



# Western Sydney Airport

## Traffic and Access Construction Environmental Management Plan

December 2018



## Document Control

File Name	Document Name	Revision
WSA00-BECHTEL-00400-EN-PLN-000005	WSA Co Traffic and Access CEMP	1

## Revision History

Revision	Date	Description	Author	Reviewer
0	24/09/2018	Early Earthworks scope and visitor centre preparation	WSA Co	Sally Reynolds
0.1	09/11/2018	Draft updated with the Visitor Centre and Site Accommodation phase and Material Importation phase	WSA Co	Sally Reynolds
0.2	23/11/2018	Draft updated to address comments on inclusion of new scope (Visitor centre, Site Accommodation and Material Importation)	WSA Co	S Reynolds
0.3	07/12/2018	Draft updated to address comments on inclusion of new scope (Visitor centre, Site Accommodation and Material Importation)	WSA Co	S Reynolds
0.4	12/12/2018	For Approval	WSA Co	S Reynolds
1	14/12/2018	Revision update to include the Visitor Centre Site Accommodation and Material Importation	WSA Co	S Reynolds

## Plan Authorisation

Position	Name	Signature	Date
Environment Manager	S Reynolds		12/12/2018

## Glossary and Definitions

Item	Definition
<b>The Act</b>	<i>Airports Act 1996</i> (Cth) (Airports Act)
<b>Airport</b>	The airport located at the Airport Site. Note: the Airport is referred to in the Act as Sydney West Airport and also commonly known as Western Sydney Airport
<b>Airport Lease</b>	An airport lease for the Airport granted under section 13 of the Act
<b>Airport Plan</b>	Means the airport plan for the Airport Site as determined by the Infrastructure Minister under section 96B of the Airports Act in December 2016 as varied from time to time in accordance with the Airports Act
<b>Airport Lessee Company</b>	The company that is granted a lease over the Airport Site
<b>Airport Site</b>	The site for Sydney West Airport as defined in the Act
<b>Approver</b>	<p>a. For condition 30 of the Airport Plan (Biodiversity Offset Delivery Plan) and any matter relating to the Biodiversity Offset Delivery Plan – the Environment Minister or an SES employee in the Environment Department; and</p> <p>For other matters – the Infrastructure Minister or an SES employee in the Infrastructure Department</p>
<b>Apron</b>	<p>The part of an airport used for:</p> <p>a. the purposes of enabling passengers to embark/disembark an aircraft;</p> <p>b. loading cargo onto, or unloading cargo from, aircraft; and/or</p> <p>c. refuelling, parking or carrying out maintenance on aircraft</p>
<b>Associated Site</b>	An 'associated site for Sydney West Airport' as set out in section 96L of the Act
<b>Condition</b>	A condition set out in Part 3 of the Airport Plan in accordance with section 96C of the Act
<b>Construction Impact Zone</b>	The part or parts of the Airport Site or an Associated Site on which Main Construction Works are planned to occur, as detailed in the Construction Plan approved in accordance with Condition 1
<b>Construction Period</b>	The period from the date of commencement of Main Construction Works in any part of the Airport Site until the date of commencement of Airport Operations
<b>Environment Minister</b>	The Minister responsible for the EPBC Act
<b>EEW</b>	The Phase of the Stage 1 Development that involves early earthworks as described in section 6 of the Construction Plan
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth)
<b>Infrastructure Department</b>	The department responsible for administering the Airports Act, currently the Australian Government Department of Infrastructure, Regional Development and Cities
<b>Infrastructure Minister</b>	The Minister responsible for the Act from time to time
<b>Laws</b>	Statutes, regulations, rules, bylaws and other subordinate legislation of the Commonwealth or a state or territory
<b>Main Construction Works</b>	Substantial physical works on a particular part of the Airport Site including large scale vegetation clearance, bulk earthworks and the carrying out of other physical works, and the erection of buildings and structures) described in Part 3 of the Airport Plan, other than TransGrid Relocation Works or Preparatory Activities
<b>Non-conformance</b>	Failure to conform to the requirements of the Airport Plan (including the SEMF)

Item	Definition
<b>Preparatory Activities</b>	<p>The following:</p> <ul style="list-style-type: none"> <li>a. day-to-day site and property management activities;</li> <li>b. site investigations, surveys (including dilapidation surveys), monitoring, and related works (e.g. geotechnical or other investigative drilling, excavation, or salvage);</li> <li>c. establishing construction work sites, site offices, plant and equipment, and related site mobilisation activities including access points, access tracks and other minor access works, and safety and security measures such as fencing, but excluding bulk earthworks);</li> <li>d. enabling preparatory activities such as: <ul style="list-style-type: none"> <li>(i) demolition or relocation of existing structures including buildings, services, utilities and roads);</li> <li>(ii) the disinterment of human remains located in grave sites identified in the European and other heritage technical report in volume 4 of the EIS; and</li> <li>(iii) application of environmental impact mitigation measures; and</li> </ul> </li> <li>e. any other activities which an Approver determines are Preparatory Activities</li> </ul>
<b>the Project</b>	Western Sydney Airport – Stage 1 development
<b>SES Officer</b>	An SES employee under the Public Service Act 1999 (Cth)
<b>Stage 1 Development</b>	The Developments described in Part 3 of the Airport Plan
<b>Sydney West Airport</b>	The Airport. Note: this is the name used in the Act. The Airport is also commonly known as Western Sydney Airport
<b>Western Sydney Airport (WSA)</b>	The Airport. Note: Under the Act the Airport is referred to as Sydney West Airport

## Acronyms and abbreviations

Item	Definition
<b>ALC</b>	Airport Lessee Company
<b>ALER</b>	Airfield lighting equipment room
<b>ARFFS</b>	Aviation Rescue and Firefighting Services
<b>ATC</b>	Air traffic control
<b>ATCT</b>	Air traffic control tower
<b>CASA</b>	Civil Aviation Safety Authority
<b>CASR</b>	Civil Aviation Safety Regulations 1998
<b>CO</b>	Carbon monoxide
<b>CEMP</b>	Construction Environmental Management Plan
<b>DIPNR</b>	NSW Department of Infrastructure, Planning and Natural Resources (now Department of Planning and Environment)
<b>EIS</b>	Environmental Impact Statement
<b>EPA</b>	NSW Environmental Protection Authority
<b>GSE</b>	Ground support equipment
<b>ha</b>	Hectares
<b>HIAL</b>	High intensity approach lighting
<b>ISO 14001</b>	AS/NZS ISO 14001:2015 – Environmental Management Systems
<b>km</b>	Kilometres
<b>m, m<sup>2</sup> and m<sup>3</sup></b>	Metres, square metres and cubic metres
<b>ML and ML/d</b>	Megalitres and megalitres per day
<b>OEH</b>	NSW Office of Environment and Heritage
<b>OU</b>	Odour unit
<b>POEO Act</b>	NSW Protection of the Environment Operations Act 1997
<b>RMS</b>	NSW Roads and Maritime Services
<b>SEMF</b>	Site Environmental Management Framework which forms part of the Construction Plan
<b>SES</b>	Senior Executive Service
<b>TSP</b>	Total suspended particulate matter

## Contents

<b>1</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.1	Background .....	1
1.2	Document context and scope .....	2
1.3	Document purpose.....	3
1.4	WSA Co environmental management system overview .....	4
1.5	Consultation requirements of this document .....	5
1.6	Certification and approval.....	8
1.7	Distribution .....	8
<b>2</b>	<b>PROJECT DETAILS AND SCOPE OF WORKS .....</b>	<b>9</b>
2.1	Project general features .....	9
2.2	Project site location and layout.....	9
2.3	Project staging and environmental management approach .....	12
2.4	Scope of works.....	13
<b>3</b>	<b>OBJECTIVES AND TARGETS .....</b>	<b>19</b>
3.1	Objectives .....	19
3.2	Targets and performance criteria .....	19
<b>4</b>	<b>LEGAL AND OTHER REQUIREMENTS.....</b>	<b>20</b>
4.1	Relevant legislation and guidelines .....	20
4.2	Approvals and other specifications .....	22
4.3	Airport Plan Conditions.....	22
<b>5</b>	<b>EXISTING ENVIRONMENT .....</b>	<b>26</b>
5.1	Existing road network.....	26
<b>6</b>	<b>TRAFFIC AND ACCESS ASPECTS AND IMPACTS.....</b>	<b>29</b>
6.1	Construction traffic volumes and distribution.....	29
6.2	Effect on road network performance .....	30
6.3	Environmental Risk Register .....	31
<b>7</b>	<b>ENVIRONMENTAL CONTROL MEASURES.....</b>	<b>36</b>
<b>8</b>	<b>TRAFFIC AND ACCESS MANAGEMENT.....</b>	<b>40</b>
8.1	Road closures.....	40
8.2	Construction vehicles routes and site access.....	40
8.3	Parking facilities.....	41
8.4	Public transport.....	41
8.5	Property access.....	42
8.6	General road user delay prevention strategies.....	42
8.7	Construction Access and Egress Mitigations.....	43
8.8	Site Entry.....	44
8.9	Documentation .....	47
<b>9</b>	<b>ENVIRONMENTAL ROLES AND RESPONSIBILITIES.....</b>	<b>50</b>
9.1	External roles and responsibilities.....	50

9.2	WSA Co roles and responsibilities.....	50
9.3	WSA Co contractor roles and responsibilities.....	52
10	<b>ENVIRONMENTAL INSPECTION, MONITORING AND AUDITING .....</b>	<b>53</b>
10.1	Environmental inspections .....	53
10.2	Traffic and access monitoring .....	53
10.3	Environmental auditing .....	54
10.4	Environmental reporting .....	54
11	<b>COMPETENCE, TRAINING AND AWARENESS .....</b>	<b>56</b>
11.1	Environmental Project induction.....	56
11.2	Contractor specific site inductions .....	56
11.3	Toolbox talks, training and awareness .....	56
11.4	Daily pre-start meetings .....	57
12	<b>COMMUNICATIONS AND COMPLAINTS MANAGEMENT .....</b>	<b>58</b>
12.1	Complaints management .....	58
12.2	Community and stakeholder communication .....	58
13	<b>ENVIRONMENTAL INCIDENTS, NON-CONFORMANCE AND IMPROVEMENT OPPORTUNITIES .....</b>	<b>59</b>
14	<b>REVIEW AND IMPROVEMENT .....</b>	<b>60</b>
14.1	Continuous improvement.....	60
14.2	Review and Variation of Approved Plans .....	60
15	<b>REFERENCES .....</b>	<b>61</b>
A1	Stakeholder Consultation – NSW Roads and Maritime Services.....	63
A2	Stakeholder consultation – Transport for NSW .....	66
A3	Stakeholder consultation – Liverpool City Council.....	69
A4	Stakeholder consultation – Penrith City Council.....	71

## Tables

Table 1	Traffic and Access CEMP relationship with other CEMP documentation.....	3
Table 2	Traffic and Access CEMP consultation summary.....	6
Table 3	Traffic and Access consultation forums .....	8
Table 4	Works covered by this Traffic and Access CEMP.....	12
Table 6	Construction staging – Early Earthworks .....	14
Table 7	Construction staging – Visitor Centre and Site Accommodation .....	15
Table 9	Traffic and access targets .....	19
Table 10	Principal legislation and relevance.....	20
Table 11	Relevant guidelines and standards .....	21
Table 12	Airport Plan Conditions relevant to traffic and access management .....	22
Table 13	Summary of Traffic and Access Management Requirements .....	24
Table 14	Existing roads servicing the Airport Site .....	26
Table 15	Peak construction vehicle generation predicted during Early Earthworks (2018 – 2019) .....	29

Table 16	Peak vehicle generation predicted during Visitors Centre and Site Accommodation construction .....	29
Table 17	Peak vehicle generation predicted during Material Importation .....	30
Table 18	Likelihood criteria .....	32
Table 19	Consequence criteria .....	32
Table 20	Risk severity .....	33
Table 21	Traffic and Access risk assessment.....	34
Table 22	Environmental control measures.....	36
Table 23	Traffic loads created by Airport construction during Early Earthworks, Visitor Centre Construction and Material Importation .....	41
Table 24	Traffic and access monitoring requirements .....	54
Table 25	Traffic and access management reporting.....	54

## Figures

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Figure 1	WSA Co Environmental Management System and CEMP context .....	5
Figure 2	Western Sydney Airport Site location .....	10
Figure 3	Stage 1 development Construction Impact Zone.....	11
Figure 4	Site Location plan.....	18
Figure 5	Existing road network (and land use) (EIS 2016) .....	28
Figure 6	Likelihood criteria .....	33
Figure 7	Construction haulage routes .....	44
Figure 8	Access arrangements – Early Earthworks .....	45
Figure 9	Access route to site .....	46
Figure 10	Departure route from site .....	46
Figure 11	Material Importation access arrangements.....	47

## Appendices

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Appendix A	Traffic and Access CEMP Consultation
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# 1 Introduction

## 1.1 Background

In April 2014 the Australian Government announced that the Commonwealth-owned land at Badgerys Creek will be the site for a second Sydney Airport. The Badgerys Creek Airport Site was selected following extensive studies completed over a number of decades.

In December 2016, the Minister for Urban Infrastructure determined the Airport Plan which sets the environmental and planning authorisation for the development of Stage 1 of the Western Sydney Airport (WSA Stage 1). Part 3 of the Airport Plan outlines the conditions for the design, construction and operation of the Stage 1 development of the airport that must be complied with, regardless of who is delivering the works. These include strict environmental standards and implementation of mitigation measures identified in the Environmental Impact Statement (EIS).

The EIS was prepared in accordance with the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) and was finalised under the EPBC Act in September 2016, following a public exhibition period during which almost 5,000 submissions were received. The EIS considered potential impacts during construction and operation of the Stage 1 and long-term development of the proposed airport. In determining the Airport Plan the Minister for Urban Infrastructure accepted environmental conditions proposed by the Environment Minister, taking into account the EIS.

In May 2017, the Government announced that it would establish WSA Co, to develop and operate the airport. WSA Co is responsible for constructing and operating Western Sydney Airport in accordance with the Airport Plan.

The Western Sydney Airport is expected to be developed in stages to match demand and include planning for services and amenities that are easily expandable over time, providing scalable capacity for aircraft, passengers, cargo and vehicle movements.

Stage 1 will include major site preparation, removing or relocating infrastructure from the site and earthworks to prepare the Airport Site, establishing the Airport with a single 3,700 metre runway located in the north-western portion of the Airport Site, a terminal and other support facilities to provide an operational anticipated capacity of approximately 10 million regional, domestic and international passengers per year, as well as freight traffic (the Stage 1 development).

The scope of works for the Stage 1 Development is defined in the Airport Plan and will generally include the investigation, design, construction and commissioning of:

- Bulk earthworks to move and redistribute approximately 24 million cubic metres of material on the Airport Site.
- A single 3.7-kilometre runway.
- Aprons, taxiways and other airside pavements.
- A multi-user terminal.
- Appropriate airport and aviation support facilities.
- Drainage and utilities infrastructure.
- Car parking, on-site roads and other appropriate landside facilities.

Further details with regards to site activities specific to this Traffic and Access CEMP is provided in Section 2.

## 1.2 Document context and scope

This Traffic and Access Construction Environmental Management Plan (Traffic and Access CEMP) (this Plan) has been prepared to satisfy the requirements of the Traffic and Access CEMP set out in the Conditions for the Stage 1 Development of the Western Sydney Airport detailed in Section 3.10.2 of the Airport Plan. Specifically, Section 3.10.2 Condition 9(1) of the Airport Plan requires that a Traffic and Access CEMP be approved under the Airport Plan prior to the commencement of Main Construction Works.

This Traffic and Access CEMP provides the management approach and requirements (including environmental mitigation measures, controls, monitoring and reporting) for managing traffic and access during construction of the Stage 1 Development. This Plan forms one of nine CEMPs which are collectively covered by the WSA Co Site Environmental Management Framework (SEMF). To ensure the environmental resources, responsibilities and management measures are implemented during the construction activities, the SEMF is contained within the Construction Plan (Appendix 2). The implementation of the Construction Plan and the SEMF are aligned with Project level management plans including the Community and Stakeholder Engagement Plan and the Sustainability Plan as illustrated in Figure 1.

The Construction Plan, including the SEMF, and nine CEMPs provide the environmental management approach and requirements and therefore should not be read in isolation to each other due to interconnecting management outcomes and objectives. Specifically, for the Traffic and Access CEMP, it is considered that the following management plan linkages can be made:

- Noise and Vibration CEMP – Management of noise and vibration associated with construction traffic to prevent impact on adjacent receptors.
- Air Quality CEMP – Construction traffic can be a source of dust and other emissions. Measures to mitigate these impacts are included in the Air Quality CEMP.
- Visual and Landscape CEMP – Construction traffic has the potential to affect the visual amenity and landscape of the receiving environment, particularly with regards to dust generation.
- Community and Stakeholder Engagement Plan – It is anticipated that the surrounding community and stakeholders will be sensitive to traffic and access impacts, particularly dust generation and the accumulation of particulate matter.
- Sustainability Plan (once approved) – Management and reduction of greenhouse gas emissions and management of impacts with regard to general health, wellbeing, and quality of life for surrounding communities.

Where relevant, linkages to other CEMPs and management objectives have been included in the risk assessment and the environmental control measures (Section 7).

This Plan is to be read in conjunction with the WSA Co Construction Plan and any relevant CEMP documents as indicated in Table 1 below, which highlights relationships and linkages of this Traffic and Access CEMP with other CEMPs within the environmental management framework, including key cross-referencing to Airport Plan and EIS requirements.

**Table 1 Traffic and Access CEMP relationship with other CEMP documentation**

CEMP or plan	Airport Plan Condition (3.10.2)	EIS Chapter 28 Table: Management area	EIS Chapter 28 Table: Mitigation measures
Aboriginal Cultural Heritage	11	28-12	28-13
Air Quality	10	28-10	28-11
Biodiversity	7	28-04	28-05
Community and Stakeholder Engagement Plan	15	28-20	28-21
European and other Heritage	12	28-14	28-15
Noise and Vibration	6	28-02	28-03
Soil and Water	8	28-06	28-07
Sustainability	29	28-37	28-38
<b>Traffic and Access (this Plan)</b>	9	28-08	28-09
Visual and Landscape	14	28-18	28-19
Waste and Resources	13	28-16	28-17

### Key

Moderate to high relevance to this CEMP

Some relevance to this CEMP

The review and document control process for this Plan are described further in Section 9 of the SEMF.

The context of this Plan in relation to the WSA Co environmental management system is presented below in Figure 1.

## 1.3 Document purpose

The purpose of this Plan is to provide the foundation for the management of traffic and access impacts in accordance with best practice and legal requirements (including environmental mitigation measures, controls, monitoring and reporting) during the construction phase of the Stage 1 development based on the assessment undertaken as part of the EIS.

Specifically, this Plan details the traffic and access management requirements that must be satisfied in order to demonstrate compliance with Condition 9 of Section 3.10.2 of the Airport Plan for the construction of the Stage 1 development of the Western Sydney Airport.

Legal and other requirements are identified and maintained in a register within the SEMF (Appendix C). Mitigation measures (specific to traffic and access) required to satisfy these requirements are derived from the EIS and through risk assessment processes (refer Section 6.3) and included within this CEMP (refer to Sections 7 and 8).

Implementation of these measures is ensured through monitoring, training and competence, inspection, audit and reporting actions detailed in Sections 10 and 11, with the responsibilities for implementation identified in Section 9. Continual improvement processes in relation to compliance with regulatory requirements are detailed in Section 14.

In summary, this Plan sets out to achieve the following:

- Provision of details for the management and mitigation measures to be implemented, including timing and responsibilities;
- Ensuring the commitments of the Conditions (as set out in the Airport Plan) and regulatory requirements are met and satisfied by both WSA Co and contractors;
- Provision of process for monitoring implementation, reporting, and auditing of traffic and access related management and compliance related issues;
- Commitment to meeting the requirements of ISO 14001 including the need for continual improvement;
- Provision of a process to be implemented for the management of complaints, for stakeholder engagement, and for the management of emerging environmental issues as they arise; and
- Provision of a system including procedures, plans and documentation for implementation by WSA Co personnel and contractors to enable Project completion in accordance with the environmental requirements.

Effective implementation of this Plan will assist WSA Co and relevant contractors to achieve compliance with necessary environmental regulatory and policy requirements in a systematic manner with an outcome of continual environmental management performance.

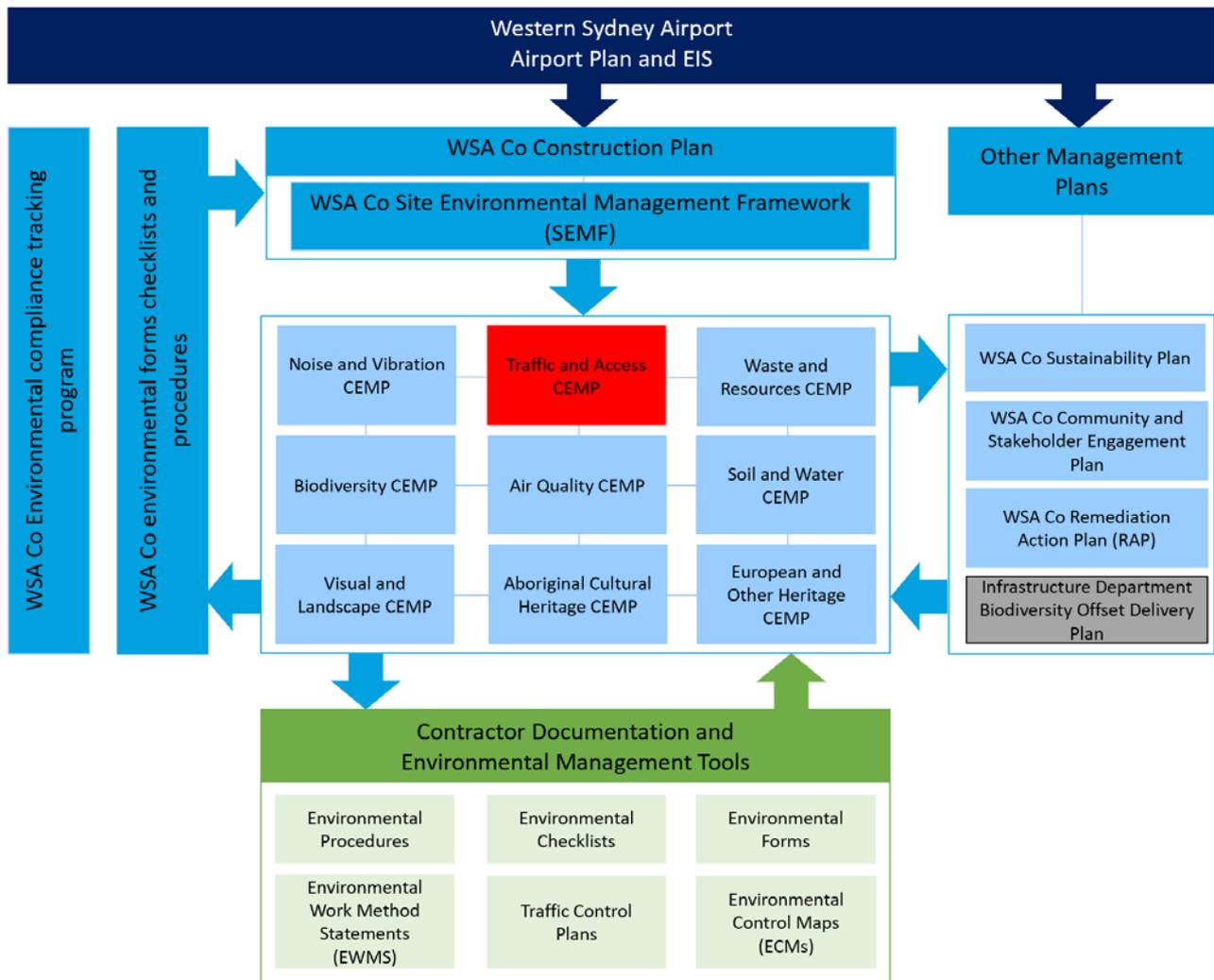
## **1.4 WSA Co environmental management system overview**

WSA Co operates in general accordance with AS/NZS ISO 14001 – *Environmental management systems*. A copy of the WSA Co environmental policy is provided in Appendix E of the SEMF.

The Stage 1 development will be undertaken in accordance with the Construction Plan including the SEMF and the associated CEMPs (including this Plan).

The SEMF forms an appendix to the Construction Plan and is the overarching management plan for a suite of environmental management documents. It provides a structured and systematic approach to environmental management and provides an expectation and guidance with regards to environmental management for the overall construction of the Stage 1 Development.

The structure of the environmental management system for the Project is shown in Figure 1.



**Figure 1 WSA Co Environmental Management System and CEMP context**

## 1.5 Consultation requirements of this document

Airport Plan Condition 35 outlines the consultation requirements during the preparation of this CEMP and requires consultation with any NSW Government agencies as specified by the NSW Department of Premier and Cabinet as well as the Environment Department and OEH for specific CEMPs. NSW Government agencies specified by Department of Premier and Cabinet for consultation about this Traffic and Access CEMP, include NSW Roads and Maritime Services, Transport for NSW, Liverpool City Council and Penrith City Council.

Further, Airport Plan Condition 9(3) requires that this Traffic and Access CEMP take into account Table 28-8 of the EIS which states the CEMP should also be prepared in consultation with the RMS, Transport for NSW and relevant local councils.

A summary of the consultation completed to date which has informed the preparation of the Traffic and Access CEMP is provided in Table 2. Details of consultation is included in Appendix A.

Consultation will continue with agencies, councils and other relevant stakeholders throughout the Project where there is a change to a CEMP. The outcomes of this consultation will be documented in subsequent revisions of the relevant CEMPs, with details of such consultation included in the applicable document.

To satisfy the above requirement this CEMP (Revision 0) has been provided to the relevant stakeholders for feedback. Details of the Visitor Centre and Site Accommodation phase and Material Importation phase was

described in the correspondence to provide context to the stakeholders on the level of impact that would result from the change. In addition, stakeholders were invited to attend a workshop on 13 November 2018 where an overview of the Visitor Centre and Site Accommodation phase and Material Importation phase was presented and feedback requested. A summary of the consultation is provided in Table 2 and details included in Appendix A.

**Table 2 Traffic and Access CEMP consultation summary**

Government authority / stakeholder	Date	Summary
<b>Consultation prior to Rev 0 approval</b>		
NSW Roads and Maritime Services (RMS)	July 2018	Roads and Maritime note that consultation for similar developments would typically take the form of a Traffic and Transport Liaison Group (TTLG) and would include relevant road agencies (including Councils), emergency services, bus operators, transport agencies to discuss, inform and develop traffic and transport management measures during construction and operation.  Additional comments related to references to documentation and guidelines. Concern was raised on the acceptable level of road user safety. Road network and user disruption were also identified and requested appropriate management and mitigation measures be considered in the plan. These issues are addressed in Table TA_04.
Transport for NSW (TfNSW)	July 2018	TfNSW provided suggestions on including additional stakeholders near the project including hospitals, emergency services, education institutions and shopping complexes. These issues are addressed in the CSEP.  Additional comments related to the linkages between the CEMPs and EMS. TfNSW offered to provide input in further technical reviews once TMPs are developed.
Liverpool City Council	July 2018	Liverpool City Council commented on the agreement with WSA Co to keep Badgerys Creek Road open for as long as possible. LCC requested details of haulage routes and site access and any impacts on Elizabeth Drive and existing turning movements on side streets.
Penrith City Council	July 2018	Response received from Penrith City Council on 24 July 2018.  No comments related to traffic and access were provided.
<b>Consultation prior to Rev 1 approval</b>		
NSW Roads and Maritime Services (RMS)	Nov 2018	Priorities from an RMS perspective for construction of the airport are to preserve the safety and efficiency of the State Road Network (i.e. Elizabeth Drive and The Northern Road). RMS notes that they have had initial meetings with WSA Co and their early earthworks contractor and will be interested in viewing relevant traffic management plans when available and efforts to maintain the existing network capacity during peak periods while constructing new connections such as the realigned Badgerys Creek Road.  RMS has not seen the traffic model the CEMP and component plans are based on. The work should adopt appropriate intersection layouts (e.g. turn-bays and acceleration lanes) to preserve the safety and efficiency of the State road network. It is suggested that particular attention is paid to right turn movements in/out of the airport site, especially as The Northern Road and Elizabeth Drive have 80km/h posted speed limits.
	Nov 2018	A meeting was held at the WSA Co project office on Tuesday 4 December 2018 with RMS' A/Network Development Leader for the

Government authority / stakeholder	Date	Summary		
		Northwest Precinct, Sydney Division to further discuss the potential mitigation measures that WSA Co will implement during construction works to ensure that traffic impacts of the Visitor Centre and materials stockpiling will be minimised. Refer to Appendix A for further details.		
Transport for NSW (TfNSW)	Nov 2018	No comments regarding provided regarding preparation of Rev 1 of the Traffic and Access CEMP		
Penrith City Council	Nov 2018	No comments regarding provided regarding preparation of Rev 1 of the Traffic and Access CEMP		
Liverpool City Council	Nov 2018	Comments received via email primarily associated with the site access arrangements and ongoing road design details. Refer to Appendix A for further details.		
Stakeholder information workshop	13 November 2018	<p>Workshop held on 13 Nov 2018. Attendees presented with a summary of the proposed works. Topics included:</p> <ul style="list-style-type: none"> <li>• Airport plan condition requirement for consultation</li> <li>• Land-use plan</li> <li>• Site location of works</li> <li>• Visitor Centre and Site Accommodation scope, including images of the concept design</li> <li>• Material importation, including location, distance to closest receiver and site access</li> </ul> <p>No comments received at workshop.</p> <table border="0"> <tr> <td style="vertical-align: top;"> <p><b>Invitees:</b></p> <p>Liverpool City Council Western Area Health Penrith City Council NSW Department of Premier and Cabinet Roads and Maritime Services NSW Health NSW Department of Education NSW Aboriginal Affairs NSW Department of Planning and Environment Transport for NSW</p> </td> <td style="vertical-align: top;"> <p><b>Attendees:</b></p> <p>NSW Aboriginal Affairs Liverpool City Council Western Area Health</p> </td> </tr> </table>	<p><b>Invitees:</b></p> <p>Liverpool City Council Western Area Health Penrith City Council NSW Department of Premier and Cabinet Roads and Maritime Services NSW Health NSW Department of Education NSW Aboriginal Affairs NSW Department of Planning and Environment Transport for NSW</p>	<p><b>Attendees:</b></p> <p>NSW Aboriginal Affairs Liverpool City Council Western Area Health</p>
<p><b>Invitees:</b></p> <p>Liverpool City Council Western Area Health Penrith City Council NSW Department of Premier and Cabinet Roads and Maritime Services NSW Health NSW Department of Education NSW Aboriginal Affairs NSW Department of Planning and Environment Transport for NSW</p>	<p><b>Attendees:</b></p> <p>NSW Aboriginal Affairs Liverpool City Council Western Area Health</p>			

### 1.5.1 Ongoing traffic and access consultation

In addition to the consultation requirements in Section 1.5, a separate forum, the *Roads and Rail Forum*, has been established which meets monthly as a minimum and is convened jointly by the Infrastructure Department and Roads and Maritime Services. Invitees / attendees to the Roads and Rail Forum include representatives from the following stakeholders:

- the Infrastructure Department;
- NSW Roads and Maritime Services;
- WSA Co;
- Transport for NSW;
- NSW Department of Planning and Environment;

- Penrith City Council; and
- Liverpool City Council.

The forum allows for regular updates to be provided to stakeholders with regards to construction staging / scheduling and identification of works and may also be used to provide updates about those works which may have the potential to impact on the roads and traffic network. The forums are documented, with minutes of the meeting being retained on record by the Infrastructure Department and Roads and Maritime.

In addition, construction traffic management is addressed in the following forums detailed in Table 3

**Table 3 Traffic and Access consultation forums**

Forum	Meeting period
Roads and Maritime Services (RMS)	Regularly at operational and management levels
Roads & Rail Forum (RMS, WSU, TfNSW, LCC, PCC, DPE)	Monthly
TfNSW - Buses	Quarterly
Greater Sydney Commission	monthly
Liverpool City Council	Fortnightly
Penrith City Council	4-6 times per year
State Emergency Services	Quarterly
Traffic and Transport Liaison Group (TTLG)	Quarterly meetings commencing in February 2019

Any additional consultation will occur with relevant agencies, councils and other relevant stakeholders where significant changes or amendments are made to this Plan. The outcomes of this consultation will be documented in subsequent revisions of the Traffic and Access CEMP.

## 1.6 Certification and approval

This Traffic and Access CEMP has been reviewed and approved for issue by the WSA Co Environment Manager prior to submission to Western Sydney Unit, Australian Government Department Infrastructure, Regional Development and Cities (the Infrastructure Department).

## 1.7 Distribution

All WSA Co personnel and contractors will have access to this Traffic and Access CEMP via the project document control management system. Unless otherwise agreed by the Approver, the Approved Plan must be published on WSA Co's website within one month of being approved and be available until the end of the Construction Period. An electronic copy can be found on the Project website - <http://wsaco.com.au/Project/index.aspx>

This document is uncontrolled when printed. One controlled hard copy will be maintained by the quality manager at the project office.

## **2 Project details and scope of works**

### **2.1 Project general features**

The Project will be delivered through a packaging strategy with a wide variety of package sizes, risk profiles and contracting entities detailed in Section 2 of the Construction Plan. Each package will have different levels of environmental risk and environmental obligations, depending on the scope of works, location of works and sensitivity of the receiving environment and relevant statutory requirements and obligations.

Stage 1 development of the Project comprises the following key features:

- Site preparation
- Utilities
- Ancillary developments
- Airside precinct
- Ground transport
- Other building activities
- Terminal
- Aviation support facilities

Further details of the overall Project construction activities, programming and methodologies are included in Construction Plan. Further detail of the specific works associated with the Preparatory Activities, the Early Earthworks Package, the Visitor Centre and Site Accommodation works and Material Importation, as covered by this CEMP is included in Section 2.4.

### **2.2 Project site location and layout**

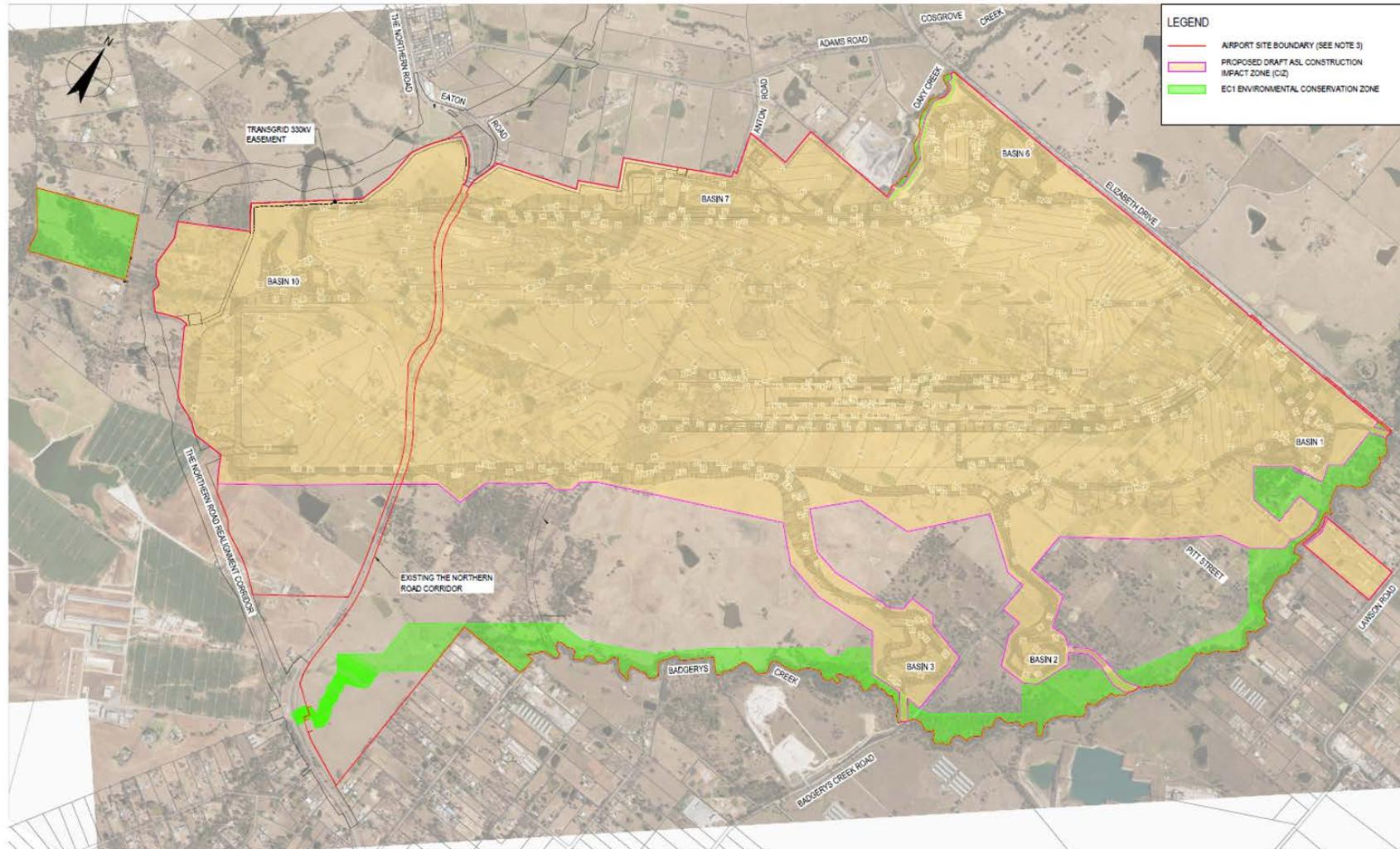
The Western Sydney Airport will be developed on around 1,800 hectares of Commonwealth-owned land at Badgerys Creek in Western Sydney (Airport Site). The Airport Site is approximately 50 kilometres from Sydney's central business district.

The Airport Site is bounded by Elizabeth Drive to the north, Willowdene Avenue to the south, Luddenham and Adams Road to the west and Badgerys Creek to the east. The existing terrain is made up of undulating topography, and substantial earthworks are required to create a level surface to allow construction of the runway, taxiways and support services. The Airport Site location is provided in Figure 2 and the Construction Impact Zone is provided in Figure 3.

An Environmental Conservation Zone (ECZ), referred to as EC1 in Figure 3 is located within the Airport Site, mostly to the south and south east along with a smaller portion to the west. This is a protected land use due to the occurrence of natural habitats and water flows, including Badgerys Creek. The ECZ also provides for an environmental preservation corridor which has a number of specific objectives and permissible uses in this land use zone as identified in the Airport Plan. Any construction work within the ECZ must be managed appropriately and is to be carried out only with prior approval from the WSA Co Environmental Manger.



**Figure 2 Western Sydney Airport Site location**



**Figure 3 Stage 1 development Construction Impact Zone**

## 2.3 Project staging and environmental management approach

Section 2 of the Construction Plan provides an overview of the total Project activities to be undertaken. As permitted by Condition 1(5), the Construction Plan identifies that the Stage 1 Development will be undertaken in the following phases:

- Preparatory Activities
- Early Earthworks (EEW)
- Visitors Centre and Site Accommodation
- Material Importation
- Bulk Earthworks and Drainage (P1-A)
- Bulk Earthworks and Drainage (P1-B)
- Runway Pavement / Airside Civil (P1-C)
- Passenger Terminal Complex (P2)
- Landside Civil and Buildings

At the time of preparing the Traffic and Access CEMP, the current work phases, and therefore the phases covered by this CEMP are included below in Table 4.

A variation to this CEMP will be submitted before work other than Preparatory Activities is undertaken on any other phases of the Project.

**Table 4 Works covered by this Traffic and Access CEMP**

Work package	Reference
Preparatory Activities	Refer to Sections 2.4.1
Early Earthworks	Refer to Section 2.4.2
Visitor Centre and Site Accommodation	Refer to Section 2.4.3
Material Importation	Refer to Section 2.4.4.

As the Project develops, this table will be updated accordingly with further detail to be provided as required in the subsequent sections. Any preparatory activities will not be undertaken inconsistently with this CEMP. Section 2 of the SEMF provides a general overview of the total Project activities to be undertaken, with further specific detail targeting the current works (as indicated in Table ) provided below in Section 2.4.

## 2.4 Scope of works

### 2.4.1 Preparatory activities (General)

Preparatory activities will be ongoing across the Airport Site throughout the Stage 1 Development. The works will be managed in accordance with the Overarching Preparatory Activities Plan which is prepared by the relevant Contractor and approved by WSA Co Environment Manager. The activities must be consistent with the Airport Plan definition for Preparatory Activities, refer to SEMF Section 3.9. Refer to Table 5 for details of proposed activities and indicative timing.

If an Approver determines an activity is a Preparatory Activity for paragraph (e) of the definition of 'Preparatory Activities' as per the Airport Plan and requires that a plan be prepared and submitted, WSA Co will prepare the necessary plan for consideration and approval in accordance with Condition 5 (2) of the Airport Plan. Any Preparatory Activities must not be carried out inconsistently with the approved CEMPs..

**Table 5 Construction staging – Preparatory Activities**

Construction staging	Indicative Timing
Preparatory Works <ul style="list-style-type: none"> <li>• Spatial Survey</li> <li>• Service Investigations</li> <li>• Pre-condition Surveys</li> <li>• Traffic Counting</li> <li>• Biological Pre-Clearance Surveys</li> <li>• Contamination Pre-Clearance Surveys</li> <li>• Aboriginal and European Cultural Heritage Survey and Salvage Works including Topsoil Protocol implementation</li> <li>• Site Security, including fencing</li> <li>• Removal of redundant infrastructure including farm fences, power poles, footings/slabs and rubbish</li> <li>• Site compound establishment and roundabout construction</li> <li>• Remediation works including establishment of stockpiles</li> <li>• Construction of temporary sediment basins and installation of erosion and sediment controls</li> <li>• Other activities which an Approver determines are Preparatory Activities.</li> </ul>	Aug 2018 – 2026

### 2.4.2 Early Earthworks package

A breakdown of EEW construction activities are outlined below and are consistent with the activities described in the Airport Plan. The WSA EEW site comprises of 120 ha of the overall site and is bounded by Elizabeth Drive to the north and Badgerys Creek to the east.

The EEW will involve:

- Topsoil Protocol implementation
- Management of contamination in the Early Earthworks area
- Bulk earthworks in Early Earthworks area
- Construction of a section of the new realigned Badgerys Creek Road within the Site
- Construction of a new intersection at Elizabeth Drive

- Utility relocations

In accordance with the Construction Plan Section 6, the early earthworks construction activities will be delivered in several stages. Table 5 outlines each stage and indicative timing for the proposed works and illustrated in Figure 4. This CEMP identifies the aspects and impacts for each key activity and required appropriate mitigation measures based on a risk assessment.

**Table 6 Construction staging – Early Earthworks**

Construction staging	Indicative Timing
<p>Stage 1</p> <p>Involves construction of permanent open drainage, swales and diversions into existing creeks and tributaries. This prevents clean water from outside the site, entering the construction site. Activities include:</p> <ul style="list-style-type: none"> <li>● Excavate northern end of the bypass channel from the existing Badgerys Creek Road culvert to the existing creek outfall on the north east of the Bio Retention Pond 1;</li> <li>● Construct a temporary channel crossing/culvert to suit the temporary side-track;</li> <li>● Divert overland flows to the partially constructed bypass channel;</li> <li>● Undertake cut to fill operation to develop import stockpile area west of Badgerys Creek road in parallel with stages 1-6;</li> <li>● Demolition of existing house; and</li> <li>● Implementation of the RAP</li> </ul>	Sept 2018 – Jan 2019
<p>Stage 2</p> <ul style="list-style-type: none"> <li>● Excavate Bio Retention Pond 1 for use as temporary erosion and sediment control.</li> </ul>	Jan 2019
<p>Stage 3</p> <p>Commencement of the cut to fill operation with a focus on getting the earthworks underlying Badgerys Creek Road completed. This enables the construction of new utilities routes, bridge construction and storm water drainage underneath Badgerys Creek road. Activities include:</p> <ul style="list-style-type: none"> <li>● Earthworks cut and fill to construct Badgerys Creek Road from the south tie-in to the new bridge location as well as fill required for the temporary side-track;</li> <li>● Construct a culvert beneath the temporary side-track to manage runoff from the main fill area;</li> <li>● Earthworks will include the water bypass channel between Badgerys Creek Road and the new bridge;</li> <li>● Drainage and roadworks to permanent and temporary alignments;</li> <li>● Construct bridge over stormwater channel; and</li> <li>● Endeavour Energy utility removal.</li> </ul>	Oct 2018 – April 2019
<p>Stage 4</p> <p>Completion of drainage diversions and connections to the existing creek network will be undertaken after stabilisation of the new water channels and surrounding surface area to maintain water quality standards.</p>	Nov 2018 – Dec 2018
<p>Stage 5</p> <p>Completing the final portion of earthworks on the western side of Badgerys Creek Road and taking it across the road into the main fill. It is expected that Badgerys Creek Road re-alignment has reached the finishing works at this stage. Activities include:</p> <ul style="list-style-type: none"> <li>● Complete Main earthworks;</li> <li>● Complete south west leg of the bypass channel;</li> <li>● Complete Badgerys Creek Road north of the bridge;</li> <li>● Sydney water utility relocation and removal; and</li> </ul>	Nov 2018 – Sept 2019

Construction staging	Indicative Timing
<ul style="list-style-type: none"> <li>Telstra relocation and removal.</li> </ul>	
<b>Stage 6</b>	April 2019 – Dec 2019
<p>Following RMS approval of the Works Authorisation Deed (WAD), works inside the Elizabeth Drive road corridor can commence to construct the new intersection of Elizabeth Drive and Badgerys Creek Road. Activities include:</p> <ul style="list-style-type: none"> <li>Undertake Elizabeth Drive intersection works.</li> <li>Divert traffic onto the full Badgerys Creek Road alignment;</li> <li>Endeavour Energy Elizabeth drive works; and</li> <li>Elizabeth Drive Upgrade works</li> </ul>	

\*Dates are indicative only. Refer to the Construction Plan for a further breakdown of work activities and scheduling.

### 2.4.3 Visitor Centre and Site Accommodation

The site for the visitor centre and site accommodation is located in the north-west section of the site at the intersection of The Northern Road and Eaton Road Luddenham. Refer to Figure 4.

The scope of the activities proposed to be undertaken in accordance with this CEMP are outlined in Table 7 and are consistent with the activities described in the Airport Plan.

**Table 7 Construction staging – Visitor Centre and Site Accommodation**

Construction staging	Indicative Timing
<b>Stage 1</b>	
<p><b>Site access and preparation works</b></p> <ul style="list-style-type: none"> <li>Removal of redundant infrastructure including farm fences, power poles, footings/slabs and rubbish;</li> <li>Site compound establishment;</li> <li>Site Security;</li> <li>Construction of temporary sediment basins and installation of erosion and sediment controls; and</li> <li>Implementation of the RAP.</li> </ul>	Nov 2018 – Dec 2018
<p><b>Earthworks to level the site</b></p> <ul style="list-style-type: none"> <li>Earthworks – Cut and Fill (carting and disposal off-site); and</li> <li>Site Grading and Benching.</li> </ul>	Dec 2018 – Jan 2019
<p><b>External roadworks (Eaton Road – North and South from VC Entrance)</b></p> <ul style="list-style-type: none"> <li>Earthworks – Cut and Fill (carting and disposal off-site);</li> <li>Road pavement installation;</li> <li>Permanent open drainage (swales formed as part of cut);</li> <li>Line marking;</li> <li>Utilities Diversion – relocation of existing light poles ; and Signage – “No Right Turn” signs</li> </ul>	Dec 2018 – May 2019
<p><b>Utilities (Power, Water and Telecommunications)</b></p> <ul style="list-style-type: none"> <li>Substation and connection to HV along The Northern Road;</li> <li>Connection of water to Sydney Water Main; and</li> <li>Conduit and pits for telecommunications lead-in cable.</li> </ul>	Dec 2018 – May 2019
<b>Stage 2</b>	

Construction staging	Indicative Timing
<b>Foundation Works and In-Ground Services</b> <ul style="list-style-type: none"> <li>• Slab on ground for the Visitor Centre; and</li> <li>• Screw Piles for the Site Accommodation.</li> </ul>	Jan 2019 – Feb2019
<b>Structure</b> <ul style="list-style-type: none"> <li>• VC structure shall be a combination of Laminated Veneer Lumber (LVL) columns and roof beams and Cross-Laminated Timber (CLT) ceiling panels solution; and</li> <li>• SA - modular timber framed panels lined with plasterboard internally and cladding externally.</li> </ul>	Feb 2019 – Mar 2019
<b>Finished and Internal Services</b> <ul style="list-style-type: none"> <li>• Utilities – provision and coordination of connections to external utilities such as potable water, electrical and telecommunications;</li> <li>• Services: <ul style="list-style-type: none"> <li>- Fire-water and wastewater treatment systems; and</li> <li>- Heating, Ventilation, and Air-Conditioning (HVAC)</li> </ul> </li> <li>• ITS (Information Technology Services)</li> <li>• Technical exhibition display and exhibition content</li> <li>• Furniture, Fit-out and Equipment for both VC and SA buildings.</li> </ul>	Feb 2019 – May 2019
<b>Testing and Commissioning</b> <ul style="list-style-type: none"> <li>• Comprehensive and systematic testing and commissioning of all utilities (below and above ground), internal services and systems: <ul style="list-style-type: none"> <li>- Dry / Dead Testing</li> <li>- Wet / Live Testing</li> </ul> </li> <li>• Integrated Testing &amp; Commissioning</li> </ul>	Mar 2019 to May 2019
<b>Internal road, car parks and Landscaping</b> <ul style="list-style-type: none"> <li>• Landscaping;</li> <li>• Security Swipes / Cameras</li> <li>• Fencing / Gates to perimeter boundary and site interior;</li> <li>• Roadworks and carparking, including line marking, road furniture, and site lighting.</li> </ul>	Jan 2019 – Mar 2019

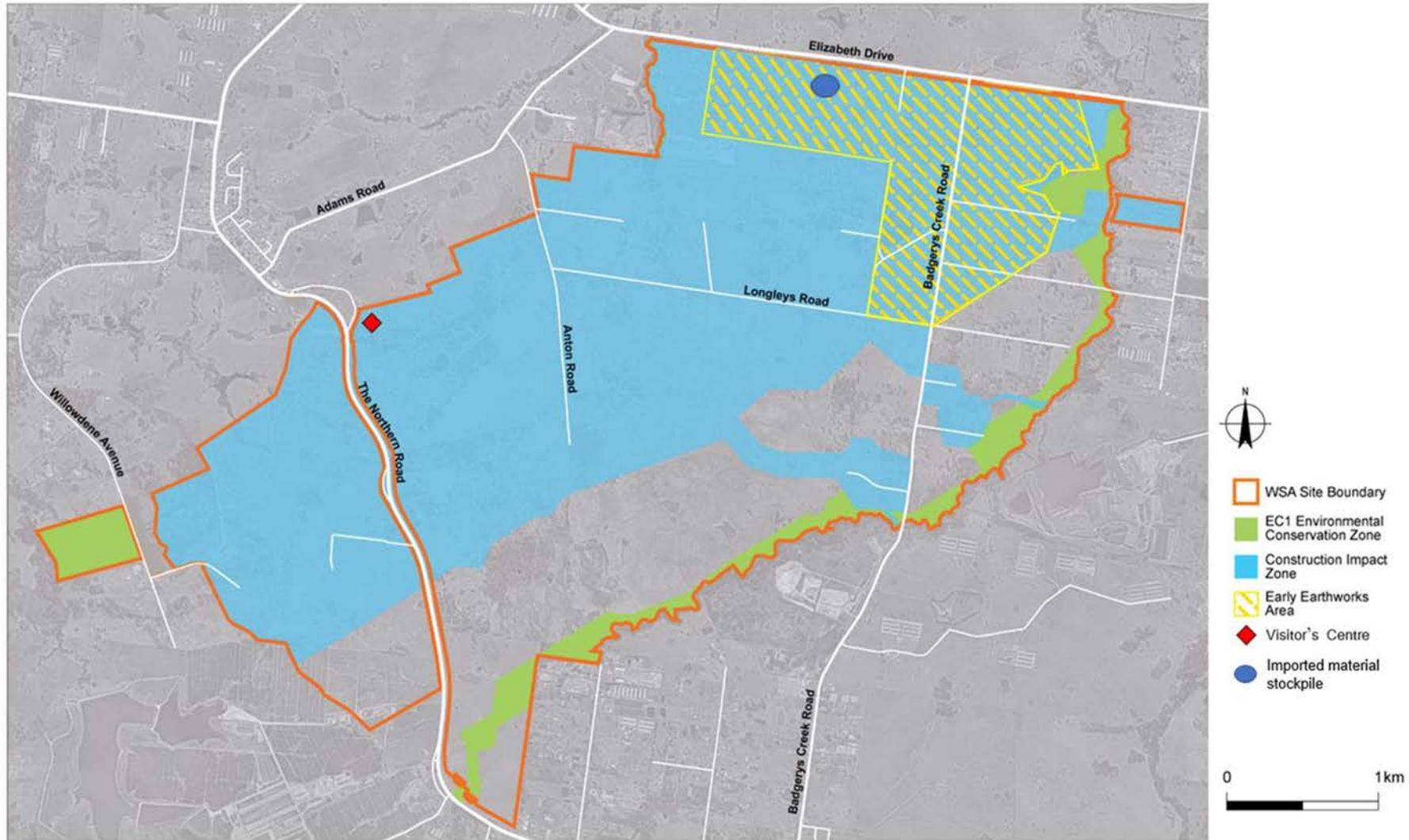
#### 2.4.4 Material Importation

Material will be imported to the site from other Sydney infrastructure sites as contemplated by the EIS starting in April 2019, this will ensure that valuable Sydney sandstone will be re-used in pavement construction potentially saving millions of tonnes of quarry won materials while diverting material from landfill sites in the Sydney area. The approximate stockpile location is shown in Figure 2. Initially 1.0 Million tonnes of sandstone material will be imported with the bulk being imported from April 2019 through to December 2020. It is expected that the stockpiled material will be used during pavement construction starting in mid 2022 and completing by December 2023.

To make the most of opportunities to obtain suitable material generated from other major infrastructure projects in Sydney, import will need to occur both during standard hours and also outside standard construction hours. As such, the processes outlined in the Noise and Vibration CEMP and the Traffic and Access CEMP for the ongoing assessment and environmental management of these works will be applied prior to commencement.

**Table 8 Construction staging – Material importation**

Construction staging – Material importation	Indicative Timing
Material Import	
<ul style="list-style-type: none"> <li>Haulage of sub-base and capping material to site</li> </ul>	April 2019 – December 2020



**Figure 4 Site Location plan**

## 3 Objectives and targets

### 3.1 Objectives

The key objective of this Plan is to ensure that movements of construction traffic (including any oversize vehicles) is appropriately managed and within the scope permitted by the planning approval.

To achieve this objective, the following will be undertaken:

- Minimise disturbance to the local and regional road network;
- Maintain communication with the potentially affected local residents, visitors and businesses to minimise disruption;
- Ensure access to the Airport Site does not compromise the safety of the local road network;
- Ensure appropriate measures are implemented to address the management measures detailed in Table 28-8 and mitigation measures detailed in Table 28-9 in Chapter 28 of the EIS; and
- Ensure appropriate measures are implemented to comply with all relevant legislation and other requirements as described in Section 7 of this Plan.

### 3.2 Targets and performance criteria

Traffic and Access specific targets and performance criteria have been established for the management of traffic and access impacts during the works which have been, in part, derived from the performance criteria identified in the EIS, Table 28-8, and are presented in Table 8.

**Table 9 Traffic and access targets**

Objective	Target	Document Reference
Maintain communication with the potentially affected local residents, visitors and businesses to minimise disruption	Effective communication of traffic management measures to the local community within specified timeframes to minimise disruption to local residents and other road users.	Appendix B Communication timeframes in the Community and Stakeholder Engagement Plan
Minimise disturbance to the local and regional road network	Appropriate training on access and haulage routes provided to employees and contractors. Communication with the Traffic Management Centre, Emergency Services and public transport authorities prior to and during changes to the road network.	CEMP Training records Complaints database
Ensure access to the Airport Site does not compromise the safety of the local road network	Safe access onto/from the local network implemented in full consultation with RMS.	Site Diary regular entries Ad hoc assessments
Comply with legislation and other requirements	No non-conformance with the requirements of the CEMP.	CEMP Audit report

The above targets in Table 8 have been set to provide a benchmark performance objective to which WSA Co will endeavour to achieve. Failure to achieve the targets will not be considered a non-conformance, however, will prompt internal review of environmental management and assessment of potential improvement opportunities.

## 4 Legal and other requirements

Relevant environmental legislation and other requirements are identified below.

### 4.1 Relevant legislation and guidelines

As the Western Sydney Airport is to be developed under the Airport Plan determined under the Airport Act, some state laws will not be applicable to the Project (s112 of this Act). Where state law is applicable, this Plan will set out the relevant applicable state legislation and requirements and to demonstrate how compliance with those laws including obtaining relevant permits will be achieved. Where state laws are not applicable, there may nonetheless be a requirement to have regard to those laws, for example, through mitigation measures to be incorporated in CEMPs to satisfy conditions under the Airport Plan.

#### 4.1.1 Legislation

Relevant legislation and regulations to this Plan are summarised in Table 9.

**Table 10 Principal legislation and relevance**

Legislation or regulation	Relevance	CEMP compliance provisions
<b>Commonwealth</b>		
<i>Airports Act 1996</i> (Cth) (Airports Act)	<p>The Airports Act and AEPRs set out the framework for the regulation and management of activities at airports that could have potential to cause environmental harm. This includes offences related to environmental harm, environmental management standards, monitoring and incident response requirements.</p> <p>The Airport Plan prepared under the Airports Act covers a number of environmental matters and, in particular, details specific measures to be carried out for the purposes of preventing, controlling or reducing the environmental impact associated with the airport. Criminal offences are applicable if these measures are not complied with.</p>	<p>This CEMP forms part of the overall WSA Co environmental management system which has as a target, full compliance with the Airport Plan.</p> <p>Relevant mechanisms within this CEMP that will contribute to this include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Section 3.1 – Objectives</li> <li>• Section 4.3 – Airport Plan Conditions</li> <li>• Section 4.3.1 – Environmental Impact Statement Requirements</li> <li>• Section 6.3 – Risk Assessment</li> <li>• Section 7 – Environmental Control Measures</li> <li>• Section 9 – Roles and Responsibilities</li> <li>• Section 10 – Environmental Inspection, Monitoring and Auditing</li> <li>• Section 13 – environmental Incidents, Environmental Non-conformance and improvement opportunities</li> </ul> <p>Section 14 – Review and improvement</p>
<i>Airports (Environment Protection) Regulations 1997</i> (AEPR)	Imposes a general duty to prevent or minimise environmental pollution once an airport lease is granted. Promotes improved environmental management practices at airports.	Refer to commentary on Airport Plan above

Legislation or regulation	Relevance	CEMP compliance provisions
<b>NSW</b>		
<i>As the Airport is to be developed under the Airport Plan determined under the Airports Act, 1996 (Cth), some state laws will not be applicable to the project or to parts of the Project (see for example S 112 of that Act). Where state laws are not applicable, it is still intended to have regards to relevant laws for example through inclusion of mitigations measures incorporated into this CEMP. These laws are identified below.</i>		
<i>State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)</i>	The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across NSW.	Section 7 – Environmental Control Measures
<i>Roads Act 1993</i>	Governs the opening, operation and management, and closure, of public roads in NSW including obtaining Road Opening Permits.	Section 7 – Environmental Control Measures

## 4.1.2 Guidelines and standards

Guidelines and standards that are relevant to traffic and access management and this Plan are summarised in Table 10 below. For standards and guidelines relevant to traffic related noise, vibration and air impacts refer to the respective CEMPs (the Noise and Vibration CEMP and Air Quality CEMP).

**Table 11 Relevant guidelines and standards**

Guidelines and standards
• <i>Austrroads Guide to Road Safety – Part 6 (2009) Pre-opening scheme audit</i>
• <i>Austrroads Guide to Road Safety – Part 6 (2009) Roadwork traffic scheme audit</i>
• <i>Austrroads Guide to Road Safety – Part 6 (2009) Existing roads: road safety audit</i>
• RMS supplements to Austrroads guidelines where relevant ( <a href="http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documenttypes/supplements-Austrroads-guides/index.html">http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documenttypes/supplements-Austrroads-guides/index.html</a> )
• <i>Austrroads Road Safety Audit Second Edition 2002: Checklist 4. Pre-opening scheme audit</i>
• <i>Austrroads Road Safety Audit Second Edition 2002: Checklist 5: Roadwork traffic scheme audit</i>
• <i>Austrroads Road Safety Audit Second Edition 2002: Checklist 6: Existing roads: road safety audit</i>
• <i>AS 1742.3 Manual of Uniform Traffic Control Devices – Traffic control for works on roads</i>
• <i>NSW Roads and Maritime Services (RMS) Road Design Guide</i>
• <i>RMS QA Specification G10 – Traffic Management</i>
• <i>RMS Traffic Control at Work Site manual</i>
• <i>Austrroads Guide to Traffic Management (RTA 2011)</i>
• <i>Procedures for Use in the preparation of a Traffic Management Plan (RTA 2001)</i>
• <i>Austrroads Road Safety Audit Second Edition 2002: Checklist 4. Pre-opening scheme audit</i>

## 4.2 Approvals and other specifications

- Functional Specifications;
- EPBC Act 1999 Part 13 Permit E2017-0138 (included as Attachment A of the Biodiversity CEMP);
- Western Sydney Airport Plan (2016);
- Western Sydney Airport Environmental Impact Statement;
- WSA Co Sustainability Plan;
- WSA Co Community and Stakeholder Engagement Plan; and
- WSA Co Construction Plan, including the SEMF.

## 4.3 Airport Plan Conditions

Conditions relevant to the management of Traffic and Access during construction of the Stage 1 Development are provided in Section 3.10.2 of the Airport Plan and summarised in in Table 11. Compliance with the Airport Plan conditions is a statutory requirement and as such, failure to comply may constitute a criminal offence liable to criminal prosecution under the relevant legislation.

**Table 12 Airport Plan Conditions relevant to traffic and access management**

Condition No.	Condition	Timing	Responsibility
1.4	The Site Occupier must ensure that no CEMP is inconsistent with the approved Construction Plan	Ongoing	WSA Co
1.5	The approved Construction Plan may provide for Main Construction Works to be carried out in phases that commence at different times for different parts of the Airport Site or an Associated Site. If it does, the Site Occupier may prepare a CEMP in relation to one or more phases, and the criteria for approval of such a CEMP are taken to exclude any matter irrelevant to the phases for which approval is sought. A variation of the CEMP must be submitted for approval in accordance with condition 41 (Variation of Approved Plans) prior to commencement of any new phase.	Ongoing	WSA Co
5.3	In carrying out a Preparatory Activity, the Site Occupier must: <ol style="list-style-type: none"> <li>a) implement any plan approved in accordance with sub condition (1) or (2), except to the extent that the plan is inconsistent with any subsequently approved CEMP or the approved Construction Plan; and</li> <li>b) not act inconsistently with any approved CEMP or the approved Construction Plan.</li> </ol>	Ongoing	WSA Co

Condition No.	Condition	Timing	Responsibility
9.1	The Site Occupier must not: a. Commence Main Construction Works until a Traffic and Access CEMP has been prepared and approved in accordance with this condition; or b. Carry out any development described in Part 3 of the Airport Plan inconsistently with the approved Traffic and Access CEMP.	Prior to Main Construction Works	WSA Co
9.2	The Site Occupier must: a. Prepare; and b. Submit to an Approver for approval, a Traffic and Access CEMP in relation to the carrying out of the developments described in Part 3 of the Airport Plan.	Prior to Main Construction Works	WSA Co
9.3	The criteria for approval of the Traffic and Access CEMP are that an Approver is satisfied that: a. in preparing the Traffic and Access CEMP, the Site Occupier has taken into account Table 28-8 in Chapter 28 of the EIS; and b. the Traffic and Access CEMP complies with Table 28-9 in Chapter 28 of the EIS and is otherwise appropriate.	Prior to Main Construction Works	Approver
35	An Approver must not approve a plan referred to in Chapter 28 of the EIS unless he or she is satisfied that the Plan Owner: (a) in preparing the plan, has consulted with any NSW Government agencies specified by the NSW Department of Premier and Cabinet; and ... (b) has provided: I the Approver; and II each consulted agency, with an explanation of how any responses have been addressed.	Ongoing	WSA Co
37 to 42	Set out requirements in relation to informing other parties of conditions, keeping records, publishing reports, independent audits, variation to approved plans and publication of approved plans.	Ongoing	WSA Co and Approver

### 4.3.1 Environmental Impact Statement requirements

The requirements of traffic and access management to be considered and addressed during the construction phase of the Stage 1 development are included in the EIS, specifically Table 28-8.

A summary of these requirements and how they have been addressed in this Traffic and Access CEMP is presented in Table 12.

**Table 13 Summary of Traffic and Access Management Requirements**

EIS Reference	Topic	Summary	Traffic and Access CEMP Reference
Table 28-8	Management objectives and performance criteria	<p>Key management objectives in relation to traffic and access are summarised below:</p> <ul style="list-style-type: none"> <li>• Minimise disturbance to the local and regional road network;</li> <li>• Maintain communication with the potentially affected local residents, visitors and businesses to minimise disruption;</li> <li>• Ensure access to the Airport Site does not compromise the safety of the local road network.</li> </ul> <p>The performance criteria include:</p> <ul style="list-style-type: none"> <li>• compliance with the approved Traffic and Access CEMP;</li> <li>• minimising disruption to the local and regional road network associated with construction related traffic; and</li> <li>• effective communication of traffic management measures to the local community.</li> </ul>	Section 3 Objectives and Targets
Table 28-8	Implementation framework	A Traffic and Access CEMP will be approved prior to Main Construction Works for the proposed airport. The CEMP will collate measures to mitigate and manage potential impacts to the local and regional road network, including cross-reference to other environmental management plans where they are relevant.	This WSA Co Traffic and Access CEMP
		The Traffic and Access CEMP will include as a minimum the management and mitigation measures to be implemented, including:	Section 6 – Traffic and access management environmental control measures
		The process for managing complaints, stakeholder engagement, and emerging traffic management issues as they arise.	Section 10 - Communication and complaints management
		The process for monitoring implementation, reporting, and auditing	Section 8 - Environmental inspection, monitoring and auditing
		Details of the party responsible for implementing the Traffic and Access CEMP.	Section 7 - Roles and responsibilities
Table 28-8	Monitoring	Monitoring requirements include that:	Section 8 - Environmental inspection, monitoring and auditing
		Monitoring must take place under the direction of an appropriately qualified person.	Section 8 - Environmental inspection, monitoring and auditing
		The results of the monitoring must be kept in a written record.	Section 8 - <i>Environmental inspection, monitoring and auditing</i>

EIS Reference	Topic	Summary	Traffic and Access CEMP Reference
		Monitoring of the effectiveness of traffic control measures.	Section 8 - <i>Environmental inspection, monitoring and auditing</i>
Table 28-8	Auditing and reporting	An annual report will be prepared and submitted to the Secretary of the Department of Infrastructure and Regional Development in relation to compliance with the Traffic and Access CEMP for the period until the airport commences operations.	Section 8 – <i>Environmental inspection, monitoring and auditing</i>
		Additional auditing and reporting measures that will be implemented include:	Section 8 – <i>Environmental inspection, monitoring and auditing</i>
Table 28-8 (continued)	Auditing and reporting (continued)	Recording in a log book any exceptional incidents that cause excessive traffic delays on local road network and the action taken to resolve the situation.	Section 8 – <i>Environmental inspection, monitoring and auditing</i>
		The Community and Stakeholder Engagement Plan provides for the development of a complaints log and includes specific measures for how complaints will be managed.	WSA Co Community and Stakeholder Engagement Plan
Table 28-8	Responsibility	The airport environment officer will be responsible for day to day regulatory oversight of the AEPR compliance at the airport after an airport lease is granted.	Section 9– Environmental roles and responsibilities
		The airport environment officer will be responsible for day to day regulatory oversight of the AEPR compliance at the airport after an airport lease is granted.	Section 9– Environmental roles and responsibilities
		The airport environment officer will be responsible for day to day regulatory oversight of the AEPR compliance at the airport after an airport lease is granted.	Section 9– Environmental roles and responsibilities

## 5 Existing environment

The following information is summarised from the EIS – specifically for the traffic and access assessment, refer to Chapter 15 of EIS Volume 2A.

For the purpose of the works covered by this CEMP, namely the Early Earthworks, Visitor Centre and Site Accommodation and Material Importation phases, the existing environment described herein is considered consistent and acceptable for consideration in the risk assessment process and the identification of suitable environmental mitigation measures and controls - for details with regards to environmental mitigation measures and controls for the management of traffic and access impacts refer to Section 7.

### 5.1 Existing road network

Roads and Maritime define four levels in a typical functional road hierarchy, ranging from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

- Arterial Roads – controlled by Roads and Maritime Services, they typically exhibit no limit in flow and are designed to carry vehicles long distances between regional centres;
- Sub-Arterial Roads – can be managed either by council or by Roads and Maritime Services under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day. Their aim is to carry through-traffic between specific areas in a sub region, or provide connectivity from arterial road routes (regional links);
- Collector Roads – provide connectivity between local sites and the arterial road network, and typically carry between 2,000 and 10,000 vehicles per day; and
- Local Roads – provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

A description of the roads within and servicing the Airport Site, including their functional category is provided below in Table 13.

The location of these roads and the broader land use context are shown in Figure 5.

**Table 14 Existing roads servicing the Airport Site**

Road	Functional category	Description
Westlink M7 Motorway	Arterial	The M7 Motorway connects Western Sydney with the broader road network and Sydney CBD via the M2, M4 and M5 motorways.
The Northern Road	Arterial	The Northern Road connects Narellan in the south-west to the Great Western Highway in Penrith.
Elizabeth Drive	Arterial	Elizabeth Drive connects The Northern Road at its western end, and the M7 Motorway at its eastern end.
Bringelly Road	Arterial	Bringelly Road connects to The Northern Road at Bringelly and to Camden Valley Way at Horningsea Park.
Badgerys Creek Road	Collector	Badgerys Creek Road connects The Northern Road at a roundabout to the north of Bringelly to Elizabeth Drive, and is around seven kilometres in length.
Adams Road	Collector	Adams Road connects The Northern Road at Luddenham to Elizabeth Drive.
Mamre Road	Arterial	Mamre Road connects the Great Western Highway in St Marys to Elizabeth Drive.
Luddenham Road	Collector	Luddenham Road connects Elizabeth Drive at Luddenham to Mamre Road.

Road	Functional category	Description
Local roads within the Airport Site	Local	Eaton Road; Ferndale Road; Fuller Street; Gardiner Road; Jackson Road; Jagelman Road; Leggo Street; Longleys Road; Pitt Street; Taylors Road; Vicar Park Lan; and Winston Close.

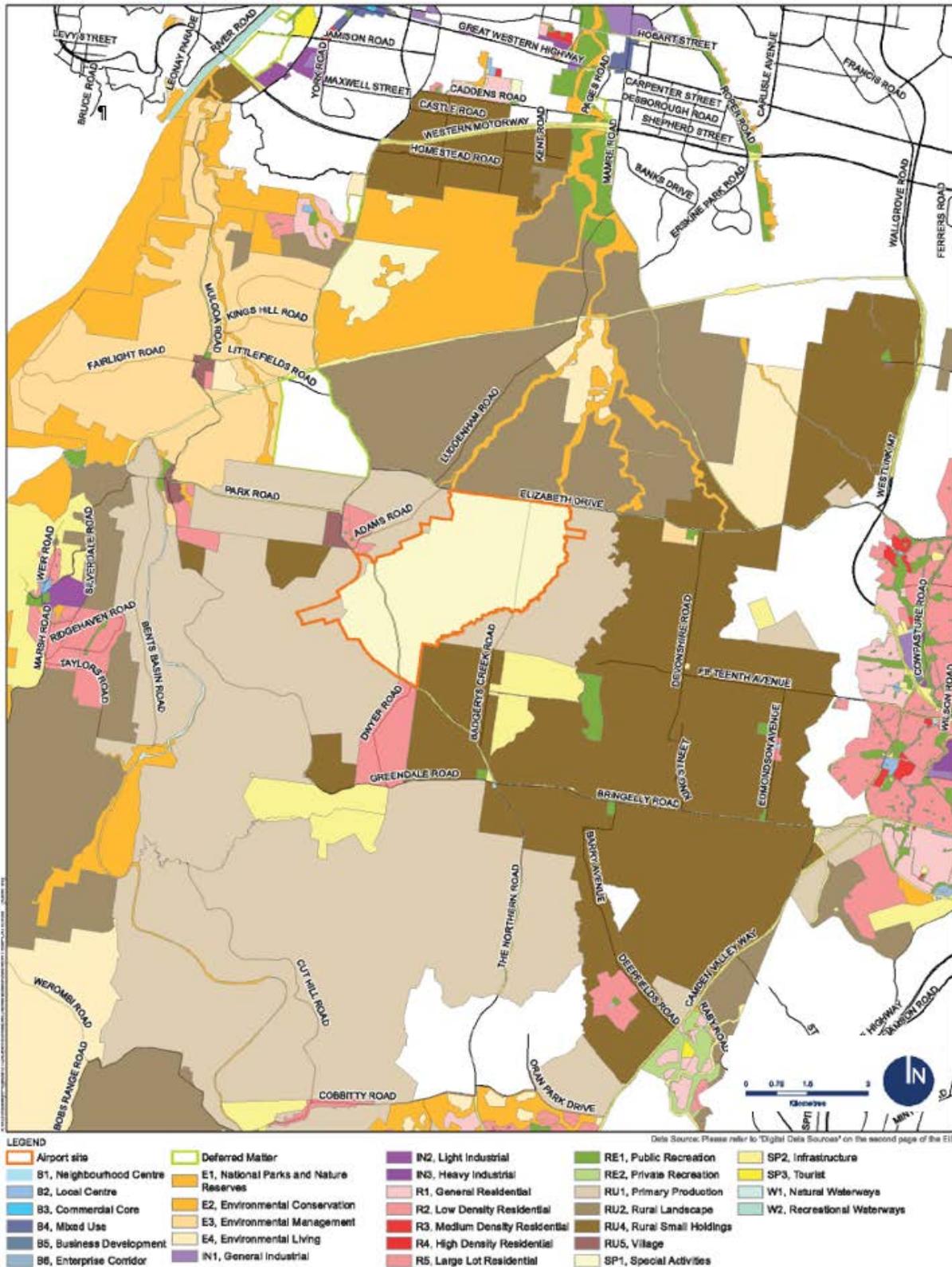
There are currently four bus services operating in the vicinity of the Airport Site. These include the following:

- Route 789 Penrith Interchange to Luddenham via The Northern Road. Offering two services per day in both directions;
- Route 801 Liverpool Interchange to Badgerys Creek via Kemps Creek, Cecil Park and Bonnyrigg, offering three services per day in both directions;
- Route 855 Austral to Liverpool via Prestons and Churchill Gardens, offering approximately ten services per day in both directions; and
- Route 856 Bringelly to Liverpool via Prestons and Churchill Garden, offering approximately seven services per day in both directions.

The following train interchanges are currently the closest to the Airport Site:

- T1 Western line – Penrith Interchange;
- T2 Inner West and South Line – Liverpool Interchange; and
- South West Rail Link – Leppington.

Pedestrian and cycling infrastructure is very limited within the vicinity of the Airport Site due to the rural nature of the existing environment.



**Figure 5 Existing road network (and land use) (EIS 2016)**

## 6 Traffic and Access aspects and impacts

The potential for traffic, transport and access impacts was considered in Chapter 15 of the EIS. The findings are summarised in the sections below.

### 6.1 Construction traffic volumes and distribution

#### 6.1.1 Early Earthworks

Construction vehicles would generally access the Airport Site via Elizabeth Drive, Anton Road, The Northern Road and Badgerys Creek Road. Access from other locations may occur at times during construction. Construction vehicle generation during Early Earthworks is shown in Table 14

**Table 15 Peak construction vehicle generation predicted during Early Earthworks (2018 – 2019)**

Vehicles	Direction	AM peak 0700 – 0900	Interpeak 09.00- 15.00	PM Peak 15.00- 18.00	Evening 18.00- 07.00	Total (vtpd)
Light vehicles	In	150	25	0	0	175
	Out	0	25	150	0	175
Semi-trailers	In	2	2	0	0	4
	Out	2	2	0	0	4
Truck and Dog	In	14	40	18	70	142
	Out	14	40	18	70	142
<b>Total</b>		<b>182</b>	<b>134</b>	<b>186</b>	<b>140</b>	<b>642</b>

The following vehicle distribution assumptions have been made, and are consistent with the EIS:

- The majority of light vehicles would arrive and depart the site between 5.00 am and 7.00 pm; and
- Heavy vehicles would operate to and from the site 24 hours per day during main construction activities

#### 6.1.2 Visitors Centre and Site Accommodation

Construction vehicles associated with the construction of the visitors centre and site office accommodation would generally access the site via the southern end of Eaton Road from The Northern Road. Peak construction vehicle generation during this stage is shown in Table 15.

**Table 16 Peak vehicle generation predicted during Visitors Centre and Site Accommodation construction**

Vehicle Type	Direction	AM Peak	Interpeak	PM Peak	Evening	Total (vtpd)
		0700- 0900	0900- 1500	1500- 1800	1800- 0700	
Light Vehicle	In	40	10	0	0	50
	Out	0	40	8	2	50
Small Truck	In	4	4	0	0	8
	Out	2	4	2	0	8
Semi-Trailer	In	4	2	0	0	6

Vehicle Type	Direction	AM Peak	Interpeak	PM Peak	Evening	Total
		0700-0900	0900-1500	1500-1800	1800-0700	(vtpd)
	Out	2	2	2	0	6
Mobile Crane	In	2	0	0	0	2
	Out	0	1	1	0	2
Concrete Truck	In	2	2	0	0	4
	Out	0	2	2	0	4
Concrete Pump	In	1	0	0	0	1
	Out	0	1	0	0	1
Truck & Dog	In	10	10	0	0	20
	Out	0	10	10	0	20
<b>Total</b>		67	88	25	2	182

### 6.1.3 Material Importation

Construction traffic for Material Importation would use the nearby road network, all traffic will access the site using the existing quarry access road off Elizabeth Drive. Peak construction vehicle generation during this stage is shown in Table 16.

**Table 17 Peak vehicle generation predicted during Material Importation**

Vehicles	Direction	AM peak 0700 – 0900	Interpeak 09.00- 15.00	PM Peak 15.00- 18.00	Evening 18.00- 07.00	Total (vtpd)
Light vehicles	In	10	4	0	4	18
	Out	4	4	6	4	18
Small Truck	In	1	2	0	0	3
	Out	0	2	1	0	3
Semi-Trailer	In	3	3	0	0	6
	Out	0	6	0	0	6
Truck and Dog	In	6	18	9	39	72
	Out	6	18	9	39	72
<b>Total</b>		32	58	26	86	202

## 6.2 Effect on road network performance

### 6.2.1 Early Earthworks

The expected distribution and volume of construction traffic suggests that there would be approximately 182 additional vehicle movements on Elizabeth Drive during the AM peak and approximately 186 additional vehicle movements on Elizabeth Drive during the PM peak. The forecast AM peak traffic volume equates to about an 8 percent increase in traffic on this road.

Modelling indicates that this level of additional traffic volume would not result in operating conditions worse than Level of Service (LoS) C on Elizabeth Drive in the vicinity of the Airport Site.

There would be capacity constraints on the wider network, principally on the M4, M5 and M7 motorways; however:

- These constraints currently exist;
- The LoS does not deteriorate when construction traffic is included, with the exception of a minor increase from LoS to D on Cowpasture Road and from LoS B to C on Luddenham Road during the PM peak; and
- The proportion of construction traffic compared to overall traffic reduces with distance from the Airport Site and therefore the impact of construction is reduced with distance from the site.

The types and volumes of vehicle movements associated with construction of the airport are not expected to substantially impact on the surrounding transport system, with the exception of potential oversized vehicle movements required for the delivery of large construction equipment. These movements may require temporary road closures or escorts. The public will be notified in accordance with the Community and Stakeholder Engagement Plan.

### **6.2.2 Visitors Centre and Site Accommodation**

Visitor Centre and Site Accommodation construction is expected to have a negligible impact on overall traffic volumes on the public road network.

### **6.2.3 Material Importation**

Material importation is expected to have a negligible impact on the overall traffic volumes on the public road network as delivery will predominantly occur outside of peak hours and out of hours.

## **6.3 Environmental Risk Register**

A preliminary risk assessment has been undertaken as part of the CEMP. The parts of the overall risk assessment relevant to traffic and access have been extracted and summarised in Table 20.

The identification of construction activities and associated impacts that could eventuate during construction of the Project is central to the selection of appropriate environmental safeguards.

The risk management process involved an assessment of all specific project activities/aspects in or near environmentally sensitive areas and resulted in the development of a list of environmental risks (effects and impacts) and a corresponding risk mitigation strategy and risk ranking. Each environmental risk was categorised, based on the following:

- The environmental aspect;
- Relative scale of the potential impact;
- Type of potential impact; and
- Likelihood of occurrence.

The identification of risks included a review of the works, and review of the environmental risks identified by the EIS. The mitigations in the risk assessment are in line with the EIS mitigation measures in Section 7.

The following risk assessment process has been implemented, together with a review of proposed activities and known risks based on past project experience.

### **6.3.1 Risk Assessment Process**

The following tables outline the risk assessment process using three steps to identify the appropriate management measures required.

Table 17 is used to determine the likelihood that the aspect will have an impact on the environment;

Table 18 is used to determine the potential consequence rating of the risk identified;

From these two tables, a risk rating can then be assigned by using Figure 6 to determine how severe the potential impact may be; and

Table 19 is then used to assess what level of management each type of risk will require.

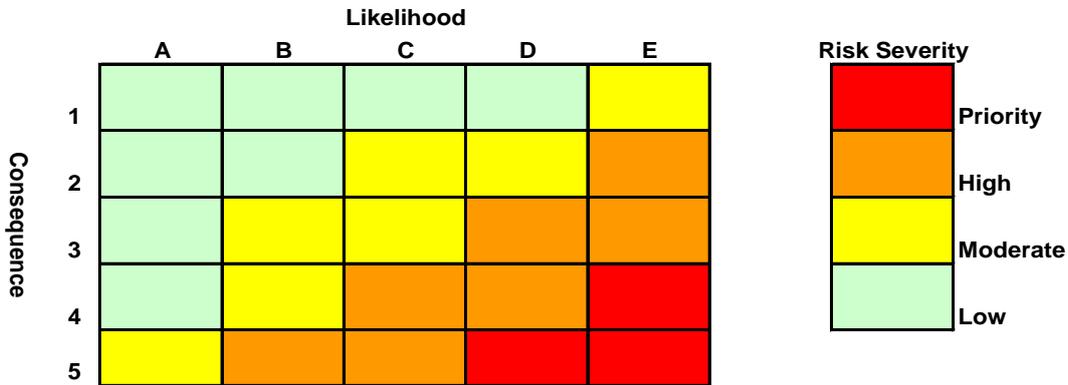
**Table 18 Likelihood criteria**

	Likelihood	Description
A	Rare / improbable	The event may only occur in exceptional circumstances.
B	Unlikely / remote	The event may occur at some time (about once every five years).
C	Possible	The event is likely to occur at some time (about once every year).
D	Likely	The event will probably occur in most circumstances (at least once every six months).
E	Almost certain	The event is expected to occur in most circumstances (at least once every month).

**Table 19 Consequence criteria**

	Consequence (impact)	Description
1	Insignificant/negligible	<ul style="list-style-type: none"> <li>Short-term disturbance with minor environmental release or damage that is non-reportable.</li> <li>No impact outside site boundary.</li> <li>No community complaints or media reports.</li> </ul>
2	Minor/low	<ul style="list-style-type: none"> <li>Minor violation of regulation or guideline with minimal damage to the environment and small clean-up.</li> <li>Immediately contained on site.</li> <li>Local government action, minor community complaints.</li> <li>Potential or actual breach of legislation.</li> </ul>
3	Moderate	<ul style="list-style-type: none"> <li>Violation of regulation or guideline with moderate temporary damage to the environment and significant clean-up costs.</li> <li>Release of pollution off site.</li> <li>Detrimental media reports, community concerns and complaints.</li> </ul>
4	Major	<ul style="list-style-type: none"> <li>Major environmental damage with potentially permanent.</li> <li>Release of pollution off site. Significant loss of environmental resources.</li> <li>Detrimental media reports in the national or state media, organised community concern.</li> <li>High likelihood of fine or court action.</li> </ul>
5	Catastrophic	<ul style="list-style-type: none"> <li>Long-term environmental harm.</li> <li>Permanent irreparable damage to the environment.</li> <li>Sustained detrimental state and national media reports. Sustained community outrage.</li> <li>Penalty Infringement Notice/court action.</li> </ul>

**Figure 6 Likelihood criteria**



**Table 20 Risk severity**

Risk severity	Management response
Priority	Immediate and detailed management action required. (e.g. stop or change activity)
High	Priority management action warranted
Moderate	Management action warranted
Low	Management action should be considered, particularly for low-level impacts that nevertheless occur on a continual basis

**Table 21 Traffic and Access risk assessment**

Ref	Activity	Construction Aspect	Environmental Aspect	Potential Impact	Risk level <sup>2</sup> pre-mitigation	Mitigation measure <sup>1</sup>	Risk level <sup>2</sup> post-mitigation	Management tools
01	Site establishment	Importing construction materials	Additional traffic	Delays to local traffic, potential for accidents	C3 (Mod)	TA_01 TA_03 TA_04 TA_07 TA_08 TA_09 TA_10 TA_12	B3 (Mod)	<ul style="list-style-type: none"> <li>• Community and Stakeholder Engagement Plan</li> <li>• Traffic and Access CEMP</li> <li>• Air Quality CEMP</li> <li>• Soil and Water CEMP</li> <li>• Traffic Control Plans</li> <li>• Complaints Procedure</li> <li>• Induction</li> <li>• Environmental Control Map (ECM)</li> </ul>
02		Transportation of site buildings	Additional traffic	Delays to local traffic, potential for accidents	C3 (Mod)	TA_01 TA_03 TA_04 TA_08 TA_09 TA_10	A3 (Low)	<ul style="list-style-type: none"> <li>• Community and Stakeholder Engagement Plan</li> <li>• Traffic and Access CEMP</li> <li>• Traffic Control Plans</li> <li>• Complaints Procedure</li> <li>• Induction</li> <li>• ECM</li> </ul>
03		Site personnel travel to/from site	Additional traffic during peak hour	Additional traffic congestion	C2 (Mod)	TA_01 TA_12 TA_13	B2 (Low)	<ul style="list-style-type: none"> <li>• Community and Stakeholder Engagement Plan</li> <li>• Traffic and Access CEMP</li> <li>• Traffic Control Plans</li> <li>• Complaints Procedure</li> <li>• Induction</li> <li>• ECM</li> </ul>
04		Construction works	Works adjacent to existing roads	Temporary reduction in speed limit	Delays to local traffic, caused by traffic control, temporary slow zone	D3 (High)	TA_01 TA_03 TA_04	B3 (Mod)

Ref	Activity	Construction Aspect	Environmental Aspect	Potential Impact	Risk level <sup>2</sup> pre-mitigation	Mitigation measure <sup>1</sup>	Risk level <sup>2</sup> post-mitigation	Management tools
05		Construction vehicles and plant crossing Badgerys Creek Road	Temporary road closures	Delays to local traffic, caused by traffic control, temporary slow zone	E4 (Priority)	TA_01 TA_03 TA_04 TA_09 TA_10 TA_12	D4 (High)	<ul style="list-style-type: none"> <li>• Community and Stakeholder Engagement Plan</li> <li>• Traffic and Access CEMP</li> <li>• Traffic Control Plans</li> <li>• Complaints Procedure</li> <li>• Induction</li> <li>• ECM</li> </ul>
06	Construction works (continued)	Out of Hours Works	Temporary road closures	Delays to local traffic, caused by traffic control, temporary slow zone	C2 (Mod)	TA_01 TA_03 TA_04 TA_05 TA_09 TA_10	B2 (Low)	<ul style="list-style-type: none"> <li>• Community and Stakeholder Engagement Plan</li> <li>• Traffic and Access CEMP</li> <li>• Traffic Control Plans</li> <li>• Complaints Procedure</li> <li>• Induction</li> <li>• ECM</li> </ul>

## 7 Environmental control measures

A range of environmental requirements and control measures are identified in the various environmental documents, including the EIS, Submissions Report and the Airport Plan Conditions. The specific measures and requirements to address impacts on Traffic and Access during construction are outlined in Table 21. These measures and requirements take into account the mitigation measures in Table 28-9 in Chapter 28 of the EIS.

**Table 22 Environmental control measures**

Ref.	Measure / Requirement	Responsibility	When to implement	How to implement	Reference
TA_01	As part of the Community and Stakeholder Engagement Plan a community awareness programme will be implemented prior to Main Construction Works commencing and would continue throughout the entire construction period. The programme will aim to make road users (including local residents) aware of construction traffic and safety issues, such as diversions, temporary road closures, traffic signalling and speed limits.	WSA Co and Contractor	Pre-construction	Implement as per community awareness programme and overarching Community and Stakeholder Engagement Plan.	EIS Table 28-9
TA_02	To mitigate and manage potential traffic impacts the Traffic and Access CEMP will include the following elements:	N/A	N/A	N/A	N/A
TA_03	Management for the temporary and permanent closures of roads within the Airport Site.	WSA Co and Contractor	Construction	Traffic Control Plans to be developed for individual closures, requiring approval before road closures can occur. See section 8.8.1.	EIS Table 28-9
TA_04	Ongoing consultation with RMS and local councils as appropriate and emergency services.	WSA Co and Contractor	Construction	In addition to the existing engagement forums with RMS, TfNSW, LCC, PCC and other key NSW Government transport authorities, including the Stakeholder Planning Forum, a Traffic and Transport Liaison Group	EIS Table 28-9

Ref.	Measure / Requirement	Responsibility	When to implement	How to implement	Reference
				(TTLG) will be established for the project. Consultation will be undertaken as per the community awareness programme and overarching Community and Stakeholder Engagement Plan. This includes regular meetings with council by way of Environmental Review Groups, and other meetings as necessary before TCP's are approved. See section 8.8.1.	
TA_05	Induction for drivers working on the project to cover safety measures particularly for night works.	Contractor	Construction	All drivers are to be inducted onto site before commencing their works. Induction to include specific night-works requirements such as lighting and communication measures. Temporary delivery drivers to undertake temporary driver inductions when onsite.	EIS Table 28-9
TA_06	Review of speed environments along transport corridors.	Contractor	Construction	To be assessed during regular inspections by the traffic management team. Corrective actions such as driver education, signage to be implemented as necessary. No modification to signage will be made without consultation and approval from RMS/TfNSW.	EIS Table 28-9
TA_07	Restriction of construction related traffic within the AM and PM peak periods where required.	Contractor	Construction	To be mitigated when preparing the TCPs. See section 8.8.1.	EIS Table 28-9

Ref.	Measure / Requirement	Responsibility	When to implement	How to implement	Reference
TA_08	Management of the transportation of construction materials to optimise vehicle loads in order to minimise vehicle movements.	Contractor	Construction	Deliveries and load outs, and load ins are scheduled for efficiency to minimise vehicle movements and to limit changes to traffic control setups.	EIS Table 28-9
TA_09	Traffic control measures to manage and regulate traffic movements during construction.	Contractor	Construction	Keeping traffic flowing safely is a primary focus of contractor TCPs. See section 8.8.1. Any changes or control measures will be done with the approval of RMS/TfNSW as required.	EIS Table 28-9
TA_10	Identification of potential disruption to road users.	WSA Co and Contractor	Construction	This is undertaken in the planning phase of TCP development. See section 8.8.1.	EIS Table 28-9
TA_11	Identification of any road closures and/or road upgrades that may be required.	Contractor	Construction	Road closures and upgrades requiring work are identified in the project design and TCPs used for project works. See section 8.8.1. Community and stakeholder consultation to be undertaken in accordance with the Community and Stakeholder Engagement Plan. No state roads will be closed without consultation and approval from RMS/TfNSW.	EIS Table 28-9
TA_12	Construction vehicle routes, including the use of arterial roads, haulage routes, access to the Airport Site and procedures for oversize and heavy vehicles.	Contractor	Construction	Construction vehicle routes/haulage roads have been identified and can be seen in section 8.7 of this Plan	EIS Table 28-9
TA_13	Parking facilities for construction workers.	Contractor	Construction	Parking facilities are available in the main compound area shown in section 8.7.	EIS Table 28-9

Ref.	Measure / Requirement	Responsibility	When to implement	How to implement	Reference
TA_14	Measures to support and encourage sustainable travel for construction workers to and from the Airport Site, including public transport, shuttle buses, cycling, walking, and car-sharing (as also outlined in the Air Quality CEMP).	Contractor	Construction	Site vehicle pooling will be undertaken for workers from the main compound to individual site locations to limit individual vehicle movements. Section 8.4 discusses bus routes which can be used by site workers, where possible.	EIS Table 28-9

## **8 Traffic and Access Management**

### **8.1 Road closures**

Movements of oversized vehicles or plant and equipment may at times require temporary road closures or escorts to the site, but these would generally be conducted outside of peak hours and notifications prepared and distributed in accordance with the Community and Stakeholder Engagement Plan. Dependent on the routes and/or roads involved, closures may require approval from RMS/TfNSW, this will be identified as part of planning and approval would be gained prior to the notifications being distributed.

### **8.2 Construction vehicles routes and site access**

#### **8.2.1 Early Earthworks**

Construction traffic would use the nearby road network, with most traffic expected to access the site using Elizabeth Drive, as well as potentially other routes. Details of likely road use is provided in Table 22. The nearby M7 has good connectivity to southern NSW via the M31, Sydney City via the M5 and M4 and northern NSW via the M2.

#### **8.2.2 Visitor Centre and Site Accommodation**

Construction traffic for Visitor Centre and Site Accommodation would use the nearby road network, with traffic expected to access the site using The Northern Road and the southern end of Eaton Road. Details of likely road use is provided in Table 22.

#### **8.2.3 Material Importation**

Construction traffic for Material Importation would use the nearby road network, all traffic will access the site using the existing quarry (i.e. EPIC Mine) access road off Elizabeth Drive, east of Adams Road. Access will be from the M7, as such all traffic will arrive from the east of the access road. Details of likely road use is provided in Table 22

**Table 23 Traffic loads created by Airport construction during Early Earthworks, Visitor Centre Construction and Material Importation**

Road	Section	Vehicles	Expected Peak Vehicles/day			
			Early Earth works	Visitor Centre	Material Import	Total
Elizabeth Drive	West of the entry points	Light	120	39	14	<b>173</b>
		Heavy	28	22	Nil	<b>50</b>
	East of the entry points	Light	120	39	28	<b>187</b>
		Heavy	228	22	168	<b>418</b>
The Northern Road (including Eaton Road)	North of Elizabeth Drive	Light	120	39	14	<b>173</b>
		Heavy	28	22	Nil	<b>50</b>
	North of Badgerys Creek	Light	Nil	78	Nil	<b>78</b>
		Heavy	Nil	44	Nil	<b>44</b>
	South of Badgerys Creek	Light	110	38	14	<b>162</b>
		Heavy	28	22	Nil	<b>50</b>
Badgerys Creek Road	North of the EEW site entrance	Light	240	Nil	14	<b>254</b>
		Heavy	256	Nil	Nil	<b>256</b>
	South of the EEW site entrance	Light	110	Nil	14	<b>124</b>
		Heavy	28	Nil	Nil	<b>28</b>

### 8.3 Parking facilities

For all scopes of work, construction plant, machinery and vehicle parking areas will be located as far as practicable from sensitive receivers, this includes for the Visitor Centre and the Site Accommodation during construction.

### 8.4 Public transport

Public transport options include four bus routes within the immediate surrounds of the Airport Site and the closest train station is situated 15 kilometres away (eg. Penrith and Leppington). Refer to Section 5.1 for further details.

Public transport options would be maintained in consultation with Transport for NSW during construction.

## 8.5 Property access

Property access affected by the construction works will be maintained or alternative arrangements made in consultation with the affected landowners.

## 8.6 General road user delay prevention strategies

Maintaining the capacity of the road network, including local roads, and minimising the delays experienced by road users during the construction of the Project is a key Project objective. Delay minimisation strategies can generally be divided into four categories:

- Isolation of work areas;
- Maximising through traffic speeds and the number of available lanes;
- Work methods; and
- Road occupancy planning.

The measures to be implemented to minimise Road User delays include, but are not limited to:

- Creating specific Vehicle Movement Plans to minimise construction traffic;
- Creating clear gate signage to minimise driver confusion;
- Creating a main site access which is capable of accepting the majority of the construction traffic;
- Manage Over Dimension deliveries to occur outside of peak travel periods where possible;
- Plan the routes of Over Dimension deliveries to ensuring that the roads through which these deliveries pass are designated for that purpose;
- Manage truck deliveries so that they can access the site safely through designated gates;
- Provide for sufficient parking within the site to remove the risk of roadside parking of construction vehicles;
- Develop construction staging and temporary works that avoid conflicts with the existing road network, maximizes separation between work areas and travel lanes, isolates work areas and maintains existing road network capacity;
- Isolate work areas from traffic flows (e.g. using alternative routes, temporary side-tracks, lane deviations/widening and temporary safety barriers);
- Develop alternative work methods to minimize impacts (e.g. utilize more efficient plant/equipment, apply different solution, enclosed work platforms);
- Plan all road occupancies with the aim to; minimize the actual work area; limit obstructions and restrictions; maximize road capacity; and avoid peak traffic flow periods;
- Analyse traffic volume data to
  - identify the capacity requirements of the road;
  - assess the potential impact on traffic flows; and
  - identify the time to minimise the inconvenience to road users;
- Provide road users with changed traffic condition information to enable them to plan their journey and avoid roadwork;
- Perform Road Safety Audits as required;
- Perform Traffic Control inspections at least once a week during the duration of the works; and
- Additional inspections to be undertaken when new traffic arrangements are set up to monitor effectiveness.

### **8.6.1 Closure of shoulders or auxiliary lanes**

Road occupancies involving closure of any shoulder or auxiliary lane, where auxiliary lane(s) exist, must provide a minimum of one travel lane in each direction at all times through the road occupancy.

A minimum of 1 metre shoulder width will be provided on all roads except as approved by relevant authorities (e.g. Roads and Maritime, Local Council, or the Airport Building Controller).

### **8.6.2 Partial Closures of Auxiliary Lanes**

Partial closures of any length of an auxiliary lane may only be implemented if the remaining open length of the auxiliary lane is equal to or greater than 600 metres where the posted speed is 70km/hr and 600 metres where the posted speed is 60km/hr.

If this open length cannot be achieved, the entire length of the auxiliary lane must be closed.

### **8.6.3 Temporary Lane Closures**

Lane closures on arterial roads will not be implemented during the following periods:

- From 6.00am to 9.30am Monday to Friday;
- From 3.00pm to 7.00pm Monday to Friday;
- 1 day prior and 1 day after commencement of school holidays; and
- During the Christmas period.

The temporary lane closures for all roads will be managed so as to minimise stoppages and to minimise impacts on motorists by implementing the following:

- No stoppages will occur which are longer than five (5) minutes, including the time taken to clear all stopped, slowed and queued traffic;
- Cumulatively delay to all road occupancies, including temporary speed zoning complying with not cause a delay longer than eight (8) minutes including the time taken to clear all stopped, slowed and queued traffic; and
- Traffic queues caused lane closures, measured along a single lane in any direction, must not exceed 250 metres in length for any period of traffic delay. If traffic queues reach 250 metres in length, the traffic control measures will be reviewed and adjusted so as to remove the cause of the traffic delay until the flow of traffic returns to free flow conditions.

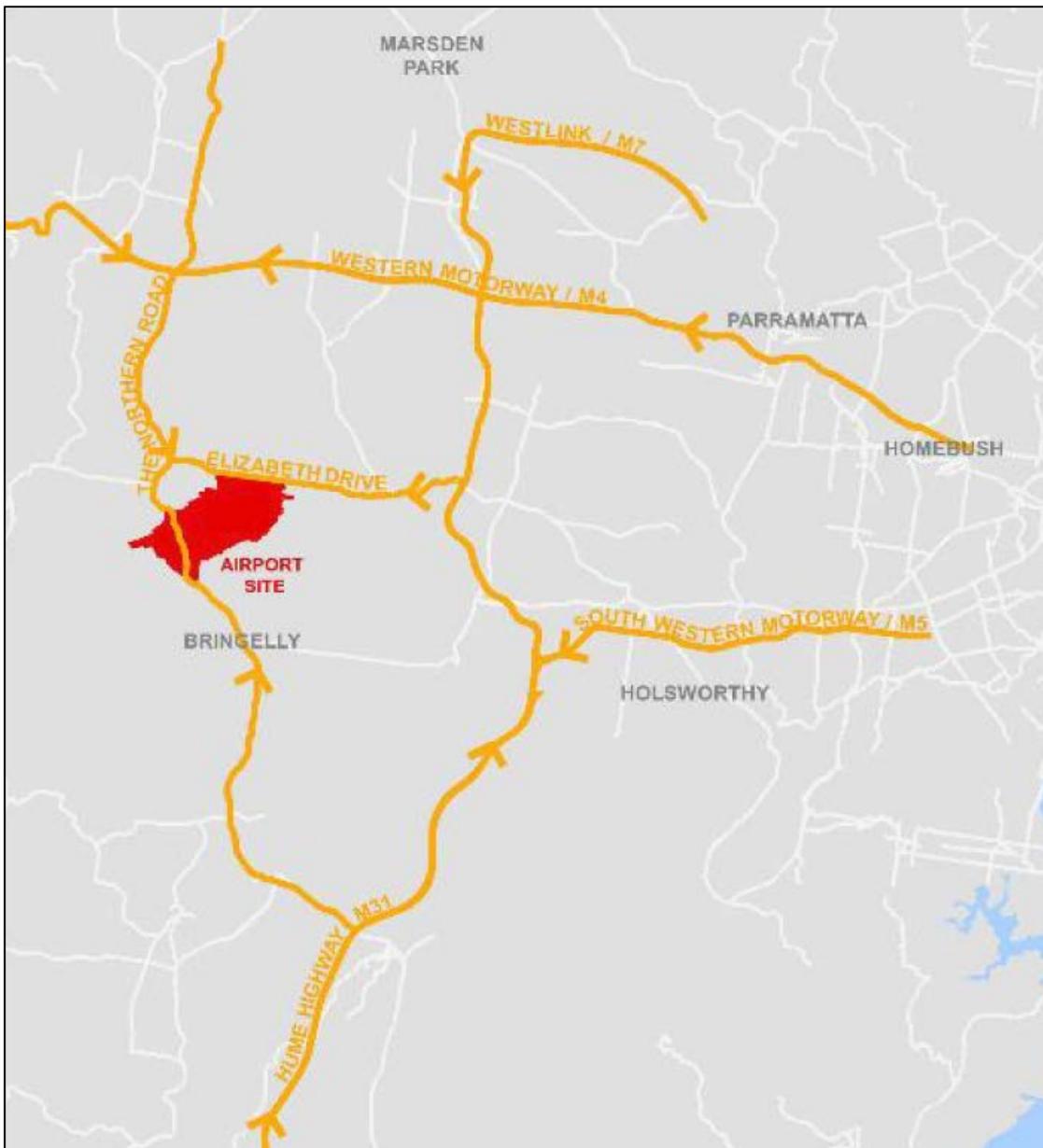
## **8.7 Construction Access and Egress Mitigations**

Construction access and egress will be closely managed in order to ensure the safety of the community and construction workers. This will be managed from both a high level with regards to the nomination of construction haulage routes, utilising key arterial roads / routes in addition to site level management with regards to construction site access and egress. Further details are provided in the following sections.

### **8.7.1 Construction haulage routes**

The construction haulage routes for access and egress from the site are presented below in . These haulage routes will be included in site induction material (as detailed further in Section 11) and will be distributed to all key suppliers and providers of goods and services.

Period inspections and audits of the use of the appropriate use of the construction haulage routes will be undertaken in accordance with Section 10.



**Figure 7 Construction haulage routes**

## **8.8 Site Entry**

Access to the project will be via the existing local road network. The local roads used for access to the project site are Badgerys Creek Road and Elizabeth Drive. The main site entry will be through Badgerys Creek Road as per Figure 8. The site access for the Visitor Centre and Site Accommodation will be from The Northern Road.

### **8.8.1 Early Earthworks Access Arrangements**

Badgerys Creek Road is a one lane in each direction carriageway which does not allow sufficient acceleration and deceleration lanes to enable safe entry and exit from the site.

To mitigate against this risk during the EEW, a temporary roundabout will be designed and built to facilitate vehicle movements into the site compound and to connect the two sides of the site. The roundabout will operate in a 60km/hr speed zone of Badgerys Creek Road and will be designed to enable semi-trailer

movements into the site. A roundabout solution is also well suited to catering for those vehicles wishing to go across Badgerys Creek Road, greatly reducing the need for stopping the local traffic in order to facilitate this.

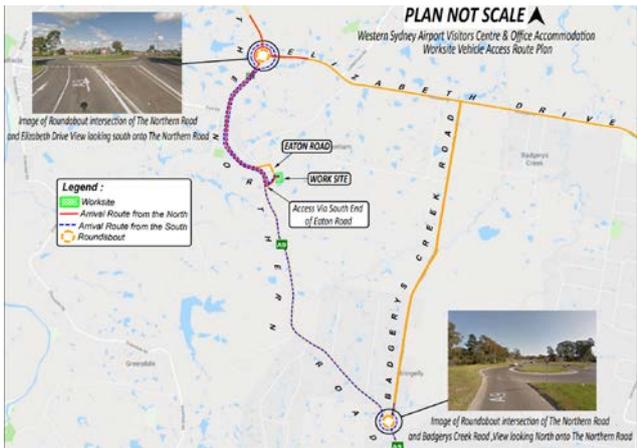


**Figure 8 Access arrangements – Early Earthworks**

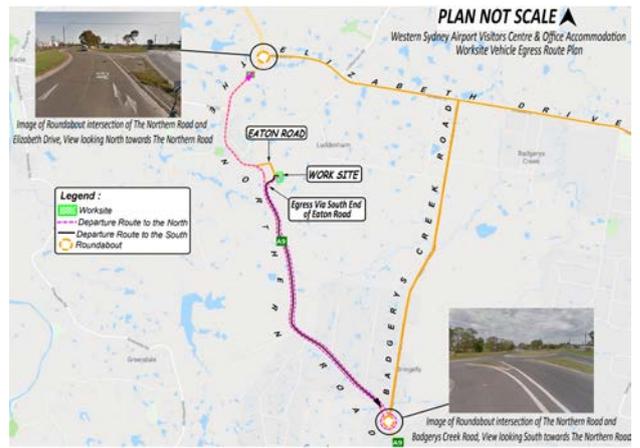
### 8.8.1 Visitor Centre and Site Accommodation Access Arrangements

Eaton Road is local road located on the western frontage of the local road travelling in a northern & southern direction with no formal footpath on each side of the road. Majority of Eaton Road is undeveloped and just a gravel road. A section of the road is sealed and kerbed and guttered with no white line markings and has a prevailing speed limit of 50kph. The traffic volume on this road is considered to be low to medium during the morning and peak traffic. The Northern Road is an arterial road located towards the west of the site and has one lane each way travelling in a northern & southern direction with no parking lanes on each side of the road. The road is sealed, with no kerb and gutter with white line markings and has a prevailing speed limit of 80kph. The traffic volume on this road is considered to be medium during the morning and evening peak traffic.

Access to and from the site will be from Eaton Road via The Northern Road. Details are provided in Figure 9 and Figure 10



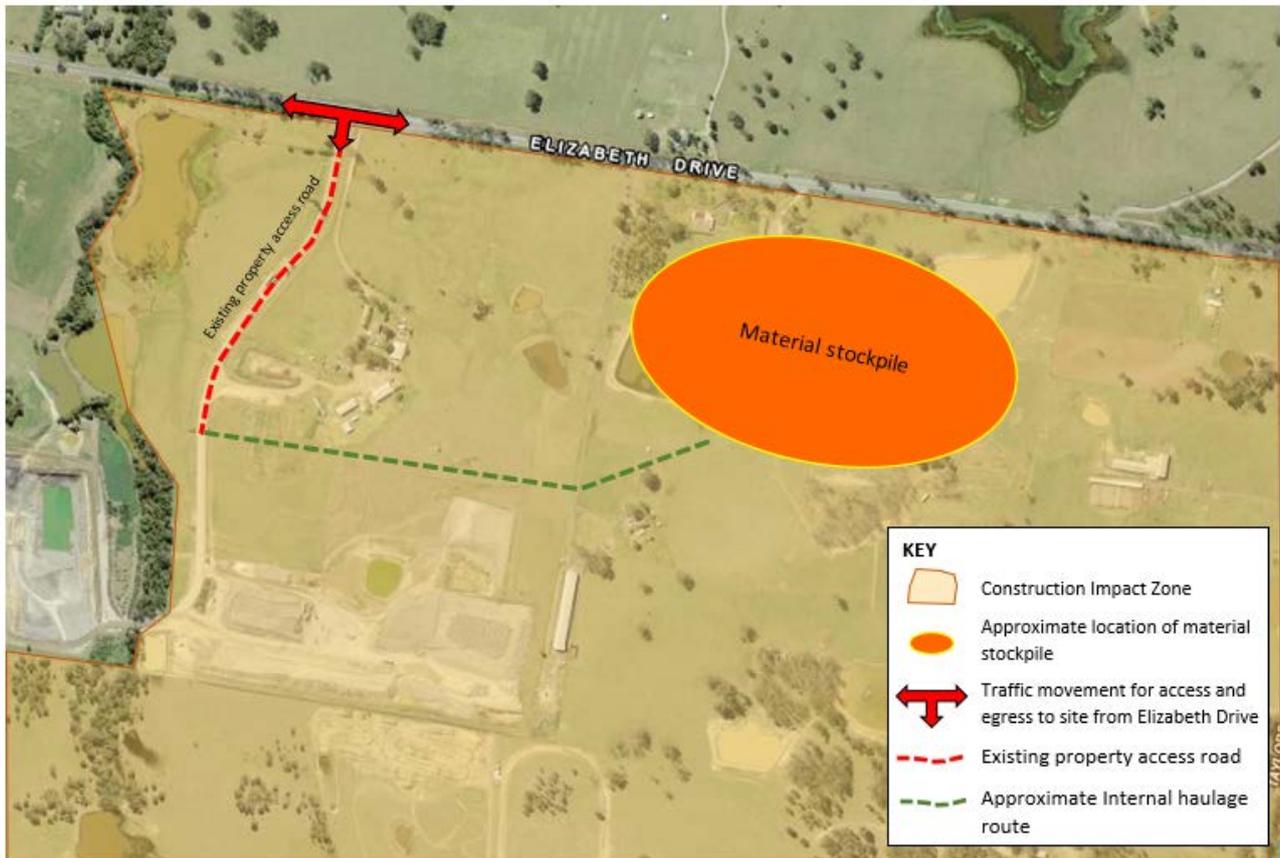
**Figure 9 Access route to site**



**Figure 10 Departure route from site**

## 8.8.2 Material Importation Access Arrangements

The access arrangement for the Material Importation phase will utilise Elizabeth Drive as the main arterial road followed by use of the existing property access road currently used by EPIC Mine. Whilst the dominant vehicle access and egress direction is expected to be from the east (i.e. from the M7 Motorway), vehicles are permitted to turn in and out of the material importation area in any direction. The Material Importation access arrangement is shown in Figure 11.



**Figure 11** Material Importation access arrangements

## 8.9 Documentation

### 8.9.1 Traffic Control Plans

TCP's are diagrams that illustrate the signs and devices that will be installed to warn traffic, pedestrians and cyclist around or past, or if necessary through the work site. These plans will address the specific control measures required to safely work on the road during a single shift period.

Contractors will submit site specific TCP's (not Traffic Control at Work Sites generic plans) for all road occupancies which form part of the project Works. These will be prepared by a person qualified in the "Prepare a Work Zone Traffic Management Plan Design and Inspect Traffic Control Plans" course or equivalent and who has at least 5 years relevant experience.

The TCPs will include:

- Types and locations of permanent regulatory (R series) and warning (W series) signs;
- Types and locations of temporary signs (T series) including advance warning signs and variable message signs (VMS);
- Locations of permanent and temporary traffic signals;

- Locations of any required Traffic Controllers;
- Locations and lengths of taper and safety buffer areas;
- Locations of safety barrier systems including end terminals;
- Pedestrians and cyclist paths;
- Locations of entry and exit gates to work areas, individually numbered and signposted;
- Details of access to adjoining properties, car parking areas, and side roads;
- Pavement marking details, including types of delineation required, turning arrows, stop/holding lines and other road markings, types and positions of raised pavement markers and other delineation devices; and
- Location of temporary lighting, if required.

A TCP can only be prepared by a person who has undertaken and passed the RMS training course and holds a current accreditation. All traffic control plans will be implemented by suitably qualified personnel as per the authorised TCP for the particular stage of the works.

### **8.9.2 Vehicle Movement Plans**

Site specific VMPs will be developed prior to implementation for every active site compound and site gate. Wherever practicable, 'left in, left out' (LILO) movements only will be permitted to and from work sites. Where LILO is not practicable, additional controls will be implemented to manage the safe access and egress from the site gate. These controls may include, but are not limited to:

- Roundabouts;
- Traffic Signals;
- Traffic Controller (Gatekeeper);
- Controlled crossing points;
- Advice and directional signage;
- Each individual VMP will nominate the following information;
- Site gate / Compound I.D. (alpha-numeric);
- UHF Channel;
- Preferred approach and departure routes;
- Any additional 'Road Rules' instruction relevant for the particular road; and
- The necessity for additional Traffic Control for specific vehicle or plant deliveries.

The VMPs will:

- Comply with the RMS G10 and RMS G22;
- Show on the VMP; the vehicle entry and exit points into the work areas, and indicate clearly that these are the only points where interface with the through traffic is permitted;
- Consider the entire length of the route travelled by the construction or delivery vehicle, in line with chain-of-responsibility requirements; and
- For major haulage operations, the plan must show the entire travel route, and also include detail of all key points that are remote from the work site, such as intersections, U-Turn facilities, holding areas, accesses, ramps and side roads. A VMP may be combined with or superimposed on a TCP.

Traffic management controls and measures will be applied to mitigate the risk of hazardous movements including restricting the practice of specific movements (e.g. turning bans); providing permanent major traffic

controls and devices; installing TCPs; providing deceleration, acceleration and turning lanes outside of the through lanes; educating drivers; installing warning devices on vehicles; and implementing contingency plans for adverse weather / unplanned incidents / unforeseen circumstances.

### **8.9.3 Traffic Staging Plans**

The TMP will include a set of long-term Traffic Staging Drawings. These drawings will conform to the procedures outlined in RMS G10.

These drawings will comply with the requirements detailed in Section 2.4 of RMS G10 will be to scale and provide exact geographical references for:

- Lane configurations on existing and new (temporary and permanent) pavements, indicating any departures from existing traffic lanes;
- Intersection layouts and temporary traffic signals arrangements;
- Pedestrian and cyclist facilities;
- Bus stopping requirements where applicable;
- Work areas and exclusion zones, buffer zones etc.
- Access to adjoining properties, the site and side roads;
- Pavement markings and signage including advance warning and electronic signs;
- Drainage system, both temporary and permanent, including any pollution control measures;
- Utilities and their impact on the traffic staging;
- Locations of any required temporary structures such as retaining walls or the like;
- Street lighting, including temporary arrangements where required (refer to RMS G7 Clause 4.5);
- Impacts on existing traffic signals and staging of new traffic signal installation;
- New signage;
- Safety Barrier placement; and
- Portable VMS, VSLs and RASS positions.

If removal of pavement markings is required, the Traffic Staging Plans will provide details of the proposed methods for removal, the estimated durations to carry out the removal, and if necessary any proposed measures to restore the road surface.

## 9 Environmental roles and responsibilities

The key environmental management roles and responsibilities for the construction phase of the work are detailed in Section 4.5 of the SEMF.

WSA Co will ensure sufficient resources are allocated on an ongoing basis to ensure effective implementation by both WSA Co and the responsible contractors.

Specific responsibilities for the implementation of this Traffic and Access CEMP are detailed in the sections below.

### 9.1 External roles and responsibilities

#### Environment Minister (or an SES employee in the Environment Department)

- The Approver for the Biodiversity Offset Delivery Plan.
- On 24 August 2018, the Approver approved the Biodiversity Offset Delivery Plan as required by Condition 30 of the Airport Plan.
- Required to be included in the consultation process for the Biodiversity CEMP and the Soil and Water CEMP (in accordance with Condition 35 of the Airport Plan).
- The Environment Department receives notification regarding publication of annual reports under condition 39 of the Airport Plan and copies of independent audits under condition 40 of the Airport Plan.

#### Infrastructure Minister (or an SES employee in the Infrastructure Department)

- The Approver for the Construction Plan, CEMPs, the Community and Stakeholder Engagement Plan and the Sustainability Plan
- Approval for variation of an Approved Plan; and
- Review and approve other matters (excluding Biodiversity Offset Delivery Plan).
- The Infrastructure Department is responsible for administering and enforcing the Airports Act

#### Airport Environment Officer

The responsibilities of the Airport Environment Officer (AEO) include the following:

- Monitoring compliance with the AEPRs;
- Facilitate an understanding of the obligations of the AEPRs;
- Ensure the best possible outcomes are achieved;
- Complete site inspections to review monitoring requirements and completion of works;
- Review and comment on CEMPs, incidents, and remedial activities;
- Issue an environmental protection order in accordance with Part 7 of the AEPR; and
- Issue an infringement notice in response to an offence against the AEPR.

### 9.2 WSA Co roles and responsibilities

#### WSA Co Executive General Manager

The environmental responsibilities of the WSA Co Executive General Manager include (but are not limited to):

- Provide resources to ensure compliance with this CEMP is achieved;

- Mandate and ensure that environmental protection remains an integral element of all project activities; and
- Authorise resourcing with regards to traffic and access management.

### **WSA Co Environment Manager**

The WSA Co Environment Manager is responsible for leading the planning, approvals and environmental function and is responsible for the ongoing requirements associated with the management of traffic and access as follows:

- Coordinate and manage the preparation of the Traffic and Access CEMP (this Plan) and associated documents / plans / procedures;
- Liaise regularly with the stakeholders and contractors on environmental matters routinely and as required;
- Coordinate ongoing training in environmental awareness for all levels of WSA Co staff as required to implement this Traffic and Access CEMP;
- Ensure that an appropriate environmental induction and training program is developed such that personnel are aware of their environmental responsibilities under relevant legislation and the contract, including the requirements associated with traffic and access management;
- Ensure compliance of Stage 1 development activities with this Traffic and Access CEMP;
- Implement, maintain, monitor, report and advise the Executive General Manager on all environmental matters including those associated with traffic and access management;
- Liaise with the AEO and Approver on environmental issues, including the written notification of non-conformances;
- Monitor the implementation of all environmental management requirements as detailed in this Plan;
- Provide direction and guidance on implementation of this WSA Co Traffic and Access CEMP to all levels of the Project, including to the contractors as required;
- Ensure Project contractors comply with all relevant statutes, regulations, rules, procedures, standards and policies as detailed in this Traffic and Access CEMP;
- Ensure the timely review and assessment of environmental monitoring, auditing and inspection outcomes to ensure identification and implementation of continual improvement with regards to environmental management; and
- Overall reporting of the environmental performance of the Project.

### **WSA Co Site Environment Officer**

The environmental responsibilities of the WSA Site Environmental Officer include (but are not limited to):

- Daily interaction and coordination with Project contractor representatives to ensure their environmental management requirements are discharged; and
- Work collaboratively with the WSA Co Environment Manager to ensure desired environmental outcomes are achieved.

### **Western Sydney Airport Delivery Partner roles and responsibilities**

The Western Sydney Airport Delivery Partner is responsible for the coordination and management of contractors ensuring all necessary planning approvals and environmental management activities and documentation are undertaken in accordance with WSA Co requirements.

In summary, the environmental requirements of the Western Sydney Airport Delivery Partner in relation to traffic and access management are as follows:

- Ensure that this Traffic and Access CEMP is effectively implemented by the contractor as required;
- Ensure that the required monitoring and reporting, including environmental auditing, is undertaken and reported to WSA Co as required;
- Ensure that all necessary planning approvals, licenses and permits are obtained, as required by this Traffic and Access CEMP, prior to commencement of applicable works;
- Liaise with the WSA Co Environment Manager on landscape and access related issues, including the written notification of non-conformances;
- Participate in regular workplace inspections to ensure compliance;
- Provide direction and guidance on implementation of the Traffic and Access CEMP; and
- Liaise between contractors and relevant government stakeholders as required and provide notification / information where environmental incidents / events have occurred.

### **9.3 WSA Co contractor roles and responsibilities**

#### ***Contractor responsibilities***

The responsibilities of the relevant contractor with regards to the management of impacts associated with traffic and access are as follows:

- Identify resources required for implementation of the Traffic and Access CEMP;
- Report to the WSA Co Environment Manager as required to inform community and stakeholder notifications and to provide information where environmental incidents / events have occurred;
- Report to WSA Co Environment Manager (or delegate) on environmental performance monthly or at other times as necessary;
- Ensure that all personnel receive appropriate induction training, including details of the environmental obligations associated with traffic and access management;
- Ensure suppliers and subcontractors comply with requirements regarding traffic and access management;
- Undertake weekly inspections, ensuring all works comply with relevant regulatory and Project requirements, including traffic and access management objectives;
- Provide other information as required from time to time, in order to demonstrate to WSA Co that environmental management requirements are being met by the contractor;
- Program toolbox talks and daily pre-start meetings to include any relevant traffic and access management requirements;
- Report any activity that has resulted, or has the potential to result, in an environmental incident immediately to WSA Co Environment Manager;
- Stop activities where there is an actual or immediate risk of harm to the environment and advise WSA Co Environment Manager;
- Ensure steps are taken to rectify and prevent future incidents from occurring;
- Ensure that traffic and access management controls are properly maintained and effective; and
- Carefully select suppliers and subcontractors based upon their ability to meet stated requirements.

## 10 Environmental inspection, monitoring and auditing

Monitoring, inspection and auditing will be undertaken to measure effectiveness and facilitate continuous improvement of traffic and access management.

General environmental monitoring, inspection and auditing requirements are summarised in Section 8 of the SEMF.

A summary of the environmental inspection, monitoring and auditing requirements is provided below, with details of how they apply to traffic and access management where applicable.

### 10.1 Environmental inspections

#### 10.1.1 Environmental site inspections

##### ***WSA Co environmental inspections***

Environmental site inspections will be undertaken by the WSA Co Environment Manager (or delegate) on a monthly basis to evaluate the effectiveness of environmental controls implemented by the contractor.

The monthly site inspection is to include a visual inspection of all traffic and access management control measures including but not limited to the following:

- Adherence to the designated traffic access and transport routes (this may include observation from strategic locations); and
- Ensuring that all vehicle movements (including contractors and sub-contractors) are compliant with the approved routes.

The findings of the WSA Co site environmental inspection will be recorded on a WSA Co *Site Environmental Inspection Checklist* with an accompanying photographic style inspection report.

Refer to Appendix C of the SEMF for further details with regards to completing *the Site Environmental Inspection Checklist*.

##### ***Contractor environmental inspections***

Regular site inspections will be undertaken to monitor compliance with this Plan. Inspection results will be recorded, and the inspection log made available to the Infrastructure Department upon request. Any improvement opportunities or non-conformances will be reported in the monthly report and discussed at the Environmental Coordination meeting.

More frequent site inspections by the person accountable for traffic and access issues will be conducted onsite when activities with a large number of vehicle movements are underway.

##### ***Pre-start inspection***

Prior to the commencement of works on each shift, an inspection will be carried out by the relevant contractor and will include a check of relevant environmental controls and resources required to ensure effective operation and maintenance. This is to include an inspection of relevant traffic and access management mitigation measures and controls where applicable. Works are not to commence unless inspections are found to be satisfactory.

### 10.2 Traffic and access monitoring

General environmental monitoring requirements are set out in the AEPR which include the following:

- Monitoring must take place under the direction of an appropriately qualified person; and

- The results of the monitoring must be kept in a written record.

Specific traffic and access monitoring requirements, including timing and responsibilities, are included in Table 23 below.

**Table 24 Traffic and access monitoring requirements**

Reference	Requirement	Timing	Responsibility
TA_M_01	Monitoring the effectiveness of traffic control measures on site by way of observation of site traffic speed and also adherence to designated site traffic routes (the latter may require off-site surveillance). In the event that vehicles to and from site are not adhering to traffic and access requirements, consideration should be given to improvement of mitigation measures and controls, including upgrade of signage, clearer signage, training etc.	Pre-construction and during construction	Contractor

Where a non-conformance is detected, the non-conformance process described in Section 13 will be implemented.

Monitoring data and inspections will be used as a basis to assess the implementation of the objectives and determine if the targets have been achieved. Where an issue is identified additional measures considered. This may require:

- Review and modification of work practices as appropriate; and/or
- Provide training to relevant workforce or contractors.

### 10.3 Environmental auditing

Refer to Section 8.2 of the SEMF for environmental auditing requirements, including internal audits, independent audits and audits to be undertaken by contractors.

### 10.4 Environmental reporting

General environmental reporting requirements are detailed in Section 8.3 of the SEMF. In addition, a summary of reporting requirements required under this Traffic and Access CEMP (including environmental reporting requirements required under the Airport Plan specific to the Traffic and Access CEMP) is provided in Table 24.

**Table 25 Traffic and access management reporting**

Action	Scope	Timing / Frequency	Responsibility
Annual reporting	<p>Unless otherwise agreed in writing by an Approver, an annual report will be prepared in relation to compliance with this Traffic and Access CEMP (Condition 39).</p> <p>In accordance with Condition 39 (2) WSA Co will publish each of the annual reports on its website within three months of the end of the period in respect of which the report was prepared, with evidence providing proof of the date of publication to the Infrastructure Department with a copy to the Environment Department. The</p>	As required	WSA Co Environment Manager

Action	Scope	Timing / Frequency	Responsibility
	report must remain on the website for a period of at least 12 months.		
Recording of exceptional incidents	Recording in a log book any exceptional incidents that cause excessive traffic delays on local road network and the action taken to resolve the situation.	As required	WSA Co
Reporting pollution incidents (required under the Airport Act)	Report pollution incidents resulting in offsite impacts to the NSW Environment Protection Authority – refer to <i>WSA Co Environmental Non-conformance Classification and Reporting Procedure</i>	As required	All
General environmental inspection	Inspection of environmental management controls on site and sighting of site documentation as required by the contractor's CEMP	At least monthly	WSA Co
General environmental inspection	Inspection of environmental management controls and site documentation for contractor works (as required by the contractor's CEMP).	As per Contractor environmental management system (at least weekly)	Contractor
Complaints reporting	Recording of complaints and stakeholder interactions	As required	WSA Co and Contractor

## **11 Competence, training and awareness**

To ensure this Traffic and Access CEMP is effectively implemented, each level of management is responsible for ensuring that all personnel reporting to them are aware of the requirements within. The WSA Co Environment Manager will coordinate the necessary and relevant environmental training in conjunction with other training and development activities.

All competence, training and awareness requirements will be implemented as detailed in the SEMF. A summary of these requirements is provided in the sections below.

### **11.1 Environmental Project induction**

All Project personnel working on the Stage 1 development (including sub-contractors) are required to attend a compulsory Project induction that includes an environmental component prior to commencement of works on site which will include:

- Haulage routes;
- Site access requirements
- Compliance requirements with the CEMP.

Short-term visitors to site for purposes such as deliveries will be required to be accompanied by inducted personnel at all times. A visitor's induction will also be undertaken for visitors onsite for short periods as agreed with the WSA Co Safety Manager.

The WSA Co Environment Manager (or delegate) will be responsible for providing the environmental component of the Project inductions, ensuring that the environmental management requirements of this Plan are incorporated.

A WSA Co Induction and Training Register will be maintained at all times including the details of all personnel who have completed the WSA Co Project induction and any other pertinent environmental training and or awareness forums (workshops, presentations etc).

### **11.2 Contractor specific site inductions**

In addition to the WSA Co Project induction, contractors will develop and implement their own environmental training and induction program relevant to their scope of works. A record of all environment inductions is to be maintained by the contractor and provided weekly to WSA Co.

### **11.3 Toolbox talks, training and awareness**

Environmental issues associated with traffic and access management to be considered for toolbox talks may include (but are not limited to):

- Ensuring construction times are conveyed and understood by all site personnel, contractors and sub-contractors;
- Compliance with designated site access routes and traffic routes in general;
- Observation and compliance with speed limits;
- Additional controls to be implemented for night-works; and
- Observation and reporting requirements of exceptional incidents that cause excessive traffic delays on local road network and the action taken to resolve the situation.

For activities with high environmental risk (as identified through the risk assessment process undertaken as part of the CEMP), targeted environmental awareness training is to be provided.

The WSA Co Environment Manager will establish a schedule of environmental training.

## **11.4 Daily pre-start meetings**

The pre-start meeting is a tool for informing the workforce of the day's activities, safe work practices, environmental protection practices, work area restrictions, activities that may affect the works, coordination issues with other trades, hazards and other information that may be relevant to the day's work.

Specifically, with regards to this Traffic and Access CEMP, the daily pre-start forum can be used as an opportunity to discuss the following:

- Expected periods of peak traffic movements;
- The need for dedicated traffic management measures; and
- The need to monitor and observe traffic access routes etc and ensure compliance with the requirements of this Traffic and Access CEMP.

## 12 Communications and complaints management

All communications and complaints management will be implemented and managed in accordance with Sections 6 and 7 of the SEMF and the Community and Stakeholder Engagement Plan.

### 12.1 Complaints management

A *Complaints and Enquiries Procedure*, consistent with AS 4269: *Complaints Handling*, has been developed for the work, in accordance with the requirements of Construction Condition No. 15 (Airport Plan, Section 3.10.2).

All community inquiries and complaints related to the construction activities will be referred to the 24-hour community information line (1800 972 972). A postal address (PO Box 397 Liverpool NSW 1871) and email address ([info@wsaco.com.au](mailto:info@wsaco.com.au)) has been provided for receipt of complaints and enquiries. The telephone number, the postal address and the email address will be published in newspapers circulating in the local area prior to the commencement of construction and is provided on the project website.

The community and stakeholder engagement team will take the lead in responding to complainants. Attempts will be made to resolve all complaints in accordance with the Community and Stakeholder Engagement Plan. Timeframes for initial responses to complaints are outlined below.

- Telephone complaints received during work hours will be provided a response within two hours. Complaints received outside of works hours will be provided a response within two hours of the next working day; and
- Email and postal complaints will be responded to within two (2) business days of receipt.

The aim is to resolve the complaint at the first point of contact, by providing a solution or negotiating an agreed course of action. The complainant will be provided updates on the progress of their complaint and a written response will be provided within ten working days if the complaint cannot be resolved by the initial or follow-up verbal response.

The community contacts database will be used as a complaints register. The database will be used to record, track and respond to complaints efficiently. Information on all complaints received, the means by which they were addressed and whether resolution was reached with or without mediation shall be included in the construction compliance reports.

The WSA Co Environment Manager, in consultation with the relevant contractor where required, will apply an adaptive approach to ensure that corrective actions are applied in consultation with the appropriate construction staff to allow modifications and improvements in the management of any environmental issues resulting in community complaints to be made.

### 12.2 Community and stakeholder communication

Construction of the Stage 1 Development will involve a number of interactions with local residents, local councils and NSW Government agencies, among others. To ensure a consistent approach with regards to community and stakeholder management, WSA Co have developed a Community and Stakeholder Engagement Plan to address broader stakeholder engagement objectives during construction and to coordinate engagement activities for all environmental management issues during construction. For further detail refer to the Community and Stakeholder Engagement Plan and Section 7.3 of the SEMF.

## 13 Environmental incidents, non-conformance and improvement opportunities

The management and reporting requirements of environmental non-conformances and improvement opportunities will be in accordance with Section 8.1 of the SEMF. The management and reporting of environmental incidents shall be undertaken by the appropriate person as detailed in Section 6 of the SEMF.

It should be noted that the management and reporting requirements associated with major accidents and emergency situations (for example a major chemical or hydrocarbon spill, fuel storage tank failure, surface fires, sediment basin failure) should be undertaken in accordance with the WSA Co *Emergency Preparedness and Response Procedure*.

## 14 Review and improvement

### 14.1 Continuous improvement

Continuous improvement of this Plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement. This process is detailed in Section 9 of the SEMF.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of environmental management and performance;
- Determine the cause or causes of non-conformances and deficiencies;
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies;
- Verify the effectiveness of the corrective and preventative actions;
- Document any changes in procedures resulting from process improvement; and
- Make comparisons with objectives and targets.

### 14.2 Review and Variation of Approved Plans

This CEMP and the management processes described herein are subject to a process of periodic review (as detailed in Section 9 of the SEMF). In summary, the process includes the requirement for a minimum five-yearly review, with preparation of a report detailing the review findings and changes made. This will ensure the document is updated as appropriate to the specific work taking place onsite. It will also ensure that the provisions of this CEMP are being correctly implemented, monitored, managed and audited.

Should the document review process identify any issues or items within the documents that are either redundant or in need of updating, it is the responsibility of the WSA Co Environment Manager to revise the documents. WSA Co will seek approval for variation of an Approved Plan from the Infrastructure Minister or an SES Officer (SES employee under the *Public Service Act 1999*) in the Infrastructure Department by submitting a version of the plan with the proposed variation clearly marked.

All variations to an Approved Plan must be approved in accordance with Condition 41 of the Airport Plan. As each package of work is developed the Construction Plan including the SEMF and associated CEMPs documents will be reviewed and where applicable updated to ensure the environmental aspects of the work package are managed. A copy of the updated plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure, including update of the publicly available copy of the document on the Project website (refer to Section 1.7).

Construction contractors and suppliers will be advised when this CEMP is updated and relevant training and awareness for relevant changes applicable to contractor works will be delivered in the form of tool-box talks and pre-start meeting as required (refer to Section 11).

In accordance with Condition 41(5) of the Airport Plan, the Infrastructure Minister or an SES Officer in the Infrastructure Department may vary an Approved Plan or request WSA Co prepare and seek approval for a specified variation if the Infrastructure Minister or an SES Officer in the Infrastructure Department believes on reasonable grounds that:

- A Condition has been contravened and the nature of the contravention is relevant to the subject matter of the Approved Plan;
- The variation will address the contravention; and
- WSA Co will comply with any such request within three months.

In accordance with Condition 41(6) of the Airport Plan, WSA Co must comply with a request made by the Infrastructure Minister in accordance with sub-condition (5) within three months of the date of the request.

## 15 References

Commonwealth Department of Infrastructure and Regional Development, 2016. *Airport Plan (December 2016)*

Commonwealth Department of Infrastructure and Regional Development, 2016. *Western Sydney Airport Environmental Impact Statement, 2016*

Standards Australia 2001. *Australian and New Zealand environmental management international standard (AS/NZS ISO 14001)*

# Appendix A

## Traffic and Access CEMP Consultation

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## A1 Stakeholder Consultation – NSW Roads and Maritime Services

**Table A1 NSW Roads and Maritime consultation summary**

Input	Response / where addressed
<b>Consultation prior to Rev 0 approval</b>	
<p>A response to an invite for comment on the Traffic and Access CEMP was received from NSW Roads and Maritime Services (RMS) on 26 July 2018.</p> <p>The relevant comments were addressed and considered in the preparation of the CEMP.</p> <p>Details with regards to how the RMS comments were addressed are provided in Table A1 below.</p> <p>A letter acknowledging receipt of the review comments (if applicable) from RMS and how the comments were addressed was prepared and issued from WSA Co to RMS in September 2018.</p>	
<p>1. <i>Amend Item – Table 1: Consultation should include bus operators. Roads and Maritime note that consultation for similar developments would typically take the form of a Traffic and Transport Liaison Group (TTLG) and would include relevant road agencies (including Council’s), emergency services, bus operators, transport agencies to discuss, inform and develop traffic and transport management measures during construction and operation.</i></p>	<p>Transport for NSW, NSW Roads and Maritime Services, NSW Police, NSW Fire and Rescue, NSW Ambulance, NSW Catholic Schools Office, NSW Department of Education and Communities, Local Councils and the Bus and Coach Association NSW were included in the consultation process of the EIS and during the EEW and Visitor Centre and Site Office Enabling Works phases.</p> <p>In addition to the existing engagement forums with RMS, TfNSW, LCC, PCC and other key NSW Government transport authorities, including the Strategic Planning Forum, a Traffic and Transport Liaison Group (TTLG) will be established for the project. This process will commence in late 2018.</p> <p>Consultation will be undertaken as per the community awareness programme and overarching Community and Stakeholder Engagement Plan. This includes regular meetings with council by way of Environmental Review Groups, and other meetings as necessary before TCP’s are approved. See section 8.8.1.</p>
<p>2. <i>Additional item – Table 2: approved and valid Road Occupancy Licence (ROL) should include Traffic Management Plans and Traffic Control Plans. The TMP and TCP would precede the ROL.</i></p>	<p>Noted – These provisions are included in Section 8.8 of the CEMP.</p>
<p>3. <i>Amend Item – Table 2: The first four Guidelines should refer to the Austroads Guide to Road Safety – Part 6 (2009).</i></p>	<p>Comment addressed in Table 7 of the CEMP.</p>
<p>4. <i>Amend Item – Table 2: Austroads Guide to Traffic Management is incorrectly listed as an RTA document.</i></p>	<p>Comment addressed in Table 7 of the CEMP.</p>
<p>5. <i>The first four Guidelines should refer to the Austroads Guide to Road Safety – Part 6 (2009).</i></p>	<p>Comment addressed in Table 7 of the CEMP.</p>
<p>6. <i>Additional item – Table 2: reference to Austroads guidelines should include RMS Supplements where relevant. The complete list of RMS supplements can be obtained from the link below.</i> <a href="http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documenttypes/supplements-austroads-guides/index.html">http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documenttypes/supplements-austroads-guides/index.html</a> <a href="http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documenttypes/supplements-austroads-guides/index.html">http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documenttypes/supplements-austroads-guides/index.html</a></p>	<p>Comment addressed in Table 7 of the CEMP.</p>

Input	Response / where addressed
<a href="#">industry/partners-suppliers/documenttypes/supplements-austroads-guides/index.html</a>	
<p>7. Amend Item — Table 3: Amend the third dot point as proposed following "Ensuring access to the Airport Site does not unduly compromise safety". The work unduly needs to be removed. Roads and Maritime do not accept that compromised road user safety is an acceptable outcome.</p>	<p>The word unduly removed in the management objectives</p>
<p>8. General - As part of the development of the TMP, consideration will need to be given to the safe movement of vehicular and pedestrian traffic, haulage routes and movements (type of material, type of vehicle, time of day, duration, etc) and that the traffic and transport impacts associated with proposed works have been properly identified, assessed and managed with a view to minimising disruption to the road transport network and its users.</p>	<p>Noted – Addressed in CEMP Section 8.</p>
<p><b>Consultation prior to Rev 1 approval</b></p>	
<p>A request to provide comments on the CEMPs (Revision 0) was submitted to the NSW Department of Premier and Cabinet (DPC) on 30 October 2018. The request included an outline of the Visitor Centre and Site Accommodation phase and Material Importation (and stockpiling) phase. A response to the invitation for comment on the Traffic and Access CEMP was received from NSW Roads and Maritime Services (RMS) and is summarised below. The relevant comments were addressed and considered in the preparation of this revision CEMP.</p>	
<p>A letter acknowledging receipt of the review comments from RMS and how the comments (if applicable) were addressed was prepared and issued from WSA Co to RMS in December 2018.</p>	
<p><i>Priorities from an RMS perspective for construction of the airport are to preserve the safety and efficiency of the State Road Network (i.e. Elizabeth Drive and The Northern Road). RMS have had initial meetings with WSA Co and their early earthworks contractor. We will be interested in their traffic management plans when available and efforts to maintain the existing network capacity during peak periods while constructing new connections such as the realigned Badgerys Creek Road.</i></p>	<p>Noted – WSA Co also have an interest in preservation of the safety and efficiency. Traffic management plans that cover use of external road network (i.e. access to site etc.) will be provided to RMS as they are required for the stage of work.</p>
<p><i>RMS has not seen the traffic model the CEMP and component plans are based on. The work should adopt appropriate intersection layouts (e.g. turn-bays and acceleration lanes) to preserve the safety and efficiency of the State road network. It is suggested that particular attention is paid to right turn movements in/out of the airport site, especially as The Northern Road and Elizabeth Drive have 80km/h posted speed limits.</i></p>	<p>Noted – as per above</p>
<p><i>P 20 notes "Once RMS approval for the bridge is granted, completing the northern swale and connections into Badgerys Creek". What bridge? Where? RMS are not presently aware of a proposal for a new bridge that requires RMS approval (i.e. one on the State road network or impacting this network).</i></p>	<p>The CEMP has been amended and the reference to the bridge etc has been removed from Table 5 in this revision.</p>

Input	Response / where addressed
<p><i>P.21 notes “Following RMS approval of the Works Authorisation Deed (WAD), works inside the Elizabeth Drive road corridor can commence to construct the new intersection of Elizabeth Drive and Badgerys Creek Road.” Scope of this connection not agreed to date between WSA Co and RMS.</i></p>	<p>Noted</p>
<p><i>T12, p31 designates Bringelly Road as a collector. It should be classed an arterial the same as The Northern Road and Elizabeth Drive given traffic volumes and function</i></p>	<p>Designation for Bringelly Road has been revised (Note: the table listing “Existing roads servicing the Airport” changes in this revision from Table 12 to Table 13)</p>
<p><i>Table 13, p34 does not appear consistent with text in first paragraph 6.2. The Table is giving volumes over two hour peak period and then text in paragraph saying rate/hr for just the Elizabeth Drive portion</i></p>	<p>Section 6.2 has been updated to reflect consistency</p>
<p><i>Section 6.2: RMS would like copies of the modelling and reports for review, especially relating to identified potential impacts on the State road network.</i></p>	<p>Traffic volumes are considered to be consistent with EIS. Refer to EIS for traffic modelling. Traffic modelling will be completed for future stages or work where impacts to the external road network are likely to be more significant.</p>
<p><i>Section 8.1: Movements of oversized vehicles or plant and equipment may at times require temporary road closures or escorts to the site, but these would generally be conducted outside of peak hours and notifications prepared and distributed in accordance with the Community and Stakeholder Engagement Plan”. Subject to the roads/routes involved, such closures would require an approval from RMS/TfNSW as opposed to a notification.  posted speed limits</i></p>	<p>Section 8.1 has been updated to note that some closures require approval from RMS/TfNSW</p>
<p><i>T18, p.40 includes “Review of speed environments along transport corridors with a potential mitigation being to implement signage. It is unclear if this potentially relates to posted speed limits. If so, it ignores the approval roles for RMS and TfNSW. See TA_06, TA_11, etc. TA11 refers to road closures without acknowledging State approval requirements.</i></p>	<p>Updates have been made to the table setting out Environmental control measures (Table 21 in this revision) to reference the need to get approval from RMS/TfNSW</p>
<p>A meeting was held at the WSA Co project office on Tuesday 4 December 2018 with RMS’ A/Network Development Leader for the Northwest Precinct, Sydney Division to further discuss the potential mitigation measures that WSA Co will implement during construction works to ensure that traffic impacts of the Visitor Centre and Material Importing will be minimised. A follow up email was issued to RMS on 5 December 2018 with a summary of the key outcomes from the meeting as provided below.</p>	
<ul style="list-style-type: none"> <li>RMS has no further outstanding comments on the Traffic and Access CEMP other than what has been previously provided and noted by WSA.</li> </ul>	<p>Note</p>
<ul style="list-style-type: none"> <li>The Traffic CEMP considers the traffic numbers expected for the importation of sandstone material. RMS maintain that the priority for RMS is that safe and efficient operation of the State road network. It was noted by RMS that roads like the Northern Road and Elizabeth Drive are not suited to the storage of truck and dog combinations looking awaiting to access site.</li> </ul>	<p>Noted. All construction related vehicle movements will be undertaken in accordance with the Traffic and Access Management Plan and construction specific traffic management plans.  The use of marshalling area for the management of traffic movements associated with material importation will be considered during the preparation of the construction related traffic</p>

Input	Response / where addressed
	<p>management plans and will be implemented if required.</p> <p>WSA Co considers the management measures detailed in the Traffic and Access Management Plan to be appropriate for management of the works, including managing/minimising deliveries during morning and afternoon peak periods on Elizabeth Drive to reduce impacts on other road users.</p> <p>Vehicles are not permitted to park / wait on Elizabeth Drive / Northern Road prior to entering site.</p>
<ul style="list-style-type: none"> <li>WSA will establish a Traffic and Transport Liaison Group (TTLG) in February 2019 and convene a quarterly meeting of appropriate stakeholders thereafter. WSA will request that RMS nominate attendee/s as they consider appropriate and WSA will confirm the membership of the TTLG with RMS to ensure that it is considered to be appropriate.</li> </ul>	<p>Note</p>
<ul style="list-style-type: none"> <li>The majority of construction work currently occurring is within the Airport Site and the adverse impact to State Roads is currently low. When work is required on the external road network, RMS will be requested to provide further review and guidance.</li> </ul>	<p>Note</p>

## A2 Stakeholder consultation – Transport for NSW

**Table A2 Transport for NSW consultation summary**

Input	Response / where addressed
<p><b>Consultation prior to Rev 0 approval</b></p>	
<p>A response to an invite for comment on the Traffic and Access CEMP was received from Transport for NSW (TfNSW) on 26 July 2018.</p> <p>The relevant comments were addressed and considered in the preparation of the CEMP.</p> <p>Details with regards to how the TfNSW comments were addressed are provided in Table A2 below.</p> <p>A letter acknowledging receipt of the review comments from TfNSW and how the comments (if applicable) were addressed was prepared and issued from WSA Co to TfNSW in September 2018.</p>	
<p><i>Under Table 1 consultation requirements - on top of RMS, TfNSW and local Councils, TfNSW recommend including other stakeholders near the work zones where applicable such as hospitals, emergency services, education institutions and shopping complexes.</i></p>	<p>Noted – Will be addressed through WSA Co Community and Stakeholder engagement processes.</p>
<p><i>On top of the Table 3 CEMP targets, TfNSW recommend considering the following guiding principles and objectives of the Traffic management sub-plan, which form part of the main CEMP:</i></p> <p><i>Manage construction traffic and impacts on other road users</i></p> <ul style="list-style-type: none"> <li><i>Ensure that all road users are catered for during the stages of the Project.</i></li> <li><i>Implement 'end state arrangements', where possible, so that the number of traffic changes for all modes of travel are minimised.</i></li> </ul> <p><i>Ensure that all changes to the road and path networks are communicated effectively that Transport Management Centre,</i></p>	<p>To:</p> <ul style="list-style-type: none"> <li><i>Ensure that all road users are catered for during the stages of the Project; and</i></li> <li><i>Implement 'end state arrangements', where possible, so that the number of traffic changes for all modes of travel are minimised;</i></li> </ul> <p>WSA Co will undertake regular engagement with the Traffic Management Centre, Emergency Services and public transport authorities prior to and during changes to the road network.</p>

Input	Response / where addressed
<i>Emergency services, public transport operators and the public are informed prior to and during changes to the road network.</i>	
<p>Transport recommend considering how this traffic management will interface with other management plans under the CEMP and as such forms part of the project-specific Environmental Management System.</p> <p><i>As a reference, typically the Traffic Management Plan under the CEMP is required to address:</i></p>	Addressed in CEMP Sections 1.2, 1.3 and 1.4.
<i>Identification of construction traffic routes and construction traffic volumes, including heavy vehicle / spoil haulage on these routes.</i>	CEMP Section 8.2
<i>Volumes of fill and spoil to be reused, imported or exported from site.</i>	Covered in Waste and Resources CEMP
<i>Details of vehicle movements for construction sites and site compounds including parking, dedicated vehicle turning areas and ingress and egress points.</i>	CEMP Section 8.3 and 8.7.
<i>Notification strategy to inform Councils, Reference Groups and RMS in advance of any temporary road closures.</i>	Refer to Community and Stakeholder Engagement Plan.
<i>Waste collection points and access arrangements are provided and maintained to an acceptable level.</i>	Covered in Waste and Resources CEMP
<i>Vehicle Movement Plans and Traffic Control Plans for each Precinct.</i>	CEMP Section 8.8. Note that precincts are not relevant to this project.
<i>Intersection Construction Management Plans for each intersection to be upgraded by the SSI including timing and measures to mitigate broader network impacts.</i>	CEMP Section 8.8.
<i>Prevention of any loss of load, whether dust, liquid or soils.</i>	Covered in Soil and Water CEMP.
<i>A protocol for minimising the cumulative construction traffic impacts of the SSI and other projects under construction/ to be constructed including from the cumulative impacts between construction zones.</i>	Will be addressed through project-wide coordination and planning managed by WSA Co.

Input	Response / where addressed
<i>Identification of potential traffic noise impacts, sensitive receivers and sensitive times of the day.</i>	Covered in Noise and Vibration CEMP
<i>Details of management measures for special events, including measures for provision of parking facilities, taxis, pedestrians, cyclists and emergency vehicles.</i>	Not a high risk. Will be addressed via the documentation described in CEMP Section 8.8.
<i>Details of management measures to minimise traffic impacts, including driver training, temporary road work traffic control measures, onsite vehicle queuing and management measures to minimise peak time congestion and measures to ensure safe pedestrian and cycle access.</i>	CEMP Section 7
<i>Construction staff parking requirements, locations and the location(s) of proposed parking facilities and the method for transporting staff to construction.</i>	CEMP Section 8.3
<i>Minimise tracking mud, dirt or other material onto a public road or footpath. In the event of any spillage the Applicant shall remove the spilled material as soon as practicable within the working day.</i>	Covered in Soil and Water CEMP.
<i>Out of Hours Works procedures and protocol.</i>	Covered in Noise and Vibration CEMP
<i>Details of all temporary road closures and detours and measures to minimise impacts on local traffic and to inform relevant stakeholders, and</i>	CEMP Section 8.
<i>Precinct specific incident response measures to detail how incident response resources can respond to and mitigate impacts from incidents and accidents that may occur along the construction alignment.</i>	CEMP Section 13. Also covered in Safety Management processes.
<p><i>Depending on the Conditions of Approval and applicability, the follow management plans under the traffic management plan may also be required:</i></p> <ul style="list-style-type: none"> <li>• <i>Traffic Control and Vehicle Movement Plans</i></li> <li>• <i>Network Management Plans</i></li> </ul> <p><i>Local Access Plans</i></p>	TMPs and VMPs are requirements described in Section 8.8 of the CEMP. Network management Plans and Local Access Plans are not necessary and are not prescribed.
The Planning and Environment team at TfNSW are willing to provide further technical reviews once the traffic management plans are developed.	Noted.
<b>Consultation prior to Rev 1 approval</b>	

Input	Response / where addressed
<p>A request to provide comments on the CEMPs (Revision 0) was submitted to the NSW Department of Premier and Cabinet (DPC) on 30 October 2018. The request included an outline of the Visitor Centre and Site Accommodation phase and Material Importation (and stockpiling) phase. No response to the invitation for comment on the Traffic and Access CEMP was received from TfNSW</p>	
<p>No comments provided.</p>	<p>Ongoing consultation to be undertaken in accordance with Section 1.5 of this CEMP.</p>

### A3 Stakeholder consultation – Liverpool City Council

**Table A3 Liverpool City Council consultation summary**

Input	Response / where addressed
<p><b>Consultation prior to Rev 0 approval</b></p>	
<p>A response to an invite for comment on the Traffic and Access CEMP was received from Liverpool City Council on 27 July 2018.</p> <p>The relevant comments were addressed and considered in the preparation of the CEMP.</p> <p>Details with regards to how the Liverpool City Council comments were addressed are provided in Table A3 below.</p> <p>A letter acknowledging receipt of the review comments from Liverpool City Council and how the comments (if applicable) were addressed was prepared and issued from WSA Co to Liverpool City Council in September 2018</p>	
<p><i>LCC has an agreement with WSACO to keep Badgerys Creek Road open for as long as possible. Please advise how you will ensure it remains open during the early earthworks period.</i></p>	<p>The existing alignment of Badgerys Creek Road will remain open until work on the new alignment, to be completed as part of Early Earthworks, is completed and traffic can be transferred to the new alignment.</p> <p>WSA Co will liaise with Liverpool City Council, RMS and the Traffic Management Centre in respect to the current and proposed construction timing and schedule. The monthly Roads and Rail forum which includes key traffic and access stakeholders, including Liverpool City Council, will provide additional engagement opportunities for these and other stakeholders.</p> <p>Section 1.5 of the CEMP has been updated to provide further detail with regards to the monthly Roads and Rail forum.</p>
<p><i>Please advise LCC of the proposed haulage route and ensure that access to the site will be restricted to classified state roads.</i></p>	<p>The Traffic and Access CEMP has been updated to include a Haulage Route Plan, identifying the key arterial roads to be used to access the site. As noted in Section 11 of CEMP, the preferred haulage routes will be included in the site induction material and compliance with the haulage routes will be subject to period inspections and audits (as detailed in Section 10).</p>
<p><i>LCC wishes to be informed about any possible impacts on Elizabeth Drive and existing turning movements at side streets.</i></p>	<p>WSA Co will liaise with Liverpool City Council, RMS and the Traffic Management Centre in respect to the current and proposed construction timing and schedule and any potential impacts on Elizabeth Drive. The monthly Roads and Rail forum which includes key traffic and access stakeholders, including Liverpool City Council, will provide</p>

Input	Response / where addressed
	additional engagement opportunities for these and other stakeholders on road-related matters.
<p><i>Please advise what arrangements will be put in place, including any remedial works, to maintain existing traffic arrangements. Note, we are already receiving complaints regarding safety of turning movements at Elizabeth Drive and Devonshire Street intersection.</i></p>	<p>All construction traffic works will be undertaken in accordance with approved traffic control plans (as required in Section 8.8 of the CEMP). Details regarding any specific remedial works to be implemented will be contained within the relevant Traffic Control Plans (to be developed and approved prior to the relevant construction works).</p>
<p><b>Consultation prior to Rev 1 approval</b></p>	
<p>A request to provide comments on the CEMPs (Revision 0) was submitted to the NSW Department of Premier and Cabinet (DPC) on 30 October 2018. The request included an outline of the Visitor Centre and Site Accommodation phase and Material Importation (and stockpiling) phase.</p> <p>A response to the invitation for comment on the Traffic and Access CEMP was received from Liverpool City Council via email on 30 November 2018 and is summarised below. The relevant comments (where applicable) were addressed and considered in the preparation of this revision CEMP.</p> <p>A letter acknowledging receipt of the review comments (where applicable) from Liverpool City Council and how the comments were addressed was prepared and issued from WSA Co to Liverpool City Council in December 2018.</p>	
<p>The points of interest for Liverpool City Council in regard to the modification on the CEMPs are as follows:</p>	<p>Note</p>
<ul style="list-style-type: none"> <li>• Vehicle access arrangements for Northern Road and Elizabeth Drive;</li> </ul>	<p>Traffic management plans will be prepared by the contractor that cover use of external road network (i.e. access to site etc.).</p> <p>All necessary road permits will be obtained by the contractor prior to the commencement of the works.</p>
<ul style="list-style-type: none"> <li>• Vehicle access arrangements and intersection treatment for surrounding roads;</li> </ul>	<p>As above</p>
<ul style="list-style-type: none"> <li>• Road design details; and</li> </ul>	<p>Detailed road design is ongoing and final design will be reviewed and approved by RMS. Any council interface issues will be consulted with the appropriate council accordingly.</p>
<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan to be prepared.</li> </ul>	<p>Traffic management plans will be prepared by the contractor that cover use of external road network (i.e. access to site etc.).</p> <p>All necessary road permits will be obtained by the contractor prior to the commencement of the works.</p>

## A4 Stakeholder consultation – Penrith City Council

**Table A4 Penrith City Council consultation summary**

Input	Response / where addressed
<b>Consultation prior to Rev 0 approval</b>	
<p>A response to an invite for comment on the CEMP documentation was received from Penrith City Council on 24 July 2018 which did not contain any specific comments relating to the preparation of the Traffic and Access CEMP.</p> <p>A letter acknowledging receipt of the review comments from Penrith City Council for the overall CEMP documentation and how the comments (if applicable) were addressed was prepared and issued from WSA Co to Penrith City Council in September.</p>	
No comments related to traffic and access were provided.	No further action
<b>Consultation prior to Rev 1 approval</b>	
<p>A request to provide comments on the CEMPs (Revision 0) was submitted to the NSW Department of Premier and Cabinet (DPC) on 30 October 2018. The request included an outline of the Visitor Centre and Site Accommodation phase and Material Importation (and stockpiling) phase. No response to the invitation for comment on the Traffic and Access CEMP was received from Penrith City Council</p>	
No comments provided.	Ongoing consultation to be undertaken in accordance with Section 1.5 of this CEMP.