Upper South Creek

Advanced Water Recycling Centre and Pipelines

Traffic & Transport
CEMP Sub-plan

Document No: USCP-JHG-MPL-ENV-0005
Revision: 09



Recommend Documents to be Read in Conjunction

This management plan is to be read in conjunction with the Construction Environmental Management Plan (USCP-JHG-MPL-ENV-0008).

Distribution

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Revisions

Draft issues of this document shall be identified as Revision 01, 02 03 etc. Upon initial issue (generally Contract Award) this shall be changed to a sequential lettering commencing at Revision A. Revision letters shall commence at Rev. A, B etc.

Date	Rev	Details of Change	Section	Prepared By	Reviewed & Approved By
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Glossary & Abbreviations

Abbreviations	Meaning
AWRC	Advanced Water Recycling Centre
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CoA	NSW Minister for Planning's Conditions of Approval
CPAS	Construction Parking and Access Strategy
CSSI	Critical State Significant Infrastructure
CTMP	Construction Traffic Management Plan
DCP	Development Control Plan
DoS	Degree of Saturation
DPI	Department of Primary Industries
DPE	NSW Department of Planning and Environment
EIS	Environment Impact Statement
EP&A Act	*Environmental Planning and Assessment Act* 1979
Framework CTMP	Framework Construction Traffic Management Plan (draft)
FTE	Full Time Equivalent
GFA	Gross Floor Area
HDD	Horizontal Directional Drilling
HV	Heavy Vehicle
JH	John Holland (the Principal Contractor)
LGA	Local Government Area
LoS	Level of Service
LV	Light Vehicle
MAP	Million Annual Passengers
ML	Megalitre
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
PaMP	Parking Management Plan
PCC	Penrith City Council
PCU	Passenger Car Unit
PeMP	Pedestrian Movement Plan
PIC	Place-based Infrastructure Compact
RMS	Roads and Maritime Services
ROL	Road Occupancy Licence
RTA	Roads & Traffic Authority (now part of TfNSW)
SCATS	Sydney Coordinated Adaptive Traffic System
SEARs	Secretary's Environmental Assessment Requirements
SMWSA	Sydney Metro – Western Sydney Airport
SPECTS	Safety, Productivity & Environment Construction Transport Scheme
SSCTMP	Site-specific Construction Traffic Management Plan
SSFL	Southern Sydney Freight Line
SSI	State Significant Infrastructure
SWC	Sydney Water Corporation (the client and Proponent)
SWRLE	South West Rail Link Extension
SZA	Speed Zone Authorisation

Abbreviations	Meaning
TBM	Tunnel Boring Machine
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
The 'project'	Advanced Water Recycling Centre and associated treated water and brine pipelines
TMC	Transport Management Centre
TW	Treated Water
TTCSP	Traffic & Transport CEMP Sub-plan (this plan)
UMM	Updated Management Measures
USC	Upper South Creek
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
Western Sydney Airport	Western Sydney International (Nancy-Bird Walton) Airport
WSIP	Western Sydney Infrastructure Plan
WSPT	Wester Sydney Parklands Trust

1 Introduction

1.1 Context

This Traffic & Transport CEMP Sub-plan (TTCSP) forms part of the Construction Environmental Management Plan (CEMP) for Upper South Creek Advanced Water Recycling Centre (AWRC) and Pipelines Project (refer to herein as the Project). This TTCSP has been prepared to address the requirements of:

- Minister's Conditions of Approval (CoA),
- *Upper South Creek Advanced Water Recycling Centre Environmental Impact Statement* (EIS) (September 2021).
- *Upper South Creek Advanced Water Recycling Centre Submission Report* (March 2022)
- *Upper South Creek Advanced Water Recycling Centre Amendment Report* (March 2022)
- *Upper South Creek Advanced Water Recycling Centre Submissions Report – Project Amendments* (April 2022)
- Response to DPE RFI 1, regarding responses to advice received on the Response to Submissions Report (dated 01 June 2022, 01 July 2022 and 11 July 2022) and
- Modification of Infrastructure Approval CSSI 8609189, 26 May 2023 (herein referred to as Mod 1)
- All applicable legislation.

The USC project will be built in stages, consisting of:

Stage 1

- building and operating the AWRC to treat a daily wastewater flow, known as the average dry weather flow (ADWF), of up to 50 megalitres per day (ML/day); and
- building the treated water and brine pipelines to cater for up to 100 ML/day flow coming through the AWRC (but only operating them to transport and release volumes produced by Stage 1).

Future Stages

It is expected that the AWRC will ultimately require expansion to treat wastewater flows up to 100 ML/day. Sydney Water will remain flexible on the size and timing of these future upgrades to accommodate changes in population projections over time. Future stages will be subject to further environmental assessment.

Further detail on project staging is provided in the EIS and Staging Report. This TTCSP applies to Stage 1 detailed design, construction and commissioning only. John Holland has been appointed by Sydney Water to deliver the USC project works, including detailed design and construction for treating an operational daily wastewater flow of up to 35ML/day. Greater flow capacities (including up to 50ML/day and 100ML/day), as explored in the EIS, are not covered in this TTCSP.

1.2 Project Description and Background

A comprehensive project description, including staging of the project, is outlined in Sections 1.1 to 1.3 of the CEMP. Figure 2.1 includes an overview of the project site and associated pipelines. Figure 2.2 includes an overview of the AWRC site.
As part of the EIS development, a high-level assessment characterised the existing transport environment, identified the key traffic and transport issues, identified access arrangements for the project, quantified cumulative traffic and parking impacts, and considered impacts on the public and active transport networks. Traffic modelling was undertaken for the intersection of Clifton Avenue/Elizabeth Drive due to concerns regarding performance. A range of high-level mitigation measures and a traffic management approach were identified for consideration during the project's construction period, and a draft Framework Construction Traffic Management Plan (Appendix F of Appendix U of the EIS) was prepared. The scope of the EIS Traffic & Transport Impact Assessment is shown in Figure 2-3 and extends beyond the project boundaries. The traffic and transport assessment is included in Section 11.4 of the EIS and in Appendix U (Traffic and Transport Impact Assessment). A Traffic and Transport Amendment Report was also prepared to assess the impacts of realigning the pipeline through Cabramatta between Bartley Street and Curtin Street.

The potential traffic and transport issues associated with the project have been identified as:

- Construction traffic resulting in an increase in traffic of greater than 5% on road links that are already over capacity with background traffic (including cumulative impacts due to other developments/construction activity)
- Traffic increases of between 5 and 10% on some road links that will not result in detrimental impacts to traffic flow as the links will remain under capacity.
- Temporary disruption to bus stops and routes, removal of on street parking and disruption to footpaths and cycle routes along the construction corridor.
- Temporary road closures restricting access and impacts to dwelling and business access.

These issues are discussed in more detail in Section 7 of this plan.
As this TTCSP does not include the operational component of the project, the issue of traffic management during construction of all infrastructure is the key traffic and transport issue addressed in this plan.

1.3 Purpose

The purpose of this TTCSP is to outline the Project's approach to implement measures to minimise and manage traffic impacts during construction in accordance with the Project's legal, planning, and contractual requirements. This TTCSP also seeks to review, update and incorporate the traffic management approach, principles and management measures detailed in the draft Framework Construction Traffic Management Plan (Framework CTMP (draft)), that was developed during the EIS. Potential impacts to the traffic and transport network as a result of project activities requiring management during construction (including cumulative impacts), as identified through ongoing traffic impact analysis, will be managed through SMART principles:

- **S**pecific – Measures to mitigate against increased network congestion, measures to prevent impact on cyclist / pedestrians and business access as explored in Section 7 of this Plan specifically speak to JH's approach to spreading the load (traffic volumes) across the network throughout the day during the construction period, which was identified in the EIS and Framework CTMP (draft).
- **M**easurable – Inspection and monitoring requirements are detailed in Section 10.3 of this Plan. These are focused on locations closer to site access points where the impacts are more significant and contributed to by the project.
- **A**chievable – Ongoing compliance with the CoA and Updated Management Measures (UMM) (Tables 4-1 and 4-2, respectively), as discussed in Section 7 of this Plan, is achievable throughout the delivery of the USC construction work and represents the minimum requirements to be implemented by JH.
- **R**elevant - The management measures outlined in Section 7 of this Plan represent JH's approach to monitoring and tracking against the objectives, targets and environmental performance outcomes aimed at optimal transport network performance (which are identified in Section 3 of this Plan). This TTCSP expands on and finalises the construction traffic management approach detailed in the Framework CTMP (draft).
- **T**ime-bound – On a broader scale, the management measures set out within Section 7 of this Plan are required to be implemented for the duration of construction, setting a clear and defined time frame.

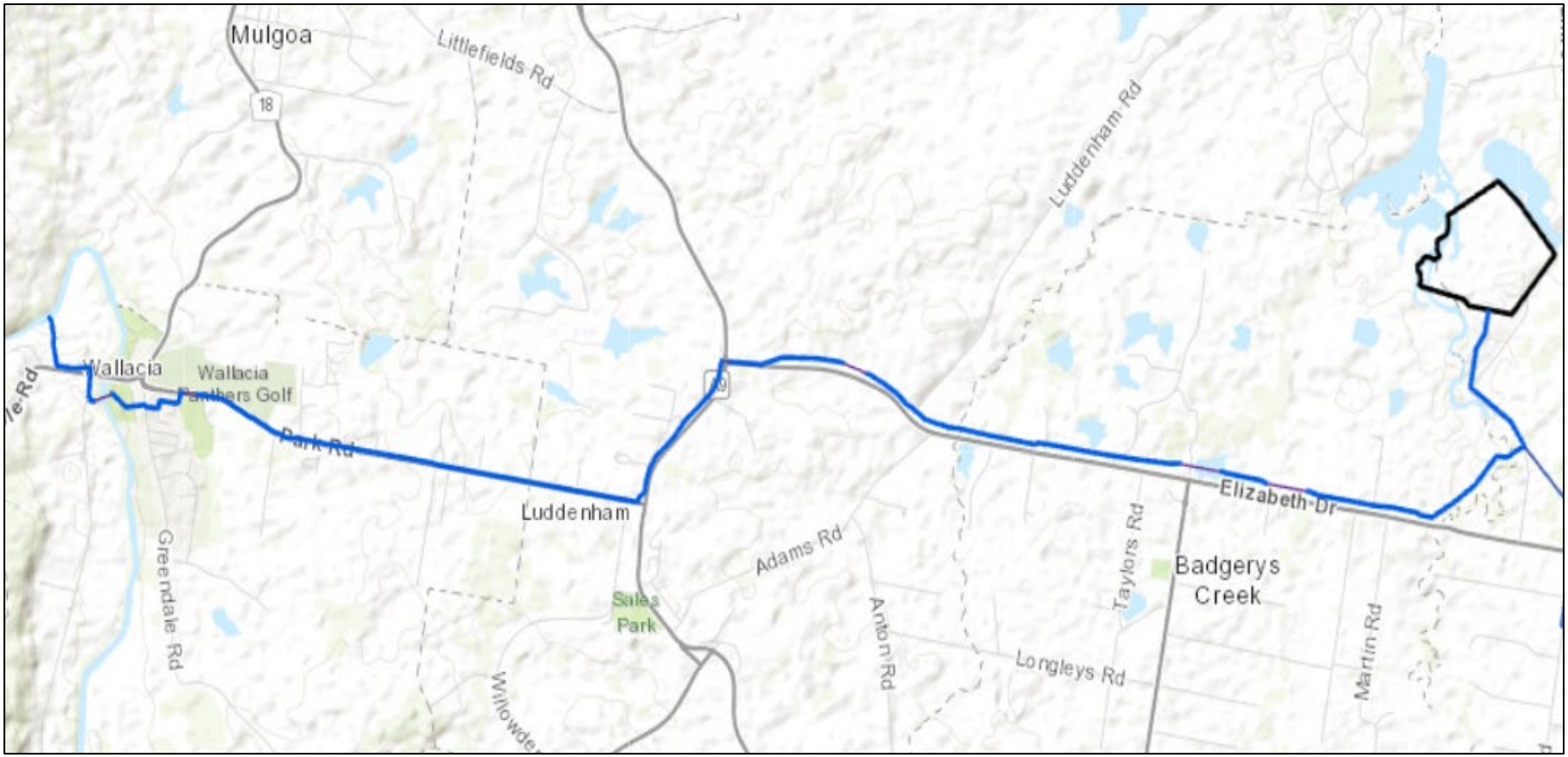


Figure 2-1a Indicative overview of the project site (AWRC) and treated water pipeline

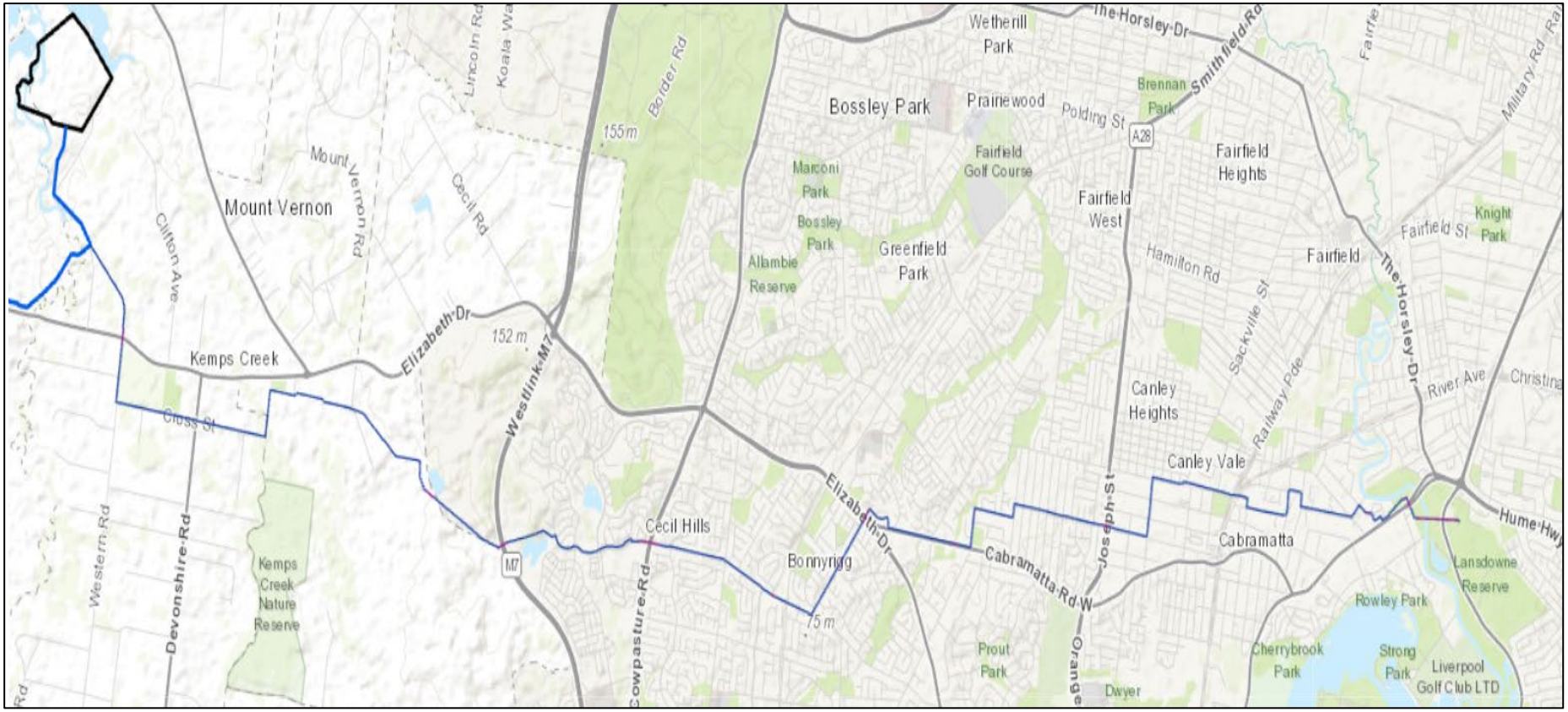


Figure 2-1b Indicative overview of the project site (AWRC) and brine pipeline



1	AWRC SITE ENTRY	6	BRINE TANKS
2	ADMINSTRATION CENTRE AND CAR PARKING	7	DIGESTORS
3	PARKLAND ACCESS ROAD	8	MBR
4	OVERLAND DISCHARGE ALIGNMENT	9	INLET WORKS
5	ONSITE BIO DETENTION AND RETENTION BASIN	10	OXIDATION DITCH

Figure 2-2 Indicative AWRC site arrangement (indicative and pending detailed design)

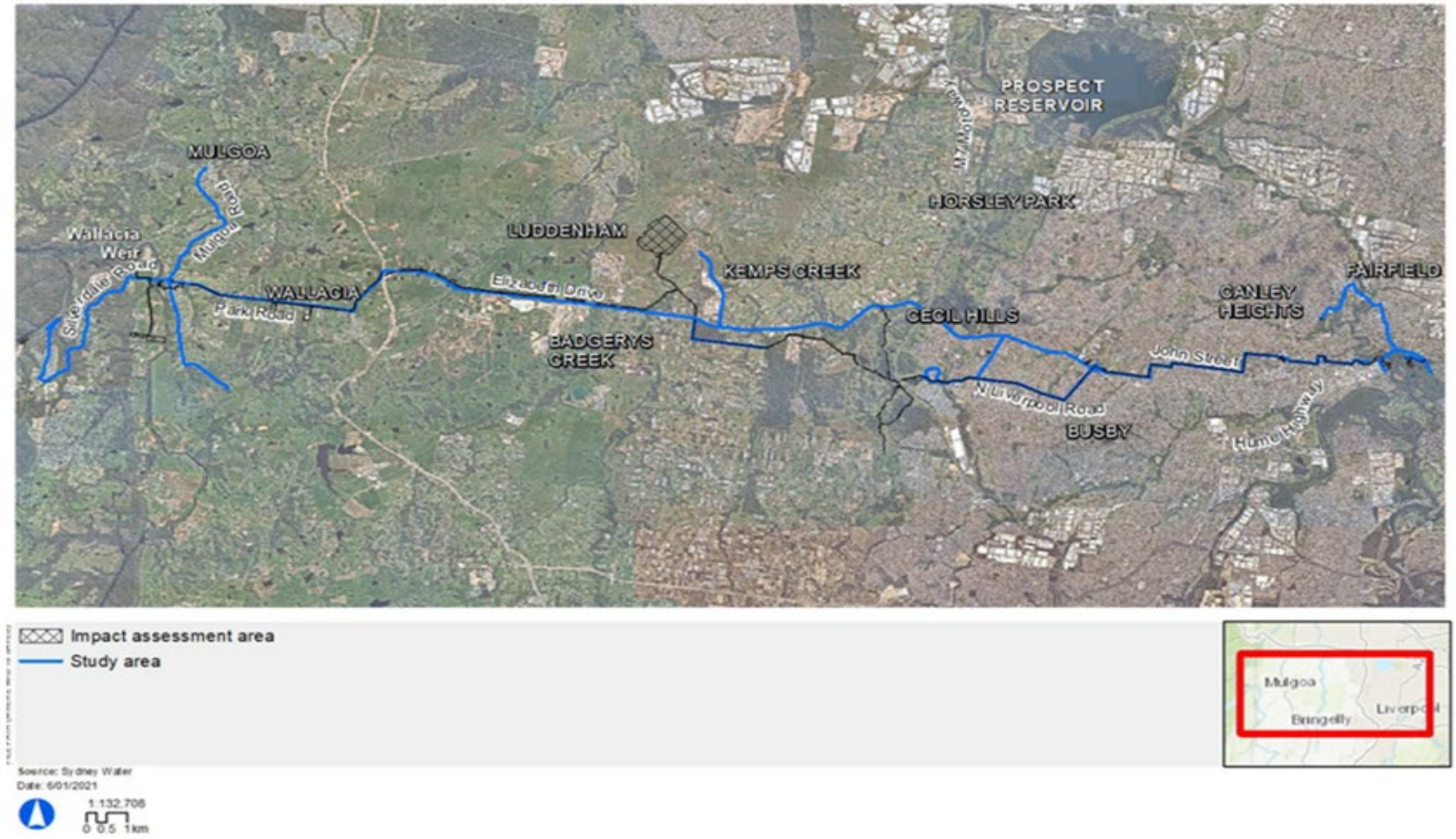


Figure 2-2: Project study area for EIS Traffic and Transport Impact Assessment

Source: Sydney Water, contained in Upper South Creek Advanced Water Recycling Centre Environmental Impact Statement – Appendix U: Traffic and Transport Impact Assessment (Aurecon & Arup, June 2021, Page 15)

2 Objectives, Targets and Performance Criteria

The objectives, targets and performance criteria identified in this TTCSP is applicable to all construction work associated with the USC Project undertaken by both John Holland and its subcontractors.

2.1 Objectives

The key objective of this Plan is to ensure the following items, where they include items applicable to traffic and transport management, are described, scheduled and assigned responsibility:

- The Environmental Impact Statement (EIS)
- The Amendment Report
- Updated Mitigation Measures (UMMs)
- Minister's Conditions of Approval (CoA)
- DCCEEW Conditions of Approval (EPBC 2020/8816)
- Relevant legislation and other requirements described in Section 4 of this Plan.

The following objectives, extracted from the draft Framework CTMP, will support the overarching aim of this TTCSP:

- Ensure safety of pedestrians, cyclists, construction workers, road users and the local community;
- Minimise the overall impact to road users;
- Ensure minimal disruptions to public transport operations, including schedules, stop location and routes;
- Maintain access for existing road users, including the local community, public transport operators, pedestrians and cyclists;
- Ensure disruption to residents, local businesses and agricultural uses are minimised including appropriate consultation;
- Ensure construction vehicle movements remain below the volumes specified in the EIS, particularly during the peak hours;
- Minimise disruption to existing road furniture and kerbside provisions including the existing bus stops, cycleways and on-street parking;
- Comply with all relevant legislation and other requirements specified by relevant authorities.

2.2 Targets

The following targets have been established for the management of potential traffic and transport impacts during the construction of the project:

- Ensure full compliance with the relevant legislative requirements and/or guidelines, CoA and UMMs;
- Ensure training and awareness on traffic safety procedures is provided to all construction personnel through site inductions and mandatory documents (CEMP and CEMP sub-plans) which are included as part of John Holland standard subcontractor and supplier agreement;
- Ensure clear and timely communication in relation to any changes, to affected areas and the expected duration of works via various relevant platforms or direct community engagement;
- Implement appropriate traffic controls including signage, line marking, alternative routes and stop lights to direct private vehicles, transport operators, pedestrians and cyclists past work sites;
- Manage site compounds and work areas to ensure construction traffic and works are primarily contained within these areas and road occupancy is minimised;
- Manage pedestrians and other vulnerable road users to ensure safe and continuous movement past work sites. Consideration of the land uses and road and corridor users to be key drivers for the type of traffic management strategies implemented;
- Where practical, consider scheduling construction traffic movements to avoid peak times and smoothing of peaks in construction traffic activity to minimise impacts to the transport network; and
- Encourage construction workers, where possible, to use modes other than private vehicle.

2.3 Performance Criteria

Environmental performance outcomes have been developed that are consistent with the various project approval documents. Only the environmental performance outcomes specific to this TTCSP have been presented in Table 3-1.

Table 3-1 Environmental performance outcomes relevant to the TTCSP

Desired Performance Outcome	How Performance Outcomes Would Be Achieved	Measurement Tool
Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts. The safety of transport system customers is maintained. Impacts on network capacity and the level of service are effectively managed. Works are compatible with existing infrastructure and future transport corridors.	Effective management of road user safety and traffic flows, and any impacts on future transport corridors during construction.	Construction activities will be managed in accordance with the TTCSP to meet the project's transport and traffic performance outcomes.

3 Legislative and Guidance Requirements

3.1 Relevant Legislation, Standards and Guidelines

3.1.1 Legislation

All legislation relevant to this TTCSP, including legislative requirements around road occupancy and speed zone authorisations, is included in Appendix A3 of the CEMP.

3.1.2 Standards and Guidelines

The primary guidelines, specifications, and other reference documents relevant to this plan include:

- Guide to Traffic Generating Developments (Roads and Traffic Authority, 2002) (RTA)
- Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020)
- Traffic Modelling Guidelines (Roads and Maritime Services, 2013) (RMS)
- Future Transport Strategy: Our vision for transport in NSW (Transport for NSW, 2022)
- Western Sydney Infrastructure Plan (Australian and New South Wales (NSW) Governments, 2014)
- Western Parkland City Place-based Infrastructure Report (Greater Sydney Commission)
- Western Sydney Aerotropolis Draft Precinct Plans
- Development Control Plans (DCPs) (Wollondilly Shire, Penrith City, Liverpool City, Fairfield City and Canterbury-Bankstown)
- Traffic Control at Work Sites (v6.1) and Technical Direction – TD 00003:2022 (Transport for NSW, 2022)
- Australian Standard AS1742 Parts 1 to 14, Manual of uniform traffic control devices
- Australian Standard AS2890 Parts 1 to 6, Parking Facilities.

3.2 Minister's Conditions of Approval

Table 4-1 below provides a summary of the CoA relevant to traffic and transport and how and where these items are addressed in this Plan.

Table 4-1 CoA relevant to this TTCSP

CoA Reference	Condition Requirement	TTCSP Reference
A9	Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include: a. documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; b. a log of the dates of engagement or attempted engagement with the identified party; c. documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; d. outline of the issues raised by the identified party and how they have been addressed; and e. a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	Section 5 of this Plan – 'Consultation' and Appendix A – CoA A9 Consultation Summary Report.
A47	Heavy vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and CSSI application number to enable immediate identification by a person viewing the heavy vehicle. No more than one set of project markings can be displayed on a heavy vehicle at any point of time.	Section 7 and Section 10.3
C3	The CEMP (and relevant CEMP sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one month before the commencement of construction, or where construction is staged, no later than one month before the commencement of each stage.	Section 5
C4	The following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A9. (f) Traffic and transport - TfNSW and relevant council(s)	This TTCSP has been prepared to meet the requirements of CoA C4(f), with consultation requirements be detailed in Section 5 of this Plan.
C5	The CEMP Sub-plans must state how: a. the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; b. the mitigation measures identified in the documents listed in Condition A1 will be implemented; c. the relevant terms of this approval will be complied with; and d. issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART (Specific, Measurable, Achievable, Realistic and Timely) principles.	a. environmental performance outcomes related to traffic and transport are discussed in Table 3-1 of this Plan. b. the mitigation measures identified in the documents listed in Condition A1 are addressed in Table 8-1 of this Plan. c. the relevant terms of the Infrastructure Approval (SSI-8609189) are identified in Tables 4-1 and 4-2 of this Plan. d. the application of SMART principles to the way in which traffic and transport issues require management during construction is discussed in Section 2.3 and detailed in Table 8.1 of this Plan.

CoA Reference	Condition Requirement	TTCSP Reference
C11	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary.	Section 5.2 Section 1.6 of the CEMP. This TTSCP is appended to the CEMP as Appendix B6.
C12	The CEMP and CEMP sub-plans as approved, including any minor amendments approved by the ER, must be implemented for the duration of construction of Stage 1 of the CSSI.	Section 5.2 Section 1.6 of the CEMP. The TTSCP is appended to the CEMP as Appendix B6.
E60	Temporary and permanent active transport facilities along the pipeline alignment must be designed, constructed and/or rectified in accordance with: a. the process set out in the Movement and Place Framework (NSW Government) including: i. the *Walking Space Guide: Toward Pedestrian Comfort and Safety* (TfNSW, 2020); and ii. the *Cycleway Design Toolbox: Designing for Cycling and Micromobility* (TfNSW, 2020). b. the *Guide to Road Design Part 6A: Paths for Walking and Cycling* (Austroads 2017) where not otherwise covered by (a); c. relevant Australian Standards (AS) such as *AS 1428.1-2009 Design for access and mobility*; and d. relevant Crime Prevention Through Environmental Design (CPTED) principles. *Note: In the event of an inconsistency, the latest guidance document prevails to the extent of the inconsistency.*	Section 7
E93	Access to all utilities and properties must be maintained during construction, where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 7 and Section 10.3
E94	Any property access physically affected by Stage 1 of the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier.	Section 7
E95	Local roads that are proposed to be used by heavy vehicles (for the purposes of Stage 1 of the CSSI) that are immediately adjacent to the construction boundary and ancillary facilities, and that are not identified for use by heavy vehicles in the documents listed in Condition A1, must be approved by the Planning Secretary as part of the Traffic and Transport Management CEMP Sub-plan.	There are currently no local roads that meet these criteria. Should this change, a Local Roads Approval document will be prepared for approval by the Planning Secretary. Table 8-1
E96	All requests to the Planning Secretary under Condition E95 must include the following: a. a swept path analysis; b. demonstration that the use of local roads by heavy vehicles for the Stage 1 of the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways; c. provide details as to the date of completion of the road dilapidation surveys for the subject local roads; d. measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and e. written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	There are currently no local roads that meet these criteria. Should this change, a Local Roads Approval document that meets the stated requirements will be prepared for approval by the Planning Secretary. Table 8-1
E97	The locations of all heavy vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction. *Note: Refer to Condition A47 in relation to vehicle identification.*	Section 7 and Section 10.3

CoA Reference	Condition Requirement	TTCSP Reference
E98	Before any local road is used by a heavy vehicle for the purposes of the Stage 1 of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council(s) within three weeks of completion of the survey and no later than one month prior to the road being used by heavy vehicles associated with Stage 1 of the CSSI.	Section 7
E99	If damage to roads occurs as a result of Stage 1 of the CSSI, the Proponent must either (at the relevant road authority's discretion): a. compensate the relevant road authority for the damage so caused; or b. rectify the damage to restore the road to at least the condition it was in pre-works as identified in the Road Dilapidation Report(s).	This requirement is acknowledged and included in Table 8-1, however, it does not affect the content of this Sub-plan.
E100	Safe pedestrian and cyclist access must be maintained around Work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.	Section 7 and Section 10.3
E101	Vehicles (including light and heavy vehicles) associated with Stage 1 of the CSSI must be managed to: a. minimise parking on public roads; b. minimise idling and queueing on state and regional roads; c. not carry out marshalling of construction vehicles near sensitive land user(s); d. not block or disrupt access across pedestrian or shared user paths at any time; and e. ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the Traffic and Transport Management CEMP Sub-plan.	Section 7 and Section 10.3
E102	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during construction in highly urbanised settings. The Strategy must include, but not necessarily be limited to: a. achieving the requirements of Condition E101; b. confirmation and timing of the removal of on- and off-street parking associated with construction of Stage 1 of the CSSI; c. parking surveys of all parking spaces to be removed or occupied by the CSSI workforce in the vicinity of the tunnelling compounds at Cabravale Leisure Centre and Bartley Street, Cabramatta to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events; d. consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction; e. assessment of the impacts to on- and off-street parking stock taking into consideration, occupation by the CSSI workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events; f. identification of mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, and provision of alternative parking arrangements; g. mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures; h. details of shuttle bus service(s) to transport the CSSI workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites; i. provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and j. provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals. The Construction Parking and Access Strategy must be submitted to the Planning Secretary for information at least one month before the commencement of any construction that reduces the availability of existing parking. The Strategy must be implemented before impacting on on-street parking and incorporated into the Traffic and Transport Management CEMP Sub-plan.	Section 6.2.2 and Section 7 The Construction Parking and Access Strategy (CPAS) will be included as an appendix to this plan upon its completion.

CoA Reference	Condition Requirement	TTCSP Reference
E103	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented prior to the disruption. Adequate signage and directions to businesses must be provided prior to, and for the duration of, any disruption.	Section 6.2.2, Section 7 and Section 10.3
E104	Stage 1 of the CSSI (including new or modified local roads, parking, pedestrian and cycle infrastructure) must be designed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management.	Section 7
E105	An independent Road Safety Audit must be undertaken to assess the safety performance of new or permanently modified local road, parking, pedestrian and cycle infrastructure provided as part of Stage 1 of the CSSI (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management. The audit(s) must be undertaken by an appropriately qualified and experienced person during detailed design development (audit of plans) and prior to opening (pre-opening audit). The audit findings and recommendations of the detailed design plans (audit of the plans) must be actioned prior to construction of the relevant infrastructure. The pre-opening audit findings and recommendations must be actioned prior to the relevant infrastructure being made available for use. All audit findings must be made available to the Planning Secretary on request, within the timeframe stated in the request.	Section 7 and Section 10.3
E106	The Proponent must assess whether detailed design of the project would result in any increase to operational traffic movements identified in the documents listed in Condition A1 for the AWRC site, and submit the assessment to the Planning Secretary for information. If any such changes to operational traffic movements are identified, the Proponent must prepare a Road Network Performance Plan in consultation with the relevant council(s) and TfNSW. The Plan must be prepared to address the following: a. an updated analysis, including modelling of traffic impacts to the adjoining road network, as a consequence of Stage 1 of the CSSI; b. an assessment of the performance of the road network, inclusive of the Clifton Avenue / Elizabeth Drive intersection; and c. mitigation measures to manage any predicted traffic performance impacts. If a Road Network Performance Plan is triggered under this condition, it must be submitted to the Planning Secretary, relevant council(s) and TfNSW for information six months prior to the operation of Stage 1 of the CSSI. The mitigation measures in the Plan must be implemented by the Proponent before the operation of Stage 1 of the CSSI.	This TTCSP is applicable to the Stage 1 construction phase works only. The assessment requested in this condition will be incorporated into relevant operational phase environmental management plans or systems to be developed prior to the commencement of operation.

3.3 Updated Management Measures

Table 4-2 below provides a summary of the UMMs relevant to traffic and transport and how these items are addressed in this plan.

Table 4-2 Updated Management Measures relevant to this TTCSP

UMM Reference	Management Measure Requirement	TTCSP Reference
G01	**Environmental management during construction** Prepare and implement a Construction Environmental Management Plan (CEMP) consistent with Environmental Management Plan Guideline – Guideline for Infrastructure Projects (DPIE, 2020). The CEMP will include construction environmental management measures outlined in this table and may be divided into sub-plans. The CEMP must be endorsed by Sydney Water's environmental representative and approved by Sydney Water's project manager before construction activities commence. Induct all project staff and contractors into the CEMP requirements before they start site work on the project.	Section 1.6 of the CEMP. The TTSCP is appended to the CEMP as Appendix B6. This TTCSP has been prepared to meet the requirements of UMM G01, with endorsement and induction requirements noted. Induction requirement is outlined in Section 7.
TT01	**Traffic related impacts to traffic exceeding the estimated capacity on certain links** Prepare Site Specific Construction Traffic Management Plans (SSCTMP) in consultation with relevant local councils, bus companies, Bicycle NSW, Western Sydney Cycling Network, impacted residents and businesses, TfNSW and in accordance with relevant guidelines and the Framework Construction Traffic Management Plan (CTMP) (Appendix U). Each SSCTMP will outline: • staging and timing of construction for each area of the project • any changes to traffic conditions, including road closures or diversions • identification of haulage routes • safe alternative routes for pedestrians, cyclists and other active transport in accordance with relevant safety standards • parking arrangements for construction workers • construction access points • measures to minimise impacts on public transport network, including bus stops • opportunities to reduce road traffic noise, including restricting heavy vehicle movements to standard construction hours • measures to minimise impacts to businesses • measures to outline construction interface management with the M12 Motorway project. In addition to the above, SSCTMP will include: • Signage at key locations across the local influence area including Wallacia, and Luddenham to ensure the visitor experience is made as clear and easy as possible. Signage mitigation will also be required throughout busier areas where facilities are clustered together and subject to frequent access such as: ○ Luddenham Main Street (the Old Northern Road) in Luddenham ○ Elizabeth Drive in Luddenham and Kemps Creek ○ Liverpool Road North in Bonnyrigg ○ St Johns Road, Cabramatta Road and Bartley Street in Cabramatta Specific consideration of the highly urbanised setting in Cabramatta within the local influence area. This includes planning parking changes to reduce potential impacts and planning traffic diversions in consultation with Fairfield Council.	Site Specific Construction Traffic Management Plans (SSCTMPs) will be prepared for each construction site, separate to this TTCSP. SSCTMPs will be incorporated into construction management documentation and implemented by the JH delivery team. This TTCSP also reviews and updates the construction traffic management approach presented in the draft Framework CTMP.
TT02	**Congestion related to traffic exceeding the estimated capacity on certain links** Finalise the Framework CTMP to guide the development of the SSCTMPs.	This TTCSP reviews and updates the construction traffic management approach presented in the draft Framework CTMP.

UMM Reference	Management Measure Requirement	TTCSP Reference
TT03	**Cumulative impacts to the road network** Investigate opportunities to minimise cumulative impacts along Clifton Avenue and Elizabeth Drive with the M12 Motorway project. Measures outlined in TT01 will also help minimise cumulative impacts from the project on the traffic network.	Site Specific Construction Traffic Management Plans (SSCTMPs) will be prepared for each construction site, separate to this TTCSP and will address potential cumulative impacts. General guidance is also included in Section 7.
TT04	**Cumulative impacts to the road network** Prioritise the use of arterial and sub-arterial roads over collector and local roads, especially during AM and PM peaks, for construction haulage routes. This will include planning traffic routes to minimise impacts to sensitive receivers on local roads.	Section 7.
TT05	**Operational traffic from the AWRC impacting the traffic network** Where possible, schedule operational deliveries and other operational vehicle movements outside of peak traffic movements on Elizabeth Drive to minimise queuing on Clifton Avenue.	This TTCSP is applicable to the Stage 1 construction phase works only. Requirements to satisfy UMM TT05 will be incorporated into relevant operational phase environmental management plans.
TT06	**Impacted access to the Cabravale Diggers Club** Consult with the Cabravale Diggers Club and ensure emergency access off Bartley Street for the Club is maintained and included in the SSCTMPs.	Section 7.

4 Consultation

4.1 TTCSP Consultation

Consultation requirements raised in the Infrastructure Approval are explored in detail in Section 2 of the CEMP. Consultation requirements detailed in the Framework CTMP (draft), EIS and relevant UMMs specific to traffic and transport impacts associated with the project will be addressed further during the development of the Site-Specific Construction Traffic Management Plans (SSCTMPs) and the CPAS. Specifically, this TTCSP has been provided to the following agencies in accordance with CoA C4, with their outcomes summarised in Appendix A and comments received from the consultation process incorporated in relevant sections of this Plan.

- Transport for NSW (TfNSW)
- Relevant Councils, including:
  - Wollondilly Shire Council
  - Penrith City Council
  - Liverpool City Council
  - Fairfield City Council
  - Canterbury-Bankstown Council

In addition to the agencies stated above, sensitive receivers such as adjacent landowners, businesses and nearby local communities would also be consulted during the development of relevant SSCTMPs, for works that have the potential to result in direct traffic or access impacts.

In accordance with CoA A9, a Consultation Summary Report has been developed and appended to this Plan (Appendix A) to document and provide evidence of consultation undertaken in accordance with the Infrastructure Approval.

4.2 Endorsement and Approval

The TTCSP must be endorsed by the ER and then submitted to DPE for approval no later than one month before the commencement of construction, or where construction is staged, no later than one month before the commencement of the stage. Construction must not commence until the TTCSP has been approved by DPE.

Any minor amendments must be approved by the ER and implemented for the duration of construction.

5 Existing Environment

The following sub-sections provide detail on the existing environment on and around the USC construction site and factors influencing construction traffic and transport conditions at the project work areas/ sites. Information has been extracted from the EIS and Traffic and Transport Amendment Report (Bartley Street Realignment) and relevant appendices, including the draft Framework CTMP.

5.1 Site Context

The project, and specifically the proposed AWRC site, is located in a rural area of Western Sydney, approximately 40km to the west of the Sydney central business district, and part of the Greater Western Sydney region. The AWRC site is set at an elevation of approximately 40m above sea level within a natural depression that follows the alignment of South Creek and Badgerys Creek. The treated water pipeline is approximately 16km in length and leaves the AWRC site in a westerly direction where it directs treated water into the Nepean River at Wallacia via a release structure. The brine pipeline is approximately 24km in length and leaves the AWRC site in an easterly direction where it directs brine into the existing Sydney Water network via the Northern Georges River Submain (NGRS) at Lansdowne.

The surrounding project area is a mixture of the sprawling, developed suburbs of western Sydney and rural residential with key local industries and activities. Key activities and industries in close proximity to the AWRC site, include:

- The SUEZ Resource Recovery Park
- A wholesale nursery
- Chicken broiler / layer farms
- The Western Sydney Airport
- Sydney Metro – Western Sydney Airport project
- M12 Motorway project.

With respect to cumulative impacts, the construction phases of Western Sydney International Airport (WSIA), the M12 motorway and Sydney Metro WSA are expected to overlap with the construction phase of the project. Significantly, the peak construction years for Sydney Metro WSA and the M12 Motorway generally align with the project. The cumulative traffic impacts are expected to primarily impact Elizabeth Drive.

The project area is surrounded by a wide range of land uses that may be impacted by construction traffic, including residential properties and agricultural lands at various locations, Wallacia Christian Church, and community facilities and businesses in Wallacia, Bonnyrigg, Cabramatta and Canley Vale. There will also be temporary, localised impacts to access routes, parking arrangements, bus stops and footpaths during the construction period.

At the AWRC site, the nearest private residential properties are approximately 500m south, southeast, east and northeast. However, there are only a small number of such properties.

5.2 Traffic and Transport Conditions

5.2.1 Existing Road Network and Traffic

The surrounding road network is shown in Figure 6-1 and Figure 6-2, and has been classified based on functional hierarchy ranging from major connecting roads, which carry strategic importance and are associated with high traffic flows, to roads which carry low volumes of traffic and primarily provide access to local developments and residential areas.

A review of the Google traffic data map layer indicates that there is existing traffic congestion present during peak periods on Elizabeth Drive and Devonshire Road at Kemps Creek, Frederick Road at Cecil Hills, and The Horsley Drive at Carramar (Google Maps, 2023).



Figure 6-1: Functional road hierarchy west of M7 motorway (Environmental flows pipeline not applicable to the project) (Source: USCAWRC Traffic and Transport Technical Report)

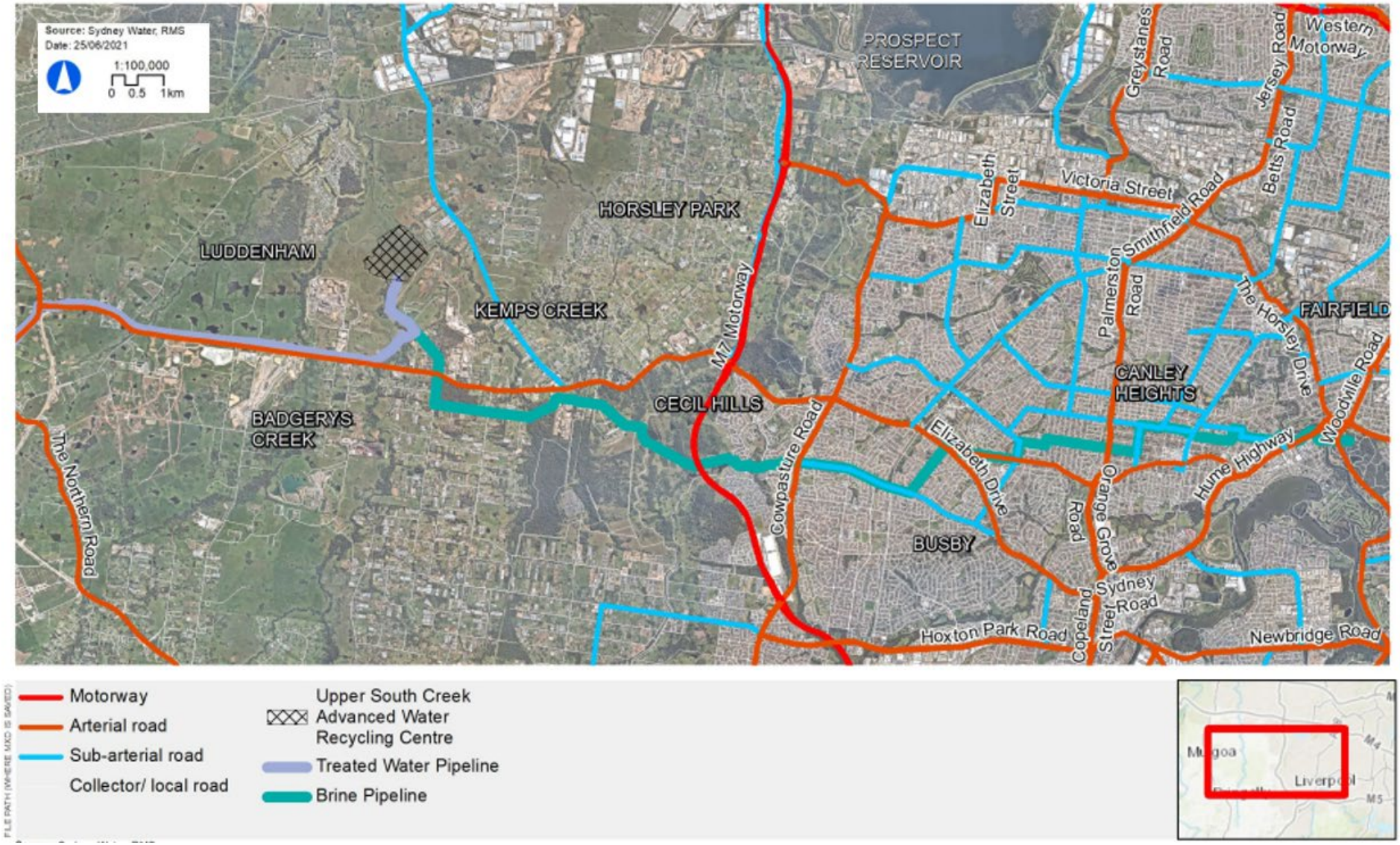


Figure 6-2: Functional road hierarchy east of M7 motorway (Source: USCAWRC Traffic and Transport Technical Report)

5.2.2 Parking

In the sparsely populated land adjacent to the Treated Water Pipeline, on-street parking is located primarily in town centres such as Wallacia, with limited parking on arterial routes due to the low density of development.

Within urban areas, many local roads have carriageway widths that accommodate the parking demand. These spaces are typically used by residents and visitors. Arterial and sub-arterial roads such as the Hume Highway and Cabramatta Road operate under clearway conditions during peak periods to reduce congestion caused by the high traffic flows.

Public off-street parking is located within the commercial areas surrounding Cabramatta and Liverpool stations. There is also high turnover of on-street parking available along active street frontages.

5.2.3 Public Transport

To the west of the M7, the treated water pipeline runs through low density areas adjacent to Elizabeth Drive, The Northern Road and Park Road. The nearest train station is located at Leppington, approximately 15 kilometres from the AWRC site. This station is serviced by the T2 and T5 rail lines and provides connections to the Sydney Central Business District (CBD) and north-western suburbs. Trains operate to and from Leppington station at regular intervals throughout the week and on the weekend. Due to low patronage, a limited number of bus services operate in the vicinity of the pipelines, as shown by route number in Figure 6-3. These services operate at low frequencies throughout the week, with the 795 route service operating sporadically on the weekend.

Bus services operating outside town centres and residential areas generally have limited coverage, as shown in Figure 8. The three bus services which operate in the vicinity of the study area are as follows:

- Route 789: Luddenham to Penrith via The Northern Road;
- Route 795: Warragamba to Penrith via Mulgoa Road; and
- Route 801: Liverpool to Badgerys Creek via Elizabeth Drive.

These bus services operate at low frequencies throughout the week and the 795 operates sporadically on the weekend.



Figure 6-3: Existing bus routes west of M7 motorway (Source: USCAWRC Traffic and Transport Technical Report)

East of the M7, the brine pipeline runs through the established suburbs of Cecil Hills, Green Valley, Bonnyrigg and Cabramatta. These suburbs are predominantly residential. The nearest train stations are Carramar Station and Cabramatta Station. The stations service the T2, T3 and T5 rail lines (Cabramatta Station only), providing connections to the CBD, north-western and western suburbs. Bus and train services are operated by the Transit Systems (Fairfield and Liverpool) and Transdev NSW (Parramatta, Bankstown and Liverpool) bus networks, as shown in Figure 6-4 and Figure 6-5 respectively.

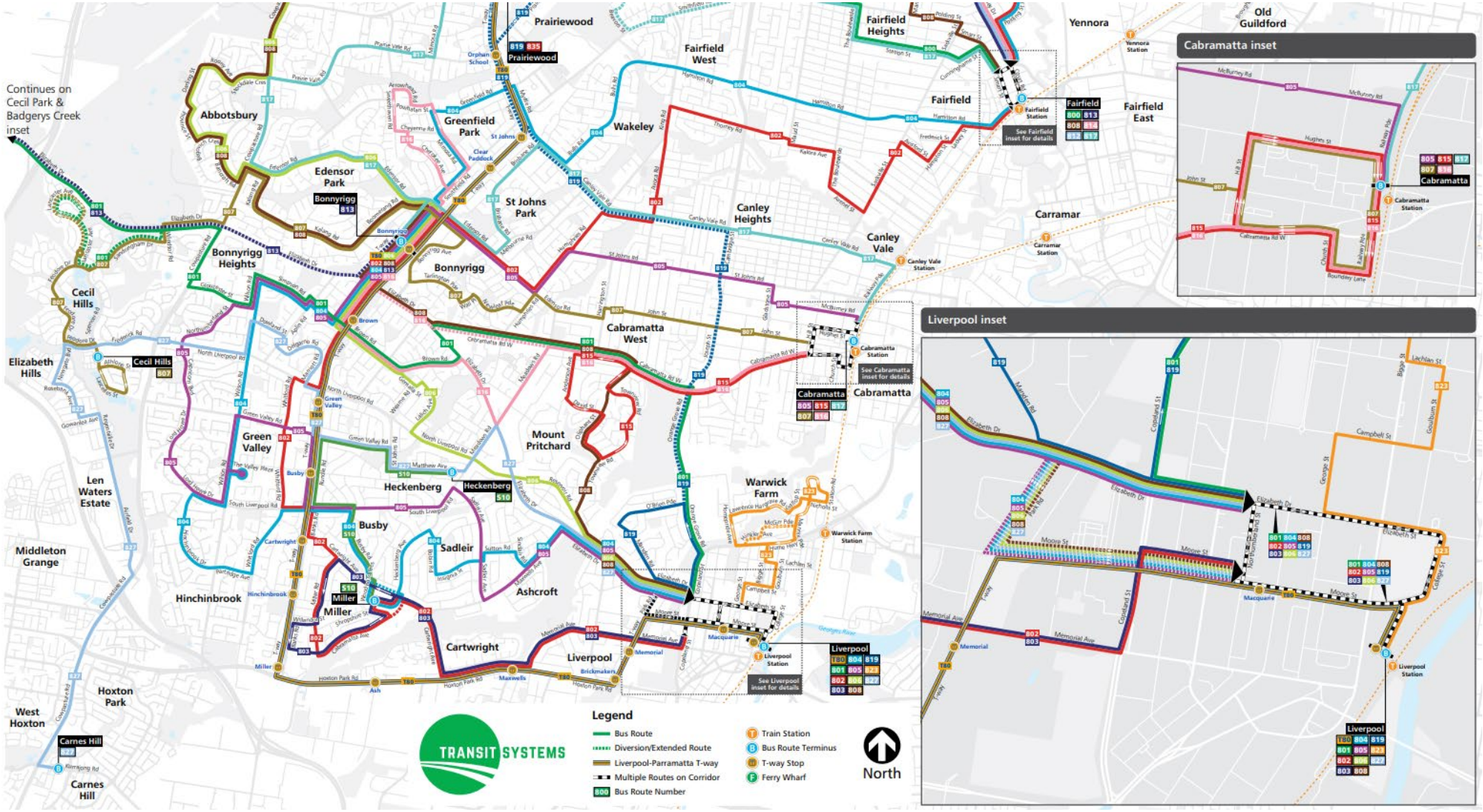


Figure 6-4: Transit Systems Fairfield and Liverpool

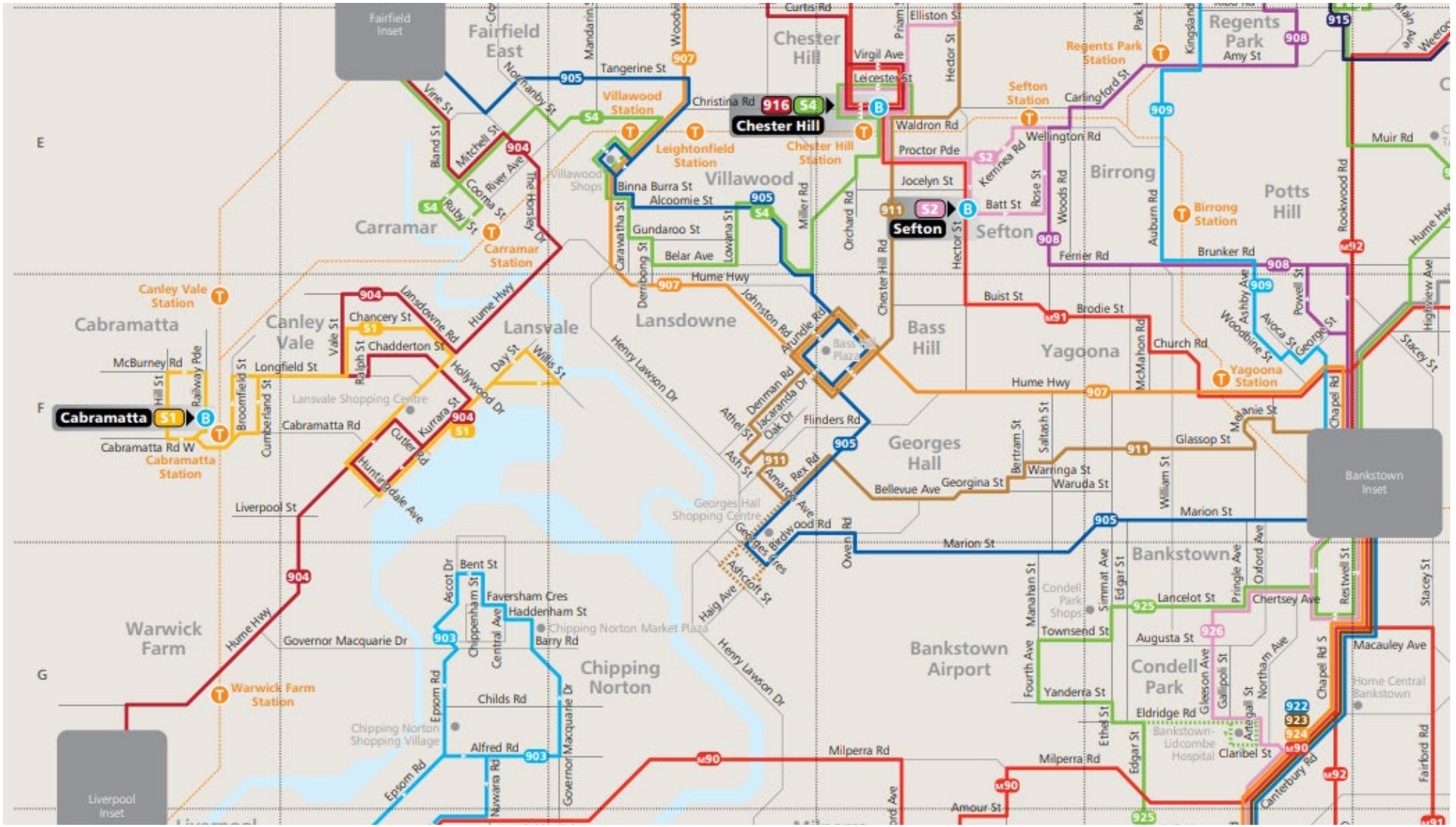


Figure 6-5: Transdev NSW Parramatta, Bankstown and Liverpool network

5.2.4 Active Transport

There is limited walking and cycling infrastructure located West of the M7 motorway as presented in Figure 6-6 below. A desktop study of the RMS Cycleway finder shows cycleways along sections of Elizabeth Drive, Mamre Road and The Northern Road. This highlights that there is poor connectivity between the cycleways which makes it difficult for cyclists to travel between urban centres safely.

Infrastructure improvements have been planned as part of The Northern Road upgrades which is currently underway. In addition, the Department of Planning and Environment (DPE) has recognised the need to improve cycling infrastructure within the surrounding local areas as discussed in the Mamre Road Precinct Rezoning Exhibition Discussion Paper (DPIE, November 2019). As a result, DPE has identified a potential opportunity for a shared path along creek lines, including the South Creek-Wianamatta corridor as part of the future upgrades for Mamre Road.

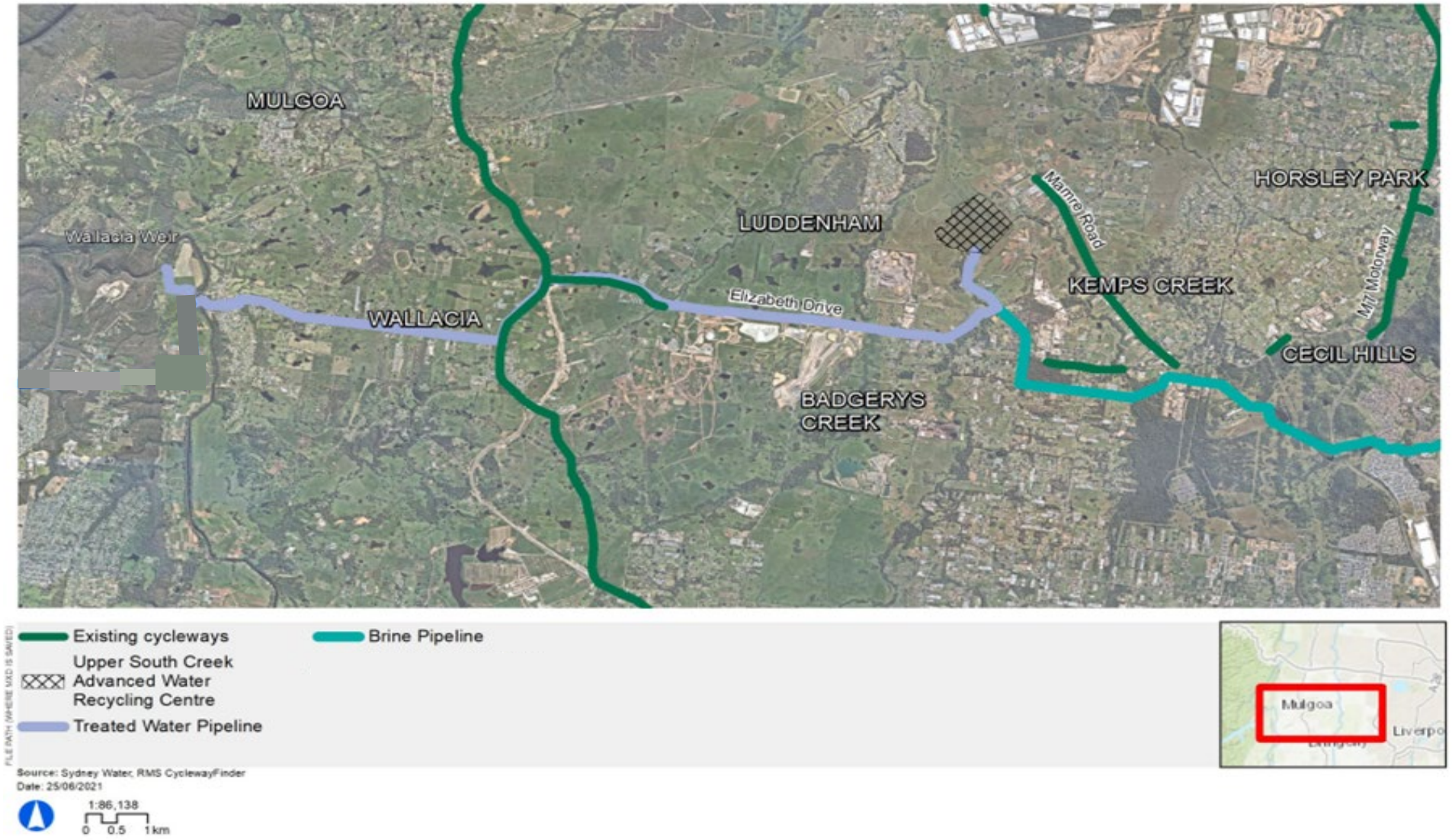


Figure 6-6a: Existing Active Transport Routes West of the M7 Motorway

Walking and cycling infrastructure to the east of the M7 Motorway is more consistent and better connected as can be seen in Figure 6-7 below. A mix of on and off-road cycleways are available within the vicinity of the project, with the main cycling routes as follows:

- Bay to Mountains shared path – between Mirambeena Regional Park in Bankstown and Prospect Reservoir in Blacktown
- Cabramatta Creek shared path – between King Park in Wakeley and Cowpasture Road via St Johns Park
- Prospect Creek shared path – between Holroyd City to the Fairfield Town Centre
- The Cowpasture Road shared path – between Elizabeth Drive and The Horsley Drive. This path also links into the Bay to Mountains, St Johns Park and T-way shared paths
- T-Way cycleway – between Parramatta and Liverpool. This path also provides a connection to the Bay to Mountains and St Johns Park shared path
- Rail Trail cycleway – between Parramatta and Liverpool. This path also provides a connection to Prospect Creek and the Bay to Mountains shared path.

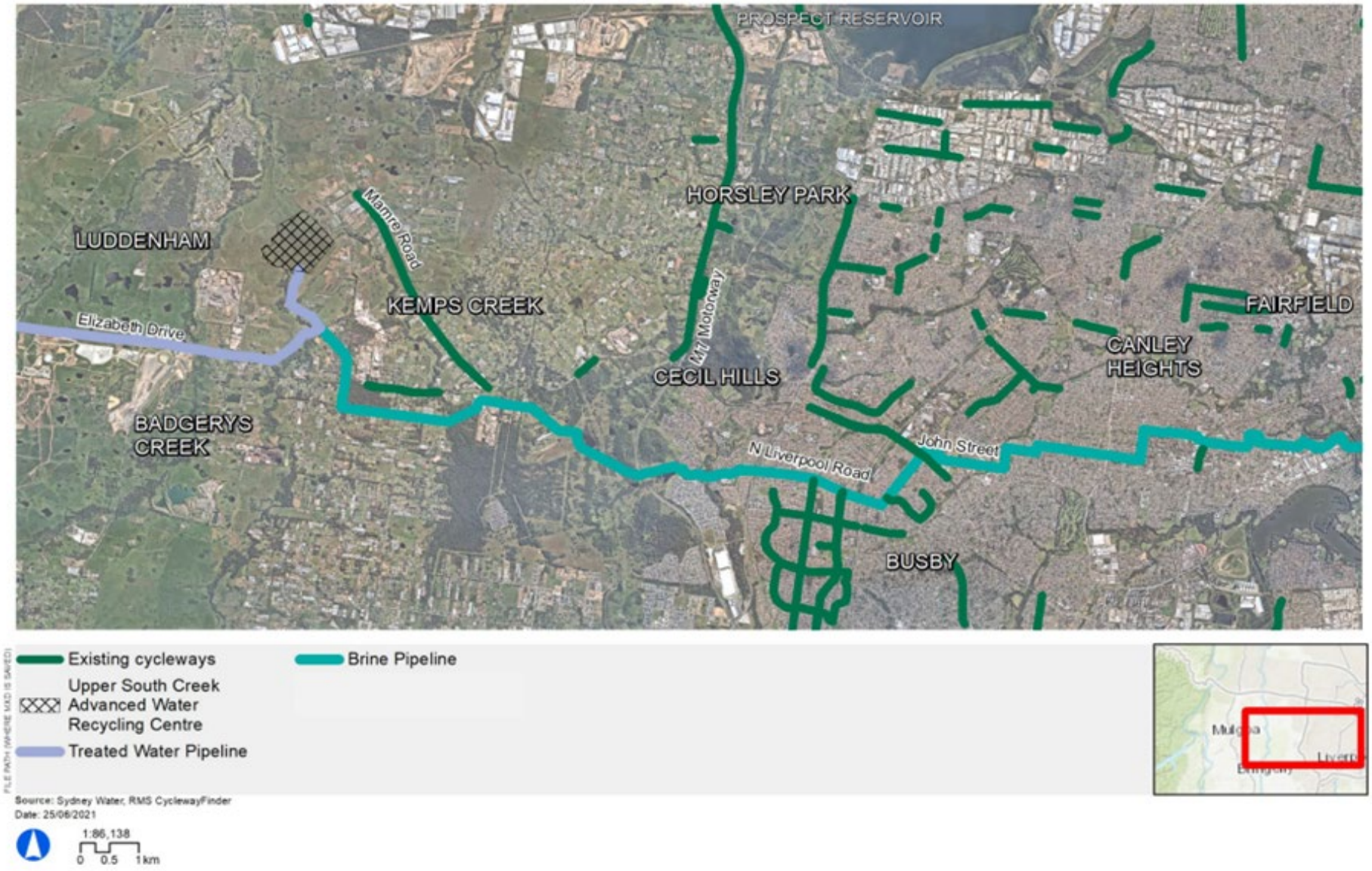


Figure 6-6b: Existing Active Transport Routes West of the M7 Motorway

6 Traffic and Transport Impacts

During the construction phase, key aspects of the project that have the potential to result in an impact to construction traffic and transport are summarised below.

Parking impacts due to:

- Construction workers driving to various sites, in particular the brine pipeline, which may result in the loss of on-street parking where on-site supply cannot accommodate demand
- Construction vehicles utilising on-street parking in urban areas during construction of the pipelines, removing available spaces for residents and businesses
- Idling and queuing on state and regional roads, restricting access to on-street parking spaces
- Necessary lane closures during construction activities that temporarily remove available on-street parking

Construction traffic generation:

Construction traffic related to the project will be generated by the following activities:

- Worker crews – crews undertaking horizontal directional drilling (HDD) / open trenching along the pipeline alignment
- Light vehicles accessing site compounds, including the AWRC construction site
- Heavy vehicles accessing site compounds, including the AWRC construction site and the work zones along the pipeline corridors.

Increased traffic congestion and road user impacts due to:

- Operation of construction vehicles and plant accessing site compounds, including the AWRC construction site
- Transport of spoil, demolition material, and imported construction materials
- Light vehicles accessing site compounds, including the AWRC construction site
- Temporary lane closures to facilitate site access and construction vehicle overflow parking
- Temporary closure of existing pedestrian and cycle paths
- Worker crews undertaking boring, open trenching and horizontal directional drilling (HDD) along the alignment of the pipeline, resulting in lane closures
- Transport of asbestos or contaminated soil removed (if encountered)

The main potential traffic and transport issues during construction would be:

- The loss of on-street parking during the construction of the pipeline in urban centres, particularly in the vicinity of Cabravale Leisure Centre in Cabramatta
- Closure of pedestrian and cyclist paths and redirection of these road users onto alternative routes or infrastructure
- Temporary disruption to other road users as construction vehicles slow down to access work sites or set up traffic control infrastructure
- Construction traffic resulting in an increase in traffic of greater than 5% on road links that are already over capacity with background traffic, including:
    - Elizabeth Drive between The Northern Road at Luddenham and Clifton Avenue at Kemps Creek
- Construction traffic on links that are already overcapacity with background traffic:
    - Elizabeth Drive between Clifton Avenue at Kemps Creek and the M7 motorway at Cecil Hills
    - Cowpasture Road between Elizabeth Drive and North Liverpool Road at Bonnyrigg Heights
    - Hume Highway between Landsdowne Road at Cabramatta and Derribong Street at Villawood

In the case of Elizabeth Drive, the background traffic includes traffic related to the construction of the M12 Motorway.

- Traffic increases of between 5 and 10% on some road links that will not result in detrimental impacts to traffic flow as the links will remain under capacity. These road links are detailed in Table 7-1 below:

Table 7-1 Traffic increases of 5-10% (roads remain under capacity)

Suburb	Street/s
Mulgoa / Greendale	Mulgoa Road Greendale Road
Wallacia / Luddenham	Park Road
Luddenham	Willmington Road (north of Park Road)
Kemps Creek	Western Road (between Elizabeth Drive and Cross Street) Cross Street Clifton Avenue
Cecil Hills	Kensington Close Stirling Street Feodore Drive (between Stirling Street northern occurrence and Spencer Road) Frederick Road
Bonnyrigg	Montgomery Road Monash Place Hebblewhite Place
Cabramatta West	Meadows Road (north of Cabramatta Road West) Edensor Road (between Humphries Road and Harrington Street) Harrington Street (between Edensor Road and John Street) John Street (east to Gladstone Street)
Cabramatta	Gladstone Street (between John Street and St Johns Road) St Johns Road (east of Gladstone Street) Cumberland Street (between Broomfield Street and Curtin Street) Curtin Street (between Cumberland Street and Fairview Road)
Canley Vale	Bartley Street Fairview Road (between Curtin Street and Bareena Street) Bareena Street (east of Fairview Road) Vale Street (between Bareena Street and Chancery Street) Chancery Street Bromley Street (east to Beckenham Street) Beckenham Street Willowbank Crescent (between Beckenham Street and No. 9) Knight Street (between Hume Highway and Day Street)
Villawood	Moore Street
Carramar	Gordon Street
Fairfield	Vine Street Dale Street Wilga Street (between Dale Street and North Street) North Street (west of Wilga Street) East Parade (south to Symons Street)

See Figure 7-1 below showing the road links already at capacity and those under capacity that are impacted by the project (5-10% impact above base traffic levels).

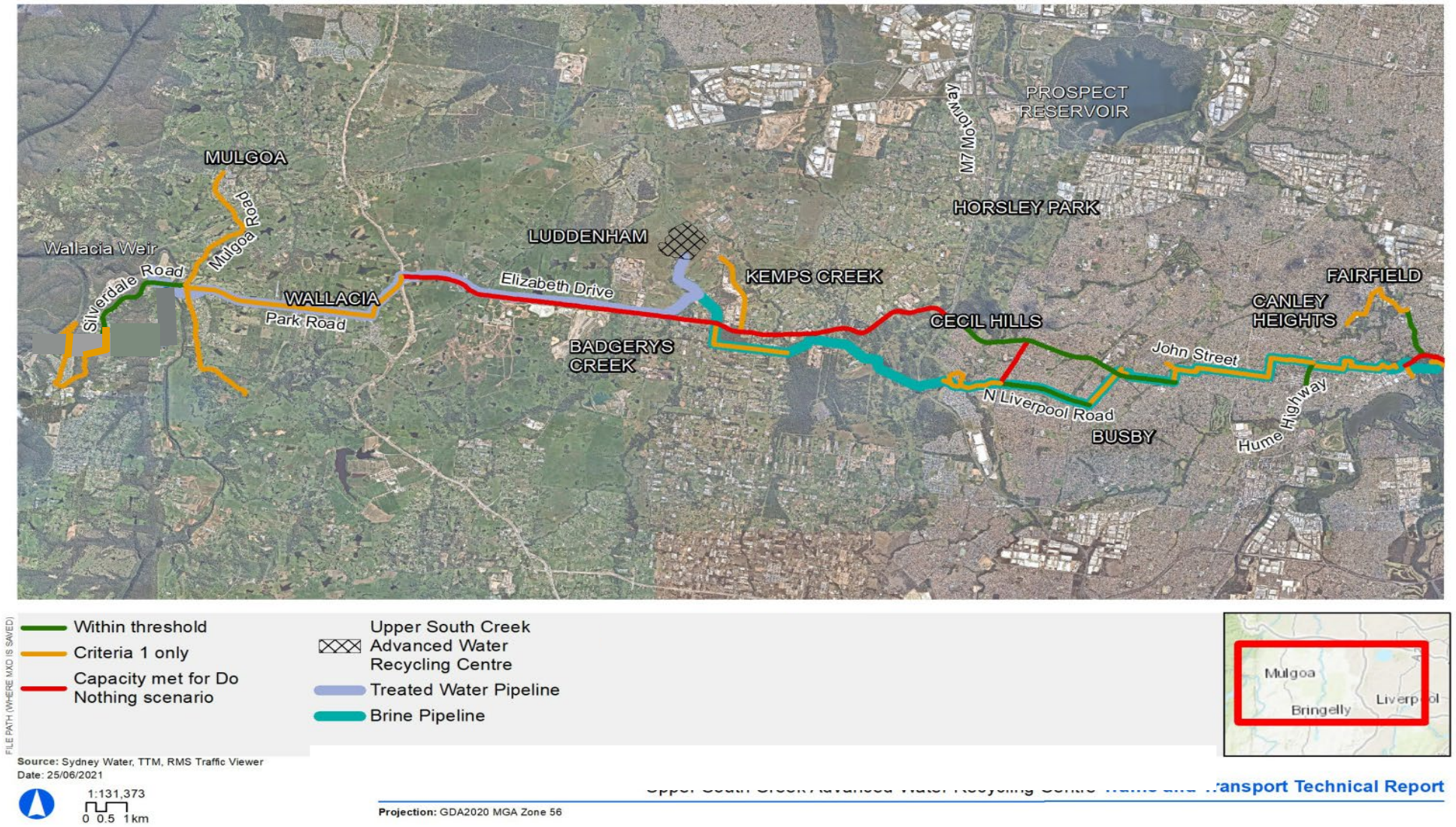


Figure 7-1: Road links at capacity (in red) and those with 5-10% increase in traffic (but under capacity) outlined in yellow.
Source: EIS Appendix U - Traffic and Transport Technical Report – Figure 17: 2023 Construction traffic link assessment (page 48), Aurecon and Arup, Sydney Water Planning Partnership, June 2021.

Construction Vehicle Types:

A range of construction vehicle types are expected to be used throughout construction. These vehicles have the potential to cause substantial damage to the roads and infrastructure, noise and dust emissions, and traffic impacts. The vehicles to be used are not limited to those listed in this section, however the most commonly used vehicles may include:

- light vehicles
- truck and dog
- concrete trucks
- dump trucks
- cranes
- excavators
- bulldozers
- loaders (backhoe / front end)
- grader
- other plant machinery.

7 Environmental Mitigation and Management Measures

The USC project will be constructed in a manner that minimises both the traffic impacts during peak periods and the loss of parking during times of peak parking demand. All activities on the site and satellite sites will be undertaken with the objective of maximising road user safety. Should unexpected road congestion result from site activities or traffic safety risks emerge, John Holland will identify and implement all feasible and reasonable mitigation measures, including retiming of works, reorganisation of activities, or cessation of relevant works, as appropriate, such that the risks and impacts are eliminated or minimised.

Specific measures and requirements to address potential impacts on the traffic and transport network are outlined in Table 8-3.

7.1 Key Traffic Management Approvals

As detailed design and construction planning progresses, additional traffic management approvals and associated management plans will be identified and developed, in consultation with relevant stakeholders, including TfNSW and the relevant local council. Some of these approvals and plan requirements include, but are not limited to:

- Site Specific Construction Traffic Management Plan (SSCTMP) (requirement discussed in detail in Section 7.1.1 of this plan), including
  - Traffic Control Plans (TCP)
  - Vehicle Movement Plans (VMP)
  - Pedestrian Movement Plan (PeMP)
  - Parking Management Plan (PaMP)
- Road Occupancy Licence (ROL) - a TCP and Speed Zone Authorisation form must accompany each ROL application to the relevant council.
- Traffic Signal Adjustments – where required, traffic design signal plans will be submitted as part of the application in consultation with the relevant local council.
- Over-size or Over-mass Vehicle Access Permits – where required, permits will be applied for via the National Heavy Vehicle Regulator (NHVR). Checks will be made by the project team to ensure that vehicles comply with NHVR requirements.
- Public Transport Adjustments – where required, these will be undertaken in consultation with TfNSW and relevant local councils.
- Construction Parking and Access Strategy (CPAS) – construction parking is addressed in Sections 7.2.2 and 7.1.2 of this plan.
- Local Road Approval (LRA) – the use of local roads in addressed in Section 7.2.1 of this plan.

The approvals and associated management plans listed above will be guided by the principles set out in this TTCSP. Each respective document contains the detail relating to the work sites where the different construction activities may be occurring and will provide specific construction traffic management solutions where required. Where required, this TTCSP will be updated with relevant information following consultation with and/or approval of plans by relevant stakeholders.

7.1.1 Site Specific Construction Traffic Management Plans (SSCTMPs)

A site-specific Construction Traffic Management Plans (SSCTMP) will be prepared for each site, compliant with controls and measures initially outlined in the draft Framework CTMP and further refined within this TTCSP. These SSCTMPs will be developed in accordance with relevant guidelines (including consideration of the Roads Act 1993), and in consultation with:

- Local Councils
- Bus companies
- Bicycle NSW
- Western Sydney Cycling Network
- Impacted residents and businesses
- TfNSW
- Cabravale Diggers Club.

Each SSCTMP will outline management measures relevant to the specific work area, including:

- Construction staging and timing
- Changes to traffic conditions, including road closures and diversions
- Haulage routes and construction access points

- Details on access points, such as stabilisation requirements, a requirement for wheel washes, sweeping frequency requirements and type of sweeping required
- Parking arrangements for construction workers
- Construction traffic management measures to mitigate against potential traffic and safety impacts of adding to congestion on road links already at, or over capacity (e.g. peak spreading of movements)
- Consideration of the hierarchy of user groups, listed from highest to lowest, including:
  - pedestrians;
  - cyclists;
  - public transport users;
  - service vehicles (relating to businesses and agricultural groups); and
  - private vehicles.
- Safe alternative routes for pedestrians, cyclists and other active transport in accordance with relevant safety standards
- Measures regarding the construction interface with the M12 Motorway project to limit cumulative traffic impacts.
- Measures to minimise impacts on the public transport network, including bus stops
- Measures to minimise impacts to businesses and maintain access for residents
- Opportunities to reduce road traffic noise, including restricting heavy vehicle movements to standard construction hours.

Specific management measures for key areas will be incorporated in the relevant SSCTMPs, including, but not limited to:

- How emergency access off Bartley Street for the Cabravale Diggers Club will be maintained
- Signage at key locations across the local influence area including Wallacia and Luddenham to ensure the visitor experience is made as clear and easy as possible.
- Signage mitigation throughout busier areas where facilities are clustered together and subject to frequent access such as:
  - Luddenham Main Street (the Old Northern Road) in Luddenham
  - Elizabeth Drive in Luddenham and Kemps Creek
  - Liverpool Road North in Bonnyrigg
  - St Johns Road, Cabramatta Road and Bartley Street in Cabramatta
- Specific consideration of Cabramatta, including planning parking changes to reduce potential impacts and planning traffic diversions in consultation with Fairfield Council.

The submission of each SSCTMP will include TCPs, VMPs, PeMPs and PaMPs and will be developed in consultation with relevant councils, TfNSW, Western Sydney Planning Partnership and relevant local residents and businesses.

Table 7-1 SSCTMPs summary for site compound / ancillary facility

SSCTMP	SSCTMP Description	Parking	Traffic Control Required?	Nominated Locations for Access and Egress	Pipeline	HV and LV	Reference
USC-JHG-MPL-TRM-0005	Compound C3 is located on Silverdale Road, Wallacia	No impact	Yes (stop slow)	Access into C3 from Silverdale Road Egress from C3 to Silverdale Road	Treated Water	AM peak: LV IN 5, LV OUT 1, HV IN 2, HV OUT 1; PM peak: LV IN 1, LV OUT 5, HV IN 2, HV OUT 2	Appendix B1
USC-JHG-MPL-TRM-0001	Compound 5 is located at 1 Park Road, Wallacia	No impact	Yes (stop slow)	Access into C5 from Park Road Egress from C5 to Park Road	Treated Water	Compound 5: AM LV IN 5, LV OUT 1, HV IN 2, HV OUT 1; PM LV IN 1, LV OUT 5, HV IN 2, HV OUT 2 Compound 6: AM LV IN 5, LV OUT 1, HV IN 1, HV OUT 1; PM LV IN 0, LV OUT 15, HV IN 1, HV OUT 1 Compound 7: AM LV IN 3, LV OUT 0, HV IN 1, HV OUT 1; PM LV IN 0, LV OUT 15, HV IN 1, HV OUT 1 Compound 8: AM LV IN 100, LV OUT 20, HV IN 4, HV OUT 2; PM LV IN 0, LV OUT 50, HV IN 2, HV OUT 2	Appendix B2
USC-JHG-MPL-TRM-0001	Compound 6	No impact	Yes (stop slow)	Access into C6 from Park Road Egress from C6 to Park Road	Treated Water	Compound 5: AM LV IN 5, LV OUT 1, HV IN 2, HV OUT 1; PM LV IN 1, LV OUT 5, HV IN 2, HV OUT 2 Compound 6: AM LV IN 5, LV OUT 1, HV IN 1, HV OUT 1; PM LV IN 0, LV OUT 15, HV IN 1, HV OUT 1 Compound 7: AM LV IN 3, LV OUT 0, HV IN 1, HV OUT 1; PM LV IN 0, LV OUT 15, HV IN 1, HV OUT 1 Compound 8: AM LV IN 100, LV OUT 20, HV IN 4, HV OUT 2; PM LV IN 0, LV OUT 50, HV IN 2, HV OUT 2	Appendix B2
USC-JHG-MPL-TRM-0001	Compound 7 is located north of Elizabeth Drive	No impact	Yes (stop slow)	Access into C7 from Elizabeth Drive Egress from C7 to Elizabeth Drive	Treated Water	Compound 5: AM LV IN 5, LV OUT 1, HV IN 2, HV OUT 1; PM LV IN 1, LV OUT 5, HV IN 2, HV OUT 2 Compound 6: AM LV IN 5, LV OUT 1, HV IN 1, HV OUT 1; PM LV IN 0, LV OUT 15, HV IN 1, HV OUT 1 Compound 7: AM LV IN 3, LV OUT 0, HV IN 1, HV OUT 1; PM LV IN 0, LV OUT 15, HV IN 1, HV OUT 1 Compound 8: AM LV IN 100, LV OUT 20, HV IN 4, HV OUT 2; PM LV IN 0, LV OUT 50, HV IN 2, HV OUT 2	Appendix B3
USC-JHG-MPL-TRM-0001	Compound 8 (AWRC)	No impact	Yes (stop slow)	Access into C8 from Clifton Avenue Egress from C8 to Clifton Avenue	AWRC Site	Compound 5: AM LV IN 5, LV OUT 1, HV IN 2, HV OUT 1; PM LV IN 1, LV OUT 5, HV IN 2, HV OUT 2 Compound 6: AM LV IN 5, LV OUT 1, HV IN 1, HV OUT 1; PM LV IN 0, LV OUT 15, HV IN 1, HV OUT 1 Compound 7: AM LV IN 3, LV OUT 0, HV IN 1, HV OUT 1; PM LV IN 0, LV OUT 15, HV IN 1, HV OUT 1 Compound 8: AM LV IN 100, LV OUT 20, HV IN 4, HV OUT 2; PM LV IN 0, LV OUT 50, HV IN 2, HV OUT 2	Appendix B4
USC-JHG-MPL-TRM-0006	Compound 9 is located within the Liverpool Offtake Reservoir	No impact	Not applicable	Access into C9 from Range Road Egress from C9 to Range Road	Brine	AM peak: LV IN 5, LV OUT 1, HV IN 2, HV OUT 1; PM peak: LV IN 1, LV OUT 5, HV IN 2, HV OUT 2	Appendix B5
USC-JHG-MPL-TRM-0003	Compound 10 is located on Cowpasture Road, Cecil Hills	No impact	Not applicable	Access into C10 from Cowpasture Road Egress from C10 to Cowpasture Road	Brine	AM peak: LV IN 10, LV OUT 0, HV IN 4, HV OUT 2; PM peak: LV IN 0, LV OUT 10, HV IN 2, HV OUT 2	Appendix B6
USC-JHG-MPL-TRM-0007	Compound 11 is located off Upton Place, Bonnyrigg	No impact	Yes (spotter, stop slow, pedestrian management)	Route to and from Cabramatta Rd W: • Access into C11 via Tarlington Parade, Bradfield Crescent and Upton Place • Egress from C11 via Upton Place, Bradfield Crescent and Tarlington Parade	Brine	AM peak: LV IN 10, LV OUT 0, HV IN 4, HV OUT 2; PM peak: LV IN 0, LV OUT 10, HV IN 2, HV OUT 2	Appendix B7

SSCTMP	SSCTMP Description	Parking	Traffic Control Required?	Nominated Locations for Access and Egress	Pipeline	HV and LV	Reference
				Route to and from Elizabeth Drive: • Access into C11 via Bonnyrigg Avenue, Tarlington Parade and Upton Place • Egress from C11 via Upton Place, Bradfield Crescent and Bonnyrigg Avenue			
USC-JHG-MPL-TRM-0004	Compound 12 is located off East Parade, Canley Vale	No impact	Not applicable	Access into C12 from East Parade Egress from C12 to East Parade	Treated Water	AM peak: LV IN 10, LV OUT 0, HV IN 4, HV OUT 2; PM peak: LV IN 0, LV OUT 10, HV IN 2, HV OUT 2	Appendix B8
USC-JHG-MPL-TRM-0002	Compound 13 is located off Broomfield Street, Cabramatta	Yes	Yes (changes to car park operation, stop slow)	Access into C13 from Broomfield Street Egress from C13 to Broomfield Street	Brine	AM peak: LV IN 10, LV OUT 0, HV IN 4, HV OUT 2; PM peak: LV IN 0, LV OUT 10, HV IN 2, HV OUT 2	Appendix B9
USC-JHG-MPL-TRM-0008	Compound 15 is located within the Sydney Water NGRS easement	Not applicable	Yes (stop slow)	Access into C15 from Tillet Parade Egress from C15 to Tillet Parade	Brine	AM peak: LV IN 10, LV OUT 0, HV IN 4, HV OUT 2; PM peak: LV IN 0, LV OUT 10, HV IN 2, HV OUT 2	Appendix B10
USC-JHG-MPL-TRM-0009	Compound 17 is located within Fowler Reserve	No impact	Yes (stop slow)	Access into C17 from Silverdale Road Egress from C17 to Silverdale Road	Treated Water	AM peak: LV IN 5, LV OUT 1, HV IN 1, HV OUT 1; PM peak: LV IN 0, LV OUT 15, HV IN 1, HV OUT 1	Appendix B11

Note: Information in Table 7-1 is extracted from SSCTMPs established for compound/ancillary facility locations and is subject to change pending revision and update of SSCTMPs. Where required, this TTCSP will be updated to reflect changes made in the SSCTMPs.

7.1.2 Construction Parking and Access Strategy

A Construction Parking and Access Strategy (CPAS) will be developed by the project where works related to the project reduce the supply of available parking. A review of the entire project alignment will be undertaken to determine areas that may trigger the need for a CPAS. The CPAS will outline measures to mitigate against impacts towards the community and affected businesses, particularly in urbanised areas. The strategy will address the management of light and heavy vehicle movements to achieve the following:

a. Minimise parking on public roads;
b. Minimise idling and queueing on state and regional roads;
c. Not carry out marshalling of construction vehicles near sensitive land user(s);
d. Not block or disrupt access across pedestrian or shared user paths at any time; and
e. Ensure spoil haulage vehicles adhere to the nominated haulage routes.

Specifically, the strategy will outline:

a. Timing of the removal of on- and off-street parking
b. Consultation with affected stakeholders utilising existing on- and off-street parking which will be impacted as a result of construction;
c. assessment of the impacts to on- and off-street parking taking into consideration, occupation by the workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events;
d. identification of mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, and provision of alternative parking arrangements;
e. mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures;
f. details of shuttle bus service(s) to transport the construction workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites;
g. provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and
h. provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals.
i. The CPAS will be developed before works commence that reduce the availability of existing parking and will be submitted to DPE one month before commencement for information in accordance with CoA E102. This TTCSP will be revised, as required, to incorporate any relevant outcomes from the development of the CPAS.

7.2 Construction Traffic Management

7.2.1 Haulage Routes

The functional hierarchy of roads provided by TfNSW, in order of high to low priority roads, will be implemented by the project for proposed haulage routes during construction and are listed below:

- primary arterial roads;
- sub-arterial roads;
- collector roads; and
- local roads.

Primary arterial roads are more suited to accommodate construction traffic, and these will be prioritised by the project as access routes to and from project sites. The functional hierarchy of roads indicates local roads as being the least preferred and as such, the use of local roads is to be avoided wherever possible. If required, the use of local roads will be consistent with those assessed in the EIS and Amendment Report. Local roads that are proposed to be used by heavy vehicles for the purpose of the project and are immediately adjacent to the construction boundary and ancillary facilities, and that are not identified for use by heavy vehicles in the documents listed in CoA A1, must be approved by the Planning Secretary.

Approval will be sought by the project in accordance with CoA E95 and will be incorporated into this TTCSP where and when the relevant information is available. The use of local roads, including those already assessed in the EIS and Amendment Report and those approved under CoA E95 will be documented in the relevant SSCTMPs prepared for that work site or area.

Various indicative haulage routes were identified within the draft Framework CTMP and EIS and these will be reviewed and refined in consultation with the relevant road authority, being either the relevant local Council and/ or TfNSW. The project

haulage routes, following any specific traffic approvals, will also be documented in each respective SSCTMP and will be incorporated into this TTCSP.

7.2.2 Management of Heavy Vehicle Movements and Vehicle Marshalling

To minimise potential queuing onto the public road network and impacts to existing road users, SSCTMPs will demonstrate how heavy vehicle movements will be managed to and from work sites. Relevant stakeholders involved in the development and review of SSCTMPs, including Council and TfNSW, may require that the following be addressed:

- the use of marshalling areas for vehicles waiting to access the site;
- entry and exit points;
- turning restrictions for large vehicles;
- stop lights;
- designated unloading or pickup locations; and
- any other mechanisms which allow for the safe and efficient movement of heavy vehicles.

All vehicles are to enter and exit the work sites in a forward direction to allow for clear sightlines. If this is not permissible, then appropriate traffic controls (Dimension D) are to be provided as per Section 7.3 of the Guide to Traffic Control at Work Sites Manual (RMS). Dimension D is used to determine taper lengths, the position of signs and devices and for determining sight distances along the road so that road users have sufficient time to absorb the roadwork specific messages, understand the changed traffic conditions and take necessary actions. Truck marshalling areas may be required during peak construction periods in order to manage construction vehicles and minimise congestion on the road network. These areas will also be outlined in the relevant SSCTMPs.

7.2.3 Work Zones

Work zones is the length of road which includes the area where the work is being undertaken and any additional length of road used. To minimise impacts to the road network, the use of work zones will be kept to a minimum and will not impact existing public transport locations where possible. Where required, existing kerbside space adjacent to work sites may be temporarily required during construction. There may be potential constraints on parking or unloading / pickup locations along the project and as such, the project will engage directly with the relevant road authority to obtain the appropriate work zone approval.

Where a public transport operator is impacted, an alternative stop location must be agreed with the operator and TfNSW. The locations of all works zones, including any temporary changes to access or services within the work zone, will be documented in the SSCTMPs and supporting documentation.

7.2.4 Worker Access and Parking

Of the compounds nominated in the CEMP, the provision of worker parking will vary from one compound location to the next, as the nature of the activities undertaken and the available space at each compound also differ. For the locations nominated as a site office, there will be provision for light vehicle parking. Where locations are likely to require heavy vehicle movements, a designated area for unloading and pick-up has been considered. Section 1.5 of the CEMP provides a summary of the project's compound locations and the proposed corresponding use. In the case that a site does not permit parking due to its constrained nature, the project may apply for a works zone to use existing kerbside space. However, this will be kept to a minimum with workers encouraged to use public transport to access work sites, where possible.

The use of public transport will particularly be encouraged in the eastern portion of the brine pipeline where services are frequent and have a broad coverage. Along the western portion of the treated water pipeline, public transport services are more sporadic and therefore most workers will access compounds and work areas using private vehicles. In all cases, workers will be encouraged to carpool to minimise the parking requirements within sites. The project will investigate the possible implementation of a shuttle bus service at relevant locations, including the AWRC site and public transport hubs, such as Leppington railway station.

7.2.5 Driver Training

Driver training is a key part of managing potential traffic and transport impacts related to the project. All workers, including the operators of heavy vehicles, will be required to undertake a project induction and sign on to mandatory documents (CEMP and CEMP sub-plans) which are included as part of John Holland standard subcontractor and supplier agreement; prior to undertaking any work. The Driver Code of Conduct will be appended in Appendix C of this plan, and all site personnel will receive a copy of this document prior to commencing works. This is to ensure that all who attend are aware of the traffic

management strategies and controls specific to the project, including but not limited to haulage routes, entry and exit points, turning restrictions, unloading / pick-up locations and any other onsite heavy vehicle requirements.

Where any changes to this information are made by the project, all workers including the operators of heavy vehicles will be kept informed.

To ensure all suppliers and subcontractors engaged by the project are aware of the relevant traffic and transport requirements of all employees and service providers, the CEMP and all sub-plans (including this TTCSP) are appended to the standard supplier and subcontractor agreement template that has been prepared for distribution on the project.

7.2.6 Traffic Controls

John Holland, in consultation with TfNSW, relevant councils and other agencies detailed in Section 7.1.1, will develop SSCTMPs that take into consideration the appropriateness and application of the traffic controls detailed in Table 8-1 and how they will be implemented at each work site.

Table 8-1 Traffic controls applicable to the project

Traffic Control Aspect	Implementation
Policy and responsibility	All traffic controls will comply with the latest edition of the Traffic Control Work Sites Manual (RMS) and the Australian Standard AS 1742.3 Manual of uniform traffic control devices – Traffic control for works on roads. Traffic Control Plans (TCPs) will be developed by a suitably qualified person who holds a current RMS certificate – Prepare Work Zone Traffic Management Plan. Where temporary speed limits are required, the relevant approvals will be sort from the relevant road authority.
Traffic control techniques	Traffic Control at Work Sites Manual (RMS) will be used to inform the identification and selection of traffic control techniques for the safety of personnel working in or on roads. All traffic controls will comply with the current RMS guidelines.
Plant and equipment	There will be physical separation of traffic, pedestrians and/or cyclists from moving plant associated with the project. Warning signs will be placed at relevant locations to inform of hazards and provide for public safety.
Traffic inspections	Inspection of traffic control measures will be undertaken in accordance with Section 6.1 of the Traffic Control at Work Sites Manual (RMS) and Appendix A of Australian Standard AS 1742.3 – Manual of uniform traffic control devices – Traffic control for works on roads. Inspections to be carried out will include: • pre-start and pre-close-down inspections of short-term traffic control; • weekly inspections of long-term traffic control; and • night inspections of long-term traffic control. SSCTMPs will include responsibilities and frequencies associated with required traffic inspections.
Traffic controllers and temporary traffic signals	The use of traffic controllers and / or temporary traffic signals to control traffic at worksites will be in accordance with the Traffic Control at Work Sites Manual (RMS). Where appropriate, variable message signs (VMS) will be used to inform drivers, where necessary, to avoid particular roads or areas where activities associated with the project would cause disruption. The SSCTMPs will nominate these locations and VMS will be in accordance with documented Austroads Guidelines, RMS supplements, procedures, guidance and approval of the road authority.

7.2.7 Management of Work Sites

John Holland, in consultation with TfNSW, relevant councils and other agencies as detailed in Section 7.1.1, will develop SSCTMPs that take into consideration the appropriateness and application of the work site controls detailed in Table 8-2 and how they will be implemented at each location.

Table 8-2 Work site controls relevant to the project

Work Site Control	Implementation
Work site boundaries	SSCTMPs will identify the boundaries, detail accesses and the road and traffic controls to be implemented at each work site. In all locations, temporary fencing will be erected to define the site boundary. Hoardings will be erected at some work sites where it is safe, does not create a visual traffic hazard and it is feasible and reasonable to do so. Activities within the work site are excluded from the SSCTMPs, except in relation to ensuring the movement of construction traffic in and out of the worksite is achievable and can be conducted in a safe manner.
Site security and access	All work sites will be secure and will have lockable gates to discourage the inappropriate entry to and use of the site without approval. This will also assist with minimising vandalism. During construction planning meetings to determine the location of site access, the following aspects will be taken into consideration: • safety of travelling public; • safety of construction workers and equipment; • efficient and safe entry and exit to the site including turning paths, consistent with the requirements of relevant Australian Standards, Austroads or RMS guidelines; • impact on local communities in terms of safety, noise and road damage; and • site security.
Pedestrian security / safety / lighting	Pre-construction condition assessments will be undertaken by the construction team to ensure any impacted footpath or cycle route remain suitable and safe for use throughout construction, including consideration of temporary pathways that may need to be installed and maintained, during the works. Any hoardings or other structures on the site boundaries will have lighting in accordance with current standards, particularly where existing street lighting is removed or obscured because of the site works. Supplementary lighting will be considered in these locations.
Vulnerable road users	To minimise the road safety risks to pedestrians, cyclists and motorcyclists on route to, and near, construction sites, the following measures will be considered in the SSCTMPs: • speed awareness signs; • technology and equipment additions to heavy vehicles to improve vehicle safety, visibility and the detection of vulnerable road users; • driver training, instruction and information, as summarised in Section 7.2.5 of this plan; and • other temporary measures (such as signposting and diversions) that may need to be installed and maintained during the works.

Table 8-3 Traffic and Transport quality mitigation and management measures

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	Pre-construction				
TT01	Identify sensitive land uses in the Site Environmental Plan (SEP) prior to works commencing and ensure that construction traffic routes and marshalling areas are sensitive to these land uses. Prioritise the use of arterial and sub-arterial roads over collector and local roads, especially during AM and PM peaks, for construction haulage routes.	Prior to construction	JH Environmental Manager / JH Traffic Manager	CoA E101 UMM TT04	Site Environmental Plans
TT02	A Site-Specific Construction Traffic Management Plan (SSCTMP) will be prepared for each work site.	Prior to construction	JH Traffic Manager	CoA E93, E94, E100, E101, E103 UMM TT01, TT03, TT04, TT05 and TT06	Site-Specific Construction Traffic Management Plan (SSCTMP) Section 7.1.1
TT03	Key elements of this TTCSP, including traffic and safety risks/ impacts, mitigation measures and safe driving obligations will be incorporated into the project induction and other project-specific training and awareness material. Information to include (but not be limited to): • Procedures for the safe movement of light vehicles as they enter, drive around and exit from the site (e.g., not blocking footpaths) • Communication about the overall Traffic Management Plan for the Project, and the relevant Vehicle Management Plan for the site • Familiarisation with the Traffic Guidance Scheme operating at the site and its purpose • Ensure that access to all utilities and properties is maintained during construction, where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier. • Communication about other mitigation measures implemented during stages of construction to eliminate or mitigate against traffic, parking, and road safety impacts.	Prior to construction	JH Traffic Manager / JH Environmental Manager / JH Construction Manager	CoA E93 and E101 UMM G01	Site Inductions
TT04	Where sites traverse transport, utility and motorway corridors, consultation will take place with the relevant authorities to ensure that site specific risks and procedures are known and agreed to limit cumulative impacts.	Prior to construction	JH Traffic Manager / JH Environmental Manager / JH Construction Manager	CoA E93 and E101 UMM G01	Meetings minutes with relevant stakeholders
TT05	During the Detailed Design phase, Sydney Water and John Holland will liaise with TfNSW to ensure that cumulative traffic impacts along Clifton Avenue and Elizabeth Drive associated with the M12 Motorway project are minimised.	Prior to construction	JH Design Manager	UMM TT03	Meetings minutes with relevant stakeholders

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	Key discussion points may include (but not limited to), a potential connection from Salisbury Avenue to Clifton Avenue, and potential restriction of construction related vehicles to using the Elizabeth Drive / Clifton Avenue intersection as left in / left out only. The project will have a no right turn policy from Clifton Avenue onto Elizabeth Drive.				
TT06	A review of the entire project alignment will be undertaken to determine areas that will be impacted. A Construction Parking and Access Strategy (CPAS) will be developed prior to the commencement of works that reduce the supply of available parking and will outline measures to mitigate against impacts to the community and affected businesses, particularly in urbanised settings.	One month prior to construction that reduces available parking supply	JH Traffic Manager	CoA E101 and E102	Construction Parking and Access Strategy (CPAS) Section 6.2.2 Section 7.1.2
TT07	Parking surveys will be undertaken of all parking spaces to be removed or occupied by the workforce in the vicinity of the tunnelling compounds at Cabravale Leisure Centre and Bartley Street, Cabramatta to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Prior to construction	JH Traffic Manager	CoA E101 and E102	Construction Parking and Access Strategy (CPAS)
TT08	An independent Road Safety Audit to be undertaken by a qualified person to assess the safety performance of detailed design plans for new or permanently modified local road, parking, pedestrian and cycle infrastructure provided as part of the works (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management. Recommendations and findings of the audit will be responded to and incorporated into this TTCSP, where possible, prior to construction taking place.	Prior to construction	JH Traffic Manager / JH Design Manager	CoA E105	Road safety audit report
TT09	Temporary and permanent active transport facilities along the pipeline alignment must be designed, constructed and/or rectified in accordance with: a. The process set out in (a) the Movement and Place Framework (NSW Government) including: i. The *Walking Space Guide: Toward Pedestrian Comfort and Safety* (TfNSW, 2020); and ii. The *Cycleway Design Toolbox: Designing for Cycling and Micromobility* (TfNSW, 2020). b. The *Guide to Road Design Part 6A: Paths for Walking and Cycling* (Austroads 2017) where not otherwise covered by (a); c. Relevant Australian Standards (AS) such as *AS 1428.1-2009 Design for access and mobility*; and d. Relevant Crime Prevention Through Environmental Design (CPTED) principles.	Prior to construction	JH Traffic Manager / JH Design Manager	CoA E60	Correspondence from road designers

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	Road designers are to provide a statement to the JH Environmental Manager confirming that the designs meet the requirements noted above.				
TT10	Heavy vehicles used for spoil haulage will be clearly marked on the sides and rear with the project name and CSSI number. Only one set of project markings are to be visible on the vehicles to avoid confusion and ensure vehicles can be identified and behaviour assessed across the road network used by project vehicles.	Prior to construction	JH Construction Manager / JH Environmental Manager	CoA A47	Plant inspection records Vehicle onboarding records
TT11	All new and modified local roads, parking, pedestrian and cycle infrastructure is to be designed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management.	Prior to construction	JH Traffic Manager / JH Design Manager	CoA E104	Temporary design records
	Site Establishment				
TT12	A Road Dilapidation Report is to be prepared for any local road and property access likely to be affected prior to it being used by a heavy vehicle for the purposes of facilitating construction activities. This will be provided to the relevant council(s) within three weeks of completion of the survey and no later than one month prior to the road being used by heavy vehicles associated with the project.	Prior to construction	JH Construction Manager	CoA E94 and E98	Road Dilapidation Report
	General				
TT13	Incorporate information on this TTCSP and other site-specific traffic plans and approvals, into on-going Toolbox Talks, focusing on key traffic and safety risks relevant to the works.	During construction	JH Construction Manager / JH Traffic Manager	CoA E93 and E101 UMM G01	Toolbox talk records
TT14	Targeted training and awareness in the form of toolbox talks or specific training will also be provided to personnel with a key role in the management of potential impacts to traffic and transport, including those setting up and managing work sites.	During construction	JH Traffic Manager / JH Construction Manager / JH Environmental Manager	CoA E93 and E101 UMM G01	Training records Toolbox talk records
TT15	Fortnightly meetings with approval authorities will be initially scheduled, including with TfNSW during the construction period to allow for discussions about developing traffic management issues and opportunities for better scheduling around construction activities associated with the M12, Sydney Metro and Western Sydney Airport. The frequency of these meetings will be reviewed as needed by attendees as project staging, risk profile and cumulative impacts evolve over time.	During construction	JH Traffic Manager / JH Construction Manager / JH Environmental Manager	CoA E101 UMM TT03	Meeting minutes with stakeholders
TT16	Audits to be undertaken of temporary and permanent active transport facilities along the pipeline alignment to ensure they have been	During construction	JH Traffic Manager / JH Design Manager	CoA E60	Site induction records Site Toolbox talk records

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	constructed or rectified (as required) and are compliant prior to the infrastructure being available for use.				Compliance audit reports
TT17	Monitor work sites to ensure that each relevant Construction Parking and Access Strategy is being correctly followed and implemented. This would include ensuring an acceptable level of parking in the vicinity of businesses and affected properties is being maintained, as well as suitable and safe access arrangements are in place for vehicles and active transport users. Where planned or unplanned disruptions occur, consult with affected businesses. In the event of planned disruptions, implement suitable parking and access arrangements prior to the disruption event, as well as signage to guide all road users.	During construction	JH Traffic Manager / JH Construction Manager	CoA E103 UMM TT01	Site inspection records
TT18	All heavy vehicles used for spoil haulage will be monitored in real time and records maintained for at least one year following the completion of construction.	During construction	JH Construction Manager / JH Site Supervisors / JH Site Engineers / JH Traffic Coordinators	CoA E97 and E101(e)	Site inspection records Plant onboarding records
TT19	Fortnightly inspections will be carried out of construction vehicle movements to ensure that the actual number of construction vehicle movements to site are aligned to the approved schedule of movements. Where this is not the case, measures to ensure compliance with construction vehicle movement schedules will be implemented.	During construction	JH Site Supervisors / JH Site Engineers / JH Traffic Coordinators	Best practice	Site inspection records
TT20	Any property access physically affected by the works is to be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Any significant damage to local roads attributable to the Project will be remediated.	Conclusion of construction	JH Construction Manager	CoA E94 and E98	Site inspection records Stakeholder correspondence records
TT21	In the event that pedestrian and cyclist access is restricted or removed due to construction activities, a convenient and safe, signposted alternative route which complies with relevant standards will be provided prior to the restriction/removal. If it does not comply with standards, it will need to be endorsed by an independent, appropriately qualified and experienced person.	During construction	JH Traffic Manager / JH Design Manager / JH Construction Manager	CoA E100	Road Occupancy License Traffic Guidance Schemes
TT22	Undertake visual inspections of onsite activities on a daily basis to: • Check that work vehicles are being operated safely and in accordance with the relevant SSCTP and Safe Work Method Statements (SWMS) • Check compliance with Traffic Guidance Schemes, the Traffic Management Plan, Vehicle Management Plan and other management plans • Ensure continued emergency vehicle access and access to critical utilities	During construction	JH Safety Manager / JH Site Supervisor / JH Site and Project Engineers / JH Construction Manager	CoA E93, E100, E101 and E103	Site inspection records

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	• Ensure continued safe vehicular and pedestrian/cyclist access to residences, businesses and public facilities • Confirm completion of the 'Work on Roads' Checklist every shift to ensure conformance to AS1742.3 and the Traffic Control at Work Sites Manual • Confirm that the management arrangements implemented are achieving their intended purpose of maintaining road safety.				
TT23	If road safety is compromised and the risk to road users is significant, the works generating this will be suspended or controlled/modified (e.g. redesigned, retimed or reorganised) so that the risk can be eliminated or mitigation measures implemented.	During construction	JH Traffic Manager	CoA E93, E100, E101 and E103	Site inspection records
TT24	Any maintenance and/or deficiencies in traffic and transport controls will be recorded, including any actions required and an implementation priority. Actions will be closed out in accordance with the identified priority.	During construction	JH Traffic Manager	CoA E93, E100, E101 and E103	Site inspection records
TT25	The JH Traffic Manager (or delegate) will formally undertake and record fortnightly inspections of the work sites to evaluate the effectiveness of traffic and transport controls. An inspection checklist will be used as an instrument to record transport network operating conditions, the construction activities and comments about traffic and transport impacts.	During construction	JH Traffic Manager	CoA E93, E100, E101 and E103	Inspection records and checklists
TT26	Monitoring of work sites will be undertaken on a fortnightly basis to ensure that: • Temporary lane closures are not significantly impacting traffic flow (beyond what had been anticipated pre-construction) • Parking is sufficient for construction vehicles • Access arrangements are facilitating efficient ingress and egress for construction vehicles.	During construction	JH Site Supervisor / JH Site and Project Engineers	CoA E101 UMM TT03	Site inspection records
TT27	Should unexpected travel time delays result from site activities, John Holland will identify and implement all feasible and reasonable mitigation measures, including retiming of works, reorganisation of activities, or cessation of relevant works, as appropriate, such that risks and impacts are eliminated or minimised.	During construction	JH Traffic Manager / JH Construction Manager	CoA E101 UMM TT03	Site inspection records
TT28	Where parking impacts are greater than planned, these will be communicated to the work crews for explanation and where possible rectification to ensure compliance with approved management plans.	During construction	JH Site Supervisor / JH Site and Project Engineers	CoA E101 UMM TT03	Site inspection records CPAS
TT29	Any maintenance and/or deficiencies in traffic and transport controls will be recorded, including any actions required and an implementation	During construction	JH Site Supervisor / JH Site and Project Engineers	CoA E101 UMM TT03	Site inspection records

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	priority. Actions will be closed out in accordance with the identified priority.				
TT30	Complaints from the community relating to traffic and transport issues that are received during the construction period are to be managed in accordance with the USC Community & Stakeholder Engagement Plan (CSEP). Complaints will be investigated, with due consideration given to: • Whether there has been a non-compliance with existing management plans/ TGSs/ TMP/ VMP • Unanticipated cumulative impacts on traffic flows • Parking losses compared to those initially identified • Compliance of heavy vehicle operators and other construction vehicles with the rules and procedures provided in the induction and training • Safety risks at worksites • Whether there were other circumstances that contributed to the issues raised, beyond the control of the project to manage. Issues raised will be investigated further where necessary, through consultation with key stakeholders. Measures will then be introduced to respond to legitimate complaints. This may include the implementation of additional management measures, which may require existing management plans to be updated.	During construction	JH Traffic Manager / JH Safety Manager / JH Community and Stakeholder Engagement Manager	CoA C5 and E103	Community engagement correspondence records Complaints register
TT31	Workers will be encouraged to use public transport, and consider other modes of transport such as car-pooling, through: • Dissemination of information on the benefits of using public transport and car pooling • Establishment of a worker database that can be used by workers to facilitate car pooling.	During construction	JH Construction Manager / JH Traffic Manager / JH Environment Manager Subcontractors	CoA E102	Workforce surveys Toolbox talks
TT32	If damage to roads occurs as a result of the project, the Proponent will either (at the relevant road authority's discretion): a. compensate the relevant road authority for the damage so caused; or b. rectify the damage to restore the road to at least the condition it was in pre-works as identified in the Road Dilapidation Report(s).	During Construction	JH Construction Manager/ JH Traffic Manager/ JH Environment Manager	CoA E99	Dilapidation Report Environmental inspection report Correspondence with relevant road authority

8 Complaints Handling

The USC Community & Stakeholder Engagement Plan (CSEP) defines the policies, protocols, procedures and processes for identifying and managing community specific issues arising from design and construction activities, including complaints relating to traffic and transport issues.
The JH Traffic Manager will assist the JH Community and Stakeholder Engagement Manager in responding to traffic and transport related complaints and maintain a register of such complaints for reporting to relevant agencies including Transport for NSW and Councils.

In the event that a complaint is received regarding traffic congestion, parking or road safety, the JH Traffic Manager and JH Safety Manager will conduct an investigation to determine the potential activities that could have led to the complaint and issues reported, in consultation with the JH Environmental Manager.

The investigation will examine, amongst other aspects, the following:

- The scheduling of construction vehicle movements versus actual construction vehicle movements on the roads in the areas of concern
- Measures to ensure compliance with construction vehicle movement schedules
- Opportunities to better schedule construction activities with those being completed relating to the M12, Sydney Metro and Western Sydney Airport projects
- The extent of on-street parking spaces removed and opportunities to minimise the loss of spaces
- Compliance of heavy and light vehicle drivers with the rules and procedures outlined in the project induction
- Confirm that delivery partners are complying with approved site-specific Construction Traffic Management Plans (SSCTMPs) and Traffic Guidance Schemes (TGSs)
- Safety risks at work sites that may have contributed to the issues raised
- Whether there were other circumstances that contributed to the issues raised, beyond the control of the Project to manage
- Issues raised will be investigated further where necessary, through consultation with key stakeholders such as schools, traffic authorities, emergency services, residents and businesses.

Corrective actions will be managed in accordance with Section 3.7 and Appendix A7 of the CEMP. Incident management and classification will be managed in accordance with Appendix A7 of the CEMP.

9 Compliance Management

9.1 Roles and Responsibilities

The USC Project Team's organisational structure and overall roles and responsibilities are outlined in Section 3.3 of the CEMP. Specific responsibilities for the implementation of environmental controls for traffic and transport are detailed in Section 7 of this Plan.

9.2 Training

All employees, contractors and utility staff working on site will undergo a site induction in which initial training on environmental issues including traffic and road safety will be undertaken. The induction training will address elements related to traffic and road safety including:

- Expectations for personnel driving to and from the project in terms of traffic safety
- Procedures for the safe movement of light vehicles as they enter, drive around and exit from specific project sites
- Communication about the requirements detailed within this TTCSP and any relevant plans developed for specific sites
- Communication about the site-specific Construction Traffic Management Plans, and any accompanying plans (e.g., TCPs)
- Familiarisation with the Traffic Guidance Scheme operating at specific sites and their purpose
- Communication about other mitigation measures implemented during stages of construction to eliminate or mitigate against traffic, parking and road safety impacts

All site personnel and drivers must sign on to mandatory documents (CEMP and CEMP sub-plans) which are included as part of John Holland standard subcontractor and supplier agreement. Targeted training and awareness in the form of toolbox talks or specific training will also be provided to personnel with a key role in the management of potential impacts to traffic and transport. Where sites traverse transport, utility and motorway corridors, consultation will take place with the relevant authorities to ensure that site specific risks and procedures are known and agreed. Further details regarding staff induction and training are outlined in Section 7.2.5 of this plan and Section 3.5 of the CEMP.

9.3 Inspections and Monitoring

Inspection will be undertaken in accordance with Section 3.9 of the CEMP. The JH Traffic Manager (or delegate) will undertake daily observations with relevant information recorded in Project Pack Web (PPW) and fortnightly inspections of the work sites to evaluate the effectiveness of traffic and transport controls. An inspection checklist will be used as an instrument to record transport network operating conditions, the construction activities and comments about traffic and transport impacts. The JH Traffic Manager will inspect the site regularly and will inspect any traffic and transport control measures.

Any maintenance and/or deficiencies in traffic and transport controls will be recorded on the checklist form, including any actions required and an implementation priority. Actions will be closed out in accordance with the identified priority and evidence of close out will be kept on file. Reporting requirements related to such matters will be done in accordance with Section 10.5 of this plan.

9.3.1 Monitoring Road Safety Risks

Monitoring the safe passage of work vehicles and the safety of traffic management measures implemented across the road network (involving multiple sites) will be undertaken by the JH Site Supervisor, JH Site and Project Engineers, JH Construction Manager and/or the JH Safety Manager daily. Monitoring will be conducted through visual inspection of the onsite activities on a daily basis to ensure that workers are driving safely and in accordance with management plans, and Traffic Guidance Schemes, SSCTMPs, TMPs and VMPs and that they are achieving their intended purpose of maintaining road safety, are understood by road users, and compliance levels are acceptable.

The visual inspections will target:

- Checking that work vehicles are driving to the speed limit, slowing to make turns, are respectful to other road users, and are generally complying with relevant Safe Work Method Statements (SWMS) and relevant traffic plans developed. For ease of identification, John Holland will ensure that project markings are implemented on all heavy vehicles transporting spoil. These heavy vehicles can then be monitored in real time (enabling an assessment of travel routes and behaviour), and a register of marked vehicles will be maintained, including records of monitoring for at least 12 months.

- Completion of the 'Work on Roads' Checklist every shift to ensure conformance to AS1742.3 (Manual of Uniform Traffic Control Devices – Part 3: Traffic control for works on roads) and the Traffic Control at Work Sites Manual
- Ensuring access along roads and access driveways is maintained for the use of emergency vehicles
- Ensuring work vehicles do not obstruct vehicular or pedestrian traffic or private driveways, public facilities or business accesses unless necessary, and alternate and safe travel options have been provided
- Ensuring access to critical utilities is maintained at all times, with satisfactory arrangements having been agreed with utility service providers.

If road safety is compromised and the risk to road users is deemed potentially significant, the works generating this will be suspended or controlled/modified through the implementation of additional mitigation measures so that the risk can be eliminated or reduced to an acceptable and safe level.

Prior to any new or permanently modified local road, parking, pedestrian and/ or cycle infrastructure being constructed, independent Road Safety Audits will be completed by suitably qualified professionals and actions implemented to respond to any audit findings. Subsequent to this, Road Safety Audits will be undertaken pre-opening of such infrastructure changes, and actions undertaken in response to these audits completed prior to the infrastructure being made available for use. All audit findings and actions will be documented and made available upon request to the Planning Secretary.

9.3.2 Monitoring Parking Impacts

JH Site Supervisors and Site Engineers will undertake visual inspections of the construction activities to ensure that lane / parking space closures are implemented in accordance with approved management plans. Where parking impacts are greater than planned as detailed in the Construction Parking and Access Strategy (CPAS), these will be communicated to the work crews for explanation and where possible rectification (with advice where required from the JH Traffic Manager and JH Construction Manager) to ensure compliance with approved management plans, including the SSCTMP and accompanying plans relevant to the work site / area.

9.3.3 Traffic Monitoring

JH Site Supervisors, Site Engineers and Traffic Coordinators will undertake fortnightly inspections which will include a traffic count of construction vehicle movements to ensure that the actual number of construction vehicle movements to site are aligned to the approved schedule of movements. Where this is not the case, measures to ensure compliance with construction vehicle movement schedules will be implemented. Any unexpected access issues that result in queuing or idling on public roads will also be identified and mitigation measures developed and implemented to reduce potential impacts.

Fortnightly meetings with approval authorities including TfNSW during the construction period will allow for discussions about developing traffic management issues and opportunities for better scheduling around the construction activities associated with the M12, Sydney Metro and Western Sydney Airport projects. Frequency of these meetings will be reviewed as the project staging, risk profile and cumulative impacts evolve over time and may be adjusted as is deemed necessary.

9.4 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of traffic and transport controls, compliance with this TTCSP, CoA and other relevant approvals, licenses and guidelines. Audit requirements are detailed in Section 3.9.3 of the CEMP.

Road Safety Audits are addressed in Section 10.3.1 above.

9.5 Reporting

Results and outcomes of inspections, monitoring and auditing will be reported in accordance with Sections 3.9 and 3.10 of the CEMP.

Appendix A – CoA A9 Consultation Summary Report

Upper South Creek

Advanced Water Recycling Centre and Pipelines

CoA A9 Consultation Summary Report – Traffic and Transport CEMP Sub-plan

Document Number: USCP-JHG-RPT-ENV-0007
Revision: 03

Revisions and Distribution

Distribution

There are no restrictions on the distribution or circulation of this Construction Environmental Plan within John Holland.

	Uncontrolled Copy
Authorised By: Date:	Richard Ioffrida (Project Director)

Revisions

Draft issues of this document shall be identified as Revision 01, 02, 03 etc. Upon initial issue (generally Contract Award) this shall be changed to a sequential number commencing at Revision A. Revision numbers shall commence at Rev. A, B etc.

Date	Rev	Remarks	Section	Prepared By	Reviewed By & Approved By
10-05-23	01	Summary of consultation from TTCSP	All	M.Segaran	A.Harrington
11-05-23	02	Response to ER comments	All	M.Segaran	A.Harrington
09-06-23	03	Updated following DPE comments	All	M.Segaran	A.Harrington

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1 Introduction

1.1 Background

The Upper South Creek Advanced Water Recycling Centre and Pipelines project (the project) has been proposed to support the population growth and economic development of the Western Sydney Aerotropolis Growth Area (WSAGA or Aerotropolis), South West Growth Area (SWGA) and the new Western Sydney International Airport. The project will provide wastewater services to Western Sydney to produce high-quality treated water for non-drinking reuse and for release to local waterways.

The project will comprise the following components:

- A new Advanced Water Recycling Centre (AWRC) to collect wastewater from businesses and homes and treat it, producing high-quality treated water, renewable energy and biosolids for beneficial reuse
- A new green space area around the AWRC, adjacent to South Creek and Kemps Creek, to support the ongoing development of a green spine through Western Sydney
- New infrastructure from the AWRC to South Creek, to release excess treated water during significant wet weather events, estimated to occur about 3 – 14 days each year
- A new treated water pipeline from the AWRC to Nepean River at Wallacia Weir, to release high-quality treated water to the river during normal weather conditions
- A new brine pipeline from the AWRC connecting into Sydney Water's existing wastewater system to transport brine to the Malabar Wastewater Treatment Plant
- A range of ancillary infrastructure.

The Department of Planning and Environment (DPE) issued the final Secretary's Environmental Assessment Requirements (SEARs) for the project in January 2021. Sydney Water prepared an Environmental Impact Statement (EIS) responding to these requirements, which was on public exhibition on the major projects planning portal for 28 days from 21/10/2021 to 17/11/2021. During this time, due to its importance, the project was declared to be State Significant Infrastructure (SSI) and Critical State Significant Infrastructure (CSSI) by the then Minister for Planning and Public Spaces on 9 November 2021. Sydney Water submitted an Amendment Report for the proposal on 11 March 2022. This report provided a description of amendments to the proposal that occurred since the exhibition of the EIS. The Amendment Report was on public exhibition on the major projects planning portal from 23 March 2022 to 05 April 2022.

On 28 November 2022, the Department of Planning and Environment (DPE) approved the construction and operation of the project (SSI 8609189) (herein referred to as the USC project).

Following determination of the project at a state level by the NSW Minister for Public Spaces, the project was referred to the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW) for a decision about whether the project was likely to have a significant impact on any matters of national environmental significance under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

A detailed description of the project is provided in Chapter 4 of the Upper South Creek AWRC Environmental Impact Statement (EIS), Volume 2.

The USC project will be built in stages, consisting of:

Stage 1

- building and operating the AWRC to treat a daily wastewater flow, known as the average dry weather flow (ADWF), of up to 50 megalitres per day (ML/day)
- building the treated water and brine pipelines to cater for up to 100 ML/day flow coming through the AWRC (but only operating them to transport and release volumes produced by Stage 1).

Future Stages

It is expected that the AWRC will ultimately require expansion to treat wastewater flows up to 100 ML/day. Sydney Water will remain flexible on the size and timing of these future upgrades to accommodate changes in population projections over time. Future stages will be subject to further environmental assessment.

Further detail on project staging is provided in the Upper South Creek AWRC EIS.

John Holland has been appointed by Sydney Water to deliver the USC project works, with detailed design and construction planning for treating a daily wastewater flow of up to 35ML/day. Greater flow capacities (including up to 50ML/day and 100ML/day, as explored in the EIS, are not covered in Stage 1. The environmental flows pipeline is not part of John Holland's scope.

1.2 Purpose of this Consultation Summary Report

This Consultation Summary Report has been prepared to meet the requirements of the CSSI approval, in particular Condition of Approval (CoA) A9. CoA A9 outlines the requirements for undertaking and documenting consultation undertaken during the preparation of approval documents or monitoring programs required under relevant CoA for those documents. This Consultation Summary Report has been prepared to consolidate the consultation undertaken during the preparation of the following document:

- CoA C4(f): Traffic and Transport CEMP Sub-plan

Consultation required during development of this document is detailed in Table 1-1.

Table 1-1 Consultation Requirements

Reference	Document Name	Consultation Requirement
CoA C4(f)	Traffic and Transport CEMP Sub-plan	• TfNSW • Relevant Councils

1.3 CoA Compliance

This section discusses the compliance of this Consultation Summary Report with the relevant CoA as applicable to consultation required to be undertaken during the development of the TTCSP.

Table 1-2 lists the applicable CoA, where and how they have been addressed in this Consultation Summary Report.

Table 1-2 CoA relevant to Consultation Summary Report

CoA ID	CoA Detail	How and where Addressed
A9	Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include:	This document (Consultation Summary Report)
A9	a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval;	Section 2 and Appendices of Consultation Summary Report
A9	b) a log of the dates of engagement o attempted engagement with the identified party;	Section 2 and Appendices of Consultation Summary Report
A9	c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations.	Section 2 and Appendices of Consultation Summary Report
A9	d) outline of the issues raised by the identified party and how they have been addressed	Section 2
A9	e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed	Section 2
C4	The following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A9. (f) Traffic and transport – TfNSW and relevant council(s)	Consultation Summary Report

1.4 Consultation Process

Consultation with stakeholders and agencies was undertaken using the following means:

- Formal correspondence (DPE Portal Notifications)
- Formal correspondence (standard email)
- Phone Calls

2 Stakeholder and Agency Consultation

This Section of the Consultation Summary Report provides detail of consultation undertaken with each stakeholder and agency in the preparation of the TTCSP. In particular it contains:
A consultation log that identifies:

- Consultation dates (actual and attempted)
- Form of consultation
- Whether responses and / or comments were received
- Summary of the issues raised, including how they have been addressed

Documentary evidence of all the correspondence received and sent through the consultation phase is contained in the Appendices at the end of this Report. The Appendices and this Section are broken down by stakeholder and agency, not by issue.

2.1 TTCSP – TfNSW

Consultation with TfNSW commenced on 28 March 2023 and concluded 13 April 2023.

Table 2-1 below includes the details of engagement between USC and TfNSW regarding the TTCSP. Table 2-2 includes a summary of the issues raised, how those were addressed and closed out. Full evidence of correspondence is in Appendix 1 of this report.

Table 2-1 Engagement log – TTCSP - TfNSW

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
1	28-03-2023	Email	Issuing of sub-plan for consultation in accordance with CoA C4	Alyce Harrington	Felix Liu
2	01-05-2023	Email	Notification regarding end of consultation period	Alyce Harrington	Felix Liu development.sydney @transport.nsw.gov.au
3	22-05-2023	Email	Response to consultation. No issues or objections raised.	Nav Prasad	Alyce Harrington

Table 2-2 below summarises the consultation comments received from TFNSW on the TTCSP.

Table 2-2 Summary of issues – TTCSP – TfNSW

Document Section, CoA/REMM	Comment Raised	Date Raised	How Addressed / Justification Why Not Addressed
TTCSP	No comments raised	22-05-2023	N/A

2.2 TTCSP – Relevant Council(s)

Consultation with the relevant council(s) commenced on 28 March 2023 and concluded 13 April 2023.

Table 2-3 below includes the details of engagement between USC and the relevant council(s) regarding the TTCSP. Table 2-4 includes a summary of the issues raised, how those were addressed and closed out. Full evidence of correspondence is provided in the following:

Appendix 2 - Wollondilly Shire Council
Appendix 3 - Penrith City Council
Appendix 4 - Liverpool City Council
Appendix 5 - Fairfield City Council

Appendix 6 - Canterbury Bankstown City Council

Table 2-3 Engagement log – TTCSP – Relevant Council(s)

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
Wollondilly Shire Council					
1	08-03-2023	Meeting	Stakeholder Meeting with Council on 50% design completion	Michael Robertson Rama Sapkota	Ibrahim Muharrem Trent Davies Matthew Hardland Nafizul Akash
2	28-03-2023	Email	Issuing of sub-plan for consultation in accordance with CoA C4	Alyce Harrington	Ibrahim Muharrem Mathew Harland Nafizul Akash Bianca Klein Trent Davies
3	26-04-2023	Email	Notification regarding end of consultation period	Alyce Harrington	Bianca Klein Mathew Harland Nafizul Akash Ibrahim Muharrem
Penrith City Council					
1	03-03-2023	Meeting	Stakeholder Meeting with Council on 50% design completion	Michael Robertson Rama Sapkota	Scott Jones Michael Middleton Adam Lowe Brad James Justine Vella Ari Fernando Payton Bradrock Murray Halls
2	28-03-2023	Email	Issuing of sub-plan for consultation in accordance with CoA C4	Alyce Harrington	Ari Fernando
3	03-04-2023	Email	Follow up on progression of all sub-plan comments	Alyce Harrington	Ari Fernando
4	26-04-2023	Email	Notification regarding end of consultation period	Alyce Harrington	Ari Fernando
Liverpool City					
1	09-03-2023	Meeting	Stakeholder Meeting with Council on 50% design completion	Michael Robertson Rama Sapkota	Jerard Tungcab Kweky Aikins Riham Gergis Stella Qu Mahavir Arya
2	28-03-2023	Email	Issuing of sub-plan for consultation in accordance with CoA C4	Alyce Harrington	Jerard Tungcab
3	26-04-2023	Email	Notification regarding end of consultation period	Alyce Harrington	Jerard Tungcab
4	08-05-2023	Email	Respond to sub-plans	Jerard Tungcab	Alyce Harrington
5	05-06-2023	Email	Respond to Liverpool's comments	Mira Segaran	Jerard Tungcab

Fairfield City Council					
1	28-03-2023	Email	Issuing of sub-plan for consultation in accordance with CoA C4	Alyce Harrington	Daniel Begnell Zahid Hassan mail@fairfieldcity.nsw.com.au
2	29-03-2023	Email	Request to send list of plans	Zahid Hassan	Alyce Harrington
3	03-04-2023	Email	Follow up on progression of all sub-plans comments	Alyce Harrington	Mursaleen Shah
4	04-04-2023	Email	Respond to follow up by John Holland	Mursaleen Shah	Alyce Harrington
5	04-04-2023	Email	Request to remove individual as point of contact	Mursaleen Shah	Alyce Harrington
6	26-04-2023	Email	Notification regarding end of consultation period	Alyce Harrington	Alison Mortimer Daniel Begnell Zahid Hassan mail@fairfieldcity.com.au
Canterbury Bankstown City Council					
1	28-03-2023	Email	Issuing of sub-plan for consultation in accordance with CoA C4	Alyce Harrington	Tim Ireland Paul Angel David Lowery Asad Suman David Milner
2	05-04-2023	Email	Respond to consultation. Two comments raised	David Milner	Alyce Harrington
3	05-06-2023	Email	Response to comments raised	Mira Segaran	David Milner

Table 2-4 below summarises the consultation comments received from the relevant councils on the TTCSP.

Table 2-4 Summary of issues – TTCSP – Relevant Councils

Council	Comment Raised	Date Raised	How Addressed / Justification Why Not Addressed
Canterbury Bankstown City Council	There is no impact to our local roads, increasing the traffic in state roads within CBCITY will not result in detrimental impacts to traffic flow.	05-04-23	Noted and acknowledged.
Canterbury Bankstown City Council	The Sub-plan should be amended to state that in the case of any local road that will be used by a heavy vehicle for the purposes of this project, a road dilapidation report must be prepared (A copy of the road dilapidation report must be provided to Council within three weeks of completion of the survey).	05-04-23	Acknowledged. This will be undertaken in accordance with Conditions of Approval E98 and E99. Table 8-1 (TT12) in the TTCSP addresses this.
Liverpool	It is noted that construction traffic will result in an increase in traffic of greater than 5% on road links that are already over capacity including Elizabeth Drive and Cowpasture Road. As a result, Council is to be consulted by Sydney Water or the contractors for any works which may have noticeable impacts on these roads	08-05-23	Noted and acknowledged. This is referenced in Section 5 (Consultation) and Table 8-1 (TT32) of the TTCSP.
Liverpool	A number of major transport and infrastructure projects are under construction within the close proximity to Elizabeth Drive. Transport for NSW (TfNSW), Councils, Sydney Metro are to be informed for any activity which will result in partial or full road closure along Elizabeth Drive. It is suggested that Sydney Water/contractors are to consult Sydney Metro for the proposed treated wastewater pipeline section underneath the Metro railway track at Elizabeth Drive.	08-05-23	Noted and acknowledged. This is referenced in Section 5 (Consultation) of the TTCSP.
Liverpool	A copy of detailed design plans for the proposed pipelines along roads within Liverpool Local Government Area should be submitted to Council's Transport Management team for comment prior to the commencement of the works.	08-05-23	Acknowledged. SWC and the John Holland Pipeline Team will reach out to Liverpool Council when detailed design documents are available and can be issued for their review. This will be coordinated by the John Holland Pipeline Team and the JH Community & Stakeholder Engagement team.
Liverpool	A site-specific Construction Traffic Management Plan (SSCTMP) is to be prepared and submitted to Council for review prior to the commencement of any works. A SSCTMP is to include (but not being limited) to the following: • Number of daily and peak hour vehicle, pedestrian and cyclist movements, particularly heavy vehicle movements generated from the proposed works; • Heavy vehicle haulage routes as per the approved EIA report and/or Council's approved routes; • Access arrangements for each construction compound and zone; • On-site construction car parking arrangement and traffic circulation; • Vehicle Movement Plans (VMP), Pedestrian Movement Plan (PeMP), and Parking Management Plan (PaMP); • Outlining the needs for a Road Occupancy Permit issued by Council or Road Occupancy Permit issued by the Transport Management Centre. Works within the road reserve shall not commence until the relevant traffic management plans and associated TCPs and VMPs have been endorsed by the relevant road authority.	08-05-23	Noted and acknowledged. These items will be addressed in the SSCTMPs and as noted in Section 8.1.1 and Section 8.2 of the TTCSP.

Liverpool	The Driver Code of Conduct is to be prepared and included in the relevant CTMP and SSCTMP. The drivers should use the approved haulage routes	08-05-23	Noted and acknowledged. The Driver Code of Conduct will be prepared and incorporated into the SSCTMP. Further information is also included in Section 8.2.5 of the TTCSP.
Liverpool	Sydney Water/contractors shall seek road occupancy, road opening permits, and works zone approval from Council if required prior to undertaking any works within public road reserve. The application forms are available on Council's website or can requested from the Council's Customer Services. Prior to commencement of any works a Traffic Control Plan including details for pedestrian and cyclist access management, shall be prepared in accordance with AS1742.3 "Traffic Control Devices for Works on Roads" and the Roads and Maritime Services publication "Traffic Control at Worksites" and certified by an appropriately accredited Roads and Maritime Services Traffic Controller, and submitted to Council or the relevant road authority for approval. Traffic control measures shall be implemented during the construction phase of the development in accordance with the certified plan. A copy of the plan shall be available on site at all times. Note: A copy of the Traffic Control Plan shall accompany the Notice of Commencement to Liverpool City Council.	08-05-23	Noted and acknowledged. These items will be addressed in the SSCTMPs
Liverpool	Any removals of on-street parking must be approved by Council prior to the implementation. Community consultation and notification are required for the on-street parking removals.	08-05-23	Noted. Construction parking will be managed in accordance with Section 8.1.2 of sub-plan in which consultation with council is required.
Liverpool	A project specific Communications Management Plan for staging construction activities is to be prepared and submitted to Council for approval. The plan is to outline community consultation methodologies, approaches and timeline of consultation process and complaint handling process. Consideration is to be given to include consultation measures such as letterbox drops for affected community, advertisement in local newspapers, VMS sign notification, local community and interest group consultation meetings, and consultation process(s) with key stakeholders such as Councils, TfNSW, Transport Management Centre, bus operators, school, police and emergency service. TfNSW and Sydney Metro host regular traffic control working groups. Council also has regular community forums. It is recommended that the project team can provide updates at the working groups and Council's community forums. A request can be sent to Council for attendance by email: districtforums@liverpool.nsw.gov.au. Full details can be found on the website: Liverpool District Forums | Liverpool Listens (nsw.gov.au).	08-05-23	The Community and Stakeholder engagement Management Plan has been prepared and approved in accordance with the planning approval and is available on the project website. (https://www.sydneywatertalk. com.au/uppersouthcreek)
Liverpool	The CTMP, SSCTMP and Communications Management Plan are to include key contact details of principal, contractors, and public agencies. The following Council contact details are to be included in Project Contacts: • Charles Wiafe – Manager Transport Management, wiafec@liverpool.nsw.gov.au, 02 8711 7452 • Jeya Shanmuganathan – Maintenance Planning and Reporting Coordinator, shanmuganathanj@liverpool.nsw.gov.au, 02 8711 7016	08-05-23	Noted and acknowledged. This will be passed on to John Holland Community and Stakeholder Engagement Team to incorporate in the key contacts list.
Liverpool	Council is to be informed for any complaints received and a response provided by Sydney Water and/or the relevant contractors.	08-05-23	Noted. John Holland Community and Stakeholder Engagement Team will be informed of this request

Liverpool	A Pre-construction Dilapidation Report shall be submitted to Liverpool City Council for approval prior to the commencement of construction.	08-05-23	Acknowledged. This is a requirement under the Conditions of Approval E98 and E99.
Liverpool	A Road Safety Audit shall be prepared prior to the commencement of any works and provided to Council for review.	08-05-23	Acknowledged. An independent Road Safety Audit will be undertaken in accordance with Conditions of Approval E105.
Liverpool	Council's on-street assets such as footpath should be protected at all times. Any damages should be rectified to Council satisfaction.	08-05-23	Acknowledged. Conditions of Approval E99 lists requirements surrounding rectification of any damages.
Wollondilly	No response received	N/A	N/A
Penrith	No response received	N/A	N/A
Fairfield	No response received	N/A	N/A

Appendix 1 – TfNSW – Evidence of Consultation

From:	Alyce Harrington-JHG
To:	development.sydney@transport.nsw.gov.au; felix.liu@transport.nsw.gov.au
Cc:	CAHILL, CHERYL; Cameron Varricchio; Rob Cranston-JHG; Jason Julius-JHG; Michael McIlveen-JHG; Michael Robertson-JHG; Darragh O"Brien-JHG; Mira Segaran-JHG; Aidan O"Driscoll-JHG
Subject:	Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (TfNSW)
Date:	Tuesday, 28 March 2023 11:01:42 PM
Attachments:	USCP-JHG-MPL-ENV-0005 Traffic and Transport CEMP Sub-plan (Rev 04) clean and consolidated.pdf USCP-JHG-MPL-ENV-0008 Upper South Creek CEMP (Rev 04) clean and consolidated (2).pdf image001.png image002.png image003.png image004.png image005.png image006.png

Good evening Felix,

John Holland has recently been awarded a contract by Sydney Water to design, construct and commission Stage 1 of the Upper South Creek Advanced Water Recycling Centre and Pipelines Project (herein referred to as 'USC Project' or 'the Project'). The Project was approved by the Minister for Planning, Anthony Roberts on Monday 28 November 2022 (SSI-8609189) and in accordance with the relevant conditions of approval (CoA) C1 and C2, John Holland has prepared a Construction Environmental Management Plan (CEMP).

CoA C4 requires a number of CEMP Sub-plans to support the CEMP and they must be developed in consultation with relevant government agencies, including Transport for NSW (TfNSW). Of the CEMP Sub-plans listed in CoA C4, the project approval requires consultation with TfNSW for the Traffic & Transport CEMP Sub-plan.

As such, John Holland on behalf of Sydney Water, is please to present to TfNSW, the Traffic & Transport CEMP Sub-plan (TTCSP, C4(f)). Please note that as there are a number of references to sections within the CEMP throughout the TTCSP, John Holland has also provided a copy of the CEMP for TfNSW reference.

It would be greatly appreciated if any comments regarding this submission are provided by close of business Thursday 13 April 2023.

If you have any questions regarding this submission, please do not hesitate to contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

From:	Alyce Harrington-JHG
To:	development.sydney@transport.nsw.gov.au; felix.liu@transport.nsw.gov.au
Cc:	CAHILL, CHERYL; Cameron Varricchio; Mira Segaran-JHG
Subject:	RE: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (TfNSW)
Date:	Monday, 1 May 2023 5:02:43 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

Good afternoon,

Over recent weeks, John Holland on behalf of Sydney Water has been issuing documents to relevant government agencies and local councils in relation to the Upper South Creek Advanced Water Recycling Centre project, located in Kemps Creek NSW.

These documents include the project's Construction Environmental Management Plan (CEMP) and associated sub-plans, including the Traffic & Transport CEMP Sub-plan (TTCSP) which was issued to Transport for NSW via development.sydney@transport.nsw.gov.au on Tuesday 28 March 2023.

John Holland is preparing to issue the TTCSP to the NSW Department of Planning & Environment's post-approval assessment team imminently and would like to confirm if TfNSW have any feedback or comments to provide in relation to the TTCSP submitted?

If you have any further questions related to this matter, please do not hesitate to contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
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E. Alyce.Harrington@jhg.com.au

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From: Alyce Harrington-JHG
Sent: Tuesday, 28 March 2023 11:01 PM
To: development.sydney@transport.nsw.gov.au; felix.liu@transport.nsw.gov.au
Cc: CAHILL, CHERYL <CHERYL.CAHILL@sydneywater.com.au>; Cameron Varricchio <CAMERON.VARRICCHIO@sydneywater.com.au>; Rob Cranston-JHG <Rob.Cranston@jhg.com.au>; Jason Julius-JHG <Jason.Julius@jhg.com.au>; Michael McIlveen-

JHG <Michael.McIlveen@jhg.com.au>; Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>; Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>
Subject: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (TfNSW)

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It would be greatly appreciated if any comments regarding this submission are provided by close of business Thursday 13 April 2023.

If you have any questions regarding this submission, please do not hesitate to contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

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E. Alyce.Harrington@jhg.com.au

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From:	Mira Segaran-JHG
To:	Mira Segaran-JHG
Subject:	FW: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (TfNSW)
Date:	Friday, 9 June 2023 9:10:40 AM
Attachments:	image010.png image011.png image012.png image013.png image014.png image015.png image016.png image017.png image018.png

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From: Nav Prasad <Nav.Prasad2@transport.nsw.gov.au>
Sent: Monday, May 22, 2023 3:15 PM
To: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Subject: FW: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (TfNSW)

Hi Alyce,

Thank you for sending through the Traffic & Transport CEMP Sub-plan (TTCSP) for transport for review.

TfNSW notes that this is a high-level strategic document that identifies the method and process in which construction traffic and transport impacts will be reviewed and managed for each construction site and also notes the report states that '*Site Specific Construction Traffic Management Plans (SSCTMPs) will be prepared for each construction site, separate to this TTCSP.*'

In this regard, TfNSW do not raise any objections to the information contained in the report and will provide further comments on the individual SSCTMP's when they are prepared and submitted to TfNSW and Council for review.

Regards

Nav Prasad
Development Assessment Officer
Planning and Programs
Greater Sydney
Transport for NSW

Ph. (02) 9983 3193
Level 5, 27 Argyle Street Parramatta NSW 2150

Please not that I am contracted to TfNSW in a part time capacity and generally available Mondays, Tuesdays and Wednesdays only.



Transport for NSW



I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

From: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Sent: Monday, 1 May 2023 5:03 PM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>; Felix Liu <Felix.Liu@transport.nsw.gov.au>
Cc: CAHILL, CHERYL <CHERYL.CAHILL@sydneywater.com.au>; Cameron Varricchio <CAMERON.VARRICCHIO@sydneywater.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>
Subject: RE: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (TfNSW)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

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If you have any further questions related to this matter, please do not hesitate to contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

Level 3, 65 Pirrama Road, Pyrmont NSW
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From: Alyce Harrington-JHG
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To: development.sydney@transport.nsw.gov.au; felix.liu@transport.nsw.gov.au
Cc: CAHILL, CHERYL <CHERYL.CAHILL@sydneywater.com.au>; Cameron Varricchio <CAMERON.VARRICCHIO@sydneywater.com.au>; Rob Cranston-JHG <Rob.Cranston@jhg.com.au>; Jason Julius-JHG <Jason.Julius@jhg.com.au>; Michael McIlveen-JHG <Michael.McIlveen@jhg.com.au>; Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>; Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>
Subject: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (TfNSW)

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It would be greatly appreciated if any comments regarding this submission are provided by close of business Thursday 13 April 2023.

If you have any questions regarding this submission, please do not hesitate to contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
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E. Alyce.Harrington@jhg.com.au

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Appendix 2 – Wollondilly City Council – Evidence of Consultation

From:	Darragh O"Brien-JHG
To:	Mira Segaran-JHG
Cc:	Alyce Harrington-JHG
Subject:	FW: Wollondilly Council meeting minutes 08.03.2023
Date:	Friday, 28 April 2023 8:04:14 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png Wollondilly Shire Council Early Coordination Meeting (1).pdf 20230308_Wollondilly Council meeting minutes_FINAL (3).pdf image007.png image008.png image009.png image010.png image011.png image012.png

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Hi Mira,

See below as discussed.

Regards,

Darragh O'Brien
Environment Lead
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 408927726
E. Darragh.O'Brien@jhg.com.au

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From: Rama Sapkota-JHG <Rama.Sapkota@jhg.com.au>
Sent: Monday, 27 March 2023 1:27 PM
To: Mathew Harland <mathew.harland@wollondilly.nsw.gov.au>; ibrahim.muharrem@wollondilly.nsw.gov.au; Nafizul Akash <nafizul.akash@wollondilly.nsw.gov.au>
Cc: Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>; Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Mark Trethewy-JHG <Mark.Trethewy@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Rex Taka-JHG <Rex.Taka@jhg.com.au>
Subject: Wollondilly Council meeting minutes 08.03.2023

Hi All,

Please see attached meeting minutes from 08.03.2023.

The 50% design drawings are within the attached slide pack.

Thank you,

Rama Sapkota
Senior Community Engagement Advisor - Upper South Creek project

JOHN HOLLAND
M: 0447 633 275
W. johnholland.com.au



Meeting Minutes

Title	Stakeholder meeting with Wollondilly Shire Council on 50% design completion
Date	8/03/2023
Time	2:30pm
Held at	Teams Meeting

Chaired by	Michael Robertson
Minuted by	Rama Sapkota
Distribution Date	

Attendees List

Aidan O'Driscoll (AO), Construction Manager, JHG
Rex Taka (RT), Project Development Manager, JHG
Michael Robertson (MR), Community Manager, JHG
Mark Trethewey (MT), Sustainability Manager, JHG
Darragh O'Brien (DO), Environment Lead, JHG
Rama Sapkota (RS), Senior Community Advisor, JHG
Ibrahim Muharrem (IM), Acting environment assessment planner, Wollondilly Shire Council
Trent Davies (TD), Maintenance Engineer, Wollondilly Shire Council
Matthew Hardland (MH), Council Technical officer, Wollondilly Shire Council
Nafizul Akash (NA), Acting team leader Assets and Transport, Wollondilly Shire Council

Apologies List

Alyce Harrington (AH), Environment & Approvals Manager, JHG

IDescription / Action	By Whom	By When
Acknowledgement of Country	MR	
An introduction of the project and introduced the meeting attendees.	MR	
AO ran through the treated pipeline water overview, overview of the project in the area and gave overview of timing of design process. Some points discussed below: • Horizontal directional drill (HDD) under Nepean River • HDD under Silverdale Road		

IM mentioned that Wollondilly Council has a farm in Wallacia and would like the opportunity to reuse the treated water.

IM mentioned that they want zero impact to waterways and enquired about the methodology of work under the river. He also mentioned that farmers are keen for water and would like to use treated water.

ACTION: MR mentioned the project will provide treated water for non-drinking purposes in the Aerotropolis and treated water for environmental flows in the Nepean River system but he will put Sydney Water in touch with Council about water reuse opportunities.

AO advised that work will be underneath the creek and go across to other side of the bridge. AO mentioned that he would like to work within rock, silty soil is not ideal. The team will start HDD on the rock level, explained outlined micro-tunnel and HDD construction methods.

IM enquired what will be used to stabilise? Will it be Bentonite? If it is, then he raised concern that it might be harmful to the river.

AO confirmed that bentonite will be used to stabilise however the HDD will be quite deep in the rock. There will be an HDD rig on rock in Fowler Reserve which will calculate the pump pressure. Confident that work is going to be very deep in rock and there shouldn't be any impact to the waterways.

IM asked if there is any risk to the bed rock.

AO mentioned not at the depth we are going and the rocks have also been assessed for consistency and strength.

IM and AO spoke about trenching methodology.

AO shared project milestone, start dates, drill set up location and work location.

IM enquired if vegetation clearing required during these works?

AO mentioned that vegetation will be cleared during valve construction. AO confirmed there is no open trench on the riverbanks for the pipeline (but there is the outlet structure to be built on the riverbank on private property to the north).

IM asked about the trenching methodology and if the trench will be secured properly to minimise animals getting trapped.

AO mentioned that the trench will be fenced off and backfilling as the work progresses (with people observing the whole process).

Traffic

AO advised site set up will be at Silverdale Road and entry to site will be from there. There will be trucks and dog, semi trailers and light vehicles accessing the site.

The Nepean River will be the water release point.

AO mentioned they will monitor the traffic and won't be stopping traffic. There shouldn't be any impact to traffic as the work will be underneath the road.

MH enquired if traffic entering and existing Silverdale road will be managed by traffic control – will there be traffic control?

AO mentioned they are currently working on Traffic Management Plan and would like to work with Wollondilly Council and requested for a contact person. **ACTION: Council to nominate best contact person.**
Traffic Contact for John Holland, Upper South Creek AWRC: Balendra Kunaratnam kunaratnam.balendra@jhg.com.au; 0418 979 198

NA enquired if there is anything in the road reserve as most of the work is going through private property.
AO mentioned the access to Silverdale Rd will be through road reserve.

NA requested for better drawings.

ACTION: JHG to share 50% drawings by sharing this slide pack with Council. Complete

IM enquired if there will be trenching around significant trees which may result in damaging their roots. Is there any offset for tree removal? Previously, Sydney Water have offset tree removal. Wollondilly Council is open to planting additional trees, replanting/reinstate the disturbed areas and mitigate the biodiversity impacts.

ACTION: MT said his team would be interested to catch up about the replanting conversation/offset.

DO went through the environment slides and advised that CEMP and subplans have been sent to Council for consultation.

IM enquired if Controlled Activity Approval come through?

DO mentioned that management plan issued and should have been circulated.

ACTION: MR has since confirmed the plans were issued to Bianca Klein but will re-send to this group. RS sent the plans to the group on 10/03/2023. Complete

MT went through the sustainability slides.

MT – Requests if Wollondilly Council could please identify the best environment or sustainability contact to address further council and USC collaboration opportunities proposed on Sustainability slides (e.g. asset resilience in response to climate change, material/water/waste reuse/recycling opportunities)

IM asked what level the water is being treated at? They currently have good quality water and doesn't want it to be impacted. IM keen for alternate solution and link in any offset.

ACTION: MR provided a link to the EIS in the Teams chat during the meeting. Repeated here Upper South Creek Advanced Water Recycling Centre | Planning Portal - Department of Planning and Environment (nsw.gov.au)
For Council review Community & Stakeholder Engagement Plan and comment on the planned engagement activities and stakeholders
https://www.sydneywatertalk.com.au/53513/widgets/322594/documents/251449
Link to the project website: www.sydneywatertalk.com.au/uppersouthcreek

IM had questions around environment control, fracking and how Riparian Zone will be protected? Requested for a Controlled Activity Approval.

ACTION: JHG to set up a meeting to discuss methodology about how we are getting across the Nepean River and more detailed conversation as the design is getting finalised.

NA shared concerns about pipeline going underneath the bridge. During flooding, panels go missing. Upgrade to GFR system to make it easily accessible or for water to run

through would be ideal. He shared concerns around flood, pedestrian access on footpath and impacts to residents.

ACTION: Further meeting about traffic, pedestrian management and the drilling fluid return pipe.

ACTION: Make sure the people present from Wollondilly Council get copies of CEMP sub-plans previously sent by Alyce Harrington to Bianca Klein. Complete

ISSUES SUMMARY

- Interest in receiving treated water
- No impact to waterways
- Drilling fluid – fracking risk – CEMP contingencies
- Separation of topsoil and subsoil for reinstatement when trenching
- Vegetation removal in riparian zone - offset approach
- Fauna getting trapped in trenches during construction
- Traffic management on to Silverdale Road
- Drawings – Nafizul Akash
- Want to know to what classification the water is treated to?
- Primary concern is the discharge to the river. Prefer water gets reused by farms etc in the area than go to rivers. Important to reuse water than discharge it.
- Allow them time to review documents as they are under-resourced
- Question about damage to bridge during floods – install a GRF system?
- Pedestrian access across the bridge, particularly if there's a flood.

Could council please confirm the above list to allow the Project to be aware that council's key concerns are understood?

From:	Alyce Harrington-JHG
To:	Ibrahim.Muharrem@wollondilly.nsw.gov.au; Mathew.Harland@wollondilly.nsw.gov.au; Nafizul.Akash@wollondilly.nsw.gov.au; bianca.klein@wollondilly.nsw.gov.au; trent.davies@wollondilly.nsw.gov.au
Cc:	CAHILL, CHERYL; Cameron Varricchio; Rob Cranston-JHG; Jason Julius-JHG; Michael Robertson-JHG; Michael McIlveen-JHG; Darragh O"Brien-JHG; Mira Segaran-JHG
Subject:	Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (WSC)
Date:	Tuesday, 28 March 2023 10:04:36 PM
Attachments:	USCP-JHG-MPL-ENV-0005 Traffic and Transport CEMP Sub-plan (Rev 04)_clean and consolidated.pdf USCP-JHG-MPL-ENV-0008 Upper South Creek CEMP (Rev 04)_clean and consolidated (2).pdf image001.png image002.png image003.png image004.png image005.png image006.png

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CoA C4 and CoA C13 requires a number of CEMP Sub-plans and Construction Monitoring Programs, respectively, to support the CEMP and they must be developed in consultation with relevant government agencies, including Wollondilly Shire Council (WSC). A list of the plans and programs relevant to WSC is provided below.

C4

a. Surface Water & Groundwater CEMP Sub-plan (USCP-JHG-MPL-ENV-0001) (SWGCSP)
b. Flood Emergency Response CEMP Sub-plan (USCP-JHG-MPL-ENV-0002) (FERCSP)
c. Soils & Contamination CEMP Sub-plan (USCP-JHG-MPL-ENV-0003) (SCCSP)
d. Biodiversity CEMP Sub-plan (USCP-JHG-MPL-ENV-0004) (BCSP)
e. Noise & Vibration CEMP Sub-plan (USCP-JHG-MPL-ENV-0007) (NVCSP)
f. Traffic & Transport CEMP Sub-plan (USCP-JHG-MPL-ENV-0005) (TTCSP)
g. Heritage CEMP Sub-plan (USCP-JHG-MPL-ENV-0006) (HCSP)
h. Air Quality CEMP Sub-plan (USCP-JHG-MPL-ENV-0009) (AQCSP)

C13

a. Surface Water Quality Construction Monitoring Program (Appendix E of the SWGCSP)
c. Noise & Vibration Construction Monitoring Program (Appendix E of the NVCSP)

John Holland proposes to issue the relevant plans and programs progressively, following review and approval by Sydney Water. As such, John Holland on behalf of Sydney Water, is please to present to WSC, the **Traffic & Transport CEMP Sub-plan** (TTCSP, C4(f)). Please note that as there are a number of references to sections within the CEMP throughout the TTCSP, John Holland has also provided a copy of the CEMP for WSC reference.

It would be greatly appreciated if any comments regarding this submission are provided by close of business Thursday 13 April 2023.

If you have any questions regarding this submission, please contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

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From:	Alyce Harrington-JHG
Bcc:	CAHILL, CHERYL; Cameron Varricchio; Michael Robertson-JHG; Rob Cranston-JHG; Jason Julius-JHG; Darragh O"Brien-JHG; Simone Kenyon-JHG; bianca.klein@wollondilly.nsw.gov.au; ari.fernando@penrith.city; tungcabj@liverpool.nsw.gov.au; Alison Mortimer; Daniel Begnell; mail@fairfieldcity.nsw.gov.au; Mathew Harland; Nafizul Akash; Ibrahim Muharrem; Zahid Hassan
Subject:	Upper South Creek (SSI-8609189) - CEMP and Sub-plans consultation period
Date:	Wednesday, 26 April 2023 4:44:00 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

Good afternoon,

Over recent weeks, John Holland on behalf of Sydney Water has been issuing documents to relevant government agencies and local councils in relation to the Upper South Creek Advanced Water Recycling Centre project.

These documents include the project's Construction Environmental Management Plan (CEMP) and associated sub-plans as summarised below:

- USC Construction Environmental Management Plan (CEMP)
- USC Air Quality CEMP Sub-plan
- USC Flood Emergency Response CEMP Sub-plan
- USC Heritage CEMP Sub-plan
- USC Biodiversity CEMP Sub-plan
- USC Noise & Vibration CEMP Sub-plan
- USC Traffic & Transport CEMP Sub-plan
- USC Surface Water & Groundwater CEMP Sub-plan
- USC Soils & Contamination CEMP Sub-plan

Please note that whilst the formal consultation period for the above documents has now ended, John Holland would welcome any future opportunity to engage with you on matters related to the project.

If you have any further questions related to this matter, please do not hesitate to contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
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Appendix 3 – Penrith City Council – Evidence of Consultation

From:	Alyce Harrington-JHG
To:	Mira Segaran-JHG
Subject:	FW: Penrith Council meeting minutes 3.03.2023
Date:	Friday, 28 April 2023 7:44:04 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png Penrith City Council Early Coordination Meeting1.pdf 20230303_Penrith Council meeting minutes_FINAL.pdf image007.png image008.png image009.png image010.png image011.png image012.png

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Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

Make flexibility work – if you receive an email from me outside of normal business hours, it's because I'm sending it at a time that suits me. I'm not expecting you to read it or reply until normal business hours.

From: Rama Sapkota-JHG <Rama.Sapkota@jhg.com.au>
Sent: Friday, 17 March 2023 3:20 PM
To: ari.fernando@penrith.city; Murray.halls@penrith.city; adam.lowe@penrith.city; Michael.Middleton@penrith.city; Justine.Vella@penrith.city
Cc: Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>; Mark Trethewy-JHG <Mark.Trethewy@jhg.com.au>; Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>; NORTH, GEMMA <GEMMA.NORTH@sydneywater.com.au>
Subject: Penrith Council meeting minutes 3.03.2023

Hi all,

Please see attached meeting minutes from 03.03.2023.

Thank you,

Rama Sapkota
Senior Community Engagement Advisor - Upper South Creek project

JOHN HOLLAND

Meeting Minutes

Title	Stakeholder meeting with Penrith City Council (PCC) on 50% design completion
Date	3/03/2023
Time	2:00pm
Held at	Teams Meeting

Chaired by	Michael Robertson
Minuted by	Rama Sapkota
Distribution Date	

Attendees List

Aidan O'Driscoll (AO), Construction Manager, JHG
Alyce Harrington (AH), Environment & Approvals Manager, JHG
Michael Robertson (MR), Community Manager, JHG
Mark Trethewey (MT), Sustainability Manager, JHG
Rama Sapkota (RS), Senior Community Advisor, JHG
Gemma North (GN), Community Advisor, SW
Scott Jones (SJ), Utilities Coordination Manager, PCC
Michael Middleton (MM), Environmental Health Coordinator, PCC
Adam Lowe (AL), Asset Coordinator: Parks and Open Space, PCC
Brad James (BJ), Asset Officer, PCC
Justine Vella (JV), Bushland Management Coordinator, PCC
Ari Fernando (AF), PCC
Payton Bradcock (PB), Asset Officer, PCC
Murray Halls (MH), PCC

Apologies List

Oliver De Paz, Asset Coordinator - Permits and Inspections, PCC

Anne Richardson, Strategic Asset Management Coordinator, PCC

Lynden Tandy, Business Administration Support Officer – Road Assets, PCC

ID	Description / Action	By Whom	By When
	Acknowledgement of Country	MR	

An introduction of the project and introduced the meeting attendees. MR

AO ran through the treated pipeline water overview, overview of the project in the area and gave overview of timing of design process. Some points discussed below:

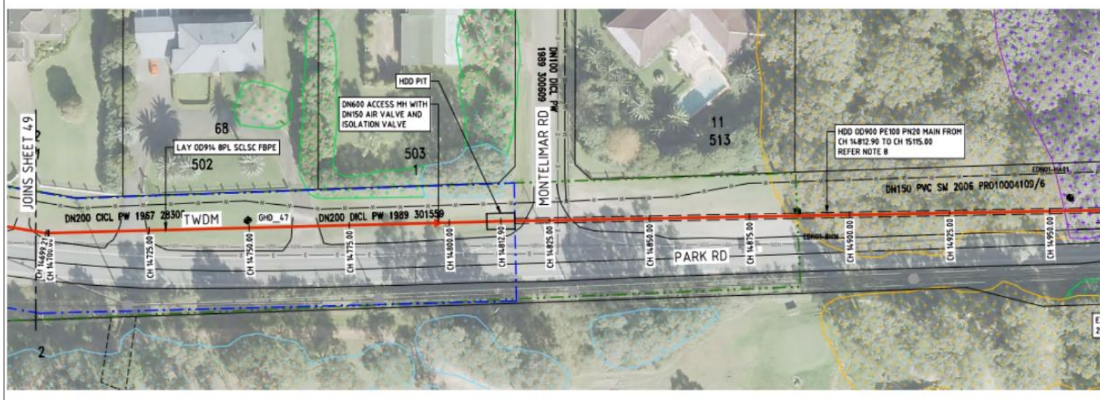
- Open trench to Luddenham Road
- The Northern Road HDD or boring
- Park Road, south side on the verge and working on a design to reduce impact on local traffic [threatened orchids are northern side]
- Jerry's creek crossing
- Nepean River – HDD under the river

MM enquired about the methodology of going under the river.

AO mentioned that he would like to work with rock, silty soil is not ideal. The team will start HDD on the rock level, explained outlined micro-tunnel and HDD construction methods. He mentioned there will be two pits either side of the Northern Road.

SJ enquired about Park Road and resident access and impacts. He enquired if it will be open excavation or boring.

AO advised there are impacts to couple of driveways and went through the design drawing below.



AO advised there are impacts to some driveways on Park Road.

Some driveway access will be temporarily blocked for short periods during open excavation. He went through how the team on the ground will facilitate access during construction, temporary access lanes could be created as fences are set back from road. He further mentioned there will a rig set up at Jerrys' Creek. There will be trenching work on Driver Avenue.

MM enquired if they will be trenching on nature strip or the road. He enquired if the excavation will be close to the trees and if an arborist report was done. He enquired about the hours of operation and if the work will be day or night work.

Any requirement to undertake work outside of standard daytime construction hours will be in accordance with relevant conditions of the Environmental Protection License to be obtained by John Holland in consultation with the NSW EPA.

MM enquired of there will be consultation with residents before the works begin and if there will be door knocking.

MR advised that there will be face to face consultation with residents around the pipeline, especially the residents that are closer to the pipeline. There will be notifications and online communication with the wider community.

ACTION: PCC to review Community & Stakeholder Engagement Plan and comment on the planned engagement activities and stakeholders
https://www.sydneywatertalk.com.au/53513/widgets/322594/documents/251449
Link to the project website: www.sydneywatertalk.com.au/uppersouthcreek

MM enquired about the roadside vegetation with JV and had an internal discussion around disturbance to the reserve. JV is aware of the environment assessment carried out by JH and SW and was satisfied with the outcome.

MM raised concern around vegetation on PCC land.
MH enquired about Riverbank and fish habitat and asked if it is in danger?

AO and MR advised the work will be well below the fish habitat.

SJ and JV spoke about machinery access around or near Fowler reserve. JV advised that she has gone through all the impacts with the site team previously and understands that impact to the embankment won't be fully eliminated. SJ mentioned that it is a steep embankment and wanted to know where the machinery will be stored. SJ flagged that environment assessment and bio-diversity should be looked into.

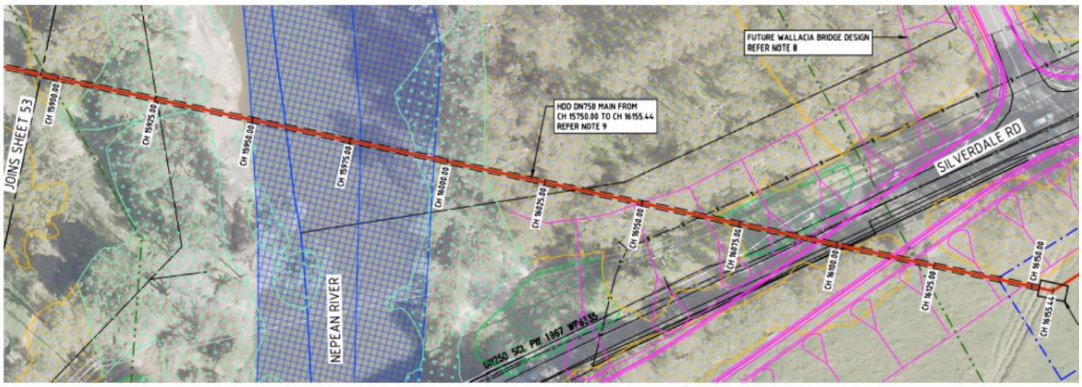
ACTION: AH and MR to speak with JV further about construction approach and vegetation removal near Shelley Road and Fowler Reserve.

AO advised them of the machinery storage location.

ACTION: MR and AO advised we can facilitate an on site meeting to go through construction methodology on site regarding the drilling fluid return pipe.

AO went through the construction methodology around HDD.

SJ shared concerns around pedestrian access on the bridge.



AO advised there may be a possibility of traffic control to help with pedestrian access on site however the drill will be there 24/7.

AF spoke to the above drawing and advised to speak to Wollondilly Council about the pier.

SJ advised that he would like more information on impacts to private properties and restoration piece on Park Road.

ACTION: AO to provide more information about the design along Park Road including any tree removal.

AF requested plans of the old Northern Road and AO went through the drawing with him. AF advised that the Old Northern Road is/will be Council Road, it will no longer state road.

AF enquired about what will happen at Park Road and Northern Road intersection.

AH and MT went through the environmental and sustainability items and encouraged to provide feedback as the sub-plans are being finalised and encouraged open engagement between Council and the USC project.

MT – Requests if Council could please identify the best environment or sustainability contact to address further council and USC collaboration opportunities proposed on Sustainability slides (e.g. asset resilience in response to climate change, material/water/waste reuse/recycling opportunities).

BJ requested a dedicated contact for permits.

ACTION: AO to respond to BJ about permits.

AL enquired about Fowler Reserve, is there is potential for something to sink? AL advised to make safe or make good Fowler Reserve when the work is completed. He had concerns around restoration as other contractors/projects have caused damage previously and unable to get an outcome once they leave the area. He doesn't want any damage to any Council assets.

AO advised that USC project team will be there even after the completion of the project and will restore it properly.

AF enquired about access road on Clifton Avenue or future road for the treatment plant and who does the ownership of that road sit with. Will it be SW private road? Who will be maintaining the access road?

ACTION: MR to ask Sydney Water's WRDT project team to provide information about access road to AF.

AF advised that Traffic Management and impact on local residents is a concern.

MR summarised the issues and asked if there were more questions.

JV enquired are you holding a stall at the Wallacia Community Festival in April?

MR advised that he has been invited and would like to discuss this with JV next week.

MM requested for a clear contact should Council receive resident concerns for noise, dust or other environmental health impacts.

MR provided the project 1800 064 127 number for future contact.

AO advised about site specific Traffic Management Plan and would like to workshop with PCC.

ACTION: JH and PCC agreed that there will be specific targeted meetings on an as-needs basis going forward rather than regular coordination meetings. AF will be the main point of contact and will arrange specific teams to attend the meeting.

Summary of key issues or interests raised by Council

- Impacts of pipeline under waterways
- Parking and traffic impacts on Park Road and Driver Avenue
- Blocking driveways and trenching through driveways during construction
- Vegetation removal including on Park Road and near Shelley Road / Fowler Reserve
- Working hours in residential areas
- Protecting fish habitat structure on Nepean River near Fowler Reserve

- Construction works on or near Silverdale Road bridge including pedestrian management
- Requests for work permits including within Council's road reserves
- Traffic management
- Restoration of Fowler Reserve

Could council please confirm the above list to allow the Project to be aware that council's key concerns are understood?

From:	Alyce Harrington-JHG
To:	ari.fernando@penrith.city
Cc:	CAHILL, CHERYL; Cameron Varricchio; Rob Cranston-JHG; Jason Julius-JHG; Michael McIlveen-JHG; Michael Robertson-JHG; Darragh O"Brien-JHG; Mira Segaran-JHG
Subject:	Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (PCC)
Date:	Tuesday, 28 March 2023 10:20:26 PM
Attachments:	USCP-JHG-MPL-ENV-0005 Traffic and Transport CEMP Sub-plan (Rev 04)_clean and consolidated.pdf USCP-JHG-MPL-ENV-0008 Upper South Creek CEMP (Rev 04)_clean and consolidated (2).pdf image001.png image002.png image003.png image004.png image005.png image006.png

Good evening Ari,

John Holland has recently been awarded a contract by Sydney Water to design, construct and commission Stage 1 of the Upper South Creek Advanced Water Recycling Centre and Pipelines Project (herein referred to as 'USC Project' or 'the Project'). The Project was approved by the Minister for Planning, Anthony Roberts on Monday 28 November 2022 (SSI-8609189) and in accordance with the relevant conditions of approval (CoA) C1 and C2, John Holland has prepared a Construction Environmental Management Plan (CEMP).

CoA C4 and CoA C13 requires a number of CEMP Sub-plans and Construction Monitoring Programs, respectively, to support the CEMP and they must be developed in consultation with relevant government agencies, including Penrith City Council (PCC). A list of the plans and programs relevant to PCC is provided below.

C4

a. Surface Water & Groundwater CEMP Sub-plan (USCP-JHG-MPL-ENV-0001) (SWGCSP)
b. Flood Emergency Response CEMP Sub-plan (USCP-JHG-MPL-ENV-0002) (FERCSP)
c. Soils & Contamination CEMP Sub-plan (USCP-JHG-MPL-ENV-0003) (SCCSP)
d. Biodiversity CEMP Sub-plan (USCP-JHG-MPL-ENV-0004) (BCSP)
e. Noise & Vibration CEMP Sub-plan (USCP-JHG-MPL-ENV-0007) (NVCSP)
f. Traffic & Transport CEMP Sub-plan (USCP-JHG-MPL-ENV-0005) (TTCSP)
g. Heritage CEMP Sub-plan (USCP-JHG-MPL-ENV-0006) (HCSP)
h. Air Quality CEMP Sub-plan (USCP-JHG-MPL-ENV-0009) (AQCSP)

C13

a. Surface Water Quality Construction Monitoring Program (Appendix E of the SWGCSP)
c. Noise & Vibration Construction Monitoring Program (Appendix E of the NVCSP)

John Holland proposes to issue the relevant plans and programs progressively, following review and approval by Sydney Water. As such, John Holland on behalf of Sydney Water, is please to present to PCC, the **Traffic & Transport CEMP Sub-plan** (TTCSP, C4(f)). Please note that as there are a number of references to sections within the CEMP throughout the TTCSP, John Holland has also provided a copy of the CEMP for PCC reference.

It would be greatly appreciated if any comments regarding this submission are provided by close of business Thursday 13 April 2023.

If you have any questions regarding this submission, please contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

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From:	Alyce Harrington-JHG
To:	ari.fernando@penrith.city
Cc:	Darragh O"Brien-JHG; Mira Segaran-JHG; Michael Robertson-JHG
Subject:	Upper South Creek AWRC Project - CEMP & Sub-plans
Date:	Monday, 3 April 2023 5:40:28 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

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Hello Ari,

Hope you are well.

I'm reaching out to follow up on the USC AWRC Project CEMP and sub-plans issued to Penrith City Council (PCC) over the last few weeks. As a summary of the documents issued, please see below a list of plans and programs that have been issued by John Holland to PCC:

- Air Quality CEMP Sub-plan (issued 01 March 2023)
- Flood Emergency Response CEMP Sub-plan (issued 02 March 2023)
- Heritage CEMP Sub-plan (issued 03 March 2023)
- Biodiversity CEMP Sub-plan (issued 03 March 2023)
- Soils & Contamination CEMP Sub-plan (issued 11 March 2023)
- Noise & Vibration CEMP Sub-plan (including the noise & vibration construction monitoring program) (issued 07 March 2023)
- Traffic & Transport CEMP Sub-plan (issued 28 March 2023)
- Surface Water & Groundwater CEMP Sub-plan (including the surface water quality and groundwater construction monitoring programs) (issued 31 March 2023)

At Sydney Water's request, the plans have been progressively submitted to PCC from Wednesday 01 March 2023. It would be greatly appreciated if you could submit any comments available for any of the plans submitted from early March, as soon as possible so we can review and make the appropriate amendments.

If you have any questions, please do not hesitate to contact me.

Thank you,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

From:	Alyce Harrington-JHG
To:	ari.fernando@penrith.city
Cc:	CAHILL, CHERYL; Cameron Varricchio; Darragh O"Brien-JHG; Michael Robertson-JHG; Mira Segaran-JHG; Jason Julius-JHG; Rob Cranston-JHG
Subject:	Upper South Creek - CEMP and Sub-plan comments
Date:	Thursday, 20 April 2023 12:50:58 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

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Good Afternoon Ari,

Hope you are well.

I'm following up on recent correspondence from myself regarding the Upper South Creek CEMP and Sub-plans that have been issued to relevant local councils progressively, including Penrith City Council, since the 01 March 2023. I note your recent email requesting an extension to the 20 April 2023 for the Surface Water & Groundwater CEMP sub-plan and the Traffic & Transport CEMP Sub-plan.

Was there any feedback that Penrith City Council wished to provide regarding any of the plans issued?

To summarise again, the documents include:

- USC Construction Environmental Management Plan (CEMP)
- USC Air Quality CEMP Sub-plan
- USC Flood Emergency Response CEMP Sub-plan
- USC Heritage CEMP Sub-plan
- USC Biodiversity CEMP Sub-plan
- USC Noise & Vibration CEMP Sub-plan
- USC Traffic & Transport CEMP Sub-plan
- USC Surface Water & Groundwater CEMP Sub-plan
- USC Soils & Contamination CEMP Sub-plan

Please feel free to contact me if you need to discuss anything further.

Thank you,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

Appendix 4 – Liverpool City Council – Evidence of Consultation

From:	Alyce Harrington-JHG
To:	Mira Segaran-JHG
Subject:	FW: Liverpool Council meeting minutes 09.03.2023
Date:	Friday, 28 April 2023 7:44:04 AM
Attachments:	Liverpool City Council Early Coordination Meeting (1).pdf 20230309_Liverpool Council meeting minutes_FINAL (1).pdf image001.png image002.png image003.png image004.png image005.png image006.png image007.png image008.png image009.png image010.png image011.png image012.png

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Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

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From: Rama Sapkota-JHG <Rama.Sapkota@jhg.com.au>
Sent: Monday, 27 March 2023 1:33 PM
To: GergisR@liverpool.nsw.gov.au; SuryaprakashA@liverpool.nsw.gov.au; WiafeC@liverpool.nsw.gov.au; qus@liverpool.nsw.gov.au; aikinsk@liverpool.nsw.gov.au
Cc: Belinda Dechnik-JHG <Belinda.Dechnik@jhg.com.au>; Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>; Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>; Mark Trethewy-JHG <Mark.Trethewy@jhg.com.au>
Subject: Liverpool Council meeting minutes 09.03.2023

Hi All,

Please see attached meeting minutes from 09.03.2023.

The 50% design drawings are within the attached slide pack.

Thank you,

Rama Sapkota
Senior Community Engagement Advisor - Upper South Creek project

Meeting Minutes

Title	Stakeholder meeting with Liverpool City Council on 50% design completion
Date	9/03/2023
Time	2:00pm
Held at	Teams Meeting

Chaired by	Michael Robertson
Minuted by	Rama Sapkota
Distribution Date	

Attendees List

Aidan O'Driscoll (AO), Construction Manager, JHG
Michael Robertson (MR), Community Manager, JHG
Belinda Dechnik (BD) Environment and Sustainability Advisor, JHG
Darragh O'Brien (DO), Environment Lead, JHG
Rama Sapkota (RS), Senior Community Advisor, JHG
Jerard Tungcab (JT), Strategic Planner, Liverpool City Council
Kweku Aikins (KA), Acting Executive Planner, Liverpool City Council
Riham Gergis (RG), Approval Officer, Liverpool City Council
Stella Qu (SQ), Council Planner, Liverpool City Council
Mahavir Arya (MA), Liverpool City Council

Apologies List

Alyce Harrington (AH), Environment & Approvals Manager, JHG
Mark Trethewey (MT), Sustainability Manager, JHG

IDescription / Action	By Whom	By When
Acknowledgement of Country	MR	
An introduction of the project and introduced the meeting attendees.	MR	
Will have more focused meeting with Traffic team and Council in future	MR	
AO went through the treated pipeline water overview, overview of the project in the area and gave overview of timing of design process.		

MR mentioned the treated pipeline is outside of Liverpool LGA but happy to share details if requested.

RG enquired about the Construction Traffic Management Plan (CTMP) and would like to get the contact in JHG to liaise with directly. **ACTION: AO to follow up with RG about traffic management and permit applications.**

Traffic Contact for John Holland, Upper South Creek AWRC: Balendra Kunaratnam
kunaratnam.balendra@jhg.com.au; 0418 979 198

RG is responsible for ROL. Some points she flagged:

- Location near the school will require consultation with the schools so there are no conflicting issues with them. HSC period should be considered if work is located near a high school
- Dilapidation report to be prepared before starting work, restoration works
- Road opening permit can be applied online
- Things to consider are CTMP, road occupancy, road opening and dilapidation reports

ACTION for Council: Send details for road opening representative.

SQ advised to consult with the school and update the CTMP accordingly to minimise impacts. She also advised that Sydney Metro placed electrical powerline underneath the road last year, but she is not sure if electrical lines are within the verge or middle of the road.

ACTION: JHG currently developing a CTMP and will consult with Council. JHG to consult with School. JHG have addressed the consultation approach in the Community & Stakeholder Engagement Plan.

AO went through the locations of works and advised the work will be going through residential streets at Cecil Park. The construction team will aim to keep the impacts to a minimum but there will be traffic changes and some noise and dust.

RG enquired about the work hours and noted that there will be restricted hours for road closures noting that there will be no closures during peak hours. Details to be confirmed by JHG in the CTMP.

MA enquired about the depth of the pipe. What is the length of pipe in one day?

AO explained the methodology of pipe placement and advised that there will be multiple crews working along the project alignment.

MA enquired about parking plant on the road, how it will be protected, safety of the plant and enquired if 2-way movement will be allowed? How long will the work take?

AO advised that works will be 6 months plus.

MA flagged that Kennards have carried out work at Cross Street. Electrical work for the airport has also been carried out at this location. He noted that 750mm pipe depth is not sufficient. There is a risk associated with that and advised it is better to have the pipe deeper so it doesn't impact the future development of the road. MA advised he is not aware of any development plans currently. He flagged that Council don't want to relocate the pipeline when there is road construction in future. He is unable to comment on what depth is recommended.

AO advised he will take MA's feedback to the designers.

ACTION: Longitudual/Vertical design to be passed on to the Council when ready. JHG will issue a 90% detailed design on late May 2023.

MA enquired about where the valve is placed?

AO spoke about the methodology around valve construction and placement.

ACTION: AO to check the road centre line and where the valve will be. JHG will issue a 90% detailed design on 15 May 2023.

MA enquired what kind of pipe is being used?

AO advised PVC pipeline.

MA raised concerns around this for future works in the area.

AO advised the detailed design is 4-6 weeks from 90% design.

Council asked if there was any impact to bus stops? If yes, consult with the bus companies if they need to be relocated.

Council's maintenance team should be involved in these meetings and discussions.

MA will review the design plan and will let the project team know if the pipeline needs to be deeper. MA also enquired if Cowpasture Road will be underbored or trenched?

AO advised the intersection at Cowapasture Road will be underbored. The pit will be located on the shoulder.

MA mentioned there is a lot of services at that location and the pit is in close proximity to the roundabout.

DO went through the environment slide.

JT advised that he has received some management plans which he has circulated internally but is missing Traffic, contamination and air quality plans.

ACTION: DO and JT to coordinate to see which management plans have been sent. Complete

MA will pass on the information to Council's environment team, requested for slides and management plans.

BD went through the sustainability slides.

BD – Requests if Liverpool Council could please identify the best environment or sustainability contact to address further council and USC collaboration opportunities proposed on Sustainability slides (e.g. asset resilience in response to climate change, material/water/waste reuse/recycling opportunities).

JT enquired if there have been any changes to sustainability since the planning phase, they didn't have any comments on that and if there are any significant changes.

BD advised there hasn't been any significant changes since the planning. The team is currently getting into more details of the sustainability requirements.

MR went through the community slides and enquired if there are community festivals or events coming up that JHG could consider attending? If so please let him know. He also requested for feedback on the Community, Stakeholder and Engagement Plan (later sent the Plan to Jerard for distribution within Council).

ACTION: Liverpool Council to review Community & Stakeholder Engagement Plan and comment on the planned engagement activities and stakeholders https://www.sydneywatertalk.com.au/53513/widgets/322594/documents/251449

Link to the project website: www.sydneywatertalk.com.au/uppersouthcreek

MR summarised the meeting and gave an overview of the issues discussed.

Issues summary

- Consultation with residents and schools particularly around HSC times
- Road occupancy/opening permits and restoration approach (do dilap reports)
- Interest in Construction Traffic Management Plan
- Work hours – suggestion for night work (avoiding peak hours) on very busy roads
- Parking and safety of our machinery (and pedestrians) overnight
- Duration of work in this LGA
- Coordination with other project teams and understanding location of other underground assets

- Depth of pipe on Cross Street – deep enough to allow for potential future upgrade of Cross Street? Widening could be 8 metres road too
- Location of HDD pit near roundabout at corner of N Liverpool Road and Capricorn Boulevard
- Request for Shape files
- Site compound will be located where there are HDD.
- Site access arrangements.

Could council please confirm the above list to allow the Project to be aware that council's key concerns are understood?

From:	Alyce Harrington-JHG
To:	tungcabj@liverpool.nsw.gov.au
Cc:	CAHILL, CHERYL; Cameron Varricchio; Rob Cranston-JHG; Jason Julius-JHG; Michael McIlveen-JHG; Michael Robertson-JHG; Darragh O"Brien-JHG; Mira Segaran-JHG
Subject:	Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (LCC)
Date:	Tuesday, 28 March 2023 10:24:26 PM
Attachments:	USCP-JHG-MPL-ENV-0005 Traffic and Transport CEMP Sub-plan (Rev 04)_clean and consolidated.pdf USCP-JHG-MPL-ENV-0008 Upper South Creek CEMP (Rev 04)_clean and consolidated (2).pdf image001.png image002.png image003.png image004.png image005.png image006.png

Good evening Jerard,

John Holland has recently been awarded a contract by Sydney Water to design, construct and commission Stage 1 of the Upper South Creek Advanced Water Recycling Centre and Pipelines Project (herein referred to as 'USC Project' or 'the Project'). The Project was approved by the Minister for Planning, Anthony Roberts on Monday 28 November 2022 (SSI-8609189) and in accordance with the relevant conditions of approval (CoA) C1 and C2, John Holland has prepared a Construction Environmental Management Plan (CEMP).

CoA C4 and CoA C13 requires a number of CEMP Sub-plans and Construction Monitoring Programs, respectively, to support the CEMP and they must be developed in consultation with relevant government agencies, including Liverpool City Council (LCC). A list of the plans and programs relevant to LCC is provided below.

C4

a. Surface Water & Groundwater CEMP Sub-plan (USCP-JHG-MPL-ENV-0001) (SWGCSP)
b. Flood Emergency Response CEMP Sub-plan (USCP-JHG-MPL-ENV-0002) (FERCSP)
c. Soils & Contamination CEMP Sub-plan (USCP-JHG-MPL-ENV-0003) (SCCSP)
d. Biodiversity CEMP Sub-plan (USCP-JHG-MPL-ENV-0004) (BCSP)
e. Noise & Vibration CEMP Sub-plan (USCP-JHG-MPL-ENV-0007) (NVCSP)
f. Traffic & Transport CEMP Sub-plan (USCP-JHG-MPL-ENV-0005) (TTCSP)
g. Heritage CEMP Sub-plan (USCP-JHG-MPL-ENV-0006) (HCSP)
h. Air Quality CEMP Sub-plan (USCP-JHG-MPL-ENV-0009) (AQCSP)

C13

a. Surface Water Quality Construction Monitoring Program (Appendix E of the SWGCSP)
c. Noise & Vibration Construction Monitoring Program (Appendix E of the NVCSP)

John Holland proposes to issue the relevant plans and programs progressively, following review and approval by Sydney Water. As such, John Holland on behalf of Sydney Water, is please to present to LCC, the **Traffic & Transport CEMP Sub-plan** (TTCSP, C4(f)). Please note that as there are a number of references to sections within the CEMP throughout the TTCSP, John Holland has also provided a copy of the CEMP for LCC reference.

It would be greatly appreciated if any comments regarding this submission are provided by close of business Thursday 13 April 2023.

If you have any questions regarding this submission, please contact me.

Thank you,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

Make flexibility work – if you receive an email from me outside of normal business hours, it's because I'm sending it at a time that suits me. I'm not expecting you to read it or reply until normal business hours.

From:	Alyce Harrington-JHG
Bcc:	CAHILL, CHERYL; Cameron Varricchio; Michael Robertson-JHG; Rob Cranston-JHG; Jason Julius-JHG; Darragh O"Brien-JHG; Simone Kenyon-JHG; bianca.klein@wollondilly.nsw.gov.au; ari.fernando@penrith.city; tungcabj@liverpool.nsw.gov.au; Alison Mortimer; Daniel Begnell; mail@fairfieldcity.nsw.gov.au; Mathew Harland; Nafizul Akash; Ibrahim Muharrem; Zahid Hassan
Subject:	Upper South Creek (SSI-8609189) - CEMP and Sub-plans consultation period
Date:	Wednesday, 26 April 2023 4:44:00 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

Good afternoon,

Over recent weeks, John Holland on behalf of Sydney Water has been issuing documents to relevant government agencies and local councils in relation to the Upper South Creek Advanced Water Recycling Centre project.

These documents include the project's Construction Environmental Management Plan (CEMP) and associated sub-plans as summarised below:

- USC Construction Environmental Management Plan (CEMP)
- USC Air Quality CEMP Sub-plan
- USC Flood Emergency Response CEMP Sub-plan
- USC Heritage CEMP Sub-plan
- USC Biodiversity CEMP Sub-plan
- USC Noise & Vibration CEMP Sub-plan
- USC Traffic & Transport CEMP Sub-plan
- USC Surface Water & Groundwater CEMP Sub-plan
- USC Soils & Contamination CEMP Sub-plan

Please note that whilst the formal consultation period for the above documents has now ended, John Holland would welcome any future opportunity to engage with you on matters related to the project.

If you have any further questions related to this matter, please do not hesitate to contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

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LIVERPOOL CITY COUNCIL

Contact: Jerard Tungcab
Ph: 02 8711 7860
Date: 8 May 2023

Alyce Harrignton
Environment & Approvals Manager
Level 3, 65 Pirrama Road
Pyrmont, NSW, 2009

Dear Mrs Harrington

Re: Upper South Creek Advanced Water Recycling Centre CEMP Consultation – Liverpool City Council

I write in response to your email dated 26 April 2023 regarding consultation for the Upper South Creek Advanced Water Recycling Centre (AWRC) Construction Environmental Management Plan (CEMP). We appreciate the opportunity to provide comment and we welcome further engagement on the project.

Council has reviewed the plans and provides detailed comments at Appendix 1. Council staff have also provided a number of recommendations with regards to the carrying out of development at Appendix 1.

In future, Council staff would prefer that the full package of plans and documents are provided for comment at the same time. This allows Council technical officers to undertake a comprehensive review of all aspects of the development, including aspects where there may be inconsistencies between documentation.

Council has previously provided comments on the Heritage Sub-Plan, and Biodiversity Sub-Plan. This has been re-iterated as part of the attachment below along with further matters not previously communicated.

Should you require any further information on this matter, please do not hesitate to contact Jerard Tungcab, Strategic Planner, at tungcabj@liverpool.nsw.gov.au

Yours sincerely,

Ian Stendara

Ian Stendara
Executive Planner

Attachment 1

Environmental Health

Council's Environmental Health Team have reviewed the following documents:

- USC Construction Environmental Management Plan (CEMP)
- USC Soils & Contamination CEMP Sub-plan
- USC Noise & Vibration CEMP Sub-plan
- USC Air Quality CEMP Sub-plan
- USC Surface Water & Groundwater CEMP Sub-plan

Whilst no major objections have been raised, the following considerations are reiterated for specific matters.

Soils & Contamination

The document states that the Soils & Contamination CEMP Sub-plan (SCCSP) has been reviewed by Peter Lavelle of Environmental Resources Management (ERM). Peter is a Contaminated Land Consultant certified under the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP (SC)).

Additionally, an NSW Environment Protection Authority (EPA) accredited Site Auditor has been engaged by Sydney Water for the project. Following review of the SCCSP, the Site Auditor will issue an interim audit advice or a relevant site audit statement stating that the SCCSP is considered adequate for the construction of the project. Relevant outcomes or recommendations from the review process will be incorporated into the SCCSP.

Noise & Vibration

The report states that a suitably qualified and experienced acoustic advisor in noise and vibration management has been nominated by the project and approved by the "Planning Secretary". Additional independent acoustic advisors have also been selected to be utilised if needed.

The Out of Hours Works (OOHW) Protocol will be provided to the EPA, Environmental Representative (ER) and Acoustic Advisor (AA) in accordance with CoA E43. Further attention is required to references to various appendix listed in section 3.3 and table 3-2 of the report.

Air Quality

Proposed activities with potential to generate dust have been identified and plans to monitor dust generating activities, plant and vehicle emissions and meteorological conditions have been listed as well as mitigation techniques and protocols to deal with complaints.

Additionally, it is proposed that John Holland staff, Sydney Water Environmental Leads and the ER will undertake regular inspections of works sites, in particular critical activities, throughout construction of the project. These joint inspections would occur on a weekly or fortnightly basis depending on the complexity and anticipated risks associated with the stage of construction. Deficiencies and required actions will be analysed and prioritised at the completion of the inspection and timeframes for implementation of corrective actions agreed.

Traffic Management

Council's Traffic Management Team have reviewed the following documents:

- USC Construction Environmental Management Plan (CEMP)
- USC Flood Emergency Response CEMP Sub-plan
- USC Traffic & Transport CEMP Sub-plan

Flood Emergency Response

It is noted that Elizabeth Drive is the only evacuation route to the subject site. As the section of Elizabeth Drive between Clifton Avenue and Mamre Road is located within high-risk flood zone. Early evacuation or warning should be provided prior to and during major flooding events. Consultation is required with TfNSW M12 Motorway project whether any new flood emergency route will be available via the M12 Motorway in future.

Traffic and Transport

The following recommendations must be considered and undertaken.

Action	
A	It is noted that construction traffic will result in an increase in traffic of greater than 5% on road links that are already over capacity including Elizabeth Drive and Cowpasture Road. As a result, Council is to be consulted by Sydney Water or the contractors for any works which may have noticeable impacts on these roads
B	A number of major transport and infrastructure projects are under construction within the close proximity to Elizabeth Drive. Transport for NSW (TfNSW), Councils, Sydney Metro are to be informed for any activity which will result in partial or full road closure along Elizabeth Drive. It is suggested that Sydney Water/contractors are to consult Sydney Metro for the proposed treated wastewater pipeline section underneath the Metro railway track at Elizabeth Drive.
C	A copy of detailed design plans for the proposed pipelines along roads within Liverpool Local Government Area should be submitted to Council's Transport Management team for comment prior to the commencement of the works.
D	A site-specific Construction Traffic Management Plan (SSCTMP) is to be prepared and submitted to Council for review prior to the commencement of any works. A SSCTMP is to include (but not being limited) to the following: • Number of daily and peak hour vehicle, pedestrian and cyclist movements, particularly heavy vehicle movements generated from the proposed works; • Heavy vehicle haulage routes as per the approved EIA report and/or Council's approved routes; • Access arrangements for each construction compound and zone; • On-site construction car parking arrangement and traffic circulation;

	• Vehicle Movement Plans (VMP), Pedestrian Movement Plan (PeMP), and Parking Management Plan (PaMP); • Outlining the needs for a Road Occupancy Permit issued by Council or Road Occupancy Permit issued by the Transport Management Centre. Works within the road reserve shall not commence until the relevant traffic management plans and associated TCPs and VMPs have been endorsed by the relevant road authority.
E	The Driver Code of Conduct is to be prepared and included in the relevant CTMP and SSCTMP. The drivers should use the approved haulage routes
F	Sydney Water/contractors shall seek road occupancy, road opening permits, and works zone approval from Council if required prior to undertaking any works within public road reserve. The application forms are available on Council's website or can requested from the Council's Customer Services. Prior to commencement of any works a Traffic Control Plan including details for pedestrian and cyclist access management, shall be prepared in accordance with AS1742.3 "Traffic Control Devices for Works on Roads" and the Roads and Maritime Services publication "Traffic Control at Worksites" and certified by an appropriately accredited Roads and Maritime Services Traffic Controller, and submitted to Council or the relevant road authority for approval. Traffic control measures shall be implemented during the construction phase of the development in accordance with the certified plan. A copy of the plan shall be available on site at all times. Note: A copy of the Traffic Control Plan shall accompany the Notice of Commencement to Liverpool City Council.
G	Any removals of on-street parking must be approved by Council prior to the implementation. Community consultation and notification are required for the on-street parking removals.
H	A project specific Communications Management Plan for staging construction activities is to be prepared and submitted to Council for approval. The plan is to outline community consultation methodologies, approaches and timeline of consultation process and complaint handling process. Consideration is to be given to include consultation measures such as letterbox drops for affected community, advertisement in local newspapers, VMS sign notification, local community and interest group consultation meetings, and consultation process(s) with key stakeholders such as Councils, TfNSW, Transport Management Centre, bus operators, school, police and emergency service. TfNSW and Sydney Metro host regular traffic control working groups. Council also has regular community forums. It is recommended that the project team can provide updates at the working groups and Council's community forums. A request can be sent to Council for attendance by email: districtforums@liverpool.nsw.gov.au. Full details can be found on the website: Liverpool District Forums | Liverpool Listens (nsw.gov.au).

I	The CTMP, SSCTMP and Communications Management Plan are to include key contact details of principal, contractors, and public agencies. The following Council contact details are to be included in Project Contacts: • Charles Wiafe – Manager Transport Management, wiafec@liverpool.nsw.gov.au, 02 8711 7452 • Jeya Shanmuganathan – Maintenance Planning and Reporting Coordinator, shanmuganathanj@liverpool.nsw.gov.au, 02 8711 7016
J	Council is to be informed for any complaints received and a response provided by Sydney Water and/or the relevant contractors.
K	A Pre-construction Dilapidation Report shall be submitted to Liverpool City Council for approval prior to the commencement of construction.
L	A Road Safety Audit shall be prepared prior to the commencement of any works and provided to Council for review.
M	Council's on-street assets such as footpath should be protected at all times. Any damages should be rectified to Council satisfaction.

Previous Comments

Dated 31 March 2023, the following comments were previously sent regarding Heritage and Biodiversity.

Heritage Sub-Plan
Council's internal officers have thoroughly reviewed the submitted sub-plans for Heritage. Note that Heritage matters were previously commented on during the initial planning stage. No issues have been raised with the proposal and approach taken for the CEMP.

Biodiversity Sub-Plan
The following changes have been recommended for the Biodiversity sub-plan:

3.2 Targets – Page 12

Original Text	Suggested Replacement
Minimise fauna fatalities resulting from construction activities. Ensure no threatened species fatalities.	*Avoid fatalities to fauna resulting from construction activities. Ensure no threatened species fatalities.*
No disturbance to flora within the project boundary which is non-compliant with project approval conditions.	*No disturbance to flora within the project boundary which is non-compliant with project approval conditions and large remnant trees that are not to be removed are to be tagged for identification.*

No transfer of pathogen / disease from one project area to another	*No transfer of pathogen / disease from one project area to another. All safeguards for pathogens will be followed every morning and afternoon. Phytophthora has been found north of Gurner Avenue, Austral and other Sydney water sites in the locality, please refer to Phytophthora Management Plan for Gurner Ave, Austral Document for further information.*
No wilful pollution or sedimentation of aquatic ecosystems; threatened ecological communities or threatened species habitat.	*Ensure to avoid pollution or sedimentation of aquatic ecosystems; threatened ecological communities or threatened species habitat.*

Page 13- Section 3.3 Environmental Outcomes - How performance outcomes would be achieved.

The below bullet points are recommended additions for the Environmental outcomes section 3.3:

- Compensatory revegetation of native plants.
- Avoid adverse impacts to native habitat.

If you do not understand this letter/application, please ring the Telephone Interpreter Service (131 450) and ask them to contact Council (1300 362 170). Office hours are 8.30 am to 5.00 pm, Monday to Friday.

ARABIC

إذا لم تستطع فهم هذا الطلب ، الرجاء الاتصال بخدمة الترجمة الهاتفية على رقم 131 450 واسألهم أن يتصلوا بالبلدية على رقم 1300 362 170 . دوام ساعات العمل هي من الساعة 8.30 صباحًا إلى 5.00 بعد الظهر من الاثنين إلى الجمعة.

CHINESE

如您看不懂此信 / 申請書，請打電話給「電話翻譯服務台」(131 450)，請他們聯絡市政廳(市政廳電話 1300 362 170)。市政廳辦公時間，星期一至星期五，上午八時三十分至下午五時。

CROATIAN

Ako ne razumijete ovo pismo/aplikaciju, molimo nazovite Službu prevodilaca i tumača (Translating and Interpreting Service - na broj 131 450) i zamolite ih da nazovu Općinu (na 1300 362 170). Radno vrijeme je od 8.30 ujutro do 5.00 popodne, od ponedjeljka do petka.

GERMAN

Wenn Sie diesen Brief/Antrag nicht verstehen können, rufen Sie bitte den Telefon Dolmetscher Dienst (Telephone Interpreter Service) (131 450) an und lassen Sie sich vom Personal mit dem Gemeinderat (Council) in Verbindung setzen (1300 362 170). Geschäftsstunden sind von 8:30 bis 17:00 Uhr, montags bis freitags.

GREEK

Αν δεν καταλαβαίνετε αυτή την επιστολή/αίτηση, σας παρακαλούμε να τηλεφωνήσετε στην Τηλεφωνική Υπηρεσία Διερμηνέων (131 450) και να τους ζητήσετε να επικοινωνήσουν με το Δημοτικό Συμβούλιο (1300 362 170). Τα γραφεία του είναι ανοιχτά από τις 8.30π.μ. μέχρι τις 5.00μ.μ. από Δευτέρα μέχρι και Παρασκευή.

HINDI

अगर आप इस पत्र/आवेदन को पढ़कर समझ नहीं पा रहे हैं तो कृपया टेलीफ़ोन संवाद-सहायक सेवा (131 450) को फ़ोन करें और उनसे काउंसिल (1300 362 170) से संपर्क करने को कहें। कार्यालय का समय सोमवार से शुक्रवार तक प्रातः ८:३० बजे से सायं ५:०० तक है।

ITALIAN

Se non comprendi questa lettera/questo modulo di domanda, telefona al Servizio traduzioni e interpreti al numero 131 450 chiedendo di essere messo in contatto con il Comune (telefono 1300 362 170). Orario d'ufficio: ore 8.30 -17.00, dal lunedi al venerdi.

KHMER

បើលោកអ្នកមិនយល់ពីអត្ថន័យឬការប្រតិបត្តិនេះទេ សូមទូរស័ព្ទទៅសេវាបកប្រែភាសាតាមទូរស័ព្ទ (លេខ 131 450) ហើយស្នើសុំឲ្យគេទាក់ទងសាលាក្រុង (លេខ 1300 362 170)។ ពេលម៉ោងធ្វើការគឺម៉ោង 8 កន្លះព្រឹកដល់ម៉ោង 5 ល្ងាច ពីថ្ងៃច័ន្ទដល់ថ្ងៃសុក្រ

MACEDONIAN

Ако не го разбирате ова писмо/апликација, ве молиме да се јавите во Телефонската преведувачка служба на 131 450 и замолете ги да стапат во контакт со Општината на 1300 362 170. Работното време е од 8.30 часот наутро до 5.00 часот попладне од понеделник до петок.

MALTESE

Jekk ma tifhimx din l-ittra/applikazzjoni, jekk jogħġbok ċempel lis-Servizz ta' l-Interpretu bit-Telefon (131 450) u itlobhom jikkuntattjaw il-Kunsill (1300 362 170). Il-ħinijiet ta' l-Uffiċċju huma mit-8.30a.m. sal-5.00p.m., mit-Tnejn sal-Ġimgħa.

POLISH

Jeśli nie rozumiesz treści niniejszego pisma/podania, zadzwoń do Telefonicznego Biura Tłumaczy (Telephone Interpreter Service) pod numer 131 450 I poproś o telefoniczne skontaktowanie się z Radą Miejską pod numerem 1300 362 170. Godziny urzędowania: 08.30-17.00 od poniedziałku do piątku.

SERBIAN

Ако не разумете ово писмо/апликацију, молимо вас да назовете Телефонску преводилачку службу (131 450) и замолите их да контактирају Општину (1300 362 170). Радно време је од 8.30 ујутро до 5.00 поподне, од понедељка до петка.

SPANISH

Si Ud. no entiende esta carta/solicitud, por favor llame al Servicio Telefónico de Intérpretes (131 450) y pídales que llamen a la Municipalidad (Council) al 1300 362 170. Las horas de oficina son de 8:30 am a 5:00 pm, de lunes a viernes.

TURKISH

Bu mektubu veya müracaatı anlayamazsanız, lütfen Telefon Tercüme Servisi'ne (131 450) telefon ederek Belediye ile (1300 362 170) ilişkiye geçmelerini isteyiniz. Çalışma saatleri Pazartesi - Cuma günleri arasında sabah saat 8:30 ile akşam 5:00 arasıdır.

VIETNAMESE

Nếu không hiểu thư/đơn này, xin Quý Vị gọi cho Telephone Interpreter Service (Dịch Vụ Thông Dịch Qua Điện Thoại), số 131 450, và nhờ họ liên lạc với Council (Hội Đồng), số 1300 362 170. Giờ làm việc là 8 giờ 30 sáng đến 5 giờ 00 chiều, Thứ Hai đến Thứ Sáu.

From: Mira Segaran-JHG
To: tungcabj@liverpool.nsw.gov.au
Cc: Alyce Harrington-JHG; Michael Robertson-JHG
Subject: RE: Upper South Creek (SSI-8609189) - CEMP and Sub-plans consultation period
Date: Monday, 5 June 2023 1:25:00 PM
Attachments: image006.png
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Good afternoon Jerard,

Thank you for participating in the consultation process of the Upper South Creek project.

Please see attached updated Traffic and Transport CEMP Sub-plan for the Upper South Creek AWRC project and corresponding comment register for your information. Please download the documents in the folder for your review. Liverpool City Council

If you have any questions regarding this matter, please do not hesitate to contact me.

Kind Regards,

Mira Segaran
Sustainability & Environment Graduate
NSW/ACT

JOHN HOLLAND

Building D, 10 Bourke Street
Mascot NSW 2020
M. +61 459 954 529
E. mira.segaran@jhg.com.au
W. johnholland.com.au

From: Jerard Tungcab <TungcabJ@liverpool.nsw.gov.au>
Sent: Monday, 8 May 2023 2:23 PM
To: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Subject: RE: Upper South Creek (SSI-8609189) - CEMP and Sub-plans consultation period

Good Afternoon Alyce,

See attached Liverpool City Council's additional response to the Upper South Creek Advanced Water Recycling Centre AWRC. We appreciate *John Holland's* in consultation and engagement with this project.
Should you have further question, please do not hesitate to contact me.

Sincerely,

Jerard Tungcab
Strategic Planner

LIVERPOOL CITY COUNCIL
02 8711 7860 | | TungcabJ@liverpool.nsw.gov.au
Customer Service: 1300 36 2170 |
www.liverpool.nsw.gov.au



We acknowledge the traditional custodians of the land that now resides within Liverpool City Council's boundaries, the Darug and Dharawal nations and pay our respects to their Elders past, present and emerging.

This email (including any attachments) may contain confidential and/or legally privileged information. If you are not the intended recipient please delete this email and notify us by telephone. Any privilege is not waived and the storage, use or reproduction is prohibited.

From: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Sent: Wednesday, April 26, 2023 4:45 PM
Subject: Upper South Creek (SSI-8609189) - CEMP and Sub-plans consultation period

Good afternoon,

Over recent weeks, John Holland on behalf of Sydney Water has been issuing documents to relevant government agencies and local councils in relation to the Upper South Creek Advanced Water Recycling Centre project.

These documents include the project's Construction Environmental Management Plan (CEMP) and associated sub-plans as summarised below:

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- USC Traffic & Transport CEMP Sub-plan
- USC Surface Water & Groundwater CEMP Sub-plan
- USC Soils & Contamination CEMP Sub-plan

Please note that whilst the formal consultation period for the above documents has now ended, John Holland would welcome any future opportunity to engage with you on matters related to the project.

If you have any further questions related to this matter, please do not hesitate to contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director

Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
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E. Alyce.Harrington@jhg.com.au

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Appendix 5 – Fairfield City Council – Evidence of Consultation

From:	Alyce Harrington-JHG
To:	Mira Segaran-JHG
Subject:	FW: Fairfield Council meeting minutes 13.03.2023
Date:	Friday, 28 April 2023 7:43:35 AM
Attachments:	Fairfield City Council Early Coordination Meeting.pdf 20230313_Fairfield Council meeting minutes_FINAL.pdf image001.png image002.png image003.png image004.png image005.png image006.png image007.png image008.png image009.png image010.png image011.png image012.png

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Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

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From: Rama Sapkota-JHG <Rama.Sapkota@jhg.com.au>
Sent: Thursday, 30 March 2023 4:31 PM
To: amortimer@fairfieldcity.nsw.gov.au; mshah@fairfieldcity.nsw.gov.au; AMooney@fairfieldcity.nsw.gov.au
Cc: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>; Michael Robertson <michael@mrcommunications.com.au>; Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>; Mark Trethewy-JHG <Mark.Trethewy@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Belinda Dechnik-JHG <Belinda.Dechnik@jhg.com.au>
Subject: Fairfield Council meeting minutes 13.03.2023

Hi All,

Please see attached meeting minutes from 13.03.2023.

The 50% design drawings are within the attached slide pack.

Thank you,

Rama Sapkota
Senior Community Engagement Advisor - Upper South Creek project

Meeting Minutes

Title	Stakeholder meeting with Fairfield City Council on 50% design completion
Date	13/03/2023
Time	3:00pm
Held at	Teams Meeting

Chaired by	Michael Robertson
Minuted by	Rama Sapkota
Distribution Date	

Attendees List

Aidan O'Driscoll (AO), Construction Manager, JHG
Michael Robertson (MR), Community Manager, JHG
Mark Trethewey (MT), Sustainability Manager, JHG
Darragh O'Brien (DO), Environment Lead, JHG
Rama Sapkota (RS), Senior Community Advisor, JHG
Andrew Mooney, Executive Strategic Planner, Fairfield City Council
Kerren Ven, Strategic Planner, Fairfield City Council
Mursaleen Shah, Design Coordinator, Fairfield City Council
Zahid Hassan, Asset Manager - Civil and Built, Fairfield City Council

Apologies List

Alyce Harrington (AH), Environment & Approvals Manager, JHG

IDescription / Action	By Whom	By When
Acknowledgement of Country	MR	
An introduction of the project and the meeting attendees.	MR	
AO went through the treated pipeline water overview, overview of the project in the area and gave overview of timing of design process. He mentioned there will be impacts to local streets and residential roads, work underneath the Sydney Trains corridor at Cabramatta, under Cowpasture Road and on TfNSW Roads.	MR	

AO advised that works will impact parking lane on North Liverpool Road and Montgomery Road.

MS enquired about the pipe size.

AO clarified the pipe size has been updated and explained.

MS enquired if EPA has been consulted, impacts during construction, hazards of the materials that is going to be discharged (Class 2 discharge material).

AO explained the process of design process of the valve and material discharge. It will be discharged into an existing sewer.

MS enquired about the emergency procedure of a leak or any incident and how it will be managed?

ACTION: AO to provide information on emergency protocol and send it to Council. Link to EIS Chapter 4 Section 4.6.2 (Volume 2_ Project Information and Construction_ Part 2 (nsw.gov.au)). **Complete**

Council enquired about construction impacts and ongoing impacts, private property impact of trenches or will it be on the roadway. What will be the construction timing? What will be impact on the roads and public infrastructure? Impact to maintenance of SW asset?

AO explained the construction methodology and scour chambers. It is designed for no rework and asset is expected last for 100 years. EIS exhibition was carried out in the planning phase which address the concerns raised. The site mobilisation in July.

AM requested for the MCOA and planning approvals.

ACTION: FCC to review Community & Stakeholder Engagement Plan and comment on the planned engagement activities and stakeholders- Upper South Creek Advanced Water Recycling Centre | Planning Portal - Department of Planning and Environment (nsw.gov.au). **Link to project website:** www.sydneywatertalk.com.au/uppersouthcreek

MS enquired about how the ROLs will be managed.

AO advised that site specific traffic management plan is currently being prepared and would like to get Council feedback.

ACTION: FCC to provide Traffic management team contact.

MS provided advice on Traffic construction plan. The day work time and night time work; start and finish time will be provided in the TCP. It will be indicative times.

Council enquired how will the project rectify Council asset? They wanted clarification on who will carry out the restoration?

ZH spoke about the Council requirement and apply for a Road Reserve Clearance Certificate Application.

AO advised that the project team will carry out restoration upon completion.

MS enquired if the pipeline will go through CBD?

AO advised the project avoids CBD but does go through busy streets.

What is the duration of the project?

AO advised that it will conclude around mid 2025.

MS enquired about the HDPE lifecycle? He mentioned that it usually comes with a 25 years lifecycle.

AO advised the HDPE will have a longer life cycle than 25 years.

MS enquired about how the trenching will be carried out?

MR advised that trenching methodology and the construction approach.

Council enquired about the risk during ongoing construction to Council asset; existing stormwater. How to avoid that?

AO advised it is addressed in the 90% design which will be finalised in six weeks' time and will show all Council assets.

MS enquired if pipes will be in the centre of the road?

AO advised that pipes will go in the parking lane? Most of the pipes is under the curb.

MS enquired if there will be road closures?

AO advised the plan is to take two of the four lanes.

MS enquired about how is the noise and dust going to be managed, environment impacts, complaints and night works?

Note: Addressed in the environment management plans, FCC to review the CEMP and sub-plans emailed to dbegnell@fairfieldcity.nsw.gov.au for **council review and complaints line 1800 064 127.**

DO spoke about the mitigation of the dust, noise, complaints and out of hour work. He spoke about the mitigation measures during works.

AO went through the key construction areas.

MS enquired about booster stations along the way.

AO advised that there will be valves but no booster stations.

ZH enquired will the permanent restoration be completed to Council Specs?

AO advised that it will be done to Council Specs.

MS requested for the slides.

ACTION: RS to send the slides and meeting minutes. Complete

MS advised to have early consultation with residents about parking space impacts. Council would like to work with JHG about the parking impacts and have early conversation with residents.

AO advised that consultation will be carried out prior to any impacts to residents.

DO went through the environment slides.

MS enquired if the EPL will be publicly available?

DO advised that EPL application is underway and going through the process currently.

MS enquired about the water discharge and water quality? He noted these are question the community will ask them.

ACTION: CEMP has been sent to council. It outlines mitigation measures around water discharge and quality. Complete

MT went through the sustainability slides and request for Council input.

MT requests if Fairfield Council could please identify the best environment or sustainability contact to address further council and USC collaboration opportunities proposed on Sustainability slides (e.g. asset resilience in response to climate change, material/water/waste reuse/recycling opportunities).

MS enquired about how will contaminated materials is found during trenching be disposed of?

MT advised that it is more of an environmental query.

AO advised contaminated material will be taken offsite and be disposed at a licenced facility and it will be tracked. AO advised its covered under the EPL.

MS advised that Council must be notified of the contamination and requested to be notified? In case there are questions from landowners.

MR went through the community slides and requested for any upcoming Council festivals? Also, shared the Community Engagement Plan and requested to pass on to their community team.

AM mentioned that there is a Fairfield markets every weekend if you want to do a pop up. Advised the festivals will be too hectic not as beneficial as the weekend market.

ACTION: Council to review Community & Stakeholder Engagement Plan and comment on the planned engagement activities and stakeholders
www.sydneywatertalk.com.au/53513/widgets/322594/documents/251449
Link to the project website: www.sydneywatertalk.com.au/uppersouthcreek

MS enquired about the parameters of the materials that is going to transported – type of water or material. BUD, CUD, dissolve solid, bio solids – requested share EPL.

MR advised that most of these are in the EIS and will point in the right section of the EIS.

ACTION: EIS Chapter 8 Section 8.7 (Volume 3_Impact Assessment_Part 1 (nsw.gov.au)) **EIS Appendix F Section 6** (Appendix F_Hydrodynamic and Water Quality Impact Assessment_Part 1 (nsw.gov.au)) . **Complete**

ACTION: There will be specific targeted meetings on an as-needs basis going forward and will arrange specific teams to attend the meeting.

AM advised that contact MS will be the main point of contact.

Summary of key issues or interests raised by Council

- Construction impacts and mitigation measures
- Night work
- Construction duration
- Risk management (from potential pipe leak)
- Planning approvals and Minister's Conditions of Approval
- Road applications and restoration approach
- If construction will be through any town centres
- Pipe life – any operational impact to Council from the pipe being in the road?
- Pipe locations
- Pipe materials
- Type of water in the brine pipe – chemical make up of the water
- Would like to review design drawings **(ACTION: RS to share 50% design drawings via the attached slide pack) Complete**
- Keen to stay involved and review construction and traffic management approach
- Copy of EPL
- Unexpected finds policy – Council doesn't want to have to pay for any finds
- Fairfield Markets are a good opportunity to meet the community

	Could council please confirm the above list to allow the Project to be aware that council's key concerns are understood?

From:	Alyce Harrington-JHG
To:	dbegnell@fairfieldcity.nsw.gov.au; mail@fairfieldcity.nsw.gov.au; ZHassan@fairfieldcity.nsw.gov.au
Cc:	CAHILL, CHERYL; Cameron Varricchio; Rob Cranston-JHG; Jason Julius-JHG; Michael McIlveen-JHG; Michael Robertson-JHG; Darragh O"Brien-JHG; Mira Segaran-JHG
Subject:	Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (FCC)
Date:	Tuesday, 28 March 2023 10:37:19 PM
Attachments:	USCP-JHG-MPL-ENV-0005 Traffic and Transport CEMP Sub-plan (Rev 04) clean and consolidated.pdf USCP-JHG-MPL-ENV-0008 Upper South Creek CEMP (Rev 04) clean and consolidated (2).pdf image001.png image002.png image003.png image004.png image005.png image006.png

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Thank you,

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Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

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To: Mira Segaran-JHG
Subject: Fwd: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (FCC)
Date: Wednesday, 29 March 2023 9:25:38 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
image009.png
image010.png

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From: Zahid Hassan <ZHassan@fairfieldcity.nsw.gov.au>
Sent: Wednesday, March 29, 2023 9:11:03 AM
To: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Cc: Mursaleen Shah <MShah@fairfieldcity.nsw.gov.au>; Daniel Begnell <DBegnell@fairfieldcity.nsw.gov.au>
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Sent: Tuesday, 28 March 2023 10:36 PM
To: Daniel Begnell <DBegnell@fairfieldcity.nsw.gov.au>; Mail Mail <mail@fairfieldcity.nsw.gov.au>; Zahid Hassan <ZHassan@fairfieldcity.nsw.gov.au>
Cc: CAHILL, CHERYL <CHERYL.CAHILL@sydneywater.com.au>; Cameron Varricchio <CAMERON.VARRICCHIO@sydneywater.com.au>; Rob Cranston-JHG <Rob.Cranston@jhg.com.au>; Jason Julius-JHG <Jason.Julius@jhg.com.au>; Michael McIlveen-JHG <Michael.McIlveen@jhg.com.au>; Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>
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To:	MShah@fairfieldcity.nsw.gov.au
Cc:	Zahid Hassan; Daniel Begnell; Darragh O"Brien-JHG; Mira Segaran-JHG
Subject:	RE: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (FCC)
Date:	Monday, 3 April 2023 5:20:31 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png image007.png image008.png image009.png image010.png

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To:	Alyce Harrington-JHG
Cc:	Zahid Hassan; Daniel Begnell; Darragh O"Brien-JHG; Mira Segaran-JHG
Subject:	RE: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (FCC)
Date:	Tuesday, 4 April 2023 8:14:06 AM
Attachments:	image015.png image016.png image021.png image022.png image023.png image024.png image025.png image026.png image027.png image028.png image029.png image030.png

Hi Alyce

Council can provide comment on the documents that are marked yellow below. However, Traffic Team and Catchment Team need to see a copy of the document before a comment could be provided. Additionally, for CEMP to be reviewed, Council need to see a copy of the EIS/REF and any ancillary investigation undertaken to support the document(s).

I note, there are several questions regarding the proposed project. Those questions are primarily related to the impacts on public infrastructure, the process for the delivery of construction activities, and impacts on the community during construction and operation. It is yet to be determined how Council will respond to those questions.

Regards

Mursaleen Shah| Design Services Coordinator
Design Services | City Delivery
PO Box 21, Fairfield NSW 1860
M 0447 721 321
P 02 9725 0144

www.fairfieldcity.nsw.gov.au
mshah@fairfieldcity.nsw.gov.au





We acknowledge the Cabrogal of the Darug Nation who are the Traditional Custodians of this Land.
We also pay our respect to the Elders both past, present and emerging of the Darug Nation.



From: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Sent: Monday, 3 April 2023 5:20 PM
To: Mursaleen Shah <MShah@fairfieldcity.nsw.gov.au>
Cc: Zahid Hassan <ZHassan@fairfieldcity.nsw.gov.au>; Daniel Begnell <DBegnell@fairfieldcity.nsw.gov.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>
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c. Noise & Vibration Construction Monitoring Program (Appendix E of the NVCSP)

John Holland proposes to issue the relevant plans and programs progressively, following review and approval by Sydney Water. As such, John Holland on behalf of Sydney Water, is please to present to FCC, the **Traffic & Transport CEMP Sub-plan** (TTCSP, C4(f)). Please note that as there are a number of references to sections within the CEMP throughout the TTCSP, John Holland has also provided a copy of the CEMP for FCC reference.

It would be greatly appreciated if any comments regarding this submission are provided by close of business Tuesday 13 April 2023.

If you have any questions regarding this submission, please contact me.

Thank you,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

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From:	Mursaleen Shah
To:	Alyce Harrington-JHG
Cc:	Zahid Hassan; Daniel Begnell; Darragh O"Brien-JHG; Mira Segaran-JHG
Subject:	RE: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (FCC)
Date:	Tuesday, 4 April 2023 8:18:31 AM
Attachments:	image002.png image003.png image008.png image009.png image010.png image011.png image012.png image013.png image014.png image015.png image016.png image017.png

---

In addition to the email below, please note I am not a point of contact for this project.

Please use your appropriate point of contacts for your further emails or send it to Council's email address or phone number.

Mursaleen Shah| Design Services Coordinator
Design Services | City Delivery
PO Box 21, Fairfield NSW 1860
M 0447 721 321
P 02 9725 0144

www.fairfieldcity.nsw.gov.au
mshah@fairfieldcity.nsw.gov.au





We acknowledge the Cabrogal of the Darug Nation who are the Traditional Custodians of this Land.
We also pay our respect to the Elders both past, present and emerging of the Darug Nation.



From: Mursaleen Shah
Sent: Tuesday, 4 April 2023 8:14 AM
To: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Cc: Zahid Hassan <ZHassan@fairfieldcity.nsw.gov.au>; Daniel Begnell <DBegnell@fairfieldcity.nsw.gov.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>
Subject: RE: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (FCC)

Hi Alyce

Council can provide comment on the documents that are marked yellow below. However, Traffic Team and Catchment Team need to see a copy of the document before a comment could be provided. Additionally, for CEMP to be reviewed, Council need to see a copy of the EIS/REF and any ancillary investigation undertaken to support the document(s).

I note, there are several questions regarding the proposed project. Those questions are primarily related to the impacts on public infrastructure, the process for the delivery of construction activities, and impacts on the community during construction and operation. It is yet to be determined how Council will respond to those questions.

Regards

Mursaleen Shah| Design Services Coordinator
Design Services | City Delivery
PO Box 21, Fairfield NSW 1860
M 0447 721 321
P 02 9725 0144

www.fairfieldcity.nsw.gov.au
mshah@fairfieldcity.nsw.gov.au





We acknowledge the Cabrogal of the Darug Nation who are the Traditional Custodians of this Land. We also pay our respect to the Elders both past, present and emerging of the Darug Nation.



From: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Sent: Monday, 3 April 2023 5:20 PM
To: Mursaleen Shah <MShah@fairfieldcity.nsw.gov.au>
Cc: Zahid Hassan <ZHassan@fairfieldcity.nsw.gov.au>; Daniel Begnell <DBegnell@fairfieldcity.nsw.gov.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>
Subject: RE: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (FCC)

Hi Mursaleen,

To follow up on Zahid's correspondence last week, please see below a list of plans and programs relative to the Upper South Creek AWRC Project that have been issued by John Holland to Fairfield City Council.

- Air Quality CEMP Sub-plan (issued 01 March 2023)
- Flood Emergency Response CEMP Sub-plan (issued 02 March 2023)
- Heritage CEMP Sub-plan (issued 03 March 2023)
- Biodiversity CEMP Sub-plan (issued 03 March 2023)
- Soils & Contamination CEMP Sub-plan (issued 11 March 2023)
- Noise & Vibration CEMP Sub-plan (including the noise & vibration construction monitoring program) (issued 07 March 2023)
- Traffic & Transport CEMP Sub-plan (issued 28 March 2023)
- Surface Water & Groundwater CEMP Sub-plan (including the surface water quality and groundwater construction monitoring programs) (issued 31 March 2023)

At Sydney Water's request, the plans have been progressively submitted to FCC from Wednesday 01 March 2023. It would be greatly appreciated if you could submit any comments available from those plans submitted approximately 4 weeks ago in early March, as soon as possible so we can review and make the appropriate amendments.

If you have any questions, please do not hesitate to contact me.

Thank you,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au



Make flexibility work – if you receive an email from me outside of normal business hours, it's because I'm sending it at a time that suits me. I'm not expecting you to read it or reply until normal business hours.

From: Zahid Hassan <ZHassan@fairfieldcity.nsw.gov.au>
Sent: Wednesday, 29 March 2023 9:11 AM
To: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Cc: Mursaleen Shah <MShah@fairfieldcity.nsw.gov.au>; Daniel Begnell <DBegnell@fairfieldcity.nsw.gov.au>
Subject: RE: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (FCC)

Good Morning Alyce

Could you please send the list of the plans and programs for the subject project to Mursaleen Shah whom I have copied in this email. I will provide comments relevant to infrastructure assets to him if required.

Regards,

Zahid Hassan
Asset Manager – Civil and Built | Asset Management
City Assets & Operations

PO Box 21, Fairfield NSW 1860
P 9725 0248 | M 0418 863 083

www.fairfieldcity.nsw.gov.au
mail@fairfieldcity.nsw.gov.au







From: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Sent: Tuesday, 28 March 2023 10:36 PM
To: Daniel Begnell <DBegnell@fairfieldcity.nsw.gov.au>; Mail Mail <mail@fairfieldcity.nsw.gov.au>; Zahid Hassan <ZHassan@fairfieldcity.nsw.gov.au>
Cc: CAHILL, CHERYL <CHERYL.CAHILL@sydneywater.com.au>; Cameron Varricchio <CAMERON.VARRICCHIO@sydneywater.com.au>; Rob Cranston-JHG <Rob.Cranston@jhg.com.au>; Jason Julius-JHG <Jason.Julius@jhg.com.au>; Michael McIlveen-JHG <Michael.McIlveen@jhg.com.au>; Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>
Subject: Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (FCC)

Good evening,

John Holland has recently been awarded a contract by Sydney Water to design, construct and commission Stage 1 of the Upper South Creek Advanced Water Recycling Centre and Pipelines Project (herein referred to as 'USC Project' or 'the Project'). The Project was approved by the Minister for Planning, Anthony Roberts on Monday 28 November 2022 (SSI-8609189) and in accordance with the relevant conditions of approval (CoA) C1 and C2, John Holland has prepared a Construction Environmental Management Plan (CEMP).

CoA C4 and CoA C13 requires a number of CEMP Sub-plans and Construction Monitoring Programs, respectively, to support the CEMP and they must be developed in consultation with relevant government agencies, including Fairfield City Council (FCC). A list of the plans and programs relevant to FCC is provided below.

C4

a. Surface Water & Groundwater CEMP Sub-plan (USCP-JHG-MPL-ENV-0001) (SWGCSP)
b. Flood Emergency Response CEMP Sub-plan (USCP-JHG-MPL-ENV-0002) (FERCSP)
c. Soils & Contamination CEMP Sub-plan (USCP-JHG-MPL-ENV-0003) (SCCSP)
d. Biodiversity CEMP Sub-plan (USCP-JHG-MPL-ENV-0004) (BCSP)
e. Noise & Vibration CEMP Sub-plan (USCP-JHG-MPL-ENV-0007) (NVCSP)
f. Traffic & Transport CEMP Sub-plan (USCP-JHG-MPL-ENV-0005) (TTCSP)
g. Heritage CEMP Sub-plan (USCP-JHG-MPL-ENV-0006) (HCSP)
h. Air Quality CEMP Sub-plan (USCP-JHG-MPL-ENV-0009) (AQCSP)

C13

a. Surface Water Quality Construction Monitoring Program (Appendix E of the SWGCSP)
c. Noise & Vibration Construction Monitoring Program (Appendix E of the NVCSP)

John Holland proposes to issue the relevant plans and programs progressively, following review and approval by Sydney Water. As such, John Holland on behalf of Sydney Water, is please to present to FCC, the **Traffic & Transport CEMP Sub-plan** (TTCSP, C4(f)). Please note that as there are a number of references to sections within the CEMP throughout the TTCSP, John Holland has also provided a copy of the CEMP for FCC reference.

It would be greatly appreciated if any comments regarding this submission are provided by close of business Tuesday 13 April 2023.

If you have any questions regarding this submission, please contact me.

Thank you,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

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This email is intended for the addressee(s) named and may contain confidential and\or

From:	Alyce Harrington-JHG
Bcc:	CAHILL, CHERYL; Cameron Varricchio; Michael Robertson-JHG; Rob Cranston-JHG; Jason Julius-JHG; Darragh O"Brien-JHG; Simone Kenyon-JHG; bianca.klein@wollondilly.nsw.gov.au; ari.fernando@penrith.city; tungcabj@liverpool.nsw.gov.au; Alison Mortimer; Daniel Begnell; mail@fairfieldcity.nsw.gov.au; Mathew Harland; Nafizul Akash; Ibrahim Muharrem; Zahid Hassan
Subject:	Upper South Creek (SSI-8609189) - CEMP and Sub-plans consultation period
Date:	Wednesday, 26 April 2023 4:44:00 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

Good afternoon,

Over recent weeks, John Holland on behalf of Sydney Water has been issuing documents to relevant government agencies and local councils in relation to the Upper South Creek Advanced Water Recycling Centre project.

These documents include the project's Construction Environmental Management Plan (CEMP) and associated sub-plans as summarised below:

- USC Construction Environmental Management Plan (CEMP)
- USC Air Quality CEMP Sub-plan
- USC Flood Emergency Response CEMP Sub-plan
- USC Heritage CEMP Sub-plan
- USC Biodiversity CEMP Sub-plan
- USC Noise & Vibration CEMP Sub-plan
- USC Traffic & Transport CEMP Sub-plan
- USC Surface Water & Groundwater CEMP Sub-plan
- USC Soils & Contamination CEMP Sub-plan

Please note that whilst the formal consultation period for the above documents has now ended, John Holland would welcome any future opportunity to engage with you on matters related to the project.

If you have any further questions related to this matter, please do not hesitate to contact me.

Kind Regards,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

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Appendix 6 – Canterbury Bankstown City Council – Evidence of Consultation

From:	Alyce Harrington-JHG
To:	Mira Segaran-JHG
Subject:	FW: Canterbury-Bankstown Council meeting minutes 17.03.2023
Date:	Friday, 28 April 2023 7:43:24 AM
Attachments:	20230317_Canterbury Bankstown_Council meeting minutes_FINAL.pdf image001.png image002.png image003.png image004.png image005.png image006.png Bankstown City Council Early Coordination Meeting1 (1).pdf image007.png image008.png image009.png image010.png image011.png image012.png

---

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

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Make flexibility work – if you receive an email from me outside of normal business hours, it's because I'm sending it at a time that suits me. I'm not expecting you to read it or reply until normal business hours.

From: Rama Sapkota-JHG <Rama.Sapkota@jhg.com.au>
Sent: Thursday, 30 March 2023 3:41 PM
To: Paul.Angel@cbcity.nsw.gov.au; Tim.IRELAND@cbcity.nsw.gov.au; Peter.Lay@cbcity.nsw.gov.au; michael.conway@cbcity.nsw.gov.au; Anna.Griggs@cbcity.nsw.gov.au; cameron.crawford@cbcity.nsw.gov.au
Cc: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>; Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Mark Trethewy-JHG <Mark.Trethewy@jhg.com.au>; Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>
Subject: Canterbury-Bankstown Council meeting minutes 17.03.2023

Hi All,

Please see attached meeting minutes from 17.03.2023.

The 50% design drawings are within the attached slide pack.

Thank you,

Rama Sapkota
Senior Community Engagement Advisor - Upper South Creek project

Meeting Minutes

Title	Stakeholder meeting with Canterbury Bankstown Council on 50% design completion
Date	17/03/2023
Time	2:00pm
Held at	Teams Meeting

Chaired by	Michael Robertson
Minuted by	Rama Sapkota
Distribution Date	

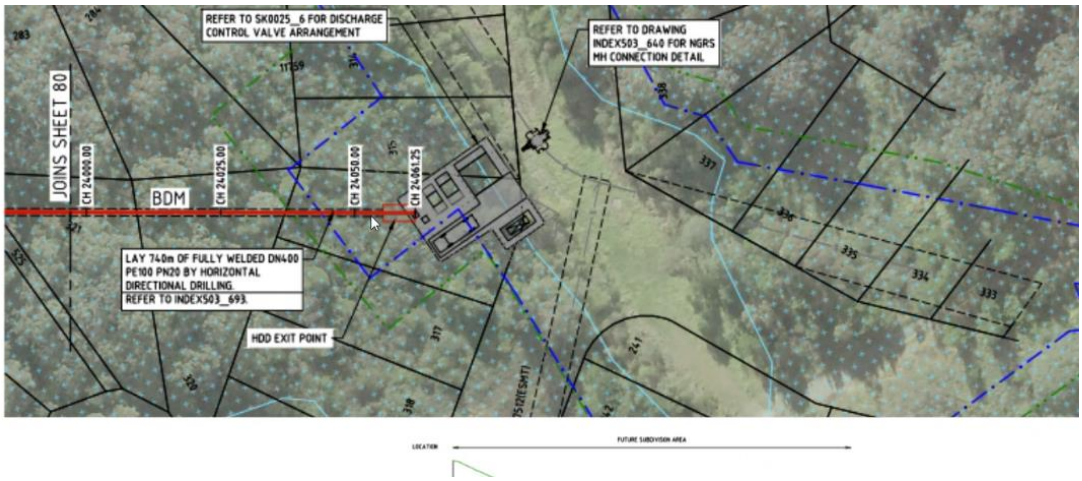
Attendees List

Aidan O'Driscoll (AO), Construction Manager, JHG
Michael Robertson (MR), Community Manager, JHG
Alyce Harrington (AH), Environment & Approvals Manager, JHG
Mark Trethewey (MT), Sustainability Manager, JHG
Rama Sapkota (RS), Senior Community Advisor, JHG
Cameron Crawford (CC), Environmental Planner, Canterbury-Bankstown Council
Glen Moody(GM), Coordinator Asset Planning, Open Space and Buildings, Canterbury-Bankstown Council
David Milner (DM), Senior Infrastructure Services Officer, Canterbury-Bankstown Council
Paul Angel (PA), Bushcare coordinator, Canterbury-Bankstown Council

Apologies List

Description / Action	By Whom	By When
Acknowledgement of Country	MR	
An introduction of the project and introduced the meeting attendees.	MR	
AO provided an overview of the project in the area, treated and brine pipeline and gave overview of timing of design process. DM enquired if the trenching was at bottom end of the sewer? GM enquired if 750m of the project is within their LGA?		

AO confirmed yes.
CC enquired about the timing of the project.
AO went through the project milestone.
AO advised the site set up for this area and will have machinery for a large underbore. This set up will be early due to the sizeable work at this location.
DM enquired about the approach to Lansdowne Reserve?
AO explained the approach methodology including rig set up on either side of the Lansdowne Reserve.
PA advised at the earlier planning stage the approach to the Lansdowne Reserve was different and concerned about impact on biobank site; why is the pipe being pulled from Lansdowne side and not the Chipping Norton side?
AO advise that methodology of coming in from the Lansdowne side.
PA advised that what he has heard previously is opposite to what the current methodology is. Nine months ago it was the opposite as Sydney Water was trying to avoid impacts to Lansdowne biobanking area.
CC explained the methodology in detail, and this will not go through the bio bank.
PA spoke about the heavy truck access to the bore hole site.
ACTION: John Holland will confirm approach for construction within Lansdowne Reserve and the heavy vehicle approach to site.
AO explained the proposed connection to existing sewer and alternate access will be from Henry Lawson Drive.



PA enquired about the image above.

AH explained the construction boundary, showed layers on the GIS and spoke about the revised design as originally approved in the EIS. She also spoke about the Impact Assessment Area. She spoke to the praticality of the EIS access and proposed an alternate access through the fire trail which will give an opportunity to reduce the impact.

AH noted council's concern.

PA concerned about the access from the North as the access routes are not in place. PA spoke about access via western side from Henry Lawson Drive would be better. It may need some work to enable vehicles to come through but at least you don't need to clear bush from the north (with the EIS option). Less disturbance to bush and undisturbed soils. Disturbance and then revegetation from the fire trail to the southwest makes sense and the revegetation will be more beneficial to an already disturbed area.

AH advise that that's what they want to speak to Council about.

GM - is the alternate acceess the replacement or additional access?

AH advise this is the alternate access and the proposed new access will have less impact to bio diversity. Proposed new access would be instead of the access from Tillett Pde from the north rather than in addition to.

PA advised Council favours the southern access.

AO advised the original access as per EIS will have a bigger impact and will require more vegetation clearing.

Henry Lawson Drive – will there be TfNSW approval around the amount of vehicles accessing in and out of site?

AO advised that it will go though TMC and necessary TfNSW apprvovals willl be sought prior to works.

PA enquired if there is a depot site at the location – advised that there are opportunities to use the open space to use Henry Lawson Drive which can be turned into a lane.

AH went though the environmental slides and advsied the sub-plans were issued to Council. Would appreciate any feedback form Council.

DM advsied the sub-plans need to come directly to them. Advised that 4/5 subplans have come through. He will check with PA.

NOTE: Send a list of subplans to DM and he will issue accordingly.

MT went through the slides and requested if Council could please identify the best environment or sustainability contact to address further council and USC collaboration opportunities proposed on Sustainability slides (e.g. asset resilience in response to climate change, material/water/waste reuse/recycling opportunities).

DM advsied that they will send the sustainability contact to JHG.

ACTION: Council to send sustainability contact to JHG.

MR went through the community slides and requested for any upcoming Council festivals? Also, shared the Community Engagement Plan and requested to pass on to their community team.

ACTION: Council to review Community & Stakeholder Engagement Plan and comment on the planned engagement activities and stakeholders
www.sydneywatertalk.com.au/53513/widgets/322594/documents/251449
Link to the project website: www.sydneywatertalk.com.au/uppersouthcreek
Link to planning documents: Upper South Creek Advanced Water Recycling Centre | Planning Portal - Department of Planning and Environment (nsw.gov.au).

PA enquired about the vegetation and maintenance. Council invested money was the vegetation offset, now the trees are maturing and shared concerns that mature trees will be destroyed during this work. Will the council land be re-vegetated and how will be tha land be restored?

AH informed that bio diversity offset has been approved and will take back to SW what mitigation was proposed.

AH advised there is a rehabiliation plan and it will in agreement with Sydney Water.

ACTION: AH to Send Rehabilitation Management Plan.

CM shared concern that it is hard to comment on the design without knowing the rehabiliation plan.

DM noted that SW property should be in contact with the Council's property team.There are Council requirements to get access and would like to have early conversation to facilitate it.

ACTION: Pass on Council details to SW property team to liaise directly. Completed by MR.

PA shared concerns about the rehabilitation, advsied that it will be better to go through the disturbed area and rehabilitate from the Northern end.

AO advised they are looking at alternate access from the south.

MR summarised the issues and asked if there were more questions.

Summary of key issues or interests raised by Council

- Duration in the reserve
- Boring from Lansdowne Reserve
- Impact on biobank site – why is the pipe being pulled from Lansdowne side and not the Chipping Norton side? Nine months ago it was the opposite as Sydney Water was trying to avoid impacts to Lansdowne biobanking area
- Key interest in bio banking
- Any clearing of offset vegetation
- Access via western side from Henry Lawson Drive would be better. It may need some work to enable vehicles to come through but at least you don't need to clear bush from the north (with the EIS option). Less disturbance to bush and undisturbed soils. Disturbance and then revegetation from the fire trail to the southwest makes sense and the revegetation will be more beneficial to an already disturbed area.
    - Proposed new access would be instead of the access from Tillett Pde from the north rather than in addition to – preferred by Council too
- Reviews needed by TfNSW and Council for access off Henry Lawson Drive – for noting
- Acquisition of land / property impacts
- Traffic impacts
- Rehabilitation Management Plan
- Permits for access, construction and ongoing maintenance – request an agreement before work starts – what legislation will this work be done under?

Could council please confirm the above list to allow the Project to be aware that council's key concerns are understood?

From:	Alyce Harrington-JHG
To:	Tim Ireland; Paul.ANGEL@cbcity.nsw.gov.au; David.Lowery@cbcity.nsw.gov.au; Asad.Suman@cbcity.nsw.gov.au; David Milner
Cc:	CAHILL, CHERYL; Cameron Varricchio; Rob Cranston-JHG; Jason Julius-JHG; Michael McIlveen-JHG; Michael Robertson-JHG; Darragh O"Brien-JHG; Mira Segaran-JHG
Subject:	Upper South Creek (SSI 8906189) CoA C4(f) - Traffic & Transport CEMP Sub-plan - for consultation (CBCC)
Date:	Tuesday, 28 March 2023 10:42:34 PM
Attachments:	USCP-JHG-MPL-ENV-0005 Traffic and Transport CEMP Sub-plan (Rev 04) clean and consolidated.pdf USCP-JHG-MPL-ENV-0008 Upper South Creek CEMP (Rev 04) clean and consolidated (2).pdf image001.png image002.png image003.png image004.png image005.png image006.png

Good evening all,

John Holland has recently been awarded a contract by Sydney Water to design, construct and commission Stage 1 of the Upper South Creek Advanced Water Recycling Centre and Pipelines Project (herein referred to as 'USC Project' or 'the Project'). The Project was approved by the Minister for Planning, Anthony Roberts on Monday 28 November 2022 (SSI-8609189) and in accordance with the relevant conditions of approval (CoA) C1 and C2, John Holland has prepared a Construction Environmental Management Plan (CEMP).

CoA C4 and CoA C13 requires a number of CEMP Sub-plans and Construction Monitoring Programs, respectively, to support the CEMP and they must be developed in consultation with relevant government agencies, including Canterbury-Bankstown City Council (CBCC). A list of the plans and programs relevant to CBCC is provided below.

C4

a. Surface Water & Groundwater CEMP Sub-plan (USCP-JHG-MPL-ENV-0001) (SWGCSP)
b. Flood Emergency Response CEMP Sub-plan (USCP-JHG-MPL-ENV-0002) (FERCSP)
c. Soils & Contamination CEMP Sub-plan (USCP-JHG-MPL-ENV-0003) (SCCSP)
d. Biodiversity CEMP Sub-plan (USCP-JHG-MPL-ENV-0004) (BCSP)
e. Noise & Vibration CEMP Sub-plan (USCP-JHG-MPL-ENV-0007) (NVCSP)
f. Traffic & Transport CEMP Sub-plan (USCP-JHG-MPL-ENV-0005) (TTCSP)
g. Heritage CEMP Sub-plan (USCP-JHG-MPL-ENV-0006) (HCSP)
h. Air Quality CEMP Sub-plan (USCP-JHG-MPL-ENV-0009) (AQCSP)

C13

a. Surface Water Quality Construction Monitoring Program (Appendix E of the SWGCSP)
c. Noise & Vibration Construction Monitoring Program (Appendix E of the NVCSP)

John Holland proposes to issue the relevant plans and programs progressively, following review and approval by Sydney Water. As such, John Holland on behalf of Sydney Water, is please to present to CBCC, the **Traffic & Transport CEMP Sub-plan** (TTCSP, C4(f)). Please note that as there are a number of references to sections within the CEMP throughout the TTCSP, John Holland has also provided a copy of the CEMP for CBCC reference.

It would be greatly appreciated if any comments regarding this submission are provided by close of business Thursday 13 April 2023.

If you have any questions regarding this submission, please contact me.

Thank you,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

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From: David Milner
To: Alyce Harrington-JHG
Cc: Michael Robertson-JHG; Rama Sapkota-JHG; Darragh O"Brien-JHG; Mira Segaran-JHG; Aidan O"Driscoll-JHG
Subject: FW: Upper South Creek (SSI 8906189) - CEMP & sub-plans
Date: Wednesday, 5 April 2023 4:25:52 PM
Attachments: image012.png
image019.png
image020.png
image024.png
image025.png
image026.png
image027.png
image028.png
image029.png
image001.png
image010.png

Hi Alyce,

See comments received for the Traffic & Transport CEMP Sub-plan

Traffic & Transport CEMP Sub-plan
Comments from our Traffic team
Traffic & Transport CEMP Sub-plan , Document No: USCP-JHG-MPL-ENV-0005 has been reviewed. Note the following comments:

- There is no impact to our local roads , increasing the traffic in state roads within CBCITY will not result in detrimental impacts to traffic flow.
- The Sub-plan should be amended to state that in the case of any local road that will be used by a heavy vehicle for the purposes of this project , a road dilapidation report must be prepared (A copy of the road dilapidation report must be provided to Council within three weeks of completion of the survey).

Regards

David Milner - Senior Infrastructure Services Officer
T 9707 9345
E David.Milner@cbcity.nsw.gov.au
www.cbcity.nsw.gov.au

@ourcbcity
Like & follow us



From: David Milner
Sent: Thursday, 30 March 2023 4:40 PM
To: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Cc: Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Rama Sapkota-JHG <Rama.Sapkota@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>; Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>; Tim Ireland <tim.ireland@cbcity.nsw.gov.au>; Paul Angel <paul.angel@cbcity.nsw.gov.au>; David Lowery <David.Lowery@cbcity.nsw.gov.au>; Asad Suman <Asad.Suman@cbcity.nsw.gov.au>; Cameron Crawford <Cameron.Crawford@cbcity.nsw.gov.au>
Subject: RE: Upper South Creek (SSI 8906189) - CEMP & sub-plans

Hi Alyce,

Heritage CEMP Sub-plan:
Comments from our Urban Policy and Planning team:
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Section 8.6 that relates to vibration testing is very vague and does not really address or identify an adequate methodology for vibration testing, vibration values and mitigating measures. This really should be done as part of this report (added as an appendix perhaps).

Appendix B has been deleted. This would have been handy to view.

Regards

David Milner - Senior Infrastructure Services Officer
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To: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
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Subject: RE: Upper South Creek (SSI 8906189) - CEMP & sub-plans

Hi Alyce,

Have received confirmation that there are no comments on the Soils & Contamination CEMP Sub-plan.

Regards

David Milner - Senior Infrastructure Services Officer
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I have passed on details as to request that all comments are received by Tuesday 4 April 2023.

Flood Emergency Response CEMP Sub-plan:

Comments from our Urban Policy and Planning team

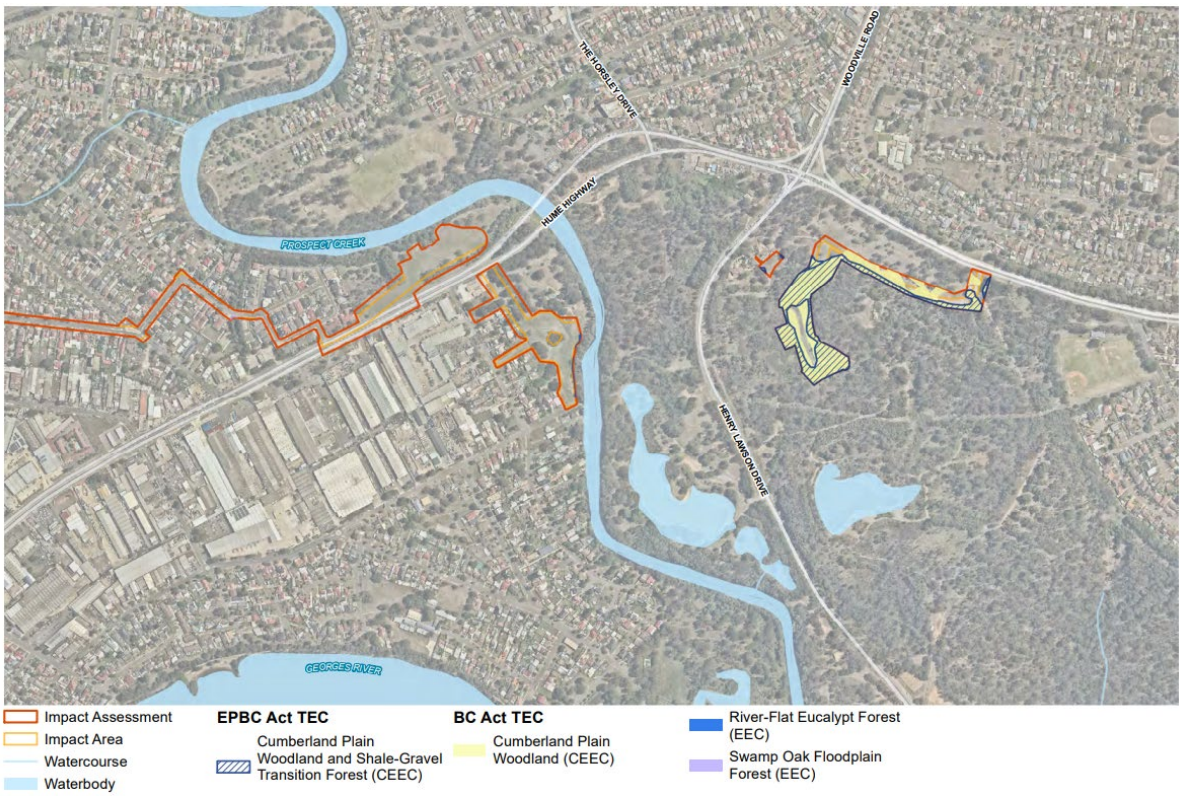
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- No vegetation in the Biodiversity Stewardship Site will be impacted by the proposal.



Noise & Vibration CEMP Sub-plan:

Reviewed by our Environmental Health team and they advised they have no comment

Air Quality CEMP Sub-plan:

Reviewed by our Environmental Health team and they advised they have no comment

Regards

David Milner - Senior Infrastructure Services Officer
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Cc: Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Rama Sapkota-JHG <Rama.Sapkota@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>; Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>; Tim Ireland <Tim.IRELAND@cbcity.nsw.gov.au>; Paul Angel <Paul.ANGEL@cbcity.nsw.gov.au>; David Lowery <David.Lowery@cbcity.nsw.gov.au>; Asad Suman <Asad.Suman@cbcity.nsw.gov.au>
Subject: Upper South Creek (SSI 8906189) - CEMP & sub-plans

Good evening David,

Recently, Canterbury-Bankstown City Council has kindly participated in a stakeholder engagement meeting with John Holland in anticipation of the commencement of construction work within the relevant council area.

During the meeting, we made reference to the CEMP and associated sub-plans and that John Holland would re-issue the plans that had been issued in the lead up to the meeting to ensure they have reached the appropriate audience and subject matter experts within CBCC. The documents are as follows:

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- Soils & Contamination CEMP Sub-plan (SCCSP)

Progressive submission of these documents commenced on Wednesday 01 March and it would be greatly appreciated if all comments regarding the submissions provided to date are returned by close of business Tuesday 4 April 2023.

Please note that the final CEMP sub-plan (surface water and groundwater) is scheduled to be issued for CBCC review and comment by the end of this week.

If you have any further questions, please do not hesitate to contact me.

Thank you,

Alyce Harrington
Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

Level 3, 65 Pirrama Road, Pyrmont NSW
M. +61 409 633 908
E. Alyce.Harrington@jhg.com.au

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From: Mira Segaran-JHG
To: David Milner
Cc: Michael Robertson-JHG; Alyce Harrington-JHG
Subject: RE: Upper South Creek (SSI 8906189) - CEMP & sub-plans
Date: Monday, 5 June 2023 1:22:00 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
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image008.png
image015.png
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image023.png
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image026.png
image027.png
image028.png

Good afternoon David,

Thank you for participating in the consultation process of the Upper South Creek project.

Please see attached updated Traffic and Transport CEMP Sub-plan for the Upper South Creek AWRC project and corresponding comment register for your information. Please download the documents in the folder for your review. Canterbury Bankstown City Council

If you have any questions regarding this matter, please do not hesitate to contact me.

Kind Regards,

Mira Segaran
Sustainability & Environment Graduate
NSW/ACT

JOHN HOLLAND

Building D, 10 Bourke Street
Mascot NSW 2020
M. +61 459 954 529
E. mira.segaran@jhg.com.au
W. johnholland.com.au

From: David Milner <David.Milner@cbcity.nsw.gov.au>
Sent: Wednesday, April 5, 2023 4:25 PM
To: Alyce Harrington-JHG <Alyce.Harrington@jhg.com.au>
Cc: Michael Robertson-JHG <Michael.Robertson@jhg.com.au>; Rama Sapkota-JHG <Rama.Sapkota@jhg.com.au>; Darragh O'Brien-JHG <Darragh.O'Brien@jhg.com.au>; Mira Segaran-JHG <Mira.Segaran@jhg.com.au>; Aidan O'Driscoll-JHG <Aidan.O'Driscoll@jhg.com.au>
Subject: FW: Upper South Creek (SSI 8906189) - CEMP & sub-plans

Hi Alyce,

See comments received for the Traffic & Transport CEMP Sub-plan

Traffic & Transport CEMP Sub-plan
Comments from our Traffic team
Traffic & Transport CEMP Sub-plan , Document No: USCP-JHG-MPL-ENV-0005 has been reviewed. Note the following comments:

- There is no impact to our local roads , increasing the traffic in state roads within CBCITY will not result in detrimental impacts to traffic flow.
- The Sub-plan should be amended to state that in the case of any local road that will be used by a heavy vehicle for the purposes of this project , a road dilapidation report must be prepared (A copy of the road dilapidation report must be provided to Council within three weeks of completion of the survey).

Regards

CANTERBURY BANKSTOWN

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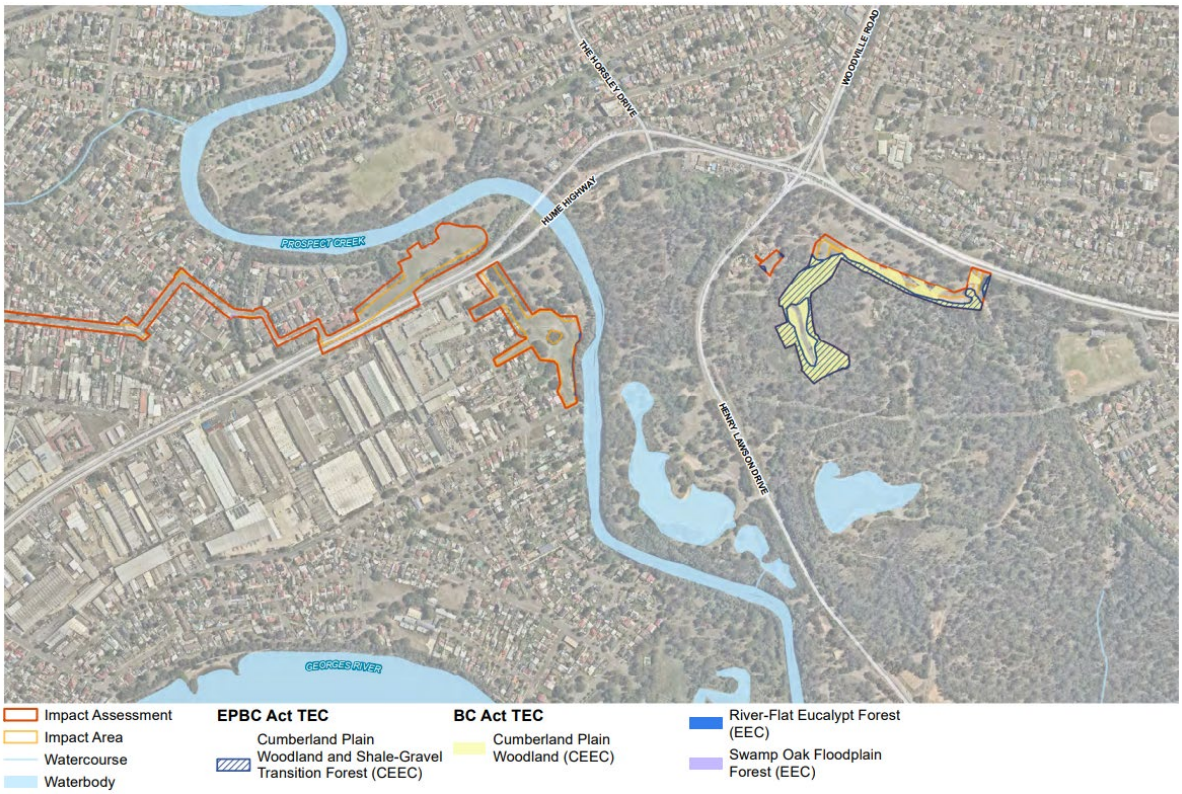
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Planning, Environment & Approvals Director
Upper South Creek

JOHN HOLLAND

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Appendix 7 – Consultation Summary Register

Upper South Creek - Consultation Register - Traffic and Transport Sub Plan

Document	**Consultation Register**
Date Issued	**10/05/2023**
Docu	
Date Due	

Reviewer Name 1	Liverpool City Council, Canterbury Bankstown City Council
Reviewer Name 2	
Reviewer Name 3	

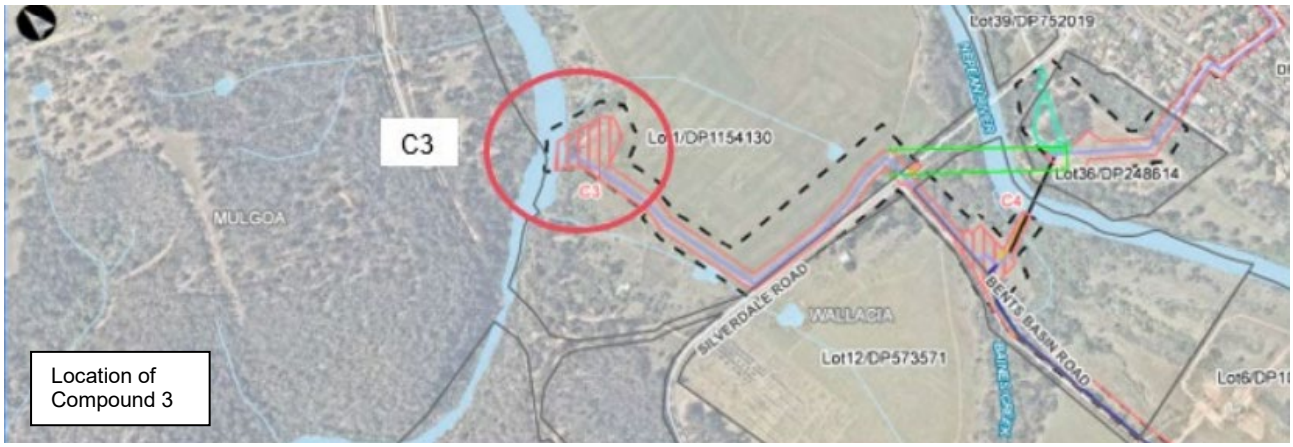
RESPONSE AGREEMENT STATUS
O Open
C Closed

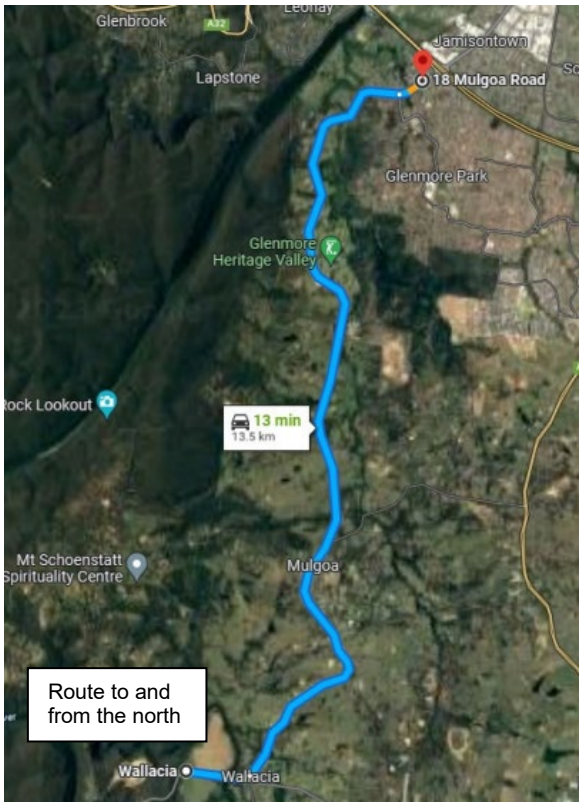
Relevant Government Agency			Upper South Creek - John Holland		Relevant Government Agency		
Item	**Relevant Council**	**Comments**	**Response Comments**	**By**	**Reviewer Close-out Comments**	**Response Status**	**Date Closed**
1	Liverpool	It is noted that construction traffic will result in an increase in traffic of greater than 5% on road links that are already over capacity including Elizabeth Drive and Cowpasture Road. As a result, Council is to be consulted by Sydney Water or the contractors for any works which may have noticeable impacts on these roads	Noted and acknowledged. This is referenced in Section 5 (Consultation) of the TTCSP.	MS			
2	Liverpool	A number of major transport and infrastructure projects are under construction within the close proximity to Elizabeth Drive. Transport for NSW (TfNSW), Councils, Sydney Metro are to be informed for any activity which will result in partial or full road closure along Elizabeth Drive. It is suggested that Sydney Water/contractors are to consult Sydney Metro for the proposed treated wastewater pipeline section underneath the Metro railway track at Elizabeth Drive.	Noted and acknowledged. This is referenced in Section 5 (Consultation) of the TTCSP.	MS			
3	Liverpool	A copy of detailed design plans for the proposed pipelines along roads within Liverpool Local Government Area should be submitted to Council's Transport Management team for comment prior to the commencement of the works.	Acknowledged. SWC and the John Holland Pipeline Team will reach out to Liverpool Council when detailed design documents are available and can be issued for their review. This will be coordinated by the John Holland Pipeline Team and the JH Community & Stakeholder Engagement team.	MS			
4	Liverpool	A site-specific Construction Traffic Management Plan (SSCTMP) is to be prepared and submitted to Council for review prior to the commencement of any works. A SSCTMP is to include (but not being limited) to the following: •Number of daily and peak hour vehicle, pedestrian and cyclist movements, particularly heavy vehicle movements generated from the proposed works; •Heavy vehicle haulage routes as per the approved EIA report and/or Council's approved routes; •Access arrangements for each construction compound and zone; •On-site construction car parking arrangement and traffic circulation; •Vehicle Movement Plans (VMP), Pedestrian Movement Plan (PeMP), and Parking Management Plan (PaMP); •Outlining the needs for a Road Occupancy Permit issued by Council or Road Occupancy Permit issued by the Transport Management Centre. Works within the road reserve shall not commence until the relevant traffic management plans and associated TCPs and VMPs have been endorsed by the relevant road authority	Noted and acknowledged. These items will be addressed in the SSCTMPs and as noted in Section 8.1.1 and Section 8.2 of the TTCSP.	MS			
5	Liverpool	The Driver Code of Conduct is to be prepared and included in the relevant CTMP and SSCTMP. The drivers should use the approved haulage routes	Noted and acknowledged. The Driver Code of Conduct will be prepared and incorporated into the SSCTMP. Further information is also included in Section 8.2.5 of the TTCSP.	MS			

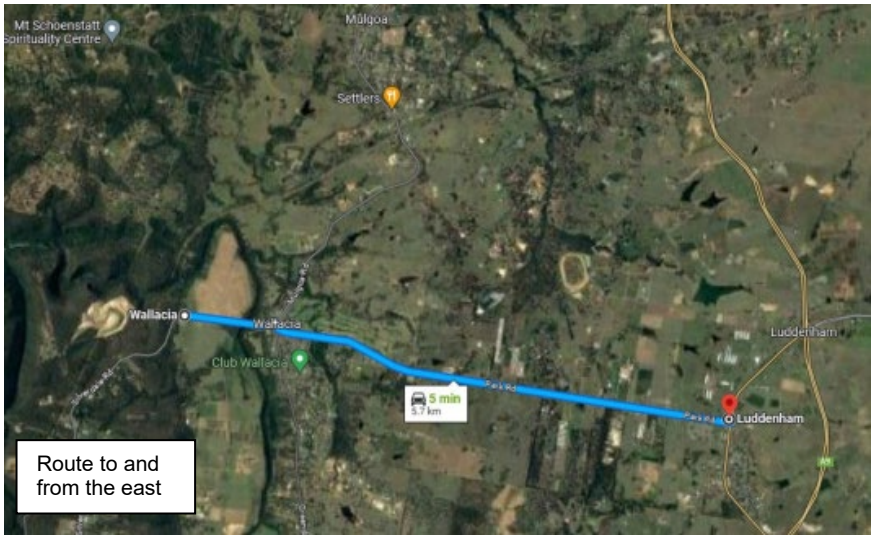
6	Liverpool	Sydney Water/contractors shall seek road occupancy, road opening permits, and works zone approval from Council if required prior to undertaking any works within public road reserve. The application forms are available on Council's website or can requested from the Council's Customer Services. Prior to commencement of any works a Traffic Control Plan including details for pedestrian and cyclist access management, shall be prepared in accordance with AS1742.3 "Traffic Control Devices for Works on Roads" and the Roads and Maritime Services publication "Traffic Control at Worksites" and certified by an appropriately accredited Roads and Maritime Services Traffic Controller, and submitted to Council or the relevant road authority for approval. Traffic control measures shall be implemented during the construction phase of the development in accordance with the certified plan. A copy of the plan shall be available on site at all times. Note: A copy of the Traffic Control Plan shall accompany the Notice of Commencement to Liverpool City Council.	Noted and acknowledged. These items will be addressed in the SSCTMPs	MS			
7	Liverpool	Any removals of on-street parking must be approved by Council prior to the implementation. Community consultation and notification are required for the on-street parking removals.	Noted. Construction parking will be managed in accordance with Section 8.1.2 of sub-plan in which consultation with council is required.	MS			
8	Liverpool	A project specific Communications Management Plan for staging construction activities is to be prepared and submitted to Council for approval. The plan is to outline community consultation methodologies, approaches and timeline of consultation process and complaint handling process. Consideration is to be given to include consultation measures such as letterbox drops for affected community, advertisement in local newspapers, VMS sign notification, local community and interest group consultation meetings, and consultation process(s) with key stakeholders such as Councils, TfNSW, Transport Management Centre, bus operators, school, police and emergency service. TfNSW and Sydney Metro host regular traffic control working groups. Council also has regular community forums. It is recommended that the project team can provide updates at the working groups and Council's community forums. A request can be sent to Council for attendance by email: districtforums@liverpool.nsw.gov.au. Full details can be found on the website: Liverpool District Forums | Liverpool Listens (nsw.gov.au).	The Community and Stakeholder engagement Management Plan has been prepared and approved in accordance with the planning approval and is available on the project website. (https://www.sydneywatertalk.com.au/uppersouthcreek)	MS			
9	Liverpool	The CTMP, SSCTMP and Communications Management Plan are to include key contact details of principal, contractors, and public agencies. The following Council contact details are to be included in Project Contacts: • Charles Wiafe – Manager Transport Management, wiafec@liverpool.nsw.gov.au, 02 8711 7452 • Jeya Shanmuganathan – Maintenance Planning and Reporting Coordinator, shanmuganathanj@liverpool.nsw.gov.au, 02 8711 7016	Noted and acknowledged. This will be passed on to John Holland Community and Stakeholder Engagement Team to incorporate in the key contacts list.	MS			
10	Liverpool	Council is to be informed for any complaints received and a response provided by Sydney Water and/or the relevant contractors.	Noted. John Holland Community and Stakeholder Engagement Team will be informed of this request	MS			
11	Liverpool	A Pre-construction Dilapidation Report shall be submitted to Liverpool City Council for approval prior to the commencement of construction.	Acknowledged. This is a requirement under the Conditions of Approval E98 and E99.	MS			

Appendix B – SSCTMPs

Appendix B1 – C3 Compound





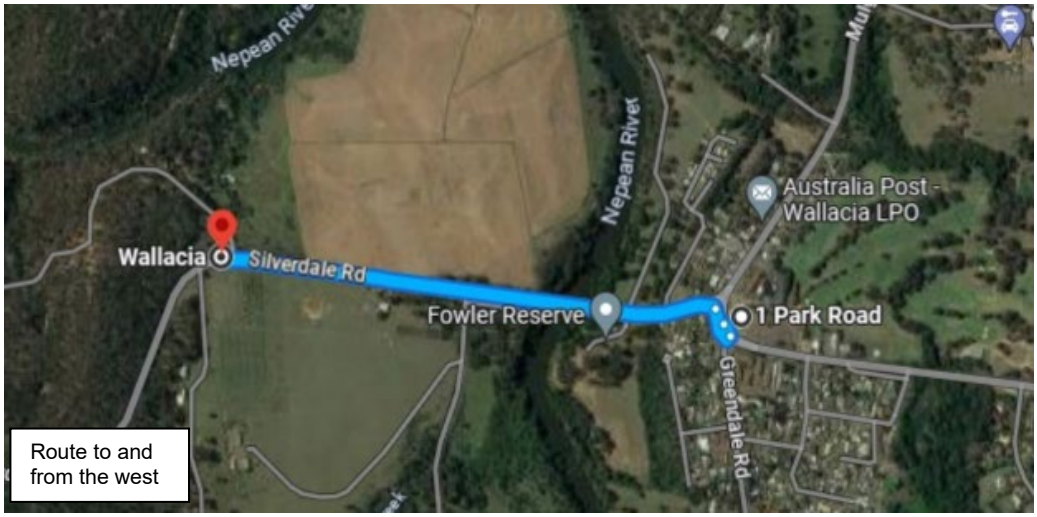


Appendix B2 – C5 and C6 Compound

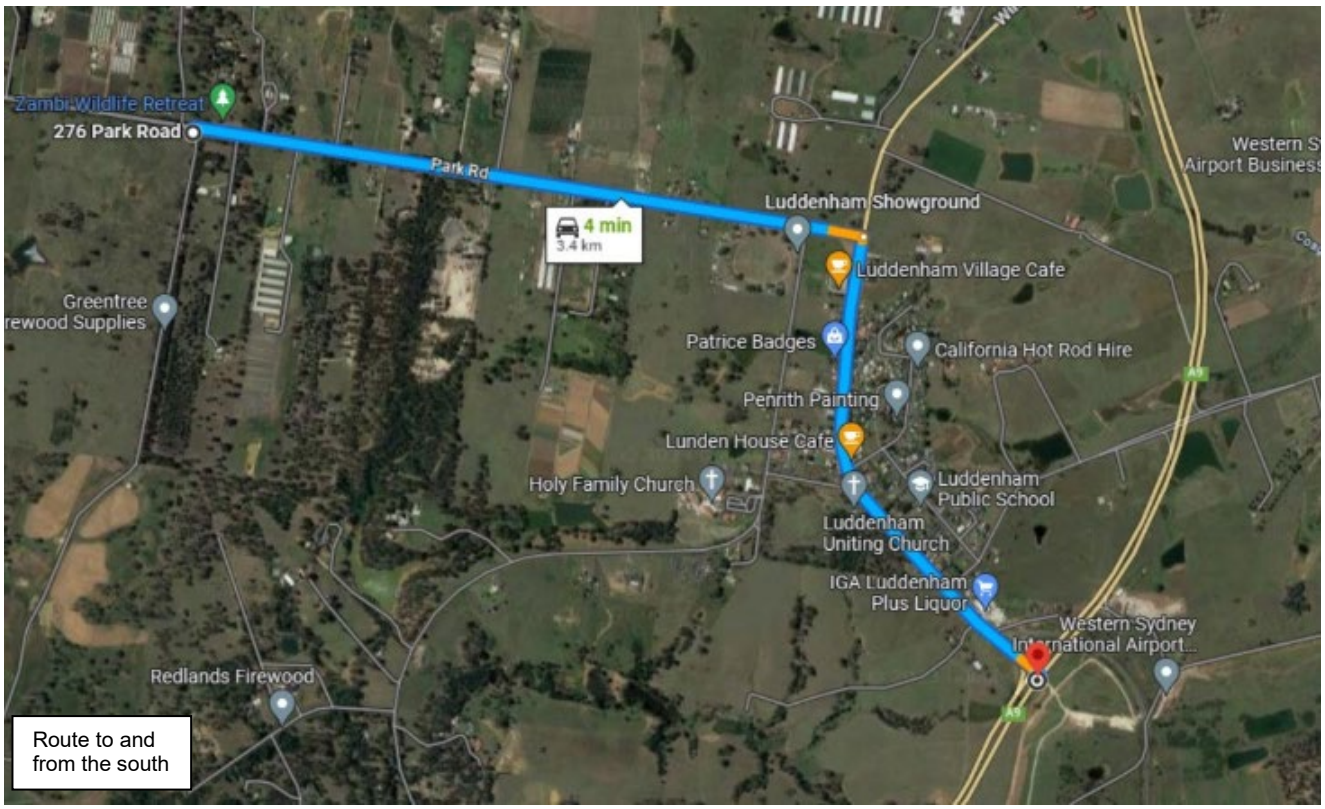






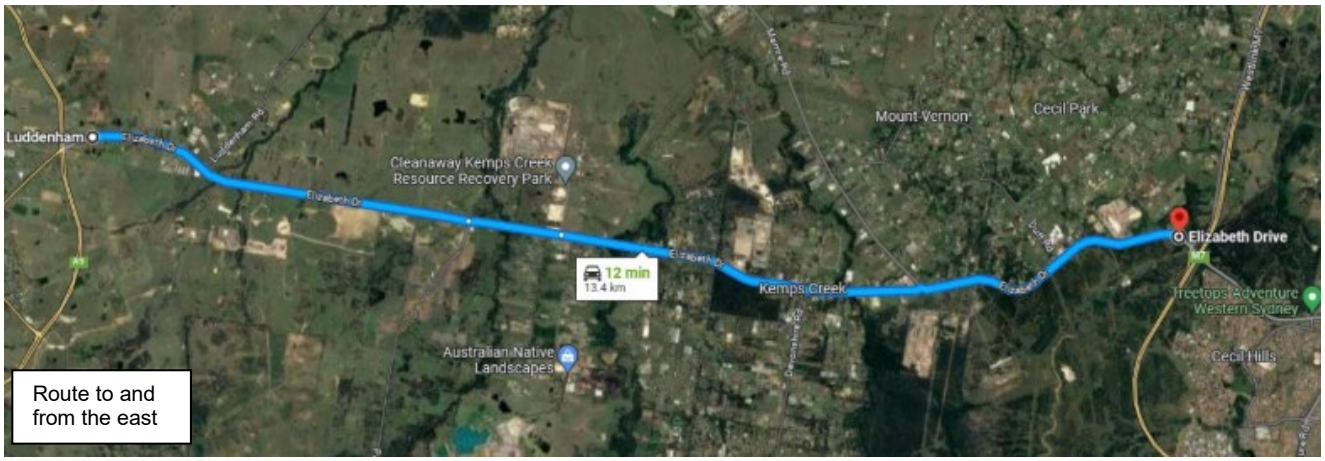

Nepean River
Nepean River
Australia Post - Wallacia LPO
Wallacia
Silverdale Rd
Fowler Reserve
1 Park Road
Greendale Rd
Route to and from the west


1 Park Road
Club Wallacia
5 min
Luddenham Showground
Route to and from the north


Zambi Wildlife Retreat
276 Park Road
Park Rd
4 min
3.4 km
Luddenham Showground
Luddenham Village Cafe
Greentree Firewood Supplies
Patrice Badges
California Hot Rod Hire
Penrith Painting
Lunden House Cafe
Holy Family Church
Luddenham Public School
Luddenham Uniting Church
IGA Luddenham Plus Liquor
Western Sydney International Airport
Redlands Firewood
Route to and from the south

Appendix B3 – C7 Compound

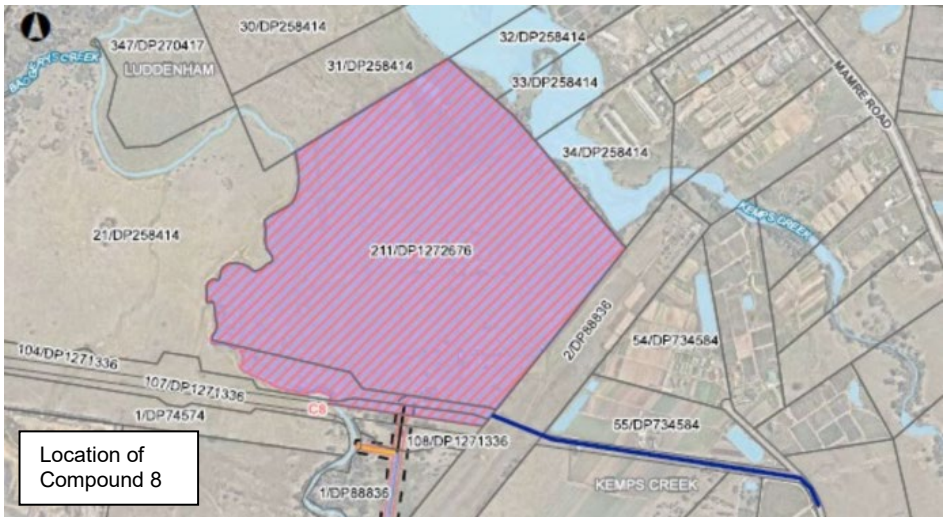


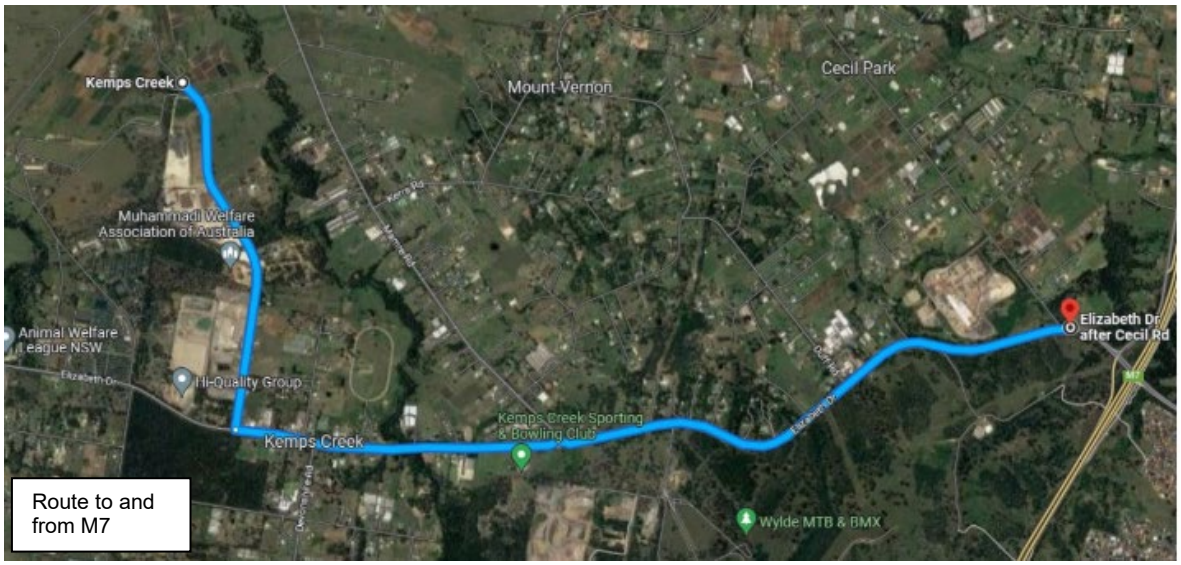


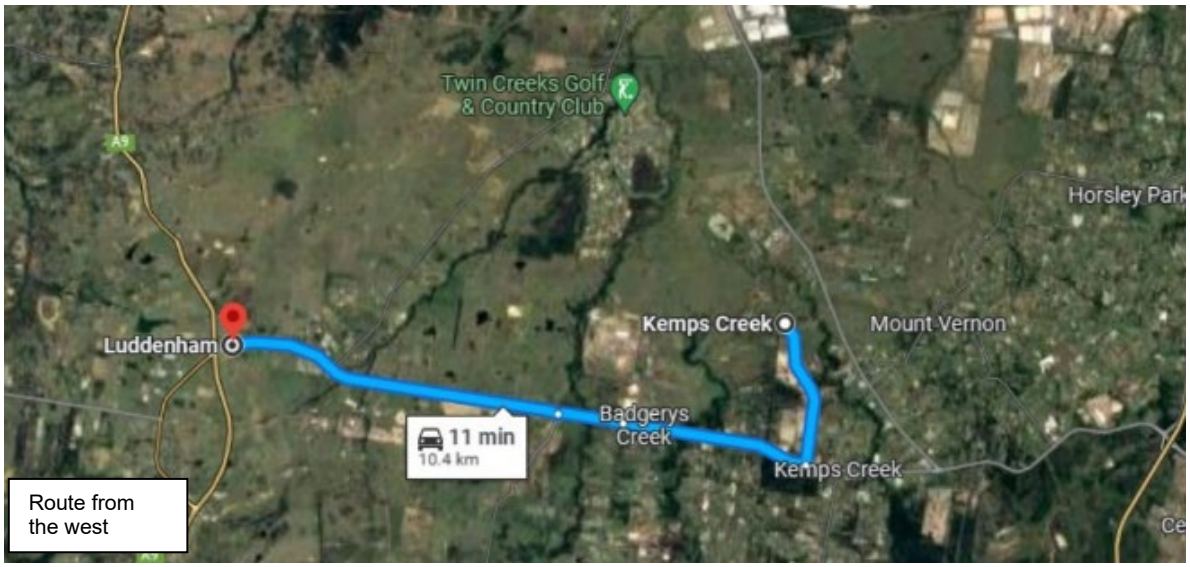


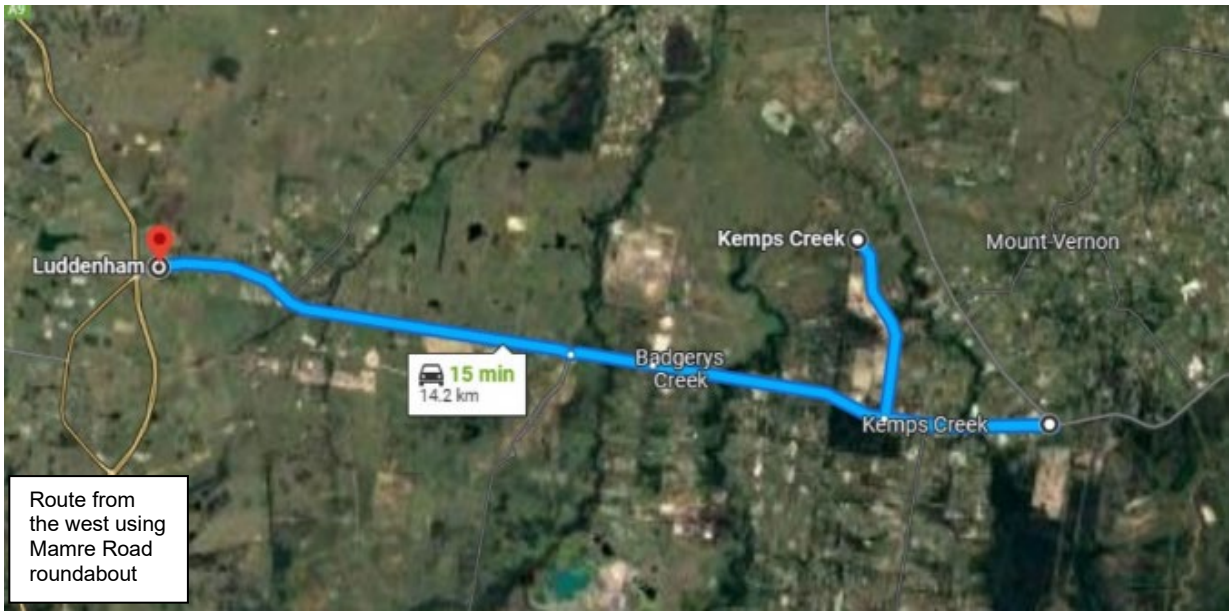


Appendix B4 – C8 Compound (AWRC)

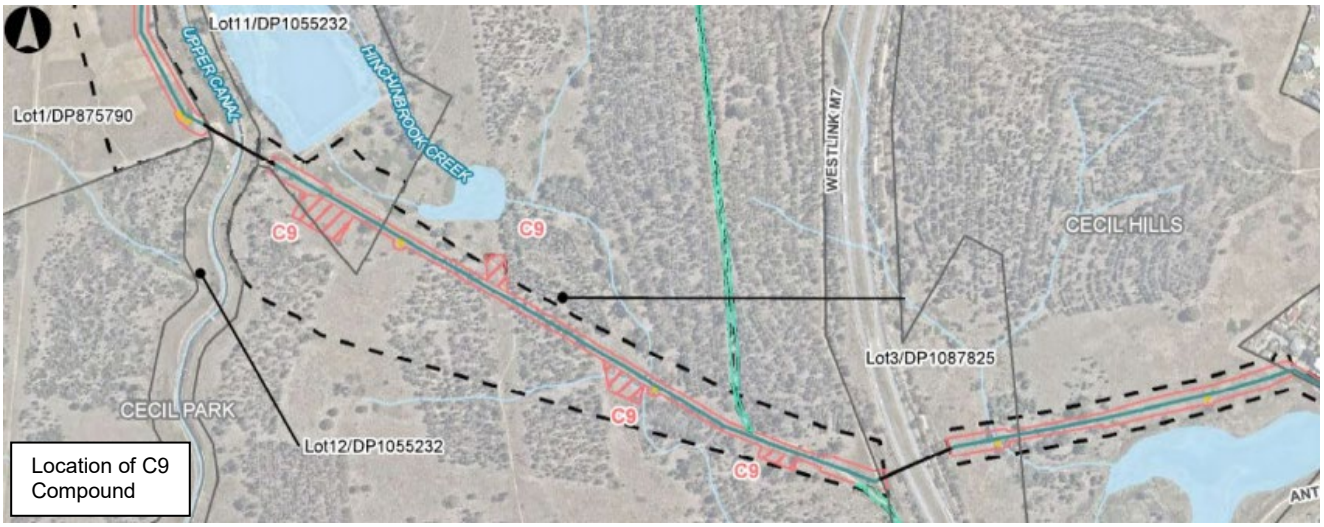


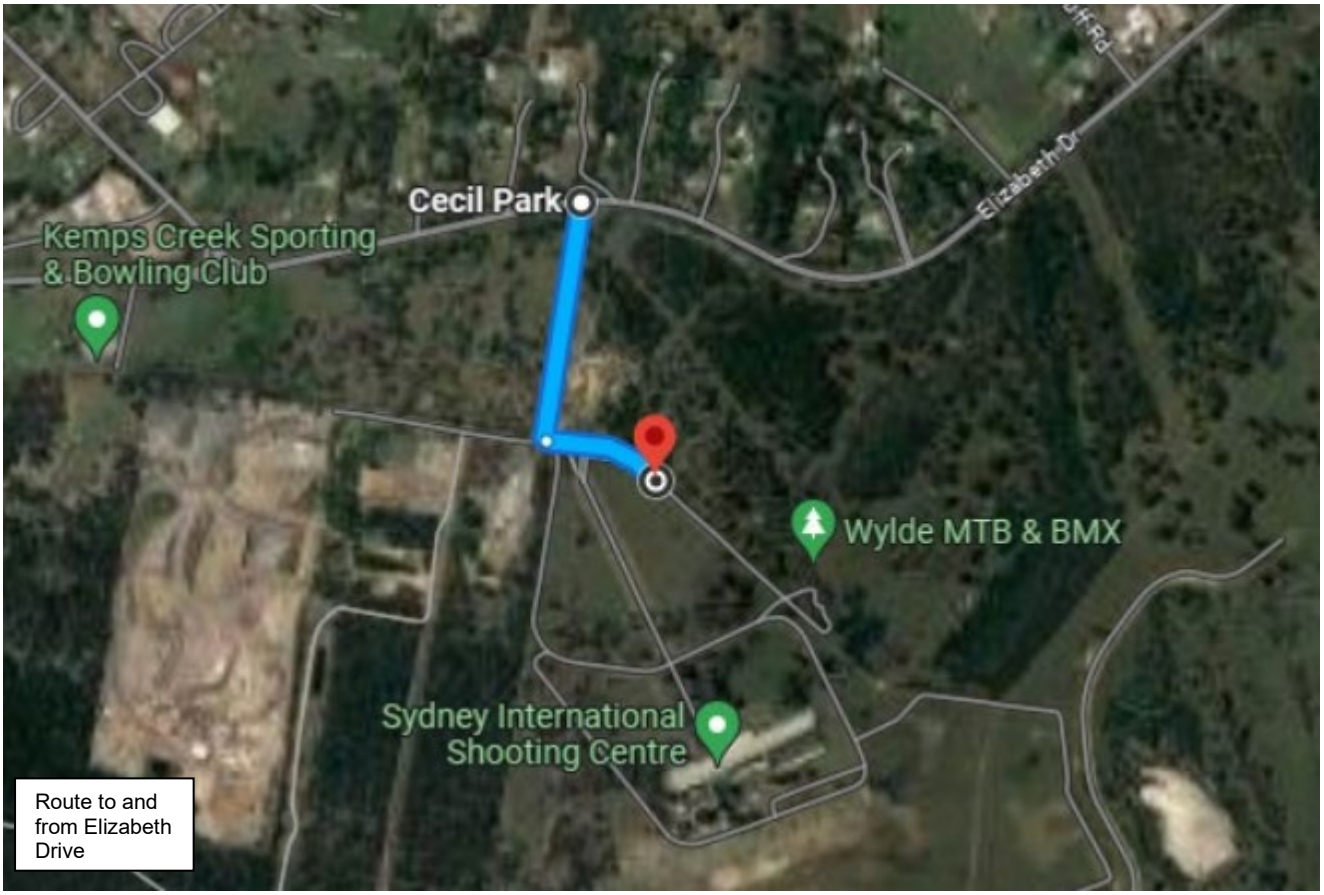





Luddenham
Kemps Creek
Mount Vernon
15 min
14.2 km
Badgerys Creek
Kemps Creek
Route from the west using Mamre Road roundabout

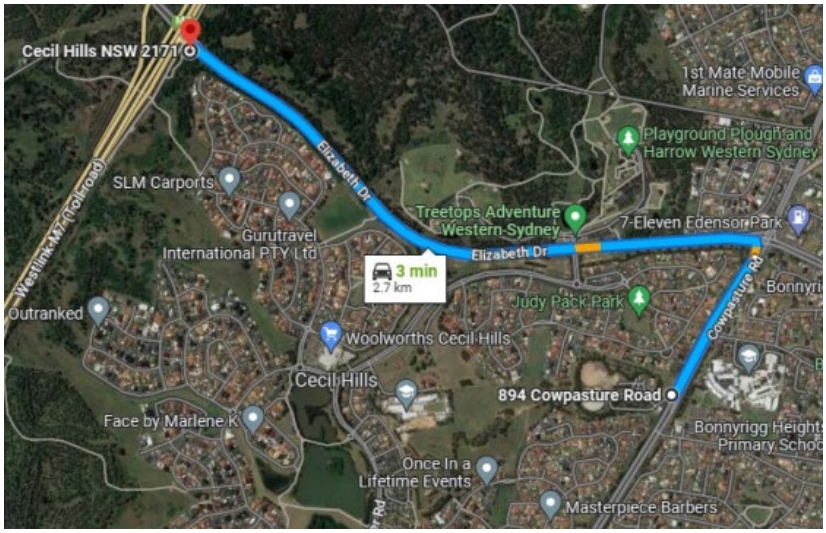
Appendix B5 – C9 Compound

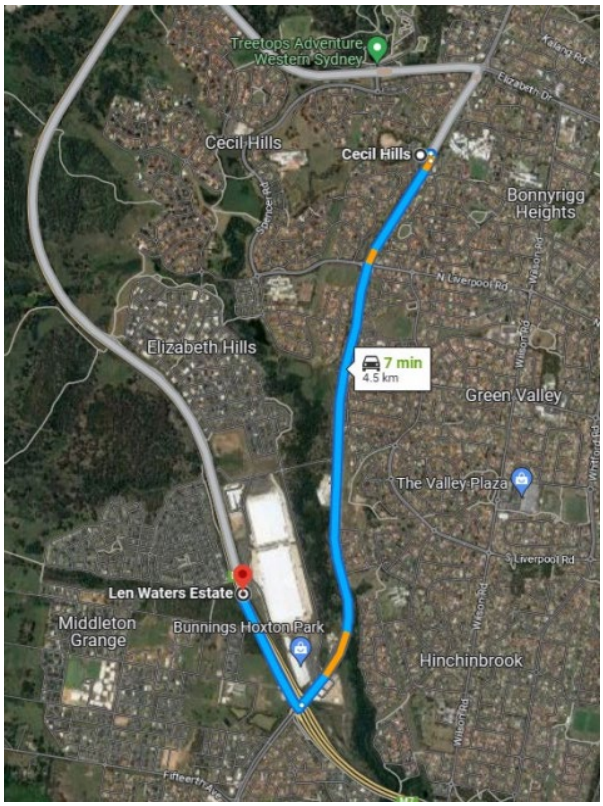




Appendix B6 – C10 Compound



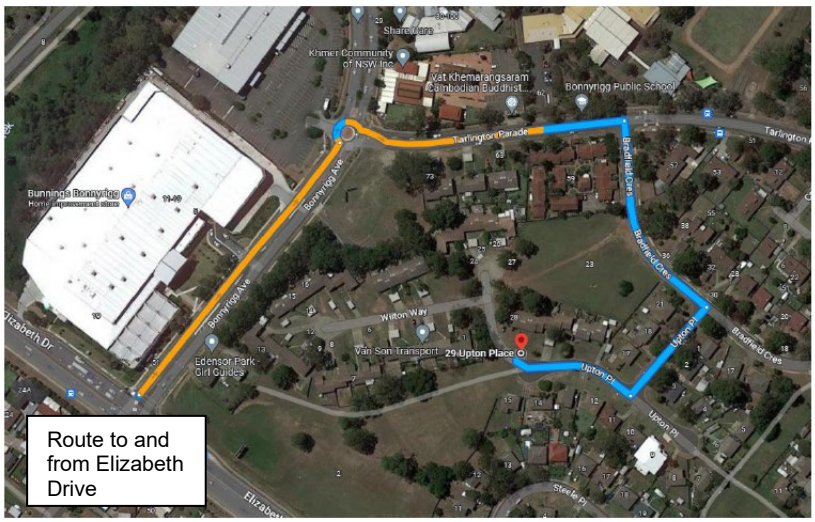




Appendix B7 – C11 Compound

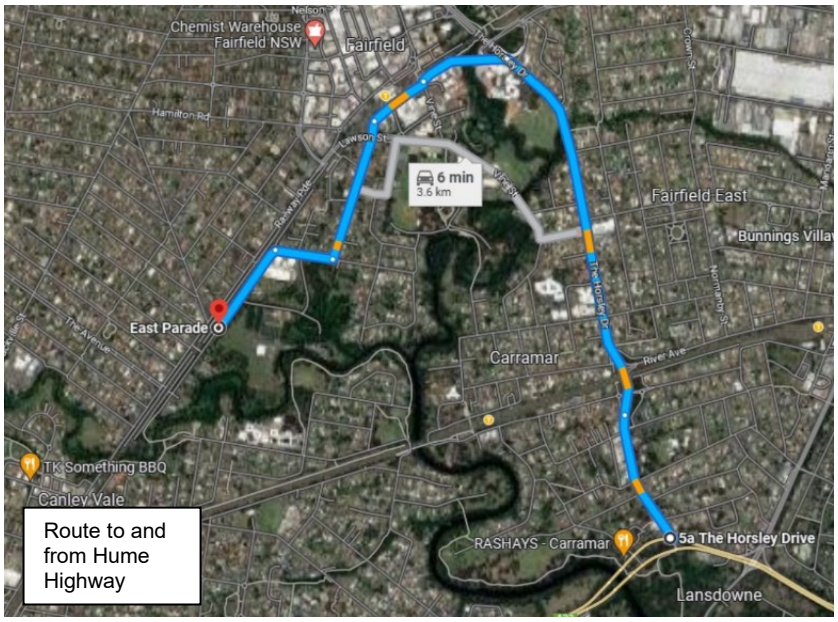


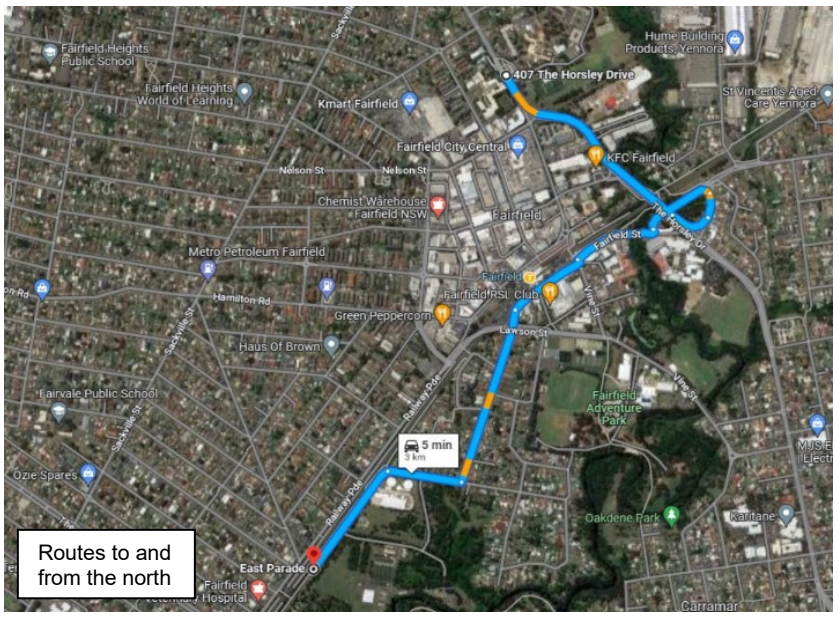




Appendix B8 – C12 Compound

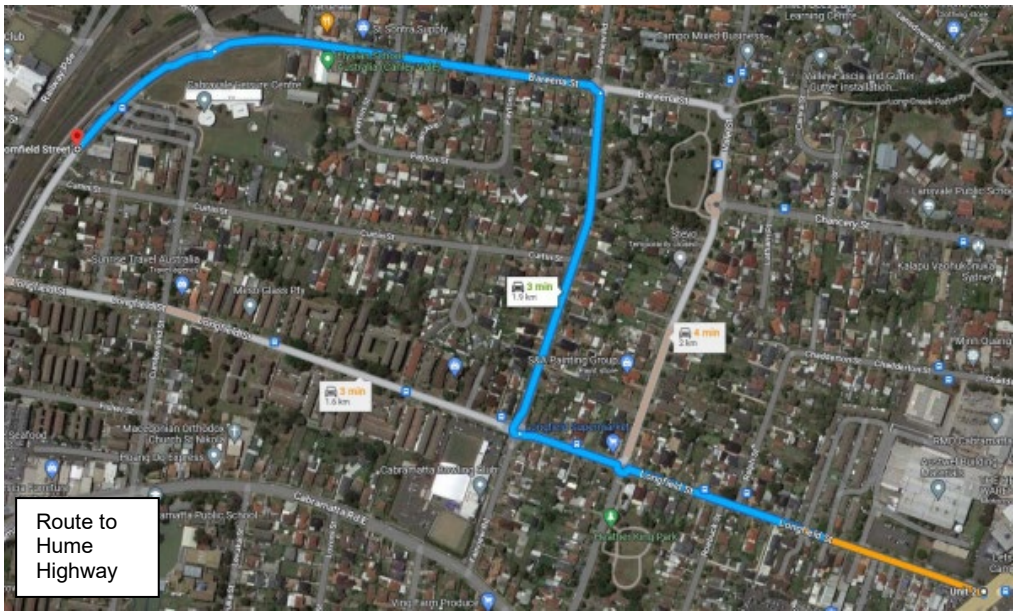






Appendix B9 – C13 Compound

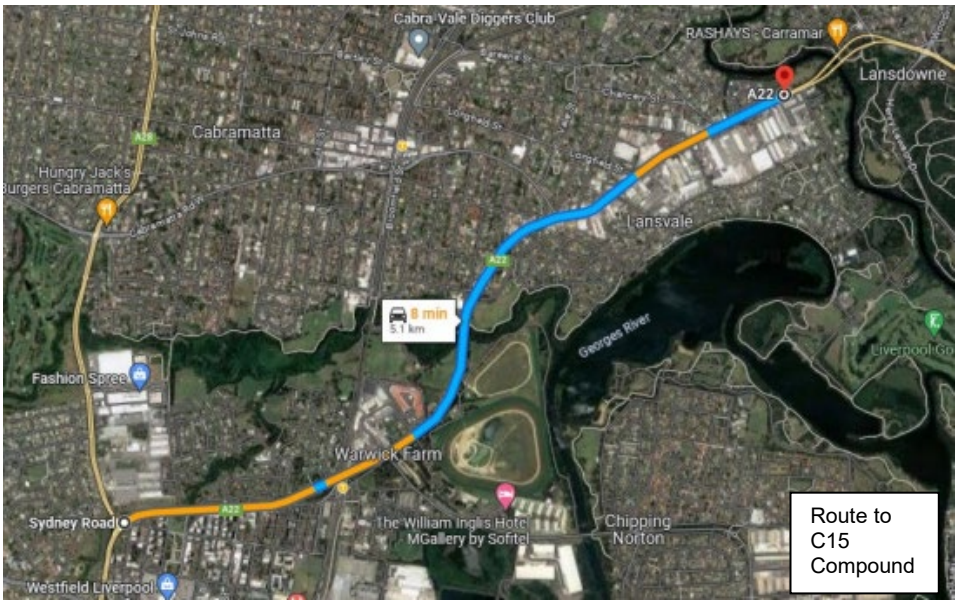


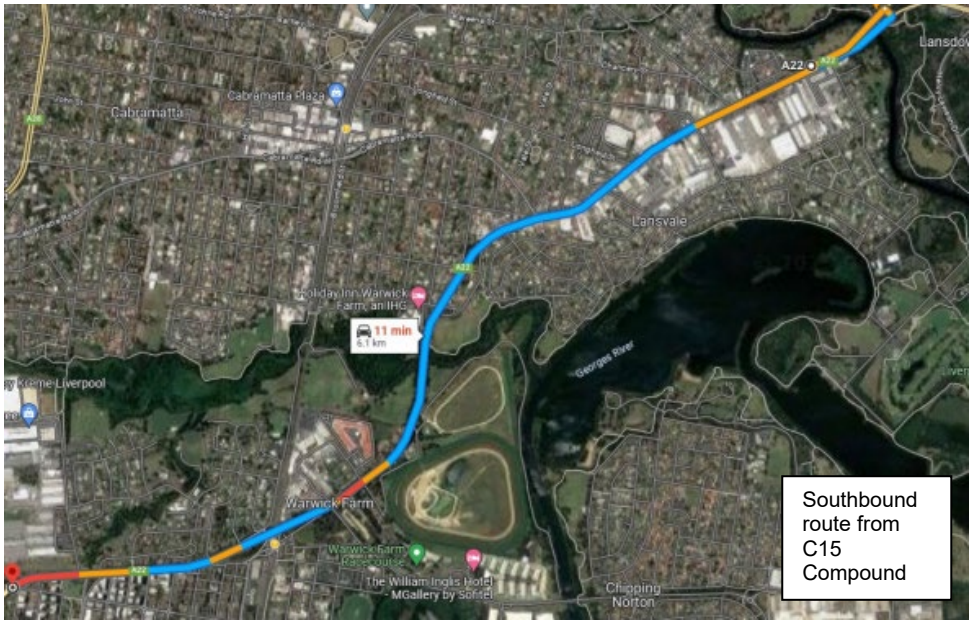




Appendix B10 – C15 Compound







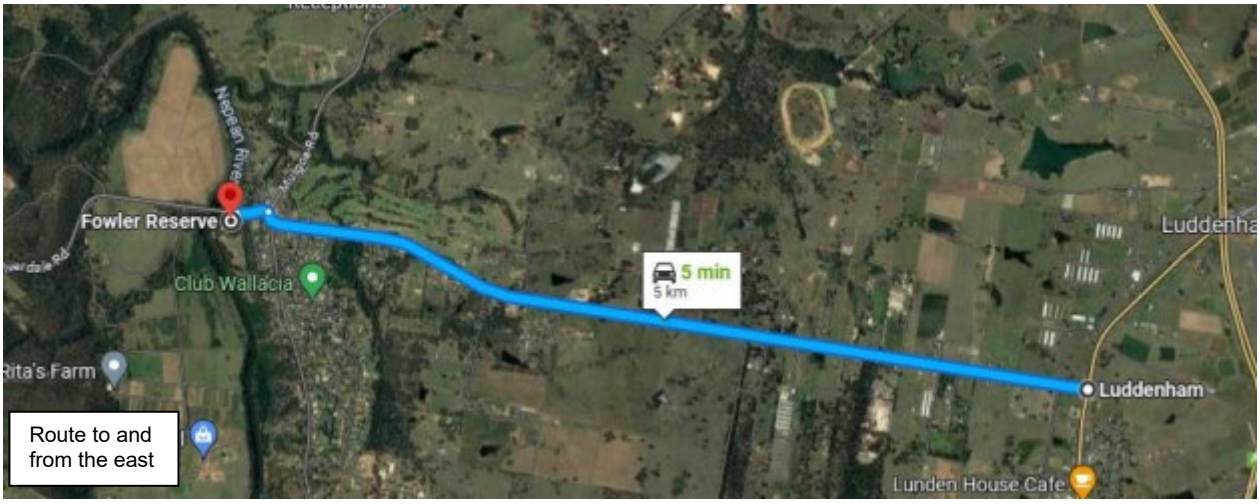
Appendix B11 – C17 Compound

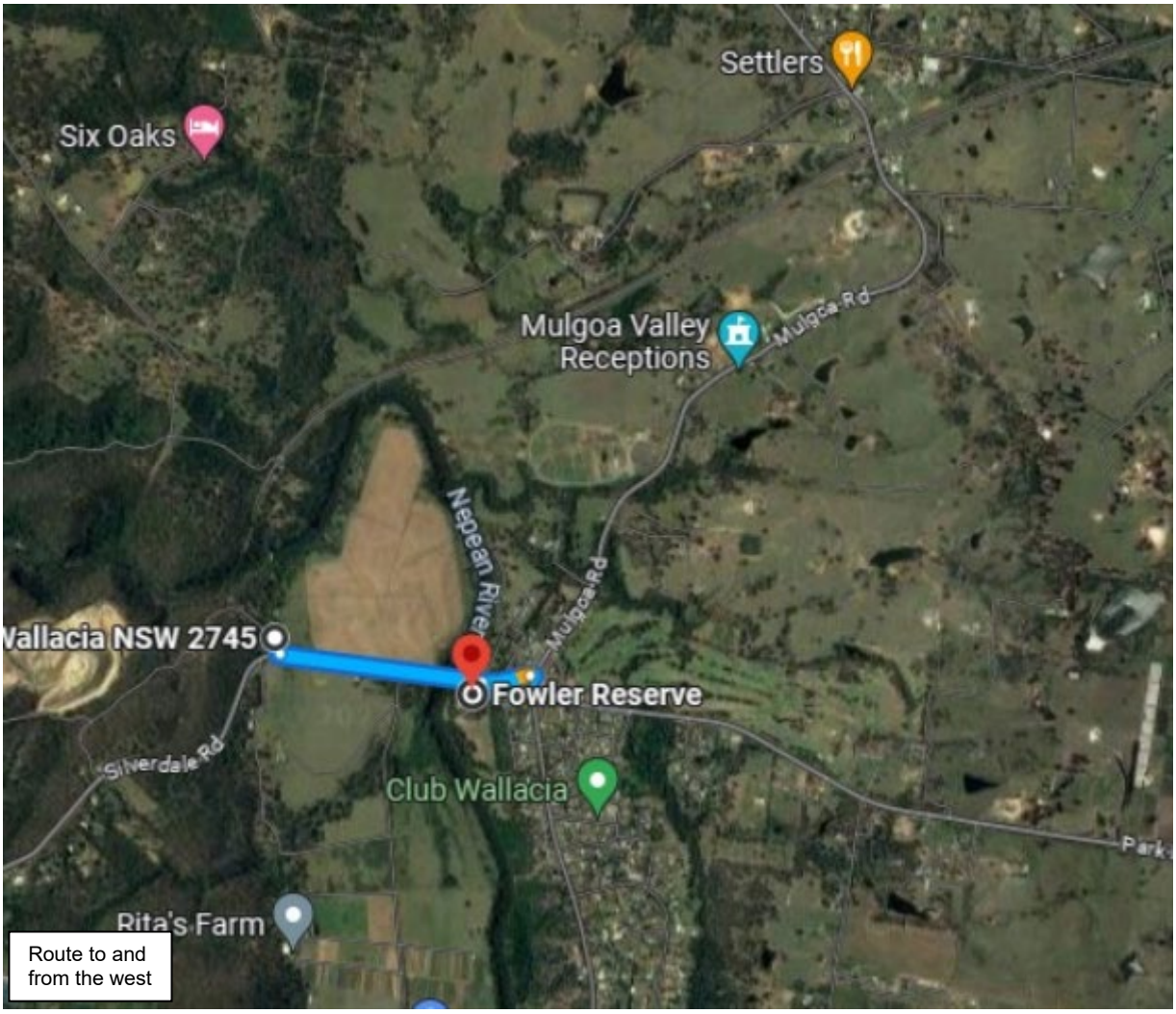


Location of C17 Compound



Route to and from the north


Fowler Reserve
Club Wallacia
5 min
5 km
Luddenham
Lunden House Cafe
Route to and from the east


Settlers
Six Oaks
Mulgoa Valley Receptions
Mulgoa Rd
Nepean River
Fowler Reserve
Club Wallacia
Rita's Farm
Route to and from the west

Appendix C – Driver Code of Conduct

Driver Code of Conduct

This Driver Code of Conduct applies to all Upper South Creek project personnel and any other person undertaking work for the project, whether they are a direct employee of Upper South Creek Project or employed by another organisation providing a service or product to Upper South Creek Project.

All drivers must:

- Drive courteously.
- Obey all road rules, including posted speed limits and other traffic signage within work sites and site compounds.
- Take extreme care when driving past other vehicles travelling in the opposite direction on local roads including, but not limited to Clifton Avenue.
- Report any incidents or near misses to your supervisor immediately.
- Hold a current and valid driving licence for the class of vehicle that you operate. Additionally, you must always carry your current driver licence with you while you are on duty. If your licence is cancelled or suspended, you must let your supervisor know immediately.
- Maintain and operate your vehicle in accordance with the vehicle manufacturer's recommended standards (refer to the vehicle manufacturer's handbook and service schedule).
- Not use engine brakes in residential areas.
- Try to avoid reversing whenever possible. If you cannot avoid it, use extreme caution.
- Ensure your vehicle is fitted with audible and non-tonal reversing alarms.
- Always follow posted signs as they provide vital clues to road conditions and characteristics.
- Always be aware of the following:
  - Reduce your speed in wet conditions
  - Drive cautiously in fog or heavy rain
  - Descend hills at signposted heavy vehicle speeds, or in the lowest gear to suit the conditions
  - Observe road work speed limits
  - Do not exceed the posted speed limit
  - Do not drive at speed past schools, school buses, playgrounds, shopping areas etc.
- Follow Vehicle Movement Plans that specify approved routes to and from work sites and site compounds. Only roads that are shown on the Vehicle Movement Plans may be used. **The use of roads that are not shown on the Vehicle Movement Plans is strictly prohibited.**
- Follow directions provided by an Upper South Creek employee.
- Park within work sites and site compounds where possible. Parking on public roads is to be avoided. Where this is not possible, contact your Upper South Creek Project contact to seek alternative arrangements.

This Driver Code of Conduct is applicable 24 hours per day, seven days per week. Failure to comply with this Driver Code of Conduct will lead to either the issue of a non-conformance notice or disciplinary action if the offender is an employee of the project. If the offending person is employed by another organisation providing a service or product to the project, then a suspension or cancellation of a service contract or arrangement with that organisation may be considered.