

Clyde Terminal Conversion Project –Environmental Management Strategy
Traffic Management Plan

| Traffic Management | | | | | |
|-----------------------------------|--|---|--|---------------|-----------------|
| Document Control | Revision | Date | Description | Author | Approved |
| | 4 | 30/11/2016 | Revised to reflect contractual arrangements for construction. Acronym “PC” refers to “Principal Contractor” | JS/SL | JS |
| Background | This Traffic Management Plan (TMP) is one of the Environmental Plans under the Environmental Management Strategy for the Clyde Terminal Conversion Project. | | | | |
| Objectives | <ul style="list-style-type: none"> Minimise and manage all traffic impacts to the environment and potentially affected receivers throughout demolition and construction phases of the Development. Ensure compliance with relevant legislative and other requirements including the DC conditions, mitigation measures in the Environmental Impact Statement (EIS) and Response to Submissions (RTS) Report; and Environment Protection Licence (EPL) 570. | | | | |
| Performance Criteria | <ul style="list-style-type: none"> Minimise the impacts of the Works on the local and regional road network; Minimise conflicts with other road users; and Educate truck drivers to use specified routes. | | | | |
| Key Performance Indicators | <ul style="list-style-type: none"> No traffic related issues raised by the community and stakeholders during demolition and construction. No damage to public infrastructure including roads during the execution of the Works. | | | | |
| Legislative Requirements | Development Consent SSD 5147 [14 January 2015] | | | | |
| | PROTECTION OF PUBLIC INFRASTRUCTURE | B12.Prior to the commencement of construction or demolition, the Applicant shall: (a) prepare a dilapidation report of the public infrastructure in the Vicinity of the site (including roads, kerbs, footpaths, nature trip, street trees and furniture); and (b) submit a copy of this report to the Secretary and Council. | | | |
| | | B13.The Applicant shall: (a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged during construction and demolition; and (b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the construction or demolition. | | | |
| | TRANSPORT AND ACCESS Car Parking | C35. The Applicant shall provide sufficient parking facilities on-site, including for heavy vehicles, for construction, demolition and operational personnel, to ensure that traffic associated with the Development does not utilise public and residential streets or public parking facilities. | | | |

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| | TRANSPORT AND ACCESS Traffic Management Plan | <p>C36. The Applicant shall prepare and implement a Traffic Management Plan for construction and demolition, to the satisfaction of the Secretary. The plan must:</p> <ul style="list-style-type: none"> (a) be prepared by a suitably qualified person; (b) be prepared in consultation with Council and RMS; (b) be approved by the Secretary prior to the commencement of construction or demolition; (c) detail the measures that would be implemented to ensure road safety and network efficiency during construction and demolition (d) detail heavy vehicle routes, access and parking arrangements; (e) include a Driver Code of Conduct to: <ul style="list-style-type: none"> • minimise the impacts of construction and demolition on the local and regional road network; • minimise conflicts with other road users; and • ensure truck drivers use specified routes. (f) include a program to monitor the effectiveness of these measures; and (g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes. |
| Predicted Impacts in the EIS | | <ul style="list-style-type: none"> • The Traffic Impact Assessment concluded that the Development would result in increases to light vehicle and heavy vehicle numbers during the demolition and construction works. However, this increase in vehicles would not significantly impact the surrounding road network, and as such, the levels of service for impacted intersections are not predicted to change. • Demolition activities were predicted to add a maximum of 16 heavy vehicles in each direction to transport waste materials. • Construction activities were predicted to require approximately one heavy vehicle trip per day to deliver construction materials and initially to mobilise construction plant and equipment. This is in addition to the approximately 257 heavy vehicles that currently access the Site and its adjoining Parramatta Terminal each day, including fuel tankers, waste transport trucks, as well as other delivery and courier vehicles. • There would be no need for additional parking allocations, as existing car parking arrangements at the Site would be adequate to service the needs of the Clyde Terminal during the demolition and construction works. |
| Site Access | | <ul style="list-style-type: none"> • Figure D-5A illustrates the surrounding road network, the proposed site access and access routes in relation to the Development. |

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| Traffic - Mitigation Measures | | | | | | | |
|--------------------------------------|-----------------------------|------------------------|--|---|--------------------------|------------------------------------|--|
| Plan Reference | Source Reference | Aspect | Mitigation Measure | Implementation Responsibility | | | |
| | | | | Construction | | Demolition | Frequency |
| | | | | Viva Energy as PC | Contractor as PC | Contractor as PC | |
| TMP1 | B12 | Dilapidation Report | A dilapidation report of the public infrastructure in the vicinity of the site (including roads, kerbs, footpaths, nature strip, street trees and furniture on Devon Street, Durham Street, Unwin Road, Kay Street, Wentworth Street) will be prepared and submitted to the Secretary of Department of Planning and Environment and Parramatta Council. | Viva Energy Clyde Terminal Conversion Project Manager | | | Prior to demolition / construction & following completion of demolition / construction |
| TMP2 | B13 | Public infrastructure | Any public infrastructure that is damaged resulting from demolition or construction will be repaired, or the full costs associated with repairing paid to the affected party. | Viva Energy Clyde Terminal Conversion Project Manager | | | In the event of damage |
| TMP3 | C35 C36(e) EIS, T3 | Parking | Staff will use parking provided on Site (as shown on Figure D-5A) and will not utilise public and residential streets or public parking facilities during demolition and construction. | Construction Project Managers (requirements communicated via the Project HSSE Plan) | Saunders Project Manager | N/A | At all times |
| TMP4 | C36(e) C36(g) EIS, T1 | Driver Code of Conduct | Demolition contractors develop a Driver Code of Conduct to: <ul style="list-style-type: none"> • minimise the impacts of the construction and demolition on the local and regional road network; • minimise conflicts with other road users; • educate truck drivers to use specified routes; • if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes; and, • Vehicle traffic would be minimised during peak hour traffic periods where practicable | N/A | N/A | Liberty Industrial Project Manager | Prior to commencement of demolition and construction works |

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| Plan Reference | Source Reference | Aspect | Mitigation Measure | Implementation Responsibility | | | |
|----------------|------------------|----------------------|--|---|--------------------------|------------------------------------|--------------|
| | | | | Construction | | Demolition | Frequency |
| | | | | Viva Energy as PC | Contractor as PC | Contractor as PC | |
| TMP5 | C36(f) | Site inductions | Demolition contractor to include Driver Code of Conduct in staff inductions and refreshed as required. For Construction the Viva Energy contractors are to comply with site rules regarding access routes, seatbelts, speeds and escorts. This information is to be covered in site inductions. | Construction Project Managers (requirements communicated via the Project HSSE Plan) | Saunders Project Manager | Liberty Industrial Project Manager | As required. |
| TMP6 | EIS, AQ1 | Truck deliveries | Loads would be covered during deliveries and off-site transportation of materials and wastes. For demolition material, the Load Restraint Guide by the National Transport Commission will be applicable. | Construction Project Managers (requirements communicated via the Project HSSE Plan) | Saunders Project Manager | Liberty Industrial Project Manager | At all times |
| TMP7 | | Traffic Management | Transportation of oversized or overmass vehicles or loads will require appropriate permits from the relevant authority (Roads and Maritime Services or Parramatta City Council) prior to movement. | Construction Project Managers (requirements communicated via the Project HSSE Plan) | Saunders Project Manager | Liberty Industrial Project Manager | As required |
| TMP8 | EIS, AQ8 | Engine idling | Engines will be turned off while parked onsite when not in use. | Construction Project Managers (requirements communicated via the Project HSSE Plan) | Saunders Project Manager | Liberty Industrial Project Manager | At all times |
| TMP9 | C36(d) | Heavy vehicle access | Heavy vehicle access to the Site will be confined to designated, sealed access roads as shown in Figure D-5A . | Construction Project Managers (requirements communicated via the Project HSSE Plan) | Saunders Project Manager | Liberty Industrial Project Manager | At all times |

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| | | | | Implementation Responsibility | | | |
|-----------------------|-------------------------|---------------|--|--------------------------------------|------------------------------------|--------------------------|------------------|
| Plan Reference | Source Reference | Aspect | Mitigation Measure | Construction | | Demolition | Frequency |
| | | | | Viva Energy as PC | Contractor as PC | Contractor as PC | |
| TMP10 | EIS, AQ11 | Speed limits | Project Area speed limit of 20kph will be implemented. | Saunders Project Manager | Liberty Industrial Project Manager | Saunders Project Manager | At all times |

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| Traffic- Monitoring Requirements | | | |
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| Aspect | Description | Responsibility | Frequency |
| Complaints | Complaints register maintained in accordance with Section 3.3 of the EMS | Viva Energy Clyde Terminal Operations Manager | Ongoing, as required |

| Traffic - Reporting Requirements | | | |
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| Aspect | Description | Responsibility | Frequency |
| Dilapidation Surveys | A dilapidation report of the public infrastructure in the vicinity of the site (including roads, kerbs, footpaths, nature strip, street trees and furniture) will be prepared and submitted to the Secretary of Department of Planning and Environment and Parramatta Council. | Viva Energy Clyde Terminal Conversion Project Manager | Pre-Construction and Demolition and post-construction and demolition |

| Traffic - Corrective Action | | | |
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| Aspect | Description | Responsibility | Frequency |
| Traffic issue complaint | In the event of a complaint relating to traffic and it is determined that these are as a direct result of demolition and/or construction activities the following mitigation measures will be investigated to determine effective management of the issue: <ul style="list-style-type: none"> - investigate potential cause of issue; - audit the use of the heavy vehicle traffic route and designated parking areas; and, - implementation of inductions and/or Demolition Driver Code of Conduct. | Viva Energy Clyde Terminal Conversion Project Manager | Ongoing, as required |

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Figure D-5A – Heavy Vehicle Access Route and Staff Parking Areas



THE SHELL COMPANY OF AUSTRALIA
CLYDE TERMINAL CONVERSION
DEMOLITION AND CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

HEAVY VEHICLE ACCESS ROUTE
AND STAFF PARKING AREAS