

## Sydney Port Botany Terminal 3 Project Works Program Traffic Management Plan

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Latest amendments are summarised in the table below.

### Revision History

Date	Description	Reviewed	Approved
22 <sup>nd</sup> June 2012	V0.01 For Review	JA	MH
16 <sup>th</sup> July 2012	V0.02 incorporating council/RMS comments	JA	MH
3 <sup>rd</sup> September 2012	Update access diagram	JA	
12 <sup>th</sup> November 2012	V0.04 Update construction traffic volumes – Section 5.7	JA	
17 <sup>th</sup> December 2012	V0.05 Update construction traffic volumes to EIS Max – Section 5.7	JA	

### Management Reviews

Review Date	Reviewed By	Details	Initial	Date

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## 1. INTRODUCTION AND DESCRIPTION OF THE WORKS

### 1.1 Introduction

This CTMP applies to the works for the Sydney Port Botany Terminal 3 (SPBT3) Expansion civil works.

The Port Botany Expansion project consists of a new container terminal at Port Botany, located on the north-eastern edge of Botany Bay, approximately 12 km south of Sydney's Central Business District (CBD) in the suburb of Banksmeadow, NSW. The site location is shown in Figure 1 below.

The site for the new terminal is situated between the existing port and the Parallel Runway at Sydney Airport.

The works examined in this report form part of the overall construction of the Port Botany Expansion works. The new terminal would cover an area of approximately 63 hectares (ha) while the overall site area for the works examined in this report is 46 hectares.

The works are intended to last approximately eighteen months.

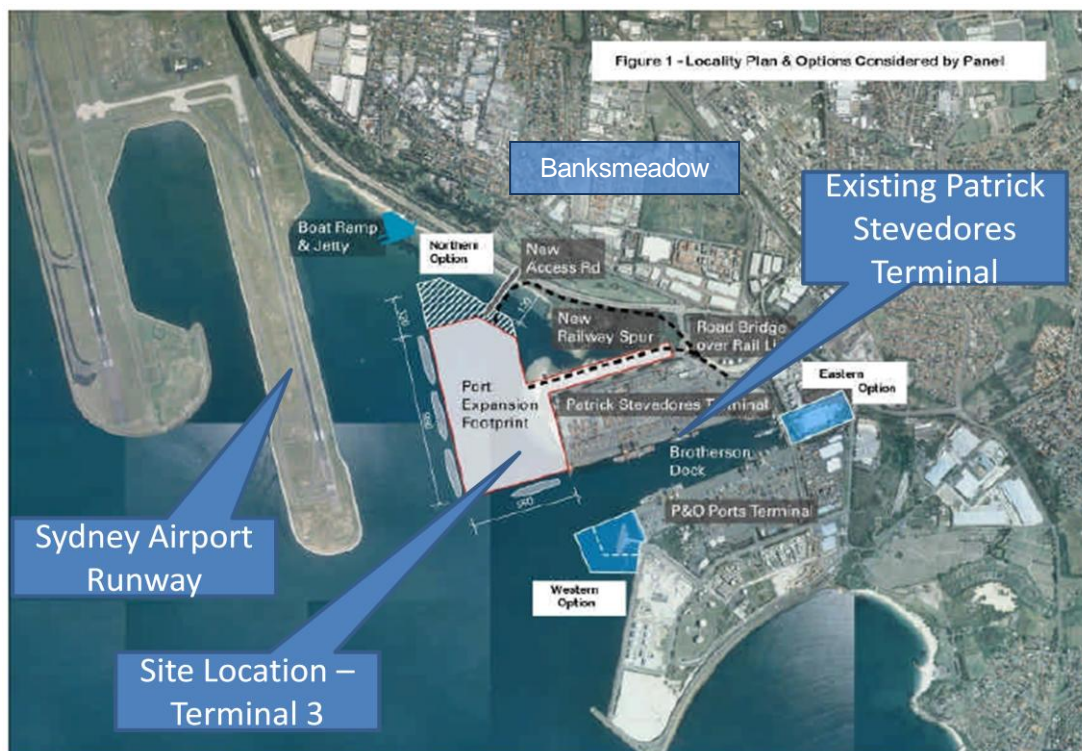


Figure 1 Site Location

## 1.2 Report Intent

This report has been written to respond to the Ministers Conditions of Approval (MCOA) for the Port Botany Expansion. Specifically this document will address the MCOA B2.14, below.

*"MCOA B2.14 - The applicant must prepare a Construction Traffic Management Plan in consultation with the RMS, DOP, Botany and Randwick Councils and SSROC. The applicant shall address the requirements of these organisations in the Plan. The applicant shall also consult with the Community Consultative Committee in preparation of the Plan. The Plan must include, but not be confined to, mitigation measures identified in the EIS such as : identification of the preferred haulage routes; access routes and signage and access arrangement son site; measures to limit impact on Foreshore Road and Botany Road; need for restrictions on delivery hours and / or routes; and development of traffic management measures during construction works to ensure traffic disruptions are minimised.*

*The plan would consider:*

- *identification of preferred haulage routes;*
- *access routes and signage, and access arrangements at the site;*
- *measures to ensure that Foreshore Road would not be affected by loading/unloading from the carriageway, queuing and reversing manoeuvres;*
- *the need for restrictions on delivery hours and/or routes;*
- *the need for measures to protect pedestrians, cyclists and other motorists in the vicinity of the site.*

*The plan must be submitted and approved by the Director-General prior to the commencement of construction."*

## 1.3 Surrounding Road Network

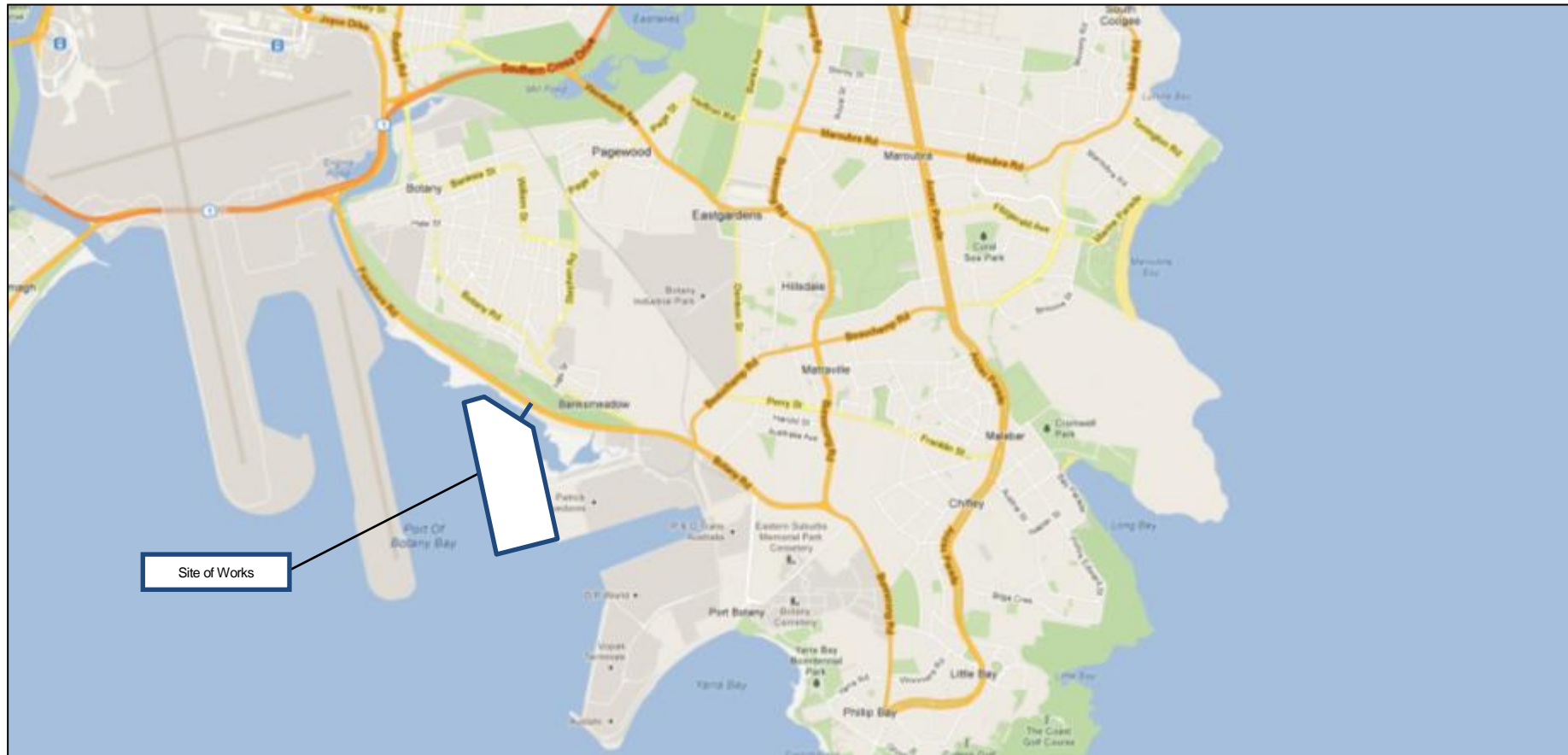
An earlier report on the Sydney International Container Terminal Traffic Management and Traffic Control Plan (v02/12) indicates the following.

*"SCATS data was initially used from the RTA November 2007 counts, however manual counts (February 2008) were taken to validate the SCATS data, and also to record the volumes at the Penrhyn Road / Inter-Terminal Access roundabout.*

*The SCATS data is consistent with the manual counts and the total intersection volumes are shown below:*

<i>15 November 2007 SCATS:</i>	<i>AM Peak (0700 - 0800)</i>	<i>4210 vehicles per hour</i>
<i>6 February 2008 Manual Counts</i>	<i>AM Peak (0745 - 0845)</i>	<i>4485 vehicles per hour"</i>

Figure 2 is a map of the surrounding road network.

**Sydney Port Botany Terminal 3 Project**  
Traffic Management Plan**Figure 2**      **Surrounding Road Network**

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## 1.4 Description of the Works

The new terminal would cover an area of approximately 63 hectares (ha) whilst the works examined in this report cover 46 hectares. The works involve the construction of approximately 200,000m<sup>2</sup> of pavements. The work on site will involve the following items.

### 1.4.1 Civil Works

- Sub grade ground improvement
- Drainage and water detention.
- Road pavements including access roads from new bridge, and from northern entrance running adjacent to the rail line.
- Services routes including underground conduits for cables, draw pits etc
- Building foundations
- Gantry rail foundations/ beams
- Fencing
- Lighting foundations
- Noise Walls
- Piling for gantry cranes

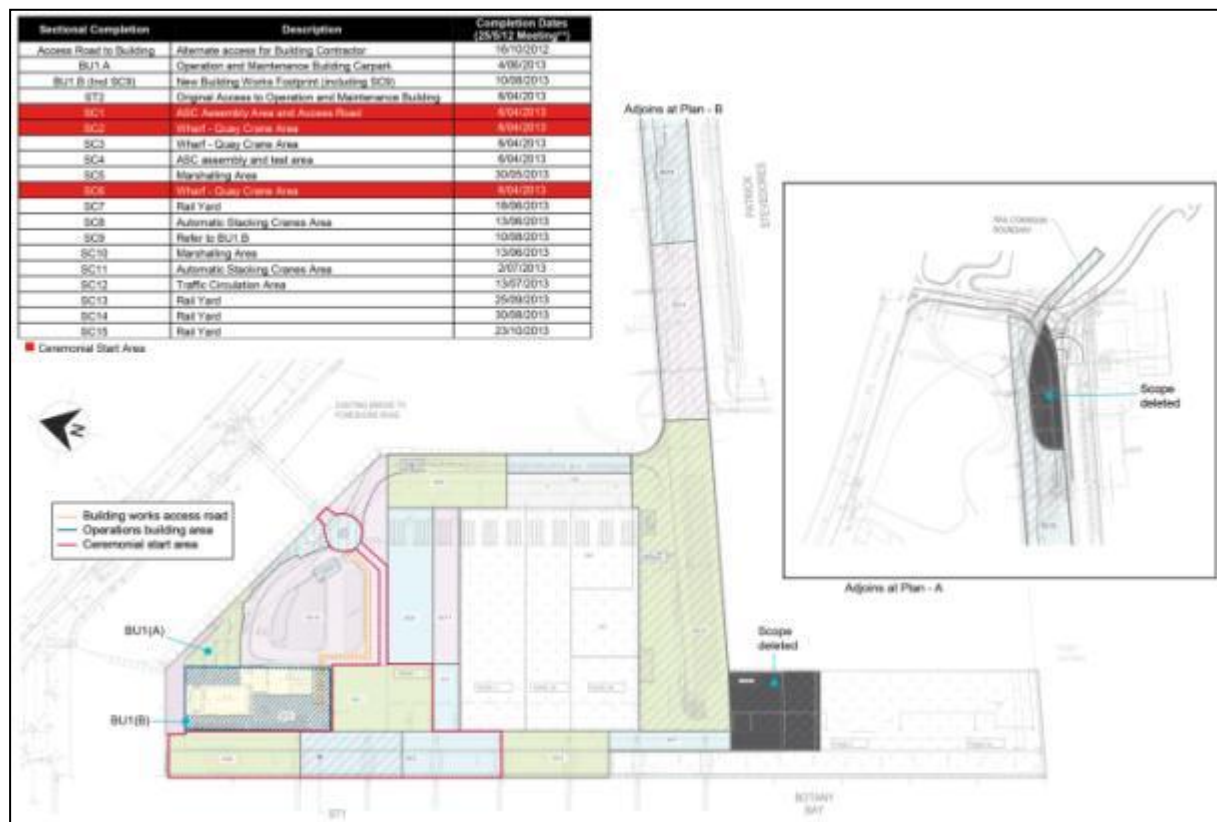
### 1.4.2 Track work

- 1 km track , half ballasted, half on concrete slab
- Gantry rails
- Services
- Fire Services
- Potable Water
- Sewer
- Communications
- Power reticulation and installation of HV and 3 substations.
- Site wide flood lighting
- Security
- Fuel storage area with three underground tanks

A plan of the works in relation to the SPBT 3 project and estimated completion dates of the works is shown on attached Figure 3.



**Sydney Port Botany Terminal 3 Project**  
Traffic Management Plan



**Figure 3 Works Area and Completion Dates**

## 2. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

### 2.1 Introduction

#### Intended Purpose

Laing O'Rourke (LORAC) will be responsible for the control, direction and protection of all traffic affected by the Sydney Port Botany Terminal 3 works activities. In keeping with the Project objectives and requirements of the Contract, LORAC will implement this Construction Traffic Management Plan (CTMP) to keep traffic on all existing roadworks moving safely and efficiently during construction. It will ensure:

- a safe environment for all surrounding residents, visitors, road users and workers onsite;
- affected road networks maintain an acceptable level of traffic flow throughout the term of the work;
- delays and disruptions to traffic are kept to an absolute minimum, and
- that sound construction management practices are implemented to eliminate or mitigate risks of damage or degradation to the environment.

The CTMP has been prepared to assist LORAC staff to implement traffic and pedestrian management control measures when carrying out construction and related works on the Project.

Traffic management will be undertaken in a way that will provide for the safety of all LORAC staff, subcontractors and the public and ensure that road users are not exposed to foreseeable risks.



The CTMP is based on the following:

Australian Standard AS 1742.3 Manual of Uniform Traffic Control Devices, 2009

RTA Traffic Control at Worksites, 2010.

Sydney Ports Corporation (SPC) Traffic Management Plan Guidelines (Dec 2007)

#### Copies and Distribution

Controlled copies of this document are allocated a copy number and will be issued electronically via email only if the document has been protected to ensure inadvertent changes are not made. Holders of controlled copies of this document will be sent amendments and updates as they occur; recipients are responsible for discarding all superseded documents.

Copies of this document have been distributed to the following:

Table 1 List of recipients of controlled copy

No	User	Organisation	Controlled Y/N?	Date of issue
1	Project Copy	LORAC	N	20/06/12

#### Review and Update

The CTMP will be amended to include all significant changes to traffic management requirements throughout the project. This document will be reviewed regularly to ensure its effectiveness.

It will be further developed and updated to reflect changes in:

- the law;
- traffic management process resulting from the continuous improvement process; and
- any requests from Sydney International Container Terminals (SICTL), Roads and Maritime Services (RMS), Botany and Randwick Councils and other authorities.

#### Scope of Plan

This document addresses the systems and procedures that should be followed to warn, inform and guide traffic past, through or around all works related to the project site.

All workers, employees, subcontractors, employers and the management team involved in the construction of the project will adhere to the planning recommendations of this plan.

## **2.2 Roles and responsibilities**

### LORAC Controlled Workspace

LORAC staff are responsible for two areas of traffic management: the work area and employees under their control as outlined below.

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### Controlled Work Area

In the LORAC controlled work area, LORAC will be responsible for ensuring that:

- a documented traffic management risk assessment is completed and that procedures and control measures are implemented onsite;
- road users, pedestrians and LORAC staff can continue with their respective undertakings in complete safety and with the minimum of inconvenience;
- all site-related works are correctly barricaded and sign-posted using the relevant approved signs; and
- all signs and devices used are in good condition and are removed at the completion of the work.

### LORAC Project Management Team

The LORAC Project Management Team will be responsible for all required planning and permits relating to traffic control including:

- ensuring the applicable permits and licences have been obtained from the Council before carrying out any part of the design and construction activities that may impact on the community and users of roads, footpaths, bikeways, shared use paths or other transport infrastructure;
- appointing a traffic engineer to oversee all aspects of internal and external traffic control;
- working collaboratively with SICTL, Council and other authorised representatives.

### LORAC Traffic Engineer

The LORAC Traffic Engineer will be directly responsible for all the required planning and permits for traffic control including:

- ensuring all traffic control devices shown on the traffic control plans are available for use and fit for purpose;
- seeking approval from the relevant authority for all traffic control plans;
- ensuring all components of the implemented traffic control plans are relevant to the risks and hazards;
- ensuring traffic routes are driven to obtain a thorough understanding of the construction impacts on local businesses and service providers are fully understood;
- providing the necessary reports in accordance with the Contract;
- communicating and acting on all directions issued by SICTL and Council, relevant authorities and stakeholders; and
- auditing the worksite layout / control measures and implementing changes based on the audit findings.

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### **3. CONSTRUCTION TRAFFIC MANAGEMENT**

#### **3.1 Objectives**

A key purpose of the CTMP is to ensure the safety of all working within the LORAC controlled workspace and to minimise inconvenience to all parties.

The basic requirements of construction traffic management are:

- ensure that the road capacity is sufficient to accommodate construction vehicle traffic volumes and that disruptions are minimised;
- ensure that appropriate warning and information signs are installed;
- advance warning of a change in traffic conditions in time for users to adjust;
- information and guidance on how to safely negotiate the work site; that is, delineation of the travel path, its separation from the work site and any necessary barricades for road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities;
- details related to the movements and choice of construction vehicles; and
- plan for work activities to be undertaken sequentially to reduce the adverse impacts of the work.

### **4. CONSTRUCTION PROGRAM**

#### **4.1 Work Hours**

The proposed hours of works are:

- Monday – Friday (inclusive): 7:00am-6:00pm
- Saturday: 8:00am-1:00pm.

No works or deliveries will take place outside these hours, on Sundays or on public holidays.

At this stage there are no planned works outside of the proposed hours of work however it is noted that there may be exceptions to the proposed hours. These occasions include the following circumstances:

- loads or vehicles are required to be transported under a permit from the Roads and Maritime Services (RMS) or police;
- certain construction activities which may be planned and would have prior written approval from the Director-General;
- any works such as security operations which are permitted within the Minister's current Conditions of Consent (those deemed inaudible by closest receivers);
- deliveries to the site using lengthy vehicles which are restricted during certain hours as provided in the NSW Road Rules (a lengthy vehicle is a vehicle that is longer than 12.5m); and
- where a direction from the Police or any other relevant authority deems work must occur for safety and/ or emergency reasons.

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## 4.2 Timing of Works

Construction of the works is proposed to be completed in approximately 18 months. Subject to approvals the work would commence in late July 2012.

For the purposes of this traffic report, the project has been broken into two parts:

1. site establishment; and
2. main works.

During the site establishment, the construction access would be via Penrhyn Road off Foreshore Road at Botany Road (shown on Figure 4). The Site Establishment work would last around six weeks and staff numbers would be less than ten people to manage the establishment of site facilities and the like.

The second part of the project is the main works on the site. Construction access during the main works would be via the new construction access road directly off Foreshore Drive. During the main works there would be 50 staff on site.

## 5. VEHICLE, PEDESTRIAN AND CYCLE MANAGEMENT

### 5.1 Vehicle Types

Construction vehicles likely to be generated by the proposed construction activities include:

- articulated vehicles for delivery of machinery;
- heavy and medium rigid trucks for construction material delivery;
- heavy rigid tankers for fuel delivery for compacting and excavation machinery;
- medium to heavy rigid trucks for removal of demolition and excavated material; and
- staff cars, vans, utilities and delivery vans.

Set down areas would be defined within the site for the unloading and loading by construction vehicles.

On site equipment is required for excavation, compacting and site compound and site maintenance equipment. The delivery of onsite equipment to the site would involve the use of semi-trailer, low loaders and flatbed trucks.

Should oversize or over dimension vehicles be required to move equipment, specific permits will be sought from the Roads and Maritime Services (RMS). However, it is expected that over length / dimension vehicles would be minimal.

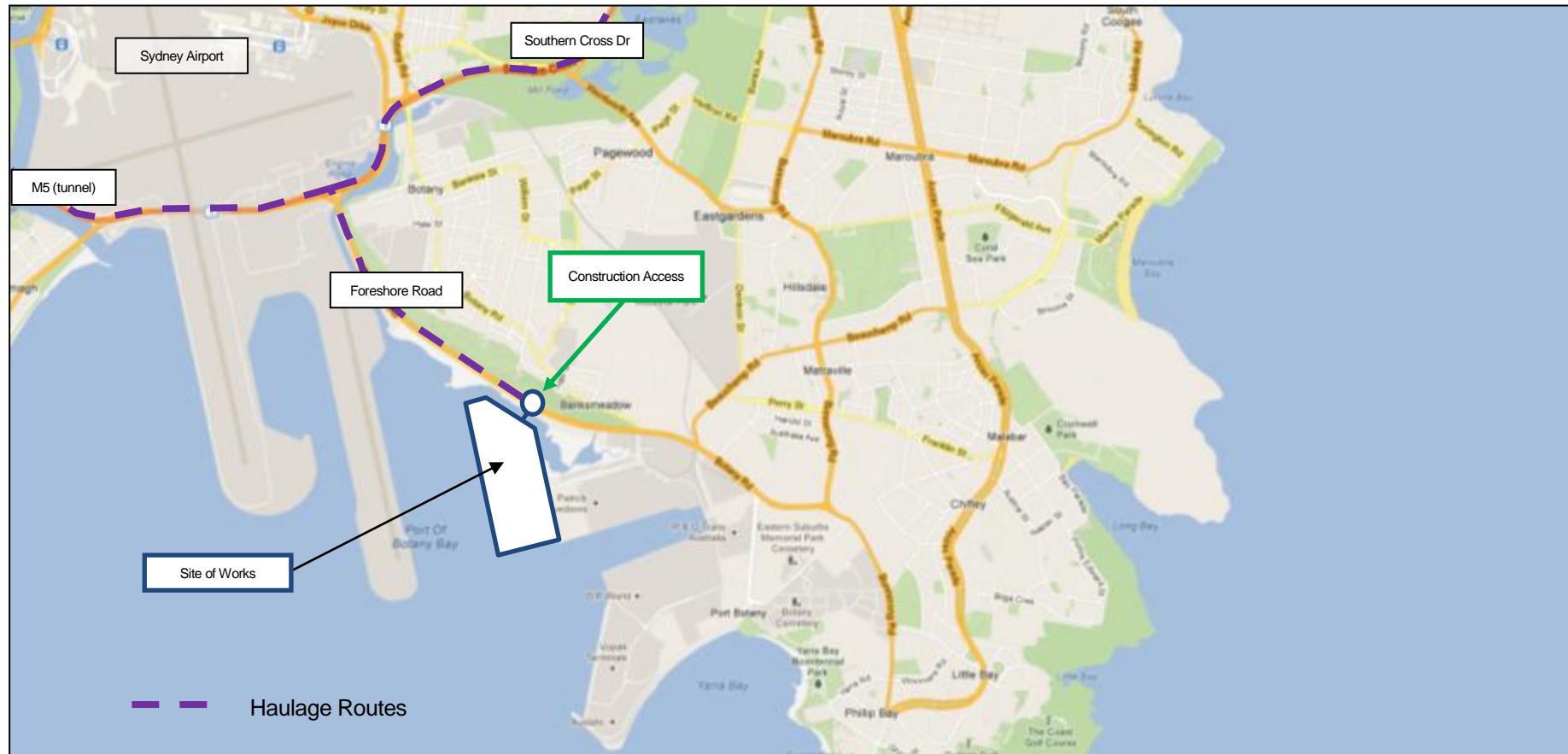
It is noted that a concrete batching plant would be established on site.

### 5.2 Construction Vehicle Routes

The proposed entry and exit routes aim to provide the shortest distances to arterial roads and avoid the use of local roads by trucks.

All heavy vehicles including medium rigid trucks up to articulated vehicles would travel to Foreshore Road using arterial roads namely M5, General Holmes Drive and Southern Cross Drive. The haulage routes are shown on Figure 4.

Use of Botany Road and Bunnerong Road by smaller vehicles would be limited as the alternate routes via Foreshore Road are higher order roadways which are more suitable for heavy vehicles. These routes would only be used if they provide access directly to a destination or origin along that route.

**Sydney Port Botany Terminal 3 Project**  
Traffic Management Plan**Figure 4** Surrounding Road Network and Haulage Routes

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### 5.3 Delivery, Loading and Unloading of Plant, Equipment and Materials

During all stages of the works, loading and unloading of plant, equipment and materials would only take place within the site area. Truck strategies to ensure loading and unloading on site include the establishment a controlled truck waiting facility on site.

No loading is currently planned outside of the site. It is noted that in the event that loading and unloading is required outside the site area, the following would be carried out:

- an application for a Works Zone and / or lane occupancy will be made to the relevant road authority;
- requirements of the Works Zone and / or lane occupancy would be incorporated into contract documentation, agreements, work instructions and induction requirements and adhered to at all times;
- this Traffic Management Plan would be updated and a separate Traffic Control Plan developed, approved and implemented; and
- provision would be made for loading and unloading to resume within the site boundary as soon as practically possible.

No materials or equipment are to be stored outside of the site area.

### 5.4 Site Access

Site Access for the majority of the works would occur off Foreshore Road at the access road over the Penrhyn Estuary Bridge. The intersection of the site access and Foreshore Road would be controlled by traffic signals once the works commence. The signals have been constructed by others specifically for access to the proposed Terminal site.

The SPC and RMS have planned to open the intersection to traffic and turn the traffic signal prior to the commencement of works.

The traffic signals include:

- pedestrian facilities across the access road,
- a 200m long right turn bay into the access road from Foreshore Road,
- a 150m long left turn bay from Foreshore Road into the access road,
- an exclusive left turn lane from the access road into Foreshore Road,
- a shared left and right turn lane from the access road into Foreshore Road.
- The entry and exit movements are therefore under traffic signal control and considered appropriate for construction access to / from Foreshore Road.

### 5.5 Re-direction of Unauthorised Vehicles

The potential for unauthorised access at the signals on Foreshore Road has been considered. A fence would be constructed at the entrance of the site at the end of the Penrhyn Estuary Bridge with gates to monitor vehicles entering and exiting. A Security Personnel hut would be posted at the entrance. Security would check identification and log all vehicles entering the site. Security will be on site 24 hours a day for the duration of the project.

Security would direct any vehicles to turn around and leave the site. Direction would be given prior to entry to the site and a turning area has been provided. This is shown in Figure 5.

## **5.6 Access Signage**

To assist with entry and exit to the site signs indicating trucks turning and 'access to construction site' would be placed prior to the intersection.

Access signage would also be installed indicating Construction Site Access is approaching and trucks will be turning into the project site.

Signs at the construction access are shown on Figure 6.



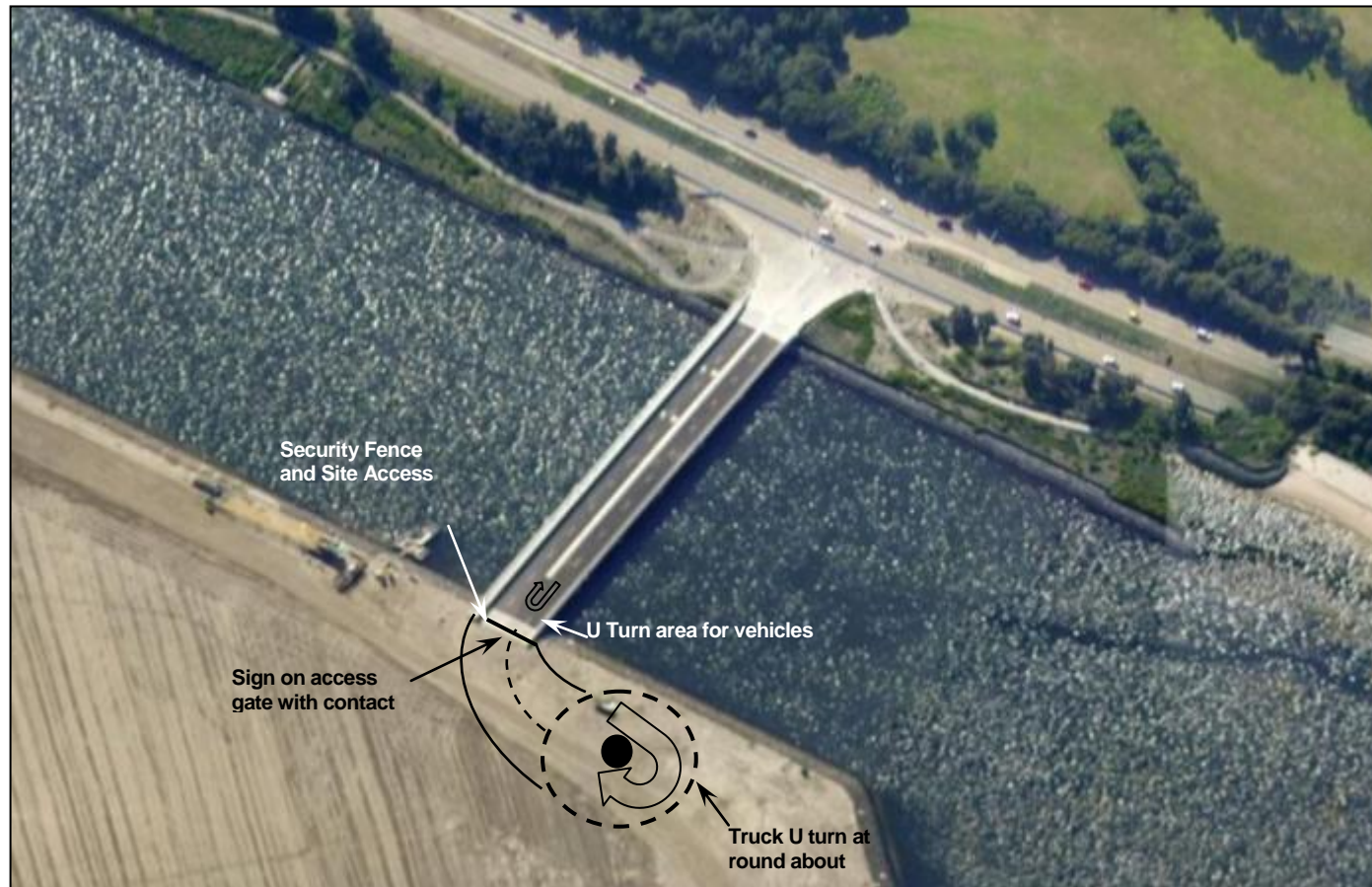


Figure 5 Access Intersection and Signs

**Sydney Port Botany Terminal 3 Project**  
Traffic Management Plan

Figure 6 Access Intersection and Signs

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## 5.7 SPBT3 Works Construction Truck Traffic Impacts

An EIS was prepared for the Port Botany Expansion project. A detailed traffic study within that report examined the traffic impacts from the forecast increase in truck numbers generated by Port Botany (including the new terminal) during operation and construction of the new terminal.

In summary that EIS report indicated the following:

- The number of trucks visiting the proposed new terminal would gradually rise and by about 2025, the number of trucks visiting the new terminal is expected to be about *940 truck visits per day* during its operation.
- The intersection of Penrhyn Estuary Bridge Road and Foreshore Road has been designed to safely cater for *75 trucks per hour*. It is noted that this is not the capacity of the intersection and that the capacity of the intersection is greater.
- The EIS report estimated the average truck deliveries per day due to construction were between *3 and 103 trucks per day* depending on the stage of works.
- The estimated *103 truck deliveries per day* would represent 7% of the existing truck on an average day. Construction trucks would also represent a small proportion of peak traffic volumes.
- The results of traffic study show that, even with the expected increases in truck numbers, intersections on the local road network would continue to provide acceptable levels of service to motorists during operation and construction.
- As a result the EIS found that the impact of the construction vehicles on the performance of the road system would likely be minor.

For the civil works stage, an estimated average of 100 trucks per day or 10 trucks per hour would enter and leave the site during the main construction works via the construction access road. Truck deliveries would be expected to peak at around 103 trucks per day to cater for earthworks operations and onsite paving works. Other deliveries to site may include 30-50 vehicles per day by vehicles other than trucks..

The hourly traffic volumes would most likely not occur during the morning and afternoon peak hour. The highest hourly volumes would not occur every day as the requirements for deliveries would vary through the project.

It is noted that there are 1,450 port trucks per day accessing the existing Port Botany terminals on an average day. The estimated deliveries of a maximum 103 trucks per day (into the site) are considered to cause minimal impact to the area.

Further the intersection of the new access road is capable of handling 75 trucks per hour entering the site as nominated in the EIS. The intersection would cater for the construction volumes given the estimates of 20 vehicles per hour including 10 trucks per hour for this work (into and out of the site).

As such the construction volumes are considered minimal. Nevertheless a number of mitigation measures have been nominated in this report to assist with any potential impacts should they occur.



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## 5.8 Potential Queuing

As noted previously, the traffic signals have been designed to cope with the final traffic loads of the site which are well in excess of the proposed traffic generated in the Works Package. The intersection has also been designed to cater for trucks and oversized vehicles.

As an average an estimated 20 vehicles per hour including 10 trucks per hour for this work are expected to enter and exit the site per day which indicates a very low risk of any queuing. It is also noted that the right turn bay extends 200m long while the internal lanes from the signals to the security gate are 175m long each for any minor delay at the security gate.

Nevertheless, the need for any queue protection would be monitored to ensure queue lengths do not extend beyond the limits of the advance warning signs.

## 5.9 Truck Delivery Strategy

The number of road deliveries to site is reduced by having an onsite concrete batching plant and by delivering materials (such as rail) by train. To reduce off site congestion and the impact on the local area, deliveries will be made out of peak hours where possible.

Key truck strategies include the following.

- Provide 'No Stopping' on Penrhyn Estuary Bridge.
- Establishing an onsite parking/truck waiting facility on site and enforcing 'no waiting' of trucks in convoy on local roads.
- Delivery Trucks shall not 'lay by' in the Port Botany region, bound by Foreshore Rd, Southern Cross Drive and Anzac Parade.
- UHF radio communication to trucks prior to arrival on site.
- The scheduling of deliveries to align with our programme.
- Allocating designated resources for the control of deliveries including:
  - Logistics Manager,
  - Two Store Persons,
  - Two Traffic Controllers,
  - Two Security Guards/Personnel.
- Attending regular interface meetings between other contractors, Port Operations and Patricks.
- Materials will primarily be delivered via Southern Cross Drive, onto Foreshore Road and accessing the site at the traffic signal controlled junction off Penrhyn Estuary Bridge.
- Port Traffic Handbook to distribute to suppliers (Appendix 1).

## 5.10 Out of Hours Works

The use of the access intersection on Foreshore Road out of work hours would be limited to the occasional security vehicle and potentially any lost public vehicles. LORAC would be directed by the RMS as to the best way to manage the operation of the signals out of hours to avoid stopping Foreshore Road traffic unnecessarily.

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### 5.11 Emergency Vehicle Access

Emergency vehicle access would be via the access road to Foreshore Road. Emergency controls and plans are contained in the Construction Environmental Management Plan for this project. Should an incident occur then RTA and emergency services would be assisted by LORAC. The site superintendant is the contract in case of an emergency.

### 5.12 Pedestrian and Bicycle Access

There is a shared pedestrian and cycle path located adjacent Foreshore Road in the vicinity of the site. The pedestrian - cycle path crosses the access road at Foreshore Road. The crossing would be controlled by traffic signals throughout the works.

Whilst the crossing is signalised, as part of the management plan drivers would be told to be aware of pedestrians and cyclists when entering and exiting the site.

### 5.13 Public Transport

There are bus services travelling along Foreshore Road. There would be no impacts on bus services due to the construction work as the work occurs off road.

### 5.14 Staff Car Parking and Traffic

Dedicated parking will be available for staff and personnel vehicles as well as all SICTL and contractors' prearranged site visitors. Staff parking would be located at the southern end of the site. Car pooling will be encouraged where possible.

Work hours are 7am to 6pm and most staff would arrive and depart outside of these hours. A staff of around 10 people is expected during the early works while around 50 people would be on site during the main works. Assuming that most workers would drive to the site then around 40 - 50 vehicles per hour could be expected entering the site outside of the peak hours and prior to the construction work. As noted previously, traffic volumes in this range is unlikely to impact the traffic to any great extent.

### 5.15 Traffic Signs and Devices

There are no planned activities such as works on road / footpath or unloading / loading on public roads. Further entry and exit to the site is via a set of traffic signals. The truck volumes are also considered minimal. As such no additional traffic control work signs (other than those shown in the Figure 6) would be installed as part of the works.

Should traffic control plans or devices be required then appropriate Traffic Control Plans based on the RTA's Traffic Control at Work Sites Guidelines (2010) and Australian Standard 1742.3 Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices for Works on Roads 2009 would be developed prior to commencement of works. Changes to any warning and directional signage would be undertaken in accordance with manual.

Additional Traffic Control Plans would be developed and incorporated in this CTMP as necessary to suit the project requirements.

Prior to commencement of works, Variable Message Signs (VMSs) will be utilised adjacent the project site to convey to road users of the upcoming commencement of construction.

### 5.16 Unplanned Road Closures

If there are any unplanned road closures of a lane or restriction to traffic flow then LORAC would notify SPC and RMS and Council detailing the reason for closure and the schedule of re-opening of road to traffic

A relevant authority SPC representative or NSW Police Service may at any time instruct LORAC to re-open any traffic lane or shoulder to traffic without delay whether or not closed from prior arrangement.

## 6. PUBLIC CONSULTATION PROCESS

The public consultation for this project would proceed in accordance with the requirements of the Ministers Conditions of Approval (MCOA).

Community and stakeholder management is also outlined in the Laing O'Rourke Communications Management Plan. The Communications Management Plan indicates that community members impacted by project works will be issued with a written notification two weeks prior to the commencement of works. The notification would be distributed via letterbox drop and include residents and businesses identified by the Community Consultative Committee.

Stakeholder correspondence can be seen in the project compliance certificate report and relevant sections are summarised below.

Stakeholder	Comments	Addressed
Botany City Council	<ul style="list-style-type: none"> <li>Any temporary &amp; permanent signposting (e.g. regulatory, warning) and traffic calming devices within SPC roads must be approved by the Local Traffic Committee.</li> <li>Botany Bay Council sought clarification on the number of vehicles (light &amp; heavy) estimated to use Botany Road and/or any other residential streets within the LGA.</li> <li>Botany Bay Council requested the traffic audit report be submitted for review.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Traffic Management Plan is being assessed by Roads and Maritime services (RMS) and submitted to the Local Traffic Committee.</li> <li>No heavy vehicles will be utilised on Botany Road or other residential streets within the Botany LGA. Light vehicles will only travel on residential streets if they provide access directly to a destination or origin along that route. No suppliers have yet been identified in the Botany LGA so estimated light vehicle numbers are currently zero and will be very limited during construction. However, we will be looking to support the local commercial district where possible by utilising suitable and available services for the project.</li> <li>An Environmental Impact Statement (EIS) was prepared for the Port Botany Expansion project prior to construction. A detailed traffic study within the EIS examines the traffic impacts from the forecast increase in truck numbers generated by construction of the new terminal (attached). The full EIS is located on the Sydney Ports website at <a href="http://www.sydneyports.com.au/port_development/port_botany_expansion_project/approvals">http://www.sydneyports.com.au/port_development/port_botany_expansion_project/approvals</a> and forms part of the Terminal 3 planning</li> </ul>

**Sydney Port Botany Terminal 3 Project**  
Traffic Management Plan

Stakeholder	Comments	Addressed
		approval.
Randwick Council	Randwick Council had commented on the extent of community notifications as Randwick residents often receive no notifications for activities in the Port Botany area	Laing O'Rourke indicated that VMS (Variable Message Sign) notifications will also be utilised to notify traffic on Foreshore Road of the upcoming commencement of the works.
RMS	<p>RMS indicated that a formal agreement is not required, however should that change, the project will be informed.</p> <p>Comments were only received for the Construction Traffic Management Plan as follows;</p> <ul style="list-style-type: none"> <li>Section 5.5 - Will the security officer be there 24 hours a day</li> <li>Section 5.6 and figure 6 - You will not be permitted to restrict access to any vehicles at the intersection or install any "No Right Turn, No Left Turn or No Entry Signs" at the RMS controlled traffic signals.</li> <li>Section 5.9 Dot Point 2 - Ensure that no trucks layover on Foreshore Road or any other State Road.</li> </ul>	<ul style="list-style-type: none"> <li>It was noted that security will be on site 24 hours a day.</li> <li>The Construction Traffic Management Plan has been amended to exclude the use of the signs as indicated by RMS.</li> <li>Reference has been made in both the Construction Traffic Management Plan and Port Traffic Handbook that no trucks layover on Foreshore Road or any other State Road.</li> </ul>



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## **7. MONITORING AND MEASUREMENT**

### **7.1 Site Inspections and Record Keeping**

The construction operation would be monitored to ensure that it proceeds as set out in this document.

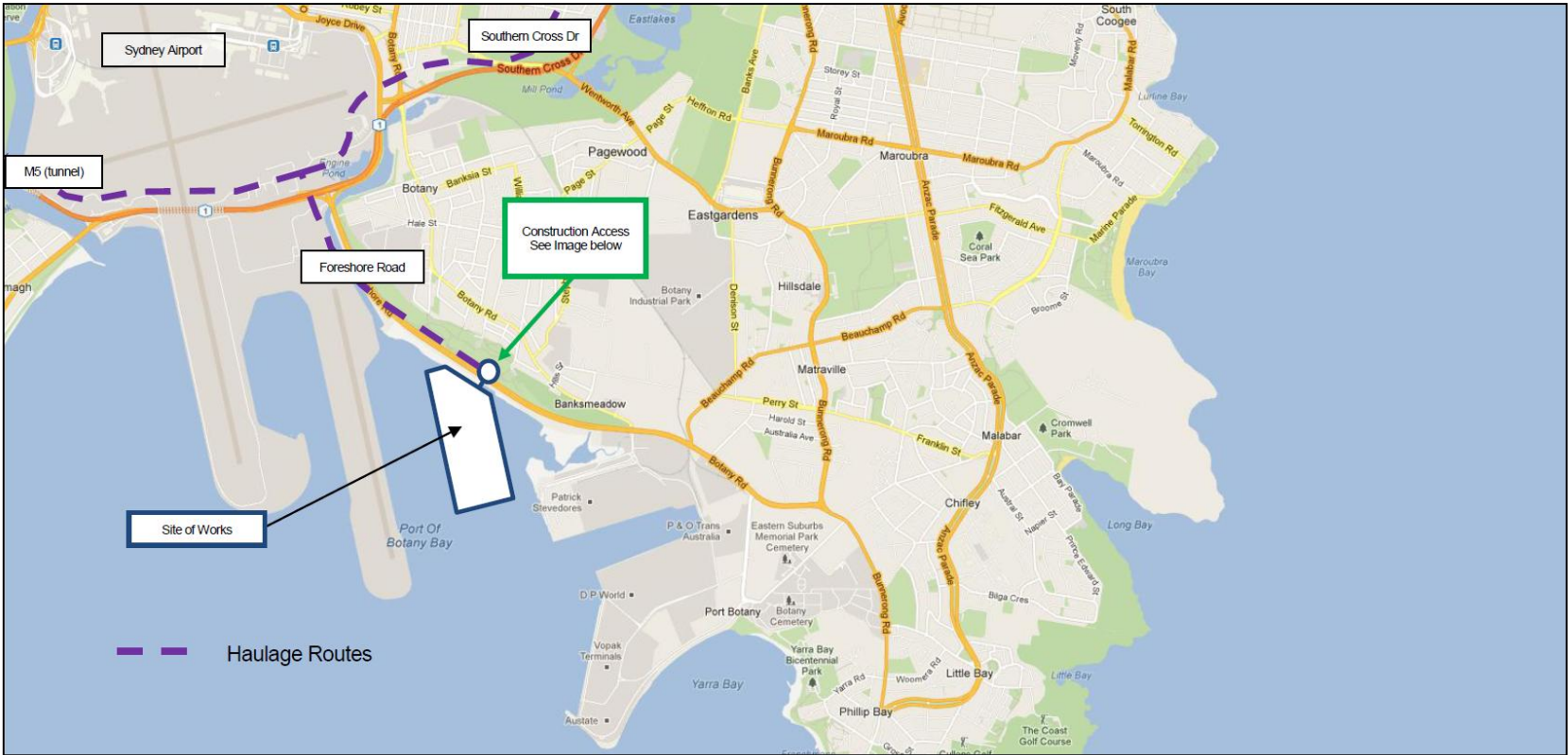
A daily inspection before the start of operations would take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impacts would be recorded and dealt with if they arise.

### **7.2 Site Induction**

All drivers and staff employed on the site would be required to undergo a site induction. The induction would include permitted access routes to and from the construction site for site staff and delivery vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures.

## Appendix 1 – Port Traffic Handbook

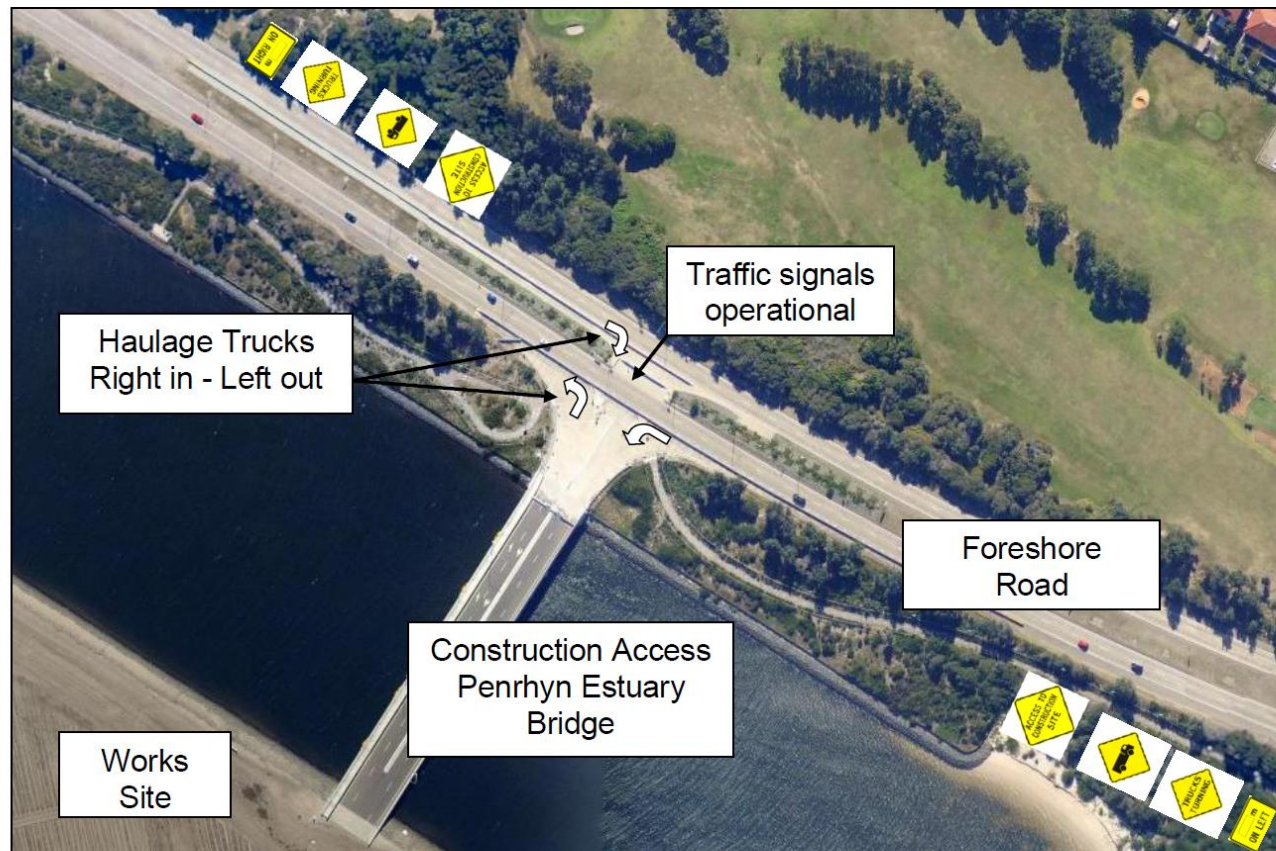
Civil Works Construction	1/3
Sydney Port Botany Terminal 3 Project Port Traffic Handbook	
<h3>Sydney Port Botany Terminal 3 Project Port Traffic Handbook</h3> <p><b>Delivery and Construction Drivers for SPBT3 must follow the procedures below</b></p> <ul style="list-style-type: none"><li>• Drivers are to follow the route map listed below and are NOT to utilise secondary roads. Drivers must use the M5, General Holmes Drive or Southern Cross Drive to access Foreshore Road.</li><li>• Deliveries will only be accepted if time slot is booked through LORAC Delivery Management System.</li><li>• Drivers are to deliver strictly in accordance with times approved by the Delivery Management system.</li><li>• Drivers are requested to limit compression breaking whilst using Foreshore Road</li><li>• Drivers to Radio marshalling yard 5 minutes from Destination on Channel XXXX (TBC) to confirm access.</li><li>• Delivery drivers may be subject to Random Breath testing whilst onsite.</li><li>• Delivery Trucks shall not 'lay by' in the Port Botany region, bound by Foreshore Rd, Southern Cross Drive and Anzac Parade.</li></ul> <p><b>Approved Delivery Times</b></p> <ul style="list-style-type: none"><li>• Monday – Friday (inclusive): 7:00am-6:00pm</li><li>• Saturday: 8:00am-1:00pm.</li><li>• Drivers are to deliver strictly in accordance with times approved by the Delivery Management system.</li></ul> <p>No works or deliveries will take place outside these hours, on Sundays or on public holidays unless approved by Laing O'Rourke or in the event of a direction from police or other relevant authority for safety or emergency reasons.</p> <p><b>Site Contact – Logistics Manager</b></p> <ul style="list-style-type: none"><li>• Steve Montgomery 0418 296 163</li><li>• Radio Channel XXXX</li></ul>	



Surrounding Road Network and Approved Haulage Routes

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Access Intersection and Signs