
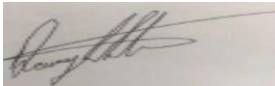
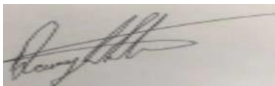



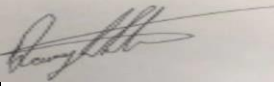
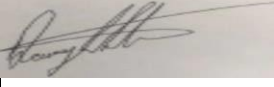




# Construction Traffic Management Plan (CTMP)

200 Aldington Road, Kemps Creek, NSW – Industrial Estate

Revision Record

Issue No.	Author	Reviewed/Approved	Description	Date
1.	Danny White 20 Years TCT0017873		Rev 01	31/07/22
2.	Danny White 20 Years TCT0017873		Rev 02	1/08/22
3.	Danny White 20 Years TCT0017873		Rev 03	3/08/22
4.	Christopher Joleski - Statewide Roads and Traffic Pty Ltd (SRT) TCT0013932 Experience: 9 years		Rev 04	11/5/23
5.	Christopher Joleski - Statewide Roads and Traffic Pty Ltd (SRT) TCT0013932 Experience: 9 years		Rev 05	26/04/24
6.	Danny White 20 Years TCT0017873		Rev 06	18/01/24
7.	Danny White 20 Years TCT0017873		Rev 07	21/02/24
8.	Danny White 20 Years TCT0017873		Rev 08	26/07/24

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## 1. INTRODUCTION

This report has been prepared by a consultant who holds a SafeWork NSW Work Health and Safety Traffic Control Work Card, accredited for the 'prepare a Work Zone Traffic Management Plan' Details of the accredited Consultant Is Provided Below:

Danny White      Ticket Number. TCT0017873      Experience: 20 Years

This Construction Traffic Management Plan has been prepared to meet the requirements outlined in Part D stage 1 development specific environmental conditions: D1,D2,D.3 & E1

### 1.1 Executive Summary

Construction Consent provides for the creation of the Construction Traffic Management Plan (CTMP) for the works at 200 Aldington Road, Kemps Creek.

The works will cover the construction of the proposed new industrial estate on Aldington Road. Within this Construction Traffic Management Plan (CTMP), all relevant Conditions relating to traffic management have been addressed.

### 1.2 Background

200 Aldington Road, Kemps Creek, Industrial Estate SSD10479 – Development was granted consent by Dept Planning & Environment on 5 May, 2023.

White Group has been engaged by Simmons Civil, to prepare a Construction Traffic Management Plan (CTMP) to be implemented during the on-site work.

### 1.3 [Site Location](#)

The Lot 200 DP 1285691 site is located at 200 Aldington Road, Kemp's Creek, NSW, as shown in Figure 1-1.



[Figure 1-1: Site Location: Aldington Road](#)

#### 1.4 [Scope](#)

The works within the site will include clearing of the land, leveling, haulage of soil both to & from the site, excavation, installation of stormwater, water and utility services, roads, driveways, car parks & footpaths.

External works associated with but not part of this Development requires upgrades to the local road network. These are currently subject to design & approval by PCC & TfNSW. This CTMP will be updated when these works commence.

#### 1.5 [Objective of this Plan](#)

The Primary objective of this Construction Traffic Management Plan (CTMP) is to ensure safe & efficient movement of vehicles & pedestrians on to, off & around the site, whilst minimising disruptions / impacts & maintaining a safe environment for both vehicular & pedestrian traffic.

This document will:

- Ensure the project establishes and maintains best practice to manage traffic & pedestrians during all stages of work.
- Ensure a safe environment for members of the public & construction personnel is maintained at all times.
- Ensure compliance with relevant specifications and the RMS's - "Traffic Control at Work Sites" (TCAWS V-6.1) Manual.
- Deliver a high standard of community engagement and awareness during the works.

#### 1.6 [Guideline & Design Standards – Reference Documents](#)

The Construction Traffic Management Plan (CTMP) has been developed in accordance with the requirements of Transport for NSW (RMS) Traffic Control at Works Sites Manual (Version 6.1, issued February 2022) and are referenced in this report:

- NSW Roads and Maritime Services Traffic Control at Worksites Manual V6.1.
- AS1742.3 Manual of Uniform Traffic Control Devices: Works on Roads & in accordance with the relevant legislation, codes of practice or other requirements
- SSD 10479 conditions of consent D1 and E1.

The following tables cross reference where the conditions D1 and E1 are addressed within this document.

**Table 1.1 Conditions of Approval D1 Requirements**

Condition Reference	Consent condition	Where addressed
<b>Construction Traffic Management Plan</b>		
D1	Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition E2 and must:	This CTMP which forms Appendix A of CEMP
(a)	be prepared by a suitably qualified and experienced person(s);	Section 1
(b)	be prepared in consultation with Council and TfNSW;	Appendix F
(c)	detail the measures that are to be implemented to ensure road safety and network efficiency during construction for both on-site and external road upgrade and construction works to:	Section 4 and 5
(i)	ensure access to the site and road safety and network	Section 4 / Appendix A
(ii)	manage cumulative construction traffic from other concurrent construction works within the Mamre Road Precinct, and	Section 6.2 and 7.3
(iii)	address necessary interim traffic safety controls and management measures, including consideration of any traffic control measures required to manage traffic entering Mamre Road in the period before Mamre Road/Abbotts Road intersection construction is complete;	Appendix A1.2
(d)	detail heavy vehicle routes, access and parking arrangements;	Section 4.3
(e)	include a Driver Code of Conduct to: (i) minimise the impacts of earthworks and construction on the local and regional road network; (ii) minimise conflicts with other road users; (iii) minimise road traffic noise; and (iv) ensure truck drivers use specified routes, including entering and exiting Mamre Road via Abbotts Road and not Bakers Lane;	Appendix E
(f)	include a program to monitor the effectiveness of these measures; and	Section 6

- 
- (g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes. Section 7 / and CCCHS
-

**Table 1.2 Conditions of Approval E1 Requirements**

Condition Reference	Consent condition	Where addressed
<b>Management Plan Requirements</b>		
E1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	
(a)	detailed baseline data;	Traffic counts /speed data has been gathered. Not appropriate for inclusion in CTMP
(b)	details of: (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions); (ii) any relevant limits or performance measures and criteria; and (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Section 1.6
(c)	a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Section 4.3 and 5
(d)	a program to monitor and report on the: (i) impacts and environmental performance of the Stage 1 development; and (ii) effectiveness of the management measures set out pursuant to paragraph (c) above;	Section 6
(e)	a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Section 6 and 7
(f)	a program to investigate and implement ways to improve the environmental performance of the Stage 1 development over time;	Section 7.3
(g)	a protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii) complaint; (iii) failure to comply with statutory requirements; and	Section 6 and 7  Refer CCCHS Appendix I of CEMP
(h)	a protocol for periodic review of the plan.	As per CEMP review

## 2. ROLES AND RESPONSIBILITIES

### 2.1 Roles

#### 2.1.1 Project Manager – Contractor

Name: Kirk Wilson

Mobile Phone: 0418 235 375

Email: [kirk.wilson@simmonscivil.com.au](mailto:kirk.wilson@simmonscivil.com.au)

#### 2.1.2 Project Engineer

Name: Corey Brandon

Mobile Phone: 0435462597

Email: [corey.brandon@simmonscivil.com.au](mailto:corey.brandon@simmonscivil.com.au)

#### 2.1.3 Emergency Contact/Client Representative

Name: Richard Harris

Mobile Phone: 0408 865 947

Email: [richard.harris@fifecapital.com.au](mailto:richard.harris@fifecapital.com.au)

#### 2.1.4 Traffic Control Contractor

Company: White Group

Name: Danny White

Mobile Phone: 0427 281 171

Email: [whitegroupops@outlook.com](mailto:whitegroupops@outlook.com)

#### 2.1.5 Principal Certifier (PCA)/Penrith Council Inspector

Name: John Skaf, Senior Engineer Major Developments

Mobile Phone: 0427 304 533

Email: [john.skaf@penrith.city](mailto:john.skaf@penrith.city)

#### 2.1.6 Transport Management Centre

Phone: 02 8396 1513

Email: [tmc\\_piu@tmc.transport.nsw.gov.au](mailto:tmc_piu@tmc.transport.nsw.gov.au)

## 2.2 Responsibilities

All site personnel have a responsibility to:

- Ensure a safe workplace and safe environment during works.
- Report any hazards to a supervisor immediately.
- Advise supervisory personnel immediately of any concerns.

### 2.2.1 Project Manager

The Project Manager has ultimate responsibility to:

- Promote at all times the company's policies, procedures and standards relating to health, safety and environmental management and ensure that they are complied with.
- Ensure sufficient resources are available to achieve the CTMP, objectives and targets and that those resources have sufficient skills to conduct the roles competently.
- Ensuring the Project achieves compliance with the CTMP.
- Providing leadership in the development and implementation of the CTMP.
- Ensure that all staff and contractors engaged to work on the Project are appropriately inducted and trained in all relevant CTMP issues and controls.
- Organise and coordinate construction activities in accordance with the CTMP.
- Ensure that staff have been trained appropriately for the tasks that they are undertaking prior to commencing work.

### 2.2.2 Site Supervisor

The Site Supervisor has the responsibility to:

- Support the Project Manager in providing leadership in the implementation of the CTMP.
- Conduct surveillance with the aim to identify unusual, non-conforming conditions.
- Perform investigations of construction sites and temporary traffic control schemes, prepare necessary reports, as well as maintain incident records and inspections logs.
- Ensures receipt of the relevant approvals for construction activities and traffic control.
- Ensures the relevant Supervisors and workforce are familiar with the approval conditions and requirements prior to implementation.
- Ensures the Supervisors and workforce are re-familiarised in the approval conditions and requirements at regular intervals during the period of the approvals.
- Liaises with the Traffic Control Company and crews in the planning and implementation of the required traffic management arrangements.
- Conducts regular inspections (including pre-starts) of traffic controls and where necessary instructs the rectification of deficiencies.
- Allocates plant, equipment and human resources for the works including the provision of the temporary traffic control arrangements.
- Conducts and keeps records of daily and weekly (day and night) inspections of the traffic control arrangements, assist audits and where necessary rectifies deficiencies.
- Inform and assist with the management of unplanned incidents, providing initial response to make the site safe.
- Assist with the implementation of mitigation measures to address unsafe or unusual conditions.
- Records unplanned incident details, and when traffic controls are in operation, including the installation and removal of regulatory signage.
- Stop work on any activity if it is considered to be necessary to prevent a traffic accident, or to comply with the direction of RMS, Council or Police.
- Ensure that the approved traffic control measures are established, implemented and maintained in accordance with the approved plan.

- Carrying out regular inspections and auditing (TCAWS V-6.1 Section 8.1.3) of the traffic control measures to ensure that they are effective and are being followed.
- Monitoring traffic conditions.
- Ensuring and monitoring conformance to time and period of operation.
- Maintaining current copies of the construction Traffic Management Plan, Traffic Guidance Schemes, approvals, and their controlled distribution.
- Facilitate traffic awareness and giving toolbox talks to the site personnel.
- Managing the dedicated Traffic Control Crew in the delivery of required maintenance activities, incident and emergency support, and providing support/resources during implementation.
- Updating the CTMP in response to any incidents arising from the Contractor’s Works.
- Develop a strategy for the dissemination of changed traffic condition information to potentially affected stakeholders, including road users, local communities and residents.

### 3. EXISTING TRANSPORT INFRASTRUCTURE

#### 3.1 The Road Network

The roads in the immediate vicinity of the site are administered by Penrith City Council & TfNSW. The characteristics of roads in the immediate vicinity of the site are shown below in Table 3-1.

Table 3-1: Surrounding Road Characteristics

Road	Speed limit	Traffic volumes	Road Authority
Aldington Road	60 kph		Council
Abbotts Road	60 kph		Council
Mamre Road	80 kph	18,500 (5 day AADT) 2022	TfNSW
Bakers Lane	60 kph (40kph school zones)		Council
Elizabeth Drive	Varies -40-80kph Under traffic control	ADT 26,516 veh/d (2021)	TfNSW

Notes: 1) 5-day AADT CfElT surveys conducted in 2022-23 on Mamre Road south of Abbotts Road

2) Transport for NSW Traffic Volume Viewer

#### 3.2 Existing Traffic Controls

Due to the high volume of construction associated with the wider aerotropolis precinct there are many construction activities that impact vehicle movements beyond the site including M12/ M7 interchange construction.

- Traffic from this development site must comply with all temporary traffic controls on the surrounding road network.

### [3.3 Risk Assessment](#)

A risk assessment is aimed to identify the hazards and risks associated with the works. The purpose of this risk assessment is to determine the controls required for the protection of the road workers and road users. A risk assessment has been completed and is attached in Appendix B.

### [3.4 Public Transport](#)

#### [3.4.1 Bus routes](#)

There are currently no bus stops or bus routes within the area affected by the works, no consultation with bus companies will be required at this time.

### [3.5 Pedestrian Infrastructure](#)

The project site will have no impact on footpaths as there are currently no formed footpaths on Aldington Road, Abbotts Road or Mamre Road at this location, pedestrian management will be in place as required.

### [3.6 Cyclist Infrastructure](#)

The project site will have no impact on cycle infrastructure as there are currently no shared paths on Aldington Road..

## **4. CONSTRUCTION METHODOLOGY**

### [4.1 Duration of works and Daily / Weekly schedule](#)

The construction site works for the proposed stage are expected to take 15 months and will be undertaken as per the following condition:

As per Consent D48 Hours of Work

- Construction works between:
  - Monday to Friday 7:00am to 6:00pm
  - Saturday 8:00am to 1:00pm
  - No work to be undertaken on Sunday or public Holiday's.

#### [4.1.1 Construction Traffic management plan compliance](#)

In compliance with TfNSW & Penrith City Council conditions, across the duration of the project the Contractor and all subcontractors and employees will obey any direction or notice from the Road Controlling Authority.

4.2 [Staging](#)

4.2.1 [Stage 1: Bulk Earthworks](#)

Description of Key Activities	Bulk Earthworks
Duration	15 months
Max. Vehicle Size	20m Articulated Vehicle
Maximum Vehicle Movement Frequency	Approximately 80 light vehicle movements / day Approximately 340 heavy vehicle movements / day
Truck Access Requirements	All heavy vehicles shall access via the Site Primary access on Aldington Road via Abbots Road
Vehicle access / egress in a forward direction	Yes
Out of Hours Deliveries	Yes if in accordance with condition D49
Contractor Parking	Yes – All parking internal
Pedestrian Control Fencing	Pedestrian Control Fencing to the perimeter of the Site with 1.8 m man proof on property boundary
Public Transport Services Affected	No
Road Occupancy Requirements	No
Lane or Footpath Closures	No
Traffic Guidance Scheme	Refer Appendix A

4.2.2 [Stage 1: Warehouse Works - Lot F](#)

Description of Key Activities	Warehouse construction work (Structure, fit out, landscaping)
Max. Vehicle Size	20m Articulated Vehicle
Vehicle Movement Frequency	Approximately 120 light vehicle movements / day Approximately 60 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access via the Site

	Primary access on Aldington Road via Abbotts Road
Vehicle access / egress in a forward direction	Yes
Out of Hours Deliveries	No
Contractor Parking	Yes – All parking internal
Pedestrian Control Fencing	Pedestrian Control Fencing to the perimeter of the Site with 1.8 m man proof on property boundary
Public Transport Services Affected	No
Road Occupancy Requirements	No
Lane or Footpath Closures	No
Traffic Guidance Scheme	Refer Appendix A

#### 4.3 Earthworks & Construction Vehicle Traffic Generation

The anticipated vehicle movements generated by the earthworks and construction work have been estimated having consideration of the likely requirements for construction staff, plant, equipment, and haulage. The anticipated earthworks and construction schedule have been provided by the contractor, with the estimated network peak traffic volumes as follows:

Table 4-1: Traffic volumes

Stage 1	Times per day	Traffic volumes
Earthworks	7am to 6pm Minimise heavy traffic movements during peak times of 7-9am & 4-6pm.	80 light vehicle movements per day 340 Heavy vehicle movements per day
Warehouse Lot F	7am to 6pm Minimise heavy traffic movements during peak times of 7-9am & 4-6pm.	120 light vehicle movements per day 60 heavy vehicles movements per day
<b>Combined Volume</b>		<b>200 light vehicle movements per day 400 heavy vehicle movements per day</b>

4.4 Heavy Construction Vehicles

4.4.1 Heavy Construction Vehicle Routes

Heavy construction vehicles travelling to site will travel from the M4 Motorway or Lenore Drive, south along Mamre Road for approx. 9km left onto Abbots Road, continue along Abbots Road, turning left onto Aldington Road & continue to the work site turning right & entering the work site at the marked site entry point.

Heavy Construction vehicles leaving 200A development site will turn left onto Aldington Road & then right onto Abbots Road, continue to Mamre Road & turn left only, continue to Elizabeth Drive roundabout to either head towards the M7 Motorway or any other direction.

No heavy construction traffic is permitted to use Bakers Lane to enter or exit the site.

No u turns are permitted

A sign is to be installed at the site access to remind drivers when they exit the Site the following key rules.

- The construction access shall be restricted to left-in-left-out.
- No right turns are allowed when leaving the Site or at Mamre Road.
- No U-turns are allowed on Mamre road or side roads

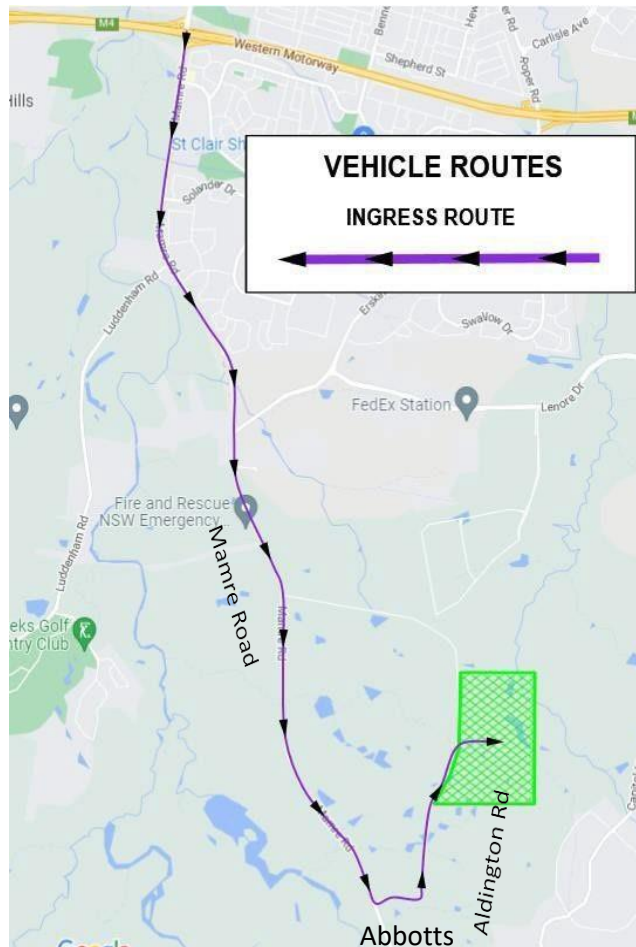


Figure 4-1: Construction Ingress

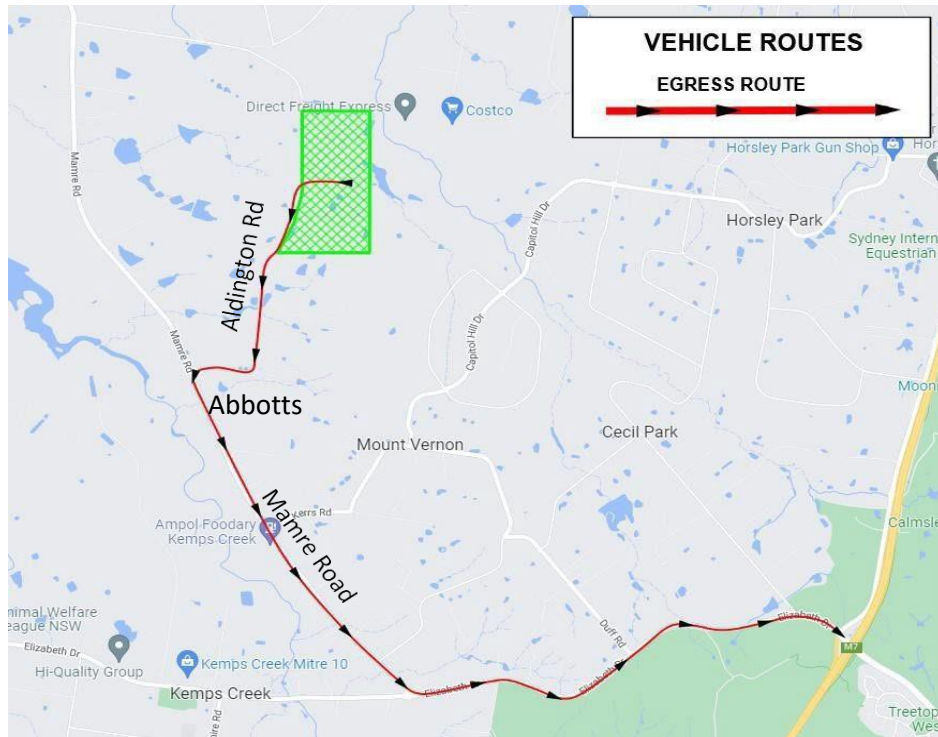


Figure 4-2: Construction egress

#### 4.4.2 Contractor & Heavy vehicle Parking

Contractors will likely drive since there is no easily accessible public transport in close proximity to the Site. All construction work vehicles as well as staff & visitors will be parked on-site only. Suitable pedestrian connectivity shall be maintained between the work areas and this contractor parking at all times.

A dedicated area for the parking of contractors and heavy vehicles shall be developed and updated as the project progresses. The number of parking spaces provided within the Site throughout the construction will change as construction progresses, which will likely increase as construction progresses.

During each iteration of car parking location, there shall be enough parking to accommodate the expected maximum for that stage. Parking will be regularly monitored to ensure that there is no queuing on the roadway.

#### 4.4.3 Materials on Site

All construction materials are to be stored in the designated storage areas.

#### 4.4.4 Materials on Road Reserve

No building materials, work sheds, vehicles, machines or the like shall be allowed to remain in the road reserve area unless they are behind authorized traffic barriers.

#### 4.4.5 Mud & Sediment Control

Two shakers and a compacted rock haul road are to be provided at the lead in to the wheel wash at site egress point to remove mud from vehicle tyres before allowing them to enter the public road, if sediment is trafficked onto the road, a street sweeper and watercart will

be used. A street sweeper is to be operating whenever heavy vehicles are leaving site. The wheel wash water is to be replaced 2-3 times per week when in use, less frequently if not in use, to ensure effective operation.

## 5. TRAFFIC MANAGEMENT STRATEGY

### 5.1 Traffic Management

The traffic management strategy prioritises :

The free flowing, unimpeded movement of vehicles past the worksite.

Safe traffic movements for heavy vehicles via Abbots Road off Mamre Road

#### 5.1.1 Continuous Flow of Traffic

Trucks and the like will be brought onto the site at the designated entry points and routes for safety and to avoid interruptions to the traffic flow on Aldington Road, Abbots Road and Mamre Road.

#### 5.1.2 Stop / Slow Control Measures

Stop/Slow traffic control measures will not be required.

### 5.2 Vehicle Management

In accordance with TfNSW requirements and the Conditions of Consent, all drivers are to be familiar with the Driver Code of Conduct before attending the Site. A copy of the Code is included in Appendix E.

All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. Public roads used by construction vehicles are to be kept clean at all times. All vehicles enter and exit the site in a forward direction.

All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and take all necessary steps to ensure compliance with consent conditions.

Vehicle movements to, from and within the site shall do so in a manner which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted on any paved roads. Public roads, access points and internal parking areas will not be obstructed by any materials, unapproved vehicles, refuse skips or the like, under any circumstances. At no time shall heavy vehicles and bins associated with the development park on local roads or footpaths in the vicinity of the Site.

### 5.3 Temporary Road Closure

There will not be a requirement for any road closures.

### 5.4 Working on Footpaths

There are no footpaths at this location.

### 5.5 Pedestrian & Cyclist Management

During the construction works there are not anticipated to be any notable movement of pedestrian and cyclists on the verge & road reserve, this is to be monitored if this changes during the course of the works, to maintain a safe area for these movements.

## 5.6 Emergency Services

Access must be available at all times for emergency services to adjacent properties & to the site itself. No access will be impeded by the works at this location.

## 5.7 ROL's & SZA's

TfNSW Road Occupancy Licences (ROL) & Speed Zones (SZA) are to be obtained prior to the commencement of any works that will affect traffic movements on TfNSW roads, they are to be activated as per TfNSW requirements & deactivated at the end of each shift.

## 5.8 Road Barriers

Road barriers ranging from Concrete Jersey Barriers to water filled barriers may be used on this project.

## 5.9 Line Marking

N/A.

## 5.10 Lighting

N/A.

# 6. INSPECTION, AUDITING AND REPORTING

## 6.1 Inspections & Audits

Daily site checks of signs and devices to be undertaken prior to work commencing.

The specific requirements for safety inspection and audits will meet with the requirements of the Traffic Control at Worksite Manual V6.1, Traffic audits will be undertaken after every major traffic change.

Inspection of traffic control devices for short term traffic management will be completed on weekly basis by a site supervisor with 2 years or more experience with work carried out on, in or adjacent to a road, railway, shipping lane or other traffic corridor that is used by traffic other than pedestrians.

Reporting will be in a format provided in the Traffic Control at Worksite Manual.

### **Site Records**

Record heavy traffic entering the site including truck and trailer numberplates.

Tally daily truck numbers to site

Report monthly to ER the daily traffic numbers (for inclusion in monthly ER report)

### **Intersection Movement**

A fixed camera and video have been located since late April at the intersection of Mamre/ Abbots recording number plates and traffic movements. This camera is used to estimate traffic volumes at the intersection and can be interrogated to determine movement patterns.

Periodic audits of vehicle movements at the Mamre/Abbots Road intersection are made to determine if truck movements are consistent with the CTMP. When inconsistent movements are identified the following checks are made:

Check vehicle company name, as indicator of site attending.

Check the daily site activities to see if the vehicle could be from SSDA site ie. if concrete truck is there any concrete works on site.

Check if plate matches site recorded plate. Take action - ban truck from site.

If not from this site refer details to other developers within precinct with SSDA traffic controls (incl. ESR Westlink or Mamre Road developers if u turns). If vehicle clearly from BAPS construction site no action taken as this DA has no conditions restricting movements.

## 6.2 [Monitoring Effectiveness](#)

This CTMP shall be subject to regular review and will be updated accordingly. Regular reviews will be undertaken by the on-site coordinator during implementation and execution of this CTMP. Monitoring of this CTMP shall also be picked up in the Environmental checklists, with any incidents being reported within the weekly site meeting.

All and any reviews undertaken should be documented, however key considerations regarding the review of the CTMP shall be:

To ensure the implementation of the CTMP and TGS's are consistent with the intent of this report, and that the most recent version of the CTMP and TGS (as approved by the Planning Secretary) is being implemented.

Tracking deliveries against the volumes outlined within report. Deliveries will be tracked against approved volumes and will keep a vehicle log - including Rego & time of entry - for the purpose of assessing the effectiveness of these monitoring programs.

It is expected the contractor will undertake a truck and car count/review to ensure volumes are within expected volumes, and will be undertaken once a month. In addition, the Contractor is required to retain a log of all vehicles accessing the Site on a daily basis.

To identify any shortfalls and develop an updated action plan to address issues that may arise during construction (Parking and access issues)

Regular checks to ensure all loads are entering and leaving site covered as outlined within this CTMP.

Furthermore, the monitoring and effectiveness of the Construction Traffic Management Plan (CTMP) are being implemented through a comprehensive review process that includes the following key activities:

- **Camera Reviews:** We conduct regular reviews of camera footage to monitor traffic movements and ensure compliance with the CTMP. This allows us to identify any breaches or potential issues in real-time.
- **Truck Movement Audits:** Audits of truck movements are conducted to ensure that all vehicles adhere to the designated routes and comply with site-specific requirements. These audits help in maintaining a high level of compliance and identifying any deviations from the plan.
- **Site Inspections:** Regular site inspections are carried out to verify that all aspects of the CTMP are being followed on the ground. These inspections provide an additional layer of oversight and ensure that any issues are promptly addressed.

## 6.3 [Contingency Planning](#)

In the event of a breach of conditions, we take the following immediate actions:

An immediate notice is issued to the driver and the company responsible for the breach. This ensures that the responsible parties are promptly informed of the violation.

As stated in the Driver’s Code of Conduct (see Appendix E), the vehicle involved in the breach is banned from the site effective from the date of the notice. This measure is taken to prevent any further violations and to maintain strict adherence to the CTMP.

An updated list of banned vehicles is provided to all stakeholders and the site manager as a notice. This list ensures that all relevant parties are aware of the banned vehicles and can enforce the ban effectively.

#### 6.4 TMP Up-dates & Amendments

Update of this plan will occur as necessary and reasons for update of the plan may include the following,

- Consideration of monitoring, inspection and audit results.
- Consideration of incidents and any lessons learnt.
- Consideration of any new regulatory issues.
  - A review of the effectiveness of traffic management controls.
  - Consideration of changes in operational needs such as resourcing.
  - Feedback from management reviews.
- At the request of the principal or their representative.
- Commencement of construction by additional developers on Aldington or Abbots Road or Mamre / Abbots Road /Aldington Road upgrade.

A copy of the updated plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

#### 6.5 Reporting

Reporting of movements are to be undertaken to ensure that drivers are adhering to restricted times, Code of Conduct, and to ensure that the approved traffic volumes are in line with those approved.

To inspect, review and audit the traffic management plan (TMP) arrangements implemented on site, the following actions are to be undertaken during all phases of construction, being:

Activity		Frequency or Details
Shift Inspections	<input type="radio"/> Yes <input type="radio"/> No	
Regular Inspections	<input type="radio"/> Yes <input type="radio"/> No	
TMP Review	<input type="radio"/> Yes <input type="radio"/> No	
Road Safety Audit	<input type="radio"/> Yes <input type="radio"/> No	
Other	<input type="radio"/> Yes <input type="radio"/> No	
<b>Comments</b>		

## 7. CONSULTATION AND COMMUNICATION

### **Consultation will be in accordance with the CCCHS**

For businesses & residences impacted by the works, that may use Abbots and Aldington Road, a letterbox drop or email providing details of the works and the timing will be provided in advance of any significant changes to traffic conditions.

#### 7.1 Site Contact Details

The site shall be clearly posted with a sign erected in a prominent position on the site perimeter, it

is to be maintained & removed at the completion of works. The sign must contain the following information,

Name, address, contractor licence number and telephone number of the *principal contractor*, including a telephone number at which the person may be contacted outside working hours, or *owner-builder* permit details.

Name, address and telephone number of the *Principal Certifying Authority*

A statement stating that ‘unauthorised entry to the work site is prohibited’.

A notice with contact names and mobile phone numbers of site supervisors be displayed at the entrance to the site for community to make contacts regarding work activities.



## 7.2 [Complaints Management](#)

Complaints will be managed in accordance with the Community consultation and complaints handling strategy (CCCHS) within the CEMP. Complaints are one measure to be used to determine the effectiveness of management methods.

## 7.3 [VMS](#)

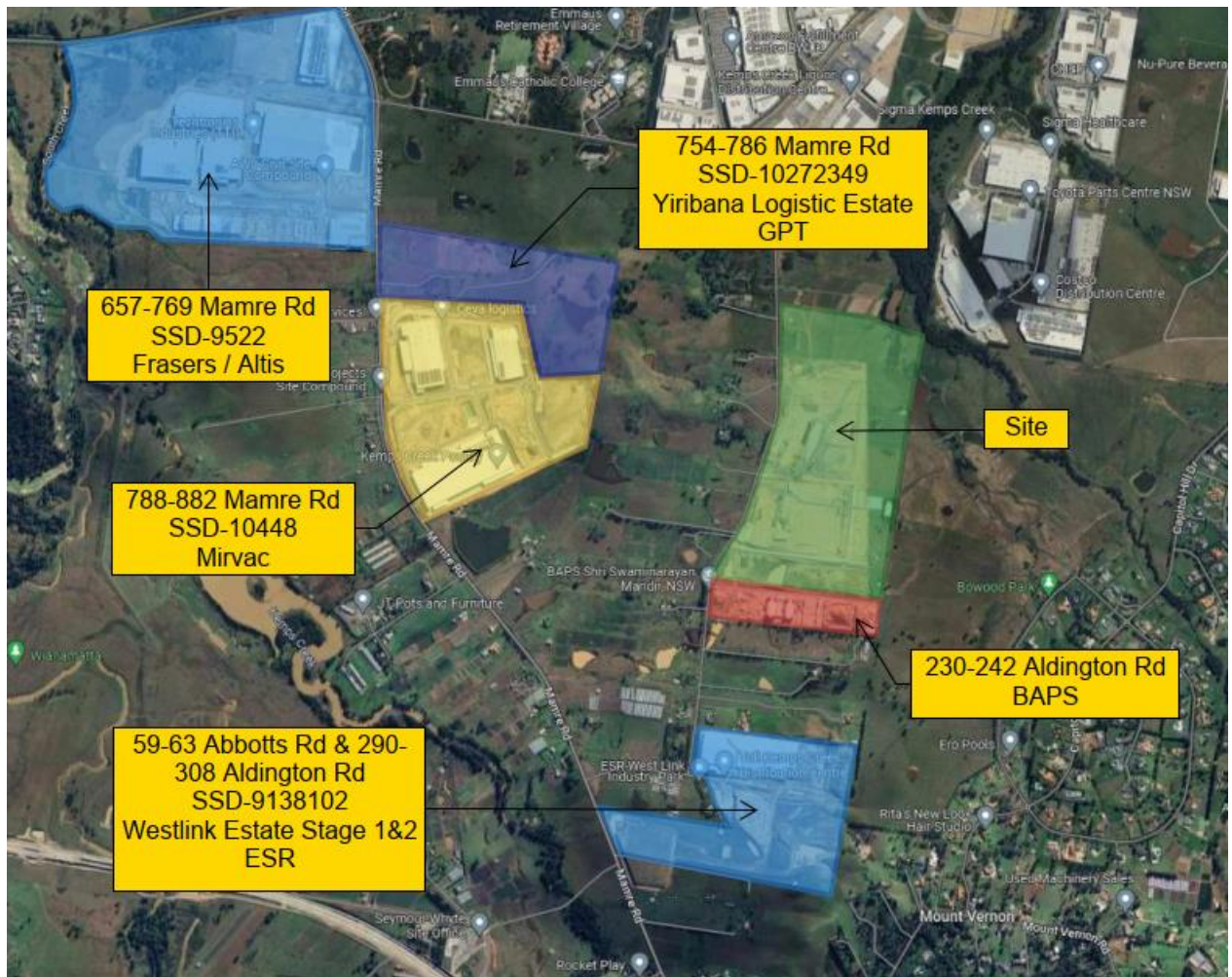
Variable message signs may be used to notify motorists of the changed traffic conditions both prior & during works at this location.

## 7.4 [Neighboring Construction Developments](#)

The Site is located in the broader Mamre Road Precinct. Currently, the broader construction activities identified being undertaken within the vicinity of the Site include:

- BAPS Temple – located at 230-242 Aldington Road
- ESR Australia (ESR) – the Westlink Estate located at 290-308 Aldington Road, 59-62 and 63 Abbots Road
- Mirvac Projects Pty Ltd (Mircac) – Aspect Industrial Estate, 788-882 Mamre Road
- Yiribana Logistic Estate (GPT) – Located at 754-786 Mamre Road
- Frasers Property Industrial (Frasers) and Altis Property Partners (Altis) – the Kemps Creek Logistics Hub at 657-769 Mamre Road

The construction activities in the vicinity of the Site are shown in Figure 7.4.



[Figure 7.4: Nearby Construction Sites](#)

### 7.5 Mamre Road Precinct Working Group

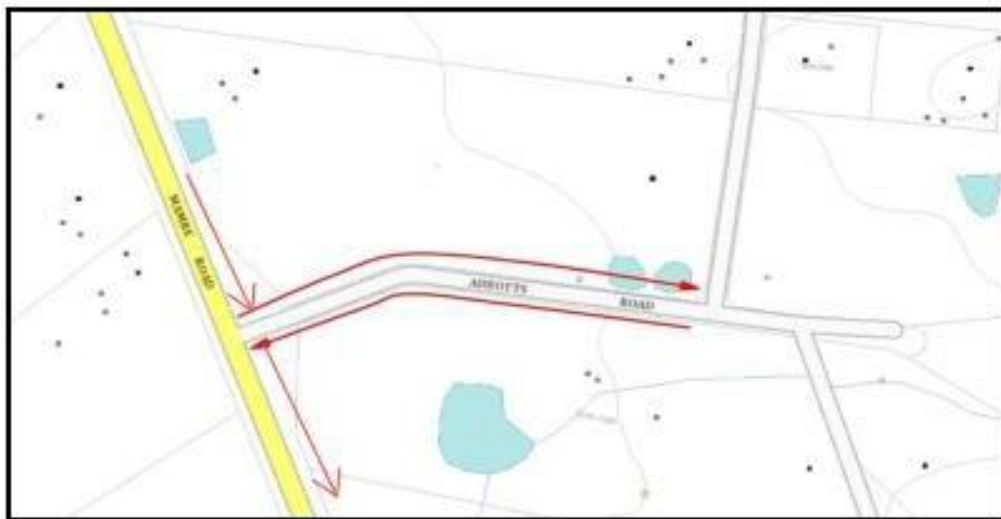
For the duration of construction works for each stage of development under the Concept Proposal, and until all components of the development are operational, the Applicant will participate in the Mamre Road Precinct Working Group with relevant consent holders in the MRP to the satisfaction of the Planning Secretary.

The purpose of the working group is to consult and coordinate construction works within the MRP to assist with managing and mitigating potential cumulative environmental impacts.

The details of the working group are addressed in the Community Consultation and Complaints Handling Strategy (CCCHS) in the project CEMP.

All Developers from the MRP Working group with sites accessed off Abbots Road or Aldington Road must abide by the CTMP once approved by the relevant Road Controlling Authorities (TfNSW and PCC) and the Secretary of the Department of Planning.

Heavy construction traffic must only enter from Abbots Road and exit through Abbots Road via a left in left out control until Abbots / Mamre traffic signals are operational. No construction traffic relating to any Working Group members who are associated with said location can alter or make change to the conditions within this CTMP without amendment to this CTMP.



[Figure 7.5 Left in left out](#)

Any additional traffic control measures or changed to this CTMP document applicable during works will be determined and finalised based the stage of development construction traffic movements and with each group member and based on consultation with all developers involved.

7.6 Cumulative Impact of Construction

The current (July 2024) status of developments in the eastern section of the Mamre Road Precinct is shown in Table 7.6, below. With the exception of the BAPS temple site (subject to a DA and no traffic control/restrictions) these developers must abide by the CTMP control of heavy vehicles left in left out at the Mamre/Abbotts Road Intersection.

The developers subject to SSDAs are required by the SSDA conditions of consent to be part of the MRP Working Group:

Table 7.6 Current Status of Developments on Aldington Road

Developer	Development approval type	Contact	Location if not commenced	Anticipated cumulative impact / activity type / Status July – December 2024
ESR	SSDA	Grace MacDonald		Building Construction, majority of materials on site, limited heavy vehicle movements
Dexus	SSDA – not approved	Jacob Clark	West of 200 Aldington approx. 30ha	No activity
Frasers Property	SSDA – not approved	Michaela Leerdam	West of 200 Aldington (approx. 70ha)	No activity
Stockland and Fife Land 3 Pty	DA – not approved	Richard Harris	North of 200 Aldington (13 ha)	Bulk earthworks – import related heavy vehicle movements
BAPS temple (DA) PM Vertex Group	DA	David Ashcroft	Immediately south of 200 Aldington Road	Expect to complete construction Oct 2024, activity includes import of materials, concrete plus internal road construction
LOG-E	SSDA	Via PM AT&L Peter Wark	Aldington & Abbots Road corridor	Aldington/Abbotts Road Upgrade - Commencement of this project will result in a revision to the CTMP

### 7.7 Minimise Traffic Impacts on the surrounding Network

To effectively minimise traffic impacts on the surrounding network, each contractor is tasked with monitoring construction vehicle volumes through manual methods or CCTV at site entrances. The principal contractor reviews these volumes regularly and alerts regulatory authorities if limits are exceeded. Construction traffic is routed through designated primary access points to manage impacts on the surrounding area, ensuring vehicles stay within approved limits. Deliveries are managed to prevent exceeding approved vehicle limits, and safety for motorists and pedestrians is ensured through Traffic Guidance Schemes (TGSs) that are updated throughout the project. Reporting and monitoring during peak periods help maintain adherence to restricted times and approved traffic generation. Coordination with stakeholders is maintained through regular working group meetings, ensuring all parties are informed and that any issues are addressed collaboratively.

- Each contractor uses manual methods or CCTV to monitor vehicle volumes at site entrances; the principal contractor reviews these volumes and notifies authorities if limits are exceeded.
- Traffic uses designated primary access points and is kept within prescribed volumes to minimise impacts on motorists.
- The contractor ensures that construction vehicles, particularly heavy ones, do not exceed approved limits.
- Traffic Guidance Schemes (TGSs) are prepared and updated to identify and manage hazards, ensuring safety for motorists and pedestrians.
- Movements during peak periods are monitored to ensure compliance with restricted times and approved traffic generation limits.
- Regular working group meetings and ongoing communication ensure effective traffic impact mitigation and collaborative problem-solving.



A 1.2 – Mamre Road

**UHF:**  
TRAFFIC CONTROL

**UHF:**  
TRUCKS

**MAMRE ROAD**

**ABBOTTS ROAD**

**VEHICLE ROUTES**

INGRESS ROUTE

EGRESS ROUTE

**Modified - 14/6/23**  
**Christopher Joleski**  
**Cert No: TCT0013932**

**WG WHITE GROUP**

**Transport NSW Services**

This qualification enables you to prepare Traffic Management Plans and control operations on public road networks.

**DANNY LOMEL GEORGE**  
**WHITE**  
Practising Date: 13/12/2022

Prepare a Work Zone Traffic Management Plan  
Cert No: 0052250460

Date Modified:	Plan No: <b>WG0529B</b>	Time Modified:	Prepared & Signed by: <b>DANNY WHITE</b> Cert No: 0052250460
Ticket No:-	Project: MAMRE ROAD, KEMPS CREEK	Road Speed: 80KM	OTHER EQUIPMENT
Modifications By: Date: 31/07/2022 Author: DANNY WHITE Road Type: 2 Way Un-Sided TRAFFIC CONTROLLER TEAM LEADER CDM VEHICLE COLLECTOR ARROW BOARD TMA AMV OTHER EQUIPMENT			

## APPENDIX B

### B 1.1 – RISK ASSESSMENT

No	Risks	Rate	Potential consequences	Evaluate	Proposed risk treatment
1	Work vehicles, truck & dog, moving in & out of site	3 H	Traffic accidents, unfamiliarity with area	1 L	<ul style="list-style-type: none"> <li>• Provide Driver Code of Conduct</li> <li>• Site will require appropriate signs, all drivers to be given written directions on entry &amp; exit procedures.</li> <li>• UHF communication with traffic marshal on approach to site</li> </ul>
2	Access to site for receiving deliveries	2 M	Traffic disruption or interference, Incidents due to unfamiliarity within site	1 L	<ul style="list-style-type: none"> <li>• Provide Driver Code of Conduct</li> <li>• Regular check of Traffic Management Plan implementation.</li> <li>• Limit deliveries during peak times.</li> <li>• Have a procedure in place for rapid recovery.</li> </ul>
3	Working in close proximity to Intersections	2 M	Traffic delays, work vehicles pulling out of site, queuing.	1 L	<ul style="list-style-type: none"> <li>• Vehicles leaving site to be aware of traffic flow &amp; conditions.</li> <li>• Limit vehicle movements at peak times.</li> </ul>
4	Pedestrian access	2 M	Potential disruption to progress causing pedestrians to not comply with pedestrian provisions.	1 L	<ul style="list-style-type: none"> <li>• Ensure pedestrian access provisions are adequately addressed, well established and maintained.</li> </ul>
5	Cyclist access	2 M	Potential disruption to progress causing cyclists to not comply with cyclist provisions.	1 L	<ul style="list-style-type: none"> <li>• Ensure cyclist access provisions are adequately addressed, well established and maintained.</li> </ul>
6	Noise pollution	1 L	Noise affecting residents & community.	1 L	<ul style="list-style-type: none"> <li>• Limit noise near residential areas where possible.</li> <li>• Vehicles are not to use compression braking when entering site.</li> </ul>
7	Access for emergency services restricted	2 M	Emergency vehicles & personnel unable to attend to an emergency situation.	1 L	<ul style="list-style-type: none"> <li>• Make emergency services in the local area aware of the works &amp; provide them with a copy of the Construction Traffic Management Plan (CTMP)</li> </ul>
8	Air Quality		Dust affecting Residents		<ul style="list-style-type: none"> <li>• Wheel wash</li> <li>• Water cart and street sweeping as necessary</li> </ul>
9	Poor condition of Road		Generate dust and traffic hazards		<ul style="list-style-type: none"> <li>• Repair and maintain potholes</li> </ul>

## B 1.2 – RISK ASSESSMENT MATRIX

Step 1: Determine Likelihood What is the possibility that the effect will occur?		Step 2: Determine Consequence What will be the expected effect?	
Criteria	Description	Level of Effect:	Example of each level:
Almost certain	Expected in most circumstances.	Insignificant/Acceptable	No effect – or so minor that effect is acceptable
Likely	Will probably occur in most circumstances	Minor	First Aid treatment only; no lost time injury
Possible	Might occur at some time	Moderate	Medical treatment; serious injuries, temporary partial disability; lost time injury < 7 days
Unlikely	Could occur at some time	Major	Hospital admittance; extensive injuries; lost time injury > 7 days; Permanent Total Disability injury; death
Rare	May occur only in exceptional circumstances	Catastrophic	Permanent Total Disability; Loss of life

Step 3 Determine the risk score				
Consequence	Likelihood			
	Insignificant	Minor	Moderate	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	4 Acute

Step 4 Record risk score on worksheet (Note – Risk scores have no absolute value and should only be used for comparison and to engender discussion.)		Score	Action
4 A: Acute		4 A: Acute	<b>DO NOT PROCEED.</b> Requires immediate attention. Introduce further high level controls to lower the risk level. Re-assess before proceeding.
3 H: High		3 H: High	Review before commencing work. Introduce new controls and/or maintain high level controls to lower the risk level. Monitor frequently to ensure control measures are working.
2 M: Moderate		2 M: Moderate	Maintain control measures. Proceed with work. Monitor and review regularly, and if any equipment/people/materials/work processes or procedures change.
1 L: Low		1 L: Low	Record and monitor. Proceed with work. Review regularly, and if any equipment/people/materials/work processes or procedures change.

APPENDIX C

C 1.1 – SITE PHOTOS

Aldington Road – Northbound



Aldington Road – Southbound



## Mamre Road & Abbots Road – Intersection





## APPENDIX E

### Drivers Code of Conduct

Safe Driving Policy for the construction site of 200 Aldington Road, Kemps Creek.

#### **Objectives of the Drivers Code of conduct**

- Minimise the impact of earthworks and construction on the local and regional road network.
- Minimise conflict with other road users.
- Minimise road traffic noise; and
- Ensure truck drivers use specified routes.

#### **Code of Conduct**

The code of conduct applies to any heavy vehicle related to activities on this site.

Drivers are to be issued with a copy of this Drivers Code of Conduct and must comply with the following:

- Not queue or park on public roads
- Follow the approved site access / departure routes
- All road rules
- Speed limits as imposed within the estate
- NOT carry out U turns on Mamre Road or any side roads off Mamre Road.

**All heavy vehicles must ONLY enter and exit via Abbots Road off Mamre Road using a left in left out turn on/off Mamre Road.**

#### **Arrival Trips**

If arriving from the north of the site travel southbound on Mamre Road, turn left into Abbots Road, then left onto Aldington Road then turn right into site access.

#### **Departure trips**

Turn left from site onto Aldington Road, turn right onto Abbots Road, then left onto Mamre Road.

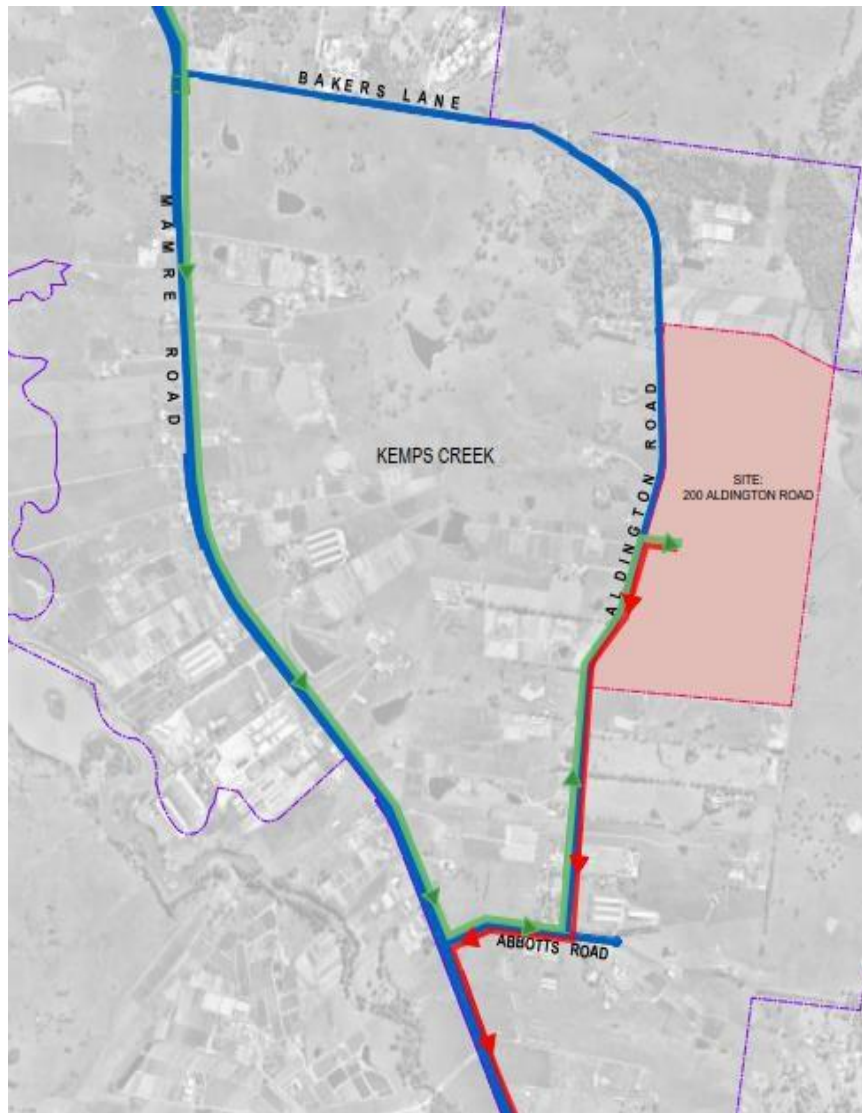
All vehicle operators accessing the site must:

- Be aware of noise impacts to residents near site, on Mamre Road and not honk, or rev excessively.
- Obey all applicable road rules and laws at all times.
- Obey all on-site signposted speed limits and comply with any temporary traffic control measures.

#### **Environmental Procedures**

- Use wheel wash located at the site exit to remove any debris attached to vehicle wheels.
- Take precautions to ensure no dirt or debris from vehicles is tracked on to the public road network.
- Should silt observed to be tracked onto the road, advise site supervisor so remedial action can be taken

As shown Approved site access & departure routes (green access route, red departure route) below -



Note:

Heavy Vehicles are NOT permitted to use Bakers Lane to access or depart from the site  
Heavy Vehicles are NOT permitted to turn right from Abbots Road onto Mamre Road  
Heavy Vehicles are NOT permitted to turn right from Mamre Road onto Abbots Road  
Heavy Vehicles are NOT permitted to complete U turns on roads off Mamre Road

### **Consequences of Non-Compliance with this Code of Conduct**

Non compliance will result in the vehicle and driver being banned from site for the duration of the project.

Any breaches of the CTMP and Driver Code of Conduct may be considered a breach of development consent SSD-10479 and penalties such as fines and or prosecution may apply.

**Enforcement action for breaching the Code of Conduct or this CTMP could include penalty notice for \$15,000 (company) and / or \$8,000 (individual). This includes haulage contractors and other subcontractors.**

## APPENDIX F

[Evidence of consultation](#)



**From:** Kylie Dasey <Kylie.Dasey@transport.nsw.gov.au>  
**Sent:** Thursday, 23 May 2024 1:57 PM  
**To:** Sam Islam  
**Cc:** richard.harris@fifecapital.com.au; Debbie Fransen; Martin Charteris  
**Subject:** Re: 200A SFKC Development Draft CTMP for Approval

Hi Sam,

All vehicles accessing the intersection at Mamre Rd and Abbots Rd must comply with the NSW road rules at all times.

Any access/egress from Aldington Rd of the site must comply with the DA conditions of consent any queries regarding this should be directed to Council.

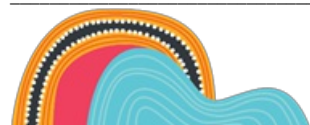
**Regards,  
Kylie Dasey**

Network Access Interface Officer  
Network Access Coordination  
Customer Journey Management  
**Transport for NSW**

**M** 0484 328 071 **T** (02) 8396 1517 **E** [kylie.dasey@transport.nsw.gov.au](mailto:kylie.dasey@transport.nsw.gov.au)

Level 1  
25 Garden St  
Eveleigh NSW 2015

**Working days** Monday to Friday, 08:30am - 04:30pm



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

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**From:** Sam Islam <sam.i@atl.net.au>  
**Sent:** Wednesday, May 15, 2024 10:27 AM  
**To:** Kylie Dasey <Kylie.Dasey@transport.nsw.gov.au>  
**Cc:** richard.harris@fifecapital.com.au <richard.harris@fifecapital.com.au>; Debbie Fransen <debbie.f@atl.net.au>; Martin Charteris <martin.charteris@fifecapital.com.au>  
**Subject:** RE: 200A SFKC Development Draft CTMP for Approval

**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.

Hi Kylie,

I tried to call you this morning. Requesting an update on the draft CTMP?

Thanks

Kind regards,

**Sam Islam**  
Civil Engineer | Superintendent



Sydney | Melbourne | Brisbane  
[www.atl.net.au](http://www.atl.net.au)

Level 4 17-21 Macquarie Street  
Parramatta NSW 2150

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**Eyre Creek, Simpson Desert - South Australia**  
Photo by our Senior Project Manager - Andrew Byrne

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**From:** Sam Islam  
**Sent:** Thursday, May 9, 2024 2:48 PM  
**To:** Kylie Dasey <Kylie.Dasey@transport.nsw.gov.au>  
**Cc:** richard.harris@fifecapital.com.au; Debbie Fransen <debbie.f@atl.net.au>; Martin Charteris <martin.charteris@fifecapital.com.au>  
**Subject:** 200A SFKC Development Draft CTMP for Approval

Hi Kylie,

I hope you're well.

I would like to submit a draft CTMP Rev 08 for the 200 Aldington Road development site for your review and approval. A separate CTMP file has been attached showing track changes made to the previously approved CTMP by TfNSW on 10/04/24.

Please note this CTMP does not propose to change vehicle numbers from previous approval but rather a change to clarify and simplify movements for light vehicles.

Please let me know if you have any comments.

Kind regards,

**Sam Islam**  
Civil Engineer | Superintendent



Sydney | Melbourne | Brisbane  
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Photo by our Senior Project Manager - Andrew Byrne

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