
LOGOS

Construction Traffic and Access Management Plan – Addendum

Moorebank Intermodal Precinct – Precinct
West South

Moorebank Intermodal Precinct – Precinct West South

SSD 5066 (MPW Concept and Stage 1) Approval

EPBC 2011/6086 Approval

Construction Traffic and Access Management Plan – Addendum

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Acronyms and Definitions

Acronym / Term	Meaning
Addendum	Construction Traffic and Access Management Plan – Addendum
CDC	Complying Development Certificate issued by the Certifier under the TISEPP
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval as detailed in the EPBC Act Approval EPBC 2011/6086
CoC	Conditions of Consent as detailed in the EP&A Act Development Consent SSD 5066 (Concept Approval)
Contractor's CLM	Contractor's Community Liaison Manager
Contractor's CM	Contractor's Construction Manager
Contractor's EM	Contractor's Environmental Manager
Contractor's PM	Contractor's Project Manager
Council	Liverpool City Council
CTAMP	Construction Traffic and Access Management Plan
Cth DCCEEW	Commonwealth Department of Climate Change, Energy, the Environment and Water, formally the <u>Department of Agriculture, Water and the Environment</u> (DAWE)
DCC	Drivers Code of Conduct (Appendix B)
EIS	Environmental Impact Statement
Environmental Emergency	Any event that causes or has the potential to cause material harm to the environment. An environmental emergency is a Class 3 incident.
Environmental Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. Environmental incidents include pollution incidents and environmental emergencies. Environmental incidents may arise from natural (e.g. storm, wind or bushfire) or human factors.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
MPW Concept Approval	MPW Concept Approval (SSD 5066), granted by (the now) DPIE 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.
MPW Concept EPBC Act Approval	Commonwealth Approval (No. 2011/6086) granted in September 2016 under the Environment Protection and Biodiversity Conservation Act 1999, for the impact of the MPW Project on listed threatened species and communities (sections 18 and 18A of the EPBC Act) and Commonwealth action (sections 28 of the EPBC Act).
MPW Stage 2	Moorebank Precinct West Stage 2, SSD 7709

Acronym / Term	Meaning
MPW Stage 3	Moorebank Precinct West Stage 3, SSD 10431
MPW South Site	The Project area, as defined within Figure 1-1 and sitting outside the footprint of SSD 7709, but within SSD 5066.
Non-compliance	An occurrence, set of circumstances, or development that results in a non-compliance or is non-compliant with CDC 230736/01, Development Consent SSD 5066 or EPBC Act Approval (EPBC 2011/6086) Conditions of Approval but is not an incident.
Non-conformance	Observations or actions that are not in strict accordance with the CEMP and the aspect specific sub-plan.
Principal's Representative	The Project Management Team and Environmental Specialists
TfNSW	Transport for NSW
The Project	The construction of the five warehouses and associated ancillary development on the MPW South Site, as defined within Figure 1-1
REMMs	Revised Environmental Management Measures. These are the management and mitigation measures presented in the MPW Concept Plan Supplementary RtS (August 2017).
RMS	Roads and Maritime Services
SSD	State significant development
SSFL	Southern Sydney Freight Line
TISEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021

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- Appendix A – Compliance Tables
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1. Introduction

This Construction Traffic and Access Management Plan – Addendum (CTAMP – Addendum) applies to construction activities being undertaken at the Moorebank Precinct West (MPW) South Site, in Moorebank, New South and addresses:

- the relevant conditions of the 2011/6086 Approval issued under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- the relevant conditions of the MPW – Concept and Stage 1 (State significant development (SSD) 5066) Development Consent
- the applicable complying development conditions issued with the Complying Development Certificate (CDC) 230736/01 in accordance with Chapter 6 of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP).

The MPW Stage 2 Construction Environmental Management Plan (CEMP) and sub-plans were originally approved by the (then) Department of Planning, Industry and Environment (DPIE) prior to the commencement of construction in accordance with Condition of Consent (CoC) C3 of the MPW Stage 2 (SSD 7709) Development Consent.

The MPW Stage 3 (SSD 10431) Development Consent was issued by the Independent Planning Commission (IPC) on 11 May 2021. CoC B17 required a CEMP to be approved by the Planning Secretary prior to commencement of construction. CoC B19 allows the Applicant to prepare standalone CEMP and relevant sub-plan documents or update versions of CEMP documents already approved by the Planning Secretary as part of the MPW Stage 2 (SSD 7709) Development Consent. The MPW Stage 2 CEMP and sub-plans were subsequently updated to include the requirements of the MPW Stage 3 SSD 10431 Development Consent and approved by the Planning Secretary.

This Addendum to the latest approved MPW Stage 2/3 CTAMP has been prepared to apply environmental management measures, where relevant, consistently for the construction of the MPW South Project (the Project), and meet the relevant conditions of the applicable development consents and approvals. This Addendum forms a sub-plan to the MPW Stage 2 CEMP – Addendum that has been prepared for the Project.

The location of the Project site is shown in Figure 1-1.

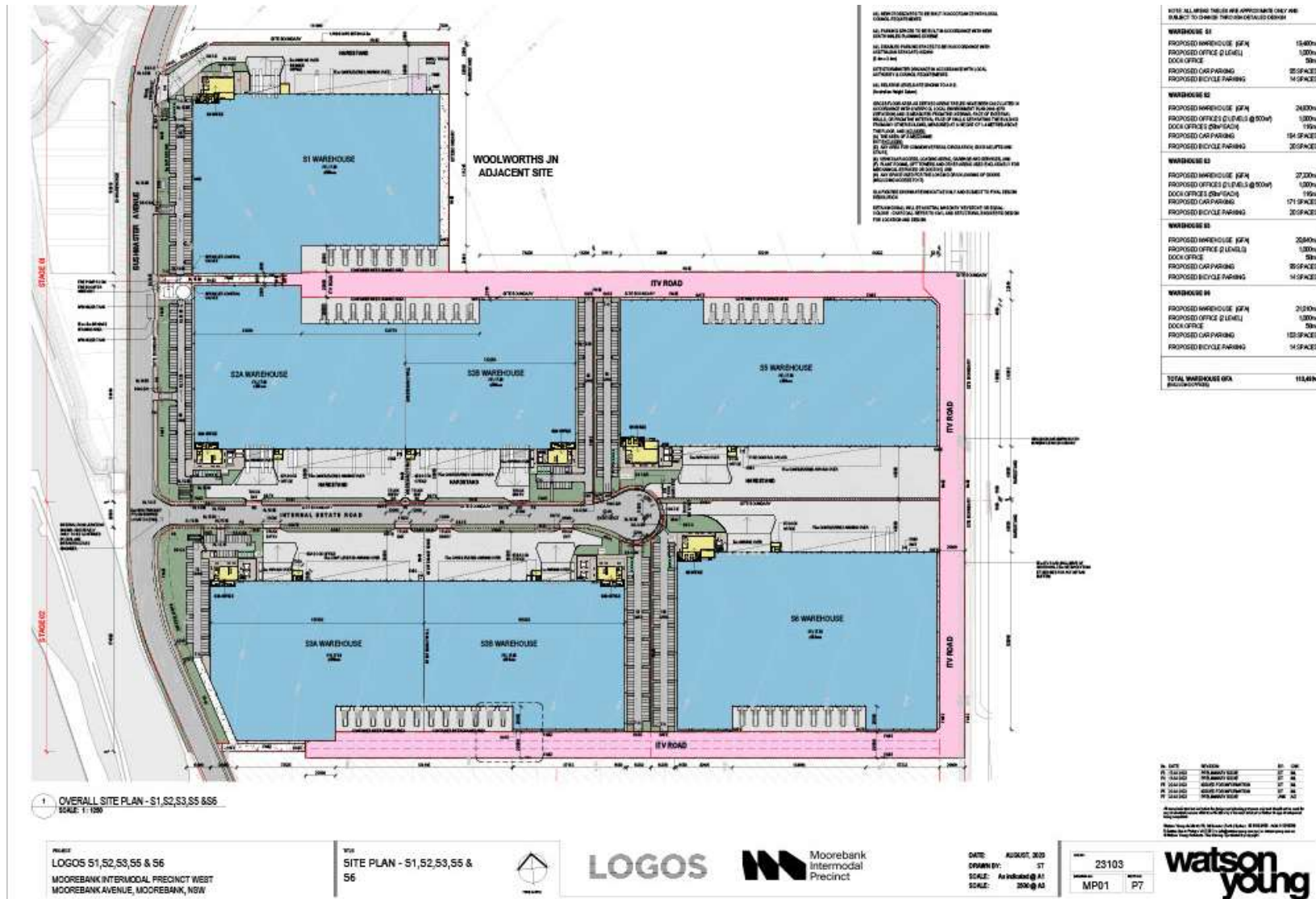
The Project currently involves the construction and operation of five warehouses (S1, S2, S3, S5 and S6) on the MPW South Site, as well as ancillary works including landscaping and infrastructure (see Figure 1-2). As development within the MPW South Site progresses, the MPW Stage 2/3 CEMP – Addendum and associated sub-plans (including this CTAMP – Addendum) will be updated to reflect the adjusted scope.

Figure 1-1 MPW South Site location



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Figure 1-2 The Project: MPW South Site development



1.1. Project Approvals

The Project was approved under both the EPBC Act *and Environmental Planning and Assessment Act 1979* (EP&A Act). The approvals and consents granted under these Acts include conditions relevant to construction.

The EPBC 2011/6086 Approval was granted on 27 September 2016 and includes environmental conditions relevant to the management of traffic impacts during construction and relevant to this Addendum. This Addendum has been prepared under Condition of Approval (CoA) 21.

The SSD 5066 Development Consent was granted on 3 June 2016. This consent, excluding those conditions related to Stage 1 (early works), are applicable to the Project.

CDC 230736/01 for the Project was issued under the TISEPP on 27 February 2024. The CDC included conditions relevant to the construction of the Project but not specifically relevant to traffic and access management and to this Addendum.

The compliance of this Addendum with the relevant conditions of the approvals and consents is detailed in Section 2.1.

1.2. Addendum Purpose and Application

This Addendum has been developed to address the relevant requirements of the approvals and consents, as applicable to traffic and access. It aims to demonstrate how traffic and access impacts will be managed during construction of the Project.

It provides methods to monitor, measure, reduce and mitigate these impacts by contractors during the construction of the Project, including all sub-contractors and consultant partners.

This Addendum was developed in reference to the following documents:

- Complying Development Assessment – Warehouse S1, S2, S3, S5 and S6 (Aspect, 2023)
- MPW Stage 2/3 CEMP
- MPW Stage 2/3 CTAMP
- MPW South CEMP – Addendum

This Addendum will be implemented to manage the potential impacts of the Project on traffic and access during construction. Construction will not commence until this Addendum has been submitted to the Minister responsible for the EPBC Act (or delegate). Construction will be undertaken in accordance with the most recent, approved version of this Addendum.

1.3. Objectives and Targets

The objectives and targets for this Addendum are the same as those detailed in Table 1-1 (Section 1.3) of the most recently approved version of the MPW Stage 2/3 CTAMP.

1.4. Consultation

The MPW Stage 2/3 CTAMP was prepared in consultation with stakeholders as detailed in Table 1-2 of the MPW Stage 2/3 CTAMP.

Community consultation measures on construction activities that may disrupt traffic flows or impact on pedestrian routes, cycle ways, traffic conditions or access to public transport is detailed in Section 3.3.

No stakeholder consultation was required for the preparation of this Addendum.

2. Environmental Management

2.1. Legislative Requirements

The regulatory framework for the Project is outlined within the Compliance and Obligations Register (refer to Appendix A). This register identifies relevant legislative instruments, their key objectives and relevance to the Project, including legislative and voluntary obligations, permits and licences, standards and guidelines, and relevant CoA and management measures.

Where updated or revised versions of guidelines, protocols, standards or policies, or a replacement of them are available, the most recent versions should be applicable to this Plan.

2.1.1. Compliance Matrix

The Project is being delivered under approvals and consents granted under the EPBC Act and EP&A Act (including SSD 5066 and CDC issued by the Private Certifier, as applicable to the MPW South Site). These approvals and consents include requirements to be addressed in this Addendum and to be met during the construction of the Project. The conditions specific to the development of this Addendum are detailed in Table 2-1.

Table 2-1 Approvals and consents compliance matrix

CoA/ CoC	Requirement	Section	How Addressed
EPBC 2011/6086 Approval			
1	The person taking the action must not undertake (or permit to be undertaken) any construction activities or operations outside the development footprint as depicted in Annexure 1.	Section 1, Figure 1-1	The MPW South Site lies within the footprint of the MPW Site, as depicted within Annexure 1 of the EPBC Approval.
2	<p>For the protection of the environment, including listed threatened species and communities, the person taking the action must prepare a construction environmental management plan (CEMP) addressing at least the elements outlined in Conditions 5 to 13.</p> <p>Apart from early works as described in Condition 3, construction must not commence until all specified CEMP approvals have been obtained in writing, and once approved, the CEMP must be implemented.</p> <p>The CEMP may be prepared in stages, in which case the corresponding stage must be clearly defined, and construction of that stage must not commence until all specified approvals have been obtained in writing.</p>	This Addendum and the MPW Stage 2/3 CEMP – Addendum	<p>The MPW Stage 2/3 CEMP and relevant sub-plans have been previously approved by the (now) Commonwealth Department of Climate Change, Energy, the Environment and Water (Cth DCCEEW).</p> <p>This Addendum has been prepared and provided to Cth DCCEEW under Condition 21 as a variation to a previously prepared and approved management plan.</p>

CoA/ CoC	Requirement	Section	How Addressed
	Sections of the CEMP and OEMP relating to traffic must be prepared by a suitably qualified expert and must:	This Addendum	This Addendum has been reviewed and endorsed by a suitably qualified traffic consultant.
5	a) be consistent with the Traffic, Transport and Access Provisional Environmental Management Framework (2 July 2014), provided at Appendix O to the finalised EIS	This Addendum	This Framework is found in Appendix H of the MPW Concept and Stage 1 EIS (Parsons Brinkerhoff, July 2014). Management measures that are consistent with this are identified in the frameworks as applicable to construction traffic and access are identified in Section 3.3.
	b) incorporate all measures 4A to 4Q from Table 7.1 of the finalised EIS that are described as 'mandatory	Appendix A	Assessment of the Project against relevant Revised Environmental Management Measures (REMMs) is provided in Appendix A.
	c) 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	Appendix A	Assessment of the Project against relevant REMMs is provided in Appendix A.
	d) be approved by the Minister or a relevant New South Wales regulator.	NA	This Addendum is provided to Cth DCCEEW under Condition 21 for information. No approval is required.
18	The person taking the action must maintain accurate records substantiating all activities associated with or relevant to the conditions of approval, including measures taken to implement any management plans or strategies required by this approval, and make them available upon request to the Department. Such records may be subject to audit by the Department or an independent auditor in accordance with section 458 of the EPBC Act, or used to verify compliance with the conditions of approval. Summaries of audits will be posted on the Departments website.	Section 4	Compliance, environmental monitoring and auditing requirements have been development in accordance with relevant CoC and CoA.

CoA/ CoC	Requirement	Section	How Addressed
	The results of audits may also be publicised through the general media.		
19	Unless otherwise agreed in writing by the Minister, within three (3) months of every twelve (12) month anniversary of the commencement of construction, the person taking the action must publish a report on their website addressing compliance with each of the conditions of this approval, including implementation of any management and strategies as specified in the conditions. Documentary evidence providing proof of the date of publication and non-compliance with any of the conditions of this approval must be provided to the Department at the same time as the compliance report is published. Reports must remain published for the life of this approval. The person taking the action must continue to publish these reports each year until such time as agreed in writing by the Minister.	Section 4	Details of compliance monitoring and assessment are consistent with this CoA.
20	Upon the direction of the Minister, the person taking the action must ensure that an independent audit of compliance with the conditions of approval is conducted and a report submitted to the Minister. The independent auditor, and audit criteria, must be approved by the Minister prior to the commencement of the audit. Audit criteria must be agreed to by the Minister and the audit report must address the criteria to the satisfaction of the Minister.	Section 4	Details of independent environmental auditing requirements are provided in Section 4 and within the CEMP – Addendum.
21	The person taking the action may choose to revise a management plan or strategy approved by the Minister under Conditions 2, 4 or 14 without submitting it for approval under section 143A of the EPBC Act, if the taking of the action in accordance with the revised plan or strategy would not be likely to have a new or increased impact. If the person taking the action makes this choice they must: <ul style="list-style-type: none"> a) notify the Department in writing that the approved plan or strategy has been revised and provide the Department with an electronic copy of the revised plan or strategy b) implement the revised plan or strategy from the date that the plan or strategy is submitted to the Department 	This Addendum	This Addendum has been provided to Cth DCCEEW under Condition 21 as a variation of an already-approved management plan.

CoA/ CoC	Requirement	Section	How Addressed
	<p>c) for the life of this approval, maintain a record of the reasons the approval holder considers that taking the action in accordance with the revised plan or strategy would not be likely to have a new or increased impact.</p> <p>Note: Condition 21 does not affect any obligation to consult or seek approval from a relevant New South Wales regulator when revising a management plan or strategy.</p>		
27	<p>Unless otherwise agreed to in writing by the Minister, the person taking the action must publish all management plans and strategies referred to in these conditions of approval (including the finalized EIS) on their website. Each management plan and strategy must be published on the website within one (1) month of being approved by the Minister or being submitted under Condition 21.</p>	This Addendum	<p>Following submission of this Addendum under Condition 21, it will be published on the Applicant's website</p>

SSD 5066 Development Consent

E12	<p>All future Development Applications must include adequate measures to prevent heavy vehicles associated with the construction or operation of the facility from using Cambridge Avenue.</p>	Section 3.3 Appendix B	<p>Consistent with the requirements of the MPW Stage 2/3 CTAMP, measures will be implemented during construction to prevent heavy vehicles from using Cambridge Avenue.</p> <p>Appendix B provides a Drivers Code of Conduct (DCC).</p>
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CDC 230736/01

The CDC did not identify conditions relating to traffic and access.

2.2. Roles and Environmental Responsibilities

Key roles and responsibilities associated with the implementation of this Addendum are detailed in Table 2-5 of the MPW Stage 2/3 CTAMP.

2.3. Training

Appropriate training and inductions for construction and site personnel will be undertaken in accordance with Section 2.7 of the MPW South CEMP – Addendum.

The Project induction will include obligations that are specific to this CTAMP – Addendum, including the requirements of the DCC (Appendix B).

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

Records of all training and inductions are to be filed in accordance with the document control system outlined in the MPW South CEMP – Addendum.

3. Implementation

3.1. Existing Environment

Section 3.1 of the MPW Stage 2/3 CTAMP describes the existing environment, as applicable to traffic and access in terms of:

- The existing local road network
- The road upgrades required under the MPW Stage 2 (SSD 7709) consent
- Approved construction volumes for the Precinct.

These details are consistent with the existing environment applicable to this CTAMP – Addendum.

3.2. Construction Overview

Section 1.2 of the MPW South CEMP – Addendum describes the Project, including construction activities, construction hours and ancillary construction activities.

Section 3.2, Appendix E and Appendix F of the MPW Stage 2/3 CTAMP details the aspects of construction applicable to the MPW Stage 2/3 Project. The following summarises how these aspects are applicable to the MPW South Site:

- Construction vehicles size and type will be consistent with Section 3.2.1 of the MPW Stage 2/3 CTAMP.
- Heavy vehicle and haulage routes will be consistent with Section 3.2.2 of the MPW Stage 2/3 CTAMP.
- A DCC, as applicable to the MPW South Site, has been prepared and is provided in Appendix B.
- A Fill Importation Management Protocol is provided as Appendix F of the MPW Stage 2/3 CTAMP and remains applicable to this Project.
- Oversized vehicles will be managed in accordance with Section 3.2.2.1 of the MPW Stage 2/3 CTAMP.
- Traffic generation associated with the Project is consistent with Section 3.2.3 of the MPW Stage 2/3 CTAMP.
- Section 3.2.4 of the MPW Stage 2/3 CTAMP provides details and locations of construction access and compounds. These locations and conditions will be maintained and applicable to construction activities and access for the Project.
- Parking arrangements are consistent with Section 3.2.5 of the MPW Stage 2/3 CTAMP which includes provisions for construction activities that progress south into the footprint of the Project.
- Pedestrian and cycle access during construction will be provided consistently with Section 3.3.1.5 of the MPW Stage 2/3 CTAMP.
- The Project does not include works outside of the MPW South Site, on public or local roads. The need for traffic control devices is therefore unlikely. In the event that signs, traffic signals (permanent and temporary), road markings, pavement markers, traffic islands, and/or other devices placed or erected to regulate, inform, warn and/or guide

road users are required, the requirements of Section 3.3.2 of the MPW Stage 2/3 CTAMP will be applied. Notwithstanding, any traffic control required would be implemented per the latest revisions of documents outlined within Section 3.3.2 of the MPW Stage 2/3 CTAMP.

3.3. Management Measures

Management actions prescribed by this Addendum aim to avoid and minimise impacts on traffic and access as a result of the Project. Management measures to be implemented prior to, during and after construction are detailed in Table 3-1. These measures have been sourced from the MPW Stage 2/3 CTAMP and subsequently amended to be relevant for the construction of the Project.

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Table 3-1 Management measures

ID	Management Measure	Timing	Responsibility	Reference
Pre-Construction Management Actions				
Permits and Approvals				
TA-01	No construction zones to be installed on Moorebank Avenue without the express approval of Transport for NSW (TfNSW) / Roads and Maritime Services (RMS)	Prior to commencement of construction	Contractor's Project Manager (PM) Contractor's Traffic Engineer	REMM 4C REMM 4L
TA-02	Signposting works on Moorebank Avenue must be approved by RMS	Prior to commencement of construction	Contractor's PM Principal's Representative	REMM 4C REMM4L
TA-03	The Construction Contractor must obtain approval from relevant Authorities for all road, footpath and shared path occupancies, detours and closures, if required	Prior to commencement of construction	Contractor's Construction Manager (CM) Contractor's Traffic Engineer	REMM 4D REMM 4M

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ID	Management Measure	Timing	Responsibility	Reference
Consultation				
TA-04	<p>Inform local residents of construction activities and road network changes as a result of the Project. Notification may include:</p> <ul style="list-style-type: none"> Community notifications at least 7 days prior to changes to traffic conditions that may impact on the community or stakeholders Project signage at least 7 days prior to any changes that impact on pedestrian routes, cycle ways, traffic conditions or access to public transport. VMS signage on Moorebank Avenue advising motorists of construction traffic access routes during peak times of construction traffic. 	Prior to commencement of construction	Contractor's Community Liaison Manager (CLM)	REMM 4C REMM 4D REMM 4L EPBC CoA 5
Access, Egress and Signage				
TA-05	Warning signs to be installed on approach to and at construction site access and egress	Prior to commencement of construction	Contractor's Traffic Engineer / Contractor's Traffic Control Personnel	REMM 4C REMM 4L
TA-06	Establish pedestrian exclusion zones and walking routes that integrate into the existing pedestrian network	Prior to commencement of construction	Contractor's Traffic Engineer	REMM 4Q

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ID	Management Measure	Timing	Responsibility	Reference
Construction Management Actions				
Consultation				
TA-07	ABB to be consulted with throughout construction	Construction	Site Supervisors / Contractor's CLM	REMM 4J
Road Safety and Repairs				
	The process for maintenance and emergency repairs is:			
TA-08	<ul style="list-style-type: none"> Once damage that presents a safety risk is identified, the Site Supervisor and Contractor's PM will be notified Site Supervisor will implement traffic control and safety measures to reduce the safety risk to the public The Contractor's PM will notify RMS and Liverpool City Council of the safety issue In consultation with RMS and Liverpool City Council, an appropriate repair plan will be agreed and implemented as soon as practicable. 	Construction	Contractor's PM Contractor's Traffic Control Personnel Site Supervisor	REMM 4N
TA-09	Repair any damage caused by the Construction Contractors' activities, to any road, footpath, shared path or cycleway which is open to the public, and restore the road, footpath, shared path or cycleway to a condition at least equivalent to the condition it was in immediately prior to the occurrence of the damage as soon as practicable.	Construction – on identification of damage	Contractor's PM	REMM 4D

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ID	Management Measure	Timing	Responsibility	Reference
Access, Egress and Signage				
TA-10	Appropriate directional signage and traffic control will be used to ensure vehicles enter and exit the Project Site with minimal disturbance to other road users and advice of any changes in road conditions. Refer to Appendix D of MPW Stage 2/3 CTAMP	Construction	Contractor's Traffic Engineer	REMM 4C REMM 4L
TA-11	Any oversize vehicle trips to the Project Site will be undertaken in accordance with the Heavy Vehicle National Law. This may include route restrictions, maximum dimension/mass limits, specified operating conditions and the requirement for an access permit.	Construction	Contractor's Traffic Engineer Contractor's CM	REMM 4L EPBC CoA 5
TA-12	Traffic control signage and/or mechanisms will be located at each of the truck entry and exit points from the construction compounds to assist with vehicle movements and safe pedestrian/cyclist movements during construction.	Construction	Contractor's Traffic Engineer Contractor's Traffic Control Personnel	REMM 4C REMM 4L
TA-13	Emergency vehicle access to site to be maintained at all times	Construction	Site Supervisor	REMM 4L EPBC CoA 5
TA-14	Maintain access to neighbouring properties, in particular the ABB site.	Construction	Contractor's Traffic Engineer Contractor's PM	REMM 4J EPBC CoA 5
TA-15	Access to all properties affected by the carrying out of construction will be maintained, where feasible and reasonable, unless otherwise agreed by the relevant property owner or occupier.	Construction	Contractor's CM	REMM 4J EPBC CoA 5

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ID	Management Measure	Timing	Responsibility	Reference
TA-16	Safe pedestrian and cyclist access through or around worksites to be maintained where possible during construction. A safe alternate route will be provided and signposted, if necessary, including provision of temporary footpaths, separated from traffic, where pedestrian access is reliant on grassed verges.	Construction	Contractor's Traffic Engineer Contractor's CM Contractor's CLM	REMM 4D REMM 4Q
TA-16	Pedestrian walking routes and crossing points will be established and clearly marked throughout construction.	Construction	Contractor's Traffic Engineer Contractor's CM	REMM 4D REMM 4Q
Works Scheduling and Coordination				
TA-17	The transport of materials to the Project site will be managed and coordination to maximise vehicles loads and minimise vehicle movements during peak times.	Construction	Contractor's CM	REMM 4I REMM 4O EPBC CoA 5
TA-18	Works and transport of material to site will be scheduled to reduce the volumes of construction vehicles during peak periods.	Construction	Contractor's CM	REMM 4I REMM 4O EPBC CoA 5
TA-19	The importation of fill to the Project site will be in accordance with the Fill Importation Management Protocol (Appendix F of the MPW Stage 2/3 CTAMP)	Construction	Principal's Representative Contractor's CM Site Supervisor	REMM 4I REMM 4O EPBC CoA 5

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ID	Management Measure	Timing	Responsibility	Reference
Heavy Vehicle Management				
TA-20	All vehicles to travel via nominated construction truck / haulage routes. Use of local roads is prohibited.	Construction	Principal's Representative Contractor's CM Site Supervisors	EPBC CoA 5
TA-21	The DCC (Appendix B) to be adhered to at all times.	Construction	Heavy vehicle operators Site Supervisor	EPBC CoA 5
TA-22	All loads will be covered prior to leaving the site.	Construction	Heavy vehicle operators Site Supervisor	EPBC CoA 5
TA-23	All demolition and construction vehicles will be wholly contained within the site before stopping.	Construction	Heavy vehicle operators Site Supervisor	EPBC CoA 5
TA-24	All vehicles must enter and leave the site in a forward direction.	Construction	Heavy vehicle operators Site Supervisor	EPBC CoA 5
TA-25	Compression brakes will not be used by construction vehicles associated with construction in the vicinity of the Project site.	Construction	Contractor's PM Site Supervisor	EPBC CoA 5
TA-26	The use of heavy vehicles haulage of imported fill on Cambridge Avenue is prohibited	Construction	Contractor's PM Site Supervisor	SSD 5066 E12

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ID	Management Measure	Timing	Responsibility	Reference
Light Vehicle Management				
TA-27	Staff to use nominated car parking facilities within the site	Construction	Site Supervisor	EPBC CoA 5
TA-28	The use of car-pooling, other shared transport initiatives and public transport will be promoted	Construction	Contractor's PM Contractor's Environmental Manager (EM)	REMM 40
TA-29	<p>To manage construction worker car parking, the following will be communicated:</p> <ul style="list-style-type: none"> Provision of an on-site tool drop-off and storage facility to allow tradespeople to drop off and store their tools/specific machinery for the Project Location of on-site car parking Display public transport timetable information and details of the TfNSW NSW Trip Planner website at key locations within the Project work site and ensure that it is easily accessible by staff. 	Construction	Site Supervisor Contractor's EM	EPBC CoA 5

Construction Traffic and Access Management Plan – Addendum Moorebank Intermodal Precinct – Precinct West South

ID	Management Measure	Timing	Responsibility	Reference
Traffic Incident Response				
TA-30	<p>In the event of a site safety incident relating to traffic, the following procedures will be implemented in addition to the Crash or Incident Procedure section in Appendix B – DCC:</p> <ul style="list-style-type: none"> • Stop vehicle/personnel involved in the incident immediately (or as appropriate). Operate warning lights and warn other drivers to slow down. • Immediately begin warning other road users in the safest means possible; • Use an appropriate TCP (see Section 3.3 of the MPW Stage 2/3 CTAMP) and use traffic controllers and signage where necessary; and • If a queue will be generated by the emergency incident, provide warning signs to inform road users and minimise the potential for end of queue collisions. 	Construction	<p>Heavy vehicle operators Contractor's Traffic Engineer Contractor's Traffic Control Personnel Contractor's CM</p>	EPBC CoA 5
TA-31	In the event of spillage, clear the spill whilst engaging appropriate safety standards as relevant to the event. Traffic will be directed around the incident.	Construction	<p>Contractor's Traffic Control Personnel Contractor's CM Contractor's EM</p>	EPBC CoA 5
TA-32	In the event of inclement weather such as flooding, traffic control personnel may be utilised to manage traffic flows around the flooding and emergency road diversions will be out in place if necessary in consultation with Liverpool City Council and RMS	Construction	<p>Contractor's Traffic Engineer Contractor's Traffic Control Personnel</p>	EPBC CoA 5
TA-33	Immediately advise the Principal's Representative of any accident or incident that involves serious injury, hospitalisation or a fatality.	Construction	<p>Contractor's PM Contractor's Health and Safety Manager</p>	EPBC CoA 5

Construction Traffic and Access Management Plan – Addendum Moorebank Intermodal Precinct – Precinct West South

ID	Management Measure	Timing	Responsibility	Reference
Unpredicted Impacts				
TA-34	Construction vehicle movements, traffic controls and network conditions will be monitored, and additional management measures will be developed and implemented in response to any previously unpredicted impacts. Where necessary additional measures will be developed in consultation with Liverpool City Council and RMS.	Construction	Contractor's Traffic Engineer Contractor's Traffic Control Personnel	REMM 4I REMM 4O EPBC CoA 5 EPBC CoA 18
TA-35	<p>In the event that any unpredicted traffic and/or access related impacts and their consequences are identified, the following unpredicted impacts procedure will be implemented in addition to the Crash or Incident Procedure section in Appendix B – DCC:</p> <ul style="list-style-type: none"> Stop work / vehicle / personnel involved immediately (or as appropriate) Isolate the work area / vehicle if practical Notify appropriate Project personnel (e.g. Contractor's Construction Manager, Contractor's Traffic Engineer) Assess situation and implement remedial measures as required Works to re-commence when impact is managed If necessary, update any processes / procedures / management measures associated with this Plan to consider unpredicted impacts. 	Construction	All personnel to stop works Contractor's Traffic Engineer Contractor's Construction Manager	REMM 4I REMM 4O EPBC CoA 5
Monitoring				
TA-36	Monitoring will be undertaken as detailed in Section 4.1 of this Plan.	Construction	Contractor's CM Contractor's Traffic Engineer	REMM 4O EPBC CoA 5 EPBC CoA 18

4. Monitoring and Review

4.1. Environmental Monitoring

Monitoring, including site inspections, will be undertaken in accordance with Sections 4.1 and 4.2 of the MPW South CEMP – Addendum. Monitoring required to determine the effectiveness of management measures required by this Addendum are outlined in Table 4-1. All and any reviews undertaken will be documented. Note the identified indicators and triggers are applicable only when the source or cause is identified as directly resulting from construction activities associated with the Project. If the source is related to activities being undertaken within other parts of the Moorebank Intermodal Precinct under construction (either MPE or MPW Stage 2), then the monitoring activities and responses within the relevant CTAMP apply.

Table 4-1 Monitoring activities

Monitoring Activity	Indicator	Trigger	Response
Road safety	<ul style="list-style-type: none"> Number of incidents 	<ul style="list-style-type: none"> When an incident occurs on the Project site or in the vicinity of the Project site involving persons and/or activities associated with the Project. 	<ul style="list-style-type: none"> Identify cause of incident, and review safety guidance and onsite practices to rectify any issues as required. Communicate any changes in procedure and raise awareness of safe driving practices with all personnel (Refer to the Crash or Incident Procedure section in Appendix B – DCC).
<p>The heavy vehicle route plan:</p> <ul style="list-style-type: none"> origin of imported fill destination of demolition material and spoil heavy vehicle routes to and from the site management system for over-sized vehicles 	<ul style="list-style-type: none"> Number of times a non-specified source / route has been used Number of times a non-specified destination / route has been used Number of complaints Number of times an alternative to the nominated route path for oversized vehicles is used 	<ul style="list-style-type: none"> Where more than three (3) complaints are received over a one- month period during which construction at the Project site is active. Where a non-specified route, source and/or destination is used more than once. 	<ul style="list-style-type: none"> Review current options to identify issues that hinder accessibility. If alternative routes are recommended, update MPW Stage 2/3 CTAMP following appropriate approval processes. Communicate route guidance and updates as necessary to drivers. Coach drivers on appropriate protocols as required.

Monitoring Activity	Indicator	Trigger	Response
Queuing	<ul style="list-style-type: none"> Number of times queueing is identified to spill back into the road network 	<ul style="list-style-type: none"> Where more than one (1) instances of queuing on the roadway have been observed. 	<ul style="list-style-type: none"> Review the delivery schedule prepared by the Contractor. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the DCC.
Dust/dirt	<ul style="list-style-type: none"> Observed dust being tracked on to the road network from the Site's access 	<ul style="list-style-type: none"> On observation that an excessive amount of dust has been tracked on to the roadway. 	<ul style="list-style-type: none"> Deployment of additional water sprays. Relocation or modification of dust-generating sources. Check condition of vibrating grids to ensure they are functioning correctly.
Access and parking arrangements	<ul style="list-style-type: none"> Number of complaints Incorrect parking as a result of insufficient space Observed non-compliance with access arrangements 	<ul style="list-style-type: none"> Where more than three (3) complaints are received over a one-month period during which construction at the Project site is active. On observation of non-compliance with access arrangements. Repeated observation of incorrect parking of vehicles. 	<ul style="list-style-type: none"> Review access and parking arrangements to identify source of concern. Identify and implement mitigation measures. If complaints received after mitigation measures have been implemented, consider as part of review process.
Notification of residents and the community of any potential traffic disruptions	<ul style="list-style-type: none"> Number of complaints 	<ul style="list-style-type: none"> Where more than five (5) complaints from the community are received over a one-month period during which construction at the Project site is active. 	<ul style="list-style-type: none"> Review source/ feature of complaint and identify appropriate mitigation. Review after three months and adjust as necessary.

Monitoring Activity	Indicator	Trigger	Response
Traffic on Moorebank Avenue during peak periods including queueing	<ul style="list-style-type: none"> Duration of delay Number of complaints 	<ul style="list-style-type: none"> Where more than five (5) complaints from the community are received over a one-month period during which construction at the Project site is active. <p>OR</p> <ul style="list-style-type: none"> Issue raised by TfNSW. <p>OR</p> <ul style="list-style-type: none"> Observations of issues recorded by site management. 	<ul style="list-style-type: none"> Traffic intersection movement counts to determine extend of delay and comparison with MPW Stage 2/3 CTAMP requirements. Update CTAMP and operational guidance with relevant approvals. Communicate changes with contractors and relevant personnel.

4.2. Environmental Auditing and Reporting

Auditing and reporting will be undertaken in accordance with Sections 4.3 and 4.6 of the MPW South CEMP – Addendum.

The Construction Contractor will notify the Principal’s Representative of any incident resulting from construction activities associated with the Project, which has a negative impact on the regular flow of traffic on the road network in close proximity to the Project. This includes incident categories such as:

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

Safety incidents will be reported immediately to the Principal’s Representative as outlined in the Crash or Incident Procedure section found in Appendix B of the DCC.

The Contractor’s CM will provide a schedule to Principal’s Representative on any fill requirements and truck numbers for the coming fortnight, in accordance with the Fill Importation Management Protocol, provided as Appendix F of the MPW Stage 2/3 CTAMP.

The Principal’s Representative will approve or revise the trucks and fill, in consultation with the Contractor’s CM.

4.3. Review and Improvement

Review and improvement of this Addendum will be undertaken in accordance with Section 4 of the MPW South CEMP – Addendum.

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

Revisions of this Addendum will be undertaken in accordance with Section 1.1.4 of the MPW South CEMP – Addendum.

4.4. Incidents

In the event of a safety/environmental incident or unpredicted impacts relating to the management of traffic and access, it is the responsibility of all personnel to report it to the Site Supervisor.

All environmental incidents will be managed and reported in accordance with Section 2.8 of the MPW South CEMP – Addendum and Section 3.3 of this CTAMP – Addendum and the Crash or Incident Procedure section found in Appendix B of the DCC.

4.5. Non-Compliance and Non-Conformance

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

4.6. Complaints

Complaints handling will be undertaken in accordance with Section 2.6 of the MPW South CEMP – Addendum.

Appendix A – Compliance Tables

EPBC Approval

The EPBC 2011/6086 Approval for the MPW Concept was granted by the Commonwealth Department of the Environment and Energy (now Cth DCCEEW) in September 2016. This Addendum addresses the relevant CoA and commitments required under the EPBC 2011/6086 Approval.

The construction of the Project will be consistent with the relevant CoA conditions and they are addressed by this Addendum as identified in Table A-1.

Table A-1 EPBC 2011/6086 Approval CoA requirements

Condition	Requirement	Reference
1	The person taking the action must not undertake (or permit to be undertaken) any construction activities or operations outside the development footprint as depicted in Annexure 1.	Section 3.2
2	<p>For the protection of the environment, including listed threatened species and communities, the person taking the action must prepare a construction environmental management plan (CEMP) addressing at least the elements outlined in Conditions 5 to 13.</p> <p>Apart from early works as described in Condition 3, construction must not commence until all specified CEMP approvals have been obtained in writing, and once approved, the CEMP must be implemented.</p> <p>The CEMP may be prepared in stages, in which case the corresponding stage must be clearly defined, and construction of that stage must not commence until all specified approvals have been obtained in writing.</p>	MPW South CEMP – Addendum and this Addendum
5	<p>Sections of the CEMP and OEMP relating to traffic must be prepared by a suitably qualified expert and must:</p> <ul style="list-style-type: none"> d) be consistent with the Traffic, Transport and Access Provisional Environmental Management Framework (2 July 2014), provided at Appendix O to the finalised EIS e) incorporate all measures 4A to 4Q from Table 7.1 of the finalised EIS that are described as 'mandatory f) 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 g) be approved by the Minister or a relevant New South Wales regulator. 	Section 3
18	The person taking the action must maintain accurate records substantiating all activities associated with or relevant to the conditions of approval, including measures taken to implement any management plans or strategies required by this approval, and make them available upon request to the Department. Such records may be subject to audit by the Department or an	<p>Section 4.1</p> <p>Section 4.2</p>

Condition	Requirement	Reference
	<p>independent auditor in accordance with section 458 of the EPBC Act, or used to verify compliance with the conditions of approval. Summaries of audits will be posted on the Departments website. The results of audits may also be publicised through the general media.</p>	
19	<p>Unless otherwise agreed in writing by the Minister, within three (3) months of every twelve (12) month anniversary of the commencement of construction, the person taking the action must publish a report on their website addressing compliance with each of the conditions of this approval, including implementation of any management and strategies as specified in the conditions. Documentary evidence providing proof of the date of publication and non-compliance with any of the conditions of this approval must be provided to the Department at the same time as the compliance report is published. Reports must remain published for the life of this approval. The person taking the action must continue to publish these reports each year until such time as agreed in writing by the Minister.</p>	Section 4.2
20	<p>Upon the direction of the Minister, the person taking the action must ensure that an independent audit of compliance with the conditions of approval is conducted and a report submitted to the Minister. The independent auditor, and audit criteria, must be approved by the Minister prior to the commencement of the audit. Audit criteria must be agreed to by the Minister and the audit report must address the criteria to the satisfaction of the Minister.</p>	Section 4.2
21	<p>The person taking the action may choose to revise a management plan or strategy approved by the Minister under Conditions 2, 4 or 14 without submitting it for approval under section 143A of the EPBC Act, if the taking of the action in accordance with the revised plan or strategy would not be likely to have a new or increased impact. If the person taking the action makes this choice they must:</p> <ul style="list-style-type: none"> <li data-bbox="347 1570 1134 1671">h) notify the Department in writing that the approved plan or strategy has been revised and provide the Department with an electronic copy of the revised plan or strategy <li data-bbox="347 1693 1134 1749">i) implement the revised plan or strategy from the date that the plan or strategy is submitted to the Department <li data-bbox="347 1771 1150 1899">j) for the life of this approval, maintain a record of the reasons the approval holder considers that taking the action in accordance with the revised plan or strategy would not be likely to have a new or increased impact. <p>Note: Condition 21 does not affect any obligation to consult or seek approval from a relevant New South Wales regulator when revising a management plan or strategy.</p>	This Addendum

Condition	Requirement	Reference
27	Unless otherwise agreed to in writing by the Minister, the person taking the action must publish all management plans and strategies referred to in these conditions of approval (including the finalised EIS) on their website. Each management plan and strategy must be published on the website within one (1) month of being approved by the Minister or being submitted under Condition 21.	This Addendum

EP&A Act Development Consent

The MPW Concept and Stage 1 (SSD 5066) Development Consent covers the Project. This Addendum addresses the relevant CoC and commitments required under the SSD 5066 Development Consent.

The construction of the Project will be consistent with the relevant CoC, and they are addressed by this Addendum as identified in Table A-2.

Table A-2 MPW Concept and Stage 2 (SSD 5066) CoC requirements

Condition	Requirement	Reference
Schedule 2 – Terms of Approval		
Schedule 4 – Conditions to be met in Future Development Applications		
E12	All future Development Applications must include adequate measures to prevent heavy vehicles associated with the construction or operation of the facility from using Cambridge Avenue.	Section 3.3

EP&A Act Complying Development Certificate

The MPW South CDC 230736/01 issued on 27 February 2024 covers the Project.

The construction of the Project will be consistent with the relevant conditions of the CDC. No CDC conditions are specifically applicable to this Addendum.

Revised Environmental Management Measures

The final REMMs are detailed in the Moorebank Precinct West – Concept Modification – Supplementary Response to Submissions Report (Arcadis, 4 August 2017).

In accordance with Condition 5 of the EPBC Approval (2011/6086) REMM 4A – 4Q are relevant to traffic and access management during construction and operation.

The construction of the Project, as it relates to traffic and access, will be consistent with the relevant REMMs and they are addressed by this Addendum as identified Table A-4.

Table A-4 MPW Stage 2 Final Compilation of Management Measures

REMM	Requirement	Reference
4A	The Project team would continue to liaise with the Australian Rail Track Corporation, Transport for NSW and other stakeholders responsible for the management of the rail freight network regarding the capacity of the network related to the project.	NA Project not applicable to rail
4B	As part of the Stage 2 SSD approval(s) process further analysis would be undertaken to determine likely demand distribution and capacity across the rail freight network as it relates to the project.	NA Project not applicable to rail
4C	Install a variable message signage system within the Project site to direct heavy vehicles and facilitate safe and efficient access and navigation.	Section 3.3
4D	Consider the provision of pedestrian and cyclist connections from Moorebank Avenue into the Project site.	Section 3.3
4E	Consider the provision of staff storage and shower areas to promote cycling, jogging and walking as modes of transport.	NA Operational measure
4F	Negotiate with bus operators for the provision of additional bus stops and increased bus services between the Project site and nearby public transport interchange hubs to reduce the volume of light vehicles generated by staff. This would be determined based on staff numbers and likely patronage numbers.	NA Operational measure

REMM	Requirement	Reference
4G	<p>Undertake detailed design and staging of the Project rail link construction works to ensure:</p> <ul style="list-style-type: none"> • connection with the Southern Sydney Freight Line (SSFL) is designed to minimise construction impacts on SSFL operations; • connection with the SSFL would allow trains to exit and enter the SSFL main line at a maximum design speed of 45 kilometres per hour (km/h); • trains entering and leaving the Project site endeavour to minimise adverse disruption to other operations on the SSFL; and • the Project's internal train control system and signalling integrates with the SSFL system where required. 	<p>NA</p> <p>Project not applicable to rail</p>
4H	<p>Prior to all future development application stages, in consultation with Transport for NSW and other relevant agencies of NSW Government, ensure that adequate arrangements are in place to ensure that:</p> <ul style="list-style-type: none"> • The impacts of additional traffic associated with the future development application stages will minimise Project related traffic impacts and consider the capacity of the road network, taking account of background traffic growth and planned road network improvements. • Arrangements are in place (irrespective of funding source) for the on-time delivery of the necessary road network improvements referred to in point 1 above. <p>The contribution of MIC towards road network improvements as envisaged by this mitigation measure would be subject to the following conditions:</p> <ul style="list-style-type: none"> • That certain throughput levels at the terminal had been achieved. These throughputs are outlined in column 1 of Table 7.20 of the Response to Submissions report. • That it can be further demonstrated (as part of any subsequent planning approval stage) that the intersection performance would have deteriorated to a Level of Service E or worse (where previously operating at a LoS D or above) were it not for the implementation of the upgrades outlined in Table 7.20 of the Response to Submissions report. 	<p>NA</p> <p>Operational measure</p>
4Hi	<p>Road Safety Audit and dilapidation report is to be undertaken on Moorebank Avenue from Amended Modification Proposal site entrances to the M5 Interchange.</p>	<p>NA</p> <p>Has been previously satisfied</p>
4I	<p>Reducing the volumes of construction vehicles travelling during peak periods, especially if the increase in traffic generated by construction activities impedes on the operation of Moorebank Avenue.</p>	<p>Section 3.3</p>

REMM	Requirement	Reference
4J	Maintain access to neighbouring properties. It is particularly important that the ABB site has access throughout the construction stages.	Section 3.3 Access will be maintained during construction activities
4K	In addition to the Community Engagement Plan (or equivalent) (Refer to 2A), a communication plan will be developed to provide information to the relevant authorities and bus operators in addition to the local community. The communication plan will need to incorporate a contact list with the chain of command.	NA Refer to the Community Communication Strategy for further details
4L	Implement relevant traffic control measures to inform drivers of the construction activities and locations of heavy vehicle access locations.	Section 3.3
4M	Obtain Road Occupancy Licences (ROLs) as necessary.	NA No impacts on public road network
4N	Develop an emergency response plan for the modification of Moorebank Avenue. During this phase, emergency vehicles using Moorebank Avenue as a transport route would need to be considered, as well as emergency access to adjoining properties.	NA Refer to the MPW Stage 2/3 Construction Emergency Response Plan – Addendum
4O	Traffic on Moorebank Avenue would be monitored during peak periods to ensure that queuing at intersections does not impact on other road users.	Section 4.1
4P	Modify access locations in response to the development of the Moorebank Avenue modification	NA Not part of the Project scope of works

REMM	Requirement	Reference
4Q	Provision of alternate suitable pedestrian and cycle and facilities during the construction of Moorebank Avenue modifications retaining well defined and well signed routes and paths.	NA Moorebank Avenue modifications are not part of the Project scope

Appendix B – Drivers Code of Conduct – MPW South Site

Purpose and Objective

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

Responsibilities of Drivers

- All drivers are responsible and accountable for their actions when operating a company vehicle or driving for the purposes of work.
- Drivers are to follow ALL rules and regulations required by law including:
 - holding a current and valid licence for the vehicle class they are operating;
 - always carrying their current driver's licence with them while they are on duty;
 - complying with all posted and/or Road Work speed limits on all roads;
 - adhering with the posted vehicle load limits on all roads;
 - complying with all construction traffic signs and devices; and
 - not overloading vehicles beyond maximum load limits and/or relevant approvals.
- Drivers are to practise safe driving and behaviour which includes, but is not limited to:
 - driving in a manner that is appropriate with road and weather conditions; and
 - not operating any machines whilst suffering from fatigue or under the influence of drugs and/or alcohol.
- Drivers must behave in a professional manner at all times.
- Drivers must report ALL near-misses, crashes, and scrapes to their manager, including any infringements at the earliest opportunity. Any identified vehicle defects should be reported to a manager prior to the next use of the vehicle.
- Drivers must adhere to the approved nominated haulage and driving routes for each specific construction activity and consistent with the CTAMP – Addendum (refer to Figure 1).
- Using Cambridge Avenue will not be permitted, as per MPW Concept and Stage 1 Approval (SSD 5066) CoC E12.
- No parking will be permitted on Moorebank Avenue.
- Drivers are to enter the site before stopping and are not to queue on any public road, unless approved and agreed with relevant authorities (e.g. TfNSW and local Councils).
- Drivers are to arrive and depart from project construction sites during approved construction hours, unless otherwise approved with relevant authorities as out of hours works. Drivers will be turned away if they arrive outside of approved hours.
- Drivers must never leave the vehicle with the engine running. Drivers parking are to engage the park brake and leave the vehicle in gear. Personal protective equipment must be worn when leaving the vehicle.
- Drivers must attempt to limit the amount of reversing that they undertake on site.

- Drivers must not use engine braking on or within the vicinity of site.
- Drivers must enter and exit the site gates in a forward direction. Drivers are not allowed to reverse onto a public road, unless approved by the relevant authorities.
- Vehicles must avoid transfer dirt or debris onto public roads. If any materials are deposited on the roads, then the Superintendent/Supervisor/Foreman must be informed immediately.
- Prior to leaving site covering truck loads is mandatory and when required, tailgates must be swept clean before leaving site.
- 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.
- If approached by individuals with enquiries about the Project, drivers are not to engage with the individual beyond providing them with the Community Liaison Manager contact details.
- As a courtesy to individuals who may be impacted by driver behaviour, drivers will:
 - not use compression braking unless it is an emergency situation;
 - avoid extended periods of idling;
 - not litter;
 - remain calm and courteous when in contact with other members of the public;
 - maintain trucks in good working order; and
 - not block driveways or any other access points, including those of surrounding properties.
- When exiting site via the Bapaume Road, drivers must obey the following:
 - stop and give way to traffic already on Bapaume Road; and
 - a right turn onto Moorebank Avenue is not permitted during peak times (7:00 – 9:00 AM and 4:00 – 6:00 PM).

Monitoring

Principal Contractors will be responsible for issuing this DCC, and any updates or revisions, to heavy vehicle drivers contracted to their works site.

Failure to comply with this DCC may lead to either the issue of a warning notice or disciplinary action.

Some non-compliances may also carry penalties such as fines and demerit points under the Road Rules and environmental protection legislation.

This Code will be reviewed after six months of construction commencement and updated as required.

Crash or Incident Procedure

In the event of a crash or other incident, drivers will implement the following:

- Stop vehicle as close as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- The following information should be noted:
 - Details of the other vehicles and registration numbers;
 - Names and addresses of the other vehicle drivers;
 - Names and addresses of witnesses; and
 - Insurers details.
- Give the following information to the involved parties:
 - Name, address, and company details; and
 - If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Contact the police should the following circumstances occur:
 - If there is a disagreement over the cause of the crash;
 - If there are injuries; and
 - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.

Contractor Responsibilities

The Contractor is responsible to take all steps necessary to provide company vehicles that are appropriately serviced and maintained and will not require staff to drive under conditions that are unsafe.

The following measures will be implemented where relevant.

- All vehicles are to be maintained. Equipment should enhance driver, operator, and passenger safety by way of:
 - Fitting construction plant with a flashing light, fire extinguisher and reverse alarms (or squawkers, as consistent with the MPW South CNVMP - Addendum); and
 - Meeting and recording all maintenance requirements.
- Encouraging safe driving behaviour practices.

MPW Stage 2 Construction Traffic and Access Management Plan

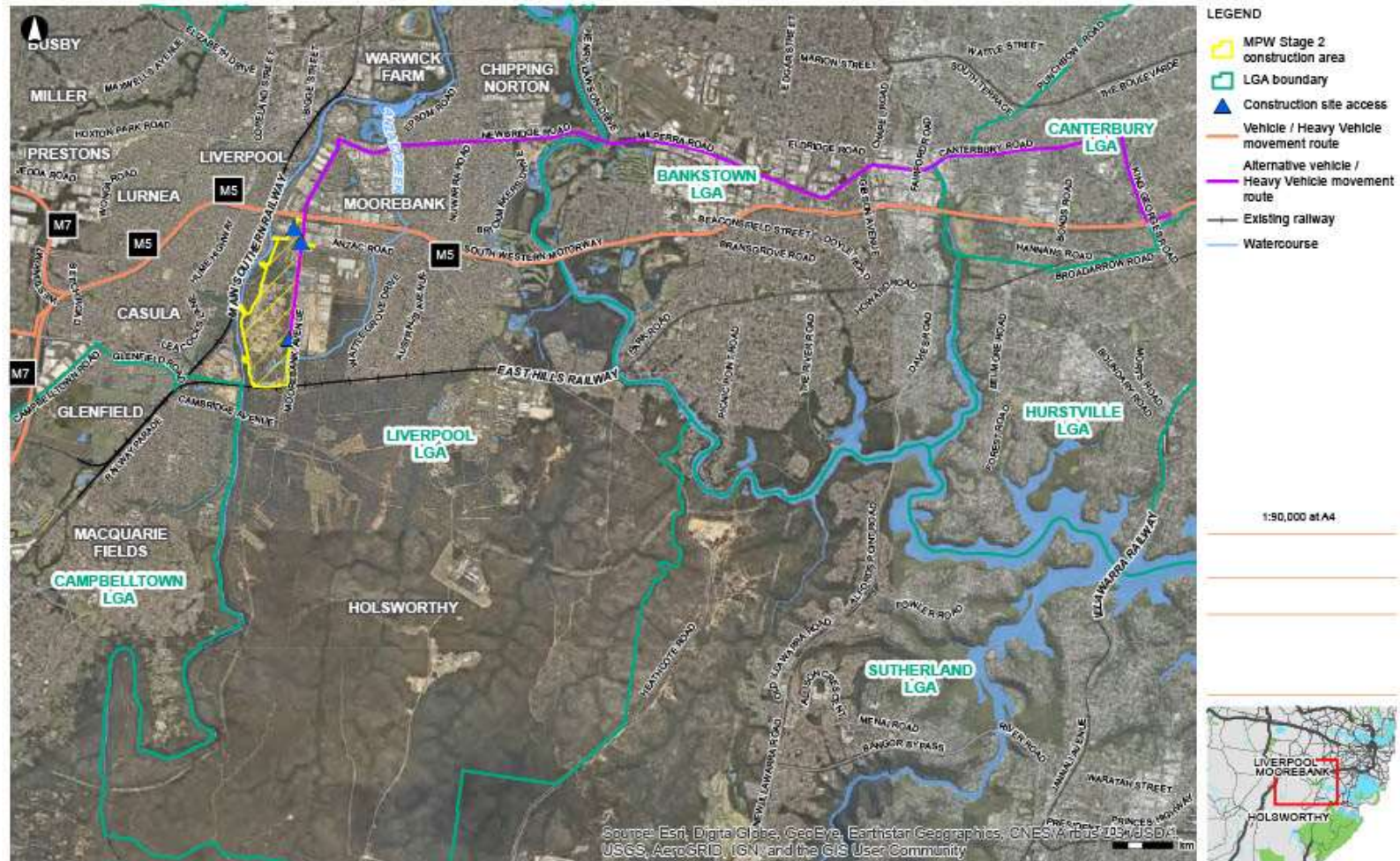


Figure 3-1: Heavy Vehicle Route Plan

