OPERATIONAL TRAFFIC AND ACCESS MANAGEMENT PLAN – ADDENDUM

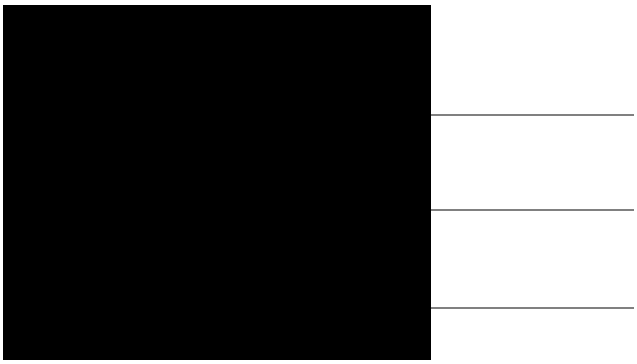
Moorebank Intermodal Precinct – Precinct West South

SEPTEMBER 2026

Moorebank Intermodal Precinct – Precinct West South

EPBC 2011/6086 Approval, SSD 5066 Development Consent, SSD 7709 Development Consent and Complying Development Consent 230736/01, 230736/01(MOD), 230736/07, 250077/01 and 250077/06

Operational Traffic and Access Management Plan – Addendum



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Checker	[redacted]
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Revisions

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03	23/10/2024	Final for issue	[redacted]	[redacted]
04	30/01/2026	Updated for Warehouse S2A and S5	[redacted]	[redacted]
05	14/09/2026	Updated for annual review, Warehouse S4, and the transport, storage and use of dangerous goods within Warehouse S4	[redacted]	[redacted]

DECLARATIONS OF ACCURACY

[redacted]

In making this declaration, I am aware that section 491 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) makes it an offence in certain circumstances to knowingly provide false or misleading information or documents to specified persons who are known to be performing a duty or carrying out a function under the EPBC Act or the *Environment Protection and Biodiversity Conservation Regulations 2000* (Cth). The offence is punishable on conviction by imprisonment or a fine, or both. I am authorised to bind the approval holder to this declaration and that I have no knowledge of that authorisation being revoked at the time of making this declaration.

Signed	[redacted]
Full name	
Organisation	[redacted]
Date	16 September 2026

[redacted]

In making this declaration, I am aware that section 491 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) makes it an offence in certain circumstances to knowingly provide false or misleading information or documents to specified persons who are known to be performing a duty or carrying out a function under the EPBC Act or the *Environment Protection and Biodiversity Conservation Regulations 2000* (Cth). The offence is punishable on conviction by imprisonment or a fine, or both. I am authorised to bind the approval holder to this declaration and that I have no knowledge of that authorisation being revoked at the time of making this declaration.

Signed [redacted]

Full name [redacted]

Organisation [redacted]

Date 8 October 2026

ACRONYMS AND DEFINITIONS

Acronym/Term	Meaning
Addendum	Operational Traffic and Access Management Plan – Addendum
AS	Australian Standard
CDC	Complying Development Consent
CoA	Condition(s) of Approval of EPBC Act Approval EPBC 2011/6086
CoC	Condition(s) of Consent
DCC	Drivers' Code of Conduct
DCCEEW	Department of Climate Change, Energy, Environment and Water (formerly DotEE, now NEPA)
Development, the	The three warehouses and associated traffic and access arrangements, landscaping and infrastructure on the MPW South Site.
Development site	All operational areas of the MPW South Development
DG	Dangerous Goods
DPE	Department of Planning and Environment (formerly the Department of Planning, Industry and Environment)
DPHI	Department of Planning, Housing & Infrastructure (previously DPE)
DPIE	Department of Planning, Industry and Environment
DotEE	Department of the Environment and Energy merged with all functions of the Department of Agriculture (February 2020) to form the Department of Agriculture, Water and the Environment (DAWE).
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPBC Act 2011/6086 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 Development on listed threatened species and communities (sections 18 and 18A of the EPBC Act) and Commonwealth action (sections 28 of the EPBC Act).
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESR	ESR Australia & New Zealand
MAAI	Moorebank Avenue/Anzac Road intersection
MIP	Moorebank Intermodal Precinct
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
MPW Concept Development Consent	MPW Concept Development Consent (SSD 5066), granted by 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.
NEPA	National Environmental Protection Agency
OD	Origin-destination
OEMP	Operational Environmental Management Plan
OTAMP	Operational Traffic and Access Management Plan

Acronym/Term	Meaning
REMM	Revised Environmental Management Measures. These are the management and mitigation measures presented in the MPW Concept Plan Supplementary RtS (August 2017).
RtS	Response to Submissions
Semi-Trailer	Classed as a 20m Articulated Heavy Vehicle per AS2890.2:2018
SSD	State significant development
TISEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021
VBS	Vehicle Booking System
WTP	Workplace Travel Plan

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1 INTRODUCTION

1.1 Development Ownership

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

1.2 Moorebank Intermodal Precinct Overview

The Moorebank Intermodal Precinct (MIP), operated by ESR (formerly LOGOS), is an integral component of the freight, ports and transport strategies of both the Commonwealth and NSW governments and is 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. On completion, MIP will move 1.55 million shipping containers annually by rail instead of road. It will also feature Australia's largest purpose-built warehouse and distribution precinct serviced by the latest automated technology which will see driverless shuttle carriers collect and transport containers around the precinct to be processed, unpacked and stored on site prior to distribution.

The MIP is divided into the Moorebank Precinct West (MPW) and Moorebank Precinct East (MPE) developments.

MPW Stage 2 is located to the north of MPW South (the Development) and includes operation of a multi-purpose Intermodal (freight) Terminal facility, rail link connection, warehousing and a freight village. The MPW Stage 2 Operational Environmental Management Plan (OEMP) and sub-plans were approved by:

- the Commonwealth Department of Climate Change, Energy, Environment and Water (DCCEEW) (now National Environmental Protection Agency (NEPA) in accordance with Condition of Approval (CoA) 4 of the EPBC 2011/6086 Approval
- the NSW Department of Planning, Industry and Environment (DPIE) in accordance with Condition of Consent (CoC) C7 of the MPW Stage 2 (SSD 7709) Development Consent.

Operations on MPW Stage 2 commenced after these plans were approved.

1.3 Addendum Purpose

This MPW South Operational Traffic and Access Management Plan (OTAMP) – Addendum (this Addendum) has been prepared to apply environmental management measures, where relevant, consistently for the operation of the Development and meet the relevant conditions of the applicable development approvals and consents. This Addendum is an addendum to the MPW Stage 2 OTAMP and forms a sub-plan to the MPW South OEMP – Addendum that has been prepared for the operation of the Development.

This Addendum addresses:

- the relevant conditions of the EPBC 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 relevant conditions of the MPW Stage 2 (SSD 7709) Development Consent
- the relevant conditions of the following Complying Development Consent (CDC) instruments issued under the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TISEPP):
  - CDC 230736/01 (27 February 2024) for the construction and use of Warehouses S1, S2, S3, S5 and S6
  - CDC 230736/01 (MOD) (25 June 2025) modification for the storage of dangerous goods (DG) at Warehouse S5
  - CDC 230736/07 (14 July 2025) modification for the storage of DG at Warehouse S2A
  - CDC 250077/01 (29 May 2025) for the construction and operation of Warehouses S4
  - CDC 250077/06 (5 August 2026) modification to Warehouse S4 for the transport, storage and use of LPG onsite, designation of DG and commodity protected areas within the warehouse and onsite diesel refuelling via mini-tanker.

This Addendum has been prepared for submission to NEPA for information under CoA 21 of the EPBC 2011/6086 Approval.

This Addendum aims to demonstrate how traffic and access impacts will be managed during the operation of the Development. It provides methods to monitor, measure, reduce and mitigate impacts on traffic and access by ESR and the warehouse tenants during the operation of the Development, including all Development personnel.

This Addendum was developed in reference to the following documents:

- Moorebank Intermodal Terminal Project Environmental Impact Statement (EIS) (Parsons Brinkerhoff, October 2014), Chapter 11 – Traffic, Transport and Access
- Moorebank Intermodal Terminal Response to Submissions Report (Parsons Brinkerhoff, May 2015), Appendix E – Traffic and Transport Impact Assessment
- Moorebank Intermodal Terminal Supplementary Response to Submissions (RtS) Report (Parsons Brinkerhoff, August 2015), Chapter 5.6 – Traffic, Transport and Access and Chapter 7 Revised environmental management measures
- MPW Stage 2 OEMP
- MPW Stage 2 OTAMP
- MPW South OEMP – Addendum.

1.4 Objectives and Targets

The objectives and targets for this Addendum are the same as those detailed in Table 1-1 of the MPW Stage 2 OTAMP.

1.5 Consultation

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

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

1.6 Progressive Implementation of this Addendum

This Addendum is applicable to the staged operation of the Development, which will not commence until this Addendum has been submitted to the Minister responsible for the EPBC Act (or delegate) under CoA 21 of the EPBC 2011/6086 Approval. The most recent version of this Addendum will be implemented to manage the potential impacts of the Development on traffic and access during operation.

Operational areas will come online progressively as warehouses are constructed, commissioned, and tenanted. As areas become operational, any adjacent construction areas will continue to be managed in accordance with the relevant approved Construction Environmental Management Plan and sub-plans, while operational areas will be managed in accordance with the MPW South OEMP – Addendum and sub-plan addenda.

Until the entire Development is operational, all construction areas will be appropriately identified and demarcated to enable effective management of the interface between any construction areas and operations.

1.6.1 Distribution and availability

A copy of the approved MPW South OEMP – Addendum and sub-plan addenda will be kept at the Development Office and will be made available to relevant regulatory officers, the Certifying Authority and operational staff upon request.

In accordance with CoA 27 of the EPBC 2011/6086 Approval, each management plan will be published on the website of the person taking the action within one month of being submitted under CoA 21. This Addendum will be published on the Development's website (https://moorebankintermodalprecinct.com.au/).

1.6.2 Submission, review and update

This Addendum will be submitted to NEPA as required by CoA 21 of the EPBC 2011/6086 Approval prior to the commencement of operation of the Development.

This Addendum will be reviewed annually, as a minimum (until all areas are operational), which may lead to further revision(s) of the document.

Under CoA 21 of the EPBC 2011/6086 Approval, the revised document can be submitted to NEPA for information if implementing the plan would not be likely to have a new or increased impact, and approval of the plan under Section 143A of the EPBC Act is not required. CoA 21 to 25 of the EPBC 2011/6086 Approval details the process for review and implementation of the revised documents following submission to NEPA. In the event

that ESR or NEPA considers that the implementation of the revised document would be likely to have a new or increased impact, approval of the revised documents under Section 143A of the EPBC Act will be required prior to implementation. In addition to the triggers above, this Addendum may be revised more regularly as a result of:

- Inspection outcomes (either by internal or external parties)
- Changes to the precinct-wide environmental management requirements (see Section 4.1)
- Changes to procedures and/or scope of works after an incident or potential incident
- Design or operational changes
- Opportunities for improvement identified as part of an investigation or non-compliance report
- Internal or external environmental audits
- Material complaints.

1.7 Document Structure

The structure of this Addendum is:

- **Section 1** provides a brief overview of the MIP and the purpose, objectives and targets, and application of this Addendum.
- **Section 2** provides a summary of the activities being undertaken during operation of the Development.
- **Section 3** outlines the statutory requirements and obligations which need to be fulfilled during operation of the Development in relation to the management of traffic and access.
- **Section 4** describes the environmental management requirements for the Development, relevant to traffic and access.
- **Section 5** describes the existing environment, identifies the aspect, impacts and risks for traffic and access and details the management measures that will be implemented to manage these risks.
- **Section 6** provides details for monitoring and review of the implementation of this Addendum, and how environmental non-compliance and non-conformance will be managed during operations.

This Addendum has been structured to be consistent with the other MPW South sub-plan addenda, as appropriated.

2 DEVELOPMENT DESCRIPTION

The Development comprises Warehouses S1, S2 (A and B), S4 and S5, located within the southern portion of the MPW footprint. The operation of the Development also includes ancillary infrastructure, namely car parking, landscaping, signage and lighting. Bushmaster Avenue provides truck and car access to the Development site.

The warehouses have been approved to operate 24 hours per day, 365 days per year. Heavy and light vehicles would access the warehouses via the main site access off Moorebank Avenue and Bushmaster Avenue, light vehicles would park in the allocated parking area adjacent to each warehouse and heavy vehicles would progress to the truck loading/unloading areas alongside each warehouse. Containers would be transferred directly to the warehouses from the rail terminals located to the east of the Development site.

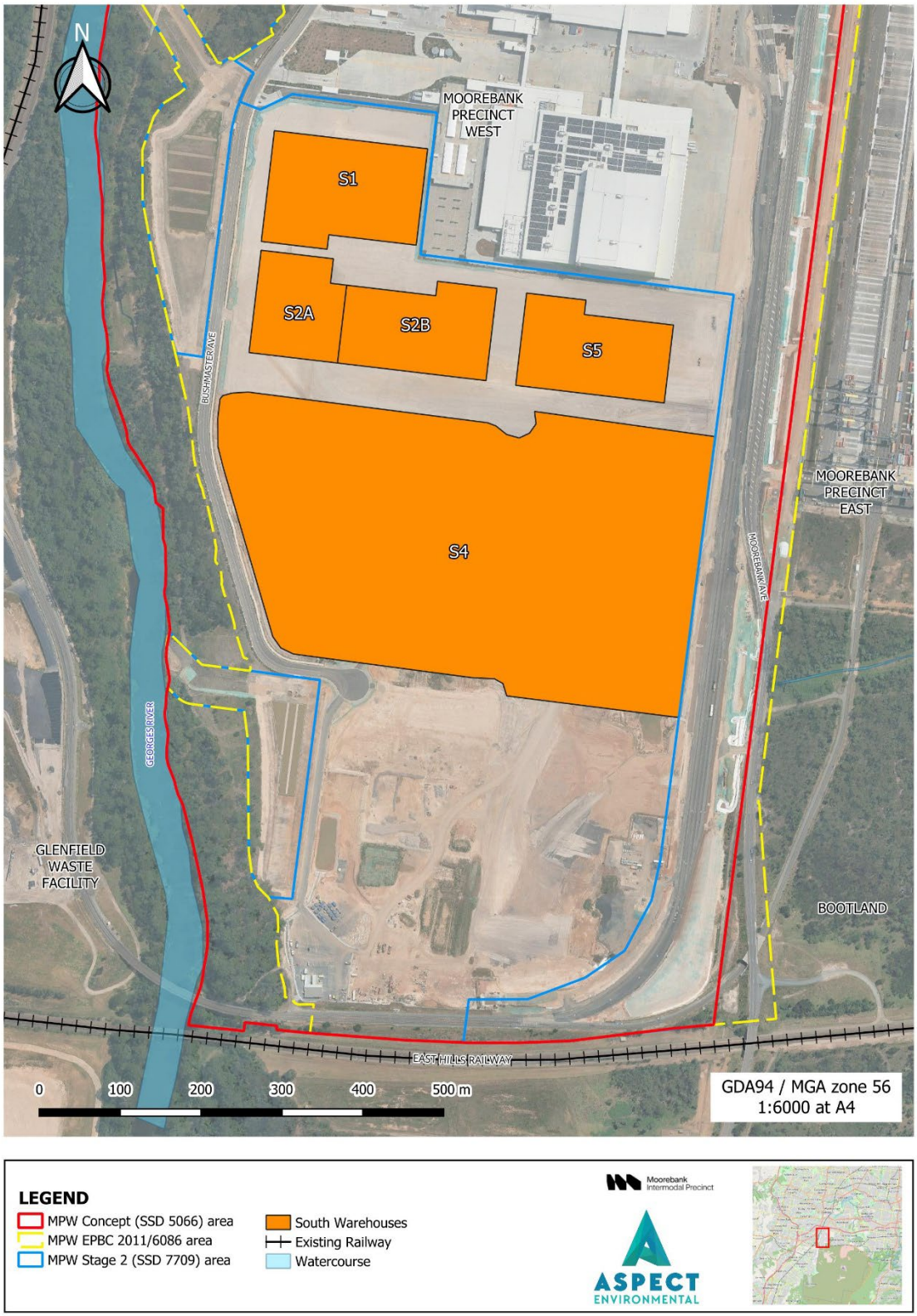
Known tenant details at the time of reporting are provided in Table 2-1. Where warehouses are untenanted, this is identified as NA.

Table 2-1 MPW South Tenant Details

Warehouse	Tenant
S1	NA
S2A	Bracknells Warehousing and Distribution
S2B	Signify
S4	Kmart
S5	Opal Packaging Plus

The Development site is shown in Figure 2-1.

Figure 2-1 MPW South Development site (Aspect Environmental, January 2026)



3 STATUTORY REQUIREMENTS

The operation of the Development is required to comply with all relevant development approvals and consents legislation, permits, and licenses applicable to the Development site. Where updated or revised versions of guidelines, protocols, standards or policies, or a replacement of these are available, the most recent versions would be reviewed and their applicability to this Addendum determined.

3.1 Development Approvals

The Development was approved under both the EPBC Act and *Environment Planning and Assessment Act 1979* (EP&A Act). The approval, consent and certificate granted under these acts include conditions relevant to operations and potential traffic and access impacts as detailed below.

The EPBC 2011/6086 Approval for the MPW Concept was granted by DotEE (now NEPA) in September 2016 and varied on 17 September 2019 and 22 April 2022. The operation of the Development will be consistent with the EPBC 2011/6086 Approval conditions. The EPBC 2011/6086 Approval refers to the Revised Environmental Management Measures (REMM) of the "finalised EIS" (i.e. the Moorebank Intermodal Terminal Plan Supplementary Response to Submissions (RtS), Parsons Brinckerhoff, August 2017).

The MPW Concept and Stage 1 (SSD 5066) Development Consent was granted on 3 June 2016. The CoC under Schedule 2 (Terms of Approval) are potentially relevant to the operations of the Development, although CoC under Schedule 3 (Stage 1 Early Works) and Schedule 4 (Future Development Applications) are not.

The MPW Stage 2 (SSD 7709) Consolidated Consent was approved on 11 November 2019 by the NSW Independent Planning Commission (IPC) and is predominately applicable to operations within the northern portion of the MPW Stage 2 Site. However, the SSD 7709 Consolidated Consent defines the MPW Stage 2 Site as including the area of the Development (Appendix 1 Figure 1 of SSD 7709). Therefore, SSD 7709 CoC that refer to the "site" may apply to operation of the Development.

A number of CDC consents have been issued in relation to the Development, as detailed in Section 1.3. These consents include conditions relevant to the operation of the Development - some specifically relevant to traffic, parking and access management and to this Addendum.

The compliance of this Addendum with the relevant conditions of the approval and consents is detailed in Appendix A.

3.2 Legislation

The regulatory framework relevant to the operation of the Development is documented in Appendix F of the MPW Stage 2 OEMP. This framework identifies relevant legislative instruments, their key objectives and their application to the Development.

This register will be revised and updated in conjunction with the management review outlined in Section 6 of the MPW South OEMP – Addendum or when there has been a change to relevant legislation.

3.3 Permits and Licences

Permits and licences relevant to operations are detailed in Appendix B of the MPW Stage 2 OEMP. This register is revised and updated in conjunction with the management review outlined in Section 6 of the MPW South OEMP – Addendum, or when there has been a change to relevant legislation.

Compliance conditions relating to items listed on this register are incorporated into the MPW South OEMP – Addendum and the sub-plan addenda, where relevant.

A summary of the key permits and licences applicable to operations of the Development is provided in Section 3.3 of the MPW South OEMP – Addendum.

3.4 Guidelines

This Addendum has been prepared in accordance with a list of guidelines and codes of practice as detailed in Appendix C of the MPW Stage 2 OEMP, including the *Environmental Management Plan Guidelines (Commonwealth of Australia, 2014) and the Environmental Management Plan Guideline – Guideline for Infrastructure Projects* (DPE, 2020).

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

- Australian Standard (AS) 1742.1:2021 Manual of uniform traffic control devices – General introduction and index of signs
- AS1742.13.2023 Manual of uniform traffic control devices – Local area traffic management
- AS1743:2018 Road Signs – Specification
- AS1744:2015 Standard alphabets for road signs.

4 ENVIRONMENTAL MANAGEMENT

4.1 Precinct-wide Environmental Management

Section 4 of the MPW South OEMP – Addendum describes ESR's precinct-wide environmental management requirements as summarised in Table 4-1. This Addendum will be implemented in a manner that is consistent with these requirements.

Table 4-1 Precinct-wide environmental management requirements

Environmental Management Requirements	Section of MPW South OEMP – Addendum
LOGOS' Environmental Management System	Section 4.1
MIP Sustainability Policy and Sustainability Framework	Section 4.2
LOGOS' Workplace Health and Safety Management System	Section 4.3
MPW Stage 3 Precinct OEMP	Section 4.4
Operational environmental and sustainability objectives and targets	Section 4.5
Roles and environmental responsibilities	Section 4.6
Training and competence	Section 4.7
Community consultation and complaints management	Section 4.8
Incident management and emergency response	Section 4.9
Document control and records	Section 4.10

4.2 Roles and Environmental Responsibilities

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

4.3 Training and Competence

Appropriate training and inductions for operations personnel will be undertaken in accordance with Section 4.7 of the MPW South OEMP – Addendum. The following traffic and access specific information will be included within the induction:

- Overview of the requirements of this MPW South OTAMP – Addendum
- Relevant legislation
- Contact details
- Incident management and notification
- Safety policy
- Personal protective equipment requirements (if required)
- Designated parking areas, both within MPW, public roads, and holding areas

- Speed limits
- Development access points and procedures
- Development access routes and operational access arrangements applicable at the time, including any restriction routes or movements.
- Performance standards: HSE, driver protocols and emergency procedures
- Community consultation protocol
- Workplace Travel Plan (WTP)
- Drivers' Code of Conduct Framework (DCC) (Appendix B).

Training and/or toolbox talks will also be undertaken by all visitors who will be required to undergo a visitor's induction, to be aware of all requirements of the development. All non-inducted personnel 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.

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

5 IMPLEMENTATION

5.1 Existing Environment

Section 3.1 of the MPW Stage 2 OTAMP describes the existing environment as applicable to operational traffic and access conditions in terms of:

- Heavy vehicles sizes, movements and access routes
- Operational hours
- Operational site access, and
- Internal vehicle movements and parking.

The applicability of the existing environment identified in MPW Stage 2 OTAMP to MPW South OTAMP – Addendum is detailed below.

5.1.1 Heavy Vehicle Sizes and Movements

Traffic volume for MPW South is approved separate to the CDC under Traffic Certificates issued by the Planning Secretary under Chapter 6 of the 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.

The current approved traffic loads for MPW South are summarised in Table 5-1.

Table 5-1 MPW South approved traffic volumes

Warehouse	Approved Daily Traffic Volumes (Heavy Vehicles/Light Vehicles)	Approval
Warehouse S1	40/216	SEPP Traffic Certificate TCMO – 8
Warehouse S2	50/274	SEPP Traffic Certificate TCMO – 9
Warehouse S4	848/1,562	SEPP Traffic Certificate TCMO – 16
Warehouse S5	44/230	SEPP Traffic Certificate TCMO – 11

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.

5.1.2 Operational Hours

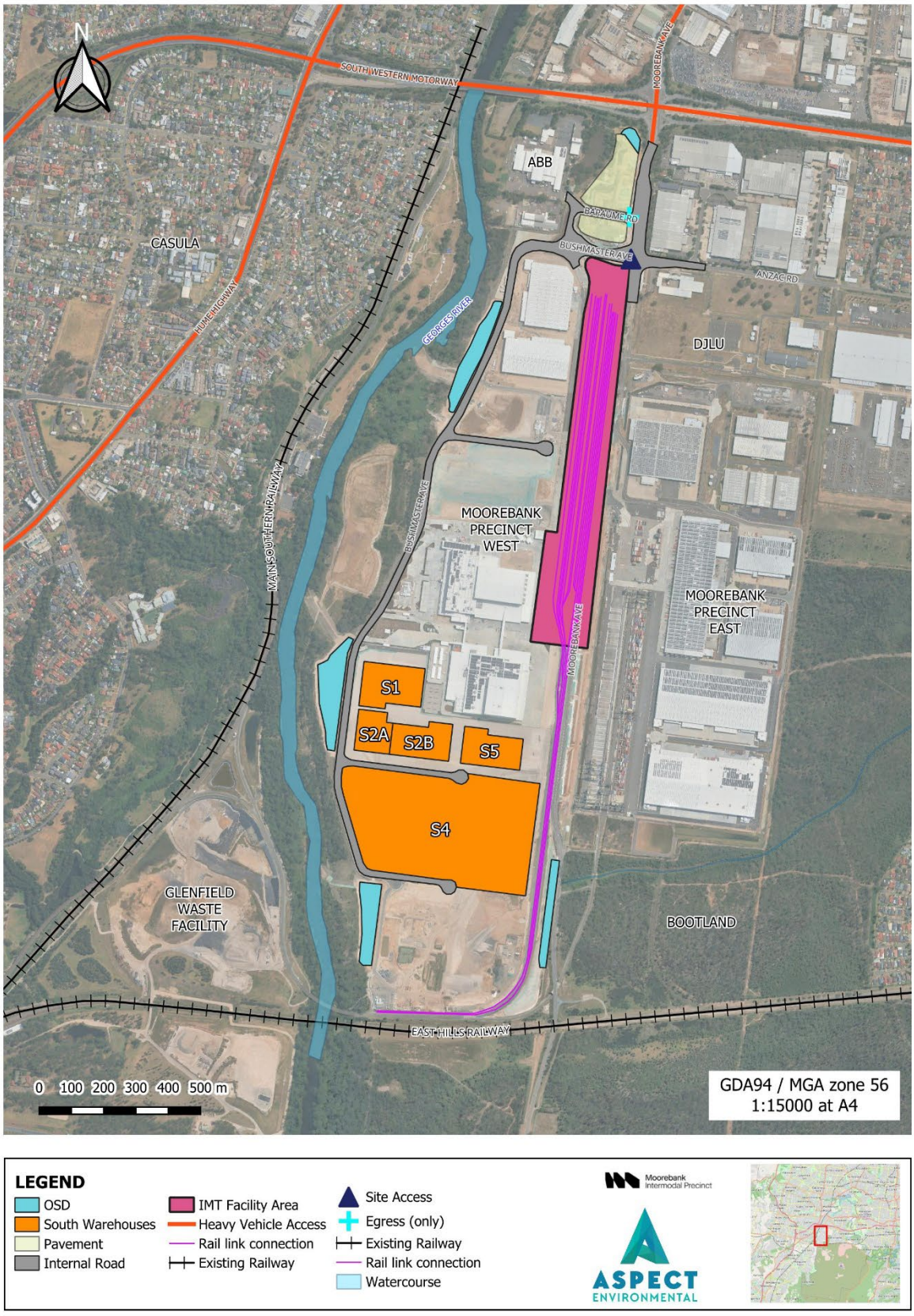
The MPW South warehouse will be operational year-round for 24 hours per day, seven days per week.

5.1.3 Heavy Vehicle Access Route

To minimise impacts on other road users, heavy vehicles travelling to or from MPW South are required to use the nominated operational truck routes, i.e. Moorebank Avenue to access the development as shown in Figure 5-1. Note the footprint for future Warehouse S4 is shown as indicative only and subject to future updates to this plan.

Use of the nominated heavy vehicle routes shall be directed to all drivers through site induction processes and specified in the Drivers' Code of Conduct (DCC) (Appendix B) and shall be signed by all drivers prior to accessing the development.

Figure 5-1 Heavy vehicle access routes to MPW South (Aspect Environmental, January 2026)



5.1.4 Operational Site Access

Access conditions into the MPW Site (including the Development) are identified and detailed within Section 3.1.4 and Section 3.1.5 of the MPW Stage 2 OTAMP.

There are two points of operations access and egress for MPW South (Figure 5 1):

- the upgraded Moorebank Avenue/Anzac Road intersection (MAAI)
- the Moorebank Avenue/Bapaume Road intersection (left out only onto Moorebank Avenue).

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 Bushmaster Avenue to their designated warehouse entry gate for receipt and subsequent dispatch.

The Bapaume Road intersection has been 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.

5.1.5 Internal Vehicle Movements and Parking

Figure 2-1 identifies the current operational road configuration, comprising internal access within the MPW South development.

Separate driveways and parking provisions have been included to segregate light and heavy vehicles accessing each warehouse within the MPW South development. All driveways and parking areas must be unobstructed at all times.

5.2 Aspects, Impacts and Risks

Section 2 of this Addendum describes the Development, including operational activities, hours of operation and ancillary operational activities. Section 5.1 and Appendix D of the MPW South OEMP – Addendum details the aspects, impacts and risks associated with the operation of the Development.

5.3 Management Measures

Management actions prescribed by this Addendum aim to avoid and minimise impacts on traffic and access. Management measures to be implemented during operations are detailed in Table 5-2. These measures have been sourced from the management principles outlined within the MPW Stage 2 OTAMP, and subsequently amended to be relevant for the operation of the Development.

Table 5-2 Management measures

ID	Operational Traffic Management Measure	Timing	Responsibility	Reference
General				
TA1	Drivers must not use Cambridge Avenue to access the Development.	At all times	Asset Manager	MPW Concept and Stage 1 SSD 5066 CoC E12
TA2	End of trip facilities will be clearly marked across MPW South.	During Operations	Facilities Manager	REMM 4E
TA3	Utilise staff notice boards, newsletters and social media opportunities to inform staff of available sustainable transport options and facilities and allow them to sign onto initiatives such as carpooling/car share schemes.	During Operations	Facilities Manager	REMM 4E
TA4	Loading and unloading of goods or materials must not be carried out on a public road.	At all times	Asset Manager	CDC 230736/07
Information, Signage, Distance Information and Advanced Warning				
TA5	Signage (including project identification signs, traffic management signs, information signs and regulatory signs) to be established and maintained during operations.	Prior to Operations	Facilities Manager	REMM 4C
TA6	Signage to provide all necessary information, regulatory, warning and guide information, as defined in national and TfNSW/RMS standards all of which contribute to safety to road users.	Prior to Operations	Facilities Manager	REMM 4C
TA7	The types and classes of signs are: • VMS will be implemented at the development entrance to direct heavy vehicles	Prior to Operations	Facilities Manager	REMM 4C

ID	Operational Traffic Management Measure	Timing	Responsibility	Reference
	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 enforce road rules and 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.			
TA8	All operational signage is to be manufactured and erected in accordance with the relevant Australian Standards.	Prior to Operations	Facilities Manager	REMM 4C
TA9	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).	During Operations	Facilities Manager	REMM 4C MPW Stage 2 SSD 7709 CoC B119(b)
Drivers' Code of Conduct				
TA10	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.	At all times	Facilities Manager	MPW Stage 2 SSD 7709 CoC B119(b)
TA11	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	At all times	Facilities Manager	MPW Stage 2 SSD 7709 CoC

ID	Operational Traffic Management Measure	Timing	Responsibility	Reference
	development, including management of truck arrivals into the facility and avoid queuing on road network.			B119(b)
TA12	Copies of the DCC will be issued to relevant transport companies in advance and copies signed by drivers will be required.	At all times	Facilities Manager	MPW Stage 2 SSD 7709 CoC B119(b)
Training				
TA13	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.	Prior to accessing development	Facilities Manager	MPW Stage 2 SSD 7709 CoC B119(b)
TA14	All visitors will be required to undergo a visitor's induction (as prescribed above in TA12) to be aware of all requirements of the development.	Prior to accessing development	Facilities Manager	MPW Stage 2 SSD 7709 CoC B119(b)
TA15	All non-inducted personnel will be accompanied around the development by a staff member at all times.	At all times	Facilities Manager	MPW Stage 2 SSD 7709 CoC B119(b)
Traffic Control and Parking Arrangement				
TA16	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.	During Operations	Facilities Manager	MPW Stage 2 SSD 7709 CoC B93(e)

ID	Operational Traffic Management Measure	Timing	Responsibility	Reference
TA17	All 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).*	Prior to operations	Asset Manager	REMM 4D
TA18	Appropriate Traffic Control Plans (now Traffic Guidance Schemes) based on the RMS' Traffic Control at Work Sites Manual v6.1 and Australian Standard 1742.3 Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices for Works on Roads will be implemented.	As required	Facilities Manager	REMM 4D
TA19	All driveways and parking areas must be unobstructed at all times.	At all times	Asset Manager	CDC 230736/07
TA20	Driveways and parking spaces must not be used for the manufacture, storage or display of goods, materials and any other equipment, and only used for vehicular access and parking associated with the Development.	At all times	Asset Manager	CDC 230736/07
TA21	Lighting at vehicle access points must be provided in accordance with AS/NZS1158 *Lighting for roads and public spaces.*	During operations	Asset Manager	CDC 230736/07
Local Amenity				
TA22	Speed limits have been set and must be observed at the development.	During Operations	Facilities Manager	MPW Stage 2 SSD 7709 CoC B93(e)
TA23	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.	Prior to Operations	Facilities Manager	REMM 4C

ID	Operational Traffic Management Measure	Timing	Responsibility	Reference
TA24	Site roads accommodate buses, bus infrastructure and cyclist use for employees.	During Operations	Facilities Manager	MPW Stage 2 SSD 7709 CoC B93(e)
TA25	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.	During Operations	Asset Manager	REMM 4K
Monitoring				
TA26	Monitoring will be undertaken as detailed in Section 6.1 of this Plan.	Operations	Asset Manager	TISEPP MPW Stage 2 SSD 7709

6 MONITORING AND REVIEW

6.1 Environmental Monitoring

Traffic and Access monitoring will be undertaken to satisfy EPBC 2011/6086 Approval requirements in relation to traffic monitoring.

Note that these monitoring activities will be carried out in parallel with the traffic monitoring and assessment activities that are required under the TISEPP.

Monitoring required to determine the effectiveness of management measures required by this Addendum are outlined in Table 6-1.

Table 6-1 Monitoring activities

Monitoring Activity	Frequency	Responsibility	Provision Reference
Main gate monitoring (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.	Daily and Continuous	Security Personnel	TISEPP
Bushmaster Avenue x Moorebank Avenue intersection monitoring (e.g. CCTV) to identify heavy vehicles accessing development from MAAI signalised intersection.	Daily and Continuous	Security Personnel	TISEPP
Visual monitoring of all traffic movements within MPW and MPW South to detect unsafe movement of traffic and risk to persons and property.	Daily and Continuous	Security Personnel	MPW Stage 2 SSD 7709 CoC B119
Turning areas, internal roads and access roads to/from Moorebank Avenue will be inspected to ensure roads remain clear of dirt or other materials, and road conditions support a safe environment for all road users.	Daily	Security Personnel	EPBC CoA 5
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.	As required	Security Personnel	MPW Stage 2 SSD 7709 CoC B119
Main gate monitoring (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.	Daily and Continuous	Security Personnel	EPBC CoA 5

6.2 Environmental Reporting

Section 6.2 of the MPW South OEMP – Addendum details the environmental reporting required during the operation of the Development.

The reporting requirements that are applicable to this OTAMP are summarised in Table 6-2.

Table 6-2 Environmental Reporting Requirements

Item	Reporting requirements	Frequency
SEPP (Transport and Infrastructure) 2022 requirements		
TISEPP	Traffic Certification	For each application for complying development for freight intermodal facilities, freight support facilities and warehouse or distribution centres.
TISEPP	Traffic Audit	Where the ongoing monitoring framework shows heavy vehicles visiting the development have reached the established interim thresholds of 25%, 50% and 75%.

6.3 Environmental Auditing and Inspections

Auditing and inspections will be undertaken in accordance with Sections 6.3 of the MPW South OEMP – Addendum.

6.4 Incidents

Incident management for this purpose of this Addendum will be conducted in accordance with Section 4.4 of the MPW Stage 2 OTAMP.

6.5 Complaints

Complaints management for the purpose of this Addendum will be conducted in accordance with Section 4.5 of the MPW Stage 2 OTAMP.

6.6 Non-compliance, Non-conformance and Corrective Actions

It is the responsibility of all personnel to report non-conformances to ESR. The HSE Manager and/or Asset Manager will investigate non-conformances, log corrective and/or preventative actions, and delegate responsibility for corrective and/or preventative actions within assigned timeframes.

Non-compliances and non-conformances will be managed in accordance with Section 6.4 of the MPW South OEMP – Addendum.

APPENDIX A – APPROVALS AND CONSENT COMPLIANCE MATRIX

CoA/ CoC	Requirement	Section	How Addressed
EPBC 2011/6086 Approval			
5	Sections of the CEMP and OEMP relating to traffic must be prepared by a suitably qualified expert and must:	This Addendum	This Addendum was prepared by suitably qualified experts from Ason Group and Aspect Environmental.
	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 Addendum is consistent with Section 6.3 of the Traffic, Transport and Access Provisional Environmental Management Framework that requires that traffic management plans would be implemented as part of the OEMP.
	b) incorporate all measures 4A to 4Q from Table 7.1 of the finalised EIS that are described as 'mandatory'	Section 5.3	REMM 4K has been addressed below. REMMs 4A-4B, 4H, 4J and 4L-4P do not apply to operations.
	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	Section 5.3	REMM 4C-4E have been addressed below. REMM 4F-4G, 4I and 4Q do not apply to operations.
	d) be approved by the Minister or a relevant New South Wales regulator.	N/A	This Addendum will be submitted to NEPA under CoA 21 as a variation to a previously approved plan for information. No approval of this update is required.

CoA/ CoC	Requirement	Section	How Addressed
REMM			
4C	Install a variable message signage system within the Project site to direct heavy vehicles and facilitate safe and efficient access and navigation	Section 5.3	Refer to management measures TA5–TA9 and TA23. A variable message signage system will be implemented as part of the overall signage strategy.
4D	Consider the provision of pedestrian and cyclist connections from Moorebank Avenue into the Project site.	Section 5.3	Refer to management measures TA17 and TA18. Where construction is underway, pedestrian access would continue to be managed by construction contractors consistent with the Construction Traffic and Access Management Plan (CTAMP). During operations pedestrian access will be provided as detailed in the WTP.
4E	Consider the provision of staff storage and shower areas to promote cycling, jogging and walking as modes of transport.	Section 5.3	Refer to management measures TA2 and TA3. End-of-trip facilities will be provided in warehouses.
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	Section 5.3	Refer to management measure TA25. Location of bus stops on Moorebank Avenue have been agreed with operators following consultation and

CoA/ CoC	Requirement	Section	How Addressed
	command.		are detailed in the WTP.
SSD 5066 Development Consent			
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	Sections 5.1.3 and Section 5.3 Appendix B	Figure 5-1 provides heavy vehicle access route plan that will be implemented on site and does not include use of Cambridge Avenue. Refer to management measure TA1. Refer to the DCC that describes responsibilities of heavy vehicle drivers including the use of the designated routes.
SSD 7709 Development Consent			
B93	The development is to be designed and operated so that: (a) all vehicles are wholly contained on site before being required to stop; (b) adequate parking for heavy vehicles is provided on-site to accommodate any potential delays in schedule time; (c) heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site; (d) all loading and unloading of materials are carried out on-site; and (e) site roads accommodate buses, bus infrastructure and cyclist use for employees.	Section 5.3	Refer to management measures TA16, TA22 and TA24.

CoA/ CoC	Requirement	Section	How Addressed
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: (a) detail numbers and frequency of truck movements, sizes of trucks, vehicle routes and hours of operation; (b) detail access arrangements for the site to ensure road and site safety, and demonstrate there will be no queuing on the road network; (c) detail measures to ensure turning areas and internal access roads are kept clear of any obstacles, including parked cars, at all times; and (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 5.3	Refer to management measures TA9 to TA15.
CDC 230736/01			
The CDC does not include conditions relating to traffic and access.			
CDC 230736/01 (MOD)			
The CDC does not include conditions relating to traffic and access.			
CDC 230736/07			
23	**Lighting** (1) All new external lighting must –	Section 5.3	Refer to management measure TA21

CoA/ CoC	Requirement	Section	How Addressed
	(a) comply with AS/NZS 4282:2019, *Control of the obtrusive effects of outdoor lighting*, and (b) be mounted, screened and directed in a way that it does not create a nuisance or light spill on to buildings on adjoining lots or public places. (2) Lighting at vehicle access points to the development must be provided in accordance with the following standards – (a) AS/NZS 1158.0:2005 *Lighting for roads and public spaces, Part 0:Introduction* (b) AS/NZS 1158.1.1:2005, *Lighting for roads and public spaces, Part 1.1: Vehicular traffic (Category V) lighting—Performance and design requirements*, (c) AS/NZS 1158.1.2:2010, *Lighting for roads and public spaces, Part 1.2: Vehicular traffic (Category V) lighting—Guide to design, installation, operation and maintenance* (d) AS/NZS 1158.2:2020, *Lighting for roads and public spaces, Part 2: Computer procedures for the calculation of light technical parameters for Category V and Category P lighting*, (e) AS/NZS 1158.3.1:2020, *Lighting for roads and public spaces, Part 3.1: Pedestrian area (Category P) lighting—Performance and design requirements*, (f) AS/NZS 1158.4:2015, *Lighting for roads and public spaces, Part 4: Lighting of pedestrian crossings,* (g) AS/NZS 1158.5:2014, *Lighting for roads and public spaces, Part 5: Tunnels and underpasses.*		
24	**Use of driveways and parking areas** (1) All driveways and parking areas must be unobstructed at all times.	Section 5.1.5 Section 5.3	Refer to management measure TA4

CoA/ CoC	Requirement	Section	How Addressed
	(2) Except as otherwise permitted by an existing condition of the most recent development consent (other than a CDC) that applies to the premises, driveways and car spaces – (a) Must not be used for the manufacture, storage or display of goods, materials or any other equipment, and (b) Must be used for vehicular access and for the parking of vehicles associated with the use of the premises.		
24A	**Loading and unloading of goods or materials** (1) Loading and unloading of goods or materials must not be carried out on a public road. (2) This condition does not apply to a CDC for development involving a building with a gross floor area of less than 500m2 in Zone E1, E2, MU1, B1, B2, B3, B4, B8 or SP5 that existed before 1 February 2022.	Section 5.3	Refer to management measure TA19 and TA20
CDC 250077/01			
	The CDC does not include conditions relating to traffic and access.		
CDC 250077/06			
	The CDC does not include conditions relating to traffic and access.		

APPENDIX B – DRIVER'S CODE OF CONDUCT FRAMEWORK

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 the operation of the MPW South development (the Development).

Responsibility 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 MPW Stage 2 OTAMP (Figure 3-1) and this Addendum Figure 5-1 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 Facilities 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 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 20km/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 Facilities 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.

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.