Long Term Train Support Facility Depot Modification Project, Hexham Construction Traffic Management Plan

Version Control

VERSION	DATE	REVIEWED	AUTHORISED
1.0	06/09/2022	Rachel Lauritzen	Rachel Lauritzen Digitally signed by Rachel Lauritzen Date: 2022.10.27 08:34:57 +10'00'

Contents

1 Introduction

This Hexham Train Support Facility Depot Modification Construction Traffic Management Plan (CTMP) has been developed to supplement the Construction Environmental Management Plan (CEMP) as required by relevant conditions of approval included in State Significant Infrastructure Approval MP07_0171 Modification 2 (the Approval). The Approval was issued by the Department of Planning and Environment in September 2022.

The original CTMP, Long Term Train Support Facility, Hexham – Construction Traffic Management Plan (SECASolution, 2014), was originally developed by SECAsolution and approved as part of the Hexham LTTSF construction project. The original CTMP was developed in consultation with the Roads and Maritime Authority (TFNSW) and Newcastle City Council (NCC) with approval issued by TFNSW on the 7 February 2014.

As the original CTMP was not an Aurizon branded document its contents have been transposed to this CTMP and updated for use in the Depot Modification project (the Project) as permitted by the Approval.

The Project consists of construction and operation of the following:

- Depot and ancillary civil and stormwater structures;
- Shed; and
- Wagon stowage area.

The purpose of this CTMP is to provide the procedures to be followed for the identification, protection (including monitoring) and management of traffic impacts during the construction of the Project. It provides all employees and contractors with a clear description and understanding of responsibilities and requirements regarding construction activities as they peTfNSWin to traffic.

1.1 Authority Requirements

The relevant conditions of approval have been addressed as part of this CTMP and are detailed below in Table 1-1.

Table 1-1– Table of responses to Ministers Conditions of Approval

MCoA	Requirements	Where addressed
C32.	The Proponent shall not affect or alter any existing access routes currently in place between the OEH (NPWS) and landowners to the Hexham Swamp Nature Reserve, unless otherwise agreed to by the NPWS and landowners.	Refer to Sections 3.9 and 4. Permanent access is available and will be maintained during the period of construction. The anticipated volume and movement of construction traffic is not expected to impact the safe and regular passage of all relevant stakeholders.
C36.	The SSI shall be designed to not preclude the location of identified future proposals, including the future Richmond Vale Rail Trail and the F3 Freeway to Raymond Terrace upgrade. In particular, any changes to the F3 Freeway to Raymond Terrace upgrade concept design, necessitated by the SSI, shall be at the Proponent's cost except where those changes are as a result of works outside of the F3 Freeway to Raymond Terrace footprint identified in B1.	The layout of the site does not preclude future upgrades to the road network e.g. F3 to Raymond Terrace or the Richmond Vale Rail Trail. These routes have been plotted and allowed for within the original TSF development footprint.
E41.	The Proponent shall engage an independent and qualified person(s) to prepare Road Dilapidation Reports for the Tarro Interchange prior to their use by construction heavy vehicles. The report shall assess the current condition of the road and describe mechanisms to restore any damage that may result due to traffic and transport related to the construction of the SSI. The	Aurizon shall engaged a suitably qualified consultant to complete a Dilapidation survey prior to construction and as suggested by the Conditions of Consent.

MCoA	Requirements	Where addressed
	Report shall be submitted to the relevant road authority(ies) for review prior to use of the roads for construction. Following completion of construction, a subsequent report shall be prepared to assess any damage caused by the construction of the SSI. The Proponent shall ensure that any measures to restore or reinstate roads affected by the construction of the SSI are undeTfNSWken in a timely manner, in accordance with the requirements, and to the satisfaction, of the relevant road authority(ies), and at the full expense of the Proponent. Any pavement failures arising from construction traffic that result in safety concerns for other road users, shall be repaired in accordance with the relevant road authority's specifications no later than 48 hours following notification by the relevant road authority. The Proponent must ensure that Road Dilapidation Reports are prepared prior to commencement of construction of the Turning Angle Works.	
E45.	Construction traffic shall not be permitted to access the SSI site via the New England Highway/Woodlands Close intersection at any time, except in accordance with condition E47, or unless otherwise approved by TFNSW.	Refer Sections 3.4. All construction traffic gain access via the access off Anderson Drive at the Tarro interchange. No vehicles will access via Woodlands Close.
E46.	Construction heavy vehicle traffic shall not utilise Anderson Drive between Woodberry Drive and its intersection with the New England Highway near Glenwood Drive, Tarro, unless otherwise approved under the Construction Traffic and Access Management Plan required by condition E63 (a).	Refer to Section 3.4 All heavy vehicle movements will be directed along the New England Highway directed not to access the site via Anderson Drive through Woodberry unless approved under this CTMP. Drivers will be briefed with regard to access routes to ensure compliance. Anderson Drive is not an access route to be used by heavy vehicle traffic servicing the project.
E48.	During construction of the SSI, the Proponent shall take all feasible and reasonable measures to minimise impacts on intersection performance and maintain the existing levels of service. Where modifications to intersections are required to maintain intersection performance, the Proponent shall obtain the necessary approvals from the relevant road authority.	Refer Section 1.3 The traffic movements associated with the construction traffic will have a minimal impact upon delays at the site access on Tarro interchange. As discussed above, it is not intended to use Woodlands Close for access to the site.
E50.	The Proponent shall ensure as far as practicable that construction heavy and oversized vehicles associated with the construction of the SSI adhere to nominated haulage routes identified in the Construction Traffic and Access Management Plan (condition E63 (a)).	Refer Section 3.4 Drivers will be inducted to the site as required and this induction will include briefing on access routes. Toolbox meetings will also be utilised to highlight access routes and ensure conformance.
E51.	The Proponent shall ensure as far as practicable that all construction vehicles using public roads are maintained to prevent any loss of load, whether dust, liquid or soils.	Refer Sections 3.4 Drivers will be inducted to the site as required which will include briefing on vehicle maintenance requirements and covering of loads. Toolbox

MCoA	Requirements	Where addressed
		meetings will also be utilised to ensure conformance.
E52.	Safe pedestrian and cyclist access through or around worksites shall be maintained during construction. In circumstances where pedestrian and cyclist access is restricted due to construction related activities, a feasible and reasonable alternate route shall be provided and signposted.	All construction traffic shall use existing access roads similar to operational traffic that currently uses the route. An insignificant number of additional vehicles is proposed along the existing and established access route.
E53.	Access to private property shall be maintained during construction, unless otherwise agreed with the property owner in advance. Where access to a property is to be affected by construction of the SSI, the Proponent shall provide an alternative access of a standard that is at least equivalent to that currently existing and meets relevant road safety standards, prior to commencement of construction, unless otherwise agreed with the property owner. Details for provision of altered access shall be determined in consultation with the landholder.	Refer Section 4. Any alternate routes during this period will be consulted with the property owners and agreed. Access through the construction zone will be under escort to ensure safety of property owners. All landowner access will be maintained during construction and an escort vehicle will be provided if required. Newsletters and letterbox drops will be provided to provide regular updates on access routes through the site.
E54.	Subject to agreement with the relevant landowner, a landowner's access that is physically affected by the SSI shall be reinstated to at least an equivalent standard upon completion of construction of the SSI, in consultation with the property owner.	Refer Section 4. It is not envisaged any neighbours will be impacted by this construction activity.
E63a	A Construction Traffic and Access Management Plan to manage construction traffic and access impacts of the SSI and minimise disruptions to local traffic movements. The Plan shall be developed in consultation with the relevant road authority(ies) and include, but not necessarily be limited to:	Refer to Sections 1 and 3 The traffic management plan has been developed to minimise impacts on local roads with all heavy vehicles travelling along the New England Highway.
(i)	identification of construction traffic and haulage routes and quantification of projected construction traffic volumes (including light, heavy and over dimensional/over mass sized vehicle movements, and spoil haulage),including any necessary route or timing restrictions on oversized loads. Construction traffic volumes and haulage routes should be detailed for the proposed T-intersection at the Tarro Interchange and New England Highway/Woodlands Close;	Refer Section 1 and 3 Traffic volumes have been determined for construction of the Project.
(ii)	details of the construction program for the T-intersection at the Tarro Interchange and construction access road connecting the intersection to Woodlands Close;	Tarro Interchange has been completed.
(iii)	a description of the site access arrangements for light, heavy and oversized vehicles prior to and upon completion of the T-intersection at the Tarro Interchange and construction access road connecting the intersection to Woodlands Close;	The Tarro Interchange has been completed. Proposed vehicle movements are consistent with existing operational, ARTC and public traffic movements. If oversized vehicle movements are required consultation with TFNSW will be undertaken prior to movements occurring. No additional access arrangements are required.
(iv)	a Vehicle Movement Plan and Traffic Control Plans;	Refer Section 3 and Appendix A and B.

MCoA	Requirements	Where addressed
(v)	a protocol for minimising the cumulative construction traffic impacts of the SSI and proposed ARTC Hexham Relief Roads project, prepared in consultation with ARTC;	Consultation was undertaken with ARTC to minimise cumulative traffic impacts during the HRR and TSF construction period. As the HRR project has now been completed no cumulative impacts during the Project construction period is expected to occur.
(vi)	methods for advising motorists of construction activities at the T-intersection on Anderson Drive (Tarro Interchange);	The T-intersection on Anderson Drive off the Tarro Interchange has been completed as part of the original TSF construction period. No advising of motorists is required. No advising of motorists is required.
(vii)	details of the traffic management measures and key warning signage to be installed at the T-intersection on Anderson Drive (Tarro Interchange);	The T-intersection on Anderson Drive off the Tarro Interchange has been completed as part of the original TSF construction period. No advising of motorists is required. No advising of motorists is required.
(viii)	construction staff parking requirements and the location(s) of proposed parking facilities;	Staff will utilise existing onsite parking.
(ix)	details of all temporary road closures and detours and measures to minimise impacts on local traffic;	We do not anticipate road or lane closures. In the event of oversized loads these will be managed in consultation with TFNSW under escort and are envisaged to not require the closure of lanes.
(x)	a description of any proposed changes to pedestrian access at Woodlands Close, including measures to minimise impacts on pedestrian access;	No change to existing pedestrian access at Woodlands Close. Aurizon does not anticipate road or lane closures of Woodlands close and New England Highway. In the event of oversized loads these will be managed in consultation with TFNSW under escort and are envisaged to not require the closure of lanes.
(xi)	a driver code of conduct; and	Refer to Section 3.10 and Appendix B. A driver code of conduct will issued to all personnel on site and toolbox meetings will reinforce these requirements.
(xii)	mechanisms for the monitoring, review and amendment of this plan.	Refer to Section 5. Routine co-ordination meetings will be held between Aurizon and the Principal Contractor personnel. OH&S briefings will reinforce expected behaviour and controls, together with toolbox meetings and weekly site meetings for personnel.

1.2 Regional Context

The Hexham Train Support Facility (TSF) is located off Anderson Drive adjacent to the Great Northern Railway. The Project site is currently vacant and is adjacent to the existing Combined Maintenance Facility and carpark. The site location is shown below in Figure 1-1.

Figure 1-1 Subject Site and surrounding road network

The New England Highway (H9) in the vicinity of the site is the major road providing a connection between Maitland and the Hunter Valley to the north and Newcastle to the south. It provides two lanes of travel and operates under a posted speed limit of 80 km/h adjacent to the project site. This section of the New England Highway forms part of the State and Regional road network and as such carries a significant volume of both interstate and regional traffic flows. Whilst Newcastle City Council are the road authority for this road, concurrence for works on or adjacent to this road is required from the Transport for NSW (TFNSW).

The Tarro grade separated interchange was constructed and completed by the TFNSW in 2015 to allow for local, safe access to Tarro and Beresfield and is located to the north of the site. This interchange allows for all turning movements on and off the New England Highway, with acceleration and deceleration lanes provided for the connection to the highway to ensure road safety is maximised. Road safety at this location is adequate, with the opposing movements on the highway separated by a median and safety barriers and good visibility allowing vehicles to safely diverge and merge onto the highway.

To the immediate east of the Tarro interchange is the intersection of the highway and Woodlands Close. The intersection of Woodlands Close and the New England Highway is substandard, with no turn lane for vehicles turning left into the side road. This intersection has not been used by Aurizon for some time and will not be used for this construction activity.

1.4 Traffic Volumes

Traffic data has been sourced from the Aurizon (Better Transport Futures) report dated November 2013 as well as the UHVA report dated October 2013. Data from 2018 has been sourced from the TFNSW Station 05001. The following summary of traffic movements is provided:

Table 1-2 Summary of traffic flows

Location	Morning peak	Afternoon peak	Daily flows	Data date
New England Highway at Tarro interchange	4,574 vehicles per hour 2-way	5,075 vehicles per hour 2-way	48,245 (based on peaks representing 10% of daily flows)	2013
Anderson Drive	615 vehicles per hour 2-way	772 vehicles per hour 2-way	6,935 (based upon peaks representing 10% of daily flows)	2013
Pacific Highway (Station #05001)	N/A	N/A	50,371 (26,402 north & 27,558 south)	2018

2 Construction Activities

2.1 Access

All access to the TSF and Project site is via the existing permanent access road off the Tarro interchange consistent with existing operational practices.

Oversized vehicles are not required for this project. Should there become a requirement for the movement of oversized loads, they will be managed in accordance with TFNSW and NCC requirements which could include access restricted to night time only.

2.2 Construction Traffic Numbers

Estimated construction traffic numbers and daily movements associated with the various elements of the construction work are detailed in Table 2-1 and 2.2 respectively below.

Table 2-1 – Construction traffic taken from PC tender submission

Task Name	Truck movements	Daily truck movement
Mobilisation - Facilities	6	
Mobilisation - Temp fencing	1	
Site Establishment - connect water and power	2	
Civil Works - Plant Float	2	
Civil Works - Deliver sedimentation controls	1	
Civil Works - Stockpile	35	10
Civil Works - Fill	20	10
Civil Works - Subsoil Delivery	20	10
Civil Works - Base course Delivery	20	10
Civil Works - Spray Seal	3	
Demobilisation - Plant	2	
Material Deliveries - Civil Stormwater	5	
Material Deliveries - Water and stormwater	5	
Material Deliveries - Electrical and Comms	5	
Material Deliveries - Sewer	5	
Material Deliveries - Raft slabs	50	20
Material Deliveries - Structural steel	6	
Material Deliveries - wall framing, bracing & trusses	6	
Material Deliveries - Roofing	3	
Material Deliveries - Windows	3	
Material Deliveries - Wall cladding	2	
Material Deliveries - Rainwater tank & downpipes	3	
Material Deliveries - mechanical services	6	
Material Deliveries - insulation to walls	1	
Material Deliveries - Plasterboard	2	
Material Deliveries - ceiling grid	2	
Material Deliveries - Tiles	1	
Material Deliveries - Door frames and doors	2	
Material Deliveries - Joinery	3	
Material Deliveries - Toilet partitions	1	

Task Name	Truck movements	Daily truck movement
Material Deliveries - Bathroom fixtures & fittings	1	
Material Deliveries - Flooring	2	
Material Deliveries - FF&E	5	
Demobilisation - Temp fencing	1	
Demobilisation - Facilities	6	
Total	**238**	

2.3 Timing

A summary of the construction timing is provided in Table 2-3 below.

Table 2-2 – Summary of construction timing

Element	Commencement	Finish
Mobilisation	November 2022	November 2022
Commencement	November 2022	November 2022
Material Import	November 2022	Q1 2023

2.4 Working Hours

Normal work hours for the site will be between 7.00 AM and 6.00 PM Monday to Friday and 8.00 AM to 1.00 PM Saturday, as approved in condition E18 of the MCoA.

No construction work is scheduled for Sundays or Public Holidays.

Construction activities (including the delivery of materials) outside of the prescribed construction hours identified in condition E18 may be undertaken in the following circumstances:

- Construction works where the cumulative air-borne noise generated is:
  - no more than 5 dB(A) above the rating background level at any residence in accordance with the *Interim Construction Noise Guideline* (DECC, 2009); and
  - no more than the noise management levels specified in Table 3 of the *Interim Construction Noise Guideline* (DECC, 2009) at other sensitive receivers;
- where a negotiated agreement has been reached with affected receivers as the prescribed noise and vibration levels cannot be achieved;
- for the delivery of materials required outside these hours by the NSW Police Force, TFNSW or other authorities for safety reasons;
- where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or
- works approved through an EPL (including rail possessions) and in accordance with an out-of-hours works procedure.

2.5 Construction staff numbers

A maximum of 15 construction related personnel are expected to be based on site for the duration of the project. All personnel will utilise the existing onsite Aurizon facilities.

3 Traffic Control Plan (TCP)

3.1 General

This TCP has been prepared with reference to the Transport for NSW Traffic Control at Work Sites Manual 2022 Edition. The plan covers the access requirements to the site and the safe passage of vehicles in and out of the subject site via the Tarro interchange.

At all times the Transport for NSW Traffic Control at Work Sites Manual 2022 Edition must be adhered to. Please refer to the Manual for traffic control matters not listed in this report.

3.2 TFNSW Existing traffic conditions on Tarro interchange

- 60km/hr Speed limit;
- Peak AM and PM traffic in the order of 620 and 780 vehicles per hour two-way adjacent to site
- Work Site located off Anderson Drive
- No restrictions to access to adjacent properties are to be created by the works.

3.3 Cyclists and Pedestrians

There are no footpaths for pedestrians along either side of Anderson Drive and cyclist movements along Anderson Drive are catered for within the road carriageway. The project does not impact on existing cycle access along these roads.

3.4 Traffic Control Considerations

The factors that have been considered for this project:

1. During the construction work all vehicles (excluding oversized vehicles) will access the site off Anderson Drive
2. When vehicles are not in use all construction workers light vehicles will be parked within the existing TSF light vehicle car park area.
3. Light and heavy vehicles arriving from Newcastle will make a left turn off the New England Highway onto Anderson Drive then turn right onto the access road via the Tarro interchange
4. Light vehicles arriving from Maitland direction will turn left off New England Highway and then left into Anderson Drive. They will then turn right into Anderson Drive and complete a U-turn at the head of the cul-de-sac. Drivers will then turn left out of Anderson Drive onto the Tarro interchange and then turn left into the access road.
5. Heavy vehicles from Maitland direction will proceed along the New England Highway to traffic signals at Hexham Bridge. The vehicles will turn left at the traffic signals under the Hexham Bridge and complete a U-turn at the designated U-turn facility. They will then turn right out of the U-turn facility controlled by the traffic signals and drive along the New England Highway. They will then turn left into Anderson Drive and then right into the access road to the site.
6. All vehicles exiting the site will turn left out of the access road and then merge with the through traffic movements and join the New England Highway:
    - For traffic heading towards Maitland they will proceed along the New England Highway;
    - For traffic heading towards Newcastle, they will proceed along the New England Highway and use the existing U-turn facility to the north-east of interchange with John Renshaw Drive. They will then head south along the New England Highway towards Newcastle.
7. Anderson Drive between Woodberry Drive and its intersection with the New England Highway will not be used by heavy vehicle traffic servicing the project.
8. All loading/delivery will be completed within the site
9. There will be no change to the speed zone along the New England Highway or Anderson Drive for the duration of the construction works
10. Pedestrian and cyclist considerations – there is no change to the existing situation

11. Location of machines/personnel on-site relative to roadway;
12. Access to/from Work Site;
13. Timing of works, and
14. Safety of road users and site personnel.

The TFNSW Traffic Control at Worksites 2022 manual recommends safety barriers are considered if:

- The location will continue to be a work area for longer than two weeks. (Applicable)
- Traffic speeds are likely to be greater than 80 km/hr. (Not applicable)
- AADT exceeds 5000 vehicles for traffic lane nearest the works. (Not Applicable)
- The work area is less than 3 metres clear of traffic on straights
- (less on tight curves) (Not Applicable)
- Personnel do not have other protection, such as operating plant. (Not Applicable)

As the works are more than 3 metres from the edge of the road, there is no requirement for safety barriers to be installed for the construction work.

The local speed zone limits of 60 km/hr on Anderson Drive is considered acceptable as the construction works are all contained within the site.

Oversized loads, where required, will be managed under a separate and specific approval for such traffic movements. Prior to any oversized loads being planned Aurizon will consult with TFNSW and Newcastle City Council to seek the required approvals, and notify the DP&I in advance as required. Aurizon will also consult with the adjoining property owners, residents, relevant authorities and community members as required.

Aurizon and the Principal Contractor (Hutchies) will attend regular Project Coordination meetings as well as carry out regular formal and informal consultation.

Aurizon and Hutchies will attend weekly Project Coordination Meetings and Daily Project Review Meetings. The Project Control Group, which includes Aurizon and Hutchies Project Managers, will attend fortnightly Project Coordination Meetings. All levels of project coordination will maintain constant contact and carry out daily informal discussions. Aurizon and Hutchies Teams, including Superintendents, environmental personnel, and safety personnel, will attend daily meeting and maintain constant contact in their area of responsibility.

3.5 Traffic Impact

During the construction work there will be some 80 vehicles movements per day

3.6 Proponent Contact Details

Project Manager:	Rachel Lauritzen
Mobile:	0429 220 742
E-mail	Rachel.Lauritzen@aurizon.com.au

3.7 TCP Approval

The TCP will be submitted to the road authority for review and approval upon any major revision resulting in a material change to the approved pre-existing controls or change in the scope of works in consultation with the Environmental Representative (if required to be engaged). Details for lodging these TCPs and the CTMP are:

Contact	Details	Comment
City of Newcastle Council	The City of Newcastle City Administration Centre 282 King Street Newcastle NSW 2300 Fax: 02 4974 2222	
Transport for NSW	Fax 02 4924 0347	TCP and Application required to be completed and faxed Transport for NSW (TFNSW), Newcastle, at least 2 weeks prior to the commencement of Works.

This Traffic Control Plan was originally developed and approved as part of the Hexham TSF construction project. This plan has been updated to address the requirements of the Project and reflect the completion of the Tarro interchange and ARTC HRR projects. The controls detailed in this plan have been prepared and reviewed by suitable qualified professionals as part of the Hexham TSF project in accordance with the TFNSW Traffic Control at Work Sites Manual 2022 edition.

3.8 Property Owner Consultation

Consultation with property owners about access through the site, along with other residents and members of the community will be consulted with in accordance with the Community Consultation Management Plan.

Property owners that have access through Aurizon land will be consulted with to minimize the impact during construction. Agreements will be reached on any changes to the current access arrangements.

Communication techniques will include pamphlets and letters via letterbox drops, newspaper articles in local papers, the project website and community forums. A complaint number and email address has been established for the project. These will be managed in accordance with the Community Consultation Management Plan.

3.9 Driver Code of Conduct

A Driver Code of Conduct is in place for the project. A copy of the code is provided in Appendix B.

Noise impacts will be mitigated through the Construction Noise and Vibration Management Plan.

All personnel will be required to attend a site induction and show competence in the safety, quality and environmental requirements of the project. The induction, among other aspects, specifically includes vehicle maintenance requirements and covering of loads. The induction also includes site access routes and specifically makes reference that Anderson Drive between Woodberry Drive and its intersection with the New England Highway will not be used by heavy vehicle traffic servicing the project.

Site toolbox talks will also be carried out for site personnel and vehicle drivers at various stages throughout the project, which will be at least daily. The toolbox talks will be carried out by senior site staff which will include site access routes and specifically makes reference that Anderson Drive between Woodberry Drive and its intersection with the New England Highway will not be used by heavy vehicle traffic servicing the project.

Vehicle requirements are also provided the Construction Air Quality Management Plan.

4 Access to adjacent properties

4.1 Construction Access

Access for adjacent land owners will be maintained throughout the construction process at all times, with access provided via the existing site access road located off the Tarro interchange. Details of access for the following land owners is provided below:

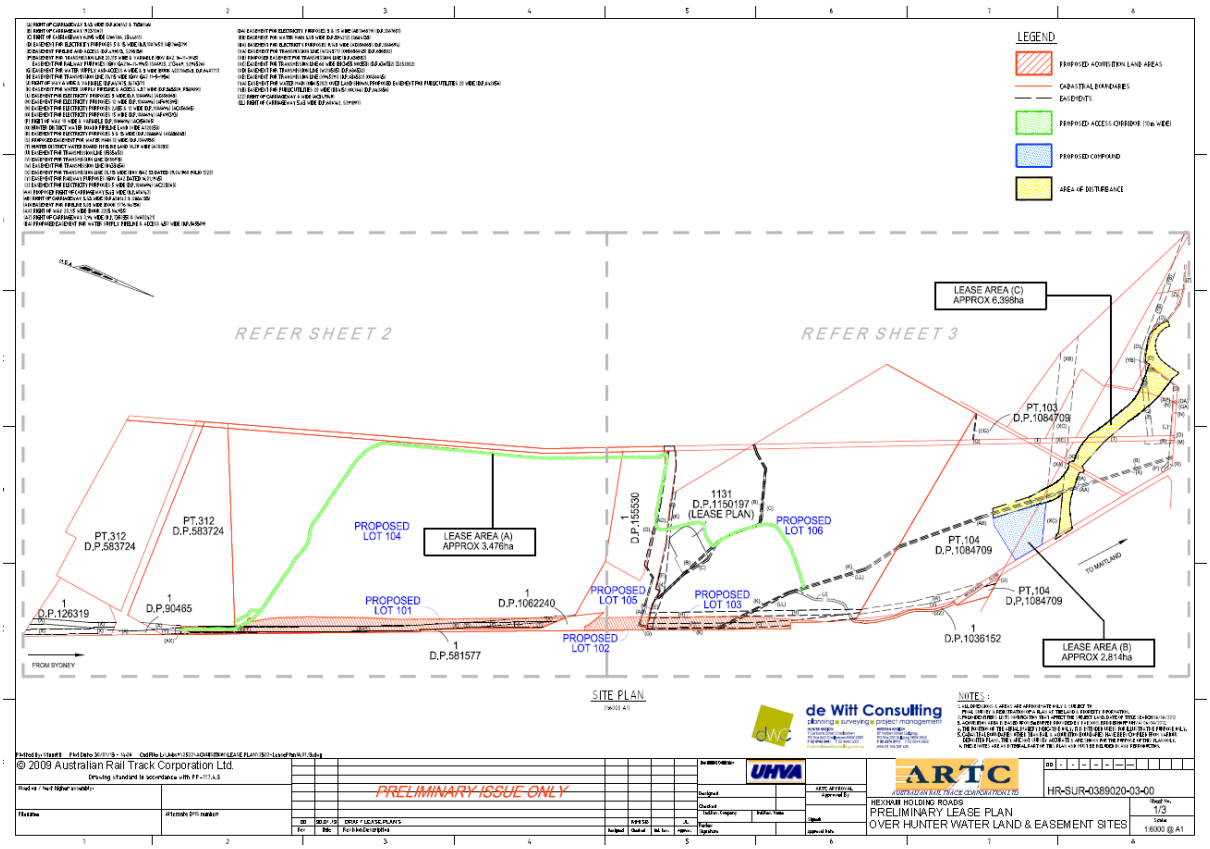
- Access to Brancourts treatment works
- Access to Hain's property
- Access to ARTC access road

4.2 Operational Access

No change is expected to the existing access road conditions post completion of the Project.

Subject to agreement with the relevant landowner, any landowner's access that is physically affected by the project will be reinstated to at least an equivalent standard upon completion of construction of the project, in consultation with the property owner.

Figure 4-1 – Access plan for access to Smith property (shown in pink)



5 Review and Amendment of the CTMP

The project is due to be less than 6 months. Should there be a requirement for a review the following will be considered:

- Client, site personnel and agency comments;
- Audit findings;
- Environmental monitoring records;
- Complaints;
- Incident reports;
- Corrective actions taken;
- Environmental non-conformance;
- Changes in organisational structure;
- Changes in construction methodology; and
- Changes in legislation and standards.

The Adviser Environment or (if required to be engaged, Environment Representative will review the compliance reports and any proposed updates to the CEMP. The Aurizon Adviser Environment, or Environment Representative if required to be engaged, has authority to approve/reject minor amendments to the CEMP. Minor amendments are changes that do not have a detrimental effect on the environment or increase the risk profile. Major changes to the CEMP will require approval of the Director-General.

Appendix A. Vehicle movement plans and access

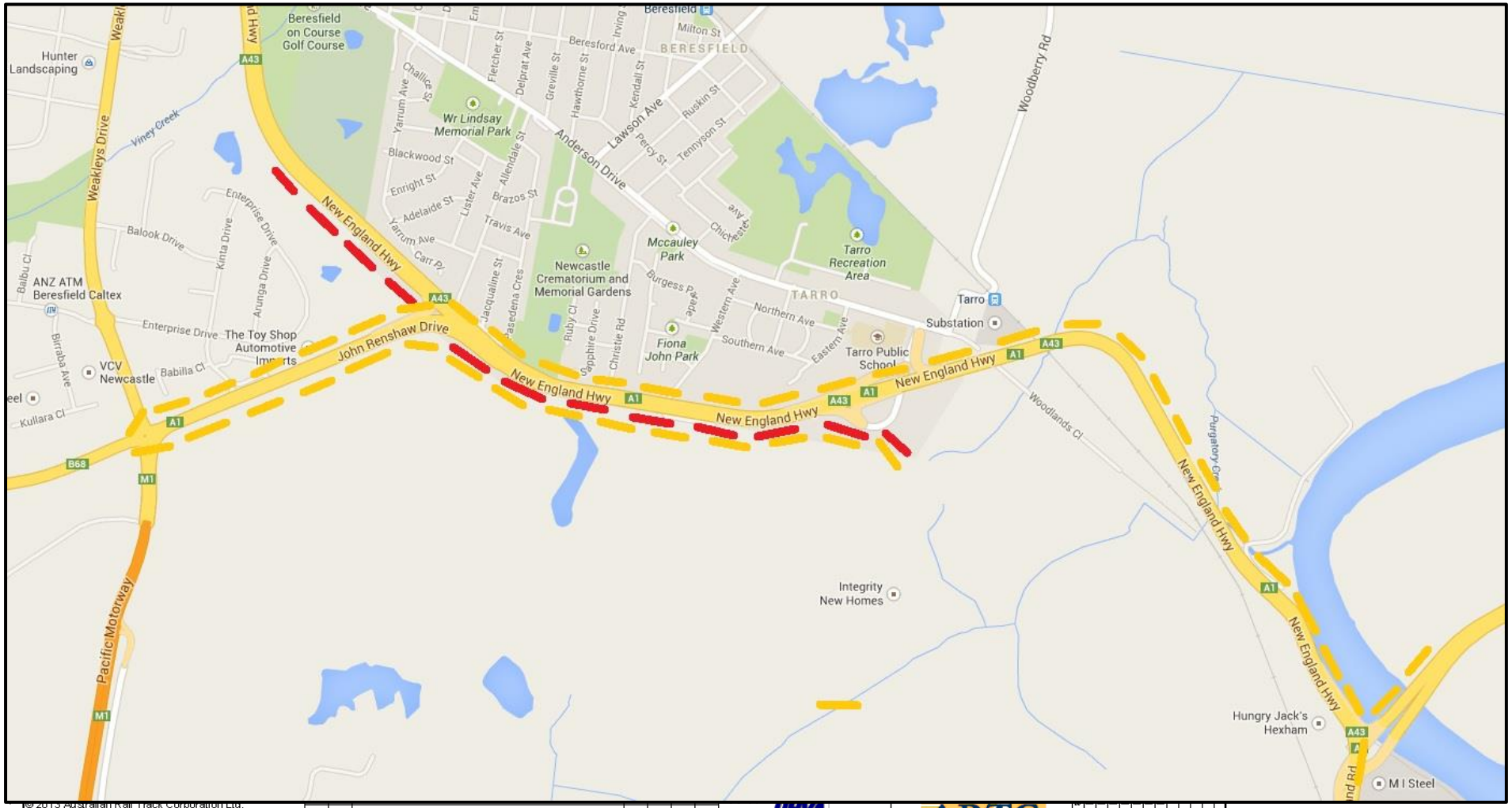
Inbound movements

Haulage Route

Anderson Drive Access Point - post construction of Site Access Road

Source: UHVA Report

Outbound movements



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UHVA

ARTC
AUSTRALIAN RAIL TRACK CORPORATION LTD

HR-CIV-0387787-03-00

MAIN NORTH 173.500KM-176.800KM - Hexham Relief Roads

Traffic Management Plan
Detailed Staging Plan - Stage 10

Sheet No. 11 of 11

Appendix B. Driver Code of Conduct

DRIVING LIGHT VEHICLES ON SITE RULES

Scope:

This safe operating procedure was written in conjunction with Aurizon's Principal Contractor and is to provide definitive instruction in the Project Rules that will apply for light vehicles driving on site. This procedure applies to Project Site Staff, Design Office Staff, Project Workforce, Sub-Alliance Partners and Subcontractors. This procedure is to be read in conjunction with Aurizon's LTTSF Construction Environmental Management Plan (CEMP) and relevant Sub-plans.

Light vehicles referred to in this procedure include any vehicle with a GVM < 4.5 tonnes per RTA determination.

Introduction

It cannot be stated strongly enough that care and caution must be taken while driving on site. There is a large amount of mobile plant, equipment and light vehicles travelling around site.

It is the absolute aim of the Principal Contractor's Management Team to restrict and where possible eliminate light vehicles entering and moving about operational earthworks areas.

In most areas the equipment and light vehicles can be separated, however there are a number of single lane creek crossings, V tracks, S tracks and cuts that light vehicles must share with mobile plant and equipment.

Project Safety Rules for Driving Light Vehicles on Site

To ensure the safety of personnel driving light vehicles on site it has become necessary to set a number of rules that must be followed at all times. These rules are:

- If you are not on site in a work area **every day** there is a high chance you will not know what to do or where to go so as to not put yourself and any passengers in danger. This applies to LTTSF Office staff, Design Staff, Offsite Geotechnical Staff, Consultants, and Stakeholders. If this criteria fits you, **STOP** at the entry to a work area and **CALL UP** the Supervisor. He will arrange an escort or give you instructions. If you cannot contact the Supervisor return to the Main Office and arrange an escort. **DO NOT** enter the worksite without one.
- If you attend the workplace at least daily, DO NOT enter an area if you do not know what to do; **CALL UP** the Supervisor and wait for his instructions or directions.
- All personnel driving on site must hold a current drivers license;
- Obey the posted speed limits to site !!! 40KM/HR is the maximum speed to be travelled.
- All vehicles being driven on site must be road registered and approved by the Principal Contractor to drive on site;
- A flashing light, flag, reversing alarm and UHF radio must be installed and used;
- Drivers must obey all the signage that is installed around the site;
- Seat belts must be worn at all times;
- Vehicles must be driven at a safe speed and when travelling past people the driver must slow down to a maximum of 10 KM/HR;
- Light vehicles must give way to heavy plant at all times;
- If you need to pass an item of plant:
  - **STOP** 30 metres clear of the plant (preferably on the side of the operators cab),

- call the item of plant using its site number eg "Copy dozer 0345?" and do not move until the operator has responded clearly,
- specifically state what you want to do and which side you wish to pass on,
- wait until he has grounded implements and stopped moving, and the operator has directed "Clear to pass Light vehicle",
- then and only then move, and
- acknowledge when clear.

- Never pass a machine unless the operator knows that you are there – talk to the operator on the UHF
- Even though the mobile plant has stopped and grounded implements and the OK has been given to pass, you must be prepared for any unexpected plant movements e.g. machine turning after placing material; if you are unsure, **STOP** and talk to the machine operators on the radio;
- Never drive between machines while they are being loaded;
- Never pass a truck that is being loaded until loading machine has said it is safe to pass;
- Never try and race machines i.e. trying to beat them to a single lane crossing;
- Always contact the foreman or machine operators prior to entering an unfamiliar area or one where there is a lot of construction traffic. You must sign on the Prestart and Hazard Control Prestart;
- Never park within 30 metres of any plant item (the only exception is maintenance vehicles;
- Never park vehicles on the haul roads, only park in designated parking areas as shown on the area nominated in the project induction.

Driving on Site after Rain Events

- Always drive to the prevailing road / track conditions;
- Slow down when driving around site after a rain event;
- Heavy rubber tyred vehicles, such as dump trucks and scrapers should not endeavour to travel anywhere after rain until road is inspected by a supervisor. THEY MUST STOP.
- Err on the side of safety and park up equipment until traction can be achieved.
- Use low gear on wet roads.
- Notify others of any dangerous conditions as a matter of safety and courtesy by placing a general call on appropriate UHF Channel.

Other Driving Issues

- When driving through the site you MUST be on correct channel on the radio in case people need to contact you. DO NOT leave your radio on the wrong channel while travelling through the job.
- Always maintain a separation of 50 metres between following vehicles when travelling thru site – absolutely **NO** tail gating!
- Under no circumstances use handheld mobile phones while driving on site – this is a **GOLDEN RULE** and applies to all drivers of vehicles, trucks (of all types) and mobile plant.

Breaching GOLDEN RULES is absolutely unacceptable and will start the disciplinary process that could include removal from site.

Non-compliance with any of the above requirements will see the individual issued with a warning.

A second report will result in driving privilege removed.