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Bruce Zhang
Industry Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

ASPECT INDUSTRIAL ESTATE (AIE) SSD10448 - CONSTRUCTION TRAFFIC MEMO

For ease of reference, please see the below general overview of construction traffic management and arrangements for the Aspect Industrial Estate which is generally in accordance with the Preliminary Construction Traffic Management Plan as provided within the SSD10448 EIS/RTS Appendix M.

Mirvac note that post determination of the AIE SSD10448 and prior to commencement of construction works, a detailed site-specific Construction Traffic Management Plan will be developed to the satisfaction of the Secretary in consultation with Penrith City Council and Transport for NSW.

Standard Construction Hours:

Construction hours would be in accordance with the EPA *Interim Construction Noise Guideline* as follows:

- Monday to Friday: 7:00am – 6:00pm
- Saturday: 8:00am – 1:00pm
- Sundays and Public Holidays: No works to be undertaken

Works outside of Standard Construction Hours:

Works outside of Standard Construction hours would be undertaken in the following circumstances generally in accordance with the EPA *Interim Construction Noise Guideline*:

- The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads;
- Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm;
- Maintenance, repair or construction of public infrastructure where disruption to essential services and/ or considerations of worker safety do not allow work within standard hours and as approved by the Traffic Management Centre (TMC);
- Works that are inaudible at the nearest sensitive receiver.

Site Access arrangements – Initial Access for site establishment and commencement of works

Initial site access for the purposes of floating of plant and equipment, site establishment and commencement of construction works will utilise one the existing driveways along Mamre Road. Any access and egress will be completed on a left-in-left-out basis only.

Note this will not include any heavy vehicle traffic associated with the importation of construction materials (i.e. general fill, stormwater drainage, pavements etc) or facilitate any on-lot construction work.

A site-specific traffic management plan and Traffic Guidance Scheme(s) (TGS) will be developed, designed and implemented by suitably qualified and competent persons holding a valid traffic control qualification relevant to the type of work they are undertaking in accordance with Transport for NSW's Traffic Control at Work Sites Technical Manual.

The TGS(s) will typically include site specifics (where required) such as temporary signs, traffic control locations and devices, location of site access gates, temporary pavement markings and delineation devices, existing pavement markings – in accordance with Transport for NSW's Traffic Control at Work Sites Technical Manual.

Light vehicle traffic generation would be generally associated with contractor movements to and from the Site. The workforce arrival and departure periods (6:30am – 7:00am and 5:00 – 5:30pm) represent the peak construction traffic generation periods during this stage of works.

Construction Works during this phase of access are limited to:

- Sediment and erosion control establishment
- Demolition works
- Site clearing
- Bulk Earthworks (excluding import)
- Lead-in utility installations
- Utility decommissioning and relocations as required
- General site establishment including establishment of site compound, fencing, signage etc

Site Access arrangements – Temporary intersection

A temporary left-in-left-out intersection will be completed in accordance with the requirements of the Works Authorisation Deed (WAD) arrangement with TfNSW. This temporary intersection will facilitate internal site construction activities including Stage 1 infrastructure and on-lot building works in advance of delivery of the permanent signalised intersection.

The temporary intersection will be approved under a major WAD with TfNSW. The WAD process will require the development of a detailed design for the temporary intersection for certification by the Project Verifier and endorsement by TfNSW.

The WAD will typically require that a Traffic Management Plan and TGS(s) be developed, designed and implemented by a suitably qualified and competent persons holding a valid traffic control qualification relevant to the type of work they are undertaking in accordance with Transport for NSW's Traffic Control at Work Sites Technical Manual for certification by the Project Verifier stating that the plans comply with the Project Requirements, the Approvals and the Works Authorisation Deed and is suitable for its intended purpose. The WAD will typically require that the Developer has received written confirmation from TfNSW that the Developer has complied with relevant conditions required by TfNSW including a condition that the Developer has provided to TfNSW the Traffic Management Plan (TMP), TGS(s), ROL(s) and any other Pre-commencement items such as Environmental Management Plan, Quality Plan and so on.

Should construction of the temporary intersection require Transport Management Centre (TMC) approvals for items such as Speed Zone Reductions, a Road Occupancy License (ROL) will be submitted to TMC and approval obtained prior to implementing the TGS and commencing works.

Works during this phase of access include any works approved and required to be constructed under the Stage 1 approval, including, though not limited to, the following:

- Stormwater Drainage Infrastructure
- Boundary retaining walls
- Road pavements
- Temporary internal access haul roads
- Estate utilities
- Lead-in utility installations
- Flora and fauna management
- Sediment and erosion control establishment
- Demolition works
- Site clearing
- Bulk Earthworks (including import)
- Basin works
- Riparian realignment and WSUD controls
- Estate wide Landscaping and VMP works
- On-lot construction works associated with warehouses 1 and 3

Site Access arrangements – Permanent signalised intersection

Similar to the temporary intersection, the permanent signalised intersection will be subject to a major WAD. Construction of the permanent signalised intersection will be completed in accordance with the site specific Traffic Management Plan (TMP), TGS(s), ROL(s) and any other Pre-commencement items such as Environmental Management Plan, Quality Plan and so on as included with the WAD.

Once the permanent signalised intersection is constructed and commissioned, all construction traffic will utilise the permanent signalised intersection and the temporary intersection will cease to operate and will be removed by Mirvac.

Pedestrian Access

There are currently no pedestrian amenities or footpaths along Mamre Road adjacent to the Site. Whilst there are no expected pedestrian movements across the frontage of the site during construction works, pedestrian safety will be managed through the provision of appropriate signage and pedestrian barriers. On site parking will be provided to cater for all construction personnel, therefore there is envisaged little potential for pedestrian demand.

Traffic Control

The RMS guide “Traffic Control at Worksites” (TCAW) manual contains standard traffic control plans (TCPs) for a range of work activities. The manual’s objective is to maximise safety by ensuring traffic control at worksites complies with best practice.

The RMS TCAW outlines the requirements for a Vehicle Movement Plan (VMP) for construction works such as proposed; a VMP is a diagram showing the preferred travel paths for vehicles associated with a work site entering, leaving or crossing the through traffic stream. A VMP should also show travel paths for trucks at key points on routes remote from the work site such as places to turn around, accesses, ramps and side roads.

Regarding construction work on roads with an average daily total (ADT) in excess of 1,500 vehicles, approach speeds of between 60 km/hr and 80 km/hr, with truck movements > 20 veh/shift, and sight distance is less than 2d, (where d equals the posted speed limit and in this instance the sight distance is required to be up to 120 metres), it would be expected for the following to be required by the RMS TCAW:

- A detailed Traffic Control Plan (TCP) with Traffic controllers
- A VMP.
- Warning Signs required during shifts. With regard to the proposed temporary access road, a site-specific version of TCP 195 (as shown in Appendix A of this letter and included in Appendix B of the Preliminary Construction Traffic Management Plan included within Appendix M of the RTS) would be implemented for the duration of the works.

Authorised Traffic Controller

An authorised Traffic Controller(s) is to be present on-site throughout the proposed works.

Responsibilities of the Traffic Controller will include:

- The supervision of all construction vehicle movements into and out of site at all times,
- The supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project, and
- Pedestrian management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur, while maintaining radio communication with construction vehicles at all times.

Mirvac note that post determination of the AIE SSD10448 and prior to commencement of construction works, a detailed site-specific Construction Traffic Management Plan will be developed to the satisfaction of the Secretary in consultation with Penrith City Council and Transport for NSW.

Yours sincerely

Richard Seddon
General Manager - Industrial

Appendix A – Traffic Control Plan (TCP) example TCP195

TCP 195

