Central Sydney Industrial Estate Subdivision (excluding Lot 6) | SSD 10459

CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

Prepared for VE Property Pty Ltd | 15 April 2021

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15 April 2021

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Position	Senior Environmental Consultant	Director
Project Role	Lead Author	Project Director
Signature		
Date	15 April 2021	15 April 2021

This plan be prepared and reviewed by environmental scientists with between 10 and 18 years experience in assessment and management of environmental and social impacts associated with construction projects, including traffic related impacts and management.

This report has been prepared in accordance with the scope of services set out in the contract between Element Environment Pty Ltd and the client. The report is for the use of the client and no responsibility will be taken for its use by other parties.

DOCUMENT CONTROL

Revision	Date	Description	Prepared by	Reviewed by
0	18 March 2021	For VEP review	Element Environment	VE Property Pty Ltd
1	1 April 2021	For submission to TfNSW	Element Environment	VE Property Pty Ltd
1	15 April 2021	For submission to DPIE	Element Environment	VE Property Pty Ltd

Contents

Tables

Figures

Appendices

CHAPTER 1
INTRODUCTION

1 INTRODUCTION

1.1 Overview

VE Property Pty Ltd (VEP), will develop the Central Sydney Industrial Estate (CSIE) on land formerly known as the 'Western Area' of the former Shell Oil Refinery at Clyde. Stage 1 (Lot 6 of the subdivision) will be developed as the Downer Sustainable Road Resource Centre, the construction of which is addressed in a separate construction environmental management plan (CEMP) and traffic and pedestrian management plan.

Environmental impacts of the CSIE were assessed in Element (2020) *Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre – State significant development – environmental impact statement* (the EIS), which was submitted with an application for State significant development (SSD) to the Department of Planning, Industry and Environment (DPIE) on 18 September 2020.

The SSD application was determined and conditions of consent (CoC) provided by DPIE on 31 January 2021. CoC B30 requires VEP to prepare a construction traffic and pedestrian management plan (CTPMP) which must be approved by DPIE prior to the start of construction of the CSIE. This CTPMP has been prepared by Element Environment Pty Ltd to satisfy this condition.

1.2 Scope

This plan has been prepared as required by the CoCs summarised in Table 1.1, including sections of the plan where they are addressed.

Table 1.1 Traffic CoCs

CoA	Description	Plan section
B30	Prior to the commencement of construction, the Applicant must prepare a Construction Traffic and Pedestrian Management Plan (CTPMP) for the development to the satisfaction of the Planning Secretary. The CTPMP must form part of the CEMP required by condition C2 and must:	This plan
B30(a)	be prepared by a suitably qualified and experienced person(s),	Document control page
B30(b)	be prepared in consultation with TfNSW;	1.3
B30(c)	detail the measures that are to be implemented to ensure road safety and network efficiency and pedestrian movements during construction;	4; Appendix A and Appendix B
B30(d)	detail heavy vehicle routes, access and parking arrangements;	3.3; 4 and Appendix B
B30(e)	include a Driver Code of Conduct to: i. minimise the impacts of earthworks and construction on the local and regional road network; ii. minimise conflicts with other road users; iii. minimise road traffic noise; and iv. ensure truck drivers use specified routes;	Appendix B
B30(f)	include a program to monitor the effectiveness of these measures; and	5
B30(g)	if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	4

1.3 Consultation

Condition B30(b) requires this plan be prepared in consultation with TfNSW. The plan was submitted to TfNSW on 20 March 2021.TfNSW provided preliminary comments on the plan on 23 March 2021. These preliminary comments were addressed and a revised plan submitted to TfNSW on 1 April 2021. TfNSW replied on 9 April 2021 with the following general comments on current and upcoming Parramatta Light Rail (PLR) works:

- Eastbound lane along Grand Ave is closed from Colquhoun St. Traffic using Colquhoun, Devon and Durham streets for property access. Access only via Colquhoun and Devon Streets;
- Early works for Stabling Yard ongoing until end of April therefore no part of the Colquhoun St and Devon, Durham streets are to be closed and access to the Stabling and Maintenance Facility (SaMF) site from Colquhoun Street and Grand Ave must be maintained at all times;
- Parramatta Connect (PCPLR) currently have compounds set up along Grand Ave that are located on the northern side of the Road between Durham and Colquhoun St that will eventually be shifted over to the southern side at some stage this year;
- PCPLR have major works planned around April for the Bridge Lift works along James Ruse Drive and Grand Ave intersection that will require certain road closures in order to complete works. This will also include all the lead up preparation works that will need to occur prior to the lift including night/day closures to complete major pavement works around this intersection. VEP is to stay in contact with the PLR team to ensure there are no impacts to the major bridge lift works from any access routes/closures around Grand Ave; and
- Limited parking is available on Colquhoun Street due to PLR stage 1 works.

VEP will keep in contact with the PLR project team to obtain regular updates on the PLR construction program within the Rosehill/Camellia area, to ensure that construction works and traffic associated with the CSIE subdivision works does not impact on the PLR works. Where possible, VEP will direct construction traffic along the alternative access route from Parramatta Road (refer Section 3.3), until the commencement of construction of the Sydney Metro West project, at which stage the PLR works in the Rosehill/Camellia area as well as the CSIE subdivision works are likely to be complete.

In their 9 April 2021 comments on the CTPMP, TfNSW also requested various conditions are met prior to, or during construction of the project. These conditions and VEP's proposed controls to meet these conditions are included in Table 1.2.

Table 1.2 TfNSW's conditions and VEP controls

Transport for NSW condition	VEP controls
The Applicant is to provide TfNSW (development.sco@transport.nsw.gov.au) with a TCP prior to the commencement of construction of the new public access road off Devon Street that also takes into consideration the TCP included in Downer's CTPMP for Lot 6;	VEP will engage a suitably qualified traffic management company to prepare a Traffic Control Plan (TCP) for the safe management of traffic associated with the construction of the new public access road off Devon Street. The TCP will be prepared prior to the commencement of construction of the new public access road and will take into consideration the TCP included in Downer's CTPMP for Lot 6. A copy of the TCP will be provided to TfNSW.
A copy of the construction program with dates and the builders direct contact details are to be provided to TfNSW and PLR at DA.PLR@transport.nsw.gov.au and development.sco@transport.nsw.gov.au prior to the commencement any of construction activities;	The construction program with dates and VEP's direct contact details will be provided to TfNSW and PLR and development.sco@transport.nsw.gov.au prior to the commencement any of construction activities.

Transport for NSW condition	VEP controls
The Applicant will notify the TfNSW PLR team (DA.PLR@transport.nsw.gov.au) of any works proposed to be carried out outside of PLR construction working hours (7am to 7pm weekdays and 7am to 6pm Saturdays, Sundays and Public Holidays);	Generally, works will be carried out during standard construction hours. However, should there be any works proposed to be carried out outside of PLR construction hours, VEP will notify the TfNSW PLR team.
VE Property will need to establish ongoing coordination with TfNSW (DA.PLR@transport.nsw.gov.au) and Parramatta Connect for activities including but not limited to site access and egress, deliveries of any large structures and any changes to traffic arrangement;	VEP has provided this CTPMP to TfNSW for review and comment, which includes information on proposed construction activities and site access and egress. Deliveries of any large structures and any changes to traffic arrangement will be coordinated with TfNSW and as per Section 4.
All construction vehicles will enter and exit the site in a forward direction;	All construction vehicles will enter and exit the site in a forward direction as per Section 4.
No trucks are to be parked or queued along Grand Ave, Colquhoun and Devon Streets;	No trucks will be parked or queued along Grand Ave, Colquhoun and Devon Streets. Refer to Section 4 and Appendix B.
The Applicant is to consult with the TfNSW PLR team (and with any other contractor(s) nominated by TfNSW) on the placement of signs and any traffic controllers on Grand Avenue and Colquhoun St;	It is unlikely that VEP will need to place signage for the management of construction traffic along Grand Avenue or Colquhoun St. As presented in the Traffic Control Plan in Appendix A, construction traffic management signage is proposed along Devon street. However, VEP will consult with the TfNSW PLR team (and with any other contractor(s) nominated by TfNSW) if they need to place any signs and/or traffic controllers on Grand Avenue and Colquhoun St.
Construction vehicles drivers are to be advised of the designated construction vehicle routes to/ from the site as identified in the subject CTMP and only use those routes, construction vehicles must not circulate on the road network to wait to enter the site;	Designated construction vehicle routes and the requirement to use those routes are outlined in sections 3.3 and Appendix B respectively. Were possible, VEP will schedule construction vehicle deliveries/arrivals to occur during construction hours and at intermittent frequencies to avoid queuing. However, there may be cases when construction vehicles need to circulate if they cannot enter the site immediately on arrival.
The Applicant is to modify construction vehicle routes and access arrangements to/from the site via Grand Avenue if required by TfNSW as a result of changes to the operation of Grand Avenue that will occur throughout the different phases of PLR construction. Updated routes will need to be reflected in the CTMP;	Where possible, VEP will modify construction vehicle routes and the CTPMP if requested by TfNSW to accommodate changes to the operation of Grand Avenue due to the PLR construction works.
Any impact of changes to the operation of Grand Avenue and access arrangements to/from Grand Avenue on the Applicant including but not limited to site access, construction vehicle routes, construction program and updating this CTMP will be at the cost of the Applicant;	Noted.
A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Grand Avenue during construction activities. A ROL can be obtained through https://myrta.com/oplinc2/pages/security/oplincLogin.jsf.	A Road Occupancy License will be obtained from the Transport Management Centre for any works that may impact on traffic flows on Grand Avenue during construction activities.

CHAPTER 2

PROJECT SUMMARY

2 PROJECT SUMMARY

2.1 Location

The site address is 9 Devon Street, Rosehill and is part of lot 100 in deposited plan 1168951 and covers 35.068 ha.

The site is in the Parramatta Local Government Area (LGA) and is zoned IN3 Heavy Industrial under the land use table in Part 2 of the LEP.

The site is accessed from James Ruse Drive via Grand Avenue and Colquhoun Street or Grand Avenue, Durham and Devon streets. The site is accessed from Parramatta Road via Wentworth, Kay and Unwin streets.

2.2 Project summary

The project involves the staged subdivision of the Central Sydney Industrial Estate on lands known as the Western Area of the former Shell Oil Refinery at Clyde. Stage 1 (being Lot 6 of the subdivision) will then be developed as the Downer Sustainable Road Resource Centre described in a separate CEMP.

VEP proposes the following:

- Staged subdivision of the site into fourteen lots that will form the Estate.
- Earthworks/filling to bench the lots to form a flat pad in the northern half of the site then gradually grading down towards the Duck River in the southern half of the site.
- Construction of a new public access road running south from an intersection with Devon Street, providing access to those lots that do not front Devon Street, in accordance with council specifications.
- Installation of an inter-allotment stormwater drainage system to provide a single stormwater connection point to each lot of the proposed subdivision. Temporary erosion and sediment controls will also be installed to manage water quantity and quality over the lots until they are sold and developed, when permanent stormwater management infrastructure will be installed within each lot.
- A 40 m average riparian corridor along Duck River.
- Landscaping/planting:
    - Along both sides and around the cul-de-sac of the proposed access road.
    - Within the previously disturbed part of the proposed riparian corridor along Duck River in accordance with a landscape management plan and vegetation management plan.

Provision has been made for a 5 m easement for services along the northern site boundary adjacent Devon Street. The extension of the following key municipal services will likely be required to suit the needs of each of the lots:

- Potable water – potentially construction of a ring main linking the main under Colquhoun Street to the main under Durham Street (subject to separate approval by Sydney Water).
- Wastewater (sewer) – extension of the rising main along Devon Street and minor sideline extension of the gravity sewer along Colquhoun Street (subject to separate approval by Sydney Water).
- Electricity – supply may be required to each lot from the high voltage line along Devon Street (subject to separate approval by Endeavour Energy).

Development of the Estate for new industrial uses (in accordance with current zoning), other than Lot 6, will then be subject to future applications.

2.2.1 Lot preparation

Condition B47 of SSD 9032 requires the rehabilitation of the Western Area to achieve the final landform shown in Appendix 4 of the consent. This application does not seek to modify the approved final landform, but rather, it seeks approval for the development of further earthworks to re-contour the land on the lots.

The lots other than Lot 64 will be benched in two stages (no works are proposed on Lot 64, which will be maintained as is).

Bulk earthworks on the other lots will comprise the construction of a flat pad at reduced level (RL) 4.8 m Australian height datum (AHD) in the northern half. The proposed earthworks will then gradually grade down towards Duck River in the southern half of the site to RL 4.4 m and 4.3 m AHD at the southern ends of lots 63 and 64 respectively.

Cut and fill is likely to be balanced with approximately 33,000 m^3 cut and 33,000 m^3 fill.

There will be an allowance for the importation of up to 30,000 m^3 of virgin excavated natural material (VENM) and/or excavated natural material (ENM) for site presentation.

All lots will be hydroseeded or spread with tackifier after earthworks to prevent wind erosion.

2.2.2 Access

Lots 51-56 will be accessed via new private entry driveways subject to a future development application after the lots are sold. Lots 55 and 56 will have the option of access either off Devon Street or the new public road. Lots 58-64 will be accessed from Devon Street via a new public road with driveways to the new road subject to future development applications after the lots are sold.

The new access road will be connected to Devon Street and will be an industrial road with asphalt surface and kerb and guttering to council standards. It is proposed as a public road. The new access road is shown on civil engineering drawings C013919.01-DA60, DA15 and DA22 and streetscape plan SSD-04 (refer to Appendix 1 of Annex A of the CEMP).

The road reserve of the proposed road will be 21 m wide with a 12 m wide carriageway, 3.65 m wide western verge, and a 5.35 m wide eastern verge including a 3 m wide shared cycle/pedestrian path.

A road easement will be provided from the road to Duck River to allow for the potential road extension and bridge.

2.2.3 Stormwater management

Construction erosion and sediment controls

An erosion and sediment control plan has been included in Annex H of the CEMP.

Initially, a ‘Type D’ sediment basin will be installed on the southern site boundary, which will catch and treat the five day 85th percentile volume during construction. Water will be diverted to the basin via temporary diversion drains inside the site boundary, along the proposed road and the boundaries of some lots.

Type D basins are generally pumped out following rain when suspended solid concentrations of less than 50 mg/L are achieved from flocculation treatments.

Sediment fences will be installed along the site boundary to prevent sediment, not captured in the sediment basin, from migrating offsite.

Post construction pre-operation erosion and sediment controls

Once the lots are prepared, additional temporary Type D sediment basins will be installed in a corner of each lot to treat sediment laden runoff until the lots are developed by eventual owners. Additional temporary diversion drains will be provided to divert water from the lots to the basins. The basins will discharge to pits associated with the permanent drainage network described below.

Other management measures will be:

- Minimising the extent of disturbed areas across the site at any one time.
- Progressive stabilisation of disturbed areas or previously completed earthworks.
- Regular monitoring and implementation of remedial works to maintain the efficiency of all controls.

2.2.4 Landscaping

Areas of the site will be landscaped as described below (also refer to Annex F of the CEMP).

Riparian corridor

There will be an average 40 m wide riparian corridor along the Duck River at the southern site boundary.

Access road reserve

The verges to the proposed road will be planted in accordance with council requirements.

Northern boundary

A 5 m easement along the sites northern and north-western boundaries will be provided for services along Devon and Colquhoun streets.

The existing turf and trees along the Devon and Colquhoun street frontages will be retained where possible, except at the proposed site access road. Provision has also been made for a 5 m landscape setback along the Devon and Colquhoun streets frontage with landscape works/planting subject to future development applications.

2.2.5 Services

The site is serviced with key municipal services as part of its previous use as Clyde Refinery and Terminal. However, the site will require service extensions to the proposed lots.

The following existing services are shown on Drawing C013919.01-DA15 (refer to Appendix 1 of Annex A of the CEMP):

- Potable (drinking) water.
- Recycled Water.
- Wastewater (sewer).
- Electricity.
- Communications.
- Gas.

2.3 Hours of construction, employment, vehicles and plant and equipment

Construction will typically occur between 7am-6pm Monday-Friday and 8am-1pm Saturday. Construction will also take place at night-time and on Sundays in the following circumstances:

- works do not exceed the project noise limits; or
- works agreed to in writing by the Planning Secretary; or
- for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or
- where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

Construction on public holidays will be avoided.

There will be up to 35 construction employees on site at any time.

Daily construction vehicles will comprise approximately:

- Light – 35.
- Heavy – 30.

There will be up to 10 items of plant and equipment on site at any time comprising water cart, dump trucks, excavators, front end loaders, compactors, concrete truck, bulldozer, grader, backhoes, small and medium cranes, concrete pump, kerb and guttering machine, piling rig and concrete crusher.

2.4 Construction staging

As outlined in Section 1.1, Lot 6 of the subdivision will be developed as the Downer Sustainable Road Resource Centre, the construction of which is addressed in a separate CEMP and CTPMP. Downer commenced construction in early March 2021, with construction likely to be completed in 11 months. Construction of Lot 6 has the potential to generate up to 75 heavy vehicles and 53 light vehicles per day.

Preparation of the remainder of the lots within the CSIE will commence after conclusion of the works associated with the Western Area Remediation Project (WARP). Civil works will commence in the second half of 2021 and will take approximately nine months. Installation of services will occur prior to this, likely in the first half of 2021.

During the period where Lot 6 and the remainder of the CSIE are under construction at the same time, it is possible for the combined construction traffic to reach 105 heavy vehicles and 88 light vehicles per day.

CHAPTER 3

MAJOR AND LOCAL ROADS

3 ROADS AND ACCESS ROUTES

3.1 Overview

The current site access is on the corner of Colquhoun and Unwin streets and will be used as the primary construction access. Once the new CSIE public access road intersection with Devon Street has been constructed, this will become a secondary/alternate construction access.

3.2 Roads

3.2.1 Major roads

Parramatta Road and James Ruse Drive are four and six lane (divided) state arterial roads with a speed limit of 60 km/h and 70 km/h respectively. James Ruse Drive has a clearway at all times and Parramatta Road has a clearway between 6 am to 7 pm on weekdays and 8 am to 8 pm weekends.

3.2.2 Local roads

Unwin, Kay, Wentworth, Colquhoun, Devon and Durham streets are local two lane/way roads with a speed limit of 50 km/h, under the care and control of Parramatta City Council. There is parking on both sides, although parking is limited on sections of these streets.

3.3 Access routes

Light and heavy construction vehicles will access/egress the site via the routes described in sections 3.3.1 and 3.3.2. Sufficient parking will be available on site for construction workers (i.e. light vehicles), heavy vehicles delivering materials, plant and equipment to the site during construction and construction plant and equipment that will remain on site for the duration of construction.

3.3.1 Ingress

There are three primary ingress routes for the subdivision construction works (Figure 3.1):

- Grand Avenue, Colquhoun Street.
- Grand Avenue, Durham Street, Devon Street, Colquhoun Street.
- Wentworth Street, Kay Street, Unwin Street, Colquhoun Street.

There are three secondary ingress routes for the subdivision construction works (Figure 3.1):

- Grand Avenue, Colquhoun Street, Devon Street.
- Grand Avenue, Durham Street, Devon Street.
- Wentworth Street, Kay Street, Unwin Street, Colquhoun Street, Devon Street.

3.3.2 Egress

There are three primary egress routes for the subdivision construction works (Figure 3.1):

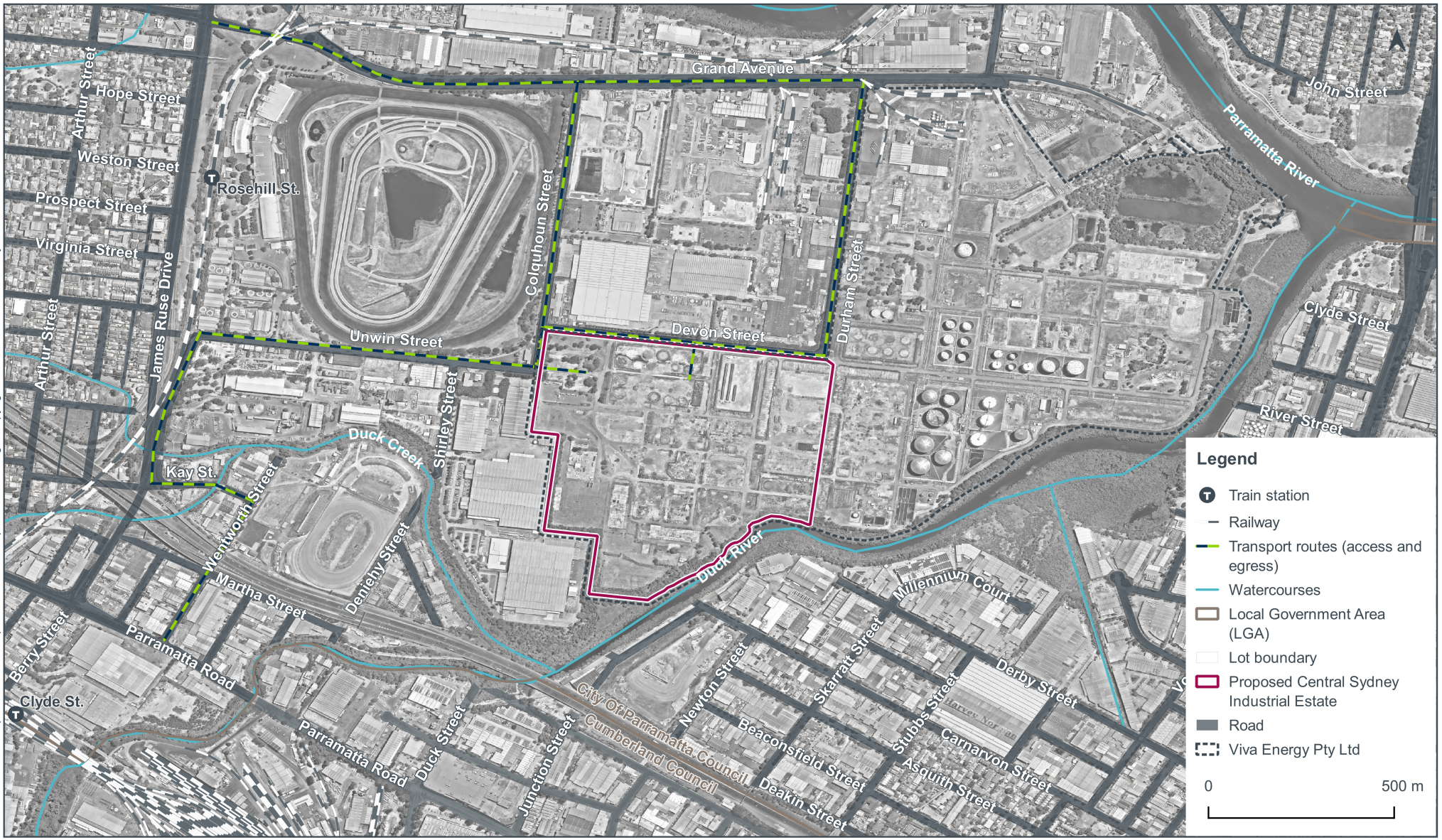
- Colquhoun Street, Grand Avenue.
- Colquhoun Street, Devon Street, Durham Street, Grand Avenue.
- Colquhoun Street, Unwin Street, Kay Street, Wentworth Street.

There are three secondary egress routes for the subdivision construction works (Figure 3.1):

- Devon Street, Colquhoun Street, Grand Avenue.
- Devon Street, Durham Street, Grand Avenue.
- Devon Street, Colquhoun Street, Unwin Street, Kay Street, Wentworth Street.

Figure 3.1
Access routes

Central Sydney Industrial Estate
CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN



CHAPTER 4

TRAFFIC MANAGEMENT

4 TRAFFIC MANAGEMENT

The traffic/vehicle manage measures in Table 4.1 will be implemented to ensure road safety, network efficiency and pedestrian movements during construction.

Table 4.1 Traffic management measures

Strategies	Management measures	Timing	Responsibility
Site vehicles	Site vehicles are to enter and exit the site in a forward-facing direction.	During construction	All drivers
	All drivers will be made aware of the routes shown in Section 3.3 prior to commencing work at the site as part of the site induction.	During construction	Site Supervisor All personnel
	Vehicle arrivals will be scheduled in such a manner as to not require queuing on the road network surrounding the site.	During construction	Project Manager Site Supervisor
	All drivers are to follow the drivers code of conduct (Appendix B).	During construction	All drivers
	Mandatory speed limits for all site vehicles will be at 20km/hr.	During construction	All drivers
Road occupancy	The traffic control plans (TCPs) in Appendix A will comply with relevant Australian Standards and RMS *Traffic Control at Worksites Manual* and be implemented during construction.	Pre construction/ during construction	Project Manager Site Supervisor
	Relevant council approvals will be required for the road construction and connection to Devon Street and all the utility connections to the mains located in Devon Street.	Pre construction	Project Manager
Surrounding roads	The general nature of traffic on the local roads in Rosehill and Camellia is that of primarily light and intermittent heavy vehicle traffic with negligible pedestrian or cyclist usage. The primary route used in this industrial area/ zone is Grand Avenue and Colquhoun to Unwin Street leaving Devon and Durham Streets relatively underutilised. There are no bus routes that utilise Devon, Colquhoun, Grand Avenue, Durham or Unwin Streets. Therefore, the project construction traffic is unlikely to interfere with public transport.	–	–
Vehicle entry to site	Vehicles will enter and exit the site in accordance with the vehicle movement plan in Appendix A.	During construction	All drivers
	Site vehicles are to use approved routes only for access to and from the site.	During construction	All drivers
	Construction traffic will be scheduled where possible outside of peak times to minimise impact to existing traffic.		
	Heavy vehicle drivers entering the site will be required to call up on a designated UHF channel to advise of their intent to enter the site. Reminders of this requirement will be done via signage prior to entry to the site located on the verge of Colquhoun and Devon streets. If there is any congestion or queueing at the entry points, then drivers will be directed to travel around the block and enter the site when it is less congested.	During construction	Project Manager Site Supervisor Heavy vehicle drivers
	All drivers will be required to be inducted on the requirements of this plan and the drivers code of conduct.	During construction	Site Supervisor All drivers
	Personal passenger vehicles for management staff working in the site office/compound will be restricted	During construction	Management personnel

Strategies	Management measures	Timing	Responsibility
	from accessing the main site and will only be able to access the office/compound facilities parking located at the site entrance.		
	Light vehicles outfitted with beacon, reverse 'quacker', reflective paint and UHF radio will be able to access the main site. These operators will be site inducted which outlines vehicle management requirements while driving on the site.	During construction	Site Supervisor Light vehicle drivers
Parking	Parking will be provided for construction management staff at the site office/compound.	During construction	Management personnel
	Parking for operators and labourers who are part of the construction team will be provided on the site.	During construction	Construction personnel
Pedestrians	A boundary/security fence will be erected around the perimeter of the site to control pedestrian access to site.	Pre construction	Project Manager Site Supervisor
	Pedestrian access along Devon Street is along the northern side of the street and will be unaffected by the CSIE subdivision construction works.	–	–
Loading and unloading	All vehicles are to be loaded / unloaded within the site at the nominated laydown areas.	During construction	All drivers
Stakeholder consultation strategy	VEP will notify all properties neighbouring the site about the potential disruption to traffic along local transport routes during the construction of the CSIE subdivision works. The notification will be via letterbox drop or by email (where an email address is available from consultation undertaken during the EIS process). The letter/email will include information on: ▪ Duration and hours of construction; ▪ Access and egress routes; ▪ Traffic controls at the secondary entrance to the site to safely manage vehicle movements into and out of the site and through traffic along Devon Street; ▪ Contact details of VEP site personnel. VEP will also notify the Parramatta Light Rail Project, Sydney Metro West Project and any private development along the local construction access/egress routes in Rosehill and Camellia of the above information about the construction phase of the development. As outlined in Section 1.3, in accordance with condition of consent B30(b), VEP has consulted with Transport for NSW (including the Parramatta Light Rail Project).	Pre construction	Project Manager
Reversing	All reversing on site must be with the provision of a spotter and must adhere to 10 m exclusion zones in both directions of travel for any plant/equipment or heavy vehicles or other exclusion zones specific to the construction activity.	During construction	Site Supervisor All drivers
Oversized loads	Prior to the delivery of oversized/abnormal loads (if required), VEP will obtain the relevant permits from and will agree to the necessary traffic management controls (in consultation) with TfNSW. VEP will ensure that the requirement of the permit and agreed traffic controls are implemented during the oversized/abnormal load delivery.	Prior to oversize deliveries	Project Manager Site Supervisor

CHAPTER 5

MONITORING, CONTINGENCIES, TRAINING AND REVIEW

5 MONITORING, CONTINGENCIES, TRAINING AND DOCUMENT REVIEW

5.1 Monitoring

The construction management team will be constantly monitoring construction traffic to ensure compliance with this plan. Traffic will be monitored visually during regular site inspections/walk arounds.

5.2 Contingencies

Queuing of heavy vehicles along Devon, Colquhoun and Unwin streets could disturb traffic if vehicles have to wait to enter the site. The following will be implemented if queuing of heavy vehicles is observed:

- Heavy vehicle queuing within the site – review the construction delivery schedule. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the driver code of conduct.
- Heavy vehicle queuing on public road – review and investigate construction activities. If it is concluded that construction is directly responsible for queuing on public roads, implement additional control measures such as:
  - Put a temporary hold on incoming heavy vehicle deliveries.
  - Instruct queuing vehicles to travel 'around the block' until the congestion at the site entrance dissipates.
  - Review CTPMP and update where necessary.
  - Provide additional training.

5.3 Training

All employees, contractors and staff working on site will be inducted and trained in relation to construction traffic management including:

- Requirements of this plan.
- Relevant requirements of TfNSW.
- Roles and responsibilities for construction traffic management.
- Disciplinary action around non-compliance with this plan.

Further details regarding staff induction and training are in Chapter 4 of the CEMP.

5.4 Document review

This plan forms part of the CEMP and will be reviewed as described in Chapter 7 of the CEMP as follows:

- All project documents are generated, numbered, approved, revised, transmitted, and stored in accordance with the project's document control system.
- The CEMP and associated sub-plans review ensures the suitability, effectiveness, and adequacy of the plan. The CEMP and associated sub-plans are formally reviewed annually (as a minimum) and whenever the plan, risk, and/ or activities change from the scope/ content.
- The review is conducted by a review team comprising the Project Manager (or delegate) and the Environmental Advisor/ Project Environmental Manager (or Safety Manager) and

considers performance against the CEMP and associated sub-plans with respect to incident trends and findings from internal and external audits.

The Project Manager (or delegate) ensures any changes to the CEMP and associated sub-plans as a result of review/ change is communicated to personnel.

APPENDIX A

VEHICLE MOVEMENT AND TRAFFIC CONTROL PLANS

APPENDIX B

DRIVER CODE OF CONDUCT

APPENDIX B: DRIVER CODE OF CONDUCT

Overview

This driver code of conduct applies to all personnel and any other person conducting business for VEP, whether a direct employee of VEP or employed by some other organisation providing a service or product to the project.

We are all members of the general community, so you are expected to comply with all the relevant legal requirements and accepted community standards whilst conducting your business. Whether you are an employee of VEP or operate any service to the company, your behaviour on the road reflects upon the community reputation of the project and in this regard your full compliance with this driver code of conduct is required.

Penalties and disciplinary action

Failure to comply with this driver code of conduct will lead to either the issue of a 'warning notice' or 'disciplinary action' if the offender is an employee of VEP. If the offending party represents another company then 'disciplinary action' may be treated as suspension or cancellation of a service contract or arrangement with that company.

A warning notice may be issued for a number of reasons, which may include (but not limited to) if you:

- Abuse other road users or customers.
- Do not carry out instructions as advised.
- Do not comply with local road and site speed restrictions.
- Do not report incidents, accidents or near misses.
- Use mobile phones and/or hand held devices while driving.
- Do not comply with any of the requirements in this driver code of conduct.

Motor traffic Act

As a driver you are required to know and comply with all road rules pertaining to your vehicle (whether standard passenger car, utility or heavy transport vehicle).

Driving licence

You must hold a current and valid driving licence for the class of vehicle that you operate. Additionally, you must always carry your current driver's licence with you while you are on duty. If your licence is cancelled or suspended, you must inform your supervisor immediately who will in turn inform project management immediately.

Vehicle minimum maintenance and operating condition

All vehicles must be maintained and operated in accordance with the vehicle manufacturers recommended standards (refer to vehicle manufacturer's handbook).

Occupational health and safety

The health and safety of all people employed by (or working for) VEP, and those visiting the project site, is of the utmost importance. As an employee of the project, or supplier or contractor to the project, you are required to adhere to the occupational health and safety legislation.

Generally, this means that you must:

- Carry out your duties in a way which does not adversely affect your own health and safety or that of others.
- Cooperate with measures introduced in the interest of workplace health and safety, in particular follow WHS standard operating procedures.
- Attend all health, safety & environmental training provided.

- Immediately report all matters which may affect workplace health & safety to your supervisor.
- Correctly use any information, training, personal protective equipment and safety devices provided.
- Not intentionally misuse or recklessly interfere with anything that has been provided for health and safety reasons.
- Only do tasks for which you have authorisation and/or have the necessary training, and for which all necessary safety arrangements are in place.

Environment

VEP is committed to protecting the environment and preventing air, water and noise pollution. As the operator of your vehicle, you are subject to environmental regulations relating to vehicle emission and product spill. You must understand and appreciate the seriousness of polluting the environment and the consequences of such events. If you are careless or neglect your responsibilities, you can cause personal injury, loss of life, property damage, damage to the environment, and cause adverse publicity for the project.

Noise control

Using engine brakes can be extremely noisy. If possible, you should not use engine brakes near residences and built-up areas. Generating excessive noise is an offence governed by relevant legislation.

You must also not unnecessarily over-rev your engine when driving and pulling off from a stationary position.

The following noise management measures must be implemented where possible when delivering/offloading materials on site to minimise construction noise:

- Avoid shouting and minimise talking loudly and slamming vehicle doors.
- Avoid metal to metal contact and dropping materials from height.
- Minimise idling of trucks.
- Avoid reversing.

Highway courtesy

The on-going reputation of the project depends very much on the way you drive your vehicle and courtesy that you extend to the community. The road is there to share and therefore, it is a project requirement that you display courtesy and restraint towards other road users.

Speed restrictions

As a competent driver, you must always adjust your driving to the existing conditions. Speeding is the leading behavioural factor in deaths and serious injury on NSW roads. Speeding is not just driving faster than the posted speed limit, it includes driving too fast for the weather, light, traffic and road conditions.

Always follow posted signs as they provide vital clues to road conditions and characteristics. You should always apply the following rules:

- Always reduce your speed in wet conditions.
- Drive cautiously in low visibility.
- Descend hills in the lowest gear to suit the conditions.
- Always observe the special limits that apply for road works etc.

DO NOT exceed the posted maximum speed.

Always comply with school zone time speed limits and reduce speed when approaching a bus stopping/stopped.

Reduce speed from dusk to dawn in areas where nocturnal wildlife may be present. Do not use bright headlights as blinded animals cannot see the vehicle and do not move away from the road.

Specified access routes

All construction vehicles must use the construction vehicle access routes specified in Section 3.3 of the CTPMP.

Site speed limits

The project site has a general speed limit of 20 km/h with 10 km/h limits in designated areas. These limits are to ensure the interaction between personnel and vehicles are managed to minimise the risk of injury to all personnel.

Drivers are required to observe the posted speed limits and other traffic signage at all times. All incidents where drivers do not observe speed limits and other traffic instructions will be logged and investigated and where appropriate, disciplinary action will be taken.

Defensive driving

You should always drive in a manner that will help you to avoid an accident, despite incorrect/inappropriate actions of others or poor driving conditions. Defensive driving requires a high degree of anticipation.

Vehicle braking

One of the most important single skills that a professional and competent driver possesses is bringing a loaded vehicle to a controlled stop both in the city and in open road conditions. You may need to brake heavily but you must also be aware of the possible consequences. As a rule, you should always be aware of traffic conditions 1 to 2 km in front of you. In doing so, you are adjusting your own driving conditions to avoid the need for heavy braking.

Always brake with care, remembering that the truck will react differently according to the weight of the load, weight distribution of the load and road surface condition. You should never, under any conditions, drive a vehicle with faulty or suspect brakes. You must always immediately report the fault to your supervisor to be repaired.

Engine brakes are auxiliary to the main service brakes. In general, the following should be observed regarding engine brakes:

DO NOT use the engine brake on slippery or wet surfaces.

DO NOT use engine brakes in or near residences and built-up areas, as this causes excessive noise and is a public disturbance.

Tailgating

By law, you are required to maintain a gap between yourself and the vehicle directly in front of you, so that heavy braking will not be required. The gap is based on several factors including speed, vehicle weight, traffic congestion and road condition. During wet weather or other adverse conditions, the gap distance should be doubled.

The legal distance for heavy vehicles in areas with limited streetlights is 60 m. A gap of 60 m is approximately the same as:

- The length of four (4) semi-trailer combinations.
- Twelve (12) car lengths.
- Four (4) seconds.

Always remember, appropriate gap distance between other road users is a key defensive driving tool.

Overtaking/passing

Overtaking and passing should be done so only when necessary, where legally allowed and in a careful and safe manner. There is to be no overtaking or passing within residential areas.

Mobile phones

Using a mobile phone while driving is strictly prohibited for all drivers operating a motor vehicle unless a blue tooth hands-free kit is installed and utilized in the vehicles. This will be enforced to all site personnel and delivery partners during the site specific induction process prior to commencing work on the project.

Road hazards

During most journeys that you take, there will be hazards on and near roadways. Always be alert for these hazards and make your adjustments as necessary.

Examples of hazards are:

- Rough/slippery surfaces.
- Flooded roads.
- High winds.
- Fog and smoke haze.
- Sunset and sunrise.
- Narrow or winding roads.
- Low wires or awnings.
- Low bridges, tunnels etc.
- Crossings, rail/people.
- Animals, pedestrians and cyclists.
- Underpasses and trees.

Be aware that your vehicle itself may become a road hazard when it is parked on a roadway, broken down or otherwise. In this circumstance, use portable warning signals, placing them 50-150 m in front of and behind the vehicle, as well as at the side.

If your vehicle becomes bogged on site, make contact with your supervisor or site contact and do not attempt to retrieve your vehicle without approval and appropriate risk controls.

Parking

Avoid the need to park on the local streets by planning your trip to arrive at the site during construction hours and as per VEP's specified delivery scheduled. Construction drivers are encouraged to contact the site prior to their arrival to confirm their time of arrival to avoid the need for queuing and or parking on the local streets.

Reversing

Try to avoid reversing whenever possible. If you cannot avoid it, use extreme caution. If you need to reverse while on the project site:

- Always use a spotter.
- Maintain visual contact with the spotter.
- Maintain clear communications with the spotter.

If you need to reverse when not on the project site:

- Get out of your vehicle and check the rear surrounding area.
- Check clearances at sides, top and bottom.

- Constantly monitor mirrors for pedestrians or other traffic when reversing.

Material transport

Drivers are responsible for ensuring that all tail and side gates are properly secured and that there is no ropes, straps or chains dangling from the trailer.

Drivers of trucks hauling materials to and from the project site will ensure adequate separation between vehicles. No tailgating or formation of rolling convoys is permitted.

Drivers are responsible for ensuring that all loads are properly secured and/or covered and that there is no spillage or leakage of the load from the vehicle to the road surface.

Drivers are responsible to ensure the cleanliness of their vehicle and must inspect for the following:

- Loose material, including but not limited to packing material, gravel, dirt, dust etc, may spill from the trailer platform and become a hazard to other drivers on the road.
- Loose material (gravel, dirt or caked mud) may become dislodged from the underside of the vehicle, including wheel arches, and become a hazard to other drivers on the road.

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