

LOGISPACE

DEMOLITION, REMEDIATION AND
EARLY WORKS TRAFFIC MANAGEMENT
PLAN FOR PROPOSED WAREHOUSE
DEVELOPMENT

191 MILLER ROAD, CHESTER HILL

DECEMBER 2025

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I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been commissioned by LogiSPACE to prepare a demolition, remediation and early works traffic management plan for a proposed warehouse development at Chester Hill.

Site Location

- I.2 The site is located at 191 Miller Road, Chester Hill and is legally described as Lot 82 DP 1282378, as shown on Figure I.



Figure I – Site Location

Source: Six Maps 2015

- I.3 The subject site is an irregular shaped allotment, with a total area of approximately 64,684m². The subject site is bordered by Miller Road to the west, the Main Southern railway line to the north and warehousing to the east and south. Access to the site is obtained from Miller Road, with the northern boundary adjoining the railway corridor. The subject site has a frontage to Miller Road of approximately 144 metres.
- I.4 The subject site currently has three warehouse/office buildings, located at the south-western corner and northern parts of the site. Towards the centre of the site is a grassed area with several small trees. Perimeter vegetation is also provided along the northern boundary of the site, as shown on Figure 2.



Figure 2 – Aerial Map

Source: Nearmap, 2025

1.5 Key features of the site and surrounding land uses include:

- **North:** To the north of the subject site is the Main Southern railway line, which is an essential train freight connection;
- **South:** Directly adjoining the site to the south is a recently constructed warehousing facility at No. 149 Orchard Road, with existing industrial land uses located beyond.
- **East:** To the east of the site is the Orchard Industrial Estate, which fronts Orchard Road and includes various retailers and industrial units; and
- **West:** The western boundary of the site adjoins Miller Road. On the opposite side of Miller Road is a recently constructed warehousing facility for transport and distribution at 1 Monier Square.

Project Description

1.6 The proposed development seeks approval for the construction and operation of two single-level warehouse buildings comprising of six tenancies including ancillary offices, loading docks, car parking and hardstand areas. The proposed development is intended to be structured across two stages:

Stage/DA 1: Demolition, remediation and early works (including earthworks and flood management works)

The works in this stage include, but are not limited to, the following:

- ❑ site establishment;
- ❑ demolition of existing structures;
- ❑ remediation of the site in accordance with Remediation Action Plan;
- ❑ site preparation and earthworks;
- ❑ flood management/mitigation works;
- ❑ tree and vegetation removal.

Stage/DA 2 Construction and operation of warehousing on the site, with associated works

The works in this stage include, but are not limited to, the following:

- ❑ construction of 2 warehouse buildings comprising of 6 tenancies including ancillary offices, loading docks and hardstand areas;
- ❑ 24 hour operation, 7 days a week;
- ❑ other associated works including landscaping, car parking and general site improvements;
- ❑ amendment of the crossover for light and heavy vehicle access is proposed from Miller Road; and
- ❑ business identification signage and wayfinding signage.

I.7 A separate development application (Stage/DA 2) will be submitted to Council for the proposed construction and operation of the warehouse development.

Report Structure

- 1.8 This report presents the demolition, remediation and early works traffic management plan for the proposed development. The early works are anticipated to include the following:
- ❑ site establishment;
 - ❑ removal of vegetation;
 - ❑ detailed excavation and site levelling;
 - ❑ removal of contaminated material;
 - ❑ site remediation;
 - ❑ separation of organic material from stockpile;
 - ❑ cap and contain contaminated material;
 - ❑ importing of clean fill for levelling and construction.
- 1.9 The demolition, remediation and early work traffic management plan has been prepared by Stan Kafes. He is a current cardholder of the Traffic Control Work Card (Card No. TCT 0069143SEQ01).
- 1.10 The demolition, remediation and early works traffic management plan is presented in the following chapter.

2. DEMOLITION REMEDIATION AND EARLY WORKS TRAFFIC MANAGEMENT PLAN

2.1 The demolition, remediation and early works traffic management plan for proposed warehouse development is set down through the following sections:

- ❑ road network;
- ❑ hours of work;
- ❑ truck routes;
- ❑ construction site access;
- ❑ construction vehicle management,
- ❑ traffic effects;
- ❑ construction workers;
- ❑ pedestrians and cyclists;
- ❑ driver code of conduct;
- ❑ community public consultation; and
- ❑ demolition, remediation and early works traffic management plan.

Road Network

2.2 The road network in the vicinity of the site includes Miller Road, Christina Road, Waldron Road, Sir Thomas Mitchell Road, Bennett Street and Biloela Street. In addition, the Hume Highway is located to the south and Woodville Road is located to the north-west.

2.3 The Hume Highway provides an east-west state highway located to the south of the site. It travels through the south-western suburbs of the Sydney metropolitan

area, connecting between Ashfield in the east and Campbelltown in the west. It generally provides a divided carriageway with three traffic lanes in each direction, clear of intersections.

- 2.4 Woodville Road provides a north-south state arterial road located to the north-west of the site. It connects Parramatta Road at Parramatta in the north to the Hume Highway/Henry Lawson Drive at Villawood in the south. It generally provides a divided carriageway with three traffic lanes in each direction, clear of intersections. The Hume Highway and Woodville Road provide regional access to the surrounding wider state arterial road network.
- 2.5 In the vicinity of the site, Miller Road is a regional road that runs in a north-south direction along the western boundary of the site. It generally provides an undivided carriageway with one traffic lane and one parking lane in each direction, clear of intersections. North of the site Miller Road narrows to an 8.5 metre wide carriageway at the bridge over the railway line, with no parking permitted in this section of the road.
- 2.6 Miller Road services the Chester Hill/Villawood industrial area, located near the T3 Liverpool & Inner West railway line. Miller Road, between Christina Road and Biloela Street, is designated for use by heavy vehicles (B-Double route). It also passes through residential areas to the south of the site, between the Hume Highway and Biloela Street. As a result, articulated vehicles and B-doubles are not permitted to use Miller Road south of Biloela Street.
- 2.7 Christina Road is located to the north of the site and provides an east-west traffic route through the industrial area, connecting between Miller Road and Woodville Road. Christina Road is a designated B-Double route. It generally provides an
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undivided carriageway with one traffic lane and one parking lane in each direction, clear of intersections. The intersection of Miller Road/Christina Road/Waldron Road is controlled by a large two lane roundabout. The intersection of Christina Road with Woodville Road is a grade separated intersection, with ramps connecting to Woodville Road.

2.8 Waldron Road is located to the north of the site and provides an eastern extension of Christina Road, to the east of Miller Road. It generally provides an undivided carriageway with one traffic lane and one parking lane in each direction, clear of intersections. It provides an east-west traffic route through the Chester Hill shopping centre and provides access to Chester Square and Chester Hill Railway Station.

2.9 Biloela Street, Sir Thomas Mitchell Road and Bennett Street are located to the south of the site. They are local industrial roads providing access to adjacent residential, commercial and industrial developments within Chester Hill, to and from Miller Road.

Hours of Work

2.10 Work associated with demolition, remediation and early works will be carried out between the following hours, unless otherwise agreed with the relevant authorities:

- ❑ Monday to Friday - 7:00am to 6:00pm;
- ❑ Saturday - 8:00am to 4:00pm; and
- ❑ Sunday/public holidays - No work.

- 2.11 Work outside these hours would be subject to prior approval from Canterbury-Bankstown Council or if NSW Police require demolition work or plant and equipment deliveries to be undertaken outside normal business hours due to safety reasons.
- 2.12 All work during these hours will be carried out in accordance with the conditions of consent and the Australian Standard AS2436.2010 Guide to Noise Control and Construction, Maintenance and Demolition Sites. The site contractor will be responsible to instruct and control sub-contractors regarding the hours of work.

Truck Routes

- 2.13 During the demolition, remediation and early works activity, truck deliveries and trucks removing spoil/contaminated material from the site will be accommodated within the on-site construction compound. Vehicular access to and from the site will be provided from Miller Road via the existing site access driveway. Access arrangements and vehicle movements to and from the site will be managed by qualified traffic controllers.
- 2.14 General traffic movements on surrounding roads and continued access to adjacent properties will be maintained during the demolition, remediation and early works activity. Construction vehicles accessing the site will include single unit dump truck, truck and trailer combinations, concrete trucks and trucks up to 19 metre long semi-trailers.
- 2.15 In order to minimise heavy vehicles movements through the adjacent residential areas located to the south of the site, construction vehicles will be restricted to designated truck routes, accessing the site to and from the north. Construction
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vehicles will be confined to the main road network, with construction vehicles required to access the site from Christina Road west of Miller Road and via Miller Road north of Christina Road. Construction vehicles accessing the site to and from the Hume Highway and Woodville Road will so via Christina Road and the grade separated access ramps at the intersection of Woodville Road and Christina Road.

2.16 The proposed truck routes are shown on Figure 3 and are summarised below:

□ Approach routes

- Hume Highway (eastbound and westbound), Woodville Road (northbound), Christina Road and Miller Road;
- Woodville Road (southbound), Christina Road and Miller Road;
- Woodville Road (southbound), Gurney Road and Miller Road

□ Departure routes

- Miller Road (northbound), Christina Road, Woodville Road (southbound) and the Hume Highway (eastbound and westbound);
 - Miller Road (northbound), Christina Road and Woodville Road (northbound); and
 - Miller Road (northbound), Gurney Road and Woodville Road (northbound).
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- 2.17 Prior to the commencement of demolition, remediation and the early works activity, truck drivers will be inducted and advised of the designated truck routes to and from the site. The designated truck routes are proposed to restrict construction traffic to the main road network through the area. Construction vehicles will be required to turn left into the site and right out of the site, to and from Miller Road. The access driveway onto Miller Road and vehicle movements to and from the site will be managed by qualified traffic controllers.

Construction Site Access

- 2.18 Prior to the commencement of demolition, remediation and the early works activity, an on-site construction compound, materials handling area and a construction vehicle staging area, will be provided within the northern part of the site. During the initial stages of site remediation, the existing warehouse building located adjacent to the site access driveway, will be used as the temporary site office and construction worker amenities. During the later stages of site remediation, prior to the commencement of construction, the building will be demolished to make way for the warehouse buildings. At that time, temporary site sheds will be erected within the eastern part of the site, clear of the construction activity.
- 2.19 Construction safety fencing will be provided around the perimeter of the site, with scaffolding and overhead protection provided where required. The existing site access driveway onto Miller Road will be retained as the construction site access. The driveway will be managed and controlled by qualified traffic controllers, with trucks required to enter and exit the site in a forward direction.
- 2.20 The traffic controllers will be located within the site and will manage pedestrians across the driveway and truck movements to and from Miller Road. They will
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ensure that the access driveway is kept clear at all times, to allow trucks unobstructed access to the site. They will not enter the public road reserve or attempt to stop vehicles within the adjacent street. Trucks exiting the site will give way to traffic and pedestrians and will wait for appropriate gaps in the traffic stream in order to enter the surrounding road network. As previously discussed, trucks will be required to access the site to and from the north, via left in and right out turning movements.

- 2.21 The temporary construction access driveway will provide appropriate sight lines for construction vehicle access, with regards to the number, type and size of construction vehicles. Pedestrian warning signs will be erected adjacent to the driveway, in accordance with SafeWork NSW requirements.
- 2.22 Truck drivers will be advised of the presence of the traffic controllers. All traffic controllers will be fully qualified with the relevant TfNSW Traffic Controllers qualifications.
- 2.23 All traffic controllers and work personnel will be required to wear high visibility fluorescent safety vests and Personnel Protective Equipment (PPE). Wet weather clothing will be made of fluorescent high visibility material.

Construction Vehicle Management

- 2.24 At the commencement of demolition and site remediation, plant and equipment including plant and equipment, hydraulic excavators, construction hoarding/scaffolding material and site sheds will be required to be delivered to the site. The delivery and removal of large excavators and machinery to and from the site will be
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undertaken from the on-site materials handling/loading area via the use of machine floats.

- 2.25 The delivery and removal of this equipment will be subject to a separate application/permit and separate prior approval from the Canterbury-Bankstown Council and other relevant authorities. All plant and equipment deliveries will be carried out in accordance with Council's requirements and the NSW Police regulations.
- 2.26 Demolition and excavation will be carried out using hydraulic excavators and graders. During this period, the site will be levelled with graders moving excavated material across the site. Additional clean fill will be imported to the site for levelling. The excavated material and imported fill will be shaped and compacted, with benching/shoring to ensure stability of excavation. As a result, there will be limited excavated spoil removed from the site.
- 2.27 The three existing warehouse buildings and above ground structures will be demolished. Concrete footings, slabs, kerbs, pavements and underground services will be removed and broken up. Demolition material will be sorted and classified on site. Contaminated material will be checked, sorted and treated prior to the removal from the site. Contaminated material will be classified in accordance with the provisions of the Protection of the 'Environment Operations Act 1997 and the NSW DECC Waste Classification Guidelines, Part 1: Classifying Waste (April 2008)'.
- 2.28 Only contaminated excavated spoil and demolition material will be removed from the site. This material will then be loaded onto trucks from the on-site materials handling area.
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- 2.29 All trucks removing contaminated spoil and demolition material from the site will be loaded to prescribed weight limits and loose material will be covered during transport from the site. Loose material will be removed from all vehicles and/or machinery before leaving the site and entering the road system.
- 2.30 All vehicles leaving the site will be cleaned. The site contractor will be responsible for locating a truck wash facility or other appropriate cleaning mechanism adjacent to the construction access driveways. Any run-off from the washing down of vehicles will be directed to the sediment control system to be located within the site.
- 2.31 The loading of spoil and demolition material onto trucks will be carried out on-site in an approved and controlled manner. The management of the on-site materials handling/loading area and the movement of trucks on and off the site will be the responsibility of the site contractor. Traffic controllers will manage the movement of these vehicles to and from the site.

Traffic Effects

- 2.32 Demolition, remediation and early works will take some six months to complete. Site establishment will be undertaken in the first two to three weeks. During this period, the construction access driveway, on-site materials handling/loading areas and site shed/amenities within the site, will be established and plant and equipment will be delivered to the site. Construction safety fencing, including scaffolding and overhead protection where required, will be provided around the perimeter of the construction compounds.
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- 2.33 During demolition and site earthworks, it is estimated that there will be some 10 to 15 trucks per day removing contaminated spoil and demolition material from the site. This truck generation translates to an average of two to three trucks per hour two-way over the day entering and exiting the site.
- 2.34 These are modest flows traffic flows. The surrounding road network and its intersections will be able to cater for the construction traffic generated during demolition.

Construction Workers

- 2.35 It is anticipated that during demolition, remediation and early works there would be some 20 to 30 workers/contractors on the site at any one time. Construction worker parking will be provided in a designated area within the site. Construction workers will be informed that they are not permitted to park on-street.
- 2.36 All construction workers will be required to undergo site induction before access to the site is permitted. During the induction process and at the more regular tool time talks, construction workers will be informed about the site procedures and protocols with regards to accessing the site and the use of the on-site parking area. For those construction workers choosing to travel by public transport, a travel plan, including bus and train timetables, will be provided.

Pedestrians and Cyclists

- 2.37 There are limited pedestrian and bicycle facilities in the vicinity of the site. The on-road bicycle network is fragmented with limited sign-posted local road routes available. There are existing on-road cycleways available along Chester Hill Road
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and in the vicinity of Chester Hill Railway Station. Existing footpaths and grassed verges along Miller Road and Waldron Road provide access to these routes.

- 2.38 Pedestrian footpaths in the vicinity of the site will be maintained during demolition, site remediation and early works. No construction vehicles will be parked, nor will material/equipment be stored on the public footpaths or grassed verges adjacent to the site. Construction safety fencing will be erected around the perimeter of the site compounds, with scaffolding and overhead protection provided where required. The design, set-out and erection of the construction safety fencing will be the responsibility of the site contractor.
- 2.39 The openings in the construction fencing at the construction access driveway will be managed and controlled by qualified traffic controllers. Pedestrian warning signs will be erected adjacent to the driveway in accordance with SafeWork NSW requirements.
- 2.40 The movement of trucks entering and exiting the site, and the movement of pedestrians across the construction access driveway when in use, will be managed and controlled by traffic controllers. When construction vehicles are not entering or exiting the site, the construction access gate will be closed.

Driver Code of Conduct

- 2.41 Truck drivers accessing the site will be required to undergo a site induction. The induction will include permitted access routes to and from the site for all vehicles, as well as standard construction procedures and site constraints, OH&S, driver protocols and emergency procedures. In addition, they will be advised of the presence of the traffic controllers, and that they must observe his or her direction
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at all times. The movement of trucks on and off the site and the behaviour of truck drivers will be the responsibility of the construction site manager.

2.42 Heavy vehicle drivers accessing will be required to:

- i) have undertaken a site induction carried out by a suitably qualified person under the direction of the construction site manager;
- ii) hold a valid driver's license for the class of vehicle that they operate;
- iii) operate the vehicle in a safe manner within the construction site and on the surround road network;
- iv) comply with the direction of the authorised traffic controllers and site personnel within the site.

2.43 A driver code of conduct will be established to minimise the impact of trucks on the operation of the local and regional road network, and to minimise conflict with other road users, as shown in Appendix A. The driver code of conduct will include the following:

- restrict truck movements to designated routes to and from the site and confine these movements to the main road network;
 - require truck drivers to observe the posted speed limits on the surrounding road network and within the construction site, with speeds adjusted appropriately to suit road environment and conditions, to comply with the Australian road rules;
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- ❑ ensure that trucks do not park on-street in the vicinity of the site;
 - ❑ truck drivers will not be permitted to reverse onto the site or perform U-turns on public street;
 - ❑ truck drivers will not be permitted to access the site to and from the south along Miller Road;
 - ❑ reduce the impact of vehicle noise during the early morning period by ensuring that trucks arrive during the approved construction operating hours;
 - ❑ ensure that drivers are aware of the adopted fatigue management scheme and operate within its requirements;
 - ❑ ensure that drivers apply brakes appropriately so as not to create excessive noise that could disturb local residents. Compression braking is only to be used if required for safety reasons;
 - ❑ truck drivers will be required to wear high visibility fluorescent safety vests and Personnel Protective Equipment (PPE);
 - ❑ truck drivers are to ensure that trucks removing material from the site are loaded to the prescribed limits of their vehicle;
 - ❑ trucks transporting loose material will be require to have the load covered during transport from the site, prior to the trucks accessing the surrounding road network;
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- ❑ trucks will be cleaned on-site and loose material removed from all vehicles and/or machinery prior to trucks leaving the site;
- ❑ trucks will not be permitted to travel in a convoy. Trucks arriving and departing the site will be scheduled to minimise queuing at the site access and on the adjacent road network.

2.44 The movement of trucks on and off the site, and the management and control of the on-site loading will be the responsibility of the construction site manager. For matters relating to incidents and complaints of construction activity, the site manager will establish an incidents/complaints register. The site manager will establish procedures to respond to incidents and issues raised by stakeholders, public and community groups.

2.45 The construction site manager will carryout regular tool time talks with all construction personnel and with the transport delivery partners, including truck drivers, to inform them of the procedures to respond to the incidents, issues raised, potential hazards and traffic/noise impacts.

Community Public Consultation

2.46 In regards, to community public consultation process relating to the demolition, site remediation and early works activity, LogiSPACE/site contractor will undertake meetings and discussions with Canterbury-Bankstown Council and other authorities. A line of communication will be established between LogiSPACE/site contractor and the various stakeholders to discuss the proposed staging and demolition activity.

- 2.47 For matters relating to the project status and to respond to matters raised relating to the demolition activity, the site contractor will establish a 24 hour feedback telephone hotline and establish procedures to respond to issues raised by stakeholders, public and community groups.

Demolition, Remediation and Early Works Traffic Management Plan

- 2.48 The demolition, remediation and early works traffic management plan is shown on Figure 4. The plan presents the principles of traffic management and is subject to SafeWork NSW requirements and final design.
- 2.49 Site operations, signage, construction fencing/hoardings, overhead protection, safety barriers and line marking detail will be provided in accordance with Australian Standards and the Roads and Maritime Services' Manual for Traffic Control at Work Sites. Traffic control at work sites will be undertaken with specific reference to SafeWork NSW requirements and the company's own Occupational Health and Safety Manual. A copy of the demolition, remediation and early works traffic management plan will be kept on-site at all times. Signage detail, traffic management and the control of pedestrians and cyclists in the vicinity of the site, and the control of trucks to and from the site will be the responsibility of the site contractor.
- 2.50 A Road Occupancy Form will be prepared and submitted to the TMC together with any relevant TfNSW/Traffic Committee correspondence for the approval of any work on the surrounding roads associated with proposed construction access driveway.
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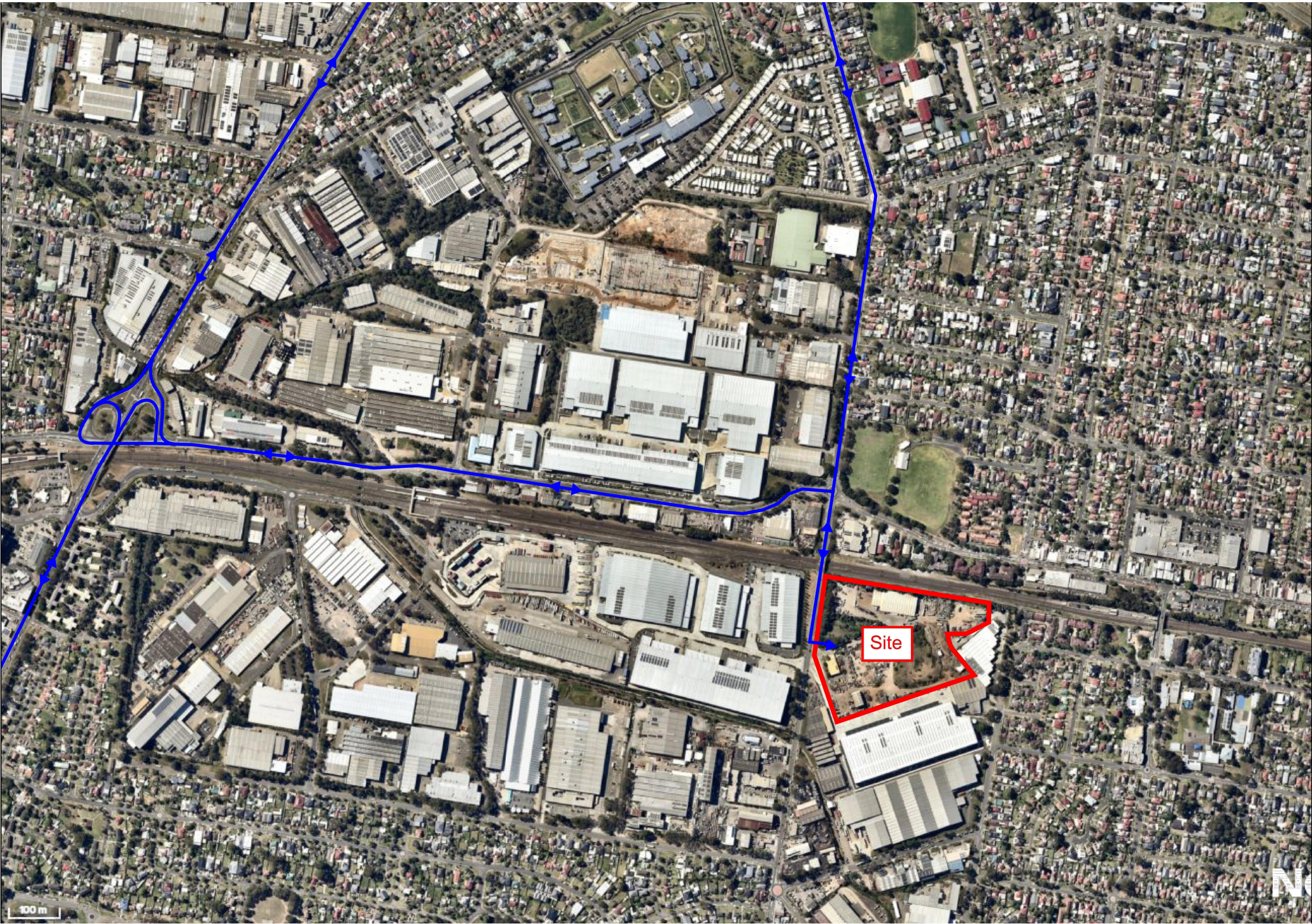
2.51 The demolition, remediation and early works traffic management plan includes the following:

- ❑ all demolition activity, including the loading and unloading of trucks and the delivery of plant and equipment, to be provided on-site within the designated materials handling/loading area;
- ❑ construction safety fencing and scaffolding to be erected around the site, with overhead protection provided where required;
- ❑ all work associated with demolition, site remediation and earthworks to be restricted to the approved construction hours. Any work outside the approved hours would be subject to prior approval from Canterbury-Bankstown Council and other relevant authorities;
- ❑ the movement of trucks to and from the site and at the construction access driveway, to be managed and controlled by appropriately qualified traffic controllers;
- ❑ truck movements to and from the site to be restricted to designated truck routes through the area, as shown on Figure 3;
- ❑ all construction vehicles, including trucks transporting material to and from the site, to enter and exit the site in a forward direction;
- ❑ maintain access to other adjacent properties in the vicinity of the site;

- ❑ traffic controllers will ensure that the construction access driveway is kept clear at all times, to allow trucks unobstructed access to the site;
- ❑ traffic controllers will not enter the public road reserve or attempt to stop vehicle in Miller Road. Trucks exiting the site will give way to traffic on the adjacent roads;
- ❑ manage and control truck movements on the adjacent road network and to/from the construction site;
- ❑ maintain appropriate access for pedestrians and cyclists along Miller Road, past the site;
- ❑ traffic controllers to prevent trucks from parking on-street in the vicinity of the site;
- ❑ pedestrian activity across the construction access driveway to be managed and controlled by qualified traffic controllers;
- ❑ pedestrian warning signs, construction safety signs/devices and construction safety fencing/barriers to be utilised in the vicinity of the site;
- ❑ the site contractor will be responsible for the management of the site, the movement of trucks on and off the site, signage detail, traffic management and the control of pedestrians during the period of demolition; and

- ❑ construction signage to be provided in Miller Road, in accordance with Australian Standards and the Roads and Maritime Services' Manual for Traffic Control at Work Sites.

2.52 The demolition, remediation and early works traffic management plan for the site is considered appropriate to provide for traffic and pedestrian activity.



Truck Routes

Figure 3

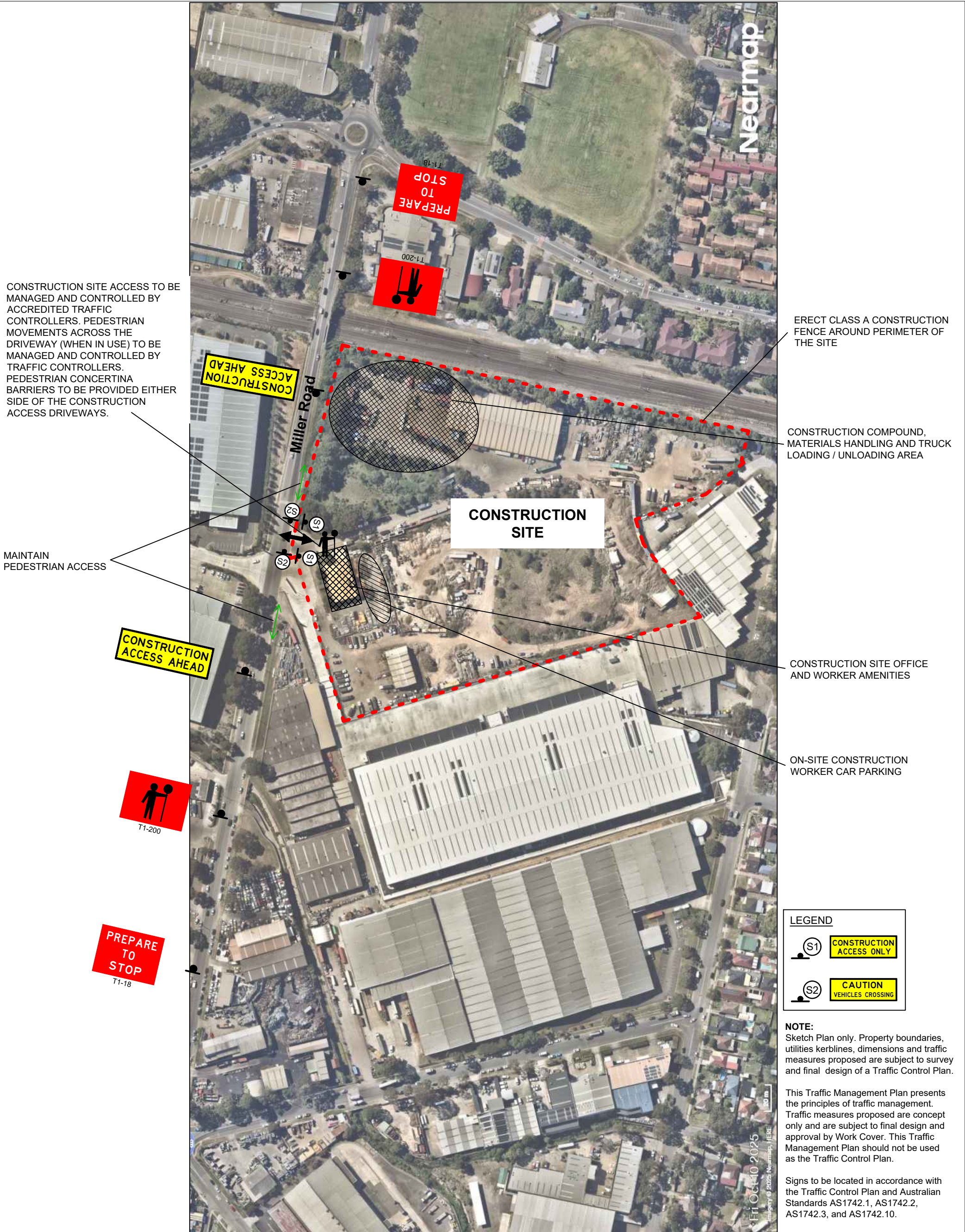


Figure 4

APPENDIX A

HEAVY VEHICLE DRIVER CODE OF CONDUCT

Heavy Vehicle Driver Code of Conduct

Demolition, Site Remediation and Early Works – 191 Miller Road, Chester Hill

I. General Requirements

All heavy vehicle drivers performing works associated with the demolition, site remediation and early works activity for the subject site must:

- i) have undertaken a delivery driver site induction;
- ii) hold a valid driver's licence for the class of vehicle that they operate;
- iii) operate the vehicle in a safe manner within and external to the site;
- iv) comply with the direction of authorised site personnel when within the site;

2. Heavy Vehicle Speed

Increased speed means not only an increased risk of crashing but also increased severity if an accident occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty accident (source: Roads and Maritime Services RMS).

There are two types of speeding:

- i) where a heavy vehicle travels faster than the posted speed limit; and
- ii) where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate. (Source RMS).

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by the Roads and Maritime Services which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the Roads and Maritime Services will record a strike against that vehicle. If three strikes are recorded within a three year period, the Roads and Maritime Services will act to suspend the registration of that vehicle (up to three months).

More information is available from the Roads and Maritime Services website. Vehicle speed on public roads is enforced by the NSW Police Service.

The speed limit within the site is 10 km/h which is to be strictly maintained.

All heavy vehicle drivers involved in the demolition, site remediation and early works activity for the subject site are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the NSW Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.

3. Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of accidents for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007.

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne GVM (however there are Ministerial Exemption Notices that can apply). Under the law, industry has the choice of operating under three fatigue management schemes:

- i) Standard Hours of Operation;
- ii) Basic Fatigue Management (BFM); and
- iii) Advanced Fatigue Management (AFM).

All heavy vehicle drivers involved in the demolition, site remediation and early works activity for the subject site are to be aware of their adopted fatigue management scheme and operate within its requirements.

4. Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when residents are especially sensitive to noise. In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

All heavy vehicle drivers involved in the demolition, site remediation and early works activity for the subject site are to ensure brakes are applied so as not to create excessive noise that could disturb local residents where possible.

5. Heavy Vehicle Noise

The operating hours for transportation of materials off-site are:

- Monday - Friday (except Public Holidays) - 7:00am to 6:00pm;
- Saturdays - 8:00am to 4:00pm; and
- Sundays and Public Holidays - No activities.

The following activities may be carried out on the site outside these hours of operation:

- i) delivery or dispatch of materials as requested by Police or other authorities; and
- ii) emergency work to avoid the loss of lives, property and/or to prevent environmental harm.

6. Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage. All trucks arriving at or departing from the subject site whether loaded with material or not are required to have an effective cover their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site.

All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.

Drivers must ensure that following tipping that the tailgate is locked before leaving the site.

7. Vehicle Departure and Arrival

Heavy vehicles travelling in close proximity on single lane public roads can be of concern to light vehicle drivers as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated by a minimum two minute interval.

8. Breakdowns and Incidents

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the TfNSW TMC (Transport Management Centre) on 131 700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage company is required. In order to ensure rapid response to incidents, drivers must contact the TfNSW TMC on 131 700, as soon as the stranded vehicle and load is safely secured.

If there is a product spill while loading/unloading or en-route the driver must:

- i) immediately warn persons in the area who may be at risk;
- ii) inform supervisor and the main contractor site manager so that emergency services can be contacted and a clean-up initiated;
- iii) all spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner;
- iv) put out warning triangles where it is safe to do so;
- iv) contact the NSW Police Service.

9. Contact Numbers

- i) Builder/Site Contractor – TBC;
 - ii) TfNSW Transport Management Centre – 131 700;
 - iii) Canterbury-Bankstown Council - (02) 9707 9000;
 - iv) NSW Police Service – Emergency's 000 Non-Emergency's 131 444;
 - v) Driver employee shift supervisor - (To be supplied by driver if separate company).
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APPENDIX B

TRAFFIC CONTROL WORK CARD
(Card No. TCT 0069143SEQ01)



SafeWork NSW

WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

Stan
KAFES

Card No:
TCT0069143

D.O.B:
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