

Western Sydney Airport

Traffic and Access Construction Environmental Management Plan

December 2019

Document Control

File Name	Document Name	Revision
WSA00-WSA-00400-EN-PLN-000005	WSA Traffic and Access CEMP	2.0

Revision History

Revision	Date	Description	Author	Reviewer
0	24/09/2018	Approved	WSA	Sally Reynolds
0.1	09/11/2018	Draft updated with the Experience Centre and Site Office phase and Material Importation phase	WSA	Sally Reynolds
0.2	23/11/2018	Draft updated to address comments on inclusion of new scope (Experience centre, Site Office and Material Importation)	WSA	S Reynolds
0.3	07/12/2018	Draft updated to address comments on inclusion of new scope (Experience centre, Site Office and Material Importation)	WSA	S Reynolds
0.4	12/12/2018	For Approval	WSA	S Reynolds
1	14/12/2018	Revision update to include the Experience Centre Site Office and Material Importation	WSA	S Reynolds
1.1	30/08/2019	Revision updated to include new structure for the SEMF and the CEMPs as well as new scope of works.	WSA	S Bellido
1.2a	02/09/2019	Issued to Bulk Earthworks Contractor		
1.2b	16/09/2019	Updated for Bulk Earthworks	CPBLLJV	J May
1.3	30/09/2019	Issued to WSU and Stakeholders	WSA	S Reynolds
1.4	15/11/2019	Updated to address comments and outcome of annual review	WSA	S Grant
1.5	06/12/2019	Minor update	WSA	S Grant
1.5a	10/12/2019	For Approval	WSA	S Reynolds
2.0	18/12/2019	Approved	WSA	S Reynolds

Plan Authorisation

Position	Name	Signature	Date
Environment Manager	S Reynolds		10/12/2019

Glossary and Definitions

Item	Definition
The Act	<i>Airports Act 1996 (Cth) (Airports Act)</i>
Airport	The airport located at the Airport Site. Note: The Airport is referred to in the Act as Sydney West Airport and commonly known as Western Sydney Airport
Airport Lease	An airport lease for the Airport granted under section 13 of the Act
Airport Plan	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
Airport Lessee Company	The company that is granted a lease over the Airport Site
Airport Site	The site for Sydney West Airport as defined in the Act
Approver	<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>
Apron	<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>
Associated Site	An 'associated site for Sydney West Airport' as set out in section 96L of the Act
Bulk Earthworks	The large-scale earthworks required to flatten the Stage 1 area in preparation for further construction works as described in section 6 of the Construction Plan.
Condition	A condition set out in Part 3 of the Airport Plan in accordance with section 96C of the Act
Construction Impact Zone	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
Construction Period	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
Environment Minister	The Minister responsible for the EPBC Act
EEW	The Phase of the Stage 1 Development that involves early earthworks as described in section 6 of the Construction Plan
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i>
Infrastructure Department	The department responsible for administering the Airports Act, currently the Australian Government Department of Infrastructure, Regional Development and Cities
Infrastructure Minister	The Minister responsible for the Act from time to time
Laws	Statutes, regulations, rules, bylaws and other subordinate legislation of the Commonwealth or a state or territory
Main Construction Works	Substantial physical works on a 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

Item	Definition
Non-conformance	Failure to conform to the requirements of the Airport Plan (including the SEMF)
Preparatory Activities	<p>The following:</p> <ul style="list-style-type: none"> a. day-to-day site and property management activities; b. site investigations, surveys (including dilapidation surveys), monitoring, and related works (e.g. geotechnical or other investigative drilling, excavation, or salvage); 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); d. enabling preparatory activities such as: <ul style="list-style-type: none"> (i) demolition or relocation of existing structures including buildings, services, utilities and roads); (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 (iii) application of environmental impact mitigation measures; and e. any other activities which an Approver determines are Preparatory Activities
the Project	Western Sydney Airport – Stage 1 development
SES Officer	An SES employee under the Public Service Act 1999 (Cth)
Stage 1 Development	The Developments described in Part 3 of the Airport Plan
Sydney West Airport	The Airport. Note: this is the name used in the Act. The Airport is also commonly known as Western Sydney International (Nancy Bird Walton) Airport
Western Sydney International (Nancy Bird Walton) Airport (WSI)	The Airport. Note: Under the Act the Airport is referred to as Sydney West Airport
WSA	<p>WSA Co Limited (ACN 618 989 272), the entity responsible for constructing and operating the Airport in accordance with the Airport Plan.</p> <p>For the purposes of the Airports Act 1996 (Cth), WSA is the “airport-lessee company” for WSI</p>

Acronyms and abbreviations

Item	Definition
ALC	Airport Lessee Company
ALER	Airfield lighting equipment room
ARFFS	Aviation Rescue and Firefighting Services
ATC	Air traffic control
ATCT	Air traffic control tower
BEC	Bulk Earthworks Contract
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations 1998
CO	Carbon monoxide
CEMP	Construction Environmental Management Plan
DIPNR	NSW Department of Infrastructure, Planning and Natural Resources (now Department of Planning and Environment)
EIS	Environmental Impact Statement
EPA	NSW Environmental Protection Authority
GSE	Ground support equipment
ha	Hectares
HAL	High intensity approach lighting
ISO 14001	AS/NZS ISO 14001:2015 – Environmental Management Systems
km	Kilometres
m, m² and m³	Metres, square metres and cubic metres
ML and ML/d	Megalitres and megalitres per day
OEH	NSW Office of Environment and Heritage
OU	Odour unit
POEO Act	NSW Protection of the Environment Operations Act 1997
RMS	NSW Roads and Maritime Services
SEMF	Site Environmental Management Framework. The SEMF is contained within the Construction Plan (included as Appendix 2).
SES	Senior Executive Service
TSP	Total suspended particulate matter
WSA	WSA Co Limited (ACN 618 989 272), the entity responsible for constructing and operating the Airport in accordance with the Airport Plan. For the purposes of the Airports Act 1996 (Cth), WSA is the “airport-lessee company” for WSI

Contents

1	INTRODUCTION.....	7
1.1	Background/Context	7
1.2	Document purpose.....	8
1.3	WSA environmental management system overview	9
1.4	Consultation requirements of this document	10
1.5	Ongoing traffic and access consultation.....	12
1.6	Certification and approval.....	13
1.7	Distribution	13
2	PROJECT DETAILS AND SCOPE OF WORKS	14
3	OBJECTIVES AND TARGETS	15
3.1	Objectives	15
3.2	Targets and performance criteria	15
4	LEGAL AND OTHER REQUIREMENTS.....	16
4.1	Relevant legislation and guidelines	16
4.2	Approvals and other specifications	18
4.3	Airport Plan Conditions.....	18
4.4	Environmental Impact Statement requirements	19
5	EXISTING ENVIRONMENT	22
5.1	Existing road network.....	22
5.2	Sensitive receptors	23
6	TRAFFIC AND ACCESS ASPECTS AND IMPACTS.....	25
6.1	Impacts	25
6.2	Environmental Risk Register	30
7	ENVIRONMENTAL CONTROL MEASURES.....	33
8	TRAFFIC AND ACCESS MANAGEMENT	36
8.1	Road closures.....	36
8.2	Construction vehicles routes and site access.....	36
8.3	Parking facilities.....	37
8.4	Public transport.....	37
8.5	Property access.....	37
8.6	General road user delay prevention strategies.....	37
8.7	Construction Access and Egress Mitigations.....	39
8.8	Site Entry.....	40
8.9	Documentation	42
9	ENVIRONMENTAL ROLES AND RESPONSIBILITIES.....	45
10	ENVIRONMENTAL INSPECTION, MONITORING AND AUDITING	46
10.1	Environmental inspections	46
10.2	Traffic and access monitoring	47

10.3	Environmental auditing	47
10.4	Environmental reporting	47
10.5	Review of approved plans	48
10.6	Environmental Incidents and complaints management.....	49
11	COMPETENCE, TRAINING AND AWARENESS	50
12	REFERENCES	51

Tables

Table 1	Traffic and Access CEMP relationship with other CEMP documentation	8
Table 2	Traffic and Access CEMP consultation summary	11
Table 3	Traffic and Access consultation forums	12
Table 4	Traffic and access targets	15
Table 5	Principal legislation and relevance.....	16
Table 6	Relevant guidelines and standards	17
Table 7	Airport Plan Conditions relevant to traffic and access management	18
Table 8	Summary of Traffic and Access Management Requirements	20
Table 9	Existing roads servicing the Airport Site	22
Table 10	Peak construction vehicle generation predicted during Early Earthworks (2019 -2020)	25
Table 11	Peak vehicle generation predicted during Material Importation	25
Table 12	Expected light vehicle volumes	26
Table 13	Expected heavy vehicle volumes	26
Table 14	Expected Experience Centre light vehicle volumes	27
Table 15	Expected Site Office light vehicle volumes	27
Table 16	Combined Daily Traffic Movements	28
Table 17	Expected Heavy Vehicle Volumes	30
Table 18	Traffic and Access risk assessment.....	31
Table 19	Environmental control measures.....	33
Table 20	Traffic and access monitoring requirements	47
Table 21	Traffic and access management reporting.....	47

Figures

Figure 1	WSA Environmental Management System and CEMP context.....	10
Figure 2	Existing road network (and land use) (EIS 2016)	24
Figure 3	Construction haulage routes	39
Figure 4	Access arrangements – Early Earthworks	40
Figure 5	Material Importation access arrangements.....	41
Figure 6	Structure of the Western Sydney Transport and Roads Hub	44



1 Introduction

1.1 Background/Context

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 International (Nancy-Bird Walton) Airport (WSI) 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 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 (included as 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 – Management and reduction of greenhouse gas emissions and management of impacts regarding 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).

Table 1 below highlights relationships and linkages of this Traffic and Access CEMP with other CEMPs and management plans, 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
Traffic and Access (this Plan)	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 WSA SEMF.

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

1.2 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 6.2) 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 the SEMF Section 9.2.



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 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 *AS/NZS ISO 14001:2016 Environmental Management Systems*, 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 personnel and contractors to enable Project completion in accordance with the environmental requirements.

Effective implementation of this Plan will assist WSA 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.

1.3 WSA environmental management system overview

WSA co-operates in general accordance with AS/NZS ISO 14001 – *Environmental management systems*. A copy of the WSA 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 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.

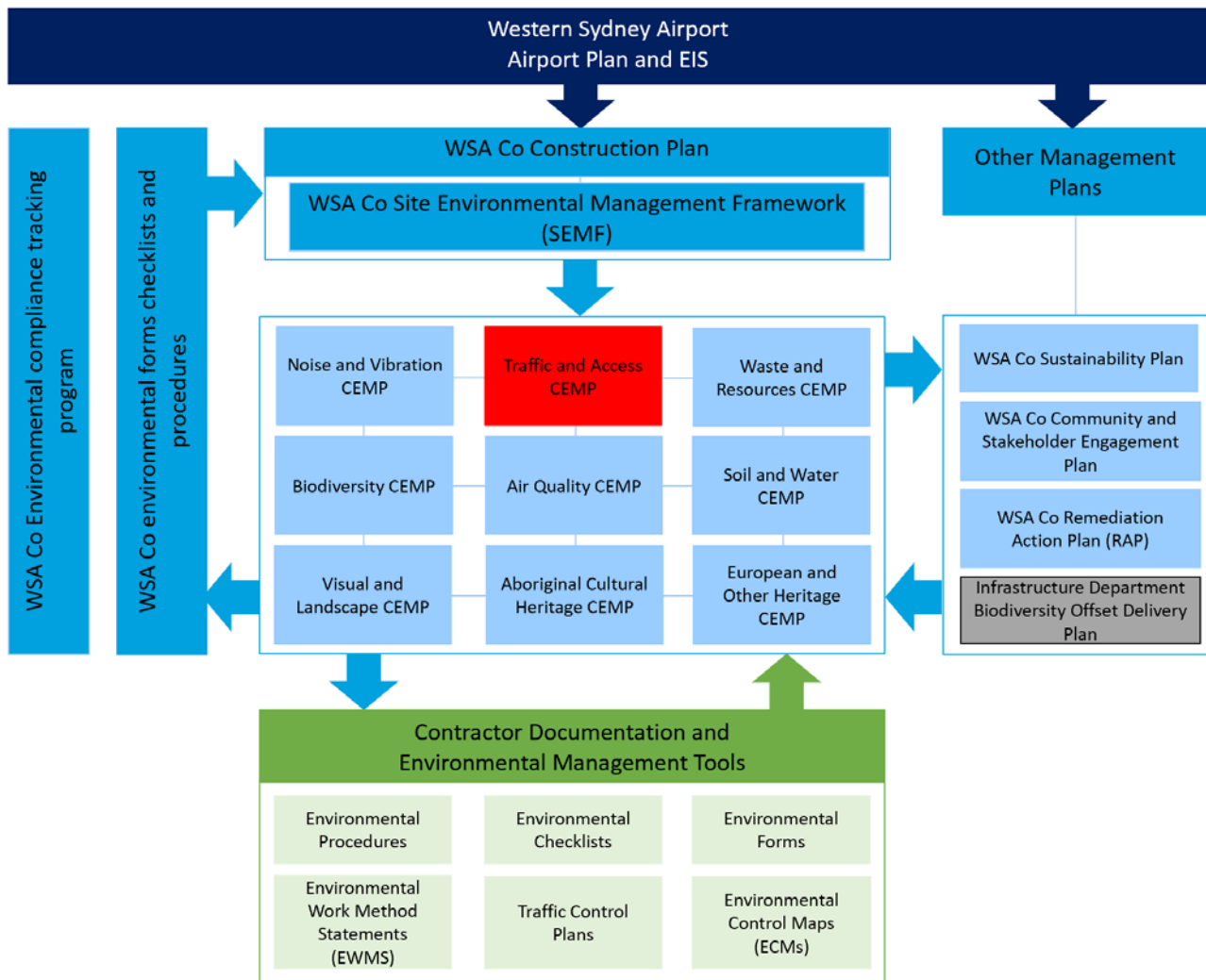


Figure 1 WSA Environmental Management System and CEMP context

1.4 Consultation requirements of this document

Airport Plan Condition 35 outlines the consultation requirements during the preparation of the CEMP documentation 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 for this CEMP, including the OEH, Penrith City Council and Liverpool City Council.

Further, Airport Plan Condition 9(3) requires that this CEMP has taken 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.

Consultation has been completed during the development of this CEMP (Revision 0) and subsequently during the review and update of Revision 1 of this document. A summary of the stakeholder and government authority consultation completed and used to inform the review of Revision 1 and finalisation of Revision 2 is presented in Table 2.

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.

1.4.1 Consultation to inform Revision 2

A consultation plan outlining the process for engaging with stakeholders was prepared by the WSA Community and Engagement team. The plan and a scoping document outlining the Bulk Earthworks project and potential modification of the CEMPs was provided to the stakeholders as required by the Airport Plan Conditions.

Details of the construction phases were described in the correspondence to provide context to the stakeholders on the level of impact that would result from the next phase of construction activities. Prior to contract award, stakeholders were invited to attend a site visit (bus tour) on 9 July 2019 to assist the stakeholders to understand the size and scale of the site elements. Following Bulk Earthworks Contract (BEC) award, the CEMPs were updated to reflect the next stage of construction. In October 2019, stakeholders were provided with the nine draft CEMPs to review and were requested to provide comment. To facilitate the review stakeholders were invited to attend a workshop on 8th October 2019, where an overview of the Bulk Earthworks phase was presented and key aspects discussed.

Table 2 Traffic and Access CEMP consultation summary

Activity	Date	Invitees	Summary
Consultation Summary			
Site visit for stakeholders	9 July 2019	<ul style="list-style-type: none"> • Liverpool City Council • Penrith City Council • NSW Health • NSW Aboriginal Affairs • Transport for NSW (RMS) • Western Sydney Unit • Department of Energy and Environment • South Western Sydney Local Health District • Rural Fire Service • DFSI – Waste Assets Management Corporation • NSW Government Architect • Planning and Environment (OEH) • Western Sydney Planning Partnership (DPE/GSC/Councils) • Department of Primary Industries – Water • Greater Sydney Commission • City Deal Alliance (Councils) • Planning and Environment 	As part of the continuous improvement of the consultation process, a site visit (bus tour) for stakeholders was organised. This has been included due to the good feedback from the last CEMP round where a workshop was held. It is a useful element to assist stakeholders to understand size and scale and have discussions related to site elements as they are seen during the bus tour.
CEMPs provided to stakeholders for comment	October 2019	<ul style="list-style-type: none"> • Liverpool City Council • Penrith City Council • NSW Health • NSW Aboriginal Affairs • Transport for NSW (RMS) • Western Sydney Unit • Department of Energy and Environment • South Western Sydney Local Health District • Rural Fire Service 	Key themes: <ul style="list-style-type: none"> - Noise during out of hours construction; - Water quality and water source - Air quality and dust management - Source of imported material - Biodiversity surveys - Heritage management
Stakeholder Workshop	8 October 2019	<ul style="list-style-type: none"> • Liverpool City Council • Penrith City Council • NSW Health • NSW Aboriginal Affairs • Transport for NSW (RMS) • Western Sydney Unit • Department of Energy and Environment • South Western Sydney Local Health District • Rural Fire Service 	

Activity	Date	Invitees	Summary
		<ul style="list-style-type: none"> • DFSI – Waste Assets Management Corporation • NSW Government Architect • Planning and Environment (OEH) • Western Sydney Planning Partnership (DPE/GSC/Councils) • Department of Primary Industries – Water • Greater Sydney Commission • City Deal Alliance (Councils) • Department of Planning Industry and Environment 	

1.5 Ongoing traffic and access consultation

In addition to the consultation requirements in Section 1.4, 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;
- 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 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 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'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

The Construction Plan details the construction staging of the Stage 1 Development as progressing generally from the north-east to the south-west of the Airport Site, allowing for the relocation of the Northern Road and a TransGrid transmission line.

The delivery of Stage 1 Development Project will be 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

Details of the Project construction activities, staging and programming including the phases of works are described in Section 6 of the Construction Plan (WSA00-WSA-00000-CN-PLN-000001) as required by the Airport Plan Condition 1(5). This Plan applies to the Bulk Earthworks, Early Earthworks and Material Importation phases of works as described in Section 6 of the Construction Plan (WSA00-WSA-00000-CN-PLN-000001). A variation to this Plan will be submitted before work other than Preparatory Activities is undertaken on any other phases of the Project.



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 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 4.

Table 4 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 Complaints database
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 4 have been set to provide a benchmark performance objective to which WSA 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 5.

Table 5 Principal legislation and relevance

Legislation or regulation	Relevance	CEMP compliance provisions
Commonwealth		
Airports Act 1996 (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 several environmental matters and 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 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"> • Section 3.1 – Objectives • Section 4.3 – Airport Plan Conditions • Section 4.4 – Environmental Impact Statement Requirements • Section 6.2 – Environmental Risk Register • Section 7 – Environmental Control Measures • Section 9 – Roles and Responsibilities • Section 10 – Environmental Inspection, Monitoring and Auditing • Section 10.4 – Environmental Reporting • Section 10 – Environmental Inspection, Monitoring and Auditing
Airports (Environment Protection) Regulations 1997 (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
NSW		
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.		
State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)	The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across NSW.	Section 7 – Environmental Control Measures
Roads Act 1993	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 6 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 6 Relevant guidelines and standards

Guidelines and standards
<ul style="list-style-type: none"> • Austroads Guide to Road Safety – Part 6 (2009) Pre-opening scheme audit • Austroads Guide to Road Safety – Part 6 (2009) Roadwork traffic scheme audit • Austroads Guide to Road Safety – Part 6 (2009) Existing roads: road safety audit • RMS supplements to Austroads guidelines where relevant (http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documenttypes/supplements-Austroads-guides/index.html) • Austroads Road Safety Audit Second Edition 2002: Checklist 4. Pre-opening scheme audit • Austroads Road Safety Audit Second Edition 2002: Checklist 5: Roadwork traffic scheme audit • Austroads Road Safety Audit Second Edition 2002: Checklist 6: Existing roads: road safety audit • AS 1742.3 Manual of Uniform Traffic Control Devices – Traffic control for works on roads • NSW Roads and Maritime Services (RMS) Road Design Guide • RMS QA Specification G10 – Traffic Management • RMS Traffic Control at Work Site manual • Austroads Guide to Traffic Management (RTA 2011) • Procedures for Use in the preparation of a Traffic Management Plan (RTA 2001) • Austroads Road Safety Audit Second Edition 2002: Checklist 4. Pre-opening scheme audit



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 Sustainability Plan;
- WSA Community and Stakeholder Engagement Plan; and
- WSA Construction Plan, including the SEMF.

4.3 Airport Plan Conditions

Conditions relevant to the management of Traffic and Access during construction are provided in Table 7. 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 Airport Act.

Table 7 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
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
5.3	In carrying out a Preparatory Activity, the Site Occupier must: <ul style="list-style-type: none"> 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 b) not act inconsistently with any approved CEMP or the approved Construction Plan. 	Ongoing	WSA

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
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
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
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 and Approver

4.4 Environmental Impact Statement requirements

The requirements of traffic and access management to be taken into account 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 8.

Table 8 Summary of Traffic and Access Management Requirements

EIS Reference	Topic	Summary	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"> 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. <p>The performance criteria include:</p> <ul style="list-style-type: none"> compliance with the approved Traffic and Access CEMP; minimising disruption to the local and regional road network associated with construction related traffic; and effective communication of traffic management measures to the local community. 	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 Traffic and Access CEMP
		The Traffic and Access CEMP will include as a minimum the management and mitigation measures to be implemented, including:	Section 7 – Environmental control measures
		The process for managing complaints, stakeholder engagement, and emerging traffic management issues as they arise.	Section 10.6 – Environmental incidents and complaints management
		The process for monitoring implementation, reporting, and auditing	Section 10 - Environmental inspection, monitoring and auditing
		Details of the party responsible for implementing the Traffic and Access CEMP.	Section 9 – Environmental roles and responsibilities
Table 28-8	Monitoring	Monitoring requirements include that:	Section 10 - Environmental inspection, monitoring and auditing
		Monitoring must take place under the direction of an appropriately qualified person.	Section 10 - Environmental inspection, monitoring and auditing
		The results of the monitoring must be kept in a written record.	Section 10 - Environmental inspection, monitoring and auditing

EIS Reference	Topic	Summary	Reference
		Monitoring of the effectiveness of traffic control measures.	Section 10 - Environmental inspection, monitoring and auditing
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 10 – Environmental inspection, monitoring and auditing
		Additional auditing and reporting measures that will be implemented include:	Section 10 – Environmental inspection, monitoring and auditing
		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 10.6 – Environmental incidents and complaints management
		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 Community and Stakeholder Engagement Plan
Table 28-8	Responsibility	Responsibilities include:	WSA Community and Stakeholder Engagement Plan
		<ul style="list-style-type: none"> the Traffic and Access CEMP will be prepared in consultation with RMS, Transport for NSW and relevant local councils; the Traffic and Access CEMP will be submitted for approval to the Infrastructure Minister or an SES Officer in the Department of Infrastructure and Regional Development; and the D&C contractor will be responsible for implementing site specific environmental procedures and work method statements applicable to the proposed works in accordance with the requirements of the Traffic and Access CEMP. 	Section 1.6 – Certification and approval
			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, Experience Centre and Site Office 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 9.

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

Table 9 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.

Road	Functional category	Description
Luddenham Road	Collector	Luddenham Road connects Elizabeth Drive at Luddenham to Mamre Road.
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.

5.2 Sensitive receptors

Sensitive receptors were identified within about five kilometres of the Airport Site for the purpose of assessing the potential impacts of air emissions at these locations. Due to the density of sensitive receptors in the vicinity of the Airport Site, a representative selection comprising 152 of these sensitive receptors was made, locations for which have been provided in Appendix B the Air Quality CEMP. These sensitive receptor types include residences, schools, churches and other community infrastructure. Sensitive receptors from suburbs surrounding the Airport Site at varying distances were also included.

The location of the sensitive receivers in relation to the Airport Site in general, and specifically to the phase of Main Construction Works is included in Figure 4 of the Air Quality CEMP. There have been no additional sensitive receivers identified since the undertaking of the EIS and as such, the existing environment described in the EIS is still considered accurate for the works to be undertaken.

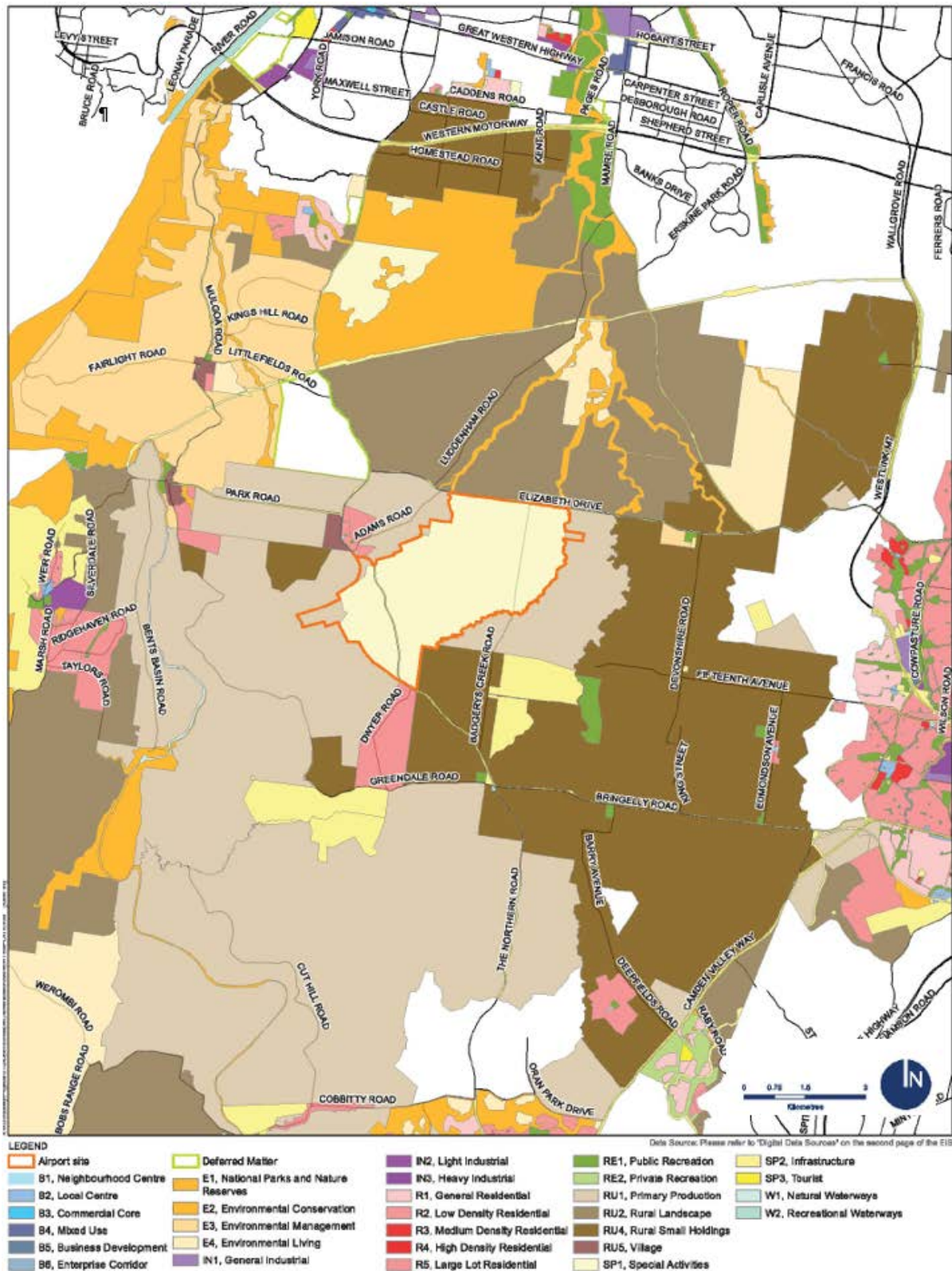


Figure 2 Existing road network (and land use) (EIS 2016)

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 Impacts

6.1.1 Construction traffic volumes and distribution

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 10 shown as vehicle trips per day (vtpd).

Table 10 Peak construction vehicle generation predicted during Early Earthworks (2019 - 2020)

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	10	15	10	10	45
	Out	10	15	10	10	45
Total		174	84	170	20	448

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

- Most 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

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 11.

Table 11 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

Vehicles	Direction	AM peak 0700 – 0900	Interpeak 09.00- 15.00	PM Peak 15.00- 18.00	Evening 18.00- 07.00	Total (vtpd)
Small Truck	In	1	2	0	0	3
	Out	0	2	1	0	3
Semi- Trailer	In	15	30	15	0	60
	Out	15	30	15	0	60
Truck and Dog	In	30	90	30	200	350
	Out	30	90	30	200	350
Total		105	252	97	408	862

Bulk Earthworks

Light Vehicle Traffic Impacts

During construction of BEC works it is expected that the peak light vehicle volumes shown in Table 12 can be expected to exit and enter the WSA site.

Table 12 Expected light vehicle volumes

Vehicle Type	Morning (6:00–7:00)	AM Peak (7:00–9:00)	Interpeak (9:00– 15:00)	PM Peak (15:00– 18:00)	Evening (18:00– 6:00)	Total (vtpd)
Light vehicles	200	50	50	250	50	600

Source – Bulk Earthworks resourced program

The majority of light vehicles would arrive on site prior to 7am (outside of the AM peak) and begin exiting the site at around 4pm each day until 7pm. Generally deliveries are expected to take place during normal construction hours.

As the Northern Road and Elizabeth Drive already have traffic volumes which are well in excess of this, it is expected that this will have a negligible impact on those roads.

The traffic will have the most impact on Badgerys Creek Road in the vicinity of the intersection with Elizabeth Drive which will see a noticeable increase in light vehicle volumes compared to current volumes. This section of Badgerys Creek Road, including the intersection with Elizabeth Drive, is currently being upgraded by the Early Earthworks Contractor.

Heavy haulage traffic impacts

During construction of WSI BEC works, it is expected that the heavy vehicle volumes (shown in Table 13, excluding the importation of sandstone materials) can be expected to exit and enter the WSI BEC site.

Table 13 Expected heavy vehicle volumes

Vehicle Type	Morning (6:00–7:00)	AM Peak (7:00–9:00)	Interpeak (9:00– 15:00)	PM Peak (15:00– 18:00)	Evening (18:00– 6:00)	Total (vtpd)
Heavy vehicles	10	20	40	20	10	100

Vehicle Type	Morning (6:00–7:00)	AM Peak (7:00–9:00)	Interpeak (9:00–15:00)	PM Peak (15:00–18:00)	Evening (18:00–6:00)	Total (vtpd)
Oversized and semi-trailers	0	1	2	1	0	4
Total per day	10	21	42	21	10	104

Source – Bulk Earthworks resourced program

Experience Centre and Site Office Operations

Experience Centre

During operation of the experience centre the vast majority of vehicle movements will be light vehicles with a negligible number of busses and heavy vehicle movements (approximately 4 movements per day). The maximum expected volume of light vehicle movements are detailed below (Table 14)

Table 14 Expected Experience Centre light vehicle volumes

Vehicle Type	Morning (6:00–7:00)	AM Peak (7:00–9:00)	Interpeak (9:00–15:00)	PM Peak (15:00–18:00)	Evening (18:00–6:00)	Total (vtpd)
Light vehicles	1	2	80	16	1	100

Source – WSA traffic survey

The majority of vehicles movements are expected to occur between the opening hours of the experience centre (10:00 until 16:00 Monday to Thursday).

Site Office

During operation of the Site Office the vast majority of vehicle movements will be light vehicles with a negligible number and heavy vehicle movements (approximately 2 movements per week). The maximum expected volume of light vehicle movements are detailed below (Table 15)

Table 15 Expected Site Office light vehicle volumes

Vehicle Type	Morning (6:00–7:00)	AM Peak (7:00–9:00)	Interpeak (9:00–15:00)	PM Peak (15:00–18:00)	Evening (18:00–6:00)	Total (vtpd)
Light vehicles	10	90	100	90	10	300

Source – WSA traffic survey

The majority of the arrivals during the am peak is expected to arrive between 07:00 and 08:00 leaving prior to 17:00hrs traffic movements during the interpeak period is expected to be a steady flow with as small peak around 12:00 to 13:30.

Cumulative Impacts

The combined impact of the remainder of early earthworks, bulk earthworks, material importation and experience centre/site office (EC/SO) operations on the local road network has been estimated and detailed in Table 16.

Table 16 Combined Daily Traffic Movements

Road	Section	Vehicles					
			Early E/works	EC/SO (Operational)	Material Import	Bulk E/works	Combined Peak Vehicle Movements (vtpd)
Elizabeth Drive	West of the entry points	Light	120	300	6	20	426
		Heavy	28	2	Nil	6	36
	East of the entry points	Light	120	200	12	360	560
		Heavy	236	2	413	80	495
The Northern Road (including Eaton Road)	North of Elizabeth Drive	Light	120	60	6	120	186
		Heavy	20	2	Nil	12	30
	North of Badgerys Creek	Light	Nil	400	Nil	60	460
		Heavy	Nil	4	Nil	12	16
	South of Badgerys Creek	Light	110	40	6	120	166
		Heavy	10	2	Nil	12	30
Badgerys Creek Road	North of the EEW site entrance	Light	240	100	6	320	426
		Heavy	264	Nil	Nil	86	264
	South of the EEW site entrance	Light	110	100	6	100	216
		Heavy	10	Nil	Nil	6	28

Source Data – Contractor estimated resources & WSA traffic survey

Material import and the experience centre/site office traffic volumes remain constant through 2020 and 2021. As the early earthworks contract moves toward completion during the first half of 2020 its declining vehicle movements will be replaced by bulk earthworks vehicle movements as bulk earthworks moves from its start up phase to construction peak by mid 2020 which will be sustained until mid 2021 when traffic movement associated with bulk earthworks will begin to decline. This is reflected in the “combined peak vehicle movements” column of Table 16 which is generally the sum of EC/SA, material import and the greater of early earthworks or bulk earthworks.

6.1.2 Effects on road network performance

Early Earthworks

The expected distribution and volume of construction traffic suggests that there would be approximately 150 additional vehicle movements on Elizabeth Drive during the AM and PM peaks generally travelling against the normal flow of traffic and in the early part of peak hour, therefore not significantly impacting the network performance.

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, except for 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.
- Network capacity increases delivered by the upgrade works to the Northern Rd and Bringelly road will progressively feed into the system
- The relocation of The Northern Road to accommodate construction of the Western end of the Airport will also increase the efficiency of the Eton Rd intersection and is expected to become live during the first quarter of 2020
- The re-aligned Badgerys Creek Road will create a safer and more efficient intersection with Elizabeth Drive and is expected to be complete during the first quarter of 2020
- Impacts to network capacity and cumulative effects will be minimised through the effective coordination provided by the Western Sydney Transport and Roads Hub

The types and volumes of vehicle movements associated with construction of the airport are not expected to substantially impact on the surrounding transport system, except for 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.

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.

Bulk Earthworks

As the majority of the roads leading to the site are arterial roads, the site is well suited to handle the traffic which will be generated by the project. It is expected that when the main construction works for the Bulk Earthworks stage commences that the Early Earthworks stage will be nearing completion and the new realigned Badgerys Creek Road and its associated roundabout at the intersection with Elizabeth Drive will be commissioned and open to traffic improving the intersection capacity.

The heavy vehicle traffic generated by the project (including material importation) is expected to result in an increase in heavy vehicle volumes as per Table 17. The impact as a result of the BEC is expected to be negligible.

Table 17 Expected Heavy Vehicle Volumes

Road	Heavy Vehicles/day	AADT	% of volume
The Northern Road	30	16,944	<1%
Elizabeth Drive	483	7,311 (axle pairs)	~13%
Badgerys Creek Road	264	Estimated 1,000	~53%

Source: EIS Table 15-3 and Contractor Resourced Program of Works

In summary, the cumulative impact of construction vehicles will have a negligible impact (<1%) on The Northern Road and while there are increases in volumes of overall heavy vehicle numbers on Badgerys Creek Road and Elizabeth Drive the increase of vehicles are largely outside of the daily peak periods and the impact to levels of service are expected to be low.

Traffic impacts will be monitored by WSA and Contractors in accordance with Section 10.2 and in the event that service levels drop to unacceptable levels traffic management measures will be reviewed as necessary.

6.2 Environmental Risk Register

A risk assessment has been undertaken as part of the review and development of this CEMP and in accordance with Environmental Aspects, Impact and Risk Procedure (Appendix D of the SEMF). The parts of the overall risk assessment relevant to Traffic and Access have been extracted and summarised in Table 18 applies to all phases of works that the Construction Plan authorises.

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.

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 chapter 7, Table 13.

Table 18 Traffic and Access risk assessment

Ref	Activity	Construction Aspect	Environmental Aspect	Potential Impact	Risk level ² pre-mitigation	Mitigation measure ¹	Risk level ² post-mitigation	Management tools
01	Site establishment	Importing construction materials	Additional traffic	Delays to local traffic, potential for accidents	C4 (Sig)	TA_01 TA_03 TA_04 TA_07 TA_08 TA_09 TA_10 TA_12	C2 (Mod)	<ul style="list-style-type: none"> • Community and Stakeholder Engagement Plan • Traffic and Access CEMP • Air Quality CEMP • Soil and Water CEMP • Traffic Control Plans • Complaints Procedure • Induction • Environmental Control Map (ECM)
02		Transportation of site buildings	Additional traffic	Delays to local traffic, potential for accidents	C3 (Sig)	TA_01 TA_03 TA_04 TA_08 TA_09 TA_10	C2 (Mod)	<ul style="list-style-type: none"> • Community and Stakeholder Engagement Plan • Traffic and Access CEMP • Traffic Control Plans • Complaints Procedure • Induction • ECM
03		Site personnel travel to/from site	Additional traffic during peak hour	Additional traffic congestion	B3 (Mod)	TA_01 TA_12 TA_13	B2 (Low)	<ul style="list-style-type: none"> • Community and Stakeholder Engagement Plan • Traffic and Access CEMP • Traffic Control Plans • Complaints Procedure • Induction • ECM
04		Works adjacent to existing roads	Temporary reduction in speed limit	Delays to local traffic, caused by traffic control, temporary slow zone	C3 (Sig)	TA_01 TA_03 TA_04	C2 (Mod)	<ul style="list-style-type: none"> • Community and Stakeholder Engagement Plan • Traffic and Access CEMP • Traffic Control Plans • Complaints Procedure • Induction • ECM

Ref	Activity	Construction Aspect	Environmental Aspect	Potential Impact	Risk level ² pre-mitigation	Mitigation measure ¹	Risk level ² 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	C5 (High)	TA_01 TA_03 TA_04 TA_09 TA_10 TA_12	C2 (Mod)	<ul style="list-style-type: none"> • Community and Stakeholder Engagement Plan • Traffic and Access CEMP • Traffic Control Plans • Complaints Procedure • Induction • ECM
06	Construction works (continued)	Out of Hours Works	Temporary road closures	Delays to local traffic, caused by traffic control, temporary slow zone	C3 (Sig)	TA_01 TA_03 TA_04 TA_05 TA_09 TA_10	C2 (Mod)	<ul style="list-style-type: none"> • Community and Stakeholder Engagement Plan • Traffic and Access CEMP • Traffic Control Plans • Complaints Procedure • Induction • ECM



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 19. These measures and requirements take into account the mitigation measures in Table 28-9 in Chapter 28 of the EIS.

Table 19 Environmental control measures

Ref.	Measure / Requirement	When to implement	How to implement	Responsibility	Reference
BEC: Bulk Earthworks Contract EEW: Early Earthworks MI: Material Importation All Contractors: BEC, EEW, MI and other contractors as delegated by WSA					
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.	Pre-construction	Implement as per community awareness programme and overarching Community and Stakeholder Engagement Plan.	All Contractors	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.	Construction	Traffic Control Plans to be developed for individual closures, requiring approval before road closures can occur. See section 8.9	All Contractors	EIS Table 28-9
TA_04	Ongoing consultation with RMS and local councils as appropriate and emergency services.	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 (TTLG) has been established for the project. Western Sydney Transport and Roads Hub is the forum	WSA All Contractors	EIS Table 28-9



Ref.	Measure / Requirement	When to implement	How to implement	Responsibility	Reference
BEC: Bulk Earthworks Contract EEW: Early Earthworks MI: Material Importation All Contractors: BEC, EEW, MI and other contractors as delegated by WSA					
			<p>that will manage the TTLG with WSA participating, refer Section 8.9.4</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 8.9.1</p>		
TA_05	Induction for drivers working on the project to cover safety measures particularly for night works.	Construction	<p>All drivers are to be inducted onto site before commencing their works.</p> <p>Induction to include specific night-works requirements such as lighting and communication measures.</p> <p>Temporary delivery drivers to undertake temporary driver inductions when onsite.</p>	All Contractors	EIS Table 28-9
TA_06	Review of speed environments along transport corridors.	Construction	To be assessed during regular inspections by the relevant contractor. 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.	All Contractors	EIS Table 28-9
TA_07	Restriction of construction related traffic within the AM and PM peak periods where required.	Construction	To be mitigated when preparing the TCPs. See section 8.9.1.	All Contractors	EIS Table 28-9
TA_08	Management of the transportation of construction materials to optimise vehicle loads in order to minimise vehicle movements.	Construction	Deliveries and load outs, and load ins are scheduled for efficiency to minimise vehicle movements and to limit changes to traffic control setups.	All Contractors	EIS Table 28-9
TA_09	Traffic control measures to manage and regulate traffic movements during construction.	Construction	Keeping traffic flowing safely is a primary focus of contractor TCPs. See section 8.9.1.	All Contractors	EIS Table 28-9



Ref.	Measure / Requirement	When to implement	How to implement	Responsibility	Reference
BEC: Bulk Earthworks Contract EEW: Early Earthworks MI: Material Importation All Contractors: BEC, EEW, MI and other contractors as delegated by WSA					
			Any changes or control measures will be done with the approval of RMS/TfNSW as required.		
TA_10	Identification of potential disruption to road users.	Construction	This is undertaken in the planning phase of TCP development. See section 8.9.1.	WSA All Contractors	EIS Table 28-9
TA_11	Identification of any road closures and/or road upgrades that may be required.	Construction	Road closures and upgrades requiring work are identified in the project design and TCPs used for project works. See section 8.9.1. 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, refer section 8.9.4.	All Contractors	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.	Construction	Construction vehicle routes/haulage roads have been identified and can be seen in section 8.7 of this Plan	All Contractors	EIS Table 28-9
TA_13	Parking facilities for construction workers.	Construction	Parking facilities are available in the main compound area shown in section 8.8	All Contractors	EIS Table 28-9
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).	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.	All Contractors	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

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 Figure 3 and estimated traffic loads generated by early earthworks shown in Table 10. 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.

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 Figure 3 and estimated traffic loads generated by material importation is shown in Table 11.

Bulk Earthworks

The main site entry is located on the existing Badgerys Creek Road approximately 160m south of the intersection with Elizabeth Drive. A roundabout has been constructed on the existing Badgerys Creek Road at the main site entry to provide access and egress to the site.

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 Figure 33 and estimated traffic loads generated by bulk earthworks are shown in Tables 12 and 13. 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.

Experience Centre and Site Office

The entry is located off the existing The Northern Road (TNR) on Eaton Road Luddenham. The access to Eaton Road is limited to left turn from TNR when travelling south. Traffic wishing to enter Eaton Road travelling north are required to use the roundabout ~300m north of Eaton Road. When exiting the experience centre and site office all traffic is required to use the southern Eaton Road/TNR intersection which is left turn only. Estimated traffic loads generated by the experience centre and the site office are shown in Section 6 Tables 14 and 15.

Cumulative Effects

The combined effect of traffic from early earthworks, material importation, bulk earthworks, experience centre and site office on the local road network has been estimated and is shown in Section 6 Table 16.

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. Parking locations will be identified on ECMs and shown on Vehicle Movement Plans as applicable.

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 can accept most 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 enough 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.

Closure of shoulders or auxiliary lanes

Road occupancies involving closure of any shoulder or auxiliary lane, where auxiliary lane(s) exist, must always provide a minimum of one travel lane in each direction 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).

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.

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 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 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.

Construction haulage routes

The construction haulage routes for access and egress from the site are presented below in Figure 3. 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.

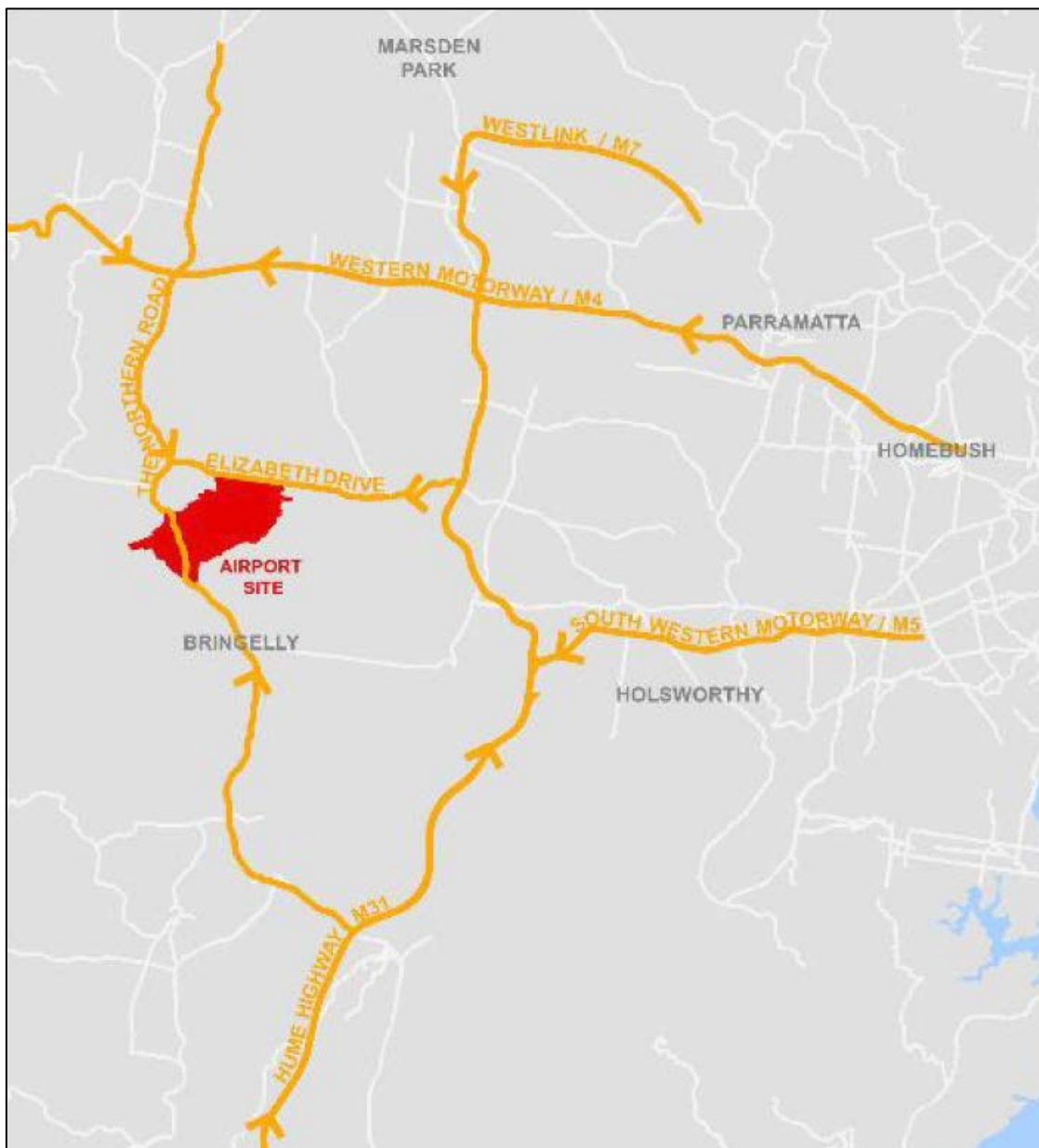


Figure 3 Construction haulage routes

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 5.

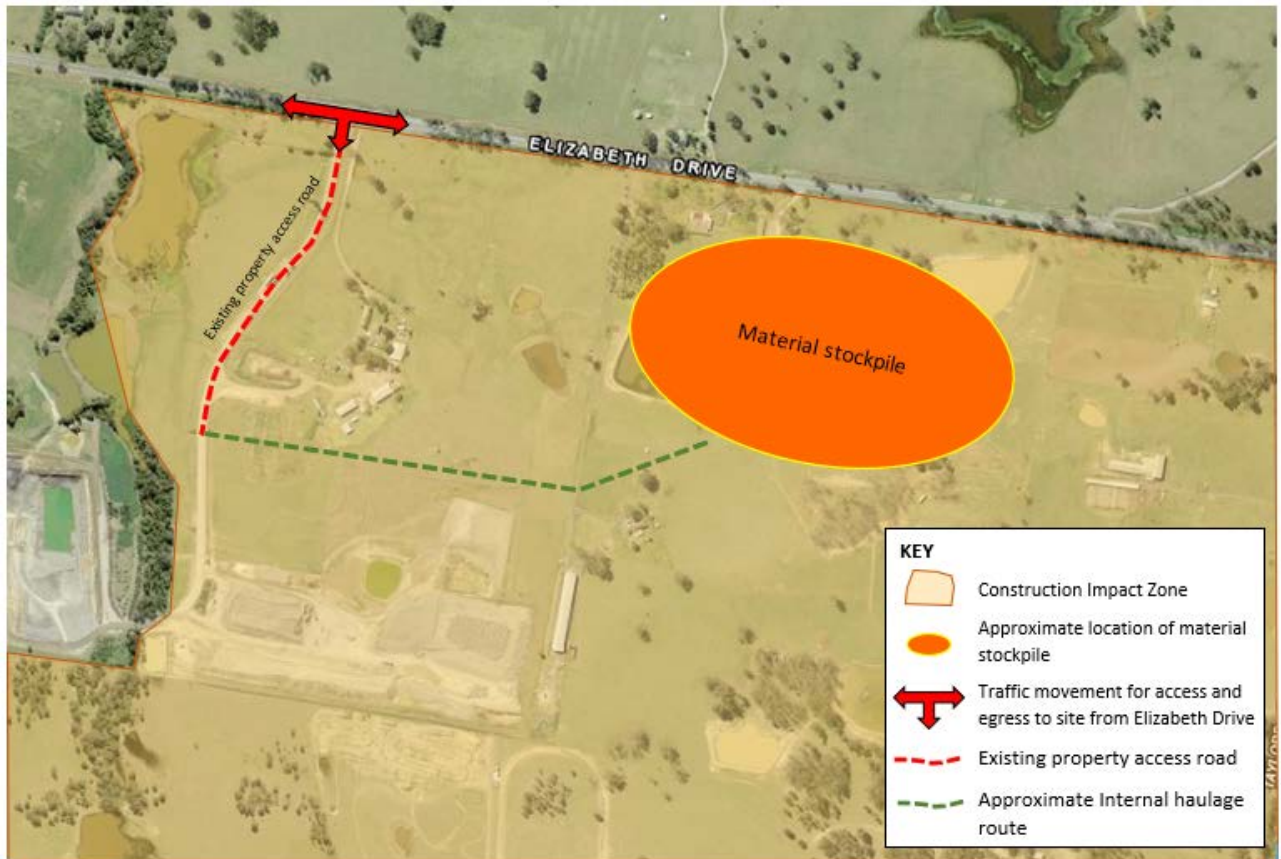


Figure 5 Material Importation access arrangements

8.8.3 Bulk Earthworks

The roundabout arrangement on the existing Badgerys Creek Road provided during the Early Earthworks phase shown in Figure 4 will be used to provide the main site access point to the Bulk Earthworks site.

In order to dissipate construction traffic over the local road network access will be required for further “auxiliary compounds” accessed from the existing The Northern Road and Anton Road, these auxiliary compounds will predominantly be for project personnel which will reduce the traffic pressure on Elizabeth Drive and Badgerys Creek Road Intersections. Precise locations and access arrangements will be managed by Traffic Control Plans (TCP's) and Vehicle Movement Plans (VMP's) developed through consultation with the Western Sydney Transportation Hub, RMS, TMC and other stakeholders.

8.9 Documentation

8.9.1 Traffic Control Plans

Traffic Control Plan'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 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 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.

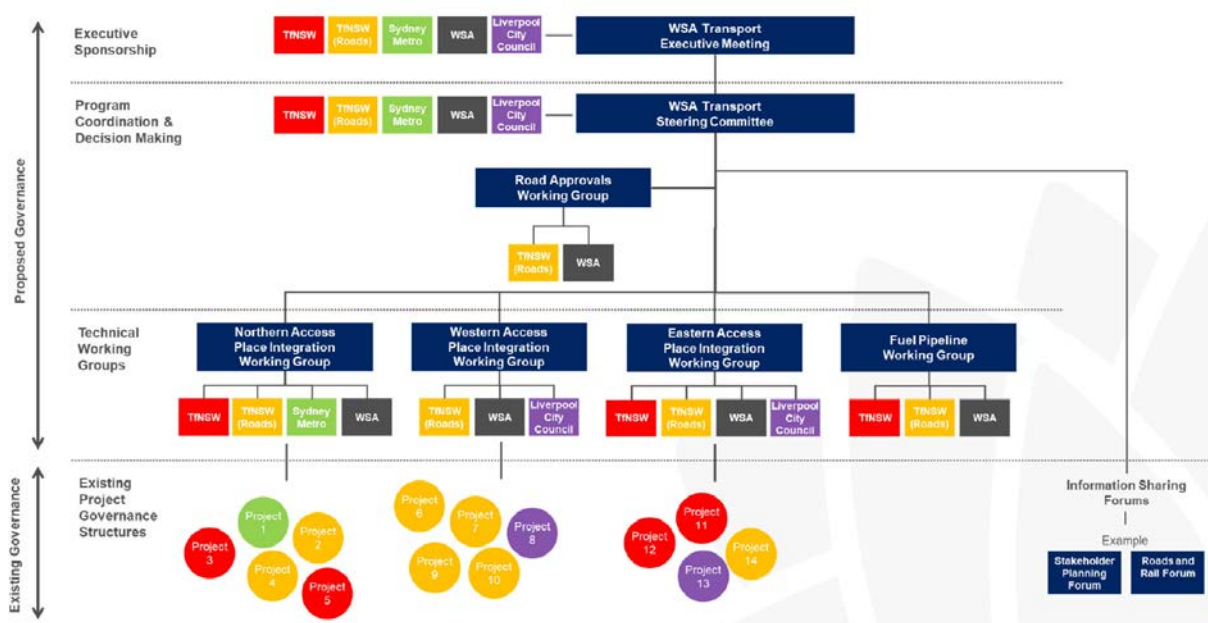
8.9.4 Governance and Approvals

All aspects of traffic management will be coordinated by the "Western Sydney Transport and Roads Hub" which is a unit that has been created by Transport for New South Wales (TfNSW) to address coordination of transport and road issues in the Western Sydney area with particular regard to the immediate vicinity of the Airport Site.

The hub has executive sponsorship from TfNSW, Sydney Metro, Western Sydney Airport (WSA) and Liverpool City Council to provide leadership and "best for all" decision making.

Within the hub the Roads Approvals Working Group ensures that all road works approvals for temporary and permanent are in line with the program level coordination and decision making provided by the hubs Transport Steering Committee.

Figure 6 Structure of the Western Sydney Transport and Roads Hub



Technical working groups have been formed to address project interfaces associated with particular locations ensuring that overall objectives are met by integrating permanent and temporary transport solutions

While individual projects hold Traffic and Transportation Liaison Groups (TTLG's) where stakeholders such as, emergency services, bus operators, schools, local councils, community members etc are consulted prior to the approval or implementation of traffic control measures, TTLG meetings are coordinated by the hub to minimise stakeholder "fatigue" due to the number of projects in the vicinity of the airport development all requiring input from the same stakeholders.

Through the coordination provided by the Western Sydney Transport and Roads Hub the cumulative impact of the numerous transport and roads infrastructure projects in the vicinity of the airport development can be minimised, ensuring that the road networks integrity and capacity is maintained and suitable levels throughout the initial construction phase of the Western Sydney Airport and its supporting infrastructure.

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

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

10.1.2 Environmental site inspections

WSA environmental inspections

Environmental site inspections at active, exposed work sites will be undertaken by the WSA Environment Manager (or delegate) on a weekly basis to evaluate the effectiveness of environmental controls implemented by the contractor.

The weekly 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 site environmental inspection will be recorded on a WSA Site Environmental Inspection Checklist included as Appendix B of the SEMF in with an accompanying photographic style inspection report.

Contractor environmental inspections

Regular site inspections will be undertaken to monitor compliance with this Plan at active, exposed work sites. 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 many vehicle movements are underway.

The Contractor's Environmental Manager and/or Environmental Coordinators will undertake inspections in accordance with the Contractor Environmental Management Framework. The Contractor's Environmental Coordinators will record inspection findings on an inspection checklist form.

If any maintenance and/or deficiencies in environmental controls or in the standard of environmental performance are observed, they will be recorded on the checklist form. Records will also include details of any maintenance required, the nature of the deficiency, any actions required and an implementation priority.

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 20 below.

Table 20 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 adherence to designated site traffic routes (the latter may require off-site surveillance). If 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	All Contractors and WSA.

Where a non-conformance is detected, the non-conformance process described in Section 8.1 of the SEMF 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 21.

Table 21 Traffic and access management reporting

Action	Scope	Timing / Frequency	Responsibility
Annual reporting	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).	As required	WSA Environment Manager

Action	Scope	Timing / Frequency	Responsibility
	In accordance with Condition 39 (2) WSA 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 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
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 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	Weekly	WSA
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)	All Contractors
Complaints reporting	Recording of complaints and stakeholder interactions	As required	WSA Environment Manager WSA Community and Stakeholder Manager All Contractors
Reporting of non-conformances and improvement opportunities	The management and reporting requirements of environmental non-conformances and improvement opportunities will be in accordance with Section 8 of the SEMF.	As required	WSA All Contractors

10.5 Review of approved plans

WSA will review each approved plan at least every five years (from the date of approval) as required by the Airport Plan. A review will also be completed annually to ensure that it continues to meet the approval criteria. Details of the review will be included in the annual report (refer to Section 8.3 of the SEMF). If the review identifies areas where the plan does not continue to meet the approval criteria for that plan, a variation to the approved plan will be prepared and submitted for approval.



WSA may initiate reviews of Approved Plans at other times in response to improvement opportunities, non-conformances, and changes to scope of work or construction methodology or alterations to legal or contractual requirements.

Any changes identified and implemented through the variation and review process identified above will be communicated to relevant contractors through re-issue of the revised WSA Approved Plan and subsequent training and awareness (refer to refer to Section 5 of the SEMF).

10.6 Environmental Incidents and complaints management

The management and reporting of environmental incidents shall be undertaken by the appropriate person as detailed in Section 6 of the SEMF.

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

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 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 Section 5 of the SEMF.

12 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