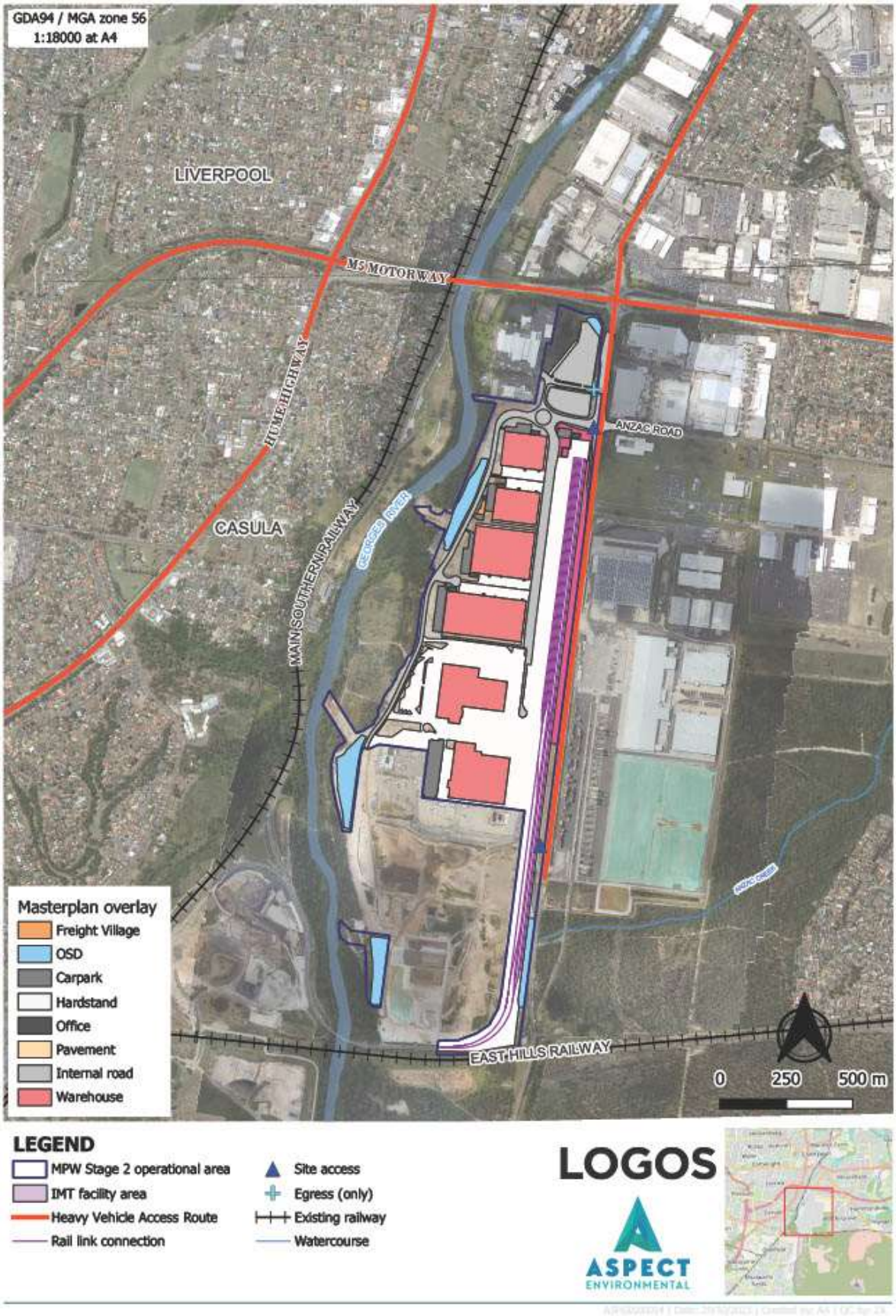
As outlined in Table 3-1, and consistent with the SSD 7709 approval, both the IMT facility, freight village and warehouses will be operational year-round for 24 hours per day, seven days per week.

3.1.3. Heavy vehicle access routes

To minimise impacts to other road users, heavy vehicles travelling to or from the MPW Stage 2 development are required to use the nominated operational truck routes, i.e. Moorebank Avenue to access the development as shown in Figure 3-1.

Use of the nominated heavy vehicle routes is advised to all drivers through site induction processes and specified in the Drivers' Code of Conduct (Appendix C), signed by nominated drivers.

Figure 3-1 Heavy vehicle access routes to MPW Stage 2 development



3.1.4. Operational site access – Ultimate arrangements

There are three points of operations access and egress approved for the MPW Stage 2 development (Figure 3-1):

- the upgraded Moorebank Avenue/Anzac Road intersection (MAAI)
- Moorebank Avenue/Chatham Road intersection (in the event that MAAI construction has not been completed in advance of commencement of operations)
- the Moorebank Avenue/Bapaume Road intersection (left out only onto Moorebank Avenue).

In July 2023, Chatham Avenue was closed to allow construction works for the rail link to progress. The primary access point into the MPW Stage 2 Site will be via the upgraded MAAI. Vehicles will turn into the site entry at the signalised intersection and proceed to either their respective designated warehouse facility or to the IMT facility processing gates via the roundabout on Bushmaster Avenue.

For IMT, trucks arriving at their designated terminal booking time shall proceed immediately to the IMT facility.

Trucks not arriving at their designated time will be directed to the heavy vehicle holding area located to the north of the Bapaume Rd within the MPW Site.

Warehouse destined vehicles will continue along the western perimeter road to their designated warehouse entry gate for receipt and subsequent dispatch.

On completion of construction traffic access, the Bapaume Road intersection will be reconfigured for left out (only) onto Moorebank Avenue to allow improved traffic dispersal with the following movements:

- Inbound traffic to the ABB site will be directed to the upgraded MAAI
- Northbound traffic out of the ABB site and the proposed truck parking/holding area will use Bapaume Road (left-out) to enter Moorebank Avenue
- Southbound traffic out of the ABB site will use the upgraded MAAI.
- The reconfigured intersection will be designed to comply with relevant TfNSW design standards.

The Bapaume Road intersection is to be used for ABB traffic to exit left onto Moorebank Avenue, and for heavy vehicles utilising the emergency parking area, if required.

3.1.5. Operational site access – Interim arrangements

3.1.5.1. Overview

The MAAI upgrade works are to be phased to maintain capacity and serviceability of Moorebank Avenue throughout construction works, in accordance with CoC B92 and B104. The design of this phasing has been approved by TfNSW under a Works Authorisation Deed (WAD).

The intersection upgrades required under Condition B84 (i.e. MAAI upgrade works) have been confirmed by TfNSW (26 March 2024) as having been satisfied on

completion of Phase 2A (see Section 3.5.1.2). Beyond this Phase, MAAI upgrade works and progressive operational access at this intersection will continue in line with the A44 Staging Report, approved by the Planning Secretary.

Once all works under the approved Staging Report and WAD are completed, the ultimate access arrangements would be in place (Section 3.1.4).

3.1.5.2. Interim Access Conditions

The access and lane configuration of the intersection will vary between phases and will be subject to TfNSW approval as part of the WAD update and approval process. Each phase of the MAAI upgrade works providing operational access has been designed to accommodate the swept path of the largest vehicle anticipated to be entering and leaving the site.

As the intersection is progressively upgraded, so too is its capacity to cater for the anticipated traffic utilising the intersection. A Staging Report is being implemented as approved by the Planning Secretary, under Condition A44 of SSD 7709. This Report outlines how the MAAI upgrade works would be delivered in stages that are able to accommodate the anticipated traffic volume at that time.

A summary of the approved staged delivery of warehouse GFA and the associated MAAI construction phases delivered within those stages is provided in Table 3-4.

Table 3-4. MAAI construction Staging

Stage	MAAI Construction Phasing Delivered1	Warehouse GFA (m2)	Anticipated Stage Timing
1	Phase 1 - Phase 2A	< 100, 000	Q2 2024
2	Phase 2B – Phase 3	124, 589	Q3 2024
3	Phase 4	215,000	Q1 2025
4	Phase 5 – Phase 6 [2]	215, 000	~ 2026

Note:

[1] MAAI phases identified have been completed during the stage.

[2] Phase 5 & 6 complete MAAI upgrade works by connecting the intersection into the realigned Moorebank Avenue (SSI 10053). Timing may vary depending on the progression of this package of works, being undertaken by National Intermodal (NI). Full capacity of the intersection in catering for the Development plus background growth is provided on completion of Phase 4 during Stage 3.

3.1.5.3. Interim Access Program and Traffic Impacts

The progressive operation of warehousing within the MPW Stage 2 development would be timed to align with the phased construction and completion of the MAAI upgrade works and its associated capacity, in line with the approved Staging Report (Aspect, 2024).

For each stage of the MAAI upgrade works and subsequent availability for interim site operational access, the associated warehouse GFA to become operational during that period has been calculated and utilised to confirm the intersection has capacity to accommodate the anticipated heavy vehicle (HV) volume. This is summarised in Table 3-5.

Table 3-5 MAAI interim operational access: Sub-stages of upgrade delivery

Stage	Warehouse GFA (m^2)	Intersection Level of Service (LoS)*	
		AM Peak	PM Peak
1	< 100,000	D	D
2	124,589	D	D
3	215,000	C	C
4**	215,000	C	C

Note:

* MAAI Staging Plan – Transport Assessment (Ason, 2024)

** Stage 4 represents the final MAAI configuration. Modifications are remote of the intersection itself to allow connection to the Moorebank Avenue realignment, and therefore would not materially impact MAAI intersection capacity.

Traffic modelling (Ason, 2024) indicates that during each of the key Stages 1, 2 and 3, the interim MAAI would operate with acceptable average delays during commuter peak hours. Stage 4 works are remote of the intersection itself and therefore would not materially impact the capacity of MAAI. The modelling supports the interim access arrangements, by demonstrating the capacity of the interim phases of MAAI construction and operation are sufficient to accommodate the corresponding traffic demands.

Condition of consent A15B requires records to be kept of the number of heavy and light operations vehicles entering and leaving the site each day. These records will be used to verify operational use of the interim operational access.

3.1.5.4. Heavy Vehicle Internal Routes and Hours of Operation

On accessing the MPW Site via the interim signalised access conditions at MAAI, vehicles will continue to the IMT, warehouse or parking area as per the vehicle routes detailed in Section 3.1.6. Vehicles will exit the site via this signalized access at MAAI or via Bapaume Road (left turn out only).

The hours of operation of the Site under interim access conditions will be 24/7.

3.1.5.5. Public Transport and Pedestrian Access Conditions

During the interim operational access, construction activities will be undertaken concurrently. No public transport to the site would be provided under the interim arrangements. Pedestrian access would continue to be managed by the Contractor, consistent with the current approved MPW Stage 2 Construction Traffic and Access Management Plan (CTAMP).

3.1.5.6. Traffic Stream Management

Construction vehicles, as approved under the MPW Stage 2 CTAMP, would be concurrently using the MAAI intersection with operational traffic streams. Not dissimilar to warehouse traffic movements, construction traffic would access Bushmaster Avenue and then proceed to the demarcated construction zone further along this road, or initially via the pre-operations IMT access.

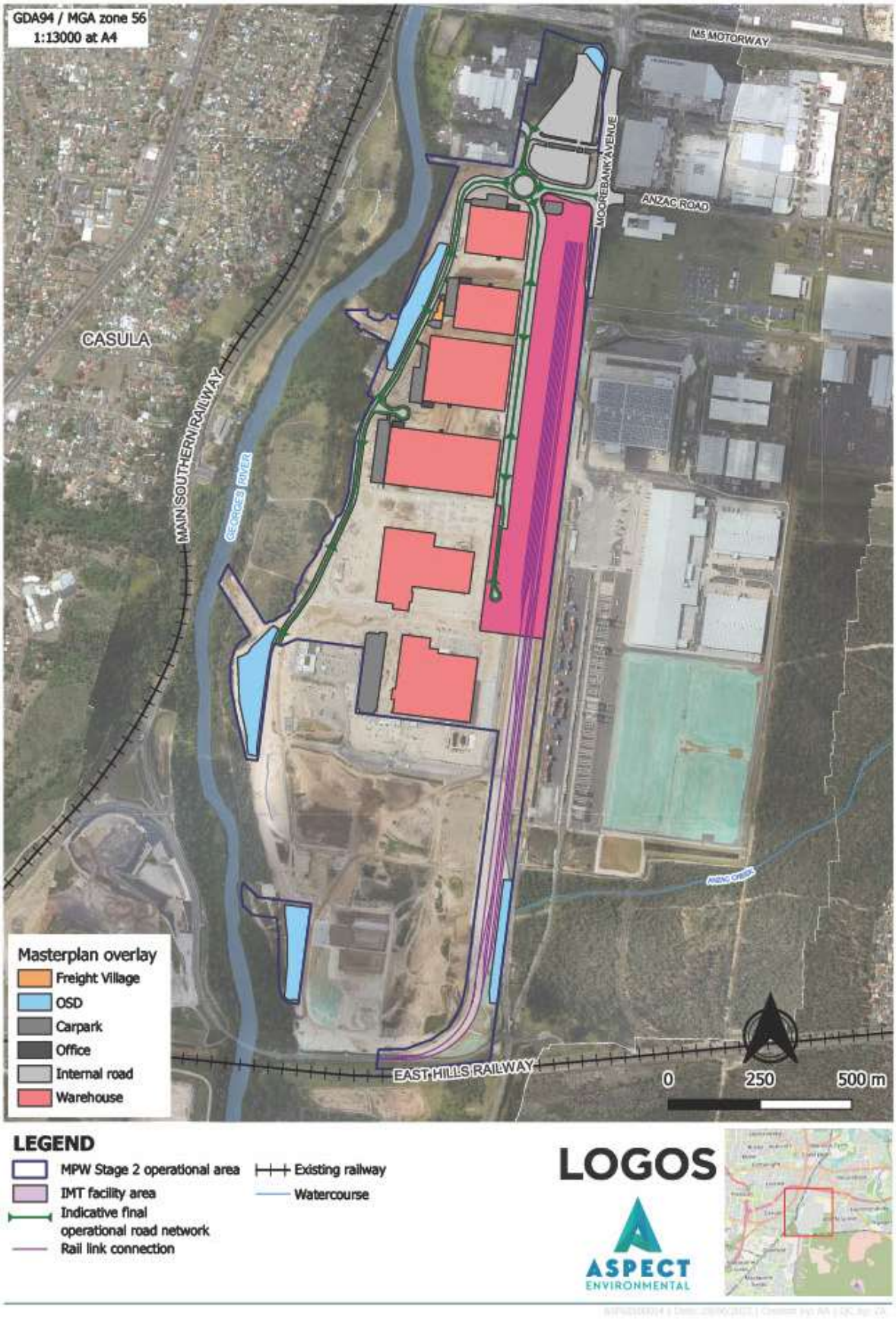
The various stages of the MAAI upgrade works during interim operations have been modelled as having the capacity to accommodate the forecast construction and operations traffic volumes anticipated at that time. In the event of traffic impacts or delays caused by construction traffic the mitigation measures included in the MPW Stage 2 CTAMP would be implemented.

3.1.6. Internal Vehicle Movements and Parking

Figure 3-2 identifies the current operational road configuration, comprising internal access within the MPW Stage 2 development.

Separate driveways and parking provisions have been included to segregate light and heavy vehicles accessing each warehouse within the MPW Stage 2 development. The following sections outline vehicle movement procedures for the IMT, warehousing and freight village components within the MPW Stage 2 development.

Figure 3-2 Operational internal road network plan and associated vehicle movements



3.1.6.1. IMT facility

The vehicle entrance to the MPW Stage 2 development IMT facility is controlled via truck processing gates. Heavy vehicle circulation through the IMT facility is as follows:

- Trucks enter the development via the main entrance, from the roundabout on Bushmaster Avenue after MAAI and are processed at the truck processing gates. Only authorised/cleared trucks are permitted to proceed into the IMT facility. Unauthorised trucks are instructed to turn around and exit via MAAI (Section 3.2.1).
- Authorised trucks are held within the internal truck holding area (if required) or progress directly to the loading areas.
- Once in location, trucks are loaded/unloaded using container handling equipment.
- Once loaded/unloaded, trucks exit the IMT facility via weighbridges (as necessary). Subject to being at the approved weight, trucks proceed via the processing gates at the entry and exit to the roundabout on Bushmaster Avenue, before egressing from the MPW Site at MAAI onto Moorebank Avenue.

There is a car park provided for light vehicles outside of the operational area of the IMT. Access to and from this car park is off the roundabout on Bushmaster Avenue.

3.1.6.2. Warehousing

Heavy and light vehicles access warehouses and leave the MPW Stage 2 development via the access at MAAI (in both the interim and ultimate access conditions).

Light vehicles park in the allocated parking area adjacent to each warehouse, and heavy vehicles progress to the truck loading/unloading areas alongside each warehouse. Once in location these trucks are loaded/unloaded. Once loaded the trucks are then either distributed to their destination via Moorebank Avenue and the surrounding road network or to the adjacent MPE development to access IMEX distribution.

3.1.6.3. Freight village

Vehicles access the freight village area (Figure 1-1) via MAAI and the internal perimeter road. Light vehicles access and egress the Freight Village directly via the adjacent allocated parking area. Service vehicles are to enter the area via the one-way service road, which follows the western boundary and loops around the rear of the village area and exits via the car park.

The operational hours of the freight village are 7am to 6pm, seven days per week.

3.1.6.4. Emergency parking area

A heavy vehicle emergency storage area is located in the northern portion of the MPW Stage 2 development, north of Bapaume Road and east of the ABB site (Figure 1-1). In the event of a significant incident on the regional road network, such as the M5 Motorway, resulting in trucks already within the IMT facility or wider MPW 2 development being unable to leave, trucks will be directed to this area to temporarily

park. This will minimise heavy vehicle queueing, and the incidence of operations contributing to congestion on Moorebank Avenue and the surrounding road network (including the M5 Motorway) during a local traffic incident.

Heavy vehicles are to access the emergency storage area by turning right at MAAI, through the main entry.

3.2. Operational Traffic Management Measures

This section describes the overall approach to managing and mitigating traffic and access risks during operation of the facility.

Monitoring of management measures shall include a commitment to implement and abide by the approved measures in a timely manner and in accordance with requirements established in the CoC.

3.2.1. IMT vehicle booking system

A Vehicle Booking System (VBS) will be implemented for the IMT to control the arrival of authorised vehicles to avoid queueing and direct vehicles to an assigned location within the terminal. This system will regulate and manage truck arrivals to the development and prevent queueing and waiting on Moorebank Avenue.

This booking system will also be used to:

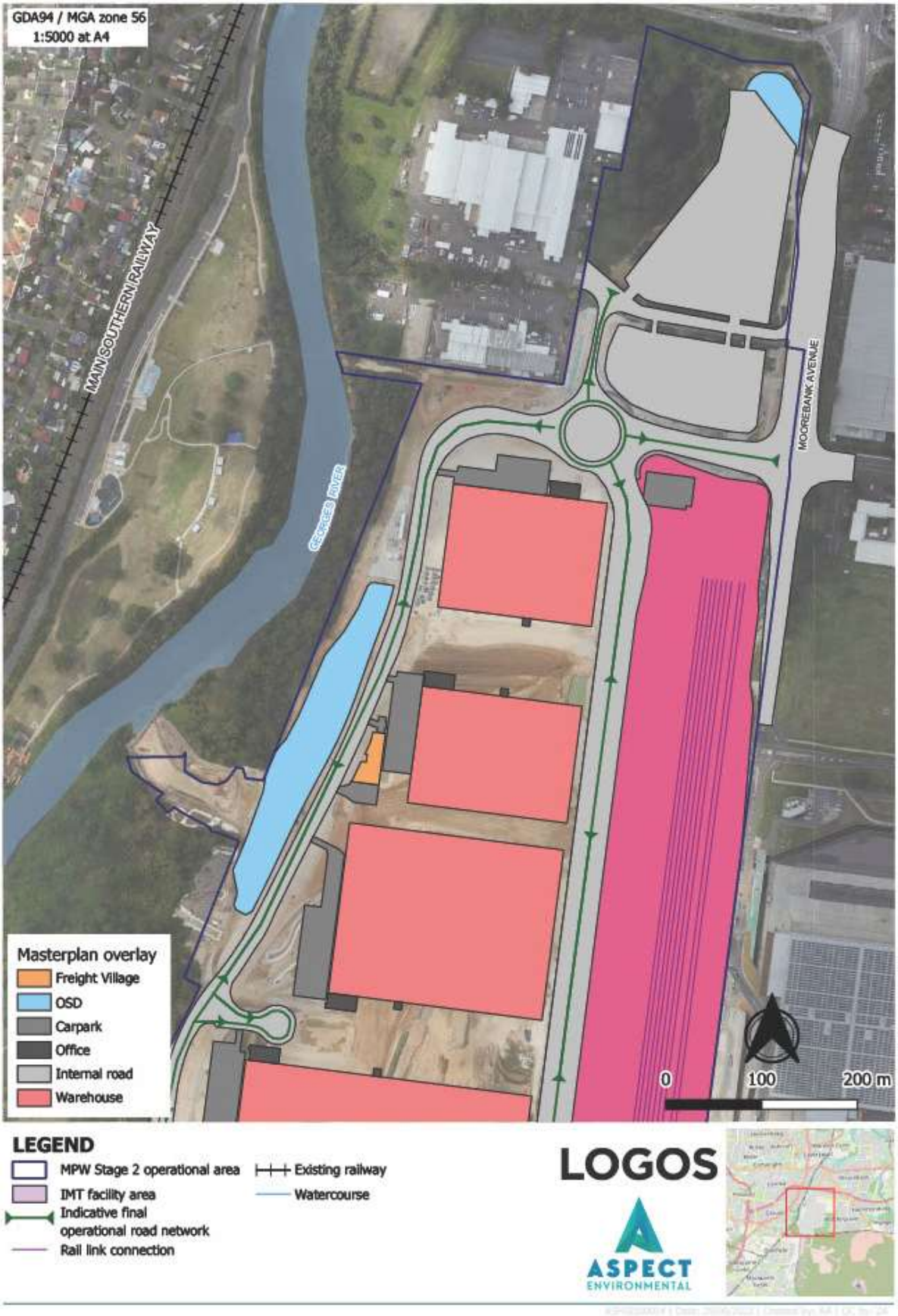
- Provide a system for monitoring expected arrivals and provide information on timing of travel
- Communicate live traffic conditions on the surrounding road network and any other relevant terminal alerts.

In the event that traffic conditions prevent access to the MPW Stage 2 development, bookings will be cancelled or rescheduled, and the drivers will be notified accordingly.

The VBS allows for greater control of the arrival of trucks to the terminal, spreading out arrival demand and balancing truck arrivals with the level of resourcing within the IMT. This reduces the likelihood of multiple vehicles arriving at the terminal at the same time, and in turn reduces queuing and congestion along Moorebank Avenue outside the facility and subsequent impacts on through traffic heading south on Moorebank Avenue.

Unauthorised truck arrivals (not registered through the VBS or arriving outside of their appointment) will not be processed and will be asked to turn around and return to their point of origin. As shown in Figure 3-3, adequate space has been provided within the development to allow heavy vehicles to turn around and exit the development.

Figure 3-3 Vehicle rejection route – MPW Stage 2 IMT



3.2.2. Drivers' Code of Conduct

All drivers, whether direct employees or not, have a responsibility to drive safely, comply with NSW road rules and any other directives issued by ESR. In particular, before any deliveries or pickups are undertaken all heavy vehicle drivers will be required to read and endorse the DCC, which sets out the required behaviours and procedures applicable to drivers accessing the development, including management of truck arrivals into the facility. Copies of the DCC will be issued to relevant transport companies in advance and copies signed by drivers will be required.

A DCC has been prepared and is included in Appendix C. This document has been prepared to be generally consistent with the DCC that is applicable to the MPE development, for consistency across the MIP.

3.2.3. Dangerous goods

Where permitted, the transport of dangerous goods is to comply with the *Dangerous Goods (Road and Rail Transport) Act 2008* and the *Dangerous Goods (Road and Rail Transport) Regulation 2014*. Storage and handling of Dangerous Goods on the MPW Stage 2 development will be in accordance with the requirements of the Australian Dangerous Goods code.

Each warehouse tenant will stipulate their relevant requirements relating to the transport, storage, and handling of dangerous goods, as necessary.

3.2.4. Information, signage, distance information and advanced warning

Signage (including project identification signs, traffic management signs, information signs and regulatory signs) will be established, as required, prior to commencement of operation at the MPW Stage 2 development and be maintained during the operations.

Signage covers information, regulatory, warning and guide signs, as defined in national and TfNSW / RMS standards all of which contribute to safety to road users. The types and classes of signs are:

- VMS will be implemented at the development entrance to direct heavy vehicles and facilitate safe and efficient access and navigation.
- Information Signs – used for development identification to provide advice and notification to the public.
- Regulatory Signs – used to prohibit dangerous traffic movements.
- Warning Signs – used to provide advance notice of road hazards ahead.
- Guide Signs – used to guide drivers to make driving safer and easier.

All operational signage is to be manufactured and erected in accordance with the relevant Australian Standards.

During interim access conditions, signage along Moorebank Avenue will be utilised to inform the community of any current and / or upcoming changed traffic conditions including:

- Road and access closures.
- Access openings.

- Lane closures.
- Active road construction works duration and timing (hours).

3.2.5. Training

Inductions, including development layout and emergency procedures, will be carried out for all staff, visitors, and truck drivers to inform them of operational traffic hazards and procedures. The induction will include, but not be limited to the following:

- Overview of the requirements of this OTAMP
- Relevant legislation
- Contact details
- Incident management and notification
- Safety policy
- Personal protective equipment (PPE) requirements (if required)
- Designated parking areas
- Speed limits
- Development access points and procedures
- Development access routes and operational access arrangements applicable at the time
- Performance standards: HSE, driver protocols and emergency procedures
- Community consultation protocol
- Workplace Travel Plan (WTP)
- DCC (Appendix C).

In addition to the above general induction, all visitors will be required to undergo a visitor's induction to be aware of all requirements of the development. All visitors will be accompanied around the development by a staff member at all times.

Staff and visitors accessing the rail terminal may be required to complete inductions and training specific to that area of the MPW site.

3.2.6. Traffic control and parking management

Traffic movements within and around the development will be managed during normal operations.

- Accesses and pathways will be inspected to be clear (no parked vehicles and/or other obstacles).
- Relevant line marking and signage will be used as appropriate in accordance with the relevant Australian Standards.

All internal roads, driveways and parking associated with the development have been designed in accordance with the Australian Standard AS2890 *Part 1: Parking facilities for off-street car parking, Part 2: Parking facilities Off-street commercial vehicle facilities and Part 6: Parking facilities – Off-street parking for people with disabilities.* Road components have been designed in accordance with the *Austroads Guide to Road Design* (2021).

When development operational activities call for special arrangements in the use of Moorebank Avenue at or near the MPW Stage 2 development access points, traffic control procedures, such as diverting incoming/outgoing traffic to holding areas or communication to tenants to hold vehicles within their warehouse areas or along the perimeter road, will be implemented.

During staged interim access arrangements, and for each phase of the MAAI upgrade works, these controls will be consistent with the requirements of the MAAI WAD.

Appropriate Traffic Control Plans based on the RMS' Traffic Control at Work Sites Manual (2010) and Australian Standard 1742.3 Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices for Works on Roads will be produced in consultation with the relevant authority, as required.

3.2.7. Local amenity

The following requirements shall also be adopted, to minimise impacts on local amenity during operation:

- Speed limits have been set and must be observed at the development to minimise noise generation.
- Appropriate way finding signage and traffic control will ensure vehicles can enter and exit the development with minimal disturbance to other road users and advise of any changes in road conditions.
- Site roads accommodate buses, bus infrastructure and cyclist use for employees.
- The community will be given notice of future changes to road and intersection configurations, and site access conditions. This notice will be provided via local signage (Section 3.2.4) and via the development's website. Neighbouring landowners will be kept informed of upcoming changed traffic conditions either through letterbox drops or as part of regular consultation activities. Section 4.8 of the OEMP provides further details on the community consultation strategy.

4. Monitor and Review

This section includes procedures for monitoring, review and improvement of potential traffic and access impacts associated with the MPW Stage 2 development operations. Implementation of the monitoring detailed in Section 4.1 will provide results that can inform the review and improvement procedure detailed in Section 4.3.

Through monitoring, review and improvement, the management measures detailed in Section 3.1 can be updated as required to enable effective implementation of management measures to minimise and mitigate adverse impacts to the surrounding and internal traffic network. The review process is an ongoing adaptive process with improvements made when required as indicated by the outcome of monitoring activities, personnel feedback, and incident records.

4.1. Monitoring requirements

4.1.1. Methodology for monitoring activities

Table 4-1 provides the methodology for each of the monitoring activities to be carried out. Note that Table 4-1 also outlines the methodology for collecting relevant data to prepare the Biannual Trip Origin and Destination Report (BTODR) as required under CoC B120 and the Traffic Audit as required by CoC B112A - B120D. A copy of the BTODR will be submitted to the Planning Secretary, TfNSW and RMS within one month of its preparation.

Note that these monitoring activities will be carried out in parallel with the traffic monitoring and assessment activities that are required under *Chapter 6: Moorebank Freight Intermodal Precinct* of the *State Environmental Planning Policy (Transport and Infrastructure) 2022* (SEPP (Transport and Infrastructure) 2022).

Table 4-2 (Section 4.1.2) provides the requirements and responsibility for implementation for the activities identified in Table 4-1.

Table 4-1 Monitoring activity methodology

Monitoring activity	Methodology
Visual monitoring of all traffic movement within the MPW Stage 2 development to detect unsafe/illegal movements and traffic and risk to persons and property	Security personnel will review vehicle movement within the development, to confirm that movements are undertaken in accordance with the approved Vehicle Movement Plans and do not compromise the safety of personnel or cause damage to property. Potential safety issues include driving outside of the designated road carriageways, exceeding posted speed limits, turning in undesignated areas or reversing out of accesses or vehicles that are found to be parked incorrectly, inappropriately or abandoned. All personnel inducted to the development will be aware of the approved vehicle movements and will be required to report unsafe manoeuvres to Security. Reporting procedures of hazardous traffic movements will be included in the induction for the development. All observed unsafe manoeuvres will be reported and recorded. Repeat manoeuvres and trends will be monitored to review the

Monitoring activity	Methodology
	effectiveness of traffic controls and implement alternative controls, if required.
Turning areas, internal access roads and access roads to/ from Moorebank Avenue will be inspected to ensure roads remain clear and road conditions support a safe environment for all road users	Security personnel will visually inspect the internal access turning areas, internal access roads and roads to/ from Moorebank Avenue to check there are no obstructions or obstacles, including parked or abandoned cars. At the IMT access gates, queuing will be managed by the VBS. Any queues onto the external road network observed by Security personnel will be mitigated by redirecting vehicles to the internal turning facilities within the development or to the emergency storage area in the north.
Following periods of adverse weather conditions (e.g., a significant heavy rain event), access and internal roads will be inspected prior to heavy vehicle traffic use to maintain driver and vehicle safety	Security personnel will visually inspect the roads within the development and the accesses immediately following each adverse weather occurrence to confirm the roads and accesses are safe for all vehicles. A road inspection checklist will be provided to the Asset Manager to inform the visual inspection and will include items such as the presence of debris, pavement damage, excess ponding and any signage / delineation damage or obstruction (including of roads, overland flow paths and site drainage infrastructure.
Inspection of implementation and efficiency of traffic control measures.	Warehouse Managers/ Terminal Manager will be responsible for inspecting (where appropriately qualified), or arranging for the inspection of, traffic control measures (such as signage, delineation, bollards, and intersection controls). Inspection to include confirming installation, condition, and effectiveness for managing movement of all road users within the development. Visual monitoring of the traffic movement within the development undertaken by Security personnel in the above monitoring activity will be recorded to determine the effectiveness of the traffic controls for managing the movements of all road users within the development. For example, where manoeuvres are made contrary to the intended movement, the traffic controls will be reviewed and modified where/if required. During interim site access arrangements, traffic control of areas under active construction would be managed in accordance with the current approved MPW Stage 2 CTAMP.
Operational traffic monitoring framework for the BTODR (CoC B120)	
Total number of vehicles accessing development	The Site HSE Manager will use the following data to determine the total number of vehicles accessing the development: • Gate data collection (recorded at the gate) and the VBS records • Warehouse access data collection through installation of permanent tube counters or detector loops

Monitoring activity	Methodology
	• Logistical schedules maintained by the Asset Manager to record the total number of standard 20-foot equivalent shipping containers received and dispatched. To supplement the data collected by the above sources, the accesses will be surveyed bi-annually. This bi-annual data collection includes turning movements and vehicle classification at the accesses along Moorebank Avenue. This data will be used for traffic modelling to assess the operation of the accesses.
Origin-destination (OD) surveys	OD surveys will be commissioned by the Site HSE Manager to understand the traffic distribution of the MPW Stage 2 development on the IMT, warehousing and the freight village. This data will be collected on the same day as the intersection surveys and will be analysed to provide representative vehicle origins and destinations for the development for a cordon area of the surrounding road network. This will be combined with classification counts in accordance with Austroads vehicle classifications and an hourly and daily summary. These OD surveys will capture the general road network peak periods and the peak traffic generation for the development (such as shift changeovers and anticipated heavy vehicle peaks), including the following times on a typical weekday: • 4:30am to 6:30am • 7am to 10am • 1pm to 3pm • 4pm to 6pm • 8pm to 11pm.
Inspection surveys at the MPW development operational access points	Intersection turn count surveys will be commissioned by the Site HSE Manager at the key intersections and MPW Stage 2 development accesses along Moorebank Avenue. This data will be used to analyse the general network peak period volumes captured by the OD surveys, which will be undertaken concurrently to provide representative vehicle origins and destinations for the development. This data will also be used to confirm the data recorded at the gates and accesses of the development during the peak periods
Operational traffic monitoring requirements of the Traffic Audit (as per CoC B120–A - D) within 90 days of trigger event (per CoC B120B)	
Verification of traffic movements	Traffic audit survey undertaken by an independent traffic auditor utilising existing (HD cameras and analytic software) and/or temporarily installed traffic monitoring equipment to determine the following: • vehicle numbers accessing the development including a record of heavy vehicle entry by date and approximate time

Monitoring activity	Methodology
	• direction of travel into and out of the development for light vehicle on a representative day.
Annual container freight throughput on the MPW Stage 2 development	Records of logistical schedules are to be maintained by the Warehouse Managers/Terminal Manager to compile the total number of 20-foot equivalent shipping containers that are received and dispatched by the MPE development for the reporting period. In addition, the number of actual and standard 20-foot equivalent shipping containers transported to and from the development by rail during the period shall be recorded.
Gate Data Collection	Gate data will be used to determine the periods during which the gates were open for the reporting period (both days and hours of operation). The Warehouse Managers/Terminal Manager will be responsible for recording the reasons for any potential periods of gate closure.

4.1.2. Monitoring framework

Table 4-2 identifies the traffic and access monitoring that will be conducted as per the requirement of this OTAMP and the CoC. Monitoring of the following traffic-related aspects shall be undertaken to confirm compliance with the OTAMP and regulatory requirements.

Table 4-2 Monitoring requirements

Monitoring activity	Trigger/ criteria	Contingency measures	Timeframe	Responsibility
General requirements				
Visual monitoring of all traffic movement within MPW to detect unsafe movement of traffic and risk to persons and property	Unsafe movements of operational vehicles.	Direct cessation of unsafe movements. Review to address persistent unsafe movements. Modification of traffic controls to self-enforce appropriate vehicle manoeuvres within the development.	Daily, and continuous	Security personnel
Turning areas, internal roads and access roads to/from Moorebank Avenue will be inspected to ensure roads remain clear and road conditions support a safe environment for all road users	Road and intersection congestion.	Clear any impediments to access roads. Report unsafe road conditions to TfNSW / RMS for attention.	Daily	Security personnel
Following periods of adverse weather conditions (e.g., a significant heavy rain event), access and onsite roads will be inspected prior to heavy vehicle traffic use to maintain driver and vehicle safety	Unsafe road conditions e.g. standing water, road integrity, obstructions	Any impediments to access roads will be cleared.	Continuous	Security personnel
Inspection of implementation and efficiency of traffic control measures.	Ineffective traffic control measures for managing movement of road users. Incorrect placement of traffic controls. Damaged or faulty traffic controls.	Rectify/ adjust traffic control measures to improve visibility or effectiveness. Review needs for additional or modified traffic control measures. Signs to remain appropriate for changing circumstances during the operations phase.	The traffic control inspection shall be used every week in the initial period of operations and fortnightly thereafter.	Facilities Manager/Terminal Manager

Monitoring activity	Trigger/ criteria	Contingency measures	Timeframe	Responsibility
Operational traffic monitoring framework for the BTODR (CoC B120)				
Total number of vehicles assessing development	Daily vehicle volumes (combined access volumes) exceed predicted volumes presented in Section 3.1.5 for the location on Moorebank Avenue, south of Anzac Road by more than five per cent for three consecutive days within the six-month period recorded in accordance with the BTODR.	Undertake traffic monitoring to determine operational traffic volumes. Where required, identify and implement mitigation measures to improve operation to acceptable levels.	Continuous	Site HSE Manager
OD Surveys	The predicted traffic distribution profile presented in Table 3-1 is exceeded.	Undertake traffic monitoring to determine the variance in traffic distribution. Where required, identify and implement mitigation measures to improve operation	Continuous	Site HSE Manager
Inspection surveys at the MPW access points and key intersections: • Moorebank Ave, about 350m north of the M5 • Eastbound off-ramp of M5 Interchange • Eastbound on-ramp of M5 Interchange • Westbound on-ramp of M5 Interchange • Westbound off-ramp of M5 Interchange	Every 6 months as part of the BTODR	Review vehicle access management measures. Identify and implement management measures to improve operation of intersections and accesses.	Bi-annual	Site HSE Manager

Monitoring activity	Trigger/ criteria	Contingency measures	Timeframe	Responsibility
• Moorebank Ave, about 300m south of the M5 • Anzac Rd / development Access • Defence Joint Logistics Access • Moorebank Ave/Bapaume Rd intersection • Cambridge Avenue				
Operational traffic monitoring requirements of the Traffic Audit (as per CoC B120 A - D)				
Verification of traffic movements	Audit is required within 90 days of trigger events listed in CoC B120B, being: a) MPW Stage 2 daily heavy vehicle movements reach 1,000 for the first time. b) Annual container freight throughput on the MPW Stage 2 development reaches 50,000 TEU, 250,000 TEU and 500,000 TEU. c) as directed by the Planning Secretary.	-	Within 90 days of trigger event	Asset Manager Site HSE Manager
Annual container freight throughput on the MPW Stage 2 IMT	Annual container freight throughput on the MPW Stage 2 development reaches 50,000 TEU, 250,000 TEU and 500,000 TEU.	-	Within 90 days of trigger event	Asset Manager Site HSE Manager

4.1.3. Monitoring during interim access

Monitoring during interim access arrangements will be undertaken in the same manner as described above for completed MAAI operations.

4.2. Reporting

Reporting requirements for traffic and access monitoring, auditing, and reporting as required in the CoCs will be undertaken in accordance with the overarching OEMP. These are additional to those required under the SEPP (Transport and Infrastructure) 2022.

Reporting requirements applicable to this OTAMP are summarised in Table 4-3.

Table 4-3 Traffic and access reporting requirements

Requirement	Responsibility	Frequency
CoC requirements		
BTODR	Asset Manager	Each six months following commencement of operation
Traffic Audit	Independent qualified person(s) approved by the Planning Secretary	Within 90 days of the following trigger: (a) the MPW Stage 2 development daily heavy vehicle movements (for operations) reaching 1,000 heavy vehicle movements for the first time, (b) annual container freight throughput on the MPW Stage 2 development reaching each of the following: 50,000 TEU, 250,000 TEU and 500,000 TEU, (c) as may be directed by the Planning Secretary from time-to-time.
Truck Trip Generation Survey Reporting	Site HSE Manager	Each six months following commencement of operation
Annual report on employee numbers	Asset Manager	One year after commencement of operation of the IMT facility and for up to 5 years from occupation of the final warehouse.
SEPP (Transport and Infrastructure) 2022 requirements		
Traffic Certification	ESR	For each application for complying development for freight intermodal facilities, freight support facilities and warehouse or distribution centres.

Requirement	Responsibility	Frequency
Traffic Audit	Independent traffic auditor approved by the Planning Secretary	Where the ongoing monitoring framework shows heavy vehicles visiting the development have reached the established interim thresholds of 25%, 50% and 75%.

4.3. Review and Improvement

Review and improvement of this OTAMP plan will be undertaken in accordance with the CoCs and Section 6.2 of the OEMP, if there is identified scope or cause for improvement.

Reviews may also be undertaken based on the outcomes of monitoring undertaken in accordance with Table 4-2, and the assessment of the effectiveness of mitigation and management measures detailed in Table 4-3.

Continuous improvement will be achieved by the ongoing evaluation of environmental management performance and effectiveness of this plan against environmental policies, objectives, and targets.

A copy of the revised and re-approved OTAMP and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure, as outlined in the OEMP.

In addition, the DCC will be reviewed after six months of operation and updated as required.

Where traffic certificates are progressively received for progressive warehouse operation under the SEPP (Transport and Infrastructure) 2021, they will be documented in updates to this OTAMP to demonstrate the current approved level of traffic, beyond the 1,654 heavy vehicles and 2,670 light vehicles identified in the SSD 7709 consent instrument.

4.4. Incidents

All traffic and access incidents occurring within, or directly related to vehicle movements to and from, the MPW Stage 2 Site will be reported and managed in accordance with LOGOS' Incident Reporting and Management Procedure. This includes attainment or exceedance of trigger values/criteria in Table 4-2.

Incidents are classified based on the incident's severity as described in Section 4.6 of the OEMP.

All incidents will be managed and reported according to Section 4.6 of the OEMP. Near misses or potential incidents should also be reported in accordance with the OEMP.

4.5. Complaints

Traffic and access complaints will be handled in accordance with Section 4.5.1 of the OEMP and the Community Communication Strategy.

4.6. Non-compliance, non-conformances and corrective actions

Traffic and access related non-compliance, non-conformances and resulting corrective actions will be managed in accordance with Section 6.4 of the OEMP.

Appendix A – Evidence of Consultation

[redacted]

From: [redacted]
Sent: Wednesday, 23 August 2023 3:31 PM
To: [redacted]
Cc: [redacted]
Subject: RE: for assessment SYD16/01747/14 - Meeting Request for Moorebank OTAMP: Interim Access - SSD 7709 (fA14682409)

[redacted],
Relevant to the Operational Traffic and Access Management Plan (OTAMP) dated 28 July 2023 and noting the OTAMP would operate in parallel with the CTAMP which is currently with the DPE, please note TfNSW has not identified any concerns with the OTAMP.

[redacted]
Senior Land Use Planner
Land Use Assessment Western
Planning and Programs
Greater Sydney
Transport for NSW

E [redacted]

27-31 Argyle Street
Parramatta NSW 2150

Transport for NSW

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL: Sensitive – NSW Government

OFFICIAL

From: [redacted]
Sent: Tuesday, 22 August 2023 8:36 PM

To: [redacted]

Cc: [redacted]

[redacted] - Meeting Request for Moorebank OTAMP: Interim Access - SSD 7709 (fA14682409)

To All,

Could we please receive an update on the OTAMP response from TfNSW. We were expecting this advice on 21.08.23, as per previous advice received from TfNSW.

Happy to receive a call or set up a meeting to discuss.

[redacted]

Senior Development Manager

[redacted]

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

logosproperty.com

LOGOS

From: [redacted]
Sent: Monday, August 14, 2023 5:38 PM
To: [redacted]
Cc: [redacted]
Subject: RE: for assessment SYD16/01747/14 - Meeting Request for Moorebank OTAMP: Interim Access - SSD 7709 (fA14682409)

Hi [redacted],

Thankyou for Transports time last week.

As requested please find attached the CTAMP that is with DPE for approval. This has already been reviewed and accepted by TfNSW. As discussed the OTAMP is proposed to operate in parallel with the CTAMP, and re-confirming the OTAMP has been developed with consideration and inclusion of the construction traffic within the CTAMP.

Please let us know if you require any further information and feel free to reach out to discuss any queries you may have.

[redacted]

Senior Development Manager

[redacted]

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

logosproperty.com

LOGOS

-----Original Appointment-----
From: [redacted]
Sent: Wednesday, August 2, 2023 11:41 AM
To: [redacted]
Cc: [redacted]
Subject: for assessment SYD16/01747/14 - Meeting Request for Moorebank OTAMP: Interim Access - SSD 7709 (fA14682409)
When: Thursday, 10 August 2023 3:00 PM-3:30 PM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: Microsoft Teams Meeting

I wish to clarify that the purpose of this meeting is for Logo to provide a briefing of their DRAFT OTAMP for the Moorebank Logistics Park – West Precinct Stage 2

[redacted]
Senior Land Use Planner
Land Use Assessment Western
Planning and Programs
Greater Sydney
Transport for NSW

E[redacted]

27-31 Argyle Street
Parramatta NSW 2150

Transport for NSW

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

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OFFICIAL: Sensitive – NSW Government

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

From: [redacted]
Date: Friday, 28 July 2023 at 4:52 pm
To: [redacted]
Cc: [redacted]
Subject: RE: Moorebank OTAMP: Interim Access

Hi [redacted]

Following on from the below correspondence please find attached the draft OTAMP for consultation. Please note Section 5.1 and Appendix A will be completed following consultation with yourselves and Liverpool City Council.

We have an internal placeholder for 2pm on 9 August 2024 to run through this OTAMP with your team, can you please let us now if this time suits your calendars.

Please let us know if you have any questions or require further information to assist with your review.

Have a great weekend!

Kind Regards,

[redacted]

Senior Development Manager

[redacted]

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

logosproperty.com

LOGOS

From: [redacted]
Sent: Monday, July 24, 2023 5:28 PM
To: [redacted]
Cc: [redacted]
Subject: Moorebank OTAMP: Interim Access

Hi [redacted]

As discussed we would like to set up a meeting with TfNSW to go through the OTAMP that we have developed. The OTAMP proposes an interim phase of operational access through the MAAI intersection. I understand [redacted] has already briefly mentioned this [redacted].

We will aim to get you the draft OTAMP this week and propose to have a meeting with TfNSW on 9 August 2024 to go through. I have put a placeholder in our internal calendar for 2-3pm. Please let know us know if this day and time suits.

We would be happy for your team to attend this meeting in person, and if time permits we are happy to include a site tour around the development.

[redacted]
Senior Development Manager
[redacted]
Level 29 / Aurora Place, 88 Phillip Street
?Sydney NSW 2000 Australia
logosproperty.com
LOGOS

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[redacted]

From: [redacted]
Sent: Wednesday, 30 August 2023 10:27 PM
To: [redacted]
Cc:
Subject: Re: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

Hi [redacted]

This to confirm that Council has been consulted on the abovementioned plan, and responses/comments have been provided to issues raised.

Regards

[redacted]
Manager Transport Management

[redacted]
Principal Transport Planner

LIVERPOOL CITY COUNCIL [redacted]
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia
www.liverpool.nsw.gov.au

We acknowledge the traditional custodians of the land that now resides within Liverpool City Council's boundaries, the Darug and Dharaw

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From: [redacted]
Sent: Wednesday, August 30, 2023 16:53
To: [redacted]
Cc: [redacted]
Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

[redacted]

Please find attached our response to Council's comments on the Operational Traffic and Access Management Plan (OTAMP Rev05). As noted for item 12, an updated plan would be provided to Council for information following approval of the plan by the Planning Secretary.

If you could reply confirming that consultation with Council has been closed out, that would be appreciated.

Any questions, please ask.

Thanks

[redacted]
General Manager, Environment
Aspect Environmental

[redacted]

[redacted]

From: [redacted]
Sent: Monday, August 28, 2023 5:25 PM
To: [redacted]
Cc: [redacted]
Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

[redacted]

Please find attached Council's comments on the OTAMP.

Should you require clarification on the comments, contact us again.

Regards

[redacted]
Transport Planning

[redacted]
Principal Transport Planner

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: Friday, August 25, 2023 3:54 PM
To: [redacted]
Cc: [redacted]
Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

[redacted]

Any update on Council's comments on the OTAMP, if any?

Thanks

[redacted]
General Manager, Environment
Aspect Environmental

[redacted]

[redacted]

ISO 45001 ISO 14001 ISO 9001

From: [redacted]
Sent: Wednesday, August 23, 2023 4:58 PM
To: [redacted]
Cc: [redacted]
Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

[redacted]

We thought we would let you know that TfNSW has indicated that they are comfortable with the OTAMP. They were reviewing in parallel with your review.

Thanks

[redacted]
General Manager, Environment
Aspect Environmental

[redacted]

[redacted]

From: [redacted]
Sent: Tuesday, August 22, 2023 11:24 AM
To: [redacted]
Cc: [redacted]
Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

[redacted]

OTAMP Rev05 is attached as requested.

Thanks

[redacted]
General Manager, Environment
Aspect Environmental

[redacted]

[redacted]

From: [redacted]
Sent: Tuesday, August 22, 2023 11:19 AM
To: [redacted]
Cc: [redacted]
Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

Hi [redacted],

I note the request below, please can you email a copy of the plan to us.

We would endeavour to respond during the week.

Regards

[redacted]

[redacted]
Principal Transport Planner

LIVERPOOL CITY COUNCIL

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

We acknowledge the traditional custodians of the land that now resides within Liverpool City Council's boundaries, the Darug and Dharaw

From: [redacted]
Sent: Tuesday, August 22, 2023 9:41 AM
To: [redacted]
Cc: [redacted]
Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

[redacted]

Could you please provide Council's comments on the OTAMP or confirm that Council has no comments.

We'd like to be able to close out the required consultation with Council.

Thanks

[redacted]
General Manager, Environment
Aspect Environmental

[redacted]

[redacted]

ASPECT

ISO 45001 ISO 14001 ISO 9001

From: [redacted]
Sent: Friday, August 18, 2023 2:32 PM
To: [redacted]
Cc: [redacted]

[redacted]

Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

Hi [redacted]

I received no specific comments or feedback.

Kind regards,

[redacted]
Acting Manager City Planning

LIVERPOOL CITY COUNCIL

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

We acknowledge the traditional custodians of the land that now resides within Liverpool City Council's boundaries, the Darug and Dharaw

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From: [redacted]
Sent: Friday, August 18, 2023 11:32 AM
To: [redacted]
Cc: [redacted]
Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

[redacted]

Just chasing up regarding Council's review of the MPW 2 OTAMP.

Could you please advise when we can expect a response?

Thanks

[redacted]
General Manager, Environment
Aspect Environmental

[redacted]

[redacted]

From: [redacted]
Sent: Monday, July 31, 2023 10:29 AM
To: [redacted]
Cc: [redacted]
Subject: RE: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

Thanks [redacted]

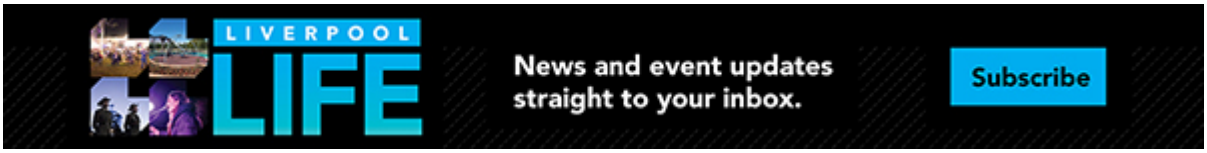
Looks like there was a slight typo in [redacted]

Cheers,

[redacted]
Acting Manager City Planning

LIVERPOOL CITY COUNCIL

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: Monday, July 31, 2023 10:22 AM
To: [redacted]
Cc: [redacted]
Subject: SSD 7709 - Moorebank Precinct West Stage 2 - Operational Traffic and Access Management Plan - for consultation

[redacted]

Aspect Environmental, on behalf of Logos, is in the process of preparing the Operational Environmental Management Plan (and sub-plans) in advance of operational activities commencing at the Moorebank Intermodal Precinct – West under the MPW Stage 2 (SSD 7709) development consent.
Condition B118 of the consent requires the preparation of an Operational Traffic and Access Management Plan (OTAMP) in consultation with Liverpool City Council. Accordingly, the OTAMP is attached for your review and comment.

We would appreciate your comments by Friday 18 August 2023.

Any questions, please ask.

Thanks

[redacted]
General Manager, Environment
Aspect Environmental

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Thursday, 20 October 2022 11:23 AM
To: [redacted]
Subject: RE: MPW Stage 2 (SSD 7709) - Operational Environmental Management Plan Consultation

Hi [redacted]

Thanks for reaching out, [redacted] is best for all things Traffic, please forward the SWQMP to [redacted].

Kind regards,

[redacted]
Coordinator Strategic Planning

LIVERPOOL CITY COUNCIL

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

We acknowledge the traditional custodians of the land that now resides within Liverpool City Council's boundaries, the Darug and Dharaw

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From: [redacted]
Sent: Thursday, 20 October 2022 10:56 AM
To: [redacted]
Subject: MPW Stage 2 (SSD 7709) - Operational Environmental Management Plan Consultation

Hi [redacted]

Aspect Environmental is in the process of preparing the Operational Environmental Management Plans for operational activities at Moorebank Intermodal Precinct – West.

As required by CoC B38 and B118 of SSD 7709, Liverpool City Council must be consulted with on the Stormwater Quality Monitoring Program (SWQMP) and Operational Traffic and Access Management Plan (OTAMP).

Can you please confirm that you are best placed to receive these documents for consultation? If not, can you please direct me to the correct person within Liverpool City Council?

We expect these plans to be ready for consultation by mid-November.

Thanks,

ASPECT

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

Disclaimer

Appendix B – Final Compilation of Management Measures

FCMM	Requirement	Where addressed
0C	The Operational Environmental Management Plan (OEMP), or equivalent, for the Proposal would be based on the following preliminary management plans. • Preliminary Operational Traffic Management Plan (POTMP) (Appendix M of the EIS). As a minimum, the OEMP would include the following sub-plans • Operational Traffic Management Plan (OTMP).	This OTAMP
1C	Moorebank Avenue/Anzac Road/Proposal site intersection would be upgraded to include a four-leg intersection as shown in Appendix G of the EIS. The funding of this intersection upgrade would be clarified through discussions with SIMTA and TfNSW	N/A
1D	The Operational Traffic Management Plan would be prepared based on the Preliminary Operational Traffic Management Plan (Appendix M of the EIS) and include the following key initiatives: • Heavy vehicle route management • Safety and amenity of road users and public • Congestion management on Moorebank Avenue • Road user delay management • Information signage, distance information and advance warning systems • Drivers' Code of Conduct • Incident management • Traffic monitoring.	Section 3 Section 4 Appendix C
1E	Consultation with TfNSW would be conducted regarding the provision for active transport to/from the Proposal site and along the internal perimeter road, as part of detailed design for the Proposal	Section 1.5 Section 3.2.10
1G	Consultation would be undertaken with relevant bus provider(s) regarding the potential to extend the 901 bus service (or equivalent) and additional bus stops with the aim of maximising public transport accessibility to and within the Proposal site.	Section 3.1.5 Section 3.2.7
1I	During operation, emergency vehicle access would be managed through an Emergency Vehicle Response Plan developed for the Proposal in consultation with the NSW Police Force, NSW Fire Brigade, NSW Rural Fire Service and the Ambulance Service of NSW, where appropriate	Addressed within the Emergency Response Plan for MPW Stage 2 development

Appendix C – Drivers' Code of Conduct Framework

1. Purpose and Objectives

The Diver's Code of Conduct (DCC) aims to minimise the impacts of operational 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 operation of the MPW Stage 2 development (the Development).

2. Responsibilities of Drivers

- Drivers are to follow **ALL** rules and regulations required by law including:
  - Hold a current and valid licence for the vehicle class they are operating
  - Always carry your current driver's licence 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 traffic signs and devices
  - Do not overload vehicles beyond its maximum load limits and/ or relevant approvals
- Drivers are to practice 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 access the warehousing area via a left turn into the Warehouse entrance.
- Drivers of heavy vehicles must exit the Development via a left turn only.
- Drivers are to follow the appropriate turnaround routes and exit via the heavy vehicle access, if unauthorised to enter the development.
- Drivers must follow the appropriate routes onsite.
- Drivers must always behave in a professional manner. No yelling at others.
- Drivers must adhere to the approved nominated routes for operations, consistent with the OTAMP (refer to Figure 3-1) and they must not use roads if their weight is over the posted load limit.
- Drivers must not consume or be under the influence of alcohol or drugs whilst on duty
- Drivers are not to queue or wait on any public road, unless approved and agreed with relevant authorities (e.g., RMS and Local Councils) and ESR Asset Manager.
- Drivers are not to park or leave equipment including plant, bins, or containers on or adjacent to local roads or footpaths in the vicinity of the Development.
- Drivers must not use Cambridge Avenue to access the Development.
- Drivers must have completed their vehicle booking system registration, safety training, induction and obtained their RFID card, before they will be permitted access to the Development for deliveries and pickups.

- Drivers must never leave the vehicle with the engine running. Drivers parking their vehicles are to engage the park brake and leave the vehicle in gear.
- Drivers must adhere to the 20 km/hr internal road speed limit, unless stated otherwise.
- Drivers must attempt to limit the amount of reversing that they undertake onsite.
- Drivers must not use engine braking on or within the vicinity of the Development.
- Drivers leaving their vehicle must wear appropriate personal protective equipment.
- Drivers must enter and exit the development gates in a forward direction, under no circumstances are drivers allowed to reverse onto a public road, unless approved by the relevant authorities.
- Use of tonal-reversing alarms must be minimised as far as possible, except as required in an emergency situation or by legislation. Where possible tonal alarms should be replaced by quieter options.
- Vehicles must be wholly contained on site before being permitted to stop.
- All loading and unloading of materials shall be carried out on-site.
- Heavy vehicles and bins associated with the development may not be parked on local roads or footpaths in the vicinity of the site.
- Vehicles must not transfer debris or waste onto public roads. If any materials are deposited on the roads, then the Warehouse Manager 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.
- Truck loads must be covered and tailgates must be swept clean before leaving the development.
- If approached by individuals with enquiries about the development, drivers are not to engage with the individual beyond providing them with the Community Consultation contact details.
- As a courtesy to individuals who may be impacted by driver behaviour, drivers will:
  - Not use compression braking unless it is an emergency situation
  - Ensure no extended periods of idling
  - Ensure that there is no littering
  - Remain calm and courteous when in contact with 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.
- Drivers must follow the instructions of the respective warehouse management in relation to the quantities of dangerous goods being transported from and to the development.

3. Monitoring

Failure to comply with this DCC may lead to either the issue of a warning notice or disciplinary action. In addition to this, supervisors will be required to undertake formal

observations/ review of compliance at three-monthly intervals and document and undertake any remedial actions with drivers, as required.

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.