

APPENDIX E – A W EDWARDS CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

17 July 2023

Reference: 230489.01FA

Argus Labour
Level 3, 4 Broadcast Way, Artarmon NSW 2064

CONSTRUCTION TRAFFIC MANAGEMENT PLAN FOR THE INDUSTRIAL FACILITY AT 757 MAMRE ROAD, KEMPS CREEK

Dear Simon,

Reference is made to your request to prepare a Construction Traffic Management Plan (CTMP) for the construction of a data centre at 757 Mamre Road, Kemps Creek. This CTMP is to address the Minister for Planning's consent condition B26 and B27 for the preparation of a *Construction Traffic and Pedestrian Management Plan*. The letter has been written to satisfy the requirements of condition C1 for requirements of a management plan. The requirements and responses are summarised in **Table 1**.

TABLE 1: DEVELOPMENT CONSENT CONDITIONS – SSD 10101987

Condition Number	Condition Requirement	Comment
B26	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 C2 and must	
a)	Be prepared by a suitably qualified and experienced person(s)	The author of this CTMP is Daniel Fonken (CV reproduced in Annexure A). Daniel Fonken holds a PWZ certification to Prepare a work zone traffic management plan (TCT0016942)
b)	Be prepared in consultation with Council and TfNSW	This letter has been approved by TfNSW and Council. The consultation is provided in Annexure B
c)	Detail the measures that are to be implemented to ensure road safety and network efficiency during construction, including management of cumulative construction traffic across the industrial estate approved under SSD9522;	This is discussed in Section 11 as well as Section 7.1
d)	Detail heavy vehicle routes, access and parking arrangements	Heavy vehicle routes are discussed in Section 8 . Staff parking arrangements are discussed in Section 6 .
e)	Include a Driver Code of Conduct to	This is provided in Section 12

	<ul style="list-style-type: none"> i. Minimise the impacts of earthworks and construction on the local and regional road network ii. Minimums conflicts with other road users iii. Minimise road traffic noise iv. Ensure truck drivers use specified routes 	
f)	Include a program to monitor the effectiveness of these measures	The Site Manager will be regularly undertake an internal audit on all the scheduling, delivery and complaints processes. The complaints register will be made available for all staff and stakeholders.
g)	If necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	This is discussed in Section 11 .
B27	The applicant must:	
a)	Not commence construction until the Construction Traffic Management Plan required by condition B25 is approved by the Planning Secretary	This is the responsibility of the site contractor.
b)	Implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction	
C1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	
a)	Detailed baseline data	The baseline set of traffic data is listed in Table 4
b)	Details of: <ul style="list-style-type: none"> i. The relevant statutory requirements (including any relevant approval, licence or lease conditions ii. Any relevant limits or performance measures and criteria 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 	There are limits to performance in terms of queueing and traffic noise. Queueing shall not extend past points of circulation which block other routes into and out of the site.
c)	A description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria	The loading zones are built to accommodate multiple loading trucks at a time. This provides a significant amount of loading space for trucks before the queue extends into the circulation roadway.
d)	A program to monitor and report on the <ul style="list-style-type: none"> i. Impacts and environmental performance of the development ii. Effectiveness of the management measures set out pursuant to paragraph (c) above 	A contingency plan is provided in Section 13 which details these requirements
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	

f)	A program to investigate and implement ways to improve the environmental performance of the development over time	An operational review will be completed every 6 months
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	A complaints management process is provided in Annexure C
h)	A protocol for periodic review of the plan	An operational review will be completed every 6 months

1 Site Location

The site is located to the west of Mamre Road and to the south of Bakers Lane. The site is accessed by a “public access road” which connects the site to Bakers Lane. The public access road and Bakers Lane (west of Mamre Road) are in the process of being constructed. The site context is shown in **Figure 1** and **Figure 2** using Nearmap Imagery (30 March 2023). The site is surrounded by other industrial developments which are under construction.

Mamre Road has the following characteristics within close proximity to the site:

- TfNSW Classified STATE Road (No 536);
- Currently 12m wide carriageway, facilitating one traffic flow lane in each direction and auxiliary turning lanes;
- Proposed four lane carriageway with large median and auxiliary turning lanes;
- Currently unsealed shoulder prohibiting parking.
- Signposted 80km/h speed limit.

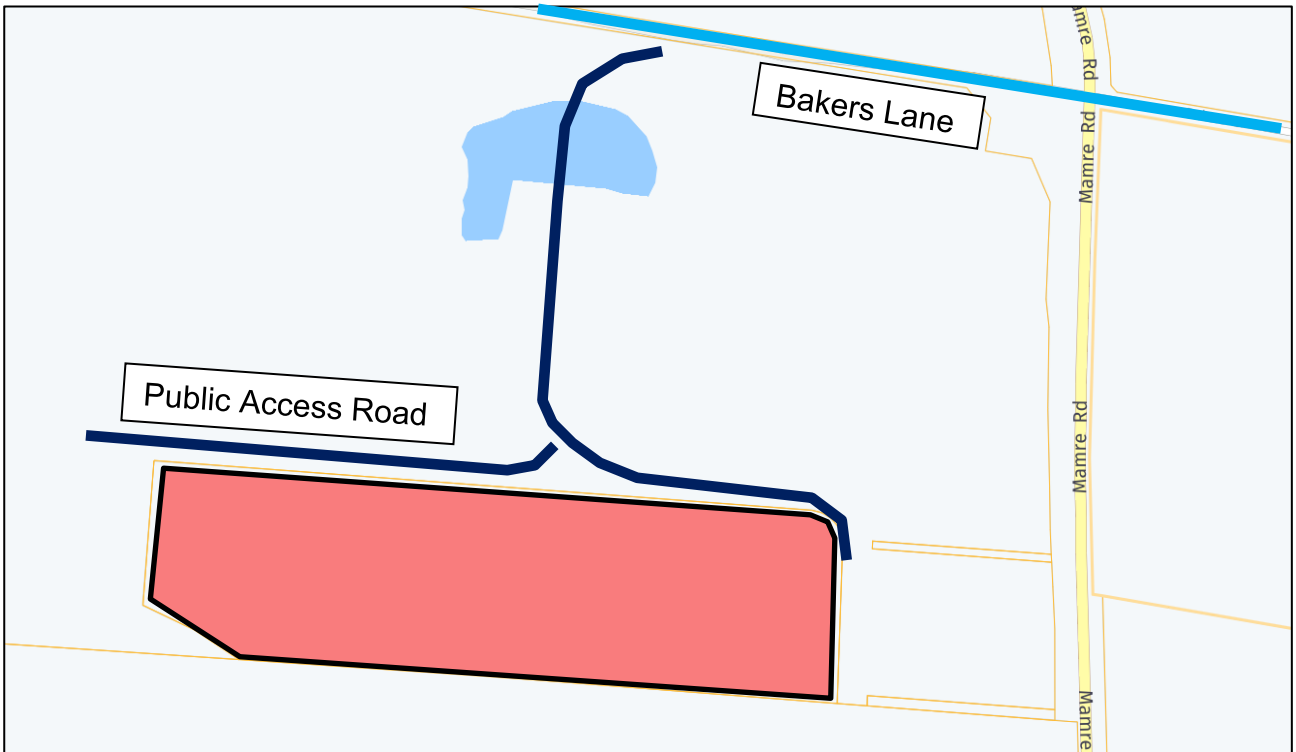
Bakers Lane has the following characteristics within close proximity to the site:

- Unclassified LOCAL Road;
- Two-way road with a 16m wide carriageway, facilitating two traffic flow lanes in each direction;
- The carriageway is currently under construction, so no parking is permitted in Bakers Lane;
- No signposted speed limit, 50km/h applies.



Site Location

FIGURE 1: SITE LOCATION – AERIAL IMAGE



Site Location

FIGURE 2: SITE LOCATION -STREET MAP

2 Proposed Development

The construction is for a warehouse, logistics and industrial facilities hub (SSD 9522). The proposed works will be split up into the following stages:

- Excavation
- Construction (including structure, services)
- Fit out and finishes (including landscaping, testing and clean up)

Works within the public area are being completed by others, including the construction of the public access roads which make up the haulage route.

3 Duration of Construction

Construction is expected to occur over a total duration of approximately 17 months, subject to variations to the construction schedule. It is noted that the structure stage will take place concurrently with the end of excavation and the beginning of fitout.

The expected duration of each stage is provided in **Table 2**.

TABLE 2: CONSTRUCTION ACTIVITIES

Activity	Duration
Excavation	5 months (Oct 2023 – Mar 2024)
Structure	9 months (Dec 2023 – Sept 2024)
Fitout and Finishes	12 months (Apr 2024 – Mar 2025)

This timeframe and expected task durations are indicative only and can possibly change due to delays, weather and construction certification details.

4 Construction Hours of Work

The work associated with the construction of the development is expected to be carried out between the general hours of construction as part of the DA consent conditions. The typical hours of operation are as per the following:

- Construction
 - Monday to Friday 7:00am to 6:00pm;
 - Saturday 8:00am to 1:00pm;
 - Sunday / public holidays – no work permitted.
- Operation (excluding back-up generator testing)
 - Monday to Sunday – 24 hours;
- Back-up generator testing
 - Monday to Saturday 7:00am to 6:00pm
 - Sunday & Public Holidays 8:00am to 6:00pm

The enforcement of these hours of work is the responsibility of the site contractor and any other delegated authority. All sub-contractors and associated workers are to follow the hours of work. Any works outside of these hours must be approved by the relevant authority prior to carrying out the work.

5 Construction Site Access

A site management plan has been provided in **Annexure D** for reference. Vehicular access to the site during all stages will be via a driveway along the northern side of the site. Egress from the site will be from the western boundary. Once in the site, there are three separate loading zones wholly on site. Construction delivery drivers will have prior knowledge through the scheduling network which loading zone the delivery must be taken to. All vehicular access to the temporary / existing driveway will be restricted to articulated vehicles (including truck and dogs and semi-trailers) up to 20m in length.

The site access arrangements are shown in **Figure 3** for reference.

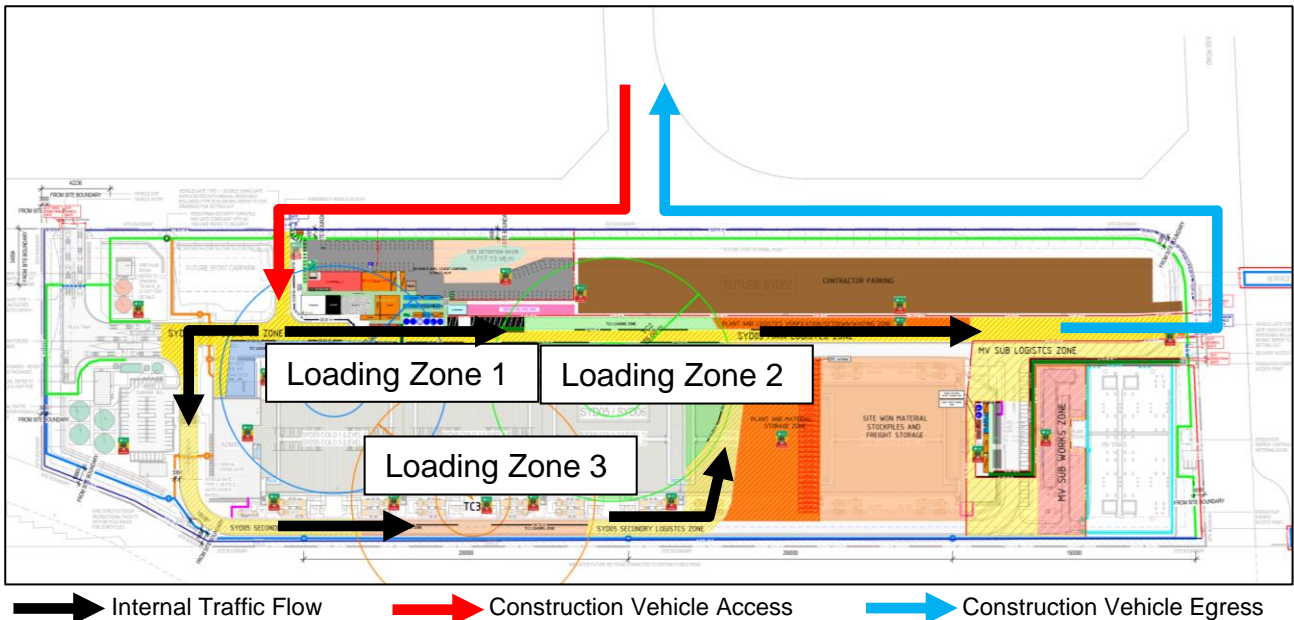


FIGURE 3: CONSTRUCTION SITE ACCESS

6 Construction Staff & Parking Requirements

The expected staff quantities are reported in **Table 3**.

TABLE 3: CONSTRUCTION STAFF

Staff	Excavation	Structure	Fitout
Average over stage	35	140	290
Peak	50	200	350

It is expected that a peak of 350 construction staff will be on-site at any one time during fit out. There will be onsite parking made available to accommodate at least 350 construction

staff vehicles along the northern boundary of the site. Absolutely no construction staff vehicle parking will be permitted outside the site boundary given that the access roadways and nearby properties are under construction.

The construction staff car park capacity is shown in **Figure 4**. The area has capacity to support up to 504 car parking spaces when arranged as four rows of 2.7m width spaces with two (2) 5.8m aisles. The car park could be managed informally given the demand is significantly lower than the capacity, though it could be organised in times of higher usage.



FIGURE 4: 504 CAR PARKING SPACES IN CONTRACTOR PARKING AREA

7 Construction Traffic

The estimated construction traffic generated by the works is summarised in Table 4 below.

TABLE 4: CONSTRUCTION VEHICLE MOVEMENTS

Stage	Trucks	Truck Type	Duration
Excavation	30 per day	Truck and Dog or Semi Trailer	5 months
Structure	25 per day		9 months
Fitout	25 per day		12 months

Staff peak traffic generation will generally occur early in the morning (7:00am) and in the afternoon from 3:00pm to 5:00pm.

The level of private vehicle traffic in conjunction with the heavy vehicle traffic specified in **Table 4** above, is relatively low and is not expected to have a detrimental impact on the surrounding road network.

7.1 Scheduling and Management

Construction traffic will be easily managed by the site manager who will coordinate all deliveries with the industrial estate SSD9522. The anticipated truck movements should not give rise to a noticeable increase in delays within the existing road network. Construction truck arrivals peak at 30 per day during the excavation period, which represents one (1) vehicle movement per minute along the public access road. The construction vehicle movements associated with the adjacent construction is expected to be of a similar scale. Mamre Road, Bakers Lane and the public access road are of sufficient width to allow efficient bidirectional flow for semi trailers, as demonstrated in **Annexure E**.

The subcontractors and truck drivers will have access to a project management software (VEYOR) which assists in scheduling deliveries. The system requires contractors and delivery drivers to schedule in a delivery time and a loading area. This will ensure that the deliveries are effectively managed, both in terms of traffic flow efficiency, on-site storage area and availability of construction staff to load/unload.

The Traffic Guidance Schemes described in **Section 12** and shown in **Annexure F** shall be implemented for the entire duration of construction and fit out to control both vehicle and pedestrian movements across the driveway. An TfNSW Accredited Traffic Controller is to be positioned at the driveway to monitor truck movements into and out of the site and to ensure the safety of passing pedestrians.

8 Construction Vehicle Haulage

As mentioned in **Section 5**, vehicular access into the site will be made via the driveway at the northwestern site boundary. Egress will be from the eastern boundary. Vehicles will approach from Bakers Lane and turn left on the access road toward the site. Refer to **Annexure F** for a map of the haulage routes.

The largest vehicle to access the site is a 20m length articulated vehicle (including semi-trailers and truck and dogs). The exception is the one-off delivery of the tower crane and/or mobile crane. These one-off movements are subject to alternative approvals, but they are not wide trucks. Therefore, they can be expected to navigate to / from the site successfully, particularly given that Mamre Road is an approved route for a B-Double according to TfNSW's Restricted Access Vehicle (RAV) map.

Vehicles will travel to the site from the Mamre Road / Bakers Lane intersection, which is currently undergoing an upgrade. At present, the intersection has two (2) lane approach from the north and south along Mamre Road and a single lane approach from the east and west on Bakers Lane. The western Bakers Lane approach is currently under construction and is not open to the public, therefore, there is no provision for vehicles to turn right from the Mamre Road North approach. Similarly, there is not enough room for AVs to turn left from Bakers Lane onto Mamre Road. As a result, construction vehicles would be required access and egress the site from Mamre Road's South Approach. The current arrangement and the permitted AV movements are shown in **Figure 5**.

In the current arrangement, all construction vehicle traffic must arrive from the south on Mamre Road. Therefore, construction vehicle traffic arriving from the M4 (north) must drive past Bakers Lane and undertake a u-turn at the Elizabeth Drive / Mamre Road roundabout to approach the site from the south.

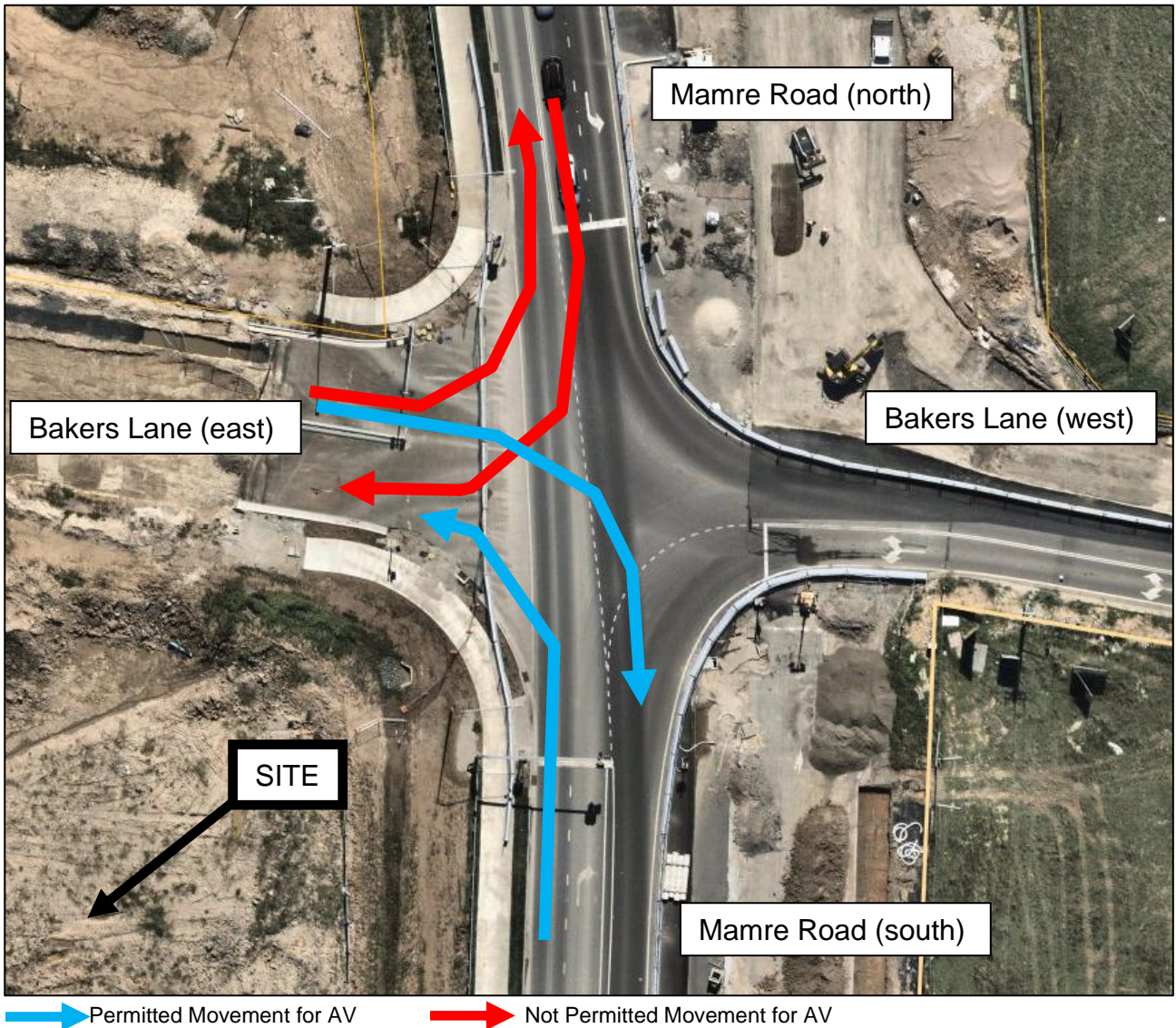


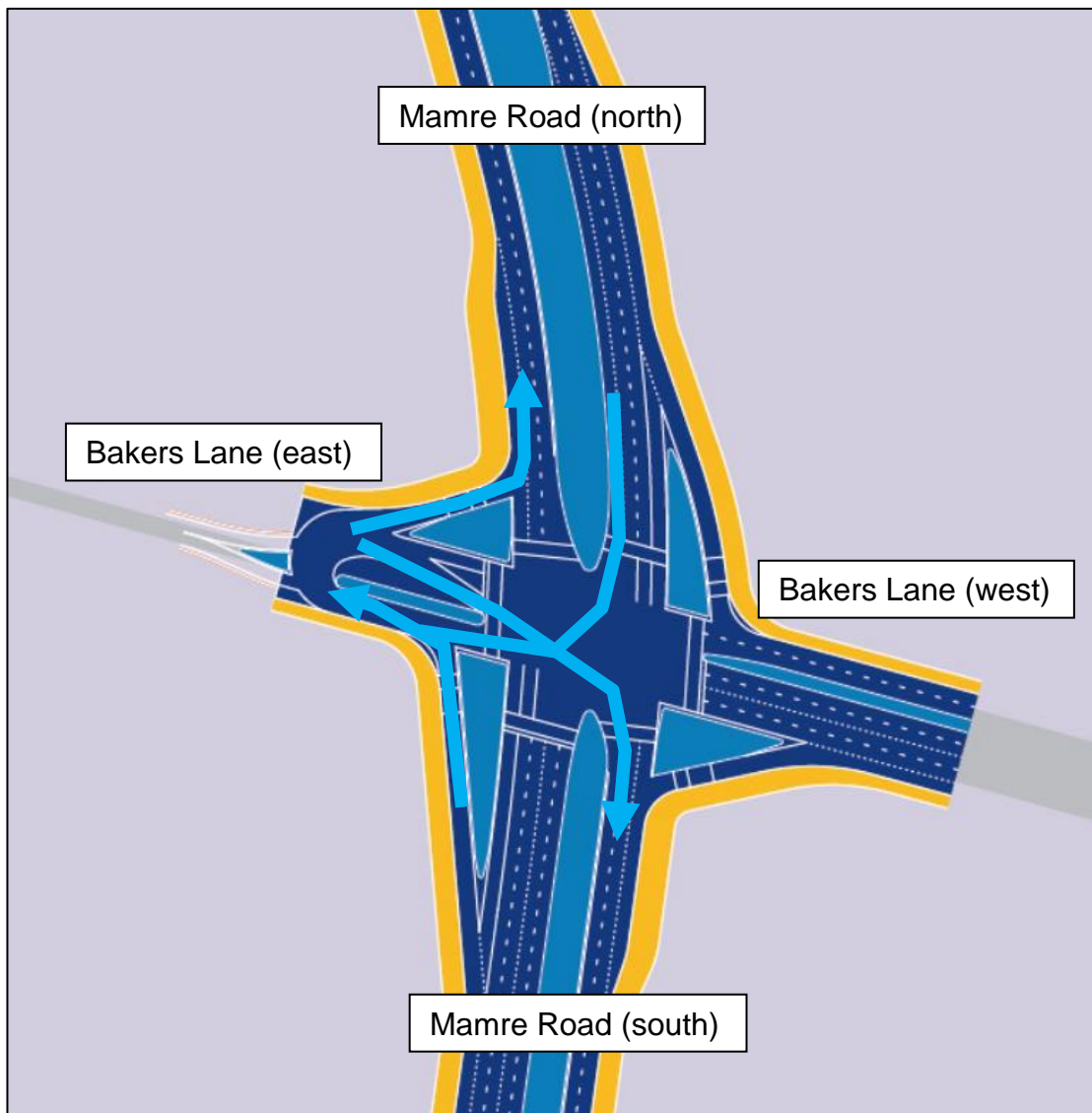
FIGURE 5: MAMRE ROAD / BAKERS LANE INTERSECTION - MARCH 2023

8.1 Mamre Road / Baker Lane Future Arrangement

The future arrangement of this intersection will be a four-leg signalised intersection with all movements permitted. The proposed intersection geometry will have a left-turn slip lane on all approaches, as well as a right-turn lanes from the southern and eastern approaches and a single right-turn lane from the northern approach.

The intersection upgrade has begun and is expected to be completed in 2027. Right turns into Bakers Lane from the north, and left turns from Bakers Lane onto Mamre Road (north) will be permitted at some point during the upgrade, though it is unclear whether this will occur during the subject construction period. In the event that these movements do become available, a safety and efficiency review of the turns must be undertaken. The review should

include a measurement of the turning facilities and a traffic modelling of the intersection to ensure that construction vehicles turning right will not have an adverse safety or efficiency impact. This will be a part of the review process.




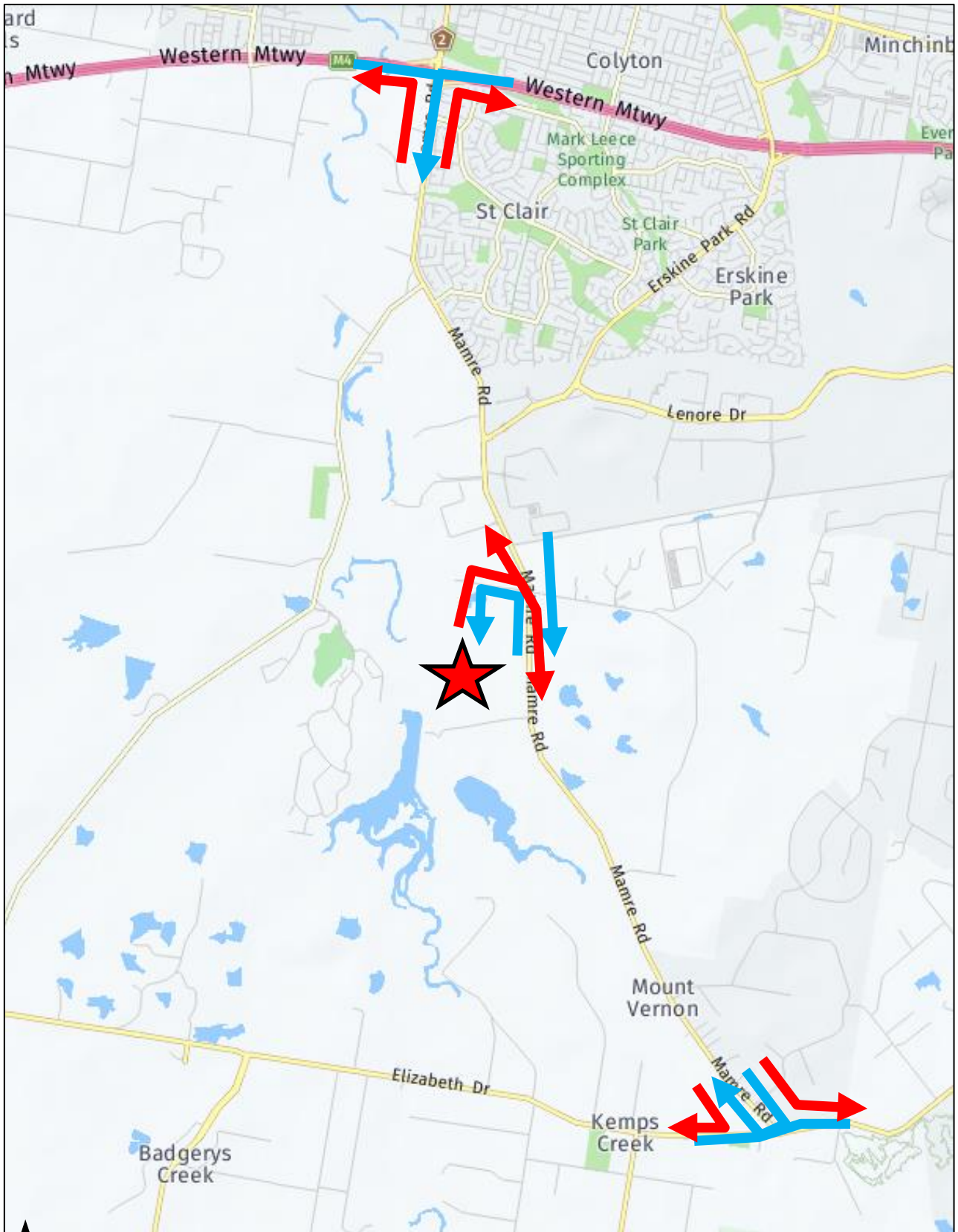
 Permitted Movement for AV once constructed and certified

FIGURE 6: MAMRE ROAD / BAKERS LANE FUTURE GEOMETRY

Swept paths have been undertaken to illustrate the construction routes and are reproduced in **Annexure D** for reference. The haulage route is provided in **Annexure G** and **Figure 7**.



 Site
  Egress from Site
  Access to Site
FIGURE 7: HAULAGE ROUTES

9 Pedestrian Management

There are no public pedestrian accesses surrounding the site, as the site is surrounded by other construction projects. At some point, there will be a pedestrian footpath built along the edge of the frontage roads. Nonetheless, the verge along the site's frontages and beyond any construction fencing is to be kept free of any waste, construction material or trip hazards associated with the development. Only authorised personnel are permitted on-site and must be inducted by the site manager/OH&S officer. Site fencing along the frontage should also be regularly inspected for potential trip hazards or encroachment onto the verge where pedestrians and other construction workers may walk.

TFNSW Accredited Traffic Controllers will be used during the implementation of the Traffic Guidance Schemes (TGS) detailed in **Section 10** and is to monitor pedestrian and construction vehicle traffic within the area.

The internal pedestrian movements are managed by the Site Establishment Plan in **Annexure D**. There are pedestrian gates adjacent to the vehicle gates as well as a connection between the car park and the work areas.

10 Traffic Guidance Schemes

Traffic Guidance Schemes (TGSs) have been prepared and reproduced in **Annexure F** and are to be implemented and erected by a suitably qualified contractor during truck movements into and out of the site. The TGS are based on Roads & Maritime Services (TFNSW) *Traffic Control at Worksites* and AS1742.3:2009.

All construction movements into and out of the proposed / temporary driveway and works zone shall be undertaken under the supervision of an TFNSW Accredited Traffic Controller (as detailed in **Annexure E**).

11 Liaison with Stakeholders

The site is located within close proximity to other construction sites, including SSD9522. Liaison shall be undertaken with the Site Manager for these sites to ensure that construction deliveries are offset as much as possible. Additionally, liaison shall be undertaken with the construction staff via employment documents and postings in common areas (i.e. lunch rooms). Nearby residents and community members will be made aware of construction through a letter box drop prior to construction. Further, the site manager's details will be made available at the construction site access along with site induction instructions.

AW Edwards will engage in an initial kickoff meeting or consultation with representative stakeholders in the immediate vicinity of the project. Further to this, they will propose for all parties to issue look ahead programmes of upcoming works, and/or upcoming delivery schedules fortnightly for large delivery/workloads or as practical. AW Edwards would look to do this with their VEYOR traffic scheduling software.

12 Driver Code of Conduct

All staff of the construction site (including subcontractors), whether directly or indirectly, who engage in the movement of delivery trucks or motor vehicles on the site shall abide by the following code of conduct. All drivers of vehicles including employee and contractor truck drivers will be required to sign a register of inducted drivers confirming that they agree to the obligations, requirements, and directions in regard to the Traffic Management component of and Driver's Code of Conduct. The signed drivers code of conduct register shall be kept on the premises at all times and be readily available upon request by authorised Council or other government officers.

In the event that a statutory requirement overlaps the scope of this plan then the statutory requirements will take precedence. If there is a real or perceived difference between the statutory regulations and this document then the contractor or staff member must first seek clarification from the proponent on the implementation of that action for which the difference is identified.

- a) Drivers to be appropriately licenced by TfNSW or another Australian state for the vehicle size and combination.
- b) Drivers will abide by the (NSW) Road Rules 2014 as amended at all times when travelling on public roads and within the site.
- c) It is prohibited to be under the influence of alcohol while operating a motor vehicle in accordance with the NSW Road Rules or as specified in contractual agreements for all employees. This specifically includes consumption by any worker who will operate machinery or a vehicle during their work period.
- d) It is prohibited to be under the influence of drugs, other than alcohol, while operating a motor vehicle in accordance with NSW Road Rules or as specified in contractual agreements for all employees. This includes illicit drugs and those which may directly or indirectly have an effect such as those accompanied by the warning of "This medicine may cause drowsiness and may increase the effect of alcohol. If affected do not drive a motor vehicle or operate machinery".
- e) Contractors will specifically be required to abide by this code of conduct and management plan at all times while engaged in performing their duties during their work period. Failure of a contractor to comply with this code of conduct (without due cause) may result in reprimand or severance of employment by the land owner/proprietor in accordance with relevant government policies and contractual agreements for all employees. Failure of compliance will be recorded by the Site Manager.
- f) Drivers should adjust their driving speeds and turning movements during times of poor weather including rain, fog and wind. Drivers should also turn on headlights / fog lights during fog weather conditions.

- g) Drivers will comply with the direction of authorised staff when within the site.
- h) Drivers queued in the site will travel into the site as far as possible to form the queue. When space becomes available ahead of their vehicle the driver will progress forward into the available space to allow for additional queueing behind the vehicle.
- i) Drivers will follow the nominated vehicle movement routes referred to in this Construction Traffic Management Plan component and **Annexure G**, including movements limited by, prevailing traffic conditions, vehicle size and vehicle mass. Drivers are to obey temporary changes in travel routes as directed by regulatory signage or under the direction of Police or traffic controller at work sites and drive their vehicles in a compliant manner appropriate to the size of the vehicle and road conditions.

13 Management Plan Requirements Condition C1

The management plan condition requires that the plan outlines a baseline operation as well as performance thresholds. The condition also requires a contingency plan for an unexpected event. The specific areas of focus for the CTMP are traffic management, noise and queueing.

Traffic Management

- If construction traffic volume is in accordance with permissible and programmed volume and time constraints, no response is required.
- Construction traffic volumes exceeds permissible volume and time constraints
 - If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies.
 - Review Veyor Scheduling is working correctly
 - Stop all transportation into and out of the site.
- No construction vehicle movement during peak periods
 - No response required.
 - Continue monitoring program.
- Construction vehicle movement close to peak periods
 - Review and investigate construction activities, and where appropriate, implement additional remediation measures such as:
 - Review Veyor scheduling is working correctly
 - Provide additional training
 - Toolbox talks and further notification of Driver Code of Conduct
 - Construction vehicle movement during peak periods
 - If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies.
 - Stop all transportation into and out of the site.

- Review CTMP and update where necessary.

Traffic Noise

- Traffic noise levels do not exceed imposed noise constraints.
 - No response required
 - Continue monitoring program.
- Noise levels do not exceed imposed noise constraints.
 - Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts generally
- Noise levels greatly in excess of imposed noise constraints
 - As per condition above, but also if noise levels cannot be kept below applicable limits, then a different construction method or equipment must be utilised.

Queueing

- No queuing identified.
 - No response required.
 - Continue monitoring
- Queueing identified within site.
 - Review the delivery schedule and VEYOR management system.
 - If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the Driver Code of Conduct. That aside they will be turned away automatically if the site cannot accept them for re-booking
- Queueing identified on the public road.
 - Review and investigate construction activities.
 - If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies.
 - Temporary halting of activities and resuming when conditions have improved.
 - Stop all transportation into and out of the site.
 - Review CTMP and update where necessary, provide additional training.

14 Traffic Management Plan Checklist

Reference is made to the TFNSW (previously RTA) *Procedures for Use in the Preparation of a Traffic Management Plan*, version 2.0 December 2001. The following list addresses the required TMP details.

A) Description or detailed plan of proposed measures
Is the detailed plan of the proposed measures necessary?

Yes

B) Identification and assessment of impact of proposed measures

Is a detailed assessment required?

Yes – An assessment of the proposed works regarding traffic and parking impacts is prepared within this CTMP.

C) Measures to ameliorate the impact of re-assigned traffic

Is an assessment required?

No – The expected generated construction traffic is not expected to measurably increase expected delays or impacts on the surrounding network performance. All trucks associated with construction will travel on the surrounding road network as per the haulage routes detailed in **Annexure G**. These routes have been proposed to maximise the use of existing arterial and collector roads and are deemed appropriate. The routes also limit the distance travelled on local roads by using the most direct routes from the surrounding arterial roads.

D) Assessment of public transport services affected

Is an assessment required?

No – No existing bus stops will be impacted by the works.

The required staff levels are also not expected to add loading above what the surrounding public transport network can cater for with its current services and frequency and as such, public transport will not be affected.

E) Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians

Are these details required?

No – The proposed works will not adversely impact current on-street conditions for emergency or heavy vehicles. Access around the site for pedestrians will also be maintained.

F) Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

Is an assessment required?

No – Refer to Point D.

G) Assessment of effect of proposed measures on traffic movements in adjoining Council areas

Is an assessment required?

No – Refer to Point C.

H) Public consultation process

Is a public consultation process required?

No – Construction vehicle traffic is minimal such that no impacts to residential traffic amenity will occur during construction. The TGS provided in **Annexure F**, requires vehicles to stop during construction vehicle access into / out of the site. It is

recommended that local residents be advised of the changed traffic conditions around the site via post.

Hence, the Planning Secretary can assess this construction traffic management plan accordingly without referral to the public.

Please contact the undersigned on 8355 2443 should you require further information or assistance.

Yours faithfully
M^cLaren Traffic Engineering

A handwritten signature in black ink, appearing to read 'Daniel Fonken', written in a cursive style.

Daniel Fonken
Senior Traffic Engineer
Bachelor of Science Civil Engineering
TFNSW Accredited Traffic Management Plan Designer (Cert No. TCT0016942)

ANNEXURE A: DANIEL FONKEN CV



Daniel Fonken

(Senior Traffic Engineer)

Daniel is an experienced traffic engineer with experience in consulting with the public and private sectors on matters of transport planning, construction traffic management, road safety audits and traffic impact assessments.

Daniel regularly appears as an expert witness in the Land and Environment Court to provide evidence on matters related to the traffic, parking and road safety impacts of development.



Qualifications

Bachelor of Science Civil Engineering, University of Portland, Oregon USA, 2015

Accredited Level 1 Road Safety Auditor

Accredited Work Zone Traffic Management Plan Designer and Inspector (TCT0016942)

Experience:

McLAREN TRAFFIC ENGINEERING

2017 to date:

The company's primary function has been to serve both the public and private sectors focusing on traffic impact assessments, transport planning, special event transport planning, local area traffic management, road safety and expert evidence at Land and Environment Court

- Preparation & Review of Traffic Impact Assessments
- Expert Witness at NSW Land and Environment Court
- Construction Traffic Management Plans
- Concept Road and Carpark Designs
- SIDRA and AIMSUN Traffic Modelling
- Transport and Traffic Planning and Management
- Detailed Design Advice
- Invarion Rapid Plan

Curriculum Vitae

January 2023



ANNEXURE B: COUNCIL AND TFNSW CONCURRENCE

Subject: RE: SSSA – 10101987 - Construction Traffic management Plan Consultation



Hamish Dodson <hamish.dodson@penrith.city>
to BREAKELL, James, Phil Saverimuttu, GHASSEMI, Mohsen, DIPAOLO, Dino

Mon, Jul 3, 2023, 2:45 PM

You are viewing an attached message. McLaren Traffic Engineering Mail can't verify the authenticity of attached messages.

Sorry I didn't get back to you last week

After reviewing the CTMP submission I advised that it is acceptable for the proposed development.

Please feel free to contact me should you required anything further in relation to the CTMP review by Council.

Regards

Hamish Dodson
Acting Asset Coordinator – Permits And Inspections
Asset Management

E hamish.dodson@penrith.city

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From: BREAKELL, James <jbakeell@awedwards.com.au>

Sent: Monday, July 3, 2023 2:45 PM

To: Hamish Dodson <hamish.dodson@penrith.city>; Phil Saverimuttu <Phil.Saverimuttu@penrith.city>

Cc: GHASSEMI, Mohsen <mghassemi@awedwards.com.au>; DIPAOLO, Dino <ddipaolo@awedwards.com.au>

Subject: RE: SSSA – 10101987 - Construction Traffic management Plan Consultation

EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking links or opening attachments.

Hi Hamish,

Just following up if you had any comments on our CTMP?

James

From: Development Applications <Developments.CJP@transport.nsw.gov.au>

Sent: Friday, 7 July 2023 11:48 AM

To: Development CTMP CJP <development.ctmp.cjp@transport.nsw.gov.au>; Development Applications <Developments.CJP@transport.nsw.gov.au>; Brandon Morson <Brandon.MORSON@transport.nsw.gov.au>

Cc: Development Sydney <Development.Sydney@transport.nsw.gov.au>; Benjamin Borger <Benjamin.BORGER@transport.nsw.gov.au>

Subject: RE: CTMP 757 Mamre Rd

Morning,

Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP and endorse the proposed temporary construction arrangements, subject to the following conditions: Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.

- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
 - Access to be maintained for residents, businesses and emergency vehicles at all times.
 - No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
 - When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
 - Access to the site should be at the farthest point from the intersection as practicable to reduce additional conflicting vehicle manoeuvres.
 - Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area.
- Any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained within the work area and not on the carriageway. When a work zone is not in use, the area/lane must be opened up to allow for normal traffic conditions
- Should TfNSW Network and Asset Management, Network Operations, CJP Operations, Network and Safety or other TfNSW business area determine that that more information is to be provided for review and acceptance, including other TCS locations, this information must be submitted prior to the CTMP being implemented, or otherwise agreed upon.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.

Operational Change| Customer Journey Planning | Greater Sydney

25 Garden Street Eveleigh NSW 2015

Transport for NSW



Transport
for NSW

ANNEXURE C: COMPLAINTS MANAGEMENT

Microsoft Complaint and Enquiry Process for General Contractor

General Contractor: AW Edwards SYD05

Effective enquiries and complaints management is critical to minimise complaints from the community.

For the **Microsoft SYD05 Datacentre Project Kemps Creek**, construction-related complaints are to be directed via phone to the General Contractor:

AW Edwards

Project Manager James Breakell

Mobile: 0466 891 876

Email: jbreakell@awedwards.com.au

Any other enquiries or questions to be sent to Microsoft's enquiry email at SydDCcommunities@erm.com

1.1 Recording and tracking

For every complaint and enquiry call received, General Contractor will record the following information in the Complaint and Enquiry Register:

- Name and contact details
- Time and date of contact
- Details of the enquiry or complaint
- Subject matter for the enquiry or complaint
- Status of the enquiry or complaint (reflecting Microsoft approval processes)
- Detailed summary of the response to the enquiry or complaint
- Time and date of response activity until the issue has been resolved
- Sentiment following issue closed.

Where a contact is complimentary, sentiment will be recorded as positive and this feedback will be provided to the Project, Site and Construction Managers.

The General Contractor will provide the completed complaints spreadsheet weekly to ERM to include in monthly reporting to Microsoft.

1.2 Response times

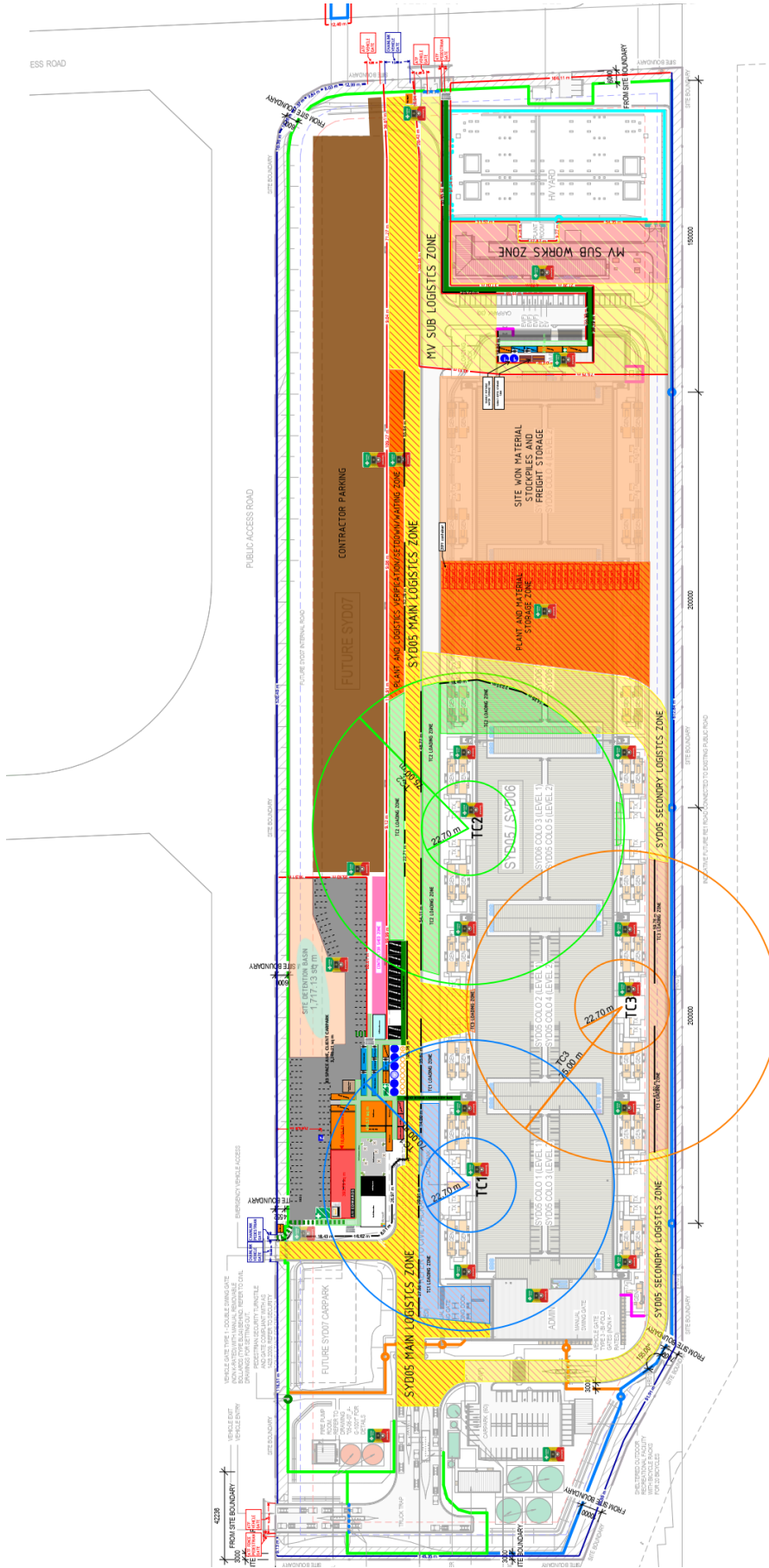
The table below shows General Contractor response times for inbound enquires and complaints.

Enquiry source	Target acknowledgement	Target resolution
Construction complaint via call to General Contractor (GC)	GC to respond to call on the same business day*	Within five business days

1.3 Escalation process

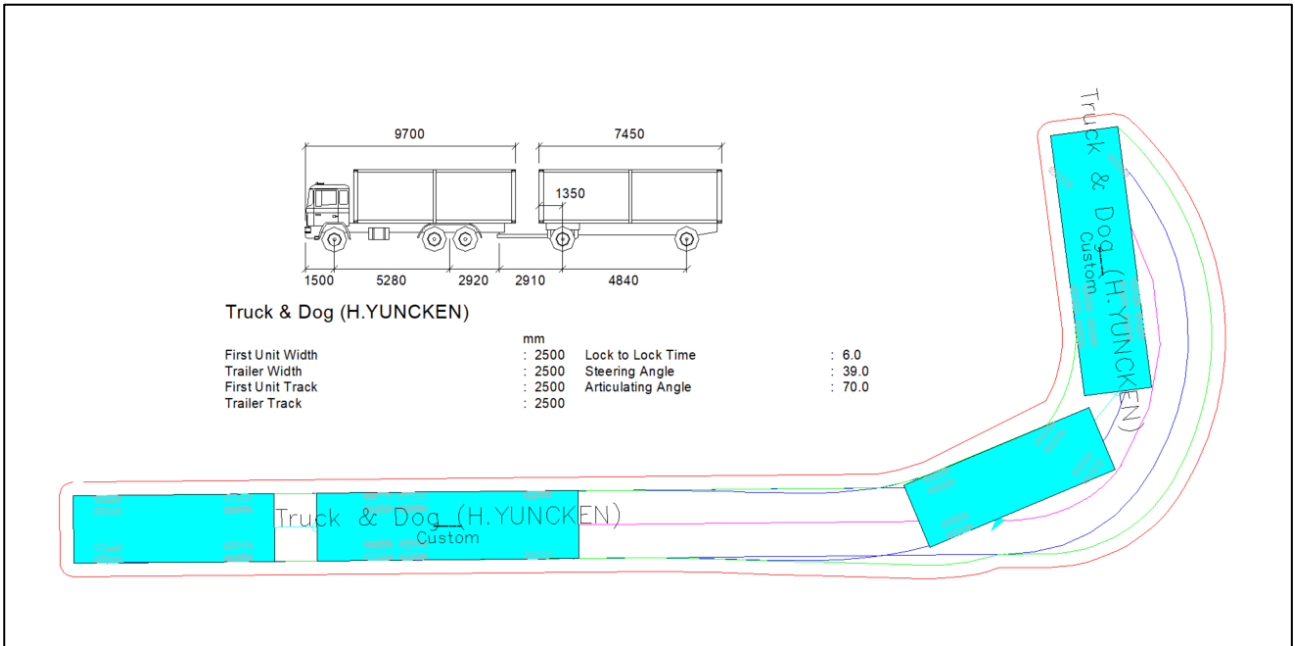
Where a complaint cannot be resolved directly on site, requires a more considered or written response, or is not done to the satisfaction of the complainant by the General Contractor, the complaint is to be escalated to ERM.

ANNEXURE D: CONSTRUCTION PLANS
(Sheet 1 of 1)

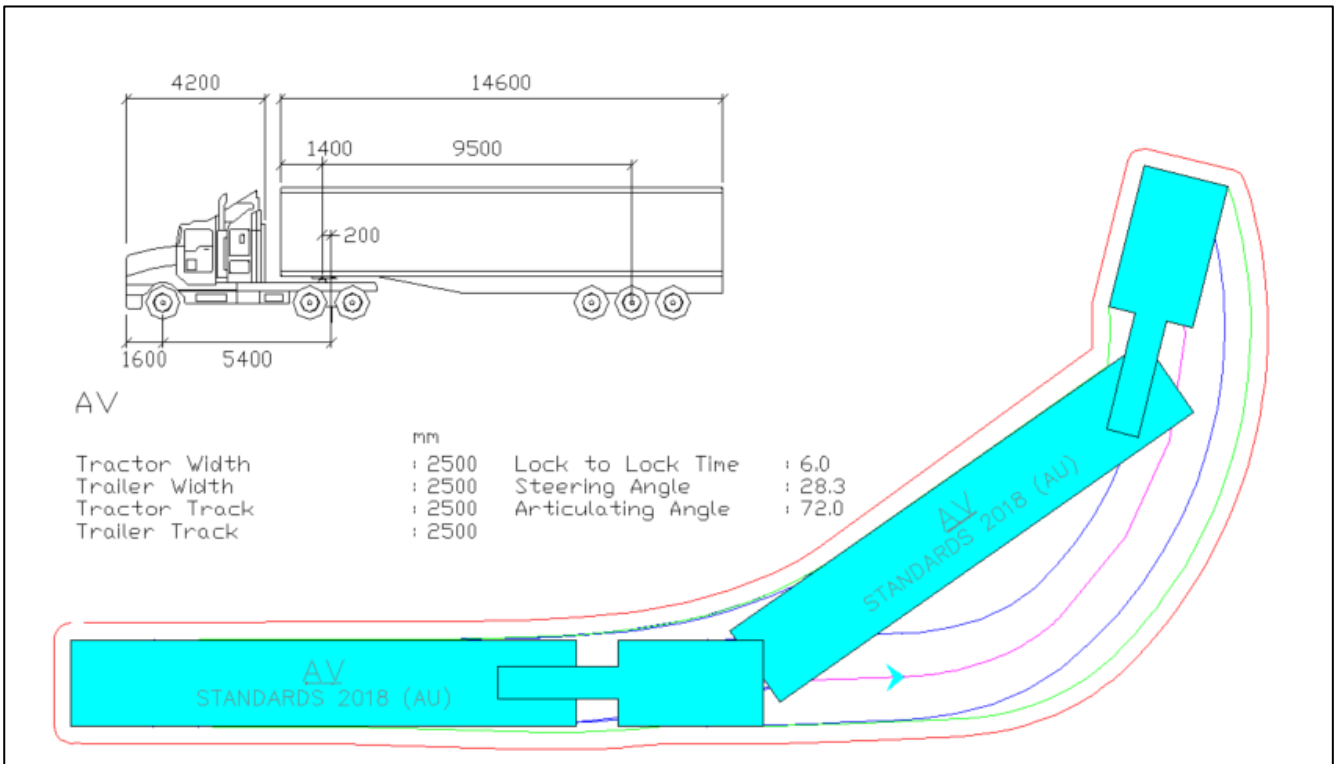


OSOFT SYD05 SITE LOGISTICS PLAN 26/4/23

ANNEXURE E: SWEEP PATH TESTING (SHEET 1 OF 8)



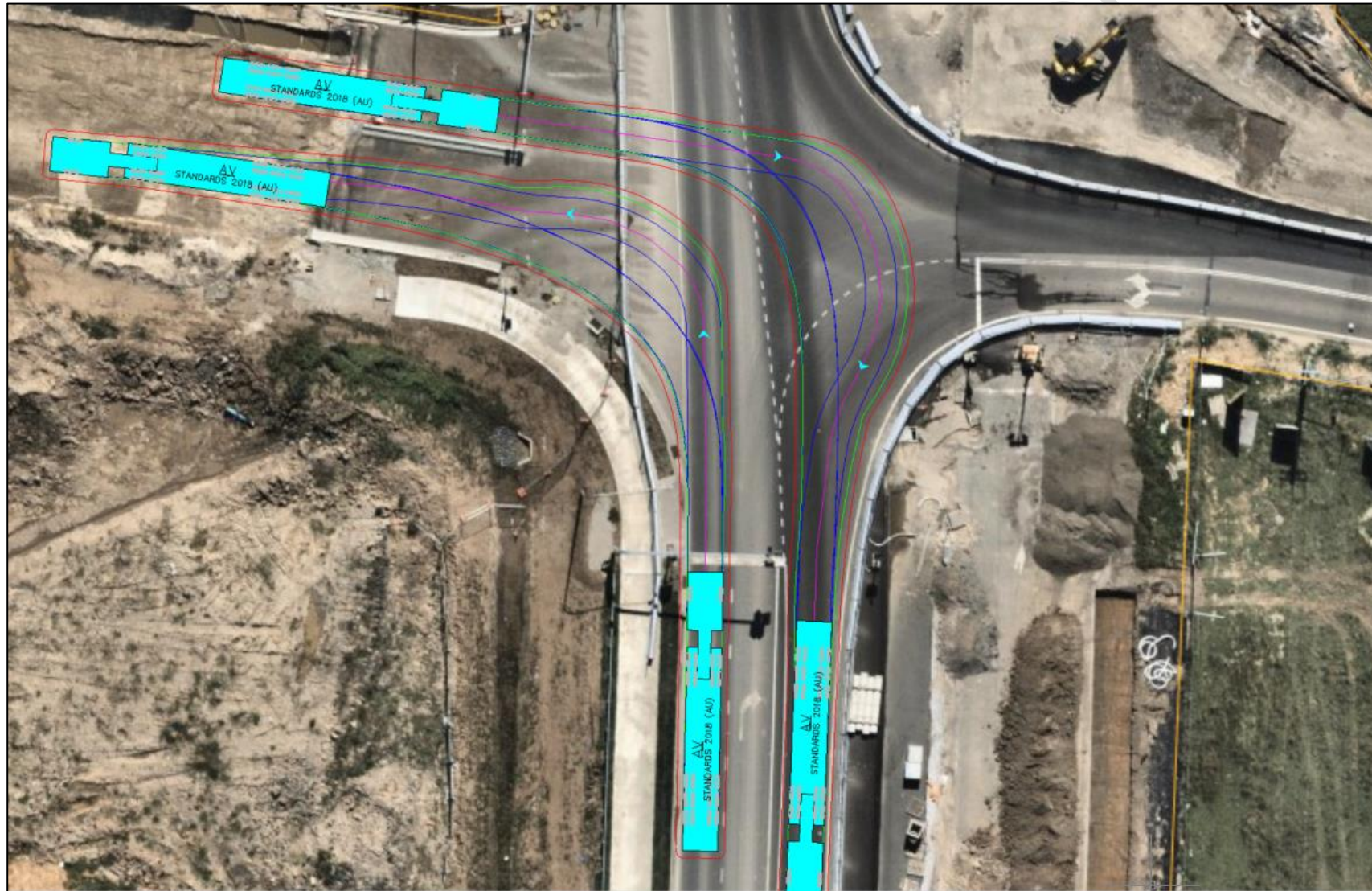
TRUCK AND DOG VEHICLE



AUSTRALIAN STANDARD ARTICULATED VEHICLE (AV)

Blue – Tyre Path
Green – Vehicle Body
Red – 500mm Clearance

**ANNEXURE E: SWEEP PATH TESTING
(SHEET 2 OF 8)**



AV LEFT TURN IN AND RIGHT TURN OUT – BAKERS LANE / MAMRE ROAD

**ANNEXURE E: SWEEP PATH TESTING
(SHEET 3 OF 8)**



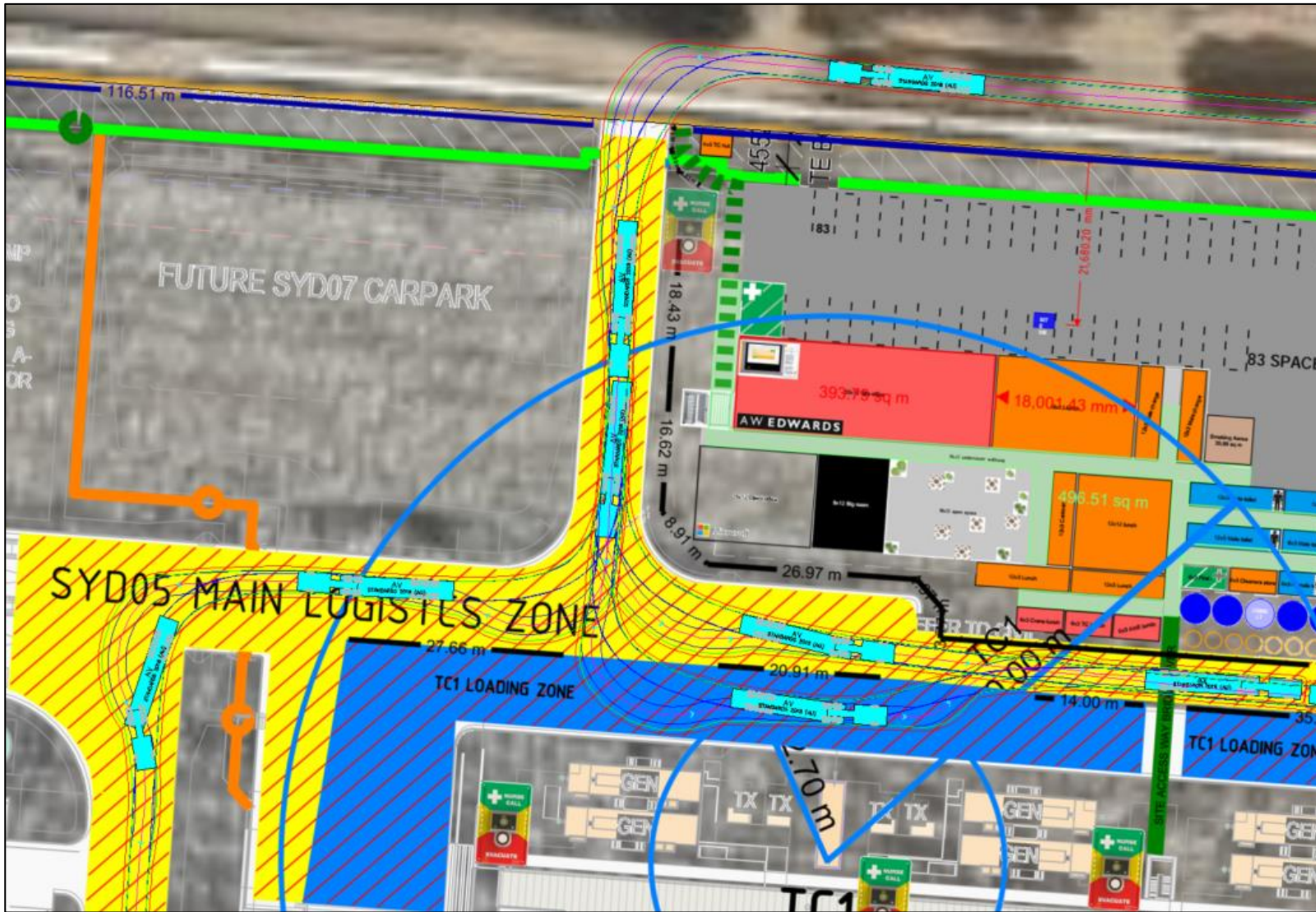
AV CIRCULATING BETWEEN PUBLIC ACCESS ROAD AND BAKERS LANE

**ANNEXURE E: SWEEP PATH TESTING
(SHEET 4 OF 8)**



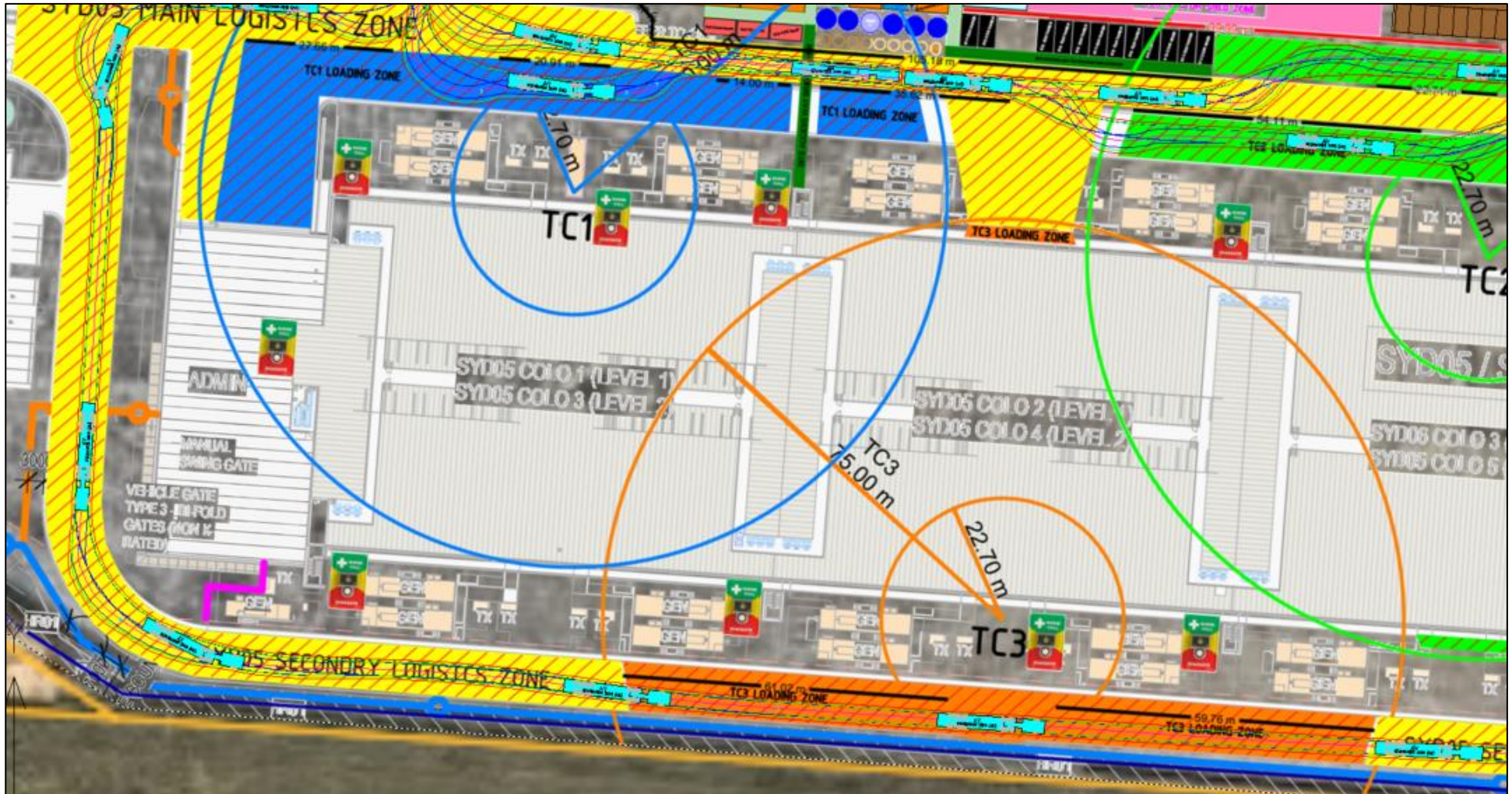
AV ENTRY AND EXIT FROM PUBLIC ACCESS ROAD ALONG NORTHERN SITE BOUNDARY

ANNEXURE E: SWEEP PATH TESTING
(SHEET 5 OF 8)



AV ACCESS TO SITE AND LOADING ZONE 1

ANNEXURE E: SWEEP PATH TESTING
(SHEET 6 OF 8)



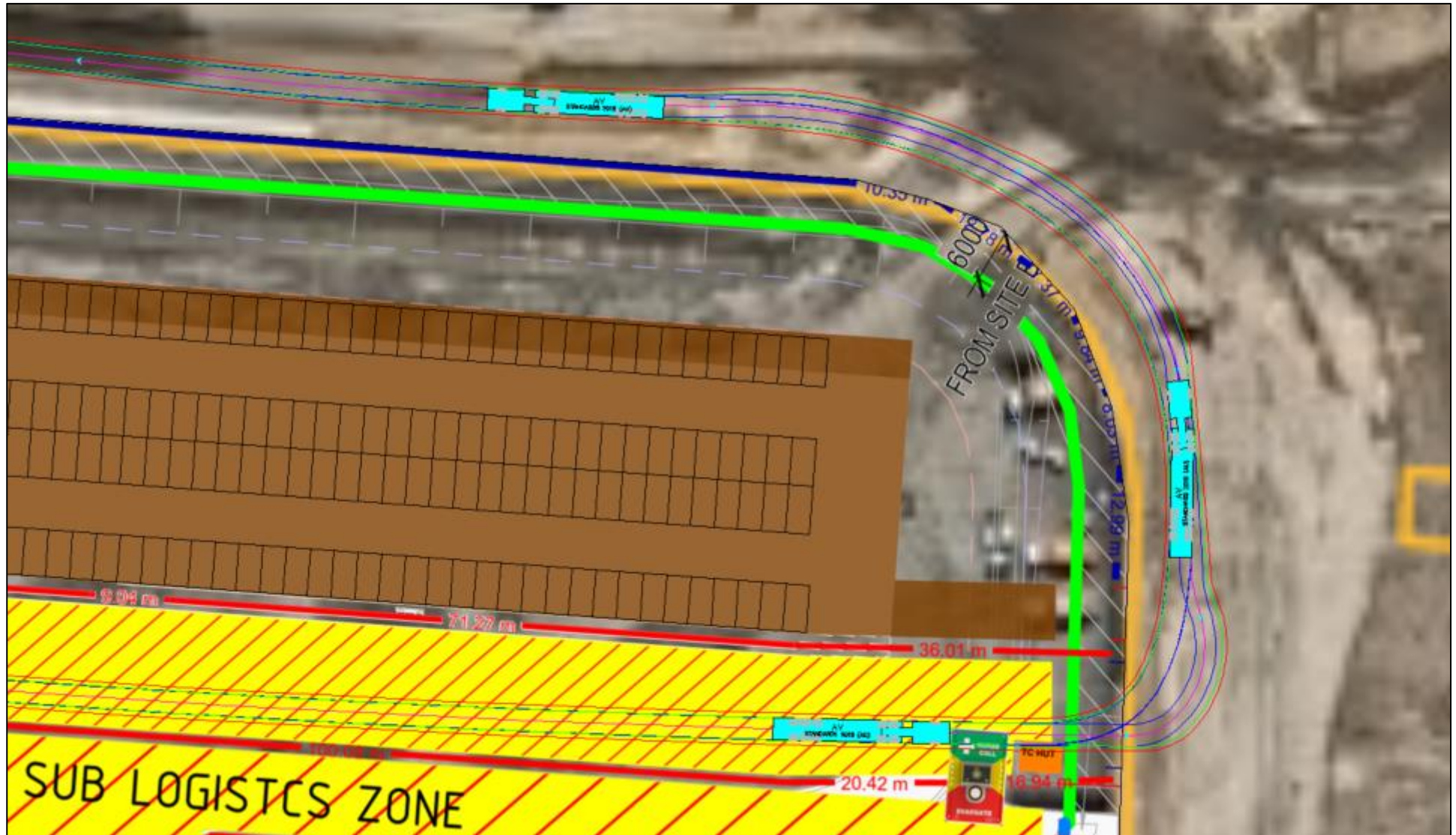
AV ACCESS TO SITE AND LOADING ZONE 1, 2 AND 3

**ANNEXURE E: SWEEP PATH TESTING
(SHEET 7 OF 8)**



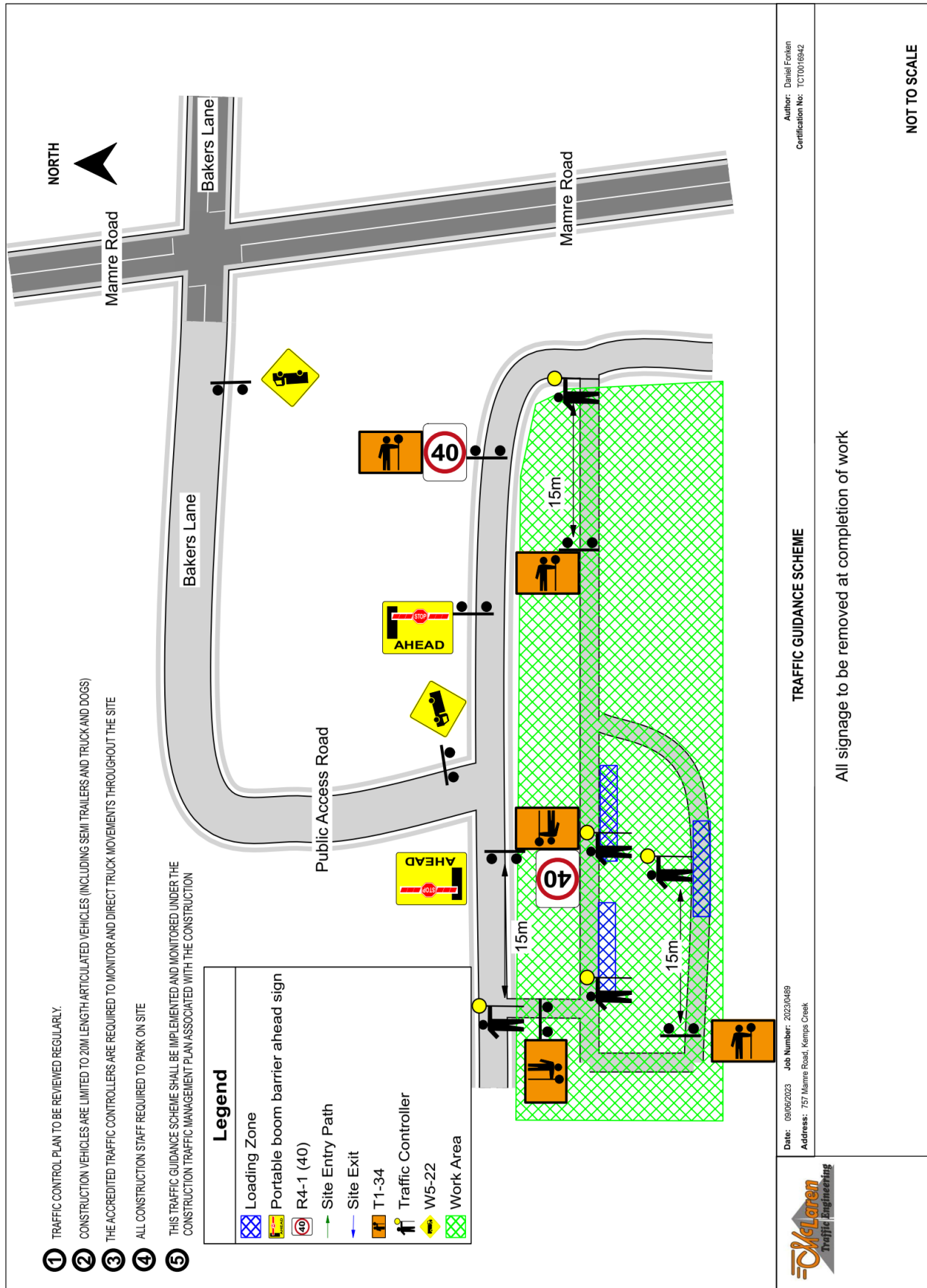
AV EGRESS FROM LOADING ZONE 2 AND 3

ANNEXURE E: SWEPT PATH TESTING
(SHEET 8 OF 8)



AV EGRESS FORM SITE BACK TO ACCESS ROAD

ANNEXURE F: TRAFFIC CONTROL PLAN



ANNEXURE G: CONSTRUCTION VEHICLE HAULAGE ROUTES

