

NSW Ports

**Enfield Intermodal Logistics Centre
Overarching Operational
Traffic Management Plan**

February 2015

Table of Contents

1. Introduction	2
2. Purpose of the Plan	2
3. Objective of the Plan	3
4. Road networks and access points	3
5. Review and Amendments	4
6. Road Types and Rules	5
7. Legislative Framework	6
7.1 Applicable Legislation	6
7.2 Standards and Guidelines	6
7.3. Conditions of Project / Development Consent	7
8. Traffic Management Structure and Responsibilities	8
9. Site Specific Rules, Requirements and Principles	11
10. Public Transport, Pedestrian and Bicycle Access	13
11. Traffic and Capacity Monitoring Programme	13
12. Traffic Auditing	15
Attachment 1: Indicative Layout of Enfield ILC (SEDP205)	17
Attachment 4: Public Transport - Bus stops in proximity to ILC	20
Appendix A – Truck Route Survey	21

1. Introduction

On 5 September 2007 the Project Approval was granted under Section 75J of the *Environmental Planning & Assessment Act (1979)* by the Minister for Planning for the construction and operation of the Enfield ILC subject to a number of conditions. The approved project includes (but is not limited to) the construction and operation of the following (**Attachment 1**):

- An intermodal terminal for the loading and unloading of containers between road and rail and the short term storage of containers;
- Rail sidings, railway lines and associated works connected to the existing freight line;
- Warehousing for the packing and unpacking of containers and the short-term storage of cargo;
- Empty container storage areas and facilities;
- Light industrial/commercial area fronting Cosgrove Road complementary to operations at the site;
- Access works including the construction of a road bridge over the new marshalling yards for access to Wentworth Street and an upgrade of the entrance to the site from Cosgrove Road; and
- Internal roads, administration buildings, diesel and LPG storage and fuelling facilities, container washdown area, vehicle maintenance shed, and installation of site services (all utilities, stormwater and sewerage).

Condition of Approval (CoA) 6.4 and 6.5(b) of the Project Approval requires an Operational Traffic Management Plan (OTMP) to be prepared for the approval of the Director-General prior to the commencement of site operations of the Project.

2. Purpose of the Plan

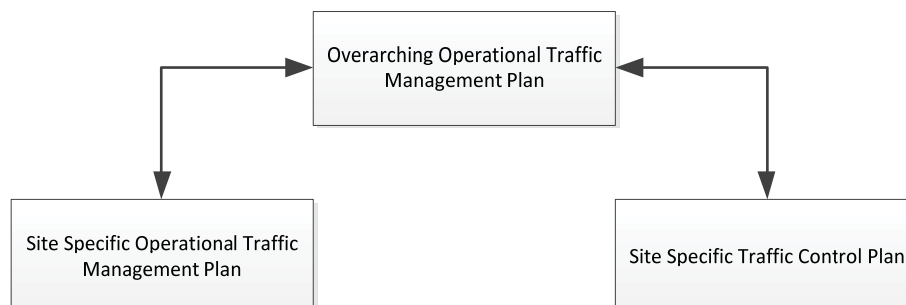
The Intermodal Logistic Centre (ILC) at Enfield is approved to manage the movement of 300,000 TEU per year by rail. The traffic activity of the facility will be managed through this Overarching Operational Traffic Management Plan (OTMP) and tenant specific operational TMPs.

The purpose of this document is to present the overarching operational traffic arrangements for the internal roads within the ILC, and the public road routes leading to the entry points at Wentworth Street and Cosgrove Road. NSW Ports and ILC tenants/operators will comply with this Plan in order to minimise and manage any traffic related impacts from the operation of the ILC on public and internal roads.

Tenant specific operational Traffic Management Plans (TMPs) will be prepared by tenants for the operation of each tenanted area and are to be consistent with this OTMP. Traffic

Control Plans will be required in relation to any construction works that take place within the ILC that could impact on the internal roads and pedestrian corridors or on other operations occurring within the ILC site.

The following diagram indicates how these documents relate:



This OTMP has been prepared in accordance with CoA 6.5(b) of Major Project Approval 05_0147. This Plan will be updated as required in order to incorporate ongoing compliance with this CoA.

3. Objective of the Plan

The objective of this OTMP is to guide operations so that the effects of operational traffic on the surrounding area and local community are mitigated as far as reasonably practicable.

The Plan also aims to ensure that site operators minimise traffic operational impacts within the ILC internal roads and are undertaken in a safe and efficient manner.

4. Road networks and access points

The ILC can be accessed via both Wentworth Street and Cosgrove Road. Wentworth Street is the site's primary / main access point.

The external approach roads leading to the ILC via Wentworth Street and Cosgrove Road are:

- Norfolk Road (East of Roberts Road)
- Roberts Road
- Hume Highway

These roads are well connected to the M4 and M5.

The internal roads in the ILC site are as follows:

- Mainline Road (from Wentworth Street entrance, over the bridge, past the IMT entrance and to ECS B)
- Turnout Drive (Cosgrove Road entry to junction with Mainline Road)
- Searchlight Lane (to Warehouse A&B and ECS A from Turnout Drive)
- Delec Lane (to Area F and Administration Area from Mainline Road)

The internal roads and local public roads are shown in **Attachment 2**.

5. Review and Amendments

This OTMP document should be considered a working document and will require updates to allow for changes in circumstances.

This OTMP therefore may require updating in the event that:

- traffic arrangements change within the site (including emergency access);
- a safety / traffic risk assessment is undertaken which identifies traffic related mitigation measures to be implemented;
- a specific traffic incident has identified areas for improvement;
- additional traffic management measures are required to address or manage traffic as a recommendation of the Traffic and Capacity Monitoring Programme or a Traffic Audit Report (refer to sections 11 and 12 respectively) or requirements from the Director-General;
- there are pedestrian and / or traffic safety issues associated with the site's activities;
or
- there is an increase in traffic related complaints or vehicle congestion.

NSW Ports reserves the right to make changes to the OTMP (this document) to ensure these issues are addressed and therefore would require all tenant specific operational TMPs to be updated accordingly, if required. NSW Ports may also make amendments to the OTMP based on recommendations from the Road Transport Co-ordination Group.

Major updates to the plan (i.e. changes affecting compliance with the CoA) will be issued to the consent authority for approval before adoption of the revised plan by NSW Ports.

Minor updates (i.e. those which do not impact on compliance with the CoA) will be undertaken by NSW Ports as appropriate and updates may include consultation with relevant Authorities, the Road Transport Co-ordination Group and tenants (if needed).

6. Road Types and Rules

There are three types of roads associated with access to and within the ILC and all drivers entering the ILC tenancies should be familiar with the legal status of these roads:

Public Roads – These are all roads outside the boundary of the ILC, including Wentworth Street and Cosgrove Road. All public roads fall under the jurisdiction of RMS with certain controls on local roads delegated to Council. NSW Road Rules apply to all public roads within NSW and all drivers should be familiar with and abide by the Road Rules.

Internal Roads (including Pedestrian Corridors) – are defined as any road or pedestrian corridor within the boundary of the ILC, excluding the tenancies as defined by lease or sublease boundaries.

The ILC internal roads are managed and controlled by NSW Ports (refer to **Attachment 2** which identifies the internal roads for the ILC site). The internal roads are defined as Roads and the pedestrian corridors are Road Related Areas, under Division 1, Rules 12 and 13 of the NSW Road Rules 2008 (under the *Road Transport Act 2013*). This means that **all traffic and parking controls within the ILC are enforceable** under NSW Road Rules. Drivers should therefore view the ILC internal roads as public roads in regard to compliance with traffic and parking rules. The OTMP or a TMP does not replace or reduce the application of NSW Road Rules.

The ILC internal roads have been designed to accommodate and be used by a variety of vehicles up to and including B-Double configurations. The internal roads may also be suitable for Super B configurations under traffic control and with the prior authorisation for NSW Ports or the relevant authorities.

The road carriageways have been designed to accommodate the maximum sized vehicles expected to use the site, while footpaths and pedestrian crossings are strategically located to accommodate the safe movement of pedestrians throughout the precinct with minimal interaction with vehicular traffic.

Tenant Roads – These roads are located inside tenant boundaries and are subject to the rules applied by the tenant of the facility, which as a minimum must be consistent with the requirements of this OTMP and applicable legislation. Tenants will prepare a Tenant specific operational TMP in relation to each Tenancy.

7. Legislative Framework

7.1 Applicable Legislation

The legislation that applies to the implementation of this OTMP is listed below:

- Environmental Planning and Assessment Act, 1979
- Road Act, 1993
- Road Transport Act, 2013
- Work Health and Safety Act, 2011
- NSW Road Rules 2008

In addition to the above, all parties in the road transport supply chain are responsible for preventing a breach of road transport laws. This is called the Chain of Responsibility (CoR). All parties in the supply chain – consignor/dispatcher, packer, loader, scheduler, consignee/receiver, manager, as well as the driver and operator – must take positive steps to prevent a breach of the road transport mass, dimension, loading and work hours laws.

7.2 Standards and Guidelines

The following list identifies standards and guidelines that are relevant to operational traffic related activities of the ILC:

- Manual of Uniform Traffic Control Devices: AS1742.1 – Introduction and sign index; AS1742.7 – Railway crossings; AS1742.11 – Parking controls.
- Parking Facility Standards: AS2890.1 - Off-street car parking; AS2890.2 – Off-street commercial vehicle facilities; AS2890.6 - Off-street parking for people with disabilities,
- Austroads Guide to Traffic Management;
- RMS Delineation Guidelines;
- Traffic management in workplaces code of practice, Safe Work Australia;
- RMS Traffic Control at Works Sites (TCAWS).

7.3. Conditions of Project / Development Consent

CoA 6.5(b) of the Project Approval for the ILC site, requires the preparation of an Operational Traffic Management Plan as outlined below:

6.5 As part of the Operation Environmental Management Plan for the project, required under condition 6.4 of this approval, the Proponent shall prepare and implement the following Management Plans:

*(b) an **Operation Traffic Management Plan** to outline measures to minimise and manage any impacts from the operation of the project on the local road network. The Plan shall include, but not necessarily be limited to:*

i) a driver education program to ensure that heavy vehicles comply with the requirements of this approval and the commitments made in the documents referred to under condition 1.1, particularly with respect to heavy vehicle routes;

ii) movement scheduling where practicable to reduce impacts during sensitive time periods;

iii) specific measures for ensuring that all heavy vehicle operators associated with the project are aware of and implement the Plan;

iv) a system for identifying and ensuring conformance with the Plan, including conformance monitoring, procedures for implementing and monitoring corrective and preventative action, and penalties for breaches of the Plan; and

v) a continuous improvement process for assessing Plan effectiveness and implementing improvements to the Plan.

This Plan provides the overarching operational traffic management framework for the ILC site and includes measures to minimise and manage traffic impacts from the operation of the ILC on local public roads. Tenant / facility specific operational TMPs will be prepared to be consistent with this OTMP and the applicable conditions of approval.

8. Traffic Management Structure and Responsibilities

The responsibility for care and control of the 3 types of road, Public Roads, Internal Roads and Tenant Roads, which are detailed in Section 6 of this document, rests with different organisations, as follows.

- Public Roads external to the ILC site are the responsibility of the respective local Councils and RMS.
- Internal Roads are the responsibility of NSW Ports.
- Tenant Roads are the responsibility of each tenant.

Attachment 3 shows the areas that RMS, each Council, tenants and NSW Ports are responsible for.

The table below describes the overarching hierarchy and distribution of responsibilities for traffic management within the ILC precinct.

Role	Scope	Responsibility
Director-General, Department of Planning & Environment	Approval of Operational Traffic Management Plan	Approve operational traffic management plans in accordance with CoA 6.4 and 6.5(b) prior to operations commencing.
Road Transport Co-ordination Group (RTCG)	Traffic matters impacting the ILC and Local Roads	<p>To oversee and coordinate the management of traffic and road issues associated with and affected by the project. The RTCG includes representatives from NSW Ports, the Department of Planning & Environment, the RMS, Strathfield Municipal Council and Bankstown City Council. The RTCG meets quarterly and in the future will include representatives from tenanted facilities within the ILC site.</p> <p>The role of the group, as agreed as part of the RTCG terms of reference, is to address the following in relation to the ILC development:</p> <ul style="list-style-type: none"> • Proposed traffic enhancements, including intersection improvements and traffic calming measures. • Traffic Management Plans. • Share information and concerns about traffic impacts from the development, both during construction and operation. • Focus on 'local' impacts i.e. impacts on local residential streets. • Discuss and decide on strategies which could be used to mitigate these local impacts.

Role	Scope	Responsibility
		<ul style="list-style-type: none"> Recommend the way forward on the implementation of these strategies. <p>The group does not have the charter for implementing any measures, only to suggest and recommend to the relevant authorities.</p>
NSW Ports' Safety, Security and Traffic, Manager (or delegate - NSW Enfield Site Manager)	ILC Internal Roads & local Public Roads	<p>NSW Ports' representative for traffic matters associated with the site as a whole, and is responsible for:</p> <ul style="list-style-type: none"> Reviewing Site Specific Traffic Control Plans (SSTCPs) and Traffic Control Plans that impact internal road & pedestrian corridors and Tenant specific operational TMP. Monitoring compliance and making recommendations for traffic measures consistent with the requirements of this OTMP and the NSW Ports approved Tenant specific operational TMP. The safe operation of internal roads within the site. Implementing and authorising amendments to this OTMP. Arranging approval through Strathfield Council of any new or changed traffic control on the Internal Roads.
Tenant Traffic and Safety Manager(s)	Tenanted / Leased Premises, ILC Internal Road & local Public Roads	<p>Tenant's nominated representative for Traffic, Transport and Safety matters (road and/or rail), and is responsible for:</p> <ul style="list-style-type: none"> Development and implementation of Tenant Specific Traffic and/or rail Management Plans and Traffic Control Plans. Each Tenant Specific Traffic Management Plan is to include a driver education program which includes specific measures to ensure heavy vehicle drivers understand and follow the heavy vehicle routes that are to be used to and from the ILC. It also should include potential for movement scheduling to reduce traffic impacts of heavy vehicles on the surrounding road network during peak periods Ensures their individual Tenant Specific Operational Traffic and/or rail Management Plans, Traffic Control Plans and the OTMP (i.e. this document) are adhered to by all contractors, truck drivers, visitors and staff visiting or using the ILC facilities and leased premises. Ensure that each tenant's truck marshalling supervisor monitors and ensures compliance with this OTMP requirements.
Strathfield Municipal Council	Strathfield LGA	<p>Council is responsible for:</p> <ul style="list-style-type: none"> Governing the process for making changes to traffic controls and measures on public roads within the local council area Management and maintenance of local public roads Approving any new or changed traffic control on public roads and ILC Internal Roads through its Traffic Committee.

Role	Scope	Responsibility
		<ul style="list-style-type: none"> If a parking enforcement agreement is entered into between Council and NSW Ports, undertake parking enforcement services within the ILC.
Bankstown City Council	Bankstown LGA	Council is responsible for: <ul style="list-style-type: none"> Management and maintenance of local public roads Governing the process for making changes to traffic controls and measures on public roads within the local council area
Roads and Maritime Services (RMS)	For arterial roads serving the ILC	RMS is responsible for: <ul style="list-style-type: none"> Management and maintenance of the local arterial road network Governing the process for making changes to arterial road network

The primary contacts for traffic management inquiries and incidents for the ILC site are listed below:

NSW Ports Safety, Security & Traffic Manager	0410 459 439
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NSW Ports Enfield Site Manager	0421 616 300
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For emergency contact details please refer to the ILC Emergency Plan. For safety management contact details please refer to the ILC Precinct Safety Management Plan.

9. Site Specific Rules, Requirements and Principles

It is vital for the safe and efficient operation of the ILC that the following rules are adhered to by all site operators / tenants, contractors and visitors, including the adoption of these rules and requirements within tenant specific operational TMPs and Traffic Control Plans. Tenants / operators of the ILC will be required to outline what measures / sanctions are applicable to drivers who regularly breach the prescribed rules.

The key traffic management principles, rules and requirements of this OTMP, which are to be adopted by site operators / tenants of the ILC site as part of Tenant specific operational TMPs, include:

1. All transport users are to operate on the road system in a safe manner.
2. All transport users are to comply with NSW road traffic regulations within the ILC.
3. Queuing¹ and/or parking is not permitted on the internal roads (normal road rules apply to the internal roads). Queuing is only permitted within leased areas.
4. Operators are to be mindful when scheduling truck arrivals, to distribute evenly throughout the day to minimise congestion and traffic friction within the precinct and on access roads across peak times. In particular, gates and gatehouses are to be located in such a manner that trucks can be queued and processed within tenant boundaries, without obstructing traffic flow on the internal roads
5. All vehicles are to enter and exit each tenanted area and the ILC in a forward direction.
6. Wentworth Street is to be used as the primary road access to the ILC with Cosgrove Road being the secondary access. Articulated vehicles entering and exiting the ILC via Cosgrove Road during the morning and afternoon traffic peak hour periods should be discouraged by site operators.
7. Queuing and/or parking of prime movers or trailers is not permitted along Wentworth Street, Norfolk Road or Cosgrove Road for any vehicles using the ILC facility. ILC operators and tenants should also discourage parking of prime movers and trailers in the local government areas surrounding the ILC.
8. Tenanted sites vehicular access points and paths are to be located to avoid conflicts between pedestrians, light vehicles and truck movements.
9. All vehicles being loaded and / or unloaded (or awaiting loading and / or unloading) are to stand entirely within the tenanted area to avoid queuing of vehicles outside the tenanted area.

¹ For the purpose of this document, a "queue" is defined as: *One or more slow moving (less than 5kph) or stationary vehicles at any control point.*

10. All road and parking areas are only to be used for their intended purpose in order to maintain access to and within the ILC site.
11. All tenanted sites are required to provide adequate parking and loading bays within their facilities for staff, visitors and contractors in accordance with AS2890.2.
12. Garbage bins and waste recycling areas are to be designed and located within tenanted areas which allows for service vehicle access in accordance with AS2890.2.
13. All transport operators and drivers are to comply with any directions made by authorised officers of NSW Ports, Roads and Maritime Services, Strathfield Municipal Council, Bankstown City Council, Police or other authorised parties.
14. Pedestrians and cyclists accessing the internal road areas and marked road crossings are also to keep to the formal pathways and follow any applicable signage.
15. Unregistered vehicles, tenant plant and/or machinery are not permitted to access or use the internal roads.
16. All vehicles must give way to any rail rolling stock passing through rail crossings on the site and obey applicable signage including no parking or stopping of vehicles on the level crossing at any time.
17. Each tenant shall provide a Truck Access Management System to monitor and control the number of vehicles accessing the site at any one time (where traffic volumes and the frequency of truck movements dictate a requirement for such a system to comply with the requirements of this OTMP).
18. Traffic Controls (regulatory and warning signage, road markings, traffic calming devices, etc) and parking arrangements are to be maintained as fit for purpose and as designed.
19. All details relating to the timing and scope of any construction projects and road works must be communicated to NSW Ports prior to commencement.
20. Any tenant or contractor undertaking works on or affecting an internal road must provide a Traffic Control Plan to NSW Ports for review and receive permission to carry out the work prior to commencement of the work.
21. Tenants / operators must undertake an education / induction program for heavy vehicle truck drivers prior to them first accessing the ILC, to inform them of the relevant site rules and requirements outlined in this document and tenant specific operational TMPs; approved heavy vehicle routes to and from the ILC; and local conditions including speed limits, other traffic controls, pedestrian routes within the site, safety, operation procedure etc.
22. All drivers must adhere to all Parking and Traffic Controls (including load limits) on the public and internal roads. The ILC internal roads are subject to the NSW Road Rules and therefore the normal fine and penalties apply to breaches of the road rules.

23. Public roads, internal roads, pedestrian corridors and/or access points are not to be obstructed by any materials, vehicles, trailers, waste skips or the like, under any circumstances.

10. Public Transport, Pedestrian and Bicycle Access

The ILC covers a large area which accommodates the movement of a variety of vehicle types involved with various tasks. For this reason, pedestrian and bicycle access is limited throughout the ILC however, there is a need for some areas to be accessible on foot.

Pedestrians must keep to the formal footpaths and marked road crossings within the ILC. No unauthorised pedestrian access is permitted outside of designated paths. Bicycles may be ridden on the internal roads, subject to normal road rules.

Public transport is available to the site and staff are to be informed of the bus stop locations as shown in **Attachment 4**.

11. Traffic and Capacity Monitoring Programme

The ILC conditions of project approval require an ongoing monitoring program of the throughput and traffic generation of the ILC (CoA 3.6). The program is to include:

- a) Monitoring the throughput of the ILC;
- b) Monitoring the traffic generation of the ILC, the type of road transport used, the hours of traffic movements and intended road destinations;
- c) Periodic monitoring of traffic movements generated by the ILC in the area bounded by Roberts Road, Boronia Road and the Hume Highway, and on the principal road transport routes to and from the site; and
- d) A framework for recording and reporting the outcomes of the program and a system for considering data generated through the program.

In addition to these requirements, an independent traffic audit of the ILC and its impact on surrounding areas is required after the ILC reaches an annual throughput of 50,000 TEU, 150,000 TEU and 250,000 TEU (CoA 3.7).

Therefore the Traffic Capacity and Monitoring Program (TCMP) has been designed to complement the Traffic Auditing requirements.

The TCMP is made up of the following 4 components:

1. Operator Throughput

The intermodal terminal operator (HLA) manages the rail interface and is required to record TEU throughput, as measured at the rail to intermodal terminal interface. The throughput is to be reported to NSW Ports quarterly.

2. Classification Traffic Counts

NSW Ports will arrange automatic tube traffic counters to obtain 7-day, 24-hour volume and classification counts at 3 locations. These counts will provide a record of all vehicle movements into and out of the ILC, and also within the ILC, including vehicle type by hour. Proposed count locations are:

- a. Mainline Drive, east of Wentworth Street;
- b. Turnout Drive, west of Cosgrove Road;
- c. Mainline Drive, north of Turnout Drive.

3. Truck Route Survey

This survey will be undertaken by the operator (HLA as the intermodal terminal operator) and tenants, and will be coordinated by NSW Ports. The purpose of this survey is to identify traffic impact of the ILC on the surrounding road network in accordance with CoA 3.6 c).

NSW Ports will provide the operator and each current tenant with a survey form and instructions for collection of the information from drivers. An example of the survey form is attached as **Appendix A**. The information will be collected on a random sample basis across a typical business day and will be designed to ensure minimal disruption to operations and no queuing of trucks. It will collect drivers' external origin/destination, the route taken on nearby roads, the type of truck and time of arrival.

4. Road Safety Audit

NSW Ports will arrange Road Safety Audits of the internal roads, to be carried out when the ILC throughput reaches 50,000, 150,000 and 250,000 TEUs, and/or as required by any significant change to the internal road arrangements. The Road Safety Audits will be conducted in accordance with RMS Guidelines for Road Safety Audit Practice.

The following table shows the above TCMP components and their timing:

Item	Responsibility	Timing
1. Operator Throughput	Operator (HLA) to record TEU throughput data and supply to NSW Ports	Data to be recorded continuously, supplied to NSW Ports quarterly
2. Classification Counts	NSW Ports	<p>A survey within 12 months of commencement of ILC operations; and</p> <p>Surveys within 90 days of annual throughput reaching 50,000, 150,000 and 250,000 TEUs</p> <p>(Note: The initial survey within 12 months need not be conducted if the 50,000 TEU volume survey has already occurred)</p>

3. Truck Survey	Operator (HLA) and tenants, with coordination by NSW Ports	In conjunction with Item 2
4. Road Safety Audit	NSW Ports	When ILC throughput reaches 50,000, 150,000 and 250,000 TEUs, and/or as required by any significant change to the internal road arrangements

NSW Ports will report the outcomes from the surveys and audits in Items 2, 3 and 4 to the RTCG. Issues or actions arising from the surveys or audits will be discussed with the RTCG and where applicable / relevant, recommendations for implementing mitigation measures or traffic management improvements will be sought.

12. Traffic Auditing

NSW Ports will arrange traffic audits of the ILC project, which are to be undertaken by an independent qualified person(s) approved by the Director-General (CoA 3.7). The audits are to be undertaken within 90 days of:

- the ILC reaching a throughput of 50,000 TEU;
- the ILC reaching a throughput of 150,000 TEU; and
- the ILC reaching a throughput of 250,000 TEU

Container TEU throughput for the ILC is measured at the rail to intermodal interface². The throughput of the ILC will be recorded by the intermodal terminal operator (HLA) who manages the rail interface operations of the ILC. The intermodal terminal operator is required to notify NSW Ports when reaching the above container TEU throughputs. NSW Ports will undertake the traffic audits in consultation with the site operator and tenants.

The audit will use the outputs from the Traffic Capacity and Monitoring Program (TCMP) to:

- a) Assess the traffic performance of the project against the predictions made in the Environmental Assessment (EA) documentation of the Project Approval. Specific consideration will be given to Chapter 7 of Volume 1 of the EA (SKM October 2005); Appendix B of Volume 2 of the EA (dated 5 July 2005); Preferred Project Report (SKM June 2006), specifically Appendix E (page 462 of 484); and the IHAP Report (October 2006), specifically Section 5.
- b) Consider the effectiveness of the traffic management measures implemented by NSW Ports, ILC operators and tenants. For the purpose of this item, traffic

² CoA 1.5 of the Enfield ILC Project Approval MP 05_147

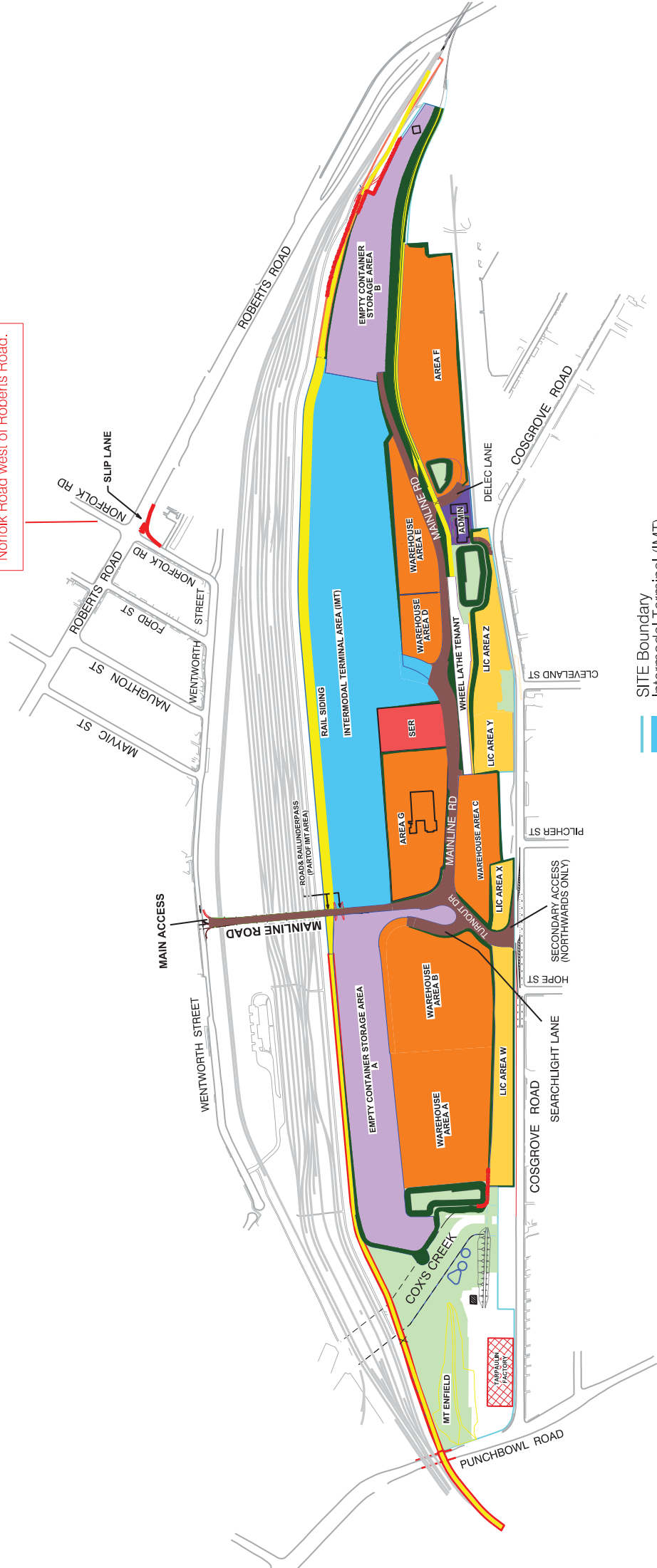
management measures include this OTMP; driver education programs conducted by the operator and tenants to ensure that heavy vehicle drivers follow the heavy vehicle routes to and from the ILC and use Wentworth Street as the primary access; traffic and parking controls on the internal and tenant roads; traffic controls at the Cosgrove Road and Wentworth Street ILC access points; and traffic controls at the intersection of Norfolk Road and Roberts Road.

- c) A summary of any non-compliance with the traffic predictions, principal heavy vehicle routes or local area traffic management measures outlined in the EA documentation of the Project Approval (as identified in point a) above), or specific conditions of the Project Approval.
- d) Consideration of traffic-related issues raised by the stakeholders of the Road Transport Coordination Group, including the RMS and local Councils.
- e) Consideration of the traffic-related complaints recorded in NSW Ports or tenant / operator Complaints Registers.
- f) A summary of the findings and recommendations with respect to the traffic performance of the ILC project and the identification of any additional measures that may be required to manage traffic associated with the ILC.
- g) The identification of measures that would need to be implemented, should non-compliances be identified under point c). This will include details of who would implement these measures; when these measures would be implemented; and how the effectiveness of these measures would be measured.

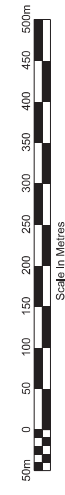
The above matters will be summarised in a Traffic Audit Report to outline the process and matters considered during the audit. The Traffic Audit Report will be submitted to the Director-General as required under Condition 3.8 of the Project Approval.

Attachment 1: Indicative Layout of Enfield ILC (SEDP205)

No Heavy Vehicle access to Norfolk Road west of Roberts Road.

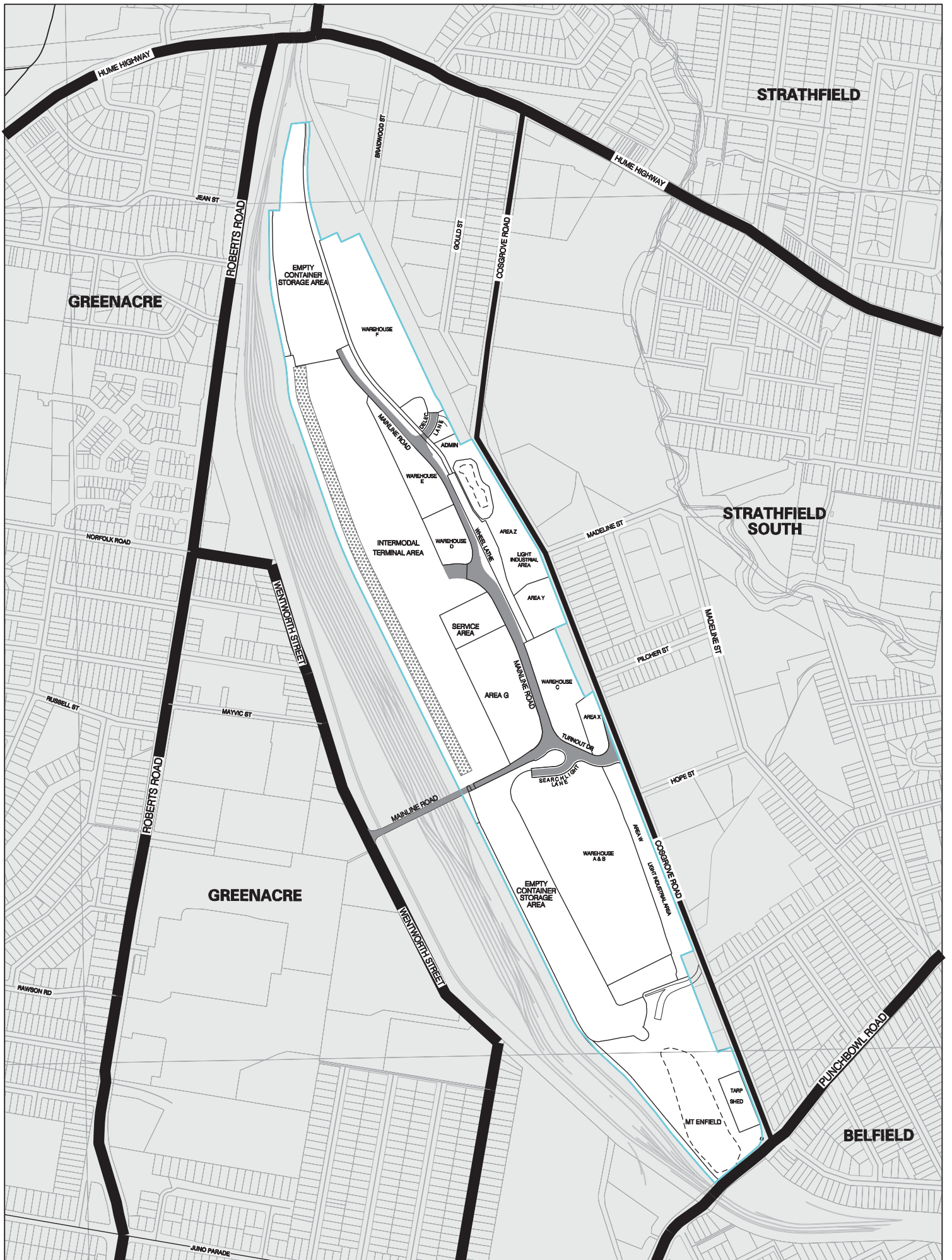


- SITE Boundary
- Intermodal Terminal (IMT)
- Empty Container Storage (ECS)
- Warehouse Area
- Light Industrial/Commercial (LIC) Area
- Vacant Landscaping Area
- Common Roads & Pedestrian Corridor
- Vegetated Batters
- Administration
- Services Area (SER)
- Rail Corridor
- Level Crossing



PLAN LIMITATION STATEMENT
 This plan has been prepared for the use only of Sydney Ports Corporation for a specific purpose. It is not to be used for any other purpose, and is not to be relied upon for any other purpose. This plan should not be relied upon for any other purpose. This plan may not contain sufficient information for any other purpose.
THIS NOTE IS AN INTEGRAL PART OF THIS PLAN
NOTE: STATED MEASUREMENTS ARE INDICATIVE
ONLY AND SUBJECT TO SURVEY

Attachment 2: Public and Internal Roads (SEDP220)



PLAN LIMITATION STATEMENT

This plan has been prepared in accordance with accepted practice for the use only of Sydney Ports Corporation for a specific purpose. No Warranty or representation, expressed or implied is made to any other party regarding this survey and plan. This plan should not be relied upon for any other purpose or use by any party including Sydney Ports Corporation as this plan may not contain sufficient information for that purpose or use.

THIS NOTE IS AN INTEGRAL PART OF THIS PLAN
 NOTE: STATED MEASUREMENTS ARE INDICATIVE ONLY AND SUBJECT TO SURVEY
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— NSW PORTS BOUNDARY



NSW Ports

ENFIELD ILC
 INTERNAL AND LOCAL PUBLIC ROADS
 SEPTEMBER 2014

PLAN SCALE: 1:7000 AT AS SIZE

DRAFTED BY: N.C.

PLAN PRODUCED ON MGA GRID

DATE: 4.8.14

PLAN NO:

SEDP220B

Attachment 3: Areas of Responsibility



- Tenant Managed Area
- RMS Controlled Roads
- NSW Ports (ILC) Internal Roads

- Strathfield LGA
- Bankstown LGA
- Canterbury LGA

TRANSPORT AND URBAN PLANNING
TRAFFIC, TRANSPORT & PROJECT
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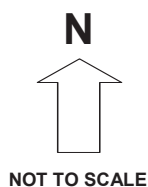
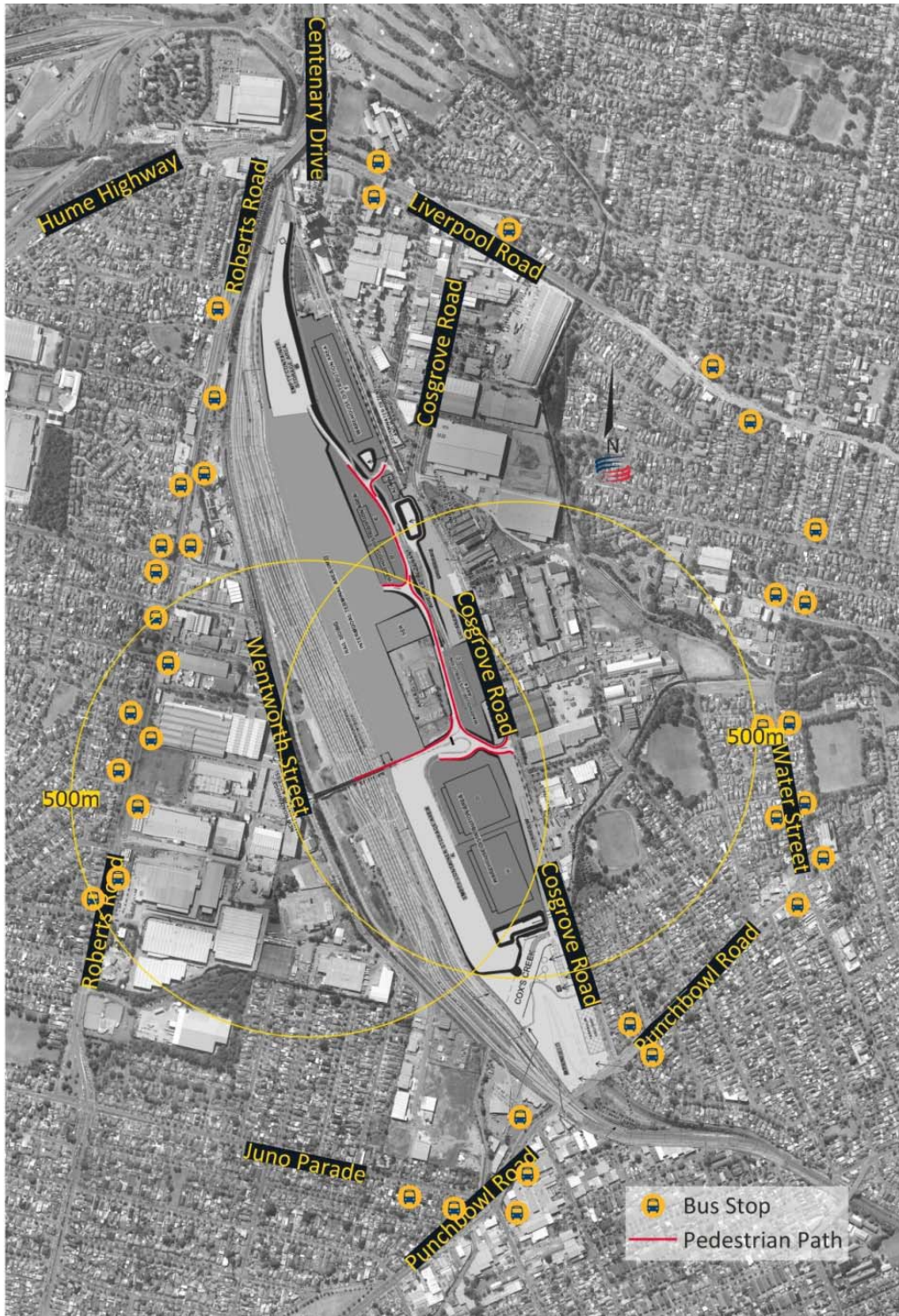


FIGURE X
 INTERMODAL LOGISTICS CENTRE,
 ENFIELD
AREAS OF RESPONSIBILITY

JOB NO. 14096

Attachment 4: Public Transport - Bus stops in proximity to ILC



Appendix A – Truck Route Survey

TRUCK ROUTE SURVEY FORM – ENFIELD ILC

TRUCK ROUTE SURVEY INSTRUCTIONS

The survey will be done on (day / date), from (time) to (time).

The survey is to be a random sample and is to be done as a truck enters a site. Survey no more than one driver about every 15 minutes (i.e. 4 per hour, maximum). If fewer trucks operate than this, survey as many as possible, but do not delay any vehicles. If a truck makes repeated trips, you can survey it multiple times, as long as the sample is random.

Do not survey cars, utes, crew cab utes, vans, 4wd's and minibuses.

Be courteous and friendly. Explain what you're doing if asked.

Do not survey a driver if there is any queuing behind him.

Do not survey a driver if they are unco-operative, do not react to them, just wave them on.

The typical approach should be:

“Hi, we're doing a random survey of drivers for NSW Ports today to determine the truck route taken to and from the site and your origin and destination. We only have a few questions and we won't be identifying you or your truck. Is that okay?” (Smile, chat if appropriate).

Complete the survey questions 1 to 4. Have laminated truck route map on hand to show and assist drivers in selecting the Route No.

Count number of axles and check if truck is rigid or articulated. Then write the Class number from sample sheet. If unsure, use closest match.

Record approximate time of day.

TRUCK ROUTE SURVEY FORM – Enfield ILC

Location (Site/Tenancy): _____ Page No: _____

Date: _____ Surveyor's Initial: _____

Q1. What was your origin (suburb): _____

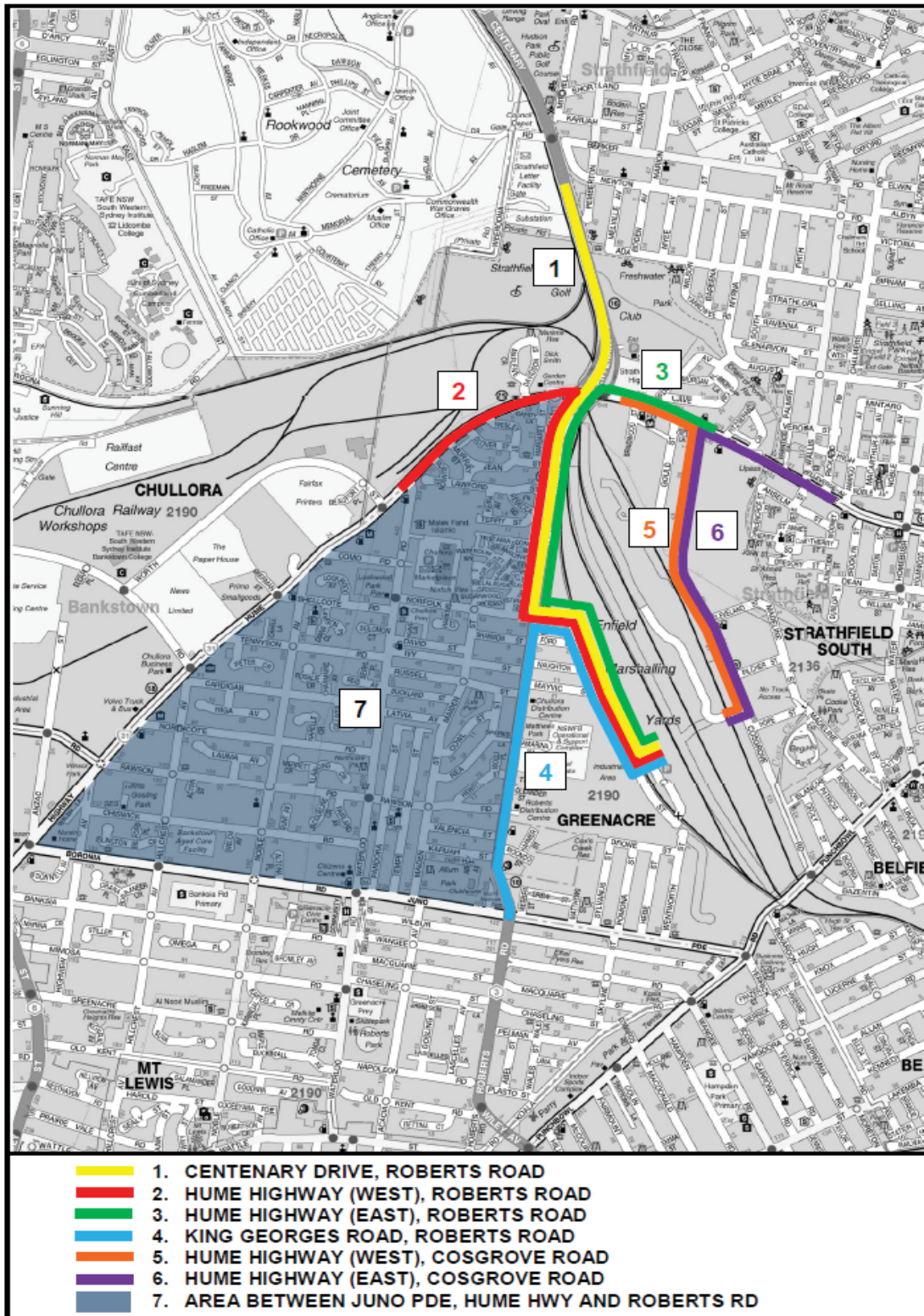
Q2. Which way did you come to the site (select from map) Route No: _____

Q3. What is your destination when leaving the site (suburb): _____

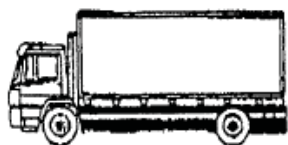
Q4. Which way will you be going (select from map) Route No: _____

Comments: _____

Truck Class No. _____ Time: _____



Truck Classification Examples



Class 3
Two Axle Truck



Class 4
Three Axle Truck



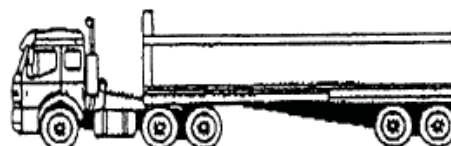
Class 5
Four Axle Truck



Class 6
Three Axle Articulated Vehicle



Class 7
Four Axle Articulated Vehicle



Class 8
Five Axle Articulated Vehicle



Class 9
Six Axle Articulated Vehicle



Class 10
B Double



Class 11
Double Road Train



Class 12
Triple Road Train