



Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

Level 51, 25 Martin Place SYDNEY NSW 2000

Prepared by:

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Revision Record

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V1	22 January 2024	Madeleine Laws	Jessica Keegan	Stephen Shoesmith
V2	22 March 2024	Sean Wilson	Stephen Shoesmith	Stephen Shoesmith
V3	10 July 2024	Sean Wilson	Stephen Shoesmith	Stephen Shoesmith

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care, and diligence, and taking account of the timescale and resources allocated to it by agreement with GPT Group (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.



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1.0 Introduction

1.1 Development Overview

Yiribana Logistics Estate (YLE) is a proposed industrial logistics estate within the Mamre Road Precinct (MRP) within the Penrith local government area (LGA) and is within the Western Sydney Employment Area (WSEA) (see **Figure 1**).

The GPT Group obtained the State Significant Development (SSD) Consent SSD-10272349 on the 22nd of September 2023 from the Department of Planning, Housing, and Infrastructure (DPHI) for the YLE Stage 1 Development.

The YLE Stage 1 comprises two (2) industrial warehouses, an office space an internal road network, 35m environmental corridors, building locations, GFA, setbacks, car parking and built form parameters (see **Figure 2**).

The Stage 1 Development comprises approval for:

- Subdivision.
- Fit out and operation of two warehouses and ancillary office space.
- Site preparation works including estate-wide clearing of all vegetation and damdewatering.
- Estate-wide bulk earthworks.
- Construction of retaining walls.
- Provision of site servicing infrastructure to allow the operation of the industrial unit for warehouse and distribution and/or other manufacturing industries.



- Construction and use of Warehouse 1 and 3 for the purposes of other manufacturing industries and/or warehouse and distribution centres which will operate 24 hours/day, seven days/week.
- Internal road network (including North-South Collector Road and Temporary Access Road to Mamre Road until the ultimate connection is provided by the adjoining landowner).
- · Associated carparking.
- Signage.
- Landscaping to the site and adjacent E2 Zone.
- · Site servicing and stormwater infrastructure.

This Construction Environmental Management Plan (CEMP) has been prepared to address activities approved under Stage 1 of SSD-10272349, henceforth referred to as YLE Stage 1. The Environmental Impact Statement and SSD-10272349 Consent can be found on the DPHI Major Projects website.

Figure 1: Regional Locality





Figure 2: YLE Stage 1 Development

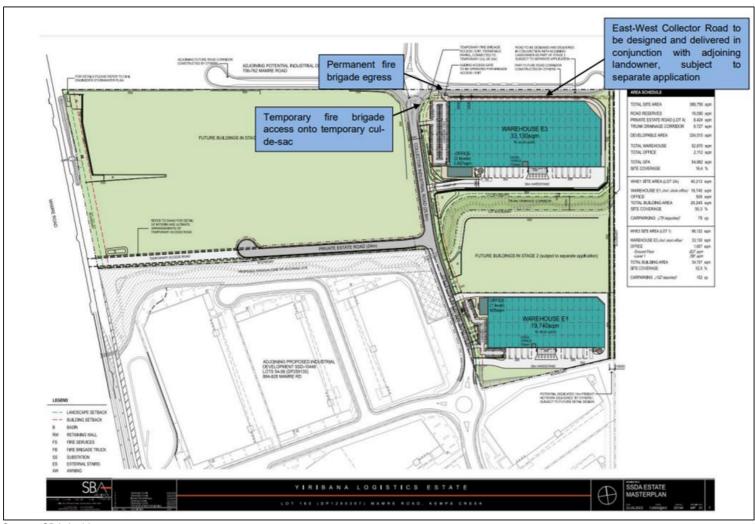




Figure 3: Warehouse 1 Layout

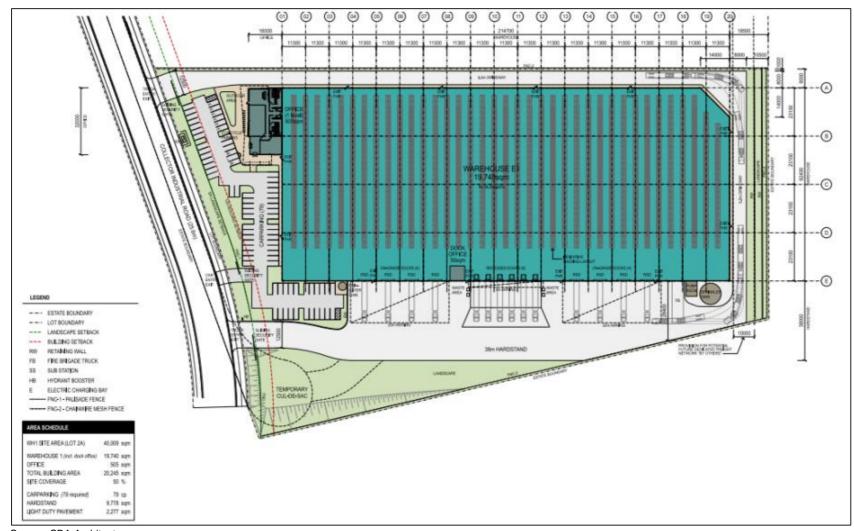
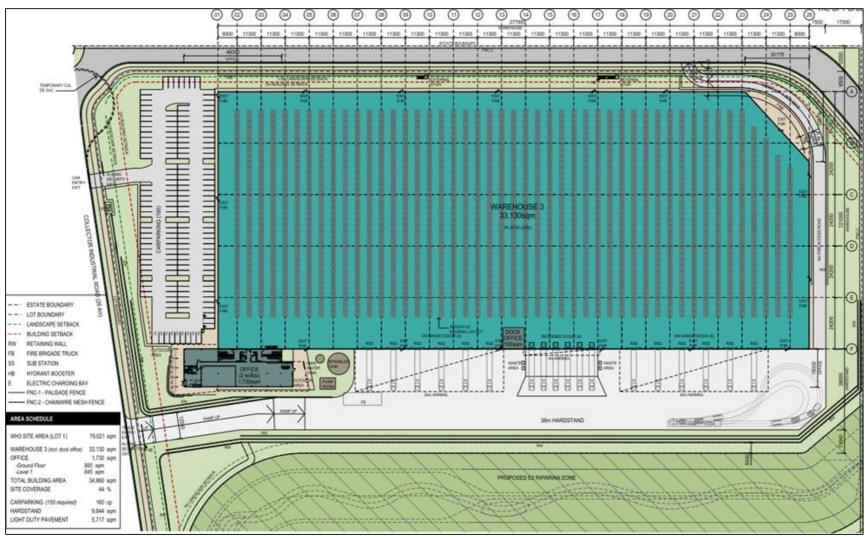




Figure 4: Warehouse 3 Layout





1.2 CEMP Context

The CEMP has been prepared to address the specific requirements of SSD-10272349 and in consideration of the *Guideline for the Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources 2004).

The CEMP contains the following key components:

- A description of the construction activities to be undertaken on site, including construction program and timing.
- Environmental management framework, including key contacts, roles and responsibilities, and regulatory requirements.
- Environmental management commitments and responsibilities.
- · Monitoring, inspections, and reporting requirements.
- · Complaints management strategy.
- Environmental incident management strategy.

The following specialist management plans have been prepared to support this CEMP:

- Community Consultation and Complaints Handling Strategy (CCCHS).
- Construction Noise and Vibration Management Plan (CNVMP).
- Construction Air Quality Management Plan (CAQMP).
- Construction Traffic Management Plan (CTMP).
- Erosion and Sediment Control Plan (ESCP).
- Dam Dewatering Plan (DDP).

1.2.1 Scope

This CEMP has been prepared to satisfy Conditions C1 – C5 of SSD-10272349. The specific requirements of these consent conditions, along with where these requirements have been addressed within this CEMP, are listed in **Table 1**. In addition to this, all conditions of consent relevant to this CEMP are attached at **Appendix A**.

Table 1: CEMP Conditions Review

SSD-10272349 Consent Conditions	CEMP Section	
C1. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:		
(a) detailed baseline data	Section 1.0	
(b) details of:	Section 3.0	
(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.		
(c) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria.	Section 3.2	
(d) a program to monitor and report on the:	Section 5.0	
(i) impacts and environmental performance of the development.		



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SSD-10272349 Consent Conditions	CEMP Section
(ii) effectiveness of the management measures set out pursuant to paragraph above.	
(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 5.2
(f) a program to investigate and implement ways to improve the environmental performance of the development over time	Section 6.0
 (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. 	Section 3.4
(h) a protocol for periodic review of the plan.	Section 6.0
Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.	Noted
C2. The Applicant must prepare a Construction Environmental Management Plan (CEMP) in accordance with the requirements of condition A2 and to the satisfaction of the Planning Secretary.	Noted
C3. As part of the CEMP required under condition C3 of this consent, the Applicant must include the following:	Noted
(a) Construction Traffic Management Plan (see condition B1).	Appendix G Section 4.4
(b) Erosion and Sediment Control Plan (see condition B24).	Appendix H
(c) Dam Decommissioning Plan (see condition B40).	Appendix I Section 4.10
(d) Construction Noise Management Plan (see condition B46).	Appendix E Section 4.2
(e) Construction Air Quality Management Plan (see condition B60).	Appendix F Section 4.3
(f) Community Consultation and Complaints Handling.	Appendix D Section 4.12
C4. The Applicant must:	Noted
(a) not commence construction of the development until the CEMP is approved by the Planning Secretary.	
(b) carry out the construction of the development in accordance with the CEMP approved by the Planning Secretary and as revised and approved by the Planning Secretary from time to time.	Noted

It is also noted that GPT, the construction contractor and any engaged subcontractors shall at all times operate in compliance with Condition A1 of SSD-10272349 which reads:

In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.



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1.2.2 **Objectives**

The objectives of this CEMP are to:

- Establish the framework for managing and mitigating the potential for adverse environmental impacts as a result of the construction of GPT.
- Clearly and concisely document the commitments made in the Environmental Impact Statement (EIS) (Urbis 2021) and Response to Submissions (RTS) (Urbis 2022), including relevant management plans, that are required to be implemented during construction.
- Demonstrate to DPHI how the applicant proposes to meet all regulatory obligations including those outlined in the Conditions of Consent.
- Outline the controls to be implemented by the contractor to meet those obligations.
- Clearly and concisely document the conditions imposed by SSD-10272349 that are required to be implemented and/or complied with during the construction phase.
- Assist to establish YLE in a manner that avoids (where possible) or minimises impact to the surrounding environment and community.

1.2.3 **Preparation**

This CEMP has been prepared by SLR Consulting (Australia) Pty Ltd (SLR). SLR provides global environmental and advisory solutions from a network of offices in Asia-Pacific. Europe, North America, and Africa. Author qualifications are listed in **Table 2** below:

Table 2: Author Qualifications

Name, Role, and Division	Qualification	Experience
Stephen Shoesmith Principal -Environmental Assessment & Management	Master of Integrated Environmental Management Bachelor of Environmental Science	Stephen is a Principal Consultant in the SLR Environmental Assessment & Management team and has demonstrated environmental management, impact assessment and policy experience. Stephen has significant site and corporate experience in environmental management, project management, environmental impact assessment, land restoration, decommissioning and closure planning, risk assessment as well as facilitation and preparation of Management Plans. Stephen has also worked as a regulator within the Department of Planning and Environment, which included post approval reviews, Policy reforms and Major Project Assessments.
Jessica Keegan Project Consultant	Master of Environmental Management and Sustainability Bachelor of Social Work/Arts	Prior to SLR Jessica has experience working in Sand and Hard Rock Quarries as an Environment, Sustainability, and Safety Graduate. Jessica previously worked as a Hospital and Community Social Worker for 8 years. Jessica has gained experience in Environmental Reporting, Site Compliance Monitoring and Reporting, Water Consumption Management Plans, Surface Water Monitoring, and Environmental Management Plans. She also has extensive experience in Government, Stakeholder Consultation, Stakeholder and Community Engagement, Psychosocial assessments, and culturally competent practice.
Madeleine Laws Project Consultant	Bachelor of Development Studies Bachelor of Business	Prior to SLR Madeleine has experience working for a Poultry Company focusing on internal compliance and site audits for the company's major processing and rendering facilities, feed mills, hatcheries, farms, and further processing facilities.



Name, Role, and Division	Qualification	Experience
		Madeleine has gained experience in site compliance, water use and consumption processes, Environmental Management Plans, Impact Assessment and Emergency Procedures.

1.2.4 Consultation

Consultation for this CEMP has been undertaken in accordance with SSD-10272349, and has been undertaken with the applicable stakeholders which is summarised in **Table 3** and evidence attached as **Appendix B**.

Table 3: Consultation

Condition	Comment
Evidence of Consultation A9. Where conditions of this consent require consultation with an identified party, the Applicant must: NSW Government 2 Yiribana Logistics Estate Department of Planning, Housing, and Infrastructure (SSD-10272349) (a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and (b) provide details of the consultation undertaken including:	Noted. Evidence of consultation including the outcome and any required details are included within the relevant sub-plans as well as Appendix B .
(i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	
Protection of public infrastructure A13. Before the commencement of earthworks for the development, the Applicant must: (a) consult with the relevant owner and provider of services that are likely to be affected by the development to make suitable arrangements for access to, diversion, protection, and support of the affected infrastructure.	Evidence of consultation and subsequent approval is included within Appendix B.
Environmental Representative A33. The Applicant must engage an Environmental Representative (ER) to oversee earthworks and construction of the development. Unless otherwise agreed to by the Planning Secretary, earthworks and construction of the development must not commence until an ER has been approved by the Planning Secretary and engaged by the Applicant.	This CEMP will be reviewed by the ER and a written statement will be provided to the Planning Secretary. ER will attend the Mamre Road Precinct Working Group (see Condition A36), as scheduled.
Mamre Road Precinct Working Group A36. Within three months of the commencement of construction of the Stage 1 Development and until all components of the Stage 1 development are constructed and operational, the Applicant must establish and participate in a 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 working group must:	A Mamre Road Precinct Working Group will be established to coordinate works throughout the Mamre Road Precinct and follow the requirements set out in SSD- 10272349.
 (a) comprise at least one representative of the Applicant, the Applicant's ER, and relevant consent holders in the MRP. (b) meet periodically throughout the year to discuss, formulate, and implement measures or strategies to improve monitoring, coordination of the approved industrial developments in the MRP. (c) regularly inform Council, TfNSW, Sydney Water and the Planning Secretary of the outcomes of these meetings and actions to be undertaken by the working group. (d) review the performance of approved industrial developments in the MRP and identify trends in the data with respect to cumulative construction traffic, 	



• ""	•
Condition	Comment
erosion and sediment control, noise, stormwater management and waterway health objectives under the MRP DCP.	
(e) review community concerns or complaints with respect to environmental management.	
(f) identify interim traffic safety measures to manage construction traffic and how these measures will be coordinated, communicated, funded and monitored in the MRP.	
(g) provide the Planning Secretary with an update and strategies, if a review under subclause (d) and (e) identifies additional measures and processes are required to be implemented by the working group.	
B1. Prior to the commencement of earthworks 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:	Evidence of consultation with TfNSW and Council and subsequent approval is included within Appendix B.
(b) be prepared in consultation with Council and TfNSW.	
Temporary Road Access	Evidence of consultation with
B4. Prior to the issue of a Construction Certificate for the temporary access road, the Applicant must submit certified copies of the left-turn deceleration lane design plans for review and approval by TfNSW.	TfNSW and subsequent approval is included within Appendix B.
Temporary Road Access	Noted
B5. The Applicant must enter into a Works Authorisation Deed (WAD) for the temporary access road construction works on Mamre Road. The WAD must be executed prior the submission of the detailed design required under Condition B3 to TfNSW for approval.	
Street Trees	Noted
B15. Prior to the commencement of roadworks, or as otherwise agreed with the Planning Secretary, detailed design plans showing the provision of passively irrigated street trees within the relevant stage of works must be submitted to the satisfaction of Council. The plans must:	
(a) be prepared in consultation with Council.	
(b) demonstrate compliance with the MRP DCP.	
Erosion and Sediment Control	The ESCP has been prepared
B24. Prior to the commencement of any earthworks or other surface disturbance, the Applicant must prepare an Erosion and Sediment Control Plan (ESCP) to the satisfaction of the Planning Secretary. The ESCP must:	in consultation with EHG, Sydney Water and the Council. Evidence of consultation and subsequent approval is included within Appendix B.
(b) be prepared in consultation with EHG, Sydney Water and Council and include written evidence of the outcomes of the consultation process and how the recommendations have been incorporated into the ESCP;	
Stormwater Management System Design	The Stormwater Management
B28. Within three months of the date of this consent, or as otherwise agreed with the Planning Secretary, the Applicant must design the stormwater management system to the satisfaction of the Planning Secretary. The stormwater management system design must:	System Design has been prepared in consultation with EHG, Sydney Water and the Council.
(a). be prepared in consultation with the EHG, Sydney Water and Council and include written evidence of the outcomes of the consultation process and how the recommendations have been incorporated into the stormwater management system design.	Evidence of consultation and subsequent approval is included within Appendix B and the Stormwater Management System Design (Costin Roe Consulting 2024) referencing letter from Sydney
	Water 7 November 2023.



Condition	Comment
Trunk Drainage Design B31. Within three months of the date of this consent, or as otherwise agreed with the Planning Secretary, the Applicant must design the trunk drainage infrastructure on the site, to the satisfaction of the Planning Secretary. The trunk drainage infrastructure must: (a) be designed in consultation with the Regional Stormwater Authority.	Evidence of consultation and subsequent approval is included within Appendix B.
Construction Noise Management Plan B46. The Applicant must prepare a Construction Noise Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must form part of a CEMP in accordance with condition C2 and must:	Evidence of consultation with the community is included within Appendix E & Appendix B. Appendix E Section 7.2
(e) include strategies that have been developed with the community for managing high noise generating works. (f) describe the community consultation undertaken to develop the strategies in condition B46(e)	details correspondence sent to 156 surrounding properties, Additionally, the letter sought to gauge community interest on the establishment of a Community Based Forum
	to satisfy conditions B46(e) and (f).



2.0 Development Description

2.1 Location

YLE is located at 754-770 and 784-786 Mamre Road, Kemps Creek and is legally described as Lot 59-60 in Deposited Plan 259135. It is located within the MRP within the broader WSEA and falls within the Penrith LGA. YLE is located approximately 12 km south-east of Penrith Central Business District (CBD) and 40 km west of Sydney CBD.

The site is bounded by agricultural uses to the north, south and east and Mamre Road to west providing vehicular access to the M4 Motorway and Great Western Highway to the north and Elizabeth Drive to the south.

This CEMP has been prepared to address whole of site preparation works (including bulk earthworks) and construction of Stage 1 development, comprising Warehouses 1 and 3 within the approved project. Warehouse 1 is located within the south-east corner of the site and Warehouse 3 is located in the north-east.

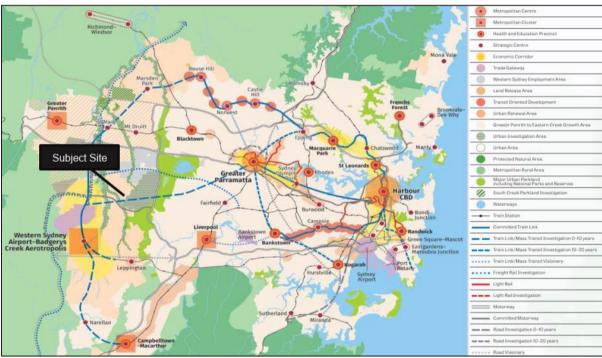


Figure 5: YLE Site location

Source: Greater Sydney Commission (EIS, Urbis 2021)

2.2 Construction Activities

In accordance with the approved Staging Plan, dated 28th of May 2021 required by Conditions B10 (a) and (b) of SSD-10272349, YLE – Stage 1 includes the following works:

- Bulk Earthworks (BEW) & Infrastructure: Estate-wide dam dewatering, vegetation clearing and bulk earthworks, internal road network, infrastructure, and services.
- **Building Works:** Construction and use of Warehouses 1 and 3 including warehouse construction, site service provision and associated car parking.

Stage 1 is illustrated in Figure 2.

Table 4 summarises key aspects of the construction activities and indicative dates for commencement and completion of each phase:



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Table 4: Construction Staging and Activities

Stage	Indicative Dates	Indicative Duration	Activities
Site Preparation	July 2024 – September 2024	2 months	Site establishment works including demolition, dam dewatering and vegetation clearing
Bulk Earthworks and Infrastructure	August 2024 – February 2025	6 months	General Construction works (to continue concurrently to excavation activities)
Building Works	January 2025- October 2025	10 months	Construction of warehouses and associated carparking, hardstand utilities and access

All works will be undertaken in accordance with the approved Development Consent SSD-10272349.

2.3 Construction Hours

Construction hours will be in accordance with Conditions B43 and B44 of Development Consent SSD-10272349, which are reproduced below:

B43. The Applicant must comply with the hours detailed in Table 5.

Table 5: Hours of Work

Activity	Day	Time
Earthworks and construction	Monday – Friday Saturday	7 am to 6 pm 8 am to 1 pm
Operation	Monday – Sunday	24 hours

B44. Works outside of the hours identified in condition may be undertaken in the following circumstances:

- (a) works that are inaudible at the nearest sensitive receivers.
- (b) works agreed to in writing by the Planning Secretary.
- (c) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons.
- (d) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

Construction hours will be provided to all staff and contractors in the induction (Section 3.3.1). The movements of staff and contractors will be recorded for this project.

2.4 Construction Site Access

All During the Phase 1 construction work, all construction personnel must use the primary access on Mamre Road to access the Site. It is important to note that a temporary Estate access to the south of the proposal is currently being used by other construction vehicles, including but not limited to, maintenance vehicles or site services vehicles. It is understood that the signalised intersection for Mirvac is due for completion within Q4 2024. Once



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commissioned and the North South Collector Road is operational, the left in and left out will be decommissioned, and all construction vehicles will access the Site via the North South Collector Road per Condition B7. **Figure 6** and **Figure 7** illustrates the Site access.

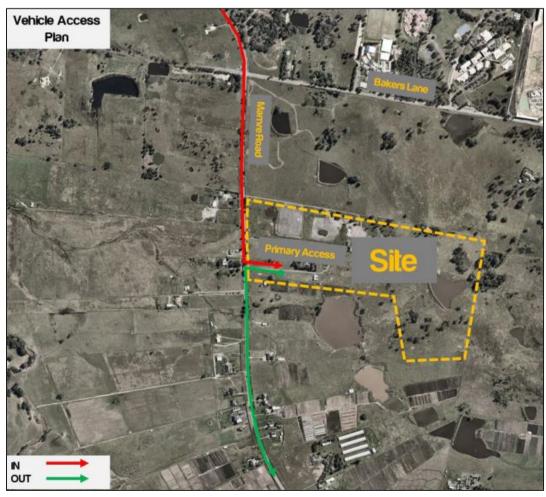
The largest vehicle to typically access the Site would be a 20 m Articulated Vehicle (AV), which the temporary access driveway will accommodate. Further, construction management protocols will require that any vehicle entering the Site access road will have right of way compared to vehicles exiting, in order to ensure that there is no queuing on Mamre Road.

Access to emergency vehicles shall be maintained at all times. An emergency vehicle parking space will be maintained at all times and left vacant unless occupied by an emergency vehicle.

Furthermore, a sign is to be installed at the site access as a reminder to drivers when they enter the Site with the following key rules.

- The construction access shall be restricted to left-in-left-out.
- No right turns are allowed when leaving the Site.
- No U-turns are allowed along Mamre Road.
- No U-turns or right turns at key intersections such as Mamre Road and Abbotts Road intersection.
- A reminder of roadwork speed limits.

Figure 6: Indicative Vehicle Access Plan



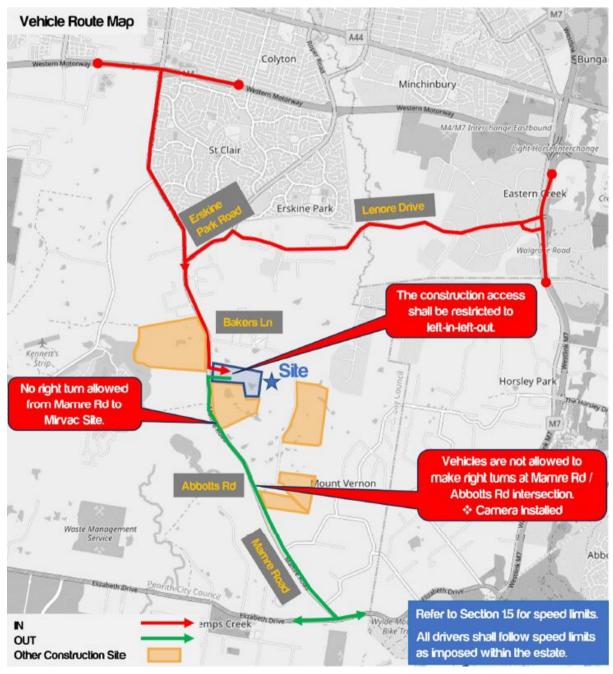
Source: CTMP Ason Group 2024



It is expected that all heavy vehicles will access the Site via the approved TfNSW Restricted Access Vehicles (RAV) Map, regardless of vehicles size. All vehicles relating to construction shall adhere to the following;

- The construction access shall be restricted to left-in-left-out.
- Vehicles should not use Bakers Lane to access the Site. The access routes are shown in Figure 7.
- It is noted that vehicles are not allowed to make U turn or right turns at Mamre Road and Abbotts Road intersection at all times. Camera installed at the intersection to record all traffic movements and capture/report any illegal traffic movements.

Figure 7 Construction Vehicle Routes



Source: CTMP Ason Group 2024



All construction vehicles will enter and exit the Site via the Site's primary access as per the Drivers Code of Conduct attached to the CTMP. It is anticipated that all heavy vehicles will access Site via the following routes:

Arrival Trips;

- Route 1: From M4 Western Motorway, southbound along Mamre Road and left into the Site's primary access.
- Route 2: From Westlink M7, westbound on Old Wallgrove Road, Lenore Drive and Erskine Park Road, then south along Mamre Road and left into the Site's primary access.

Departure Trips;

- Route 1: From the Site, left onto Mamre Road then south to Elizabeth Drive and left to the M7 Motorway and sub-regional routes to the east.
- Route 2: From the Site, left onto Mamre Road then south to Elizabeth Drive and right to Badgerys Creek and The Northern Road to the west.

A copy of the approved routes will be distributed by the Contractor to all drivers before their arrival to Site. No trucks are to be queued on local roads. Mobile phones, two-way radios or application-based solutions should be used to coordinate truck arrivals.

2.5 Construction Contact Details

Table 6 lists the key contacts during construction.

Table 6: Construction Contact List

Role	Name	Company	Contact Details
Development Manager	Steven Avramov	GPT	
			steven.avramov@gpt.com.au
			PH: 0413133305
Assistant Development Manager	Grant Taylor	GPT	PH: 0403 772 123
Contractor's Project Manager	Zacharia Youssef	Burton Civil Contractors	PH: 0499 233 203
Contractor Work Health and Safety (WHS) Coordinator	Faten Samaan	Burton Civil Contractors	PH: 9581 5550
Environmental Manager (CPESC)	Brad Cole	Ochre	PH: 0407 782 830
Project Environmental	Carl Vincent	Ersed	carl.vincent@ersed.com.au
Representative			PH: 0424 203 046
	Richard Peterson (Standby ER)	Trigalana Environmental	PH: 0429 227 775
Community Enquiries and Complaints Contact	Grant Taylor	GPT	PH: 0403 772 123



3.0 Environmental Management Framework

3.1 Roles and Responsibilities

The appointed Construction Contractor will review, implement, and monitor this CEMP and specialist management plans together as an integrated suite of documents.

The key personnel responsible for environmental management during construction of YLE Stage 1 are listed in **Table 7**.

Table 7: Personnel Responsible for Environmental Management

Role	Responsibilities
Project Principal	 Environmental reporting responsibility associated with the development. Overall responsibility for environmental management and compliance with SSD-10272349 and relevant legislation. Liaise with the Proponent to keep them informed of the project's progress. Record, notify, investigate, and respond to any environmental incidents and, where necessary, develop and implement corrective actions. Consult and engage with any subcontractors or interfacing contractors regarding the environmental management of the Site.
	Provide adequate environmental inductions/training to employees and contractors regarding their requirements under this CEMP.
Contractor's Project Manager	 All the responsibilities attributed to the Construction Contractor throughout this CEMP. Environmental reporting responsibility associated with the development. Ensuring that the appropriate management response and handling procedures are instigated and carried through in the event of an incident and/or non-compliance.
Contractor's WHS Coordinator	 Ensure the legislative and corporate safety, health and environment management measures and controls are implemented and maintained. Participate in risk and hazard identification and control. Participate in incident investigations and management. Participate in health and safety inspections.
Project Environmental Representative	Be a suitably qualified and experienced person who was not involved in the preparation of the EIS, RTS, SSD or any additional information for the Stage 1 Development and is independent from the design and construction personnel for the Stage 1 Development.
	 Receive and respond to communication from the Planning Secretary in relation to the environmental performance of the Stage 1 development. Consider and inform the Planning Secretary on matters specified in the terms of this consent.
	Consider and recommend to the Applicant any improvements that may be made to work practices to avoid or minimise adverse impacts to the environment and to the community.
	 Review the CEMP required in Condition C2 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this consent and if so:
	 Make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary).
	 Make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary/Department for information or are not required to be submitted to the Planning Secretary/Department).



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Role		Responsibilities
	•	Regularly monitor the implementation of the CEMP, including the ESCP to ensure implementation is being carried out in accordance with the document and the terms of this consent.
	•	As may be requested by the Planning Secretary, help plan, attend, or undertake audits of the development commissioned by the Department including scoping audits, programming audits, briefings, and site visits.
	•	As may be requested by the Planning Secretary, assist the Department in the resolution of community complaints.
	•	Provide advice to the Applicant on the management and coordination of earthworks and construction on the site with adjoining sites in the Mamre Road Precinct in relation to construction traffic management, air quality, erosion and sediment control, water and soil management and noise.
	•	Attend the Mamre Road Precinct Working Group (see Condition A36) in a consultative role in relation to the environmental performance of the Stage 1 development.
	•	Review the monthly audits of the erosion and sediment controls undertaken by the CPESC in accordance with Condition B25.
	•	Prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading 'Environmental Representative Monthly Reports.' The Environmental Representative Monthly Report must be submitted within seven calendar days following the end of each month for the duration of the ER's engagement for the development, or as otherwise agreed with the Planning Secretary.
Community Enquiries and Complaints Contact	•	Lead and manage the community involvement activities, including liaison with property owners and key stakeholders.
	•	Be the primary daily contact to the public handling of enquiries / complaints management / interface issues.
	•	Maintain the complaints register.
	•	Be available for contact by local residents and the community at all reasonable times to answer any questions.
	•	Liaise with property owners to co-ordinate access and to deal with specific property related issues arising from the upgrade works.
	•	Lead the delivery of communication and community engagement strategies and plans.
	•	Facilitate meetings, forums and arranging interviews to address concerns from community.
	•	Provide advice and participate with the project teams to improve and enhance the delivery of communication services to the community.
	•	Build, maintain collaborative and consultative working relationships with internal and external stakeholders.
	•	Be available for contact by local residents, key stakeholders, and community representatives to answer queries and provide more information or feedback.
All employees, contractors, and	•	Ensure familiarity, implementation and compliance with this CEMP and appended management plans.
subcontractors	•	Support the Proponent's commitment to sustainability, environmental management, and compliance.
	•	Work in a manner that will not harm the environment or impact on surrounding receptors.
	•	Report all environmental incidents, non-compliances, and complaints to the Project Manager without delay.
	•	Notify the Contractor's Project Manager of any hazard or potential hazard that may result in an incident and/or non-compliance, regardless of the nature or scale.



Role	Responsibilities
	 Take immediate action (where it is safe to do so) to prevent, stop, contain and/or minimise any adverse impact associated with an incident and/or non- compliance.
	Report any inappropriate construction practices and/or environmental management practices to the Project Manager without delay.

3.2 Statutory Requirements

3.2.1 SSD-10272349

The Development will be constructed in accordance with Condition A2 of SSD-10272349, The Development will be carried out:

- a) In compliance with the conditions of the Development Consent.
- b) In accordance with all written directions of the Planning Secretary.
- c) In accordance with the EIS (Urbis 2021) and the Response to Submissions (RTS) (Urbis 2022).
- d) In accordance with the Development Layout attached to the Development Consent as Appendix 1.
- e) In accordance with the management and mitigation measures attached to the Development Consent at Appendix 2.

In accordance with Condition A3 of SSD-10272349 the Planning Secretary may make written directions to GPT in relation to:

- a) The content of any strategy, study, system, plan, program, review, audit, notification, report, or correspondence submitted under or otherwise made in relation to this consent, including those that are required to be, and have been, approved by the Planning Secretary.
- b) The implementation of any actions or measures contained in any such document referred to in condition A3(a) of the Development Consent.

In accordance with SSD-10272349, the conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in Conditions A2(c) or A2(e) the Project Principal will be notified if any inconsistencies are identified.

A copy of relevant Consent conditions for SSD-10272349 is attached at **Appendix A**.

3.2.2 Other Licences, Permits or Certificates

Table 8 summarises the additional licences, permits or certificates required throughout these works. This information has been summarised from the SSD-10272349 Consent Conditions, the EIS (Urbis 2021), and contributions from GPT. It is the Construction Contractor's responsibility to ensure that any license, permit, approval etc listed in **Table 8** has been obtained in the required timeframe.

Table 8: Other Licences, Permits or Certificates

Licence, Permit, Approval, or Consent	Person Responsible	Timing	References / Notes
All licences, permits, approvals and consents as required by law must be obtained and maintained as required for the development. No condition of this consent removes any obligation to obtain, renew or	GPT Group	Ongoing	SSD-10272349 Condition AN1



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Licence Downit Annual or Concept	Person	Timina	References /
Licence, Permit, Approval, or Consent	Responsible	Timing	Notes
comply with such licences, permits, approvals and consents.			
Prior to the issuing of Subdivision Certificates for any stage of the development, detailed work-as-executed drawings shall be prepared and signed by a Registered Surveyor, which show the finished surface levels of the access road, internal roads, drainage, and any areas of fill, carried out under this consent. The work-as-executed drawing must be submitted to the Certifier and Council prior to the issue of a Subdivision Certificate.	GPT Group	Ongoing	SSD-10272349 Condition A17
Prior to the issuing of Subdivision Certificates for any stage of the development, the Applicant must provide to the Certifier evidence that all matters required to be registered on title, including easements, have been lodged for registration or registered at the Land Registry Services.	GPT Group	Ongoing	SSD-10272349 Condition A18
Prior to the issuing of Subdivision Certificates for any stage of the development:	GPT Group	Ongoing	SSD-10272349 Condition A19
(a) a certificate from an electricity and telecommunications provider must be submitted to the Certifier certifying that satisfactory service arrangements to the site have been established.			
(b) a certificate from the Regional Stormwater Authority must be submitted to the Certifier certifying that satisfactory stormwater servicing arrangements for the site have been established.			
Prior to issue of a Subdivision Certificate that proposes the dedication of any internal estate road as a public road:	GPT Group	Ongoing	SSD-10272349 Condition A20
(a) a final inspection of the estate road is to be undertaken by the relevant Roads Authority. All compliance documentation for road and drainage construction of the estate road must be submitted to the relevant Roads Authority in accordance with the relevant Roads Authorities specifications and requirements.			
(b) a Maintenance Bond is to be lodged with Council for all road and drainage works that are to be dedicated to the relevant Roads Authority. The value of the bond shall be determined in accordance with Council's adopted Fees and Charges.			
(c) where installation of any regulatory/advisory signage and line marking are proposed, plans are to be lodged with Council and approved by the Local Traffic Committee.			
(d) an application for proposed street names must be lodged with and approved by Council and the signs erected on-site. The proposed names must be in accordance with Council's Street Naming Policy.			
Prior to the issue of a Subdivision Certificate or Construction Certificate (as required by the contributions plan or agreed by Council), the Applicant must pay contributions to Council as required in accordance with the Penrith City Mamre Road Precinct Development Contributions Plan 2022.	GPT Group	Ongoing	SSD-10272349 Condition A22



Licence, Permit, Approval, or Consent	Person Responsible	Timing	References / Notes
Before the construction of any utility works associated with the development, the Applicant must obtain relevant approvals from service providers.	GPT Group	Ongoing	SSD-10272349 Condition A28
Before the issuing of a Subdivision Works or Construction Certificate for any stage of the development, the Applicant (whether or not a constitutional corporation) is to provide evidence, satisfactory to the Certifier, that arrangements have been made for:	GPT Group	Ongoing	SSD-10272349 Condition A30
(a) the installation of fibre-ready facilities to all individual lots and/or premises in the development to enable fibre to be readily connected to any premises that is being or may be constructed on those lots.(b) the provision of fixed-line telecommunications infrastructure in the fibre-ready facilities to all individual lots and/or premises in the development demonstrated through an agreement with a carrier.			
Prior to the issue of a Construction Certificate for the temporary access road, the Applicant must submit certified copies of the left-turn deceleration lane design plans for review and approval by TfNSW.	GPT Group	Ongoing	SSD-10272349 Condition B4
Prior to the issue of a Compliance Certificate under Section 73 of the Sydney Water Act, 1994, an easement under section 88A and/or restriction or public positive covenant under section 88E of the Conveyancing Act 1919 naming the Regional Stormwater Authority (Sydney Water) as the prescribed authority, which can only be revoked, varied or modified with the consent of the Regional Stormwater Authority and which provides for appropriate access to all trunk drainage land for maintenance at no cost to the Regional Stormwater Authority must be registered on the title of the land.	GPT Group	Ongoing	SSD-37486043 Condition B36
Appropriate weed control activities will be undertaken in accordance with the Greater Sydney Regional Strategic Weed Management Plan 2017 – 2022 (LLS: Greater Sydney 2017).	GPT Group	Ongoing	Appendix 2 – Weed Management

3.3 Inductions and Environmental Training

The Contractor's Project Manager will ensure that all employees and contractors involved in the project are appropriately inducted and trained prior to commencing work on site. Training in relation to environmental responsibilities and implementation of this CEMP will take place initially through the site induction training and then on an ongoing basis through 'toolbox talks' (or similar).

All employees, contractors (and their sub-contractors) conducting environmental training and site staff assigning work activities will demonstrate that they are competent and appropriately trained to train and manage construction site specific environmental issues.

Inductions and Training will meet the objectives of Condition B51 of SSD-10272349, which is to ensure that all employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the SSD-10272349 Consent Conditions relevant to activities they carry out in respect of the development.

A register of all environmental training carried out, including dates, names of persons trained, and trainer name and qualification details will be established and maintained for the duration of works.



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3.3.1 Environmental Induction Training

The environmental induction training will cover all elements of the CEMP and will include, as a minimum, the following:

Table 9: Environmental Induction Training

Inductions and Environmental Training	Reference/ Notes
Purpose and objectives of the CEMP	Section 1.2
Obligation to minimise harm to the environment	Section 1.2.1
Hours of Construction	Section 2.3
Requirements of due diligence and duty of care	Section 3.1
Conditions of any environmental licences, permits and consent approvals	Section 3.3
Potential environmental emergencies on site and the emergency response procedures (including the Emergency Spill Response Plan), locations and training in the use of emergency spill kits for spills on water and on land	Section 4.11
Reporting, and notification and management requirements for pollution, contamination, and other environmental incidents, and for damage and maintenance to environmental controls	Section 3.4
High-risk activities and associated environmental safeguards i.e. earthworks, vegetation clearing, night works, operation, and maintenance of concrete washouts, and washing, refuelling and maintenance of plant and equipment	Section 3.3.2
Location of reuse bins, washing, refuelling and maintenance of vehicles, plant, and equipment	Section 4
Noise, vibration, and air quality management controls	Section 4.1
Drivers' code of Conduct	Section 4.4 Appendix A of CTMP
Construction Traffic Management including permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health, and safety (WHS), driver protocols and emergency procedures.	Section 4.4
Sound erosion and sediment control practices, water quality controls and sediment basin management	Section 4.5
Waste minimisation principles	Section 4.6
Stop work protocol in the event of the discovery of Aboriginal item or object of significance	Section 4.8
Induction requirements as per the RAP – Contamination	Section 4.9
When there is work causing a risk of fire such as welding, thermal or oxygen cutting, heating or other fire producing or spark producing operations or when burning off is proposed, training will be provided to all personnel in fire prevention, fire safety and basic firefighting skills.	Section 4.11

3.3.2 Toolbox Talks

Toolbox talks or similar will be held to identify environmental issues and controls when works commence in a new area of the site or a new activity, as well as when environmental issues arise on site. The toolbox talk will include but not be limited to:

- A description of the activity and the area.
- Identification of the environmental issues and risks for the area (including fauna or flora).
- Outline the mitigations measures for the works and the area (see Section 4.0)



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3.4 Incident and Non-Compliance Response

For the purposes of this CEMP, SSD-10272349 describes an 'incident' as an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. SSD-10272349 describes a 'non-compliance' as an occurrence, set of circumstances or development that is a breach of the consent.

Material Harm is defined within SSD-10272349 as harm that:

- a) involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial, or
- b) results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).

Table 10 below summarises the required notification timeframes and responsible parties for incident and/or non-compliance notification with further details provided within this section at the provided Cross Reference(s).

Table 10: Material Harm Incident and Non-Compliance Notification

Notification Requirement	Responsible	Timeframe	Reference
Incidents			
Upon awareness of an incident, the Contractors Project Manager shall be notified of and provided with all relevant information pertaining to the potential or actual incident.	Any person engaged as an employee or undertaking a Construction activity	Immediately after becoming aware of a potential or actual incident	CEMP 3.4.1 & 3.4.2
The Contractor's Project Manager will notify GPT of any incident including all relevant information pertaining to the incident.	Contractor's Project Manager	Immediately after becoming aware of a potential or actual incident	CEMP 3.4.1 & 3.4.2
GPT will notify DPHI of an incident in writing via the Major Projects Website.	GPT	Immediately after becoming aware of incident	CEMP 3.4.1 & 3.4.2
GPT will notify Council	GPT	Immediately after becoming aware of incident	CEMP 3.4.1 & 3.4.2
An Event Notification Report will be completed and provided to GPT. This is attached to this CEMP as Appendix C .	Contractor's Project Manager	Within 24 hours	Appendix C
GPT will provide a formal written notification of an incident to DPHI via the Major Projects Website.	GPT	Immediately after becoming aware of incident	CEMP 3.4.1
GPT will provide DPHI and any relevant public authorities a detailed report on the incident.	GPT	Within 30 days of the incident occurring or as otherwise agreed to by the Planning Secretary	CEMP 3.4.1
Non-Compliance			
Provide written notification of the non-compliance to the Major Projects website.	GPT	Within 7 days after becoming aware of non-compliance	CEMP 3.4.1



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3.4.1 Notification Requirements

3.4.1.1 Under the Protection of the Environment Operations Act 1997 (POEO Act)

Notification responsibilities for incidents that have caused or threatened to cause material harm to the environment are also detailed in Section 148 of the POEO Act. In summary, these are broadly categorised as:

(a) Duty of an employee or any person undertaking an activity:

Any person engaged as an employee or undertaking an activity regarding YLE Stage 1 will, immediately after becoming aware of any potential incident (even if outside of normal business hours), notify the Contractor's Project Manager who will notify GPT of the incident and all relevant information about it. The Contractor's Project Manager will be available 24 hours a day, seven days a week and have the authority to stop or direct works.

(b) Duty of an employer or occupier of the premises to notify:

The employer or occupier of the premises (in this case GPT) on which the incident occurred, who is notified (or otherwise becomes aware of) of the incident, will immediately notify the relevant authorities about the incident and all relevant information.

Under the POEO Act, "relevant authority" means any of the following:

- The appropriate regulatory authority the Environment Protection Authority (EPA).
- If the EPA is not the appropriate regulatory authority the local authority for the area in which the pollution incident occurs (i.e. Council).
- NSW Public Health Unit.
- SafeWork NSW.
- Fire and Rescue NSW.

Table 11 lists the contact details for these authorities. The person reporting the pollution incident will provide the following key details:

- Location of the pollution incident/emergency.
- Nature of the pollution incident/emergency.
- Their name and contact details.
- Details of any required assistance

Table 11: Regulatory Authority Contact List for Material Harm Incidents

Regulatory Authority / Stakeholder	Key Contacts	Contact Details
Department of Planning, Housing, and Infrastructure (DPHI)	Compliance Unit	Major Projects Portal 1300 305 695 or 02 9228 6111 compliance@planning.nsw.gov.au
Environment, Energy and Science (EES) Group	Main switchboard	1300 361 967 info@environment.nsw.gov.au
Penrith City Council	Main switchboard	02 4732 777 council@penrith.city
	Environment Line	131 555



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3.4.1.2 Under the Conditions of SSD-10272349

In accordance with Condition C10 of Development Consent SSD-10272349, once GPT becomes aware of an incident, GPT is required to immediately notify the Planning Secretary via the Major Projects website. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident.

In accordance with Condition C1 and Appendix 5 of Development Consent SSD-10272349 a written incident notification is required to be provided to the Planning Secretary via the Major Projects website within seven days. The written notification of an incident must:

- Identify the development and application number.
- Provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident).
- Identify how the incident was detected.
- Identify when the applicant became aware of the incident.
- Identify any actual or potential non-compliance with conditions of consent.
- Describe what immediate steps were taken in relation to the incident.
- Identify further action(s) that will be taken in relation to the incident.
- Identify a project contact for further communication regarding the incident.

In accordance with Appendix 5 of Development Consent SSD-10272349 a detailed incident notification is then to be provided to the Planning Secretary and any other relevant public authorities within 30 days of the incident. The Incident Report must include:

- Summary of the incident.
- Outcomes of an incident investigation, including identification of the cause of the incident.
- Details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence.



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• Details of any communication with other stakeholders regarding the incident.

3.4.1.3 Non-Compliance

In accordance with Condition 11 of SSD-10272349, the Planning Secretary must be notified in writing via the Major Projects website within seven days after the Proponent becomes aware of any non-compliance.

C12 of SSD-10272349 states a non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

C13 of SSD-10272349 notes that a non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

GPT will, upon notification of a potential non-compliance from the Contractor's Project Manager will assess and confirm if an event is explicitly an exceedance of the conditions of SSD-10272349. If an event is deemed to be an exceedance of the conditions of SSD-10272349, the following incident and non-compliance handling procedure will be implemented.

3.4.2 Incidents and Non-Compliance Handling Procedure

Upon becoming aware of an incident and/or non-compliance, the procedure outlined in **Figure 8** will be followed.



Figure 8: Incidents and Non-Compliance Handling Procedures

Action

· Where possible and safe to do so, immediate action will be taken to prevent, stop, contain and/or minimise the environmental impact of the incident and/or non-compliance. In the unlikely event that an incident and/or non-compliance requires the evacuation of the site, actions will be completed in accordance with evacuation procedures.

Emergency Assistance

• If adequate internal resources are not available and the incident and/or non-compliance threatens public health, property or the environment, it is essential that Fire and Rescue NSW be contacted by telephoning "000" for emergency assistance.

Notification

· Notification of the incident and/or non-compliance shall be undertaken in accordance with Section 3.4.1 of the CEMP

Investigate

· Undertake immediate investigative work to determine the cause of the incident and/or noncompliance.

Remediate

· Undertake appropriate remedial action to address the cause of the incident and/or noncompliance and mitigate any further environmental impact. In some instances, outside resources such as specialist contractors/consultants may be required.

Record

• Incidents shall be recorded in an Event Notification Report (Appendix C) and included within the Incidents and Non-Compliances Register

Review

 Once the incident and/or non-compliance has been suitably handled, appropriate measures will be identified and implemented to reduce the possibility of re-occurrence.



3.4.3 Incidents and Non-Compliance Register

An Incidents and Non-Compliance Register will be maintained during construction and will contain the following:

- A copy of the environmental incident and non-compliance notification requirements and handling procedure contained above in **Section 3.4.1** and **Section 3.4.2**.
- Site evacuation procedures.
- A separate reference sheet containing the contact details for the contacts listed in Table 6 and the contact details for the regulatory authorities listed in Table 11.
- Blank hard copies of the Event Notification Report (Appendix C).
- Copies of all completed Event Notification Reports, which are to be maintained for at least five years after the event to which they relate.

3.4.4 Minor Environmental Incidents

There is the possibility of minor environmental incidents occurring as part of this project. SLR have defined a 'Minor Environmental Incident' as an incident where there has been no potential or actual material harm to the environment (see 'material harm' definition outlined in **Section 3.4**). Examples may include excessive dust impacts sighted by the project team or a small, contained hydrocarbon spill that does not leave a site boundary and is cleaned up without residual on-site environmental harm.

Minor environmental incidents will still be handled under the process outlined in **Section 3.4.2** except there will be no requirement for notification of government agencies. All minor or major incidents will be recorded in the Incidents and Non-Compliance Register. A minor incident does not constitute a non-compliance under the conditions of SSD-10272349.

3.5 Complaints and Handling Procedure

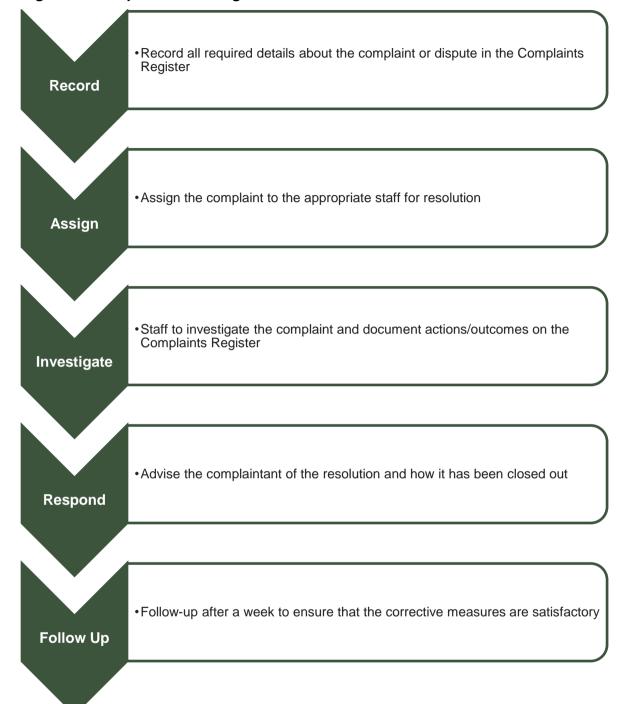
All complaints will be handled in accordance with the Community Consultation Management Plan (CCMP) (Urbis 2023) (see **Appendix D**).

Any employee who takes receipt of a complaint, either verbal or written, is to take note of the name and contact details of the complainant and the nature of the complaint and immediately notify the Contractor's Project Manager, who will then contact the Community Enquiries and Complaints Contact to commence action.

The following complaints handling procedure is duplicated from the CCMP for quick reference. For further detail please consult the CCMP (Urbis 2023).



Figure 9: Complaints Handling Procedure





3.5.1 Complaints Register

A Complaints Register will be maintained during construction and will contain the following:

- A copy of the environmental complaint handling procedure contained in **Section 3.5.**
- A separate reference sheet containing the contact details listed in Table 6.
- Blank hard copies of the Community Correspondence Register.
- Copies of all completed Community Correspondence Register, which are to be maintained for at least five years after the event to which they relate.

3.6 Dispute Resolution

In the event that a dispute arises between the Proponent and a public authority, in relation to an applicable requirement in this consent or relevant matter relating to the construction of YLE Stage 1, either party may refer the matter to the Planning Secretary for resolution. The Planning Secretary's determination of any such dispute will be final and binding on the parties.

Additional information can be found in the CCMP (Urbis 2023) attached as **Appendix D**.



4.0 Environmental Management Commitments

Environmental aspects with the potential to be impacted through the construction of YLE Stage 1 are addressed in the following sub-sections. These issues have specific regulatory requirements imposed by SSD-10272349 and/or are considered to have the highest potential to result in a non-compliance with a legislative requirement or general community complaints. This section contains compliance management tools outlining how controls are to be implemented. A copy of the relevant consent conditions is found at **Appendix A**.

4.1 General

Table 12 lists the general environmental controls that will be implemented throughout the construction to minimise the potential for adverse impacts on the local environmental and surrounding receptors.

Table 12: General Construction Environment Management Controls

Environmental Management Control	Person Responsible	Timing/ Frequency	Reference/ Notes
Construction employees and contractors will be suitably inducted and trained in accordance with Section 3.3 of this CEMP.	Construction Contractor	Prior to commencing construction and ongoing	CEMP Section 3.3
The incidents and complaints will be promptly and effectively addressed in accordance with the management strategies contained within Sections 3.4 and 3.4 of this CEMP.	Construction Contractor	Ongoing	CEMP Sections 3.4 and 3.5
All monitoring records will be maintained to demonstrate compliance with the CEMP, including:	Construction Contractor	For 5 years after completion date	Best practice
Site environmental inspection reports.			
Environmental monitoring data.			
Internal and external audit reports.			
Reports of environmental incidents, environmental, associated actions taken, and follow-up actions.			
Minutes of management review meetings.			
Induction and training records.			

4.2 Noise and Vibration

Construction noise and vibration will be managed in accordance with the Construction Noise and Vibration Management Plan (CNVMP) (RWDI 2024), attached as **Appendix E**.

Environmental management controls will be implemented to minimise the potential for adverse noise and vibration impacts during construction. Mitigation and management measures outlined in Section 7 of the CNVMP will be implemented throughout construction.

Construction noise will be monitored as part of the overarching Mamre Road Precinct Working Group commitments, which requires a real-time noise monitoring system. Based on the predicted noise impacts identified in the CNVMP, real-time noise monitoring should be conducted at two locations (refer to **Figure 10**) to verify impacts to receivers to the northeast and south-west, refer to Section 7.5 of the CNVMP for further details.



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Figure 10 Proposed Real Time Noise monitoring locations (2)

The Contractors Project Manager is responsible for these on an ongoing basis.

· Real time Noise Monitoring.

Real-time Noise Monitors

Legend

Site Boundary

- The mitigation measures cover the following activities: Monitoring hours of approved work, noisy activities, and construction timetables.
- Community Liaison and General Approaches to Mitigation.
- Site protocol for response to noise and vibration.
- Maintaining complaints register
- Allocation and Implementation of Noise management procedures
- Noise mitigation measures
- Education and training of site staff.

As outlined in Section 7.2 of the CNVMP no vibration impacts are expected. No vibration mitigation measures are required.

4.3 Air Quality

Construction air quality will be managed in alignment with the Construction Air Quality Management Plan (CAQMP) (Northstar, 2024), attached in **Appendix F.**

Air quality impacts associated with the construction of YLE Stage 1 are anticipated to be low for earthworks, building construction and track out activities. The CAQMP identifies there is the possibility for short term emission particles, dust emissions from excavation, and construction. With the appropriate dust, emission and dust sensitivity management the proposed construction work impacts would be considered a low risk. The CAQMP assessed that the predominant south-westerly wind direction observed at the Horsley Park Equestrian



Centre AWS indicates that sensitive receptors to the northeast of the site would be likely to be impacted more often than other receptor locations.

In addition to dust deposition monitoring, a Trigger Action Response Plan (TARP) has been developed as part of the CAQMP in accordance with the requirements of NSW DPHI. The TARP describes the actions to be taken when specific triggers are exceeded. Real-time monitoring of total suspended particulate (TSP) and particulate matter with an aerodynamic diameter of ≤10 microns (PM₁0) are proposed at 4 locations on the development site boundary (see **Figure 11**). Continuous real-time data would be collected by the network and provided as user-defined averages. To meet the objectives of the TARP, 1-hour, 24-hour and annual averages will be obtained, refer to **Appendix F** Section 6.2 of the CAQMP for further details.



Figure 11 Proposed Locations of the air quality and meteorological monitors

All Air Quality mitigation measures are outlined in Section 6.2, 6.3 and Table 8, 9 & 10 of the CAQMP as well as table 13 & 14 of the CEMP. The construction project manager is responsible for these on an ongoing basis.

The mitigation measures cover the following activities:

- Communications.
- Site Management.
- Preparing and Maintaining the Site.
- Operating Vehicle/Machinery and Sustainable Travel.
- Operations.
- Waste Management.
- Earthworks.



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- Construction.
- Track out.

4.4 Traffic

Construction traffic will be managed in accordance with the Construction Traffic Management Plan (CTMP) (Ason Group, 2024) attached as **Appendix G**.

The contractor project manager is responsible for the implementation of these mitigation and management measures on an ongoing basis, refer to CTMP Section 3.5 for further details.

These mitigation measures cover the following activities:

- Monitoring Construction Vehicles
- Construction Traffic in Mamre Road
- Cumulative Impacts.
- Minimising Traffic Impacts on Surrounding Network.
- · Vehicle Management.
- Management of Deliveries.
- Contractor & Heavy Vehicle Parking.
- Traffic Control.
- Authorised Traffic Controller.
- Safety during construction.
- Reporting
- Co-ordination with key stakeholders
- Pedestrian and Cyclist Management.
- · Fencing Requirements.
- Driver Awareness & Code of Conduct.
- Worker Induction.

4.5 Water and Soil

Water and soil will be managed in accordance with the Erosion Sediment Control Plan (ESCP) (Ochre Environmental Management, 2024) attached as **Appendix H**, Groundwater Management Plan (GMP) (Arcadis, 2021) and Imported Fill Protocol (IMP) (JBS&G 2024).

The Groundwater Management Plan (GMP) concludes that whilst the site is comprised of low hydraulic conductivity material unlikely to be affected by the major cuttings proposed, it is recommended that further monitoring of a well near the deepest cutting be completed. This should be completed by a qualified hydrogeologist.

The Imported Fill Protocol (IMP) outlines the relevant procedures and requirements to be followed to ensure that receiving of bulk fill materials complies with relevant environmental requirements and that they are from a clean, uncontaminated source.

The Contractors Project Manager is responsible for the implementation of the ESCP, GMP and IMP on an ongoing basis during construction. These mitigation measures cover the following activities.

General construction notes.



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- Stockpiling activities.
- Onsite Water management & Drainage Control.
- Pond dewatering requirements.
- Soil and Stockpile Control.
- Contamination.
- Access controls.
- Flooding and prior to rainfall events.
- Restoration & Rehabilitation.
- Monitoring & Reporting and maintenance.
- Key roles and responsibilities of management and staff.
- Controls during each management stage.
- · Land Disturbance.
- Erosion Control.

4.6 Waste

Waste will be managed in accordance with the Waste Management Plan (LG Consult, 2021) The relevant consent conditions can be found with the relevant section in **Appendix A**.

The Contractor Project Manager is responsible for the implementation of the mitigation measures listed in the Waste Management Plan (LG Consult, 2021) on an ongoing basis. Mitigation measures relating to waste management as outlined in the WMP are as follows:

- Targets for Resource Recovery.
- Waste Streams and Classifications.
- Construction Waste Types and Quantities.
- Waste Reduction and Avoidance.
- Beneficial Reuses.
- Waste Segregation, Storage, Signage and Servicing.

4.7 Visual Amenity

The relevant environmental controls in **Appendix A** will be implemented to minimise the visual impact of the development. During Stage 1, the species being planted on site must be detailed and consistent with Landscape Plans, Applicants Management and Mitigation Measures and Planning for Bush Fire Protection (RFS, 2019). The area is identified as industrial land in the Mamre Road Precinct Structure Plan (Urbis, 2023) and any future residential developments in the area will not be possible due to the site's location being near Western Sydney Airport ANEF 20 noise contours.

4.8 Heritage

Aboriginal Cultural Heritage and Cultural Heritage will be managed in accordance with the Heritage Impact Statement (HIS) (Urbis, 2021). The HIS confirms there are no heritage listed items within the site area and that there are three heritage items within the vicinity of the site which are considered to be of local significance. The development proposal is recommended for approval from a heritage perspective. The environmental management controls for



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minimising the impact of the development as related to SSD-10272349 are attached as **Appendix A**.

4.9 Hazardous Goods and Contamination

The discovery of unexpected, contaminated material will be managed in accordance with the Remedial Action Plan (RMP) (KPMG 2021). The environmental management controls relevant to SSD-10272349 for minimising the potential for incidents relating to hazardous goods and contamination are attached in **Appendix A**.

The Contractor Project Manager is responsible for the implementation of the mitigation measures listed in the RMP on an ongoing basis. The mitigation measures cover the following activities during remediation:

- Demolition (including asbestos management).
- Traffic Management.
- Site access.
- Noise and Vibration.
- Soil and Water.
- Groundwater Management.
- Air Quality (dust control, odour control).
- Waste & Soil Management (importation of material, stockpiles, waste tracking).

4.10 Biodiversity

Biodiversity management for the YLE will be managed in accordance with the Biodiversity Development Assessment Report (BDAR) (Cumberland Ecology, 2021) the Dam Dewatering Plan (DDP) (Cumberland Ecology 2021), the Dam Dewatering Assessment (DDA) (Sydney Environmental Group 2023) and the Vegetation Management Plan (VMP) (Cumberland Ecology 2023). The Dam Decommissioning Plan (DDP) (Cumberland Ecology 2024) can be found attached as **Appendix I**.

Environmental management mitigation measures relevant to SSD-10272349 can be found in the relevant section in **Appendix A**.

The Contactor's Project Manager is responsible for the implementation of the BDAR, DDP, DAA and VMP on an ongoing basis. The mitigation and control measures from these plans cover the following activities:

- Delineation of Clearing Areas.
- Erosion, Sediment and Pollution Control.
- Vegetation Clearance Timing.
- Pre-clearance surveys.
- · Staging of Clearing.
- Habitat Salvage.
- · Weed Management.



4.11 Fire Safety, Flood and Emergency

Fire Safety, Flood and Emergency for the YLE will be managed in accordance with the Planning for Bushfire Protection (NSW RFS 2019) and the Bush Fire Assessment Report (Bushfire Consulting Services Pty Ltd 2023) as part of the EIS (Urbis 2023).

The Contractors Project Manager is responsible for the implementation of these plans on an ongoing basis. The mitigation and control measures from these plans cover the following activities for control of fire safety, flood, and emergency situations:

- Management of each lot as an Inner Protection Area (IPA).
- Hydrant installation system design, installation, and commissioning in accordance with clauses AS 2419.1:2005.
- Electrical transmission lines and reticulated or bottled gas.
- Fences and gates construction and materials.
- Hazardous materials storage.
- Automated guided vehicle (AGV) freight network.
- Emergency evacuation plan.

4.12 Community

Community consultation and complaints will be managed in accordance with the Community Consultation Management Plan (CCMP) (Urbis 2023) attached as **Appendix D**. Community complaints will be managed in accordance with the CCMP through the use of a complaint escalation and dispute resolution process. Conditions relevant to community consultation as in SSD-10272349 are attached as **Appendix A**.



5.0 Monitoring and Reporting

5.1 Environmental Monitoring and Inspections

Table 13 summarises the monitoring requirements for the construction of YLE Stage 1 as set out in SSD-10272349 and relevant management plans.

Prior to the commencement of construction, the Construction Contractor will ensure their Project Management Plan includes a detailed Monitoring and Reporting Matrix to clearly document the specific applicable forms, registers or reports that will be used (this might include Supervisor Diary, Weekly Environmental Inspection Checklist, Waste Register, Complaints Register). The Construction Contractor will provide a copy of this matrix to GPT.

The Construction Contractor will ensure the checklists included in the Project Management Plan, including the Daily Observations Checklist and Weekly Environmental Checklist, address all relevant monitoring and reporting commitments outlined in the CEMP and appended management plans.

Table 13: Monitoring, reporting, auditing, and inspection requirements

Aspect	Monitoring/ Inspection Requirement	Person Responsible	Timing/ Frequency	References/ Notes
Daily				
General	Daily observation will be recorded in Supervisor's Diary or similar, including plant and equipment prestart checks that include environmental observations. Monitoring of transported materials onto road surfaces to be removed and monitoring of skip/bins which are reaching capacity.	Construction Contractor	Daily	Best practice
Noise and Vibration	Monitoring undertaken at the locations concerned to determine compliance with construction noise limits. Monitoring should be to determine impact of operating plant on sensitive receivers.	Site supervisor	Ongoing	CNVMP Section 7.1
Air Quality	Any triggers of air quality monitoring actioned immediately.	Site Supervisor	Ongoing	CAQMP Section 6.1
Air Quality	Review controls applied and increase controls or modify activities	Site Supervisor	Ongoing	CAQMP Section 6.1
Air Quality	Visual inspections through KPIs outlined in CAQMP. These include visible dust emissions, spillage or trackout onto public roads, plant and equipment being used in efficient and proper manner.	Site personnel	Ongoing	CAQMP Section 6.1. & 6.2 Table 7
Air quality	Onsite and off-site inspections to monitor dust, record inspection results, log monitoring results for authorities if requested. Record inspection results in log to be in line with compliance with CAQMP/CEMP.	Site personnel	Ongoing Increase frequency when air quality issues arise	CAQMP Section 6.3 Table 8
Air Quality	Site supervisor daily checklist and visual observation to identify major emission sources on site including; speed limits, dust control, progressive	Site supervisor	Daily checklist during morning and repeated as required.	CAQMP Section 6.3 Table 8



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Aspect	Monitoring/ Inspection Requirement	Person Responsible	Timing/ Frequency	References/ Notes
	stripping and exposed surfaces, dust suppressant areas, sediment and erosion controls, street sweeping, truck wash.			
Traffic Management	Tracking deliveries against the volumes & limits outlined within CTMP, refer to section 4.2 of the CTMP for methodology. Deliveries will be tracked against approved volumes and a vehicle log is to be maintained – including registration at time of entry. Contractors to retain log of vehicles accessing site. Construction traffic will use the Site's primary access to access the work area for the works, connecting to the wider network via Mamre Road. In place to ensure drivers are adhering to approved construction hours and traffic regulations. Inclusive of prestart inspections and checks to ensure loads are covered when entering and leaving the site. The Principal contractor shall advise the ER & DPHI if those volumes have been exceeded. Light Vehicle: 570 movements Heavy Vehicle: 550 movements Heavy Vehicle: 550 movements AM Peak: (07:00 – 08:00) (07:00 – 08:00) PM Peak: (15:00 – 16:00) (14:00 – 15:00)	Site Management and Contractors	Ongoing	CTMP Section 3 & 4 Appendix A CTMP
Traffic Management	 Implement the Drivers code of Conduct The below activities in any vehicles will be considered as a breach of conduct: Reckless or dangerous driving causing injury or death. Driving whilst disqualified or not correctly licensed. Drinking or being under the influence of drugs while driving. Failing to stop after an incident. Loss of demerit points leading to suspension of licence. Any actions that warrant the suspension of a licence. Exceeding the speed limit in place on any permanent or temporary roads. Undertaking traffic illegal U turn event or right turns at Mamre Road and Abbotts Road intersection. 	Site Supervisor	Ongoing	CTMP Section 3 & 4 Appendix A CTMP



Aspect	Monitoring/ Inspection Requirement	Person Responsible	Timing/ Frequency	References/ Notes
	Any breaches of the CTMP and Driver Code of Conduct may be considered a breach of development consent SSD-10272349 and penalties such as fines and/or prosecution may apply.			
Unexpected finds	Monitor with PID areas adjacent to open excavated pits.	Onsite Environmental Consultant	At least three times per day and at additional times if strong or unusual odours are present	RAP Section 14.6
Unexpected finds	Inspection of roadway in vicinity of site used by vehicles, ensuring no amounts of materials are tracked off site by vehicles.	Onsite Environmental Consultant	Daily two- hourly intervals	RAP Section 14.6
Dam Dewatering Plan	Monitoring of water levels until the dam is reduced to depth of approximately 1m and fauna capture is feasible.	Onsite Environmental Consultant	Daily	DDP Section 4.2
Weekly				
General	The Weekly Environmental Checklist will be completed as part of general environmental site inspection to ensure all relevant environmental controls listed in this CEMP are in place and any required maintenance and/or remediation works are identified and undertaken.	Construction Contractor	Weekly	Best practice
General	The Construction Contractor will report environmental performance during regular management meetings and/or 'toolbox talks'. Items to be discussed include: Results of any monitoring activities undertaken. Any environmental incidents that have occurred during the previous period, including the management / corrective actions taken. Any complaints that have been received during the previous period, including any management / corrective actions taken.	Construction Contractor	Weekly	Section 3.3 CEMP
Monthly				
Community Consultation Plan	Complaints register to be updated monthly.	Site Management	Monthly	SSD-10272349 C17
Air Quality	Dust to be collected over monthly period and results expressed as specified in CAQMP Section 6.2.	Site Management	Monthly	CAQMP Section 6.2
Air Quality	After NATA issue monthly report for air quality, data to be compiled into database and evaluated against criteria specified in Section 5 of CAQMP.	Site environmental representative	Monthly	CAQMP Section 5 & 6.2





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management

Attendance at the Mamre Road

Working Group meetings. Review of the complaints register

(see Section 5.3.1).

Consultation

Aspect	Monitoring/ Inspection Requirement	Person Responsible	Timing/ Frequency	References/ Notes
	Ongoing monitoring of media and local community social media pages.			
Air Quality	Monitoring of four dust deposition devices for the duration of construction, against criteria specified in Section 5 of CAQMP.	Site Management and Environmental Consultant		CAQMP Section 5, Section 6.2
Air Quality	Compile 12- month sampling period and calculate annual average dust deposition rate for each monitoring location as specified in Section 5 of CAQMP.	Site Management and Environmental Consultant	12-month period	CAQMP Section 5, Section 6.2
Air Quality	Annual monitoring report prepared by suitable qualified and experienced professional, describing methodology and comparing dust deposition monitoring against relevant criteria. Annual report will identify any exceedances.	Site Management and Environmental Consultant	Annual	CAQMP Section 6.2
Air Quality	Inspect plant and equipment regularly to ensure it is maintained in accordance with specifications and is being operated in proper and efficient manner.	Site Management and Environmental Consultant	Ongoing	CAQMP Section 8.3 Table 8
Air Quality	Produce dust monitoring report specifying results of monitoring and whether compliance has been achieved.	Site Management and Environmental Consultant	Annual	CAQMP Section 6.2
General	Submission of the following in alignment with condition C14 of SSD-10272349. (a) the submission of a Compliance Report under condition C14. (b) the submission of an incident port under condition C10. (c) the approval of any modification of the conditions of consent. (d) the issue of a direction of the Planning Secretary under condition. A2(b) which requires a review.	Site Management and Environmental Consultant	Within first 3 months of operation & every 6 months after	SSD-10272349 C10, C14
Remediation	Prepare and submit a Remediation Validation Report (RVR) to the satisfaction of the Planning Secretary and in line with Condition B7 and RAP and EPA guidelines.	Environmental Consultant KPMG	Within three months of completion of remediation works	SSD-10272349 Condition B72 RAP Section 10.1
Vegetation Management	 Report submitted to council which will: Describe any rehabilitation and revegetation works undertaken. Showcase findings of monitoring activities. Discuss problems encountered in implementing VMP. Recommend adaptations of additions to VMP for following year. 	Environmental Consultant KPMG Project Manager	Submitted to Council every 12 months	VMP Section 8.1 and 8.2



Aspect	Monitoring/ Inspection Requirement	Person Responsible	Timing/ Frequency	References/ Notes
Vegetation Management	Inspect for excessive litter and sediment build-up. Check for evidence of erosion. Site Management after major rain event		VMP Section 8.1.4. Table 6	
Vegetation Management	A review documenting success of works against performance criteria outlined in VMP table 7.	Site Management	Five years after completion	VMP Section 9.2
Groundwater Management	Records to be maintained: Spill or incident notifications. Groundwater inflows into excavations. Intersected groundwater quality. Groundwater treatment and disposal (where applicable). Groundwater level monitoring (if triggered).	Site Management	Ongoing	Best practice
Noise and Vibration	Assessments undertaken periodically to monitor commencement of significant work stages or activities.	Site Management	Ongoing	CNVMP Section 7.1
Mamre Working Group Consultation	Meet with community to discuss, formulate, and implement strategies to improve monitoring coordination of approved developments.	Site Management	Periodically throughout the year	SSD Condition A36
Noise & Vibration	Noise and/or vibration monitoring will be conducted in accordance with the CNVMP.	Construction Contractor	Ongoing	Section 8.1 of CNVMP
Air Quality	Air Quality is to be monitored as outlined in Conditions B58-B62 of SSD-10272349 and Appendix F of this CEMP.	Construction Contractor	Ongoing	SSD-10272349 Condition B58- B62 Appendix F of CEMP
Traffic	All incoming and outgoing traffic movement will be monitored and recorded to ensure adherence to the approved construction hours as per Section 2.3 of this CEMP.	Construction Contractor	Ongoing	Best practice
Waste	Waste management documentation, logbook and associated dockets and receipts will be made available for inspection by authorised Council Officer at any time during site works.	Construction Contractor	Ongoing	Best Practice
Contamination	Clearance / validation reports will be prepared at the completion of the management of each unexpected find. The clearance / validation letter will be provided to GPT and appropriate regulatory authorities.	Construction Contractor	As required and within 60 days of completion of remediation work	RAP – Section 10.3
General	Inspection and maintenance of all plant and equipment items to ensure optimal operating condition.	Construction Contractor	As specified by the manufacturer / supplier	Best practice
General	All monitoring and audits will be undertaken in accordance with Division 9.4 of Part 9 of the <i>Environment Planning and Assessment Act 1979</i> .	Construction Contractor	Ongoing	SSD-10272349 Condition C16



Aspect	Monitoring/ Inspection Requirement	Person Responsible	Timing/ Frequency	References/ Notes
General	Access to information shall be facilitated through the publication of environmental performance and monitoring results on the project website, as detailed within the CCMP.	GPT	48 hours prior to commencing construction and ongoing	SSD-10272349 Condition C17 CCMP Section 4
General	 A copy of all environmental records will be maintained, including: Site environmental inspection reports. Environmental monitoring data. Internal and external audit reports. Reports of environmental incidents, environmental, associated actions taken, and follow-up actions. Minutes of management review meetings. Induction and training records. A register of all complaints and non-compliances. 	GPT	For at least 5 years after completion	Best practice



6.0 Contingency Management Plan

lists the actions to be implemented if inspections, monitoring and/or auditing indicate that the mitigation measures listed in **Section 4.0** and the specialist management plans are not effective in managing environmental impacts.

Table 14: Contingency Plan

Key Element	Trigger/ Response	Condition Green	Condition Amber	Condition Red
Noise and Vibration				
Real Time Noise monitoring.	Trigger	Noise levels do not exceed applicable NMLs	Noise levels exceed applicable NMLs	Noise levels exceed Highly Noise Affected criteria (75 dBA) and/or justified complaints occur.
	Response	On-going best practice management measures to minimise noise emissions	Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts (aiming to achieve NMLs)	Works exceeding the Highly Noise Affected criteria will be managed in accordance with the strategies outlined in Section 4.1 of the NVMP.
Complaints received	Trigger	No Complaints received	One Complaint received	More than one complaint
regarding Noise	Response	No Response	Additional attended noise monitoring to be conducted	Additional attended noise monitoring to be conducted, noise levels associated with particular plant items should be noted as well as the maximum noise level. Where possible, extraneous noise events such as road traffic noise should be excluded from the results or highlighted in accompanying notes. Implement relevant responses and undertake immediate review to avoid such occurrence in future.
Vibration impacts at sensitive receiver locations	Trigger	Vibration intensive works undertaken outside minimum working distance for the specific equipment in use	Vibration intensive works undertaken within minimum working distance for the specific equipment in use	Vibration levels exceed applicable vibration limits
	Response	On-going best practice management measures to minimise vibration emissions	Undertake vibration monitoring for the duration of the works to confirm vibration levels.	Stop work. Manage in accordance with the strategies outlined in Section 7 of the NVMP.



Key Element	Trigger/ Response	Condition Green	Condition Amber	Condition Red
Air Quality				
Trigger Action Response Plan (TARP)	Trigger	Concentration at any monitor ≥50 µg·m-3 and 1-hour average DWI <5 µg·m-3 or Visible dust observed leaving the site boundary or Wind speeds ≥ 5.5 m·s-1 (≥ 19.8 km·hr-1)	Concentration at any monitor ≥50 µg·m-3 and 1-hour average DWI ≥5 µg·m-3 and <10 µg·m-3 or Visible dust observed leaving the site boundary or Receipt of a justified complaint or Wind speeds ≥ 6.8 m·s-1 (≥ 24.5 km·hr-1)	Concentration at any monitor ≥50 µg·m-3 and 1-hour average DWI >10 µg·m-3 or Visible dust observed leaving the site boundary or Receipt of a justified complaint or Wind speeds ≥ 8 m·s-1 (≥ 28.8 km·hr-1)
	Response	Identify activities being performed and whether any additional emission controls can be applied to those activities (e.g. watering of roads and stockpiles, water sprays etc.)	Identify activities being performed and whether any additional emission controls can be applied to those activities (e.g. watering of roads and stockpiles, water sprays etc.)	Depending on the activities being performed, progressively decrease the rate of activity or cease operations if emissions cannot be adequately controlled
Visible dust leaving the site boundary	Trigger	Daily inspections indicate no visible dust offsite.	Daily inspection indicates visible dust offsite present	Daily inspection indicates visible dust offsite present multiple times a day or from multiple sources.
	Response	No response. Continue monitoring program as normal.	Investigate dust generating activities and implement appropriate additional emission controls.	Investigate dust generating activities, progressively decrease the rate of activity or cease operations if emissions cannot be adequately controlled.
Results of dust monitoring program	Trigger	Monthly review indicates no exceedances	Monthly review indicates one exceedance	Monthly review indicates more than one exceedance
	Response	No response	Investigate activities that may have contributed to exceedance and implement emission controls.	Investigate activities that may have contributed to exceedance and implement emission controls.
Complaints received regarding dust	Trigger	No complaints received	One complaint received Minor quantities of dust in the air and tracking on to the road	Multiple complaints received regarding same source Large quantities of dust in the air and tracking on to the road
	Response	No response	Investigate dust generating activities and implement appropriate additional emission controls such as: Deployment of additional water sprays.	Review monitoring data, progressively decrease the rate of activity or cease operations if emissions cannot be adequately controlled. As with Condition Amber:



Key Element	Trigger/ Response	Condition Green	Condition Amber	Condition Red
			 Relocation or modification of dust generating sources. Check condition of vibrating grids to ensure they are functioning correctly. Temporary halting of activities and resuming when conditions have improved. 	 If it is concluded that construction activities were directly responsible for the exceedance, submit an incident notification to government agencies. Implement relevant responses and undertake immediate review to avoid such occurrence in future.
Traffic				
Construction movements	Trigger	Both peak hour and daily Construction traffic volumes are in accordance with volume and time constraints as outlined within Section 2.2 and Section 3.1 in the PM peak).	Construction traffic movements exceeds programmed volume but is within permissible volume constraints.	Construction traffic movements exceeds permissible volume and time constraints.
	Response	No response required.	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: Review CTMP and update where necessary. Provide additional training.	As with Condition Amber, plus; If it is concluded that construction activities were directly responsible for the exceedance, submit an incident and investigation report to government agencies. Stop all transportation into and out of the site.
Queuing	Trigger	No queuing identified.	Queuing identified within site.	Queuing identified on the public road.
	Response	No response required. Continue monitoring program.	Review the delivery schedule prepared by the builder. 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.	 As with Condition Amber, plus Review and investigate construction activities If it is concluded that construction activities were directly responsible for the exceedance, submit an incident notification to government agencies. Temporary halting of activities and resuming when conditions have improved. Stop all transportation into and out of the site.



Key Element	Trigger/ Response	Condition Green	Condition Amber	Condition Red
				Review CTMP and update where necessary, provide additional training.
Traffic noise	Trigger	Noise levels do not exceed imposed noise constraints, as outlined within the Noise Assessment Report (<45dBA), nor has there been a traffic noise related complaint	Noise levels in minor excess (<10dBA) of imposed noise constraints, or receipt of a single noise complaint	Noise levels greatly in excess (>10dBA) of imposed noise constraints or consistent noise complaints.
	Response	No response required	Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts.	As with Condition Amber If noise levels cannot be kept below applicable limits, then a different construction method or equipment must be utilised.
Traffic Guidance Scheme	Trigger	No observable issues (TGS implements according to plan)	Minor inconsistencies with TGS to onsite operations (such as covered signs, missing signs, fallen cones, etc.)	Near miss or incident occurring regardless of / as a result of the TGS being implemented
	Response	No response required	Traffic Controller to amend TGS on site and to keep a log of all changes.	Stop work until an investigation has been undertake into the incident. There are to be changes made to the TGS to ensure that the safety of all workers, students and civilians are catered for.
Water and Soil				
Soil / dust / mud on public road network	Trigger	No soil / dust / mud tracked onto the public road network.	Evidence of soil / dust / mud at entry but none tracked onto public roads.	Evidence of soil / dust / mud tracked onto the public roads.
	Response	Continue CEMP implementation.	Check condition of wheel wash facility to ensure it is functioning correctly.	Stop work and clean soil / dust / mud off road network (e.g. engage street sweeper).
Erosion	Trigger	No evidence of erosion.	Minor gully or tunnel erosions present and/or rilling. Evidence of sediment or sediment laden water leaving the site.	Significant gully or tunnel erosions present and/or rilling. Evidence of sediment or sediment laden water leaving the site.
	Response	Continue CEMP implementation.	A suitably trained person to inspect the site. Review of erosions and sediment structures. Remediate as appropriate.	A suitably trained person to inspect the site. Review of erosion and sediment structures. Remediate as soon as practical.
Water management structures	Trigger	Water management structures have been designed, constructed, and managed in accordance with the Blue Book and the ESCP.	Inspections indicate that water management structures illustrate minor non-compliance with the Blue Book and the ESCP.	Inspections indicate a failure of the water management structures.



Key Element	Trigger/ Response	Condition Green	Condition Amber	Condition Red
	Response	Continue CEMP implementation.	A suitably trained person to inspect the site. Review of water management structures. Remediate as appropriate.	A suitably trained person to inspect the site. Remediate as soon as practical. Review of engineering design and revise ESCP.
Water Quality Monitoring	Trigger	Water quality monitoring results are in accordance with Section 3.5 of SMP.	Water quality monitoring results exceed the criteria listed in Section 3.5 of SMP.	Follow up water quality monitoring results exceed the criteria listed Section 3.5 of SMP.
	Response	Continue CEMP implementation.	Follow up water quality monitoring will be undertaken to ensure results are just an anomaly and not a trend.	Appropriate measures are implemented. Follow up water quality monitoring is undertaken.
Waste				
Waste	Trigger	Inspections identified no waste outside of dedicated bins and stockpiles.	Inspections identified minimal waste outside of dedicated bins and stockpiles.	Inspections identified large quantities of waste outside of dedicated bins and stockpiles. Complaints received regarding waste.
	Response	Continue CEMP implementation.	The waste is cleaned up immediately.	The waste is cleaned up immediately. The Project Contact Point will also be notified and the complaints handling process outlined in Section 3.6 and the CCP is implemented.
Heritage				
Heritage	Trigger	No unknown heritage items uncovered.	Potential heritage item uncovered.	Potential heritage item uncovered causing significant delays to project.
	Response	Continue CEMP implementation.	Stop work and implement the unexpected finds protocol.	Stop work and implement the unexpected finds protocol. Heritage item to be salvaged and removed from site by a qualified archaeologist.
Hazardous Goods a	and Contaminat	ion		
Unexpected Contamination	Trigger	No contamination uncovered during earthworks.	Areas of possible contamination uncovered.	Areas of contamination uncovered.
	Response	Continue CEMP implementation.	Stop work immediately, contact GPT immediately assess the contamination in accordance with the RAP.	Stop work immediately. A validation report is to be prepared following remediation.



Key Element	Trigger/ Response	Condition Green	Condition Amber	Condition Red
Asbestos	Trigger	No asbestos found in cement, sheeting, lagging, piping.	Asbestos found in cement, sheeting, lagging, piping.	Asbestos found with potential for people to inhale airborne asbestos fibres.
	Response	Continue CEMP implementation.		Contact GBT immediately and cover the area with plastic and suppress dust by wetting down if needed. Place warning sign at the entrance to the site. Adhere to WHS regulations and follow RAP.
Excessive element (rain, drainage, dust,	Trigger	No area on site affected by excessive element.	Area on site have potential to be affected by excessive element.	Area on site is being affected by excessive element.
wet materials, odours/vapours)	Response	Continue CEMP and RAP implementation	Minimise active work area or improve run on/run off, maintain sufficient operations in relation to excessive element.	Stop all work in area and respond accordingly to RAP. Cease activity causing additional issues making it easier to control.
Chemical spill/exposure	Trigger	No chemical or spill exposure on site.	Possible or minor chemical spill or exposure on site.	Major chemical spill or exposure on site.
(including release of fuel/oil from machinery)	Response	Continue CEMP and RAP implementation.	Stop work immediately and mitigate exposure where possible, refer to OHS plan.	Stop work immediately, refer to OHS plan and immediately contact GPT.
Bushfire				
Bushfire	Trigger	No bushfire or bushfire prone weather.	Bushfire prone weather during summer.	Bushfire in the vicinity of the site.
	Response	Continue CEMP implementation.	Ensure grass is kept short and vegetation is minimal at the site. Weather is to be monitored twice daily for chance of bushfire.	Stop work and contact NSW Fire and Rescue on '000'. Evacuate the site as directed by NSW Fire and Rescue.
Community				
Submission	Trigger	General feedback/comment (no complaint or query).	Enquiry made by formal or informal channels.	Complaint made by formal or informal channels.
	Response	Acknowledge receipt and record in consultation register. No further response required.	Acknowledge receipt and record in consultation register. Direct enquiry to relevant person for actioning and response.	Acknowledge receipt and record in consultation register. Respond to complaint immediately, if possible, if not direct enquiry to relevant person for actioning and provide complainant with a follow up verbal response on what action is proposed.



Key Element	Trigger/ Response	Condition Green	Condition Amber	Condition Red
Media	Trigger	Positive story in print, online, radio or television.	Neutral or advisory story in print, online, radio or television.	Negative story in print, online, radio or television.
	Response	Record in consultation register and advise the proponent media/marketing team. No further response required.	Record in consultation register and advise the proponent media/marketing team. No further response required.	Record in consultation register and advise the proponent Project Team for further action and response. Contact relevant person for actioning and response.
Unscheduled Event	Trigger	Event occurring outside of plan or schedule without impact or potential impact.	Event occurring outside of plan or schedule with minor impact or potential impact.	Event occurring outside of plan or schedule with major impact or potential impact.
	Response	No response required. Identify opportunities for improvement to manage potential future events.	Contact Community Enquiries and Complaints Contact for actioning and response. Acknowledge in consultation register. Identify opportunities for improvement to manage potential future events.	Contact Community Enquiries and Complaints Contact for actioning and response immediately. Acknowledge in consultation register. Identify opportunities for improvement to manage potential future events.
Political Interest	Trigger	General or non-specific enquiry by Local, State or Federal political representative.	Enquiry or complaint relating to minor issue by Local, State or Federal political representative.	Enquiry or complaint relating to major issue by Local, State or Federal political representative.
	Response	Community Enquiries and Complaints Contact in conjunction with The Proponent Project Team to prepare and provide response or assign response task to relevant staff member for comment. Record in consultation register.	Community Enquiries and Complaints Contact in conjunction with the proponent Project Team to prepare and provide response within 48 hours. Record in consultation register.	Community Enquiries and Complaints Contact in conjunction with the proponent Project Team to prepare and provide response within 24 hours. Record in consultation register.
Biodiversity				
Dam Dewatering	Trigger	No threatened species detected during presurveys or dewatering works.	Threatened species detected during presurveys or dewatering works.	Threatened species at immediate risk.
	Response	No response required. Continue to monitor.	Further searches to be conducted by attending ecologists to determine number of threatened individuals present.	Council and the Environment and Heritage Group (EHG) are to be notified of the finding and measures put in place for appropriate translocation of the threatened individuals.



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Key Element	Trigger/ Response	Condition Green	Condition Amber	Condition Red
				If required, a Licence to Harm Threatened Species application is to be made to relocate any threatened species found during dewatering works. Dewatering works are not to recommence until all threatened individuals are captured and relocated.



7.0 Review and Improvement of Environmental Performance

Review and improvement of environmental performance against CEMP will be undertaken at least quarterly and will include participation by the Proponent. The review will comprise, as a minimum, the following:

- Identification of areas of opportunity for improved environmental performance.
- Analysis of the causes of incidents and non-compliances, including those identified in environment inspections and audits (Section 3.5).
- Verification of the effectiveness of corrective and preventative actions.
- Highlighting any changes in procedures resulting from process improvement.

Condition C8 of SSD-10272349 also states that all strategies, plans, and programs required under SSD-10272349 will be reviewed and Planning Secretary notified of the review within three months of:

- The submission of a Compliance Report under Condition C14.
- The submission of an incident notification under Condition C10 The approval of any modification of the conditions of this consent.
- The issue of a direction of the Planning Secretary under Condition A2(b) which requires a review.

This CEMP and all relevant strategies, plans and programs will also be reviewed and, if necessary, revised in the following circumstances:

- Where there is any change to the scope of the construction activities and/or disturbance footprint.
- Where it is identified that the environmental performance is not meeting the objectives of the CEMP.
- At the request of a relevant regulatory authority

Notwithstanding the review requirements outlined above, in accordance with the requirements of Condition C1 the following is provided as the protocol for periodic review of this CEMP and all management plans required under SSD-10272349.

- All management plans required under SSD-10272349 are to be reviewed every 6 months by their original Author and the ER.
- The periodic review is to take account of any required changes to procedures, updates or changes to best practice, any non-compliances in the proceeding 6-month period and whether changes can be made to improve the environmental performance of the development.

The revised documents will be sent to DPHI within 6 weeks of review. All employees and contractors will be informed of any revisions to the CEMP by the Contractor's Project Manager during toolbox talks.

In accordance with Conditions A10 of SSD-10272349, GPT may, at their discretion, seek to stage, combine, or update strategies, plans or programs required under SSD-10272349. In this instance, GPT, with the approval of the Planning Secretary, may:

prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the



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- a) relationship of the stage to any future stages and the trigger for updating the strategy, plan, or program).
- b) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined).
- c) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).

Conditions A11 and A12 of SSD-10272349 further outline the requirements of consultation with the Planning Secretary.



8.0 References

Ason (2024) Construction Traffic Management Plan

Arcadis (2021) Groundwater Management Plan Burton

Ochre (2024) Erosion and Sediment Control Plan

Bushfire Consulting Services Pty Ltd (2023) Bush Fire Assessment Report

Cumberland Ecology (2021) Biodiversity Development Assessment Report

Cumberland Ecology (2024) Dam Decommissioning Plan

Cumberland Ecology (2023) Dam Dewatering Plan

Cumberland Ecology (2023) Vegetation Management Plan

Department of Infrastructure, Planning and Natural Resources (2004) Guideline for the Preparation of Environmental Management Plans

EPA (2019) Guidelines for the assessment and remediation of site contamination

JBS&G (2024) Imported Fill Protocol

KMPG (2021) Remedial Action Plan

Land & Groundwater Consulting Pty Ltd (2021) Waste Management Plan

Northstar Air Quality Pty Ltd (2024) Construction Air Quality Management Plan

NSW RFS (2019) Planning for Bushfire Protection

RWDI (2024) Construction Noise and Vibration Management Plan

Sydney Environmental Group Pty Ltd (2023) Dam Dewatering Assessment

Sydney Environmental Group Pty Ltd (2023) Unexpected Finds Protocol

Urbis (2023) Aboriginal Heritage Induction and Change Finds Procedure

Urbis (2023) Construction Community Consultation Plan

Urbis (2021) Heritage Impact Statement

Urbis (2021) Environmental Impact Statement (EIS) State Significant Development Application (SSD-10272349)





Appendix A Relevant Conditions of Consent SSD-10272349

Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

SLR Project No.: 660.30175.00000

10 July 2024



Appendix A: Relevant Conditions of Consent: SSD-10272349

Relevant Consent Conditions				
Environmental Management Control	Person Responsible	Timing / Frequency		
Terms of Consent				
A2. The development may only be carried out: (a) in compliance with the conditions of this consent; (b) in accordance with all written directions of the Planning Secretary; (c) in accordance with the EIS, RTS and Supplementary Report; (d) in accordance with the Development Layout in Appendix 1; and (e) in accordance with the management and mitigation measures in Appendix 2.	Project Manager, Contractor's Project Manager	Ongoing		
A7. The date of commencement of each of the following phases of the development must be notified to the Planning Secretary in writing, at least one month before that date, or as otherwise agreed with the Planning Secretary: (a) earthworks; (b) construction; and (c) operation.	Project Manager, Contractor's Project Manager	Ongoing		
A8. If the earthworks, construction or operation of the development is to be staged, the Planning Secretary must be notified in writing, at least one month before the commencement of each stage (or other timeframe agreed with the Planning Secretary), of the date of commencement and the development to be carried out in that stage	Project Manager, Contractor's Project Manager	One month before the commencement of each stage.		
C8. Within three months of: (a) the submission of a Compliance Report under condition C14; (b) the submission of an incident report under condition C10; (c) the approval of any modification of the conditions of this consent; or (d) the issue of a direction of the Planning Secretary under conditionA2(b) which requires a review, the strategies, plans and programs required under this consent must be reviewed, and the Planning Secretary must be notified in writing of the outcomes of any review.	Project Manager, Contractor's Project Manager	Within 3 months		
General	l			
A1. In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent	Project Manager, Contractor's Project Manager	Ongoing		
A15. All new buildings and structures, and any alterations or additions to existing buildings and structures, that are part of the development, must be constructed in accordance with the relevant requirements of the NCC.	Contractor's Project Manager	Ongoing		
A21. The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.	Project Manager, Contractor's Project Manager	Ongoing		

Relevant Consent Condition	าร	
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A24. All plant and equipment used on-site, or to monitor the performance of the development, must be:	Project Manager, Contractor's	Ongoing
(a) maintained in a proper and efficient condition; and	Project Manager	
(b) operated in a proper and efficient manner.		
B57. All signage and fencing must be erected in accordance with the approved Signage Strategy required by Condition B56.	Project Manager, Contractor's Project Manager	Ongoing
Noise and Vibration		
B45. The development must be constructed to achieve the construction noise management levels detailed in the Interim Construction Noise Guideline (ICNG) (DECC, 2009) (as may be updated or replaced from time to time). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the management and mitigation measures in Appendix 2.	Contractor's Project Manager	Ongoing
B46. The Applicant must prepare a Construction Noise Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must form part of a CEMP in accordance with condition C2 and must:	Contractor's Project Manager	Prior to construction
(a) be prepared by a suitably qualified and experienced noise expert;		
(b) be approved by the Planning Secretary prior to the commencement of earthworks and construction;		
(c) describe procedures for achieving the noise management levels in the ICNG (DECC, 2009) (as may be updated or replaced from time to time);		
(d) describe the measures to be implemented to manage high noise generating works such as rock breaking and piling, in close proximity to sensitive receivers;		
(e) include strategies that have been developed with the community for managing high noise generating works;		
(f) describe the community consultation undertaken to develop the strategies in condition B46(e);		
(g) detail the timing, duration and frequency of monitoring to be undertaken to demonstrate the earthworks and construction meet the construction noise management levels in the ICNG; and		
(h) include a complaints management system that would be implemented for the duration of earthworks and construction.		
B47. The Applicant must:	Contractor's	Prior to construction
(a) not commence earthworks or construction of the development until the Construction Noise Management Plan required by condition B46 is approved by the Planning Secretary; and	Project Manager	
(b) implement the most recent version of the Construction Noise Management Plan approved by the Planning Secretary for the duration of earthworks and construction.		
B51. Prior to the commencement of construction of the development, the Applicant must prepare a Driver Code of Conduct and induction training for the development to minimise road traffic noise. The Applicant must update the Driver Code of Conduct and induction training for construction and operation and must implement the Code of Conduct for the life of the development.	Project Manager, Contractor's Project Manager	Ongoing

Relevant Consent Condition	ıs	
Appendix 2 SSD-10272349 Avoiding the coincidence of noisy plant working simultaneously close together would result in reduced noise emissions. • Equipment which is used intermittently is to be shut down when not in use. • Where possible, equipment with directional noise emissions should be oriented away from sensitive receivers. • Regular compliance checks on the noise emissions of all plant and machinery used for the proposal would indicate whether noise emissions from plant items were higher than predicted. Where possible, heavy vehicle movements should be limited to standard construction hours. • Non-tonal reversing alarms should be used on all items of plants and heavy vehicles used for construction. Inform all potentially impacted residents of the nature of works to be carried out, the expected noise level and duration, as well as contact details. • Where possible, times identified by the community when they are less sensitive to noise to further understand best measures of when and how to manage noise impacts. Selection of quietest feasible construction equipment. • Use of saw cutting in preference to rock-breakers where feasible. • Localised treatment such as barriers, shrouds, and the like around fixed plant, such as pumps, generators, and concrete pumps. • Plant Noise Audit – Noise emission levels of all critical items of mobile plant and equipment should be checked for compliance with noise limits appropriate to those items prior to the equipment going into regular service. To this end, testing should be established with the contractor. • Operator Instruction – Operators should be trained in order to raise their awareness of potential noise problems and to increase their use of techniques to minimise noise emission. • Equipment Selection – All fixed plant at the work sites should be appropriately selected, and where necessary, fitted with silencers, acoustical enclosures, and other noise attenuation measures in order to ensure that the total noise emission from each work site complies with	Project Manager, Contractor's Project Manager	Ongoing
Site Noise Planning – Where practical, the layout and positioning of noise-producing plant and activities on each work site should be optimised to minimise noise emission levels.		
Air Quality		
B58. The Applicant must take all reasonable steps to minimise dust generated during all works authorised by this consent.	Project Manager, Contractor's Project Manager	Ongoing
B59. During construction of the development, the Applicant must ensure that: (a) exposed surfaces and stockpiles are suppressed by regular watering or other alternative suppression method; (b) all trucks entering or leaving the site with loads have their loads covered;	Project Manager, Contractor's Project Manager	Ongoing

Relevant Consent Condition	ıs	
(c) trucks associated with the development do not track dirt onto the public road network;		
(d) public roads used by these trucks are kept clean; and		
(e) land stabilisation works are carried out progressively on-site to minimise exposed surfaces.		
B61. The Applicant must: (a) not commence earthworks until the CAQMP required by condition B60 is approved by the Planning Secretary; and (b) implement the most recent version of the CAQMP approved by the Planning Secretary for the duration of earthworks and construction.	Project Manager, Contractor's Project Manager	Prior to construction
B62. The Applicant must install and operate equipment in line with best practice to ensure that the development complies with all load limits, air quality criteria/air emission limits and air quality monitoring requirements as specified in the Protection of the Environment Operations (Clean Air) Regulation 2010.	Project Manager, Contractor's Project Manager	Ongoing
Traffic/Road Access		
A17. Prior to the issuing of Subdivision Certificates for any stage of the development, detailed work-as-executed drawings shall be prepared and signed by a Registered Surveyor, which show the finished surface levels of the access road, internal roads, drainage and any areas of fill, carried out under this consent. The work-as-executed drawing must be submitted to the Certifier and Council prior to the issue of a Subdivision Certificate	Project Manager, Contractor's Project Manager	Prior to construction
B1. Prior to the commencement of earthworks 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:	Project Manager, Contractor's Project Manager	Prior to construction
(a) be prepared by a suitably qualified and experienced person(s);		
(b) be prepared in consultation with Council and TfNSW;		
(c) outline traffic management and contingency measures to be implemented for the site to:		
(i) ensure access and road safety and network efficiency is maintained; and		
(ii) manage cumulative construction traffic from other concurrent construction works within the Mamre Road Precinct;		
(d) detail heavy vehicle routes, access and parking arrangements;		
(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;(f) include a program to monitor the effectiveness of these measures;and		
(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.		
B2. The Applicant must:	Project Manager,	Prior to construction
(a) not commence earthworks until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and	Contractor's Project Manager	

Relevant Consent Condition	ıs	
(b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of earthworks and construction.		
B3. The Applicant must design the left-turn deceleration lane on Mamre Road with a 90 kilometre per hour design speed limit in accordance with AUSTROADS guidelines and to the satisfaction of TfNSW. The design must be endorsed by a suitably qualified practitioner whose qualification has been approved by TfNSW.	Project Manager, Contractor's Project Manager	Ongoing
B6. The Applicant must: (a) carry out all public utility adjustment / relocation works necessary for the temporary access road construction works as required by relevant public utility authorities and/or their agents; and	Contractor's Project Manager	Prior to construction
(b) ensure any infrastructure (i.e. batters, retaining walls or drainage basins) required to support the development is not located within SP2 zoned land.		
B11. The Applicant must ensure the portion of the East-West Local Road to be located on the site is constructed and operational in accordance with the design plans required under Condition B10.	Project Manager, Contractor's Project Manager	Ongoing
B16. The Applicant must provide sufficient parking facilities on-site in accordance with the MRP DCP, including for heavy vehicles and for site personnel, to ensure that traffic associated with the development does not utilise public and residential streets or public parking facilities.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Traffic control would be required to manage and regulate construction vehicle traffic movements to and from the Site during construction.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 All vehicles transporting loose materials will have the load covered and/or secured to prevent any items depositing onto the roadway during travel to and from the Site. All vehicles are to enter and depart the Site in a forward direction, with reverse movements to occur only within the Site boundary.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 All contractor parking is to be wholly contained within the site; and Pedestrian and cycle traffic along the site frontage will be managed appropriately at all times.	Project Manager, Contractor's Project Manager	Ongoing
Soil and Water		
B13. Prior to commencement of earthworks, the Applicant must ensure all drainage from the development is adequately disposed of and managed and is not discharged into the dedicated freight corridor unless prior written approval has been obtained from TfNSW.	Contractor's Project Manager	Ongoing
B23. The Applicant must: (a) ensure that only VENM, ENM, or other material approved in writing by EPA is brought onto the site; (b) where possible, source fill material from within the MRP; (c) keep accurate records of the volume and type of fill to be used; and (d) make these records available to the Planning Secretary upon	Project Manager, Contractor's Project Manager	Ongoing
request. B24. Prior to the commencement of any earthworks or other surface disturbance, the Applicant must prepare an Erosion and Sediment Control Plan (ESCP) to the satisfaction of the Planning Secretary. The ESCP must:	Project Manager, Contractor's Project Manager	Prior to construction

Relevant Consent Condition	ıs	
(a) be prepared by a CPESC specialist whose appointment has been approved by the Planning Secretary;		
(b) be prepared in consultation with EHG, Sydney Water and Council and include written evidence of the outcomes of the consultation process and how the recommendations have been incorporated into the ESCP;		
(c) be independently reviewed and verified by the ER prior to submission to the Planning Secretary; NSW Government 10 Yiribana Logistics Estate Department of Planning and Environment (SSD-10272349)		
(d) comply with the detailed technical specifications in the Technical Guidance or its latest version, the 'Blue Book' - Managing Urban Stormwater: Soils and Construction (Landcom 2004) and the performance criteria in Appendix 3 in this consent;		
B30. The Applicant must not carry out construction, other than those works approved under this consent, on land shown as 'potential landscape irrigation areas' on Figure 2 in Appendix 1 (SSDA-405 Water Sensitive Urban Design Plan) unless the site is connected to the Regional Stormwater Scheme or an alternative Stormwater Management System for the site has been approved by the Planning Secretary.	Contractor's Project Manager	Prior to the commencement of earthworks
B31. Within three months of the date of this consent, or as otherwise agreed with the Planning Secretary, the Applicant must design the trunk drainage infrastructure on the site, to the satisfaction of the Planning Secretary. The trunk drainage infrastructure must: (a) be designed in consultation with the Regional Stormwater	Contractor's Project Manager	Ongoing
Authority;		
(b) be integrated into the Stormwater Management System Design required under Condition B28;		
(c) be consistent with the plan shown on Figure 3 in Appendix 1 and the Infrastructure Design Guidelines 2022 or its latest version, unless otherwise agreed with the Regional Stormwater Authority;		
(d) be designed so that the naturalised trunk drainage channel conveys, as a minimum, critical 1% AEP overland flows where the catchment area upstream of the commencement of the trunk drainage exceeds 15 ha or where overland flows are unsafe to pedestrians and vehicles, whichever occurs first;		
(e) be supported by hydraulic modelling that addresses the Infrastructure Design Guidelines and the requirements outlined in Sydney Water's letter dated 13 July 2023;		
(f) ensure external catchments are drained to the trunk drainage channel;		
(g) demonstrate alignment with the upstream neighbouring stormwater drainage channel;		
(h) include appropriate connections from the trunk drainage channel on-site to the trunk drainage infrastructure downstream of the site;		
(i) include landscape drawings showing planting details; and (j) include adequate access for maintenance by the Regional		
Stormwater Authority, in accordance with the Infrastructure Design Guidelines, including provision of an easement as required by Condition B36.		

Relevant Consent Condition	ns	
B35. The Applicant must ensure any stormwater that is harvested for reuse during the interim stormwater management phases is first treated and disinfected in accordance with Australian Guidelines for Water Recycling: Managing Health and Environmental Risks: Stormwater harvesting and reuse (NRMC, EPHC and NHMRC 2009).	Project Manager, Contractor's Project Manager	Prior to construction
B35. The Applicant must ensure any stormwater that is harvested for reuse during the interim stormwater management phases is first treated and disinfected in accordance with Australian Guidelines for Water Recycling: Managing Health and Environmental Risks: Stormwater harvesting and reuse (NRMC, EPHC and NHMRC 2009).	Project Manager, Contractor's Project Manager	Ongoing
B71. The Applicant must remediate the site in accordance with the Remedial Action Plan included in the EIS/Supplementary Report and relevant guidelines produced or approved under the Contaminated Land Management Act 1997. Remediation works must be undertaken by a suitably qualified and experienced consultant(s). Remediation works must be undertaken by a suitably qualified and experienced consultant(s).	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Stormwater Treatment Measures (STM's) are to be incorporated into the civil design.	Project Manager, Contractor's Project Manager	Prior to construction
Appendix 2 SSD-10272349 A VMP be prepared outlining how the creek systems and native vegetation within the re-aligned corridor are to be revegetated and managed. • Rocks will be placed to recreate the natural appearance of a	Project Manager, Contractor's Project Manager	Ongoing
creek-bed with sufficient space between rocks for planting with riparian/aquatic plant species. The watercourse channel will also incorporate instream woody debris to create instream aquatic habitat, have a range		
of different surfaces along the bed and banks of the channel to create different geomorphic features such as pools and riffles during high flow events.		
Appendix 2 SSD-10272349 A Dam Dewatering Plan will be prepared as specified in the VMP which will include provision for staged dewatering under ecologist supervision to enable relocation of aquatic species recorded from the dams. The loss of aquatic habitat will also be compensated for by the creation of a watercourse as well as water detention basins in the subject land	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Erosion and sediment control measures will be implemented throughout the construction periods in order to minimise potential impacts to the existing hydrological processes of the site. A Sediment and Erosion Control Plan has been lodged as an appendix to the EIS.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Groundwater dewatering to be undertaken in accordance with the Groundwater Management Plan.	Project Manager, Contractor's Project Manager	Ongoing
Waste		
B79. The Applicant must implement the most recent version of the Waste Management Plan for the duration of construction and operation.	Contractor's Project Manager	Ongoing

Relevant Consent Condition	ıs	
	.5	
B80. Prior to the commencement of construction of the development, the Applicant must obtain agreement from Council for the design of the waste storage area for the development.	Contractor's Project Manager	Ongoing
B81. Waste must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties.	Contractor's Project Manager	Ongoing
B82. The Applicant must assess and classify all liquid and non-liquid wastes to be taken off site in accordance with the latest version of EPA's Waste Classification Guidelines Part 1: Classifying Waste (EPA, 2014) and dispose of all wastes to a waste management facility or premises lawfully permitted to accept the waste.	Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Practical building design and construction techniques, including construction staging and ordering pre-cut materials at the required sizes.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Appropriate collection and subsequent reuse, recycling or treatment offsite for items such as batteries, cardboard, timber, plastic, glass etc. during construction, demolition and operational phases.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Careful on-site storage, sorting and separation of different waste products, especially for waste appropriate for recycling and reuse.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Returning certain waste products (e.g. packaging) to the suppliers where possible.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Acquiring materials and goods from waste reducing sources (e.g., recycled materials, fit for purpose packaging, leased equipment and machinery).	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Waste Storage and Management during the demolition, construction and operational phases is to be undertaken in accordance with the Waste Management Plan	Project Manager, Contractor's Project Manager	Ongoing
Biodiversity		
B15. Prior to the commencement of roadworks, or as otherwise agreed with the Planning Secretary, detailed design plans showing the provision of passively irrigated street trees within the relevant stage of works must be submitted to the satisfaction of Council. The plans must: (a) be prepared in consultation with Council; and	Contractor's Project Manager	Prior to construction
(b) demonstrate compliance with the MRP DCP.		
B42. The Applicant must revegetate and maintain the trunk drainage corridor in accordance with the updated Vegetation Management Plan approved by the Planning Secretary, until ownership or maintenance responsibility for the corridor is transferred to the Regional Stormwater Authority.	Contractor's Project Manager	Prior to construction

Relevant Consent Condition	ns.	
Nelevant Consent Condition	15	
B52. Within 12 months of the commencement of construction of the development, the Applicant must prepare a Landscape Management Plan to manage the revegetation and landscaping works on-site, to the satisfaction of the Planning Secretary. The plan must form part of the OEMP and be prepared in accordance with condition C5, and must:	Contractor's Project Manager	Prior to any clearing or construction
(a) be prepared in consultation with Council;		
(b) detail the species to be planted on-site that:		
(i) are consistent with the plant list in Appendix C of the Mamre Road Precinct Development Control Plan; and		
(ii) are suitable in relation to wildlife management in proximity to the Western Sydney Airport.		
(c) be consistent with: NSW Government 16 Yiribana Logistics Estate Department of Planning and Environment (SSD-10272349)		
(i) the Landscape Plans included in the Supplementary Report;		
(ii) the Applicant's Management and Mitigation Measures (see Appendix 2 of this consent); and		
(iii) Appendix 4 of Planning for Bush Fire Protection (RFS, 2019);		
(d) ensure sufficient deep soil to allow large tree planting is provided in the areas between retaining wall tiers and between retaining walls and the western site boundary for Warehouse 3 (as shown in the Landscape Plans included in the Supplementary Report);		
(e) demonstrate that the minimum tree canopy targets are achieved in accordance with the MRP DCP and the Canopy Target Plan in the Supplementary Report;		
(f) include a Street Tree Plan including details of selected street tree species, root protection barriers and soil specifications; and		
(g) describe the ongoing monitoring and maintenance measures to manage the landscaping works.		
B56. Prior to the commencement of construction of the first warehouse building in the development, the Applicant must submit a Signage Strategy to the satisfaction of the Planning Secretary. The Signage Strategy must demonstrate the proposed signage is consistent with Chapter 3 of State Environmental Planning Policy (Industry and Employment) 2021 and the MRP DCP, including limiting illumination of signage and measures to control lighting impacts from illuminated signage.	Project Manager, Contractor's Project Manager	Ongoing
B67. Prior to any clearing or construction works for the development, the Applicant must purchase and retire the following biodiversity credits:	Project Manager, Contractor's Project Manager	Ongoing
(a) three ecosystem credits for the Forest Red Gum – rough barked apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion (PCT 835);	, ,	
(b) one ecosystem credit for the Swamp Oak open forest on river flats of the Cumberland Plain and Hunter Valley (PCT 1800); and		
(c) three species credits for the Myotis Macropus / Southern Myotis. NSW Government 18 Yiribana Logistics Estate Department of Planning and Environment (SSD-10272349) The biodiversity credits must be retired in accordance with the requirements of EHG's Biodiversity Offsets Scheme and the Biodiversity Conservation Act 2016.		
B68. The requirement to retire biodiversity credits (see condition B67) may be satisfied by payment to the Biodiversity Conservation Fund of an amount equivalent to the number and classes of credits, as calculated by the EHG's Biodiversity Offsets Payment Calculator.	Project Manager, Contractor's Project Manager	Ongoing

Relevant Consent Condition	ıs	
B69. The Applicant must provide the Planning Secretary with evidence that:	Project Manager, Contractor's	Ongoing
(a) the retirement of biodiversity credits has been completed (see condition B67); or	Project Manager	
(b) a payment has been made to the Biodiversity Conservation Fund (see condition B68), prior to undertaking any clearing or construction works for the development.		
B70. Prior to and during construction works, the Applicant must implement the mitigation measures recommended in Section 9 of the Yiribana Logistics Estate Biodiversity Development Assessment Report prepared by Cumberland Ecology, dated 14 August 2023.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 To avoid unnecessary removal or damage to the TEC's or other retained vegetation, the clearing area will be clearly demarcated with temporary fencing and signed, where appropriate, to ensure no vegetation beyond these boundaries will be inadvertently cleared during the construction process.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Construction activities will be undertaken in accordance with "The Blue Book" (Landcom 2004). These include implementation of the following measures: Installation of sediment control fences; Covering soil stockpiles; and Avoiding soil disturbance prior to heavy rainfall	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Pre-clearance surveys will be conducted in all areas of vegetation that are required to be cleared. Pre-clearing surveys will be undertaken within one week of clearing. Habitat features will be marked during the preclearing survey	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Animals disturbed or dislodged during the clearance but not injured will be assisted to move to adjacent bushland or other specified locations If animals are injured during the vegetation clearance, appropriate steps will be taken to humanely treat the animal	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Appropriate weed control activities will be undertaken in accordance with the Greater Sydney Regional Strategic Weed Management Plan 2017 – 2022	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 The clearance of trees and vegetation would only occur outside of winter (June, July and August) to ensure fauna is less disturbed.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 SSD-10272349 Pre-clearance surveys will be conducted in all areas of vegetation that are required to be cleared. Pre-clearing surveys will be undertaken within one week of clearing. Habitat features will be marked during the pre-clearing survey. Any fauna found will be captured and relocated to nearby remnant vegetation and released.	Project Manager, Contractor's Project Manager	Ongoing
Appendix 2 – SSD-10272349 Vegetation clearing will be conducted using a two-stage clearing process. Animals disturbed or dislodged during the clearance but not injured will be assisted to move to adjacent bushland or other specified locations If animals are injured during the vegetation clearance, appropriate steps will be taken to humanely treat the animal	Project Manager, Contractor's Project Manager	Ongoing

Relevant Consent Conditions			
Appendix 2 – SSD-10272349 Appropriate weed control activities will be undertaken in accordance with the Greater Sydney Regional Strategic Weed Management Plan 2017 – 2022 (LLS: Greater Sydney 2017).	Project Manager, Contractor's Project Manager	Ongoing	
Appendix 2 – SSD-10272349 Construction activities will be undertaken in accordance with "The Blue Book" (Landcom 2004). These include implementation of the following measures: Installation of sediment control fences; Covering soil stockpiles; and Avoiding soil disturbance prior to heavy rainfall	Project Manager, Contractor's Project Manager	Ongoing Appendix 2 – SSD- 10272349	
Appendix 2 – SSD-10272349 A VMP be prepared outlining how the creek systems and native vegetation within the re-aligned corridor are to be revegetated and managed. Rocks will be placed to recreate the natural appearance of a creek-bed with sufficient space between rocks for planting with riparian/aquatic plant species. The watercourse channel will also incorporate instream woody debris to create instream aquatic habitat, have a range of different surfaces along the bed and banks of the channel to create different geomorphic features such as pools and riffles during high flow events.	Project Manager, Contractor's Project Manager	Ongoing	
Visual Amenity			
A25. The external walls of all buildings including additions to existing buildings must comply with the relevant requirements of the BCA.	Contractor's Project Manager	Ongoing	
A26. Prior to the issuing of: (a) any Construction Certificate relating to the construction of external walls (including the installation of finishes and claddings such as synthetic or aluminium composite panels)	Contractor's Project Manager	Ongoing	
Urban Design & Visual – Appendix 2 Extensive planting with a lix of low, medium and high-level planting Retention of existing vegetation where possible. Implementation of a landscape maintenance and management regime to ensure the planting successfully establishes and thrives. Selection of colours for the buildings which are complementary palate to the existing and emerging landscape colours.	Contractor's Project Manager	Ongoing	
A27. The Applicant must provide a copy of the documentation given to the Certifier to the Planning Secretary within seven days after the Certifier accepts it.	Project Manager	Ongoing	
B55. The Applicant must ensure the lighting associated with the development: (a) complies with the latest version of AS 4282-2019 - Control of the obtrusive effects of outdoor lighting (Standards Australia, 2019); and (b) is mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.	Contractor's Project Manager	Ongoing	

Relevant Consent Conditions			
Contaminated Land			
B71. The Applicant must remediate the site in accordance with the Remedial Action Plan included in the EIS/Supplementary Report and relevant guidelines produced or approved under the Contaminated Land Management Act 1997. Remediation works must be undertaken by a suitably qualified and experienced consultant(s). Remediation works must be undertaken by a suitably qualified and experienced consultant(s).	Contractor's Project Manager	Prior to construction and ongoing	
Dam Decomissioning			
B40. Prior to commencement of earthworks, the Applicant must prepare a Dam Decommissioning Plan to the satisfaction of the Planning Secretary. The Dam Decommissioning Plan must form part of the CEMP required by Condition C2. The Applicant must implement the Dam Decommissioning Plan approved by the Planning Secretary.	Project Manager, Contractor's Project Manager	Prior to construction	
Appendix 2 – SSD-10272349 Prior to dam dewatering activities a Dam Dewatering Plan prepared that includes a strategy for dewatering of the three dams within the subject land and a relocation site for any fauna captured.	Project Manager, Contractor's Project Manager	Ongoing	
Aboriginal Cultural Heritage and Cultural Heritage			
B63. Prior to commencement of earthworks, the Applicant must implement the recommendations outlined in Section 8 of the Aboriginal Cultural Heritage Assessment Report, prepared by Urbis Pty Ltd, dated 3 September 2021.	Project Manager, Contractor's Project Manager	Ongoing	
B64. If any item or object of Aboriginal heritage significance is identified on-site: (a) all work in the immediate vicinity of the suspected Aboriginal item or object must cease immediately; (b) a 10 m wide buffer area around the suspected item or object must be cordoned off; and (c) Heritage NSW must be contacted immediately	Project Manager, Contractor's Project Manager	Ongoing	
B65. Work in the immediate vicinity of the Aboriginal item or object may only recommence in accordance with the provisions of Part 6 of the National Parks and Wildlife Act 1974.	Project Manager, Contractor's Project Manager	Ongoing	
B66. If any archaeological relics are uncovered during earthworks or construction, then all works must cease immediately in that area. Unexpected finds must be evaluated and recorded in accordance with the requirements of Heritage NSW.	Project Manager, Contractor's Project Manager	Ongoing	
B73. Prior to the commencement of construction, the Applicant must prepare an unexpected contamination finds procedure to ensure that potentially contaminated material is appropriately managed. The procedure must form part of the of the CEMP in accordance with condition C2 and must ensure any material identified as contaminated is disposed of in accordance with the POEO Act and its associated regulations. Details of the final disposal location and the results of any associated testing must be submitted to the Planning Secretary prior to removal of the contaminated material from the site.	Project Manager, Contractor's Project Manager	Ongoing	

Relevant Consent Conditions				
Appendix 2 SSD-10272349 An Archaeological Research Design & Methodology is to be prepared for the sub-surface investigation of the identified landscape features and their potential for retaining Aboriginal objects and archaeological resources.	Project Manager, Contractor's Project Manager	Ongoing		
Appendix 2 SSD-10272349 Induction materials be prepared for inclusion in site inductions for any contractors working at the subject area.	Project Manager, Contractor's Project Manager	Ongoing		
Appendix 2 SSD-10272349 Aboriginal objects recovered from the test excavation program will be reburied within the study area, outside the proposed impact area.	Project Manager, Contractor's Project Manager	Ongoing		
B63. Prior to commencement of earthworks, the Applicant must implement the recommendations outlined in Section 8 of the Aboriginal Cultural Heritage Assessment Report, prepared by Urbis Pty Ltd, dated 3 September 2021.	Project Manager, Contractor's Project Manager	Ongoing		
Fire Safety				
B12. The Applicant must ensure the permanent fire brigade driveway egress for Warehouse 3 as shown on Figure 1 in Appendix 1 is fully constructed and operational upon commencement of operation of the East-West Local road, and the temporary fire brigade driveway egress is removed.	Project Manager, Contractor's Project Manager	Ongoing		
B76. From the commencement of construction and for the life of the development, an Emergency Services Information Package, developed in accordance with the FRNSW Fire Safety Guideline – Emergency Services Information Package and Tactical Fire Plans, must be stored in an emergency information cabinet directly adjacent to the main entry point to the site.	Project Manager, Contractor's Project Manager	Ongoing		
B77. The Applicant shall ensure the development (except for the trunk drainage corridor) complies with: NSW Government 19 Yiribana Logistics Estate Department of Planning and Environment (SSD-10272349)	Project Manager, Contractor's Project Manager	Ongoing		
(a) the relevant provisions of Planning for Bushfire Protection (NSW RFS, 2019);				
(b) the construction standards and asset protection zone requirements recommended in the Bush Fire Assessment Report for the Yiribana Logistics Estate prepared by Bushfire Consulting Services Pty Ltd and dated 29 May 2023; and				
(c) Australian Standard AS2419.1-2005 Fire hydrant installations System design, installation, and commissioning.				

Relevant Consent Condition	ıs	
Flood		
Appendix 2SSD-10272349 Overland flow can be managed by conveying through the realigned trunk drainage corridor while also draining portions via an interallotment pipe. The final conveyance arrangement will be subject to the precinct layout and trunk drainage strategy for the precinct. Development adjacent to the existing dam to the north east will be built with a minimum flood planning level.	Project Manager, Contractor's Project Manager	Ongoing
Community		
A36. Within three months of the date of this consent and until all components of the development are constructed and operational, the Applicant must join the working group established by 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 working group must: (a) comprise at least one representative of the Applicant, the Applicant's ER, and relevant consent holders in the MRP; (b) meet periodically throughout the year to discuss, formulate and implement measures or strategies to improve monitoring, coordination of the approved industrial developments in the MRP; (c) regularly inform Council, TfNSW, Sydney Water and the Planning Secretary of the outcomes of these meetings and actions to be undertaken by the working group; (d) review the performance of approved industrial developments in the MRP and identify trends in the data with respect to cumulative construction traffic, air quality, erosion and sediment control, noise, stormwater management and waterway health objectives under the MRP DCP; (e) review community concerns or complaints with respect to environmental management; (f) identify interim traffic safety measures to manage construction traffic	Project Manager, Contractor's Project Manager	Ongoing
and how these measures will be coordinated, communicated, funded and monitored in the MRP; and (g) provide the Planning Secretary with an update and strategies, if a review under subclause		
(d) and(e) identifies additional measures and processes are required to be implemented by the working group		
A37. Three months prior to completion of construction of all components of the development, the Applicant is eligible to exit the working group required under condition A36. The Applicant must: (a) consult with the Planning Secretary; (b) provide confirmation that all components of the development are operational; and (c) advise on the date of the proposed exit.	Project Manager, Contractor's Project Manager	Ongoing
C17. At least 48 hours before the commencement of earthworks of the development and for the life of the development, the Applicant must: (a) make the following information and documents (as they are obtained or approved) publicly available on its website: (i) the documents referred to in condition A2 of this consent; (ii) all current statutory approvals for the development;	Project Manager, Contractor's Project Manager	Ongoing

Relevant Consent Condition	ıs	
(iii) all approved strategies, plans and programs required under the conditions of this consent;		
(iv) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent;		
(v) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; (vi) a summary of the current stage and progress of the development; (vii) contact details to enquire about the development or to make a		
complaint; (viii) a complaints register, updated monthly; (ix) the Compliance Report of the development;		
(x) any other matter required by the Planning Secretary; and(b) keep such information up to date, to the satisfaction of the Planning Secretary.		
Monitoring, Reporting and Auditing Requirement	Person Responsible	Timing / Frequency
C10. The Planning Secretary must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 5.	Project Manager, Contractor's Project Manager	As required. No later than 60 days after submitting it to the DPE and notify the DPE in writing at least 7 days before this is done.
C11. The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance.	Project Manager, Contractor's Project Manager	Ongoing
C12. A non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance	Project Manager, Contractor's Project Manager	Ongoing
C13. A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	Project Manager, Contractor's Project Manager	Ongoing
C14. Within three months after the commencement of earthworks of the development, and in the same month each subsequent year (or such other timing as agreed by the Planning Secretary), for the duration of earthworks and construction works, the Applicant must submit a Compliance Report to the Planning Secretary reviewing the environmental performance of the development to the satisfaction of the Planning Secretary. Compliance Reports must be prepared in accordance with the Compliance Reporting Post Approval Requirements (Department 2020) and must also:	Project Manager, Contractor's Project Manager	Within three months after commencement of earthworks
(a) identify any trends in the monitoring data; NSW Government 22 Yiribana Logistics Estate Department of Planning and Environment (SSD-10272349)		
(b) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and		
(c) describe what measures will be implemented over the next year to improve the environmental performance of the development.		

Relevant Consent Condition	ıs	
C15. The Applicant must make each Compliance Report publicly available no later than 60 days after submitting it to the Planning Secretary and notify the Planning Secretary in writing at least seven days before this is done.	Project Manager, Contractor's Project Manager	As required. No later than 60 days after submitting it to the DPE and notify the DPE in writing at least 7 days before this is done.
C16. Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the EP&A Act. This includes conditions in respect of incident notification, reporting and response, non-compliance notification, compliance reporting and independent auditing.	Project Manager, Contractor's Project Manager	Ongoing



Appendix B Evidence of Consultation

Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

SLR Project No.: 660.30175.00000

10 July 2024



Hi Trent,

Sydney Water has met with DPE-EHG and discussed the erosion and sediment control for your site (Yiribana East).

EHG has advised they currently do not support the details submitted and will require amendments before it can be endorsed. Therefore, our team will need to wait for EHG approval.

Please advise once you have DPE-EHG approval.

Thank you Lubna

From: Trent Delahunty < Trent. Delahunty@gpt.com.au >

Sent: Monday, 13 November 2023 9:40 AM

To: Lubna Thalib < LUBNA.THALIB@sydneywater.com.au>

Cc: Alex Cassaniti < Alex. Cassaniti@gpt.com.au >

Subject: [External] RE: [External] GPT | SSD-10272349 Yiribana East Logistics Estate - Erosion &

Sedimentation Control Plan

CAUTION: This email originated from outside the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Lubna,

Thank for your comments on the Trunk Drainage Design.

In accordance with condition B24 of the consent (below), please find attached our revised Erosion & Sedimentation Control Plan issued to Sydney Water for review and comment for consultation purposes.

WATER QUALITY AND HYDROLOGY

Erosion and Sediment Control

B24. Prior to the commencement of any earthworks or other surface disturbance, the Applicant must prepare an Erosion and Sediment Control Plan (ESCP) to the satisfaction of the Planning Secretary. The ESCP must:

- (a) be prepared by a CPESC specialist whose appointment has been approved by the Planning Secretary;
- (b) be prepared in consultation with EHG, Sydney Water and Council and include written evidence of the outcomes of the consultation process and how the recommendations have been incorporated into the ESCP;

Please review and comment at your earliest convenience and we will incorporate any recommendations into and updated ESCP.

Kind regards Trent Delahunty

From: Lubna Thalib < LUBNA.THALIB@sydneywater.com.au>

Sent: Monday, 13 November 2023 8:44 AM

To: Trent Delahunty < Trent.Delahunty@gpt.com.au Cc: Alex Cassaniti@gpt.com.au Sassaniti@gpt.com.au To:Sassaniti@gpt.com.au Sassaniti@gpt.com.au Sassaniti@gpt.com.au Sassaniti@gpt.com.au Sassaniti@gpt.com.au Sassaniti@gpt.com.au Sassaniti@gpt.com.au <a href="mailto:Sassaniti@gpt.com.au

Subject: RE: [External] GPT | SSD-10272349 Yiribana Logistics Estate - Trunk Drainage Design

Morning Trent,

Hope you're well.

Please see attached comments raised by Sydney Water.

Full design details and hydrologic/hydraulic modelling shall be provided before support can be given for this design.

Thank you Lubna

Trent Delahunty Senior Development Manager

The GPT Group

Level 51, 25 Martin Place, Sydney NSW 2000, Australia P +61 2 8239 3759 | M +61 437 579 823 | F +61 2 9225 9318

Trent.Delahunty@gpt.com.au | gpt.com.au | in





GPT acknowledges the Traditional Custodians of the land and pays respect to all Elders both past and present.

NOTICE: This email is confidential. If you are not the nominated recipient, please immediately delete this email, destroy all copies and inform the sender. Sydney Water Corporation (Sydney Water) prohibits the unauthorised copying or distribution of this email. This email does not necessarily express the views of Sydney Water. Sydney Water does not warrant nor guarantee that this email communication is free from errors, virus, interception or interference.

Department of Planning and Environment



Our ref: DOC23/1005954 Your ref: SSD-10272349

Trent Delahunty Senior Development Manager GPT Group Level 51, 25 Martin Place Sydney NSW 2000

8 December 2023

Subject: Post approval- Yiribana Logistics Estate (SSD-10272349)- request for consultation in accordance with condition B24 Erosion and Sediment Control

Thank you for your correspondence received on 16 November 2023 seeking consultation from the Environment and Heritage Group (EHG) in accordance with Condition B24 Erosion and Sediment Control of Development Consent SSD-10272349 Yiribana Logistics Estate.

EHG has reviewed the submitted Erosion and Sediment Control Plan (ESCP) Sheet 1-5 prepared by Ochre Environmental Management, dated 16/10/2023 against conditions B24, B25 and Appendix 3 of Development Consent SSD-10272349 and provides the following comments.

Outstanding issues

The submitted ESCP is considered insufficient to meet the requirements of conditions B24, B25 and Appendix 3 of Development Consent SSD-10272349. A revised ESCP is requested to be submitted which fully addresses the consent requirements including the following:

- Only the initial phase of works is shown (start of bulk earthworks). All subsequent stages of construction need to be shown.
- Drain lining for management of dispersive soils is required to be addressed.
- Details of timing and methods of stabilisation/revegetation need to be provided.
- The extent of all external catchments draining towards the subject site need to be shown. Sizing of clean water diversion drains during all phases of construction is required.
- It is noted that 3 sediment basins are nominated and intended to capture all site runoff. Part of the catchment for Basin 3 is south of the clean water line and this area is proposed to be captured in a pond and pumped to basin 3. However, no details of the pond volume or pump rate are provided to show that the required volume of water can be captured by this system. It would be simpler and lower-risk to provide another basin south of the clean-water drain to service this area.
- Drainage calculations for all drains and other hydraulic structures such as spillways need to be provided.
- Each of the 3 proposed sediment basins appear to be undersize and are significantly smaller than the previous submission by CRC which had basin sizes of 365-449m3/ha. Full calculations for basin sizing need to be provided.

Department of Planning and Environment



- The catchment area for Basin 3 is either significantly undersized or drains DD3/DD5 need to be re-drawn.
- Sheet 1 states ACH as the proposed flocculant and auto-dosers for basins. However, the Notes
 on Sheet 3 have various methods of flocculation such as broadcast of gypsum and biopolymer
 gel socks in drains. The Notes also suggest Type-B basins are not provided an 'alternative
 measures' provided in lieu. Consistent details are required.

Please note that further information may be requested once a full submission is received.

Should you have any queries regarding this matter, please contact Marnie Stewart, Senior Project Officer Planning via marnie.stewart@environment.nsw.gov.au.

Yours sincerely,

Susan Harrison

Senior Team Leader Planning Greater Sydney Branch Biodiversity and Conservation

S. Harrison



Our reference: P-592730-WIM0
Contact: Sandra Fagan
Telephone: (02) 4732 7992

12 December 2023

Attn: Pamela Morales

Email: pamela.morales@planning.nsw.gov.au

Dear Pamela Morales,

Council Response to Planning Enquiry Regarding Condition of Consent-B24- Erosion Sediment Control Plan – SSD-10272349 – Yiribana Logistics Estate- 784-786 Mamre Road Kemps Creek, NSW, 2178

I refer to the above referenced SSD Notice of Determination, specifically condition B24 of that consent which requires consultation to occur with Council.

Council staff have reviewed the drawings submitted in relation to Condition B24 relating to erosion and sediment control, dated 16 October 2023. The follow advice is provided for the Department's consideration in relation to condition compliance:-

1. Planning Considerations

The documents submitted in response to Condition B24 are five sheets of drawings with the title 'Erosion and Sediment Control Plan', issue A dated 16 October 2023. It is understood the Proponent is seeking advice to satisfy the requirement to undertake consultation with Council. It is also understood that DPE will ensure they are satisfied with the erosion and sediment control plan as required by Condition B24.

2. Waterways Officer

Council's Waterways Officer has reviewed the information and raised the following considerations:

 a) High efficiency sediment basins are required to be provided to meet the construction phase IWCM controls in the Mamre Road DCP. It is noted that reference to sediment basins on the plans

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is provided, the certifier and department will need to ensure that high efficiency sediment basins to be used during the construction stages of the development, and that they are designed and audited by a CPESC as per the Technical guidance for achieving Wianamatta South Creek stormwater management targets.

3. Development Engineering Considerations

Council's Development Engineering Team have reviewed the plans and have raised the following considerations:

- a) The hydraulic calculation is missing the design volume calculation for the basins. The required basin volumes must be provided in accordance with the 'Blue Book - Managing Urban Stormwater: Soils and Construction' with volume calculations for both settling zone and sediment storage zone. The design ARI, catchment runoffs, and the like must be provided.
- b) Calculations on the tables (Sheet 5) do not match in terms of the size of the catchments and basins volumes. The table with the basin specification and the 'erosion hazard and sediment basins' contradicts each other. For example, the basin 1 appears to have a larger catchment (19.69ha) however the basin volume shown on basin specifications for basin 1 is less than the basin 3 (9.9ha which is comparatively smaller in size). Similarly, the design volumes shown on the table does not appear to be sufficient based on the size of the catchments.
- c) Although the 'Sedimentation Basin Note'- Sheet 3, indicates maintenance access will be provided to the basins, these are not shown on the submitted plans. The ESCP shall show the maintenance accesses to the basins.
- d) Emergency spillway connection/discharge points for the basins are not shown on the plans. The possible spillage from basins must be managed such that it avoids any flooding issues to the neighbouring properties, and this must be shown on the ESCP.
- e) The tables on Sheet 5 indicate two different types of basins (i,e Type A and Type B). Accordingly, confirmation is required on

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which type of basins will be required/provided with amended basin specification table, if required.

- f) Sheet 1 of the Erosion and Sediment Control Plan must clearly indicate the catchments with their areas.
- g) Design notes and assumptions on Sheet 3 and calculation tables on sheet 5 have some discrepancies like the R-factors are not same.
- h) As the proposed bulk earthworks levels (site grading) have not been provided in relation to the proposed locations of the basins, comments on the efficiency, effectiveness and operation of the proposed basins may not be accurate at this stage. However, the basins shall be located such that to receive all runoffs from its respective contributing catchments.

The Department of Planning and Environment (as the applicable consent authority) must be suitably satisfied that the condition requirements are met.

Should you require any further information regarding the comments, please contact me on (02) 4732 7992.

Regards,

Sandra Fagan Principal Planner

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Appendix C Event Notification Report

Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

SLR Project No.: 660.30175.00000

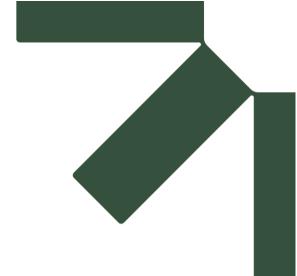
10 July 2024



EVENT NOTIFICATION REPORT

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6. EX	6. EXTERNAL S made at time of Event Occurrence												
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EPA ,	/ DPIE esponsible)						P	olice / Fire /	Amb				-
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	Vibration			Slip /	trip hazard			Inadequate guarding	2		Plant o unsuitab	r equi le	pment
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	Hazard not re	eported		cont	inadequate rols emented			Fatigue			Stress/ P	ressure	es
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Appendix D Construction Community Consultation Plan

Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

SLR Project No.: 660.30175.00000

10 July 2024





YIRIBANA LOGISTICS ESTATE

Construction Community Consultation Plan



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

P0045240

Director Calli Brown
Consultant Aleena Castanos

Report Number Final

Project Code

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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1. INTRODUCTION

Urbis Pty Ltd (Urbis) has been engaged by The GPT Group (GPT) to design and deliver a Construction Community Consultation Plan (the Plan) that will guide the construction program for the Yiribana Logistics Estate (the Project) at Kemps Creek, NSW.

The Yiribana Logistics Estate will provide a state-of-the-art industrial and logistics precinct to support Western Sydney. As part of the Greater Sydney Commission's vision for a 30-minute city, the estate will provide additional employment opportunities, deliver economic benefits to the local area and respond to the need for zoned industrial land.

This Plan has been prepared by Urbis in line with the consent conditions related to community consultation in the Development Consent for SSD 10272349. This Plan will be implemented and maintained throughout the construction of the project by GPT.

1.1. CROSS-REFERENCE OF CONSENT REQUIREMENTS

Table 1 identifies the reference/s within this strategy as they relate to the requirements within the Development Consent Conditions – SSD 10272349 that refer to consulting with the community.

Table 1 Development Consent Conditions requirements

Condition	Consent condition	Report reference	
A33	The Applicant must engage an Environmental Representation and construction of the development. Unless otherwise ag Secretary, earthworks and construction of the development has been approved by the Planning Secretary and engage ER must:	reed to by the Planning nt must not commence until an ER	
	(d) consider and recommend to the Applicant any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;	Refer to Section 4.3 of this document.	
	(h) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints;		
A36	Within three months of the date of this consent and until a are constructed and operational, the Applicant must join the established by relevant consent holders in the MRP, to the Secretary. The purpose of the working group is to consult works within the MRP to assist with managing and mitigat environmental impacts. The working group must:	ne (Mamre Road) working group e satisfaction of the Planning and coordinate construction	
	(e) review community concerns or complaints with respect to environmental management;	 Refer to Sections 4.1 & 4.3 of this document. 	
B1	Prior to the commencement of earthworks 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 Construction Environmental Management Plan (CEMP) required by condition C2 and must:		

	(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	 Refer to Section 4.1 – Table 3 of this document. Refer to Section 4.4 of the Construction Traffic Management Plan.
B46.	The Applicant must prepare a Construction Noise Manage development to the satisfaction of the Planning Secretary. CEMP in accordance with condition C2 and must:	
	(e) Include strategies that have been developed with the community for managing high noise generating works	 Refer to Section 4.1 – Table 3 of this document. Refer to Section 7 of the Construction Noise Management Plan.
	(f) Describe the community consultation undertaken to develop the strategies in condition B46(e);	 Refer to Section 4.1 – Table 3 of this document. Refer to Section 7 of the Construction Noise Management Plan.
	(h) Include a complaints management system that would be implemented for the duration of earthworks and construction.	 Refer to Section 4.3 of this document. Refer to Section 7 of the Construction Noise Management Plan.
B60	Prior to the commencement of earthworks, the Applicant r Quality Management Plan (CAQMP) to the satisfaction of CAQMP must form part of the CEMP required by condition	the Planning Secretary. The
	(f) Outline procedures that will be implemented in relation to: iii) complaints register iv) response procedures	 Refer to Section 4.3 of this document. Refer to Section 7.2 of the Construction Air Quality Management Plan
C1	Management plans required under this consent must be p relevant guidelines, and include:	repared in accordance with
	(g) A protocol for managing and reporting any: (ii) complaint	Refer to Section 4.3 of this document.
C3	(g) As part of the CEMP required under condition C2 of this consent, the Applicant must include Community Consultation and Complaints Handling.	Refer to Section 4.3 of this document.

C6 (b) As part of the OEMP required under condition C5 of this consent, the Applicant must describe the procedures that would be implemented to: Refer to Section 4.1 – Table (b) i) Keep the local community and relevant agencies informed about the operation and environmental 3 of this document. performance of the development; To be included in the future Operational Environmental Management Plan, prepared as part of Stage 2. Refer to Section 4.3 of this (b) ii) Receive, handle, respond to, and record complaints; document. To be included in the future Operational Environmental Management Plan, prepared as part of Stage 2. (b) iii) Resolve any disputes that may arise; Refer to Section 4.3 -Figure 3 of this document. To be included in the future Operational Environmental Management Plan, prepared as part of Stage 2. C17 At least 48 hours before the commencement of earthworks of the development and for the life of the development, the Applicant must: (a) make the following information and documents (as Refer to Section 4.1 – Table 3 they are obtained or approved) publicly available on its of this document website: (i) the documents referred to in condition A2 of this consent; (ii) all current statutory approvals for the development; (iii) all approved strategies, plans and programs required under the conditions of this consent; (iv) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent; (v) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; (vi) a summary of the current stage and progress of the development;

3

(vii) contact details to enquire about the development or to make a complaint;	
(viii) a complaints register, updated monthly;	
(ix) the Compliance Report of the development;	
(x) any other matter required by the Planning Secretary; and	
(b) keep such information up to date, to the satisfaction of the Planning Secretary.	Refer to Section 4.1 – Table 3 of this document

2. SITE OVERVIEW & CONTEXT

The site is located at 754-786 Mamre Road, Kemps Creek NSW (as indicatively shown in Figure 1).

The site is located within the Penrith Local Government Area, approximately 50km west of the Sydney CBD. The subject site falls within the Mamre Road Precinct in the broader Western Sydney Employment Area (WSEA) at Kemps Creek, NSW.

Yiribana Logistics Estate is predominantly surrounded by neighbouring industrial precincts and farming properties. The nearest sensitive receivers are about 2 km north of the project and include a retirement village, an early learning centre and three educational facilities.

Immediately surrounding the site are:

- To the north: agricultural land/Mamre Anglican School
- To the east: agricultural land/Green Growth Nurseries
- To the south: agricultural land/Kemps Creek Poultry
- To the west: Robson Civil Projects Site Compound

Figure 1 Aerial photograph of the site



Source: NearMaps

3. LOCAL COMMUNITY AND CONSULTATION APPROACH

Yiribana Logistics Estate is surrounded by industrial and agricultural landowners and community stakeholders such as schools, early learning centres and retirement villages.

It will be important to make sure near neighbours are well informed about construction activity and impacts.

The community stakeholders that will need to be informed and consulted during construction are outlined in Table 2. The communication activities used to consult these stakeholders and their anticipated concerns are also outlined.

This table will be reviewed and updated as needed.

Table 2 Stakeholders, activities, and concerns

Local community stakeholder	Communication activities (see Section 4)	Anticipated concerns
Surrounding local landowners and stakeholders within a 500m radius of the construction zone including: Emmaus Retirement Village Emmaus Catholic College Trinity Primary School Little Smarties Early Learning Centre Mamre Anglican School	Website Complaints channels Construction start letter High-impact work notification letter Unplanned out of hours work notification letter Community based forums (if required)	Impacts of construction activities including: Traffic impacts and disruptions to the local road network High noise generating impacts Out of hours impacts
Surrounding properties within a 500m radius of the construction zone including: 799-803 Mamre Road 783a Mamre Road 819-831 Mamre Road 833-843 Mamre Road 833-843 Mamre Road 833b Mamre Road 845-857 Mamre Road 845-857 Mamre Road 845a Mamre Road 859-869 Mamre Road 805-817 Mamre Road 884-902 Mamre Road 904-928 Mamre Road	Complaints channels Construction start letter High-impact work notification letter Unplanned out of hours work notification letter Community based forums (if required)	Impacts of construction activities including: Traffic impacts and disruptions to the local road network High noise generating impacts Out of hours impacts

Local community stakeholder	Communication activities (see Section 4)	Anticipated concerns
■ 930-966 Mamre Road		
■ 930a Mamre Road		
■ 930b Mamre Road.		

3.1. OBJECTIVE AND APPROACH

The communication objective is to keep the community informed of construction impacts. To achieve this objective, the approach involves:

- Building community stakeholder relationships and maintain good will with impacted communities
- Managing community expectations and building trust by effectively managing enquiries and complaints
- Providing timely information to impacted stakeholders and broader communities
- Addressing and correcting misinformation in the public domain
- Reducing the risk of avoidable project delays

4. PROCEDURES AND METHODS OF CONSULTATION

4.1. PROPOSED CONSULTATION ACTIVITIES

In accordance with the community consultation requirements outlined in the Development Consent, GPT Group will conduct the following consultation activities.

These consultation activities will:

- Provide up to date project information on the publicly accessible website.
- Facilitate the development of strategies with the community to manage potential construction impacts including high noise generating works and traffic and local road network disruptions.
- Facilitate the efficient receipt, handling and resolution of complaints or disputes.

Table 3 Communication activities

Activity	Description	Responsibility	Timing
Post approval community letter	Prior to the completion of this report, Urbis Engagement (on behalf of GPT Group) issued a community letter to 156 surrounding properties (including the stakeholders listed in Section 3). This letter provided an update on the project and details of the complaint channels. Additionally, the letter sought to gauge community interest on the establishment of a Community Based Forum to satisfy conditions B46(e) and (f). At the time of writing this plan, no calls or emails have been received to GPT Group.	GPT GroupUrbis Engagement	Issued week commencing 9 October 2023
Website	In line with condition C17(a), all documents will be made publicly available using a tab on the Yiribana project website (see Section 4.2). To ensure the community remains informed about the project and the operation and environmental performance of the development, the website will be updated monthly during the construction period.	■ GPT Group	No less than 48 hours before the commencement of earthworks. Information available online (existing website) for the duration of construction.

Complaints channels	In line with conditions C3(g) and C6(b)(ii) and prior to the commencement of construction, a project phone number and email will be established to receive complaints. Both mechanisms will direct the community to the project contact for response. Project contact details and up to date project information will be provided for all communication activities. See Table 4 for complaint channel details. The process for responding to and managing complaints received via these channels are outlined in Section 4.3.	■ GPT Group	Ongoing enquiry and feedback management available during the construction period.
Construction start letter	 In line with conditions B1(g) and C6(b)(i) and prior to commencement of construction, a letter will be distributed to the local community outlining: The construction timeline Detail on the potential impacts including high noise generating works and disruptions to local road networks, and mitigations. Details on the available complaint channels and instructions on how to ask questions or make a complaint. In addition to the previously issued post-approval letter, this letter will include an invitation to join a community based forum (see description below). If email addresses of surrounding business, local schools or community facilities are publicly available, or registered through a previous complaint, this letter will be distributed to these stakeholders via email. 	■ GPT Group	No less than 14 days before start of construction
High-impact work notification letter	In line with condition B1(g), B46(f) and C6(b)(i), a letter outlining high-impact work, impacts including potential disruptions to local roads or high-noise generating works and mitigations, will be distributed to the local community. This letter will include the complaint channel details with instructions on how to ask questions or make a complaint.	■ GPT Group	No less than 7 days before high-impact work

	If email addresses of surrounding business, local schools or community facilities are publicly available, or registered through a previous complaint, this letter will be distributed to these stakeholders via email.		
Unplanned out of hours work notification letter	In line with condition B1(g), B46(f) and C6(b)(i), a letter outlining unplanned work, the duration of the work and associated impacts and mitigations, will be distributed to the local community.	■ GPT Group	No less than 24 hours before unplanned work or as soon as practical afterwards
	This letter will include the complaint channel details with instructions on how to ask questions or make a complaint.		
	If email addresses of surrounding business, local schools or community facilities are publicly available, or registered through a previous complaint, this letter will be distributed to these stakeholders via email.		
Community based forums (if required)	In line with condition B46(e), B45(f), C3, C6(b)(i-ii) and if community interest warrants, an ongoing forum between local community stakeholders and the project team will be established.	■ GPT Group	Ongoing and as required
	This forum will allow the community to provide feedback and discuss concerns regarding construction, traffic, noise and environmental impacts and ask questions directly of the project team.		
	This forum was advertised via the post-approval community letter and will be advertised again via the construction start letter. The forum will be established should three local community stakeholders register interest.		
Complaints register	In line with condition C3(g) and C6(b)(ii-iii), a complaints registry will be established. This registry will include:	■ GPT Group	Prior to commencement of construction and updated
	A description of the complaint		monthly. Available during the construction
	Who made the complaint		period on the project website.
	Date, day and time of the complaint		

	 Format of the complaint received and referenced (if applicable) Works occurring on site that resulted in the complaint The response to the complaint Any further actions to prevent reoccurrence Stakeholder follow up if necessary In line with condition A36(e), this register will be used to inform discussion in the Mamre Road Working Group to review community concerns or complains with respect to environmental management. In line with conditions A33(d) and (h), this complaints resolution register will be shared with the appointed Environmental Representative to inform their recommendations on how to reduce impacts on the surrounding community and assist the Department in the resolution of community complaints. In accordance with condition C17(a)(viii), this consultation register will be updated monthly and uploaded to the publicly available project website. 		
Mamre Road Working Group	GPT Group is an existing member of the Mamre Road Working Group. In line with condition A36, GPT continue attending Mamre Road Working Group meetings to assist with managing and mitigating potential cumulative environmental impacts.	■ GPT Group	Existing member of the Mamre Road Working Group.

4.2. **COMPLAINT CHANNELS**

As outlined in Table 3, project complaint channels will be established and maintained throughout the construction period. These are detailed below.

Table 4 Project contact points

Contact	Position	Contact details		
Alex Cassaniti	Assistant Development Manager	M: 0497 402 450 E: alex.cassaniti@gpt.com.au		
Faten Samaan	WHS Coordinator	M: 0407 954 102		
Zacharia Youssef	Project Manager	M: 0499 233 203		
Brad Cole	Environmental Coordinator/Site Environmental Representative	M: 0407 782 830		

All feedback and enquires will be responded to with a holding statement in accordance with the timeframes below while the complaints handling procedure is enacted:

Table 5 Response times

Channel	Response time			
Email	One business day (if contact is made outside of businesses hours, a response will be provided on the next business day)			
On-site inquiry	One business day (if contact is made outside of businesses hours, a response will be provided on the next business day)			
Project phone line	One business day - during business hours (if contact is made outside of businesses hours, a response will be provided on the next business day)			
Website contact	Three business days (if contact is made outside of businesses hours, a response will be provided on the next business day)			

COMPLAINTS HANDLING AND MANAGEMENT, ESCALATION AND 4.3. **DISPUTE RESOLUTION PROCESSES**

In accordance with conditions B46(h), B60(f), C1, C3(q), C6(b)(ii) and C6(b)(iii), GPT Group will implement a complaints handling and management process, as outlined in figure 2, and a complaint escalation and dispute resolution process outlined in figure 3.

Robust and timely enquiry and complaints management is integral to building and maintaining trust in the community. GPT Group can build and maintain trust within the community through careful management of enquiries and complaints.

This plan provides a procedure for issues recording, resolution and the mediation of disputes, targeting resolution within seven days from the date the issue was first raised.

Figures 2 and 3 below outline the complaints handling and escalation processes.

The process in Figure 4 allows for the identification and implementation of corrective measures in response to issues raised by the community, to minimise the likelihood of recurrence. Figure 5 outlines the escalation process should the Complaints handling process fail to resolve the enquiry or complaint. All complaints will be recorded in a Complaints Register.

Figure 2 Complaint handling process

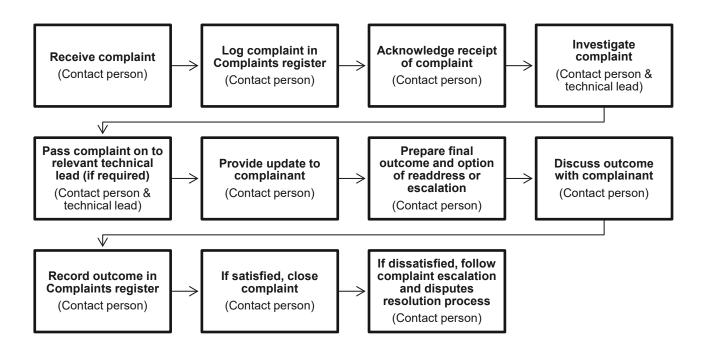
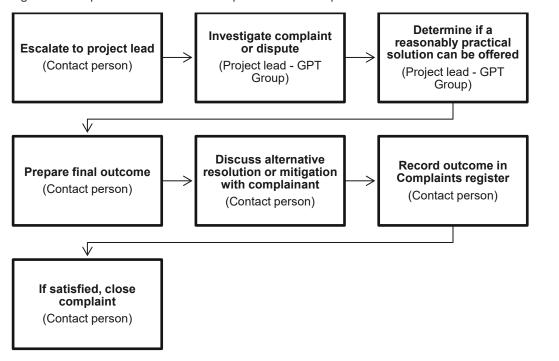


Figure 3 Complaint escalation and disputes resolution process



4.3.1. Complaints register

Figure 6 provides a snapshot of the Complaints Register. All complaints received will be saved on GPT Group's internal server for records in coordination with the complaint register.

In accordance with conditions A33(d) & (h) and A36(e), this register will be shared with the appointed Environmental Representative and used to inform discussion in the Mamre Road Working Group.

This consultation register will be updated monthly by GPT Group and uploaded to the publicly available website, in accordance with condition C17(a)(viii).

Figure 4 Complaints register snapshot

Company	GPT PTY LIMITED						
Reference	SSD-10272349						
Project		Lot 180, DP 120397; 754-78	26 Mamra I	Poad Kemps Creek)			
Title		et - Complaints Register	oo iviaiiii e i	Noau, Kemps creek)			
Date	XX/XX/XXXX	et - Compiaints Register					
Date	^^/^^/						
Date & Time	Communication Type	Method of Communicatio	n Category	Status (Open/Closed)	Summary of Details	Action Taken	Further Action/Monitoring to Confirm Resolution
					· ·		
Status	Summary						
Open							
Closed							
TOTAL COMPLAINTS							
Categor	y Summary						
Noise							
Traffic							
Air Quality							
Visual							
General Environmenta	al						
TOTAL COMPLAINTS							

Source: GPT Group

5. **PROJECT SPECIFIC INFORMATION REQUIREMENTS**

Table 4 outlines the details of the project-specific information requirements and the relevant overarching project management documentation.

This information will be used to explain the impacts and mitigations in the community communication detailed in Section 4.

Table 4 Project-specific information requirements

Category	Information requirements	Management reference
Traffic management	Management of construction traffic and access Traffic control measures including temporary road closures or diversions Out-of-hours construction traffic	Construction Environmental Management Plan Construction Traffic Management Plan
Construction activities	Site working hours Out-of-hours or emergency work High impact and noisy work e.g., excavation, piling and structural work Site personnel behaviour Visual and privacy impacts on surrounding residents	Construction Environmental Management Plan Construction Noise Management Plan Air Quality Management Plan
Environmental impacts	Hazardous materials management Environmental controls – sediment controls, tree protection & dust control Flora and fauna management Sediment run-off management	Construction Environmental Management Plan Waste Management Plan To be included in the future Vegetation Management Plan, prepared as part of Stage 2.

KEY MESSAGES AND FREQUENTLY ASKED QUESTIONS 6.

All communication material included as part of the consultation activities will be informed by the following key messages and frequently asked questions response table.

These will be updated and refined by GPT Group as required and as construction progresses.

ABOUT THE PROJECT 6.1.

- The GPT Group (GPT) is preparing to construct warehouses 1 and 3 of the Yiribana Logistics Estate at Lot 180 Mamre Road, Kemps Creek.
- The Yiribana Logistics Estate will provide a state-of-the-art industrial and logistics precinct to support Western Sydney.
- As part of the Greater Sydney Commission's vision for a 30-minute city, the estate will provide additional employment opportunities and deliver economic benefits to the local area.
- When complete, the entire estate will include:
 - Five warehouses
 - Office facilities
 - Internal road networks and open space
 - Car parking
- The proposed project is in Kemps Creek, within the Penrith local government area (LGA). The site falls within the Mamre Road Precinct within the broader Western Sydney Employment Area (WSEA).
- The development will provide up to 1,800 jobs and \$270 million of capital investment into the Mamre Road Precinct
- By providing a high quality facility, the estate will support the ongoing growth and economic development of Western Sydney.

6.2. **ACCESS TO THE SITE**

- Existing site driveways from Mamre Rd will provide initial vehicular access.
- In the future, vehicular access will be from a signalised intersection south of the site along Mamre Road, connecting with internal local industrial roads. Broader access to the site is from the M4 Motorway, Great Western Highway and Elizabeth Drive.
- Transport for NSW is currently planning for and delivering upgrades to Mamre Road.

MANAGING CONSTRUCTION IMPACTS 6.3.

- GPT is committed to keeping the community informed throughout each stage of the planning and construction phases.
- During construction, care will be taken to minimise noise, dust and traffic impacts. Best practice measures will be taken. These include careful scheduling of noisy work, dust control, and traffic management.
- A particular focus will be on minimising the impact to the local community.

6.3.1. Managing high noise generating work:

- As part of its Construction Environmental Management Plan, GPT has commissioned an independent Construction Noise Management Plan (CNMP).
- The CNMP has been prepared to determine appropriate noise management levels during construction and describe mitigation measures to manage high noise generating works including rock breaking and piling.

At least 7 days prior to the commencement of any high generating work, GPT will distribute a letter to the local community with details on the type of work being completed, the duration of the work and provide details on how the community can contact the team should they need to make a complaint.

6.3.2. Managing potential disruptions to traffic routes:

- As part of its Construction Environmental Management Plan, GPT has commissioned an independent Construction Traffic Management Plan (CTMP).
- The CTMP has been prepared to outline traffic management and contingency measures to ensure access, road safety and network efficiency is maintained. It will also assist in managing the cumulative construction traffic impacts resulting from ongoing construction in the Mamre Road Precinct.
- At least 7 days prior to the commencement of any work that may impact the local road network, GPT will distribute a letter to the local community with details on the type of work being completed, the duration of the work and provide contact details for any complaints.

COMMITMENT TO SUSTAINABILITY AND THE NATURAL ENVIRONMENT 6.4.

- GPT engaged Northstar Air Quality to provide a Construction Air Quality Management Plan (CAQMP) which identified potential sources of air emissions associated with the proposed construction activities and provided measures to control each of those potential sources.
- GPT will adopt a range of measures to control emissions, including:
 - The use of watercarts and handheld water sprays on site to control dust.
 - Speed limits for vehicles on site to reduce the potential for wheel generated dust.
 - The progressive stripping of site ahead of workface to minimise the area of exposed surface vulnerable to wind erosion.
- GPT commissioned Northstar Air Quality to prepare an air quality impact assessment (AQIA) which determined that the construction of the development would have a low risk of fugitive dust emissions and
- GPT commissioned Cumberland Ecology to prepare a Dam Dewatering Plan to outline and minimise the risk of ecological impacts on flora and fauna.

6.5. CONSULTATION

GPT is available to collect your feedback and provide further information about the Yiribana Logistics Estate.

Should you have any questions about the project, you can:

Call: 0497 402 450

Email: alex.cassaniti@gpt.com.au

6.6. HOLDING STATEMENT

The Yiribana Logistics Estate will provide a state-of-the-art industrial and logistics precinct to support Western Sydney. As part of the Greater Sydney Commission's vision for a 30-minute city, the estate will provide additional employment opportunities, deliver economic benefits to the local area and respond to the need for zoned industrial land. The proposed project is in Kemps Creek, within the Penrith local government area (LGA). The site falls within the Mamre Road Precinct within the broader Western Sydney Employment Area (WSEA).

When complete, the proposed facility will include:

- Five warehouses
- Office facilities
- Internal road networks and open space
- Car parking

The development will provide up to 1,800 jobs and \$270 million of capital investment into the Mamre Road Precinct By providing a quality facility, the Project will support the ongoing development of Western Sydney and contribute to a sustainable future.

In consultation with a representative body for the Traditional Custodians of the area and the Kemps Creek site, Darug Custodian Aboriginal Corporation (DCAC), GPT has named the logistics estate 'Yiribana'. This name acknowledges the Darug people and simply means 'this way' in Darug language.

FREQUENTLY ASKED QUESTIONS **6.7.**

Table 7 outlines the recommended responses to anticipated questions that may arise from the local community during the construction period.

These responses will guide the complaints handling, escalation and dispute resolution processes.

Table 6 Questions and recommended responses

Question	Recommended response
Who is delivering the project?	The GPT Group is delivering this project. The GPT Group is one of Australia's largest diversified listed property groups with assets across retail, office, logistics and commercial development. GPT's has significant experience in delivering high quality warehousing and logistics developments, particularly within Western Sydney.
Why more warehouses?	The Yiribana Logistics estate will support ongoing development in Western Sydney by providing employment opportunities and responding to the need for zoned industrial land.
Are all five warehouses being constructed at the same time?	Warehouse 1 and 3 will be constructed as part of Stage 1. Stage 2, which includes construction of warehouse buildings 2, 4, 5 & 6, will be subject to separate development applications.
What noise can I expect during construction?	For Stage 1, construction activities are limited to bulk earthworks to prepare the site for the construction of warehouses 1, 2 and 3, and the temporary access road.
	All construction activity would occur during stand construction hours of Monday to Friday 7am to 6pm and Saturday 8am to 1pm.
	Prior to construction, GPT Group commissioned a Noise and Vibration Management Plan (NVMP) to address the potential noise and vibration impacts associated with the construction works at the proposed Yiribana Logistics Estate.
	To inform this plan, the acoustic consultants measured the baseline noise levels around the site and the anticipated the levels of additional noise resulting from Stage 1 construction activities.
	This assessment determined that the additional noise may exceed baseline noise levels by 5 decibels however it is likely to be less. Given the minor exceedance levels, the NVMP recommended that construction noise monitoring should be completed on an as-needed basis, such as responding to complaints.
How will you manage air quality during construction?	To prepare for construction, GPT commissioned a Construction Air Quality Management Plan. This Plan anticipates that air quality

Question Recommended response impacts during construction are likely to be minor and manageable through the implementation of the below control measures: The use of watercarts and handheld water sprays on site to control Speed limits for vehicles on site to reduce the potential for wheel generated dust. The progressive stripping of site ahead of workface to minimise the area of exposed surface vulnerable to wind erosion. Street sweeping where required Truck wash at exit Operating and maintaining four dust deposition monitoring devices across the site. What environmental protection **Waste management:** measures will be in place? GPT will prepare a Waste Management Plan prior to construction to ensure the appropriate collection and subsequent reuse, recycling or treatment offsite for items such as batteries, cardboard, timber, plastic, glass etc. during construction, demolition and operational phases. Fauna handling and relocation: The protocols for fauna handling and translocation will be explained to all persons working on the dewatering activities. If any fauna are detected, works will cease to enable the ecologist to capture fauna safely and humanely for appropriate relocation (native fauna) or euthanasia (introduced/pest species and sickly natives). Fauna will not to be handled or removed in the absence of the ecologist.

Fire safety:

During construction, fire safety and emergency management procedures will be implemented to minimise impacts on the surrounding environment.

Prior to commencing construction, GPT will undertake a fire engineering brief questionnaire in consultation with Fire and Rescue NSW to ensure these measures are adequate.

Environmental monitoring and inspections:

Prior to the commencement of construction, the Principal Contractor and GPT will create a detailed monitoring and reporting matrix to clearly document the specific applicable forms, registers or reports that will be used to monitor and manage environmental performance during construction.

Question	Recommended response
	This may include a Supervisor Diary, Weekly Environmental Inspection Checklist, Waste Register and the Complaints Register.
Where can I get more information about the project?	We will distribute regular notifications about upcoming work and what you can expect. There will also be a number of opportunities to speak directly to the project team.
	Should you have any questions about the project, you can:
	■ Call 0497 402 450
	■ Email alex.cassaniti@gpt.com.au

7. **ONGOING EVALUATION**

Successful engagement with the local community requires ongoing monitoring and evaluation.

Throughout the delivery of the Yiribana Logistics Estate, GPT Group and its Principal Contractor will regularly evaluate the consultation activities and outcomes to ensure the consultation objectives (see Section 3) can be achieved throughout the construction lifecycle.

Methods and activities to evaluate consultation will include:

- Ongoing site meetings
- Attendance at the Mamre Road Working Group meetings
- Review of the complaints register (see Section 5.3.1)
- Ongoing monitoring of media and local community social media pages

Prior to commencement of construction, an evaluation framework should be established to ensure the consultation objectives are achieved throughout the construction life cycle. The below table provides a recommended evaluation framework.

Table 7 Evaluation framework

Criteria	Description
Project delivery team collaboration	Evaluates the effectiveness of the project delivery team's internal processes to manage, escalate and resolve complaints or disputes.
Resourcing	Evaluates the allocation of resources to the community consultation team to support and deliver the consultation activities in line with the objectives.
Timeliness and responsiveness	 Evaluates the proposed timeframes to: Circulate information to the community regarding construction work Respond to community enquiries, feedback and complaints to facilitate two-way communication.
Accessibility of information	Evaluates the proposed communication methods to circulate information about the project, potential construction impacts and high-impact work.
Evaluation and continuous improvement	Evaluates the proposed methods to continuously evaluate processes, mechanisms, and procedures with a primary focus on achieving continuous improvement.

DISCLAIMER

This report is dated 19 December 2023 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of The GPT Group (Instructing Party) for the purpose of xx (Purpose) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.





Appendix E Construction Noise and Vibration Management Plan (CNVMP)

Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

SLR Project No.: 660.30175.00000

10 July 2024



REPORT



YIRIBANA LOGISTICS **ESTATE**

LOTS 59-60 (DP259135) MAMRE ROAD, KEMPS CREEK

CONSTRUCTION NOISE AND VIBRATION MANAGEMENT PLAN RWDI # 2105533 6 June 2024

SUBMITTED TO

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DOCUMENT CONTROL

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Α	Draft	17 April 2023	Peter Thang	Remi Larmandieu
В	Final	1 December 2023	Claire Graham-White	Peter Thang
С	Final (Minor updates)	18 December 2023	Claire Graham-White	Davis Lai
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G	Final (Traffic Updates)	12 April 2024	Peter Thang	Davis Lai
Н	Final (Updated Appendix A)	20 May 2024	Peter Thang	Davis Lai
I	Final (Updates to monitoring)	28 May 2024	Peter Thang	Davis Lai
J	Final (Detailed real-time noise monitoring)	6 June 2024	Peter Thang	Remi Larmandieu

NOTE

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RWDI is a team of highly specialised consulting engineers and scientists working to improve the built environment through three core areas of practice: building performance, climate engineering and environmental engineering. More information is available at www.rwdi.com.

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YIRIBANA LOGISTICS ESTATE

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QUALITY ASSURANCE

RWDI Australia Pty Ltd operates a Quality Management System which complies with the requirements of AS/NZS ISO 9001:2015. This management system has been externally certified by SAI Global and Licence No. QEC 13457 has been issued for the following scope: The provision of consultancy services in acoustic engineering, air quality and wind engineering; and the sale, service, support and installation of acoustic monitoring and related systems and technologies.



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GLOSSARY OF ACOUSTIC TERMS

Most environments are affected by environmental noise which continuously varies, largely as a result of road traffic. To describe the overall noise environment, a number of noise descriptors have been developed and these involve statistical and other analysis of the varying noise over sampling periods, typically taken as 15 minutes. These descriptors, which are demonstrated in the graph below, are here defined.

Maximum Noise Level (LAmax) – The maximum noise level over a sample period is the maximum level, measured on fast response, during the sample period.

 L_{A1} – The L_{A1} level is the noise level which is exceeded for 1% of the sample period. During the sample period, the noise level is below the L_{A1} level for 99% of the time.

 L_{A10} – The L_{A10} level is the noise level which is exceeded for 10% of the sample period. During the sample period, the noise level is below the L_{A10} level for 90% of the time. The L_{A10} is a common noise descriptor for environmental noise and road traffic noise.

 L_{A90} – The L_{A90} level is the noise level which is exceeded for 90% of the sample period. During the sample period, the noise level is below the L_{A90} level for 10% of the time. This measure is commonly referred to as the background noise level.

L_{Aeq} – The equivalent continuous sound level (L_{Aeq}) is the energy average of the varying noise over the sample period and is equivalent to the level of a constant noise which contains the same energy as the varying noise environment. This measure is also a common measure of environmental noise and road traffic noise.

ABL – The Assessment Background Level is the single figure background level representing each assessment period (daytime, evening and night time) for each day. It is determined by calculating the 10th percentile (lowest 10th percent) background level (LA90) for each period.

RBL – The Rating Background Level for each period is the median value of the ABL values for the period over all of the days measured. There is therefore an RBL value for each period – daytime, evening and night time.

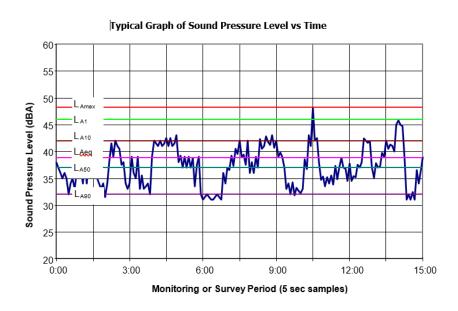




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1 INTRODUCTION

RWDI Australia Pty Ltd (RWDI) was engaged by The GPT Group (the client) to prepare a construction noise and vibration management plan (CNVMP) to address the potential noise and vibration impacts associated with the construction works at the proposed Yiribana Logistics Estate located at Lot 180 (DP 120397); 754-786Mamre Road, Kemps Creek.

The CNVMP is required as part of Conditions of Consent #B45 and #B46 (SSD-10272349) and shall be submitted to and approved by the Planning Secretary prior to the issue of the Construction Certificate.

Relevant literature has been referenced or reproduced in this management plan.

1.1 Objectives

The objectives of the CNVMP are as follows:

- Identification of the typical worst-case works and most impacted receiver locations.
- Development of management levels.
- Prediction/estimation of the magnitude of likely impacts.
- Comparison (where applicable) of magnitude of impacts against management levels.
- Provision of mitigation measures in order to minimise the impacts.
- The identification of staff and contractors' responsibilities.
- Requirements for monitoring and reporting.

The sections where specific requirements of consent condition B46 are discussed are summarised in **Table 1-1**.

Table 1-1: Summary of Consent Condition B46

	Condition B46	Section
a	Be prepared by a suitably qualified and experienced noise expert	Appendix B
b	Be approved by the Planning Secretary prior to the commencement of earthworks and construction	-
С	Describe procedures for achieving the noise management levels in the ICNG (DECC, 2009) (as may be updated or replaced from time to time);	7
d	Describe the measures to be implemented to manage high noise generating works such as rock breaking and piling, in close proximity to sensitive receivers;	7.2.4
e	Include strategies that have been developed with the community for managing high noise generating works;	7.2.4
f	Describe the community consultation undertaken to develop the strategies in condition B46(e);	7.2
g	Detail the timing, duration and frequency of monitoring to be undertaken to demonstrate the earthworks and construction meet the construction noise management	7.5



	Condition B46	Section
h	Include a complaints management system that would be implemented for the duration of earthworks and construction.	7.2.2

A complaints procedure will be developed as part of the Contactors Construction Management Plan. Works associated with other packages are not considered as part of these management plans. It is expected however that individual contractors will conduct their own assessments as required.

1.2 Reference Documentation

The following documentation are relevant and referenced or reproduced in this construction noise and vibration management plan:

- Interim Construction Noise Guideline [DECC, 2009], (ICNG);
- Transport for NSW (TfNSW) Construction Noise and Vibration Strategy [Ver4.1, 2019], (CNVS);
- AS-2436-2010 Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites
- Assessing Vibration: A Technical Guideline [DEC 2006];
- British Standard BS 7385-2 1993 Evaluation and Measurement for Vibration in Buildings; and
- German Standard DIN 4150, Part 3: Structural Vibration in Buildings: Effects on Structures [DIN 4150-3;1999].

1.3 Response to RFIs

RWDI has received a number of comments from the Department of Planning, Housing and Industry. **Table 1-2** outlines these comments and RWDI's response.

Table 1-2: Response to DPHI RFIs

DPHI Comments	RWDI Response
Additionally, please make some revisions to address in this	
Construction Noise and Vibration Management Plan	
(CNVMP) how the Mamre Road Working Group's	This CNVMP has been updated to
commitments from the SLR Review will be incorporated, as	reference the Mamre Road Working
well as provide further detail on the protocol to manage any	Group's commitments, see Section 7.
exceedances at residential receivers zoned IN1 if they are	
inhabited.	
Furthermore, the Department requests you provide	The submitted CNVMP was prepared
clarification on how the CNVMP traffic volume figures are	prior to the current CTMP which was
consistent with the latest version of the CTMP please.	updated to include both earthworks and
Section 6.2 of the CNVMP describes construction works	construction volumes. This CNVMP has
requiring 510 vehicle movements, however the site-	been updated to align with traffic
generated figures in Table 6-4 of 570 light vehicles and 550	information presented in the CTMP
heavy vehicles per day would seem to add up to 560 vehicle	dated 4/4/2024 Issue III.
movements per day. Section 3.2 of the CTMP (dated	Note, the previous issue presented the
25/03/2024, rev 1) provides figures of 927 light vehicle	incorrect number of existing traffic



DPHI Comments	RWDI Response
movements and 273 heavy vehicle movements per day. It would be appreciated if you could provide some clarity on this matter.	volumes and assumed that the 18,000 movements per day (24 hour) occurred during the road traffic noise day period (9am to 10pm). The revised results presented in Table 6-4 of this CNVMP is more conservative as it considers a lower number of existing traffic which means the relative impact would be greater assuming the site generated traffic is the same. However, the revised traffic numbers from the CTMP presents a lesser number of heavy vehicles per day and therefore a lessor impact overall.
The Revised Noise and Vibration Impact Assessment provided in Appendix Q of the RTS lists in Table 7-3 an increase in traffic noise of 1dB which is higher than the 0.6 dB increase listed in Table 6-4 of the current CNVMP, and if you could confirm if that's correct and if so explain why it's reduced that would be very helpful please.	The traffic noise assessment presented in Section 7.2 of the NVIA from the RTS relates to traffic noise generated from the operation of the warehouses. This CNVMP only relates to construction traffic.
Additionally, that Noise and Vibration Impact Assessment from the RTS lists in Section 7.2 that the development would produce "4594 vehicle movements per day, consisting of 3270 light vehicles and 1203 heavy vehicles" which together adds up to 4473 so I'm just needing to confirm what the correct number is there. Overall, we're looking to understand how the traffic volume numbers connect between that assessment, the CNVMP, and the CTMP so that we can progress.	Same as above



2 SITE DESCRIPTION & PROPOSED WORKS

2.1 Site Location

The site is located at Lots 59-60180 (DP259135DP 120397); 754-786 Mamre Road, Kemps Creek as shown in **Figure 2-1** below.

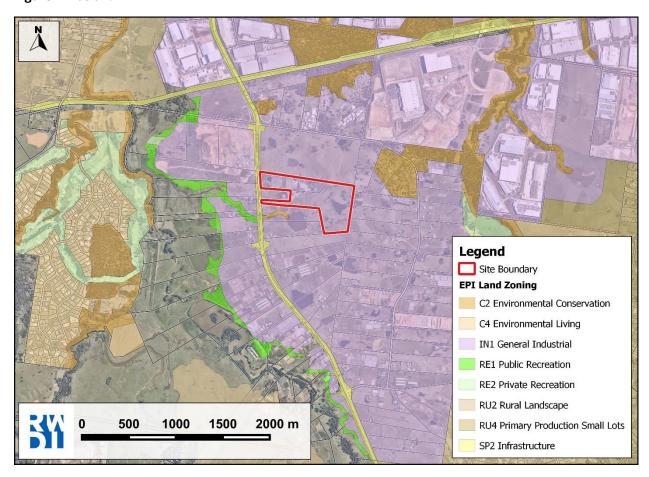


Figure 2-1: Site Location

Surrounding land uses currently comprise a predominantly rural typology, with a variety of rural dwellings, rural land, farm dams and scattered vegetation. Beyond this, the Oakdale South industrial estate is located approximately 1.3 km to the east of the site.

The site is bounded by Mamre Road to the west and agricultural uses to the north, south and east. It is assumed that historical land uses on the site include rural residential, grazing, dairy farming, poultry farming and horticulture. This land is identified for future employment land, as indicated by the recent rezoning of Mamre Road Precinct (MRP) to from RU2 Rural Landscape zone to IN1 General Industrial zoning under the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP). The Mamre Road Precinct Development Control Plan map is presented below in **Figure 2-2**.

This assessment will consider impacts to the existing residential uses within the IN1 zone.



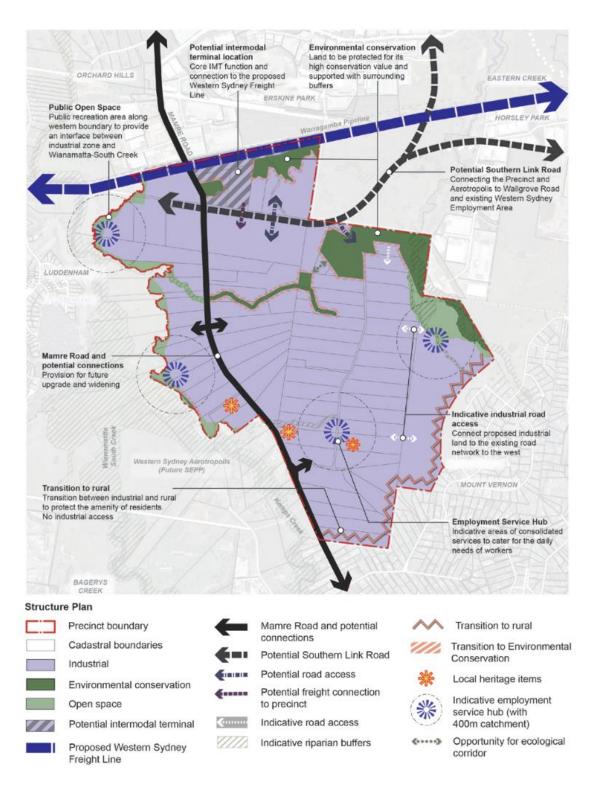


Figure 2-2: Mamre Road Precinct

The Ministerial Local Planning Direction 3.5 precludes future residential development, as the site is affected by the Western Sydney International Airport's ANEF 20 noise contours. The NSW Government has identified an opportunity for land uses which are not sensitive land uses to locate in this precinct, such as warehouse and logistics facilities.

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2.2 Proposed Construction Works

The proposed bulk earthworks are divided into two stages, with the following activities:

Stage 1

- Tree clearing and Grubbing in Stage 1 and 2 work areas
- Grass slashing in Stage 1 and 2 work areas
- Strip topsoil and stockpile for reuse in landscaping areas etc
- Haul roads
- Initially partial dam dewatering at large dam in riparian corridor and warehouse 2 pad area to use for construction water. Final dam dewatering is required for construction of riparian corridor and warehouse pad 2
- Construction of temporary flow path within the Riparian corridor
- Bulk earthworks for warehouses 1 to 3 (commence warehouse 3 first). Excess spoil to be placed as permanent fill for warehouses 4 / 5
- Construction of retaining walls 1, 2 (partial section retaining wall) and 4
- Utilities Installation:
 - Sewer
 - Electrical
 - NBN
 - Water
- Road drainage
- Construction of North / South (Road 1) Road and Mirvac/GPT 50/50 Roads. However, box culvert under Mirvac / GPT 50/50 road installation will be a delayed as it will required another Construction Certificate (CC).
- Concrete works
- Landscaping

Stage 2

- Strip topsoil and stockpile for reuse in landscaping areas etc.
- Haul roads
- Strip topsoil where required and stockpile for future landscaping works
- Construction of retaining walls 2 (remaining section retaining wall), 3, 5, 6, 7, 8, 9, 10,
- 11 and 12.
- Construction of riparian corridor after construction of retaining wall 2.
- Smaller Dam Dewatering
- Bio-retention Basin
- Utilities Installation:
 - Sewer
 - o Electrical
 - o NBN
 - Water
- Road drainage
- Construction of East / West Road (temporary) and extended temporary Road to
- Mamre Road Left In and Left Out (LILO)

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- Concrete works
- Landscaping

This CNVMP will also address noise impacts associated with the construction of Warehouses 1 and 3, which would be supported by the following plant and equipment:

- Cranes
- Elevated work platforms
- Hand tools
- Delivery trucks

2.3 Indicative Timeline of Works

Proposed construction is expected to take approximately 24 months to complete. The construction staging is summarised in the CEMP.

2.4 Construction Generated Traffic

Estimates of daily vehicle movements have been assumed from section 3.2 of the latest traffic report provided by Ason (*P1427r06v03 Early Works CTMP_Yiribana Logistics Estate, Mamre Road, Issue III*). **Table 2-1** provides estimated daily vehicle usage. These are an estimate only and the actual number of truck movements will be managed according to on-site requirements.

Table 2-1: Total Daily Vehicle Movements (6am to 7pm)

Vehicle Type	AM Peak	PM Peak	Total
Light Vehicles	57	60	927
Heavy Vehicles	26	6	273



3 SENSITIVE RECEIVERS

3.1 Developments within the MRP

RWDI has reviewed recent aerial imagery and development applications on the DPE Major Projects Portal, Penrith City Council Portal and recent real estate news. **Figure 3-1** presents the developments surrounding the Proposal.

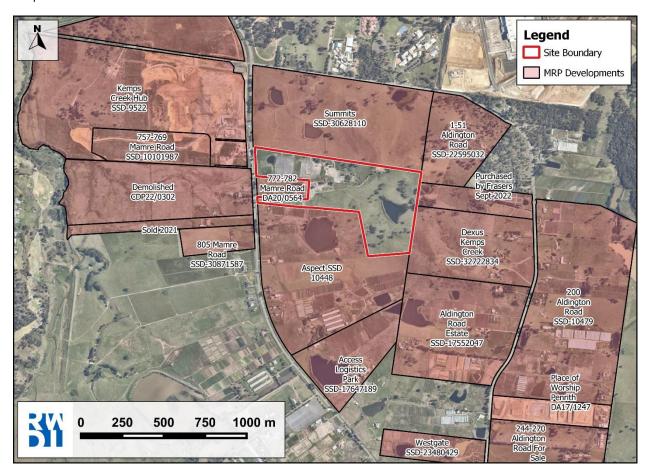


Figure 3-1: Surrounding Developments within the MRP



3.2 Sensitive Receivers

Figure 3-2 presents the location of surrounding sensitive receivers and **Table 3-1** provides further details on these receivers and their land uses. Receivers R01 to R07are receivers outside of the MRP. Receivers R08 to R17 are located within the MRP. Receivers R09 and R11 is on land that is partially zoned C2 and IN1.

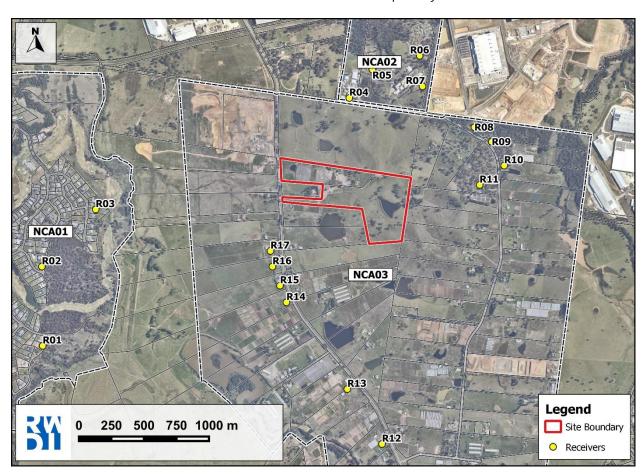


Figure 3-2: Nearest Sensitive Receivers

Table 3-1: Surrounding Sensitive Receivers

ID	Address	Suburb	Туре	Distance (m)
R01	4 Ganton Way	Luddenham	Residential	2150
R02	6 Woodhall Place	Luddenham	Residential	1910
R03	19 Medinah Avenue	Luddenham	Residential	1440
R04	Mamre Anglican School	Kemps Creek	Educational	540
R05	Trinity Primary School	Kemps Creek	Educational	780
R06	Catholic Healthcare Emmaus Village	Kemps Creek	Aged Care	940
R07	Emmaus Catholic College	Kemps Creek	Educational	710
R08	20 Aldington Road	Kemps Creek	Residential	620



ID	Address	Suburb	Туре	Distance (m)
R09	54-72 Aldington Road	Kemps Creek	Residential	680
R10	74-104 Aldington Road	Kemps Creek	Residential	720
R11	53 Aldington Road	Kemps Creek	Residential	530
R12	983b Mamre Road	Kemps Creek	Residential	1540
R13	949-965 Mamre Road	Kemps Creek	Residential	1130
R14	859-869 Mamre Road	Kemps Creek	Residential	770
R15	845-857 Mamre Road	Kemps Creek	Residential	640
R16	833-843 Mamre Road	Kemps Creek	Residential	500
R17	819-831 Mamre Road	Kemps Creek	Residential	390

3.3 Noise Catchment Areas

The areas for assessment have been divided into three Noise Catchment Areas (NCAs). The NCAs group together sensitive receivers with similar existing noise environments. The NCAs and sensitive receivers in the area around the development are detailed in **Table 3-2** and are presented in **Figure 3-2**.

Table 3-2: Noise Catchment Areas (NCAs)

NCA	Direction from Development	Description
NCA01	West	Receivers to the west where noise environment is currently influenced by road traffic (Luddenham Road and Mamre Road), and other local traffic on the surrounding roads network. The closest residential receivers are 1.4 km from the site boundary.
NCA02	North	Receivers to the north where noise environment is primarily influenced by road traffic on Mamre Road. Notable sensitive receivers include two educational facilities (Mamre Anglican School, Emmaus Catholic College), one Aged Care living facility (Emmaus Retirement Village) and one Early Childhood facility (Little Smarties Early Learning Centre). The closest receivers are 550 m from the site boundary.
NCA03	South	Isolated residential dwellings within the MRP. Background noise at these receivers is influenced by road traffic noise on Mamre Road and various levels of industrial activity and construction from the MRP and surrounding industrial developments. The closest residential receivers are 390 m from the site boundary.

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3.4 Established Ambient Background Levels

Noise monitoring data has been sourced from unattended background noise monitoring carried out as part of the following assessments:

- 1018022 R01AB Mamre Road Kemps Creek ENV (Acoustic Works, 2020) (SSD-9522)
- 610.15617-R2 Oakdale West Estate DA Noise Impact Assessment, (SLR, 2017) (SSD-7348)
- 610.19127-R02 Aspect Industrial Estate SSDA Noise and Vibration Impact Assessment (SLR, 2021) (SSD-10448)

The results of the various unattended ambient noise surveys are presented in **Table 3-3** as the Rating Background Level (RBL) noise levels for the daytime, evening, and night time periods. Locations of the noise loggers is presented above in **Figure 3-3**.

Table 3-3: Measured Noise Levels

Naiss Lagran	Applicable Noise	Applicable Noise RBL (dBA) 1		
Noise Logger	Logging Location	Daytime	Evening	Night Time
L01 ³	NCA01	36	33	30 (actual 28) ²
L02 ⁴	NCA02	35	34	32
L03 ⁵	NCA03	39	40	32

- Note 1: Daytime (6am 7pm), Evening (7pm 10pm), and Night time (10pm 6am).
- Note 2: Minimum RBL for 'Night time' used for assessment.
- Note 3: Logger location 8 Medinah Avenue, Twin Peaks as part of 1018022 R01AB Mamre Road Kemps Creek ENV (Acoustic Works, 2020)
- Note 4: Logger location Emmaus Retirement Village as part of 610.15617-R2 Oakdale West Estate DA Noise Impact Assessment, (SLR, 2017)
- Note 5: Logger location 864-882 Mamre Rd, Kemps Creek as part of 610.19127-R02 Aspect Industrial Estate SSDA Noise and Vibration Impact Assessment (SLR, 2021)





Figure 3-3: Noise Monitoring Locations



4 CONSTRUCTION NOISE CRITERIA

4.1 Interim Construction Noise Guideline (DECC, 2009)

The NSW EPA *Interim Construction Noise Guideline (ICNG)* requires project-specific Noise Management Levels (NMLs) to be established for noise affected receivers. In the event construction noise levels are predicted to be above the NMLs, all feasible and reasonable work practices are investigated to minimise noise emissions.

Having investigated all feasible and reasonable work practices, if construction noise levels are still predicted to exceed the NMLs then the potential noise impacts would be managed via site-specific construction noise management plans, to be prepared in the detailed design phase.

Table 4-1 details the *ICNG* noise management levels.

Table 4-1: Interim Construction Noise Guideline Criteria

Time	NML	How to Apply
	Noise Affected RBL+10dB	 The noise affected level represents the point above which there may be some community reaction to noise. Where the predicted or measure LAEQ is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. The proponent should also inform all potentially affected residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
Recommended Standard Hours: Mon to Fri: 7am – 6pm Sat: 8am – 1pm Sun/Public Holidays: No Work	Highly Noise Affected 75 dBA	The highly noise affected level represents the point above which there may be strong community reaction to noise. Where noise is above this level, the relevant authority (consent, determining or regulatory) may require respite periods by restricting the hours the very noisy activities can occur, taking into account: 1. Times identified by community when they are less sensitive to noise (such as before and after school for works near schools, or mid-morning, mid-afternoon for works near residences. 2. If the community is prepared to accept a longer period of construction in exchange for restrictions on construction times.

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In addition, the following construction noise management levels L_{Aeq,15min} are recommended for other receivers and areas:

Industrial premises: external LAeq,15min 75 dBA

• Classrooms at schools and other educational institutions: internal L_{Aeq,15min} 45 dBA

Based on the above, presents the applicable noise management levels for construction activities at surrounding receivers that have been adopted for all applications.

Table 4-2: Site-specific Construction Noise Management Levels - Standard Hours¹

Receiver	NML
NCA01	46
NCA02	45
NCA03	49
Industrial	75
Educational	55

Note 1: Standard Hours (7am – 6pm Monday to Friday, 8am – 1pm Saturday with no work on Sundays or Public Holidays)



5 CONSTRUCTION VIBRATION CRITERIA

5.1 Human Comfort

Assessing Vibration: A Technical Guideline (ATG) published by the NSW Environment Protection Authority (EPA) provides guidance for assessing human exposure to vibration. The publication is based on British Standard BS 6472:1992. A review of the EPA guideline confirms that the proposed vibration intensive activities should be considered as intermittent vibration and is best assessed by the Vibration Dose Value (VDV) which is based on the weighted root mean quartic (rmq) acceleration.

Table 5-1 sets out VDV values as specified within ATG. Given that works will only occur during the day period, only these goals are provided. For a particular receiver type, where levels are predicted to lie between the values in **Table 5-1**, the impacts are considered to be minor with a low probability of adverse comment expected. It is noted that the neighbouring commercial receivers do not specifically fall in the categories below. As such the criteria for Offices, Schools, Educational Institution and Places of Worship is considered appropriate.

Table 5-1: Acceptable VDVs for Intermittent Vibration (m/s^{1.75})

Time of Desciver	Day (7am-10pm)		
Type of Receiver	Preferred	Maximum	
Residences	0.20	0.40	
Offices, Schools, Educational Institution and Places of Worship	0.40	0.80	

5.2 Building Damage

There are currently no Australian Standards or guidelines to provide guidance on assessing the potential for building damage from vibration relating to demolition activities. It is common practice to derive goal levels from overseas standards. British Standard BS 7385:1993 and German Standard DIN 4150:1999 both provide goal levels below which vibration is considered insufficient to cause building damage. BS 7385 is the most commonly used Standard and considered by RWDI to be the most appropriate for this project. Given that the main building types include multi-storey buildings using reinforced construction, **Table 5-2** summarises the relevant guide values.

Table 5-2: Vibration Guide Values for Cosmetic Damage - BS7385-2

Guideline Values for Velocity (peak component particle velocity) – mm/s					
Frequency 4 to 15 Hz 15 Hz and above					
Reinforced or framed structures Industrial and heavy commercial buildings	50	50			

Note 1: Values referred to are at the base of the building.

Note 2: The values refer to the peak component particle velocity.

Note 3: At frequencies < 4 Hz, a maximum displacement of 0.6mm (zero to peak) should not be exceeded.

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It is critical that "cosmetic damage" as per the Standard considers:

"The formation of hairline cracks on drywall surfaces or the growth of existing cracks in plaster or drywall surfaces; in addition, the formation of hairline cracks in the mortar joints of brick / concrete block construction"

The Standard considers that there is minimal risk that cosmetic damage would occur if vibration levels below these values are experienced. Minimal risk is defined (as per the Standard) as 95% probability of no effect. The Standard also suggests that in some circumstances, the guide values may be reduced by up to 50% to allow for continuous vibration and dynamic loading. Although this is unlikely, a conservative approach to apply a 50% reduction has been adopted for this project and as such 25mm/s guide value is proposed.



6 ASSESSMENT OF IMPACTS

6.1 Construction Noise Impacts

6.1.1 Noise Modelling Methodology

Site related noise emissions were modelled with the CadnaA acoustic noise prediction software using ISO 9613 noise prediction algorithm. Factors that are addressed in the noise modelling are:

- Equipment noise level emissions and locations.
- Receiver locations.
- Ground topography
- Noise attenuation due to geometric spreading.
- Ground absorption.
- Atmospheric absorption
- Meteorological conditions that may influence noise levels.

6.1.2 Construction Stages and Noise Sources

Table 6-1 presents the proposed construction staging based on the identified construction program and discussions with the Contractors. **Table 6-2** presents the proposed construction equipment required to support the construction activities and their sound power levels. These noise levels are taken from RWDI's internal database and external assessments of similar subject sites. Construction plans provided by the Contractor are presented in **Appendix A**.

Table 6-1: Construction Activity Staging

Activity	Stage 1	Stage 2	Stage 3
Activity 1 - Topsoil Stripping Temp Access Road	✓		
Activity 2 - Topsoil Stripping WH1-WH3	✓		
Activity 3 - Bulk Earthworks	✓		
Activity 4 - Piling and Shotcreting	✓		
Activity 5 - Retaining walls	✓		
Activity 6 - Dams dewatering and Bio Basin		✓	
Activity 7 - Riparian Corridor		✓	
Activity 8 - Box Culvert and Scour Protection		✓	
Activity 9 - Utilities and Road Drainage		✓	
Activity 10 - Roadwork and Concrete Works	✓	✓	
Activity 11 – Warehouse Construction			✓



Table 6-2: Modelled Construction Activities and Noise Sources

Activity	Plant	Quantity	Lw/Unit	Total Activity Lw
	Excavator up to 30T	2	104	
Activity 1 - Topsoil Stripping Temp Access Road	Mulcher	1	117	119
·	Dump Truck up to 40T	1	113	
	Grader	1	114	
Activity 2 - Topsoil Stripping WH1-WH3	Dozer	1	117	120
	20,000L Articulated watercart	1	113	
	Excavator 30 - 50T	1	104	
	Excavator with Rockhammer ¹	1	128	
	Dump Trucks 30 - 40T	1	113	
	Dozer	1	117	
	Compactor	1	113	
Activity 3 - Bulk Earthworks	13T Padfoot Roller	1	107	129
	13T Smooth Drum Roller	1	107	
	Grader	1	114	
	20,000L Articulated watercart	1	113	
	Truck and Dogs	2	113	
	Bogie Trucks	1	106	
	Piling rig (bored piling)	1	117	
	Hand Tools	2	107	
Assistant A. Billian and Chasteration	Concrete Pump	1	106	122
Activity 4 – Piling and Shotcreting	Shotcrete rig (w/ compressor)	1	107	123
	Dump Truck (30-40T)	1	113	
	Pile Trimming ¹	1	117	
	Excavator 14T – 50T	1	104	
	Posi tracks	3	109	
Activity E. Potaining walls	Dump Trucks 30 - 40T	2	116	110
Activity 5 - Retaining walls	13T Padfoot Roller	1	113	119
	13T Smooth Drum Roller	1	107	
	20,000L Articulated watercart	1	107	



Activity	Plant	Quantity	Lw/Unit	Total Activity Lw
	Pumps	4	102	
	Excavator up to 30T	2	107	
	Dump Trucks 30 - 40T	1	113	
Activity 6 - Dams dewatering and	Compactor	1	113	
Bio Basin	13T Padfoot Roller	1	113	120
	13T Smooth Drum Roller	1	107	
	20,000L Articulated watercart	1	107	
	Grader	1	114	
	Pumps	2	99	
	Excavator up to 30T	2	107	
	Dump Trucks 30 - 40T	2	116	
Activity 7 - Riparian Corridor	13T Padfoot Roller	1	107	120
	13T Smooth Drum Roller	1	107	
	20,000L Articulated watercart	1	113	
	Grader	1	114	
	Excavator up to 30T	1	104	
	Dump Trucks 30 - 40T	1	113	
Activity 8 - Box Culvert and Scour Protection	13T Padfoot Roller	1	107	119
riotection	20,000L Articulated watercart	1	113	
	Grader	1	114	
	Excavator up to 30T	1	104	
	Posi track	1	104	
	2T Tipper Truck	1	113	
Activity 9 - Utilities and Road Drainage	9T Dump Truck	1	113	120
Diamage	Plate Compactor/Waka Paka	2	116	
	Fanna Crane	1	105	
	CC10 Roller	1	107	
	Excavator up to 30T	1	104	
Activity 10 - Roadwork and Concrete Works	2T Tipper Truck	1	113	121
Concrete Works	Grader	1	114	



Activity	Plant	Quantity	Lw/Unit	Total Activity Lw
	9T Dump Truck	1	113	
	13T Padfoot Roller	1	107	
	13T Smooth Drum Roller	1	107	
	Spray Seal Truck	1	106	
	Asphalt Paver	1	105	
	Extruder Kerbing Machine	1	100	
	Concrete Trucks	2	116	
	Fanna Crane	5	105	
Activity 11 - Warehouse Construction	Elevated Work Platforms	4	98	
	Hand Tools	3	104	115
	Delivery Trucks	2	103	

Note 1: Includes +5dB penalty ofr annoying noise characteristics.

6.1.3 Predicted Construction Noise Impacts

The predicted noise levels for a worst case 15-minute period for each of the construction phases are shown in **Table 6-3**. Predictions indicate that noise from some of the construction activities could exceed the NMLs by up to 8 dB. No receivers are expected to experience noise levels above the 75 dBA "Highly affected" threshold. Exceedances of the NMLs are mainly expected at isolated residential receivers within the MRP on land zoned IN1. A 1dB exceedance was predicted at Receiver R06 during stage 1 due to the use of the rock hammer. No exceedance of the NML is predicted at this receiver during periods when the rock hammer is not operating.

Table 6-3: Predicted Construction Noise Levels - LAeq,15min dBA

Descious	NIMI (JDA)	Predicted Noise Levels, dBA			
Receiver	NML (dBA)	Stage 1	Stage 2	Stage 3	
R01	46	41	38	29	
R02	46	42	41	29	
R03	46	45	44	32	
R04	45	49	45	39	
R05	45	49	46	39	
R06	45	46	44	36	
R07	45	43	41	36	
R08	49	52	47	41	
R09	49	43	41	34	



Receiver	NML (dBA)	Predicted Noise Levels, dBA			
		Stage 1	Stage 2	Stage 3	
R10	49	49	45	39	
R11	49	50	46	40	
R12	49	44	41	32	
R13	49	47	44	35	
R14	49	52	50	40	
R15	49	53	52	42	
R16	49	56	55	42	
R17	49	56	57	43	

6.2 Off-Site Traffic Noise Impacts

Noise from traffic associated with the proposed construction / demolition would be minimised as much as practicable by limitations on construction hours and Australian Design Rules, which apply to road-registered vehicles. Additionally, the logistics of truck movements will be carefully managed to avoid trucks idling in local streets.

The NSW Government's 'Mamre Road Upgrade Options Report – Kerrs Road to M4 Motorway', dated November 2017 forecasted that the daily traffic volume on Mamre Road would be approximately 18,000 vehicles per day in 2023. During Import works, construction activity is expected to be supported by 927 vehicle movements per day, 273 of which would be heavy vehicles. This represents the worst-case scenario for off-site traffic noise levels.

RWDI has assumed that 15% of the existing traffic movements would be heavy vehicles. To account for the difference in noise level emissions between light and heavy vehicles, it has been assumed that the noise from one heavy vehicle would equate to 10 light vehicles.

Table 6-4 presents the relative increase in traffic noise levels on Mamre Road due to the construction traffic.

Table 6-4: Predicted increase in traffic noise levels on Mamre Road due to the construction traffic

Cons	Traffic Volumes					
Case	LV	HV	HV to LV	Total as LV		
Existing	11,900	2100	21,000	32,900		
Site Generated	927	273	2,730	3,657		
New Volumes	12,827	2,373	23,730	36,557		
dB Increase				0.5		

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Table 6-4 demonstrates the increase in road traffic noise levels due to the peak construction traffic volumes would be less than 1 dB, which is not perceptible to the average person and therefore negligible.

6.3 Construction Vibration Impacts

Based on the description of the proposed works, it is expected that the use of the vibratory roller, compactor, and piling rig would be the only vibration-intensive equipment with the potential to generate vibration impacts.

Minimum working distances for typical vibration intensive construction equipment are provided in the Transport for NSW's (TfNSW) *Construction Noise and Vibration Strategy (CNVS)*.

The minimum working distances presented in Appendix D of the *CNVS* are for both cosmetic damage (from BS 7358) and human comfort (from the NSW EPA Vibration Guideline) and are based on empirical data which suggests that where vibration intensive works are conducted outside the minimum distances, adverse vibration impacts are unlikely.

The recommended minimum working distances for vibration intensive activities from the *CNVS* are presented in **Table 6-5**. Based on the distances to the nearest receivers (300 m), no adverse vibration impacts are expected.

Table 6-5 Recommended Minimum Working Distances from Vibration Intensive Equipment

	Annual Size (Weight (Minimum Distance		
Plant Item	Approx. Size / Weight / Model	Cosmetic Damage (BS 7385)	Human Response (NSW EPA Guideline)	
Vibratory Roller	1-2 tonnes	5 m	15 m to 20 m	
	2-4 tonnes	6 m	20 m	
	4-6 tonnes	12 m	40 m	
	7-13 tonnes	15 m	100 m	
	13-18 tonnes	20 m	100 m	
	> 18 tonnes	25 m	100 m	
Small Hydraulic Hammer	300 kg (5 to 12t excavator)	2 m	7 m	
Medium Hydraulic Hammer	900 kg (12 to 18t excavator)	7 m	23 m	
Large Hydraulic Hammer			73 m	
Pile Driver – Vibratory	Sheet Piles	2 m to 20 m	20 m	
Piling Rig - Bored	≤ 800 mm	2 m (nominal)	4 m	
Piling Rig - Hammer	12 t down force	15 m	50 m	
Jackhammer	Handheld	1 m (nominal)	Avoid contact with structure	

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7 MITIGATION MEASURES

7.1 Mamre Road Precinct Working Group

The Mamre Road Precinct Working Group was formed by the developers within the Mamre Road Precinct. The working group has made the following commitments to manage noise impacts from the cumulative development of the approved facilities at the Mamre Road Precinct.

- Engage with DPHI, Council and Landholders to establish a broader noise monitoring network to understand the noise profile of the area.
- Continue to review real-time noise monitoring programs to minimise the risk of adverse impacts of construction.
- Ensuring timely implementation of contingency measures as triggered by real time noise monitoring system.
- Ensuring equipment that is unusually noisy is identified for maintenance and appropriately rectified.
- Undertake periodic reviews of performance of site reports by ERs to identify improvements in noise controls.
- Undertake an annual review of construction trends regarding noise-generating site activities, noise controls implemented, complaints, inspections, and non-compliances.

These commitments are in line with the mitigation and management measures outlined in the following sections.

7.2 Community Consultation

In addition to the mitigation measures outlined in Section 7.3 and 7.4, community consultation with local residents will be employed to assist in the alleviation of community concerns. A number of communication activities have been undertaken and includes the following with respect to noise:

7.2.1 Post Approval Community Letter

Urbis Engagement (on behalf of GPT Group) issued a community letter to 156 surrounding properties (including the stakeholders listed in Section 3). This letter provided an update on the project and details of the complaint channels.

Additionally, the letter sought to gauge community interest on the establishment of a Community Based Forum to satisfy conditions B46(e) and (f).

At the time of writing this plan, no calls or emails have been received to GPT Group.

7.2.2 Complaints Channels

A project phone number and email has been established to receive complaints. Both mechanisms will direct the community to the project contact for response. Project contact details and up to date project information will be provided for all communication activities. **Table 7-1** presents the project contact details.



Table 7-1: Project Contact Points

Channel	Details	
Contact person	Alex Cassaniti	
Mailing address	Level 51, 25 Martin Place Sydney NSW 2000	
Phone number	0497 402 450	
Email	alex.cassaniti@gpt.com.au	
Website	https://yiribana.com.au/	
Technical lead	Darren Hunt	

7.2.3 Unplanned Out-of-Hours Work Notification Letter

A letter outlining unplanned work, the duration of the work and associated impacts and mitigations, will be distributed to the local community.

This letter will include the complaint channel details with instructions on how to ask questions or make a complaint.

If email addresses of surrounding business, local schools or community facilities are publicly available, or registered through a previous complaint, this letter will be distributed to these stakeholders via email.

7.2.4 High Impact Noise Generating Work Notification Letter

At least 7 days prior to the commencement of any high generating work, GPT will distribute a letter to the local community with details on the type of work being completed, the duration of the work and provide details on how the community can contact the team should they need to make a complaint.

7.3 Noise Mitigation Measures

In order to manage and mitigate noise impacts as a result of the construction works, the following measures shall be adopted where reasonable and feasible:

- All works to be confined to within the approved work hours, if outside hours work is required additional assessment of noise impacts shall be undertaken.
- All plant to be well maintained and fitted with noise mufflers, engine hoods etc.
- Construction timetabling to minimise noise impacts, including time and duration restrictions and respite periods.
- Mitigation of specific noise sources using portable temporary screens, where practicable and safe.
- Maximising the offset distance between noisy plant items and sensitive receivers.
- Avoiding using noisy plant simultaneously and/or close together, adjacent to sensitive receivers, where practicable.
- Orienting equipment away from sensitive receivers, where practicable.
- Carrying out loading and unloading away from sensitive receivers, where practicable.

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- Avoid unnecessarily dropping materials from a height.
- Using noise source controls, such as the use of residential class mufflers, to reduce noise from all plant and equipment.
- Selecting plant and equipment based on noise emission levels.
- Using spotters, closed circuit television monitors, "smart" reversing alarms, or "squawker" type reversing alarms in place of traditional tonal reversing alarms.
- Appointing a community liaison officer and consulting with local residents and businesses about scheduling activities to minimise noise impacts.
- Provide details of noisy works to residents/businesses prior to commencement including letterbox drops.
- Maintaining a suitable Complaint Register. Should noise complaints be received, they should be immediately investigated and where appropriate, noise monitoring should be undertaken at the locations concerned to determine compliance with the determined construction noise limits.
 Reasonable and feasible measures would then need to be implemented to reduce any noise impacts.
- Attended noise and vibration monitoring to be undertaken periodically throughout the works, notionally at the commencement of significant/noisy work stages/activities.
- The results of such noise and vibration measurements could be used to confirm mitigation and update models if deemed necessary.
- Education and training of site staff is necessary for satisfactory implementation of noise mitigation measures. Site inductions to address:
 - Ensuring work occurs within approved hours;
 - o Locating noisy equipment away from sensitive receivers;
 - o Using noise screens for mobile plant and equipment;
 - o Ensuring plant and equipment is well maintained and not making excessive noise; and
 - Turning off machinery when not in use.
- High impact noisy activities (including rock hammering and pile trimming) would only be undertaken
 - o between the approved hours Monday to Friday;
 - o between the approved hours Saturday; and
 - o in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block.

Table 7-2 indicates typical noise reductions that can be achieved by various measures.

Table 7-2: Noise Mitigation Measures

Management Measure	Anticipated Noise Reduction, dBA
Administrative Controls	5
Operate during approved hours	N/A
Undertake regular noise monitoring to determine the impact of operating plant on sensitive receivers	N/A
Appropriate training of on-site staff	N/A
Undertake community consultation and respond to complaints in accordance with established project procedures	N/A



Management Measure	Anticipated Noise Reduction, dBA
Turning off machinery when not in use	0-5
Respite periods	N/A
Engineering Controls	
Portable temporary screens	5-10
Screen or enclosure for stationary equipment	10-15
Maximising the offset distance between noisy plant items and sensitive receivers	3-6
Avoiding using noisy plant simultaneously and / or close together, adjacent to sensitive receivers	2-3
Orienting equipment away from sensitive receivers	3-5
Carrying out loading and unloading away from sensitive receivers	3-5
Using noise source controls, such as the use of residential class mufflers, to reduce noise from all plant and equipment.	5-10
Selecting site access points and roads as far as reasonably practicable away from sensitive receivers	3-6
Using spotters, closed circuit television monitors, "smart" reversing alarms, or "squawker" type reversing alarms in place of traditional reversing alarms	2-5
Employ non-noise-generating structures such as site offices, storage sheds, stockpiles, and tanks as noise barriers	5-10

7.4 Vibration Mitigation Measures

Due to the large distance between vibration activity and sensitive receivers, no vibration impacts are expected. No vibration mitigation measures are required.

7.5 Construction Noise Monitoring

Construction noise will be monitored as part of the overarching Mamre Road Precinct Working Group commitments, which requires a real-time noise monitoring system. Based on the predicted noise impacts identified in Section 6.1.3 of this CNVMP, real-time noise monitoring should be conducted at two locations to verify impacts to receivers to the north-east and south-west.

Mamre Road Precinct is under significant development and noise monitoring conducted at the impacted receivers may not be able to verify the noise contribution from the site due to cumulative/extraneous noise. Furthermore, the construction of the Aspect Industrial estate, which is located in between the site and the south-western receivers, was underway during the preparation of this CNVMP. As such, it is recommended that



noise monitoring be conducted within site extents and be assessed against a higher noise limit, accounting for the additional attenuation due to distance. Real-time noise monitors should be located at positions which best captures the noise generating activity in the direction of the most affected receivers. Based on the construction program, **Figure 7-1** presents two potential locations for real-time noise monitoring.

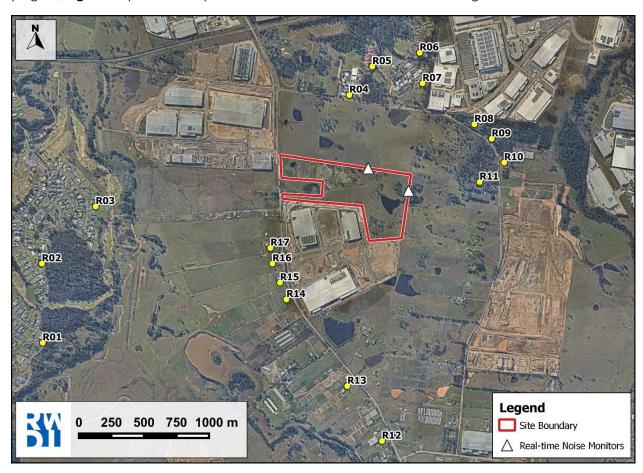


Figure 7-1: Indicative Location of Real-time Noise Monitoring

Real-time noise monitors should be set to alert site management via email when noise levels exceed the reference noise limit. It is recommended that a two-stage alert system should be employed:

- Amber alert: when the noise level at the receiver exceeds the relevant NML.
- Red alert: when the noise level at the receiver exceeds the high affected threshold of 75 dBA.

Ongoing review of the noise monitoring program should be conducted to confirm relevance of the monitoring locations, reference noise limit, and recorded noise levels.

Furthermore, additional attended noise monitoring should be conducted in response to complaints. During the attended monitoring, typical maximum (L_{Amax}) noise levels associated with particular plant items should be noted as well as the L_{Aeq} descriptor. Where possible, extraneous noise events such as road traffic noise should be excluded from the results or highlighted in accompanying notes.

The results of measurements will be documented along with any recommendations for mitigation. Any mitigation will be determined in consultation with the site Project Manager.

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The results of all noise monitoring will be compared with established noise management levels to determine appropriate actions.

Monitoring must be conducted with equipment that holds current NATA calibration. The time of day, duration and weather shall be noted as well as the contribution from construction activities.

The results of measurements will be documented along with comparison with management levels, any recommendations for mitigation or remodelling. Any mitigation will be determined in consultation with the Contractor.

7.6 Construction Vibration Monitoring

Due to the large distance between vibration activity and sensitive receivers, no vibration impacts are expected. Vibration monitoring should be completed on an as-needed basis.

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8 DISCUSSION AND CONCLUSION

RWDI has prepared a construction noise and vibration management plan for the construction activities associated with the Yiribana Industrial Estate located Lots 59-60180 (DP259135DP 120397); 754-786 Mamre Road, Kemps Creek. This construction noise and vibration management plan for the Project in accordance with relevant guidelines and standards, based on information provided by the Contractor.

Typical worst-case scenarios have been assumed and it is most likely that most of the time, the resulting impacts would be less.

Exceedances of the NMLs are only expected at isolated residential receivers within the MRP on land zoned IN1. These receivers may be no longer inhabited due to potential redevelopment for industrial developments. It is the responsibly of the Contractor to confirm if these receivers are remaining.

Impacts due to vibration are likely to be low risk and limited to human comfort aspects.

A number of best practice noise and vibration mitigation measures have been outlined that would be expected to reduce these impacts during the works to the best practicable extent.

The Contractor will have responsibility for implementation of this Plan. This includes ensuring that all staff and subcontractors are fully informed about their individual obligations under the Plan.

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9 STATEMENT OF LIMITATIONS

This report entitled <Construction Noise and Vibration Management Plan> was prepared by RWDI Australia Pty Ltd ("RWDI") for The GPT Group ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilise the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.



APPENDIX A



FIGURE 1 – STAGE 1 WORKS – MAMRE RD SITE ENTRY / EXIT LOCATIONS

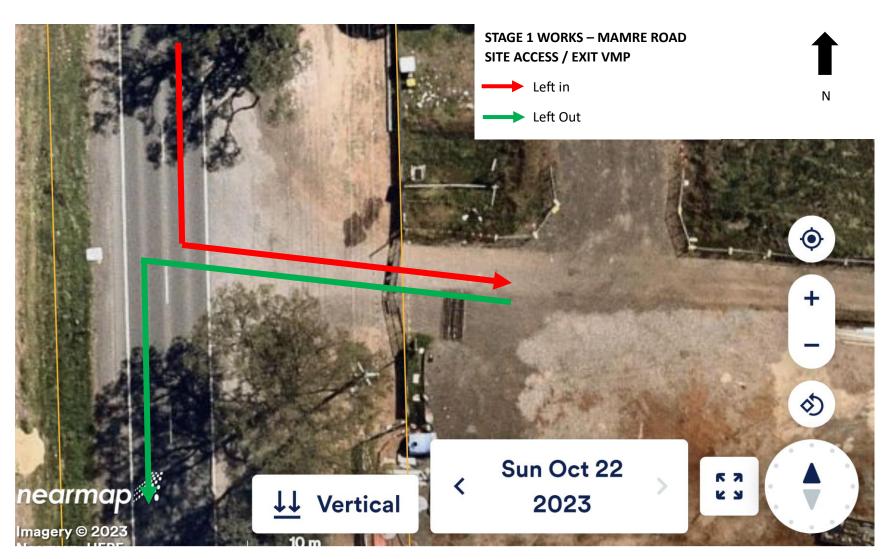


FIGURE 2 – STAGE 1 WORKS - 786 MAMRE ROAD, KEMPS CREEK VEHICLE MOVEMENT PLAN (VMP)

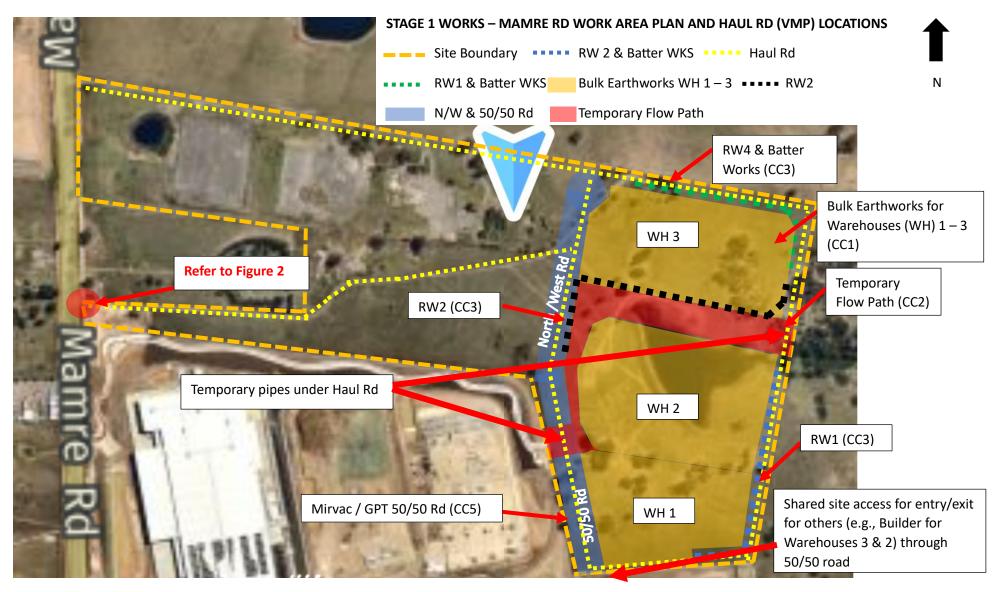


FIGURE 4 – STAGE 1 WORKS - SITE WORK AREAS AND HAUL RD (VMP_ (Note: Not shown locations of the Bulk Fill areas from Warehouses 1, 2 & 3 spoil)



FIGURE 5 – STAGE 2 WORKS - SITE WORK AREAS AND HAUL RD (VMP)



APPENDIX B

PETER THANG CV

PETER THANG PROJECT ENGINEER

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An engineer based in our Sydney office, Peter has been involved in a range of projects, including unattended and attended monitoring for noise and vibration, noise and vibration modelling, and odour and air quality measurement and reporting. Clients benefit from his aptitude for developing efficient and pragmatic solutions to complex problems. He has been involved with notable industrial projects include, Cadia Gold Mine, Maxwell Underground Coal Mine and several warehouse and distribution facilities in the Mamre Road Precinct.

Employment History

2020-Present Project Engineer, RWDI 2019-2020 Engineer,

2018-2019
Technical Officer /
Graduate Engineer,

Wilkinson Murray

Wilkinson Murray

Education

Bachelor of Mechanical Engineering & Science (Materials), UNSW, Sydney

Project Experience, continued on page 2

Industry

- Port Botany Strategic Noise Study Noise
- Cadia Valley Operations Noise Impact Assessments – Noise
- Maxwell Underground Coal Mine Noise Impact Assessments – Noise
- Narrabri Underground Mine Noise Impact Assessments – Noise
- 42 Boorea Street Lidcombe Noise, Vibration, Air Quality
- 339-349 Horsley Road Noise and Vibration
- Westlink ESR Noise, Vibration, Air Quality
- Yiribana Logistics Estate Noise and Vibration
- Bingo Eastern Creek Recycling Ecology
 Park Noise and Vibration

Construction

- Sydney Metro South West Noise and Vibration
- Sydney Metro Western Sydney Airport Station Boxes and Tunneling Works Tender - Noise and Vibration
- Sydney Metro West LAG Construction Noise and Vibration
- Parramatta Light Right Enabling Works Noise and Vibration
- Western Sydney Airport Bulk Earthworks
 Tender Noise and Vibration
- One Sydney Harbour Stage 1B Noise and Air Quality



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Project Experience, continued

Transport

- Warringah Freeway Upgrade Tender Noise and Vibration
- WestConnex 3B Tender Noise and Vibration
- W2B Portion B Noise
- Beverly Hills MSCP REF Noise and Vibration
- Sunshine Coast 2040 Masterplan Update Noise
- Western Sydney Aerotropolis Aircraft Noise Level Map Noise
- Hong Kong Northern Link Ground-borne Noise

Other

- Patons Lane RRC Air Quality
- Bungendore RRF Air Quality
- Darling Square Noise Masterplan Noise
- Barangaroo South Noise Masterplan Noise
- Central Precinct Noise
- Sydney Zoo Noise
- Western Sydney Stadium Noise
- Cathedral Square Event Noise Management Plan Noise

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Remi has played an integral role in the delivery of a range of projects, including analyses of road, rail, aircraft and industrial noise intrusion, analysis and prediction of noise emissions from mechanical plant and equipment, analysis of building acoustics and building services noise control. He has also been heavily involved in detailed modelling of operational noise on roads and highways. Remi's areas of expertise include environmental noise monitoring, transportation noise & vibration assessment, industrial and environmental noise modelling and assessment, air quality impact assessment, construction noise, and building acoustics.

Selected Project Experience

Transportation Noise

- Tenterfield Heavy Vehicle BypassReview of Environmental Factors (REF)
- Garfield Road West REF
- NorthConnex Post-Compliance Noise Assessment
- M5 Widening Post-Compliance Noise Assessment
- Nowra Bridge Operational Noise Impact (tender)
- Warringah Freeway Upgrade Operational Noise Mitigation Review

Industrial Noise

- Patons Lane Resource Recovery Centre (RRC) – Noise Impact Assessments, Noise and Dust Monitoring
- Eastern Creek Recycling Ecology Park (& Landfill) Noise Impact Assessments
- Bingo Recycling Centre Mortdale Noise Impact Assessments

Environmental / Infrastructure

- Central Precinct Renewal Project Noise & Vibration Impact Study
- Project Emily, Port Kembla
- Victoria Cross Station | Sydney Metro Construction Noise & Vibration Impact Statement (CNVIS), Noise and Vibration Monitoring
- Sydney Metro | Crows Nest, Victoria Cross, Barangaroo, Martin Place - Tunnel Station Excavation Noise & Vibration Monitoring
- Sydney Metro Sydenham to Bankstown

 Central Precinct Renewal Project – Noise & Vibration Impact Study

Residential / Commercial/Mixed Use

- Misk City, Riyadh Concept Design and Detailed Design
- One Sydney Harbour – Masterplan
- Green Square Mixed Use Development

Hospital and Aged Care

- North Shore Hospital Redevelopment
- Port Macquarie
 Base Hospital
 Redevelopment

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Master of Mechanical Engineering, Institut Catholique des Arts et Métiers, Toulouse, France

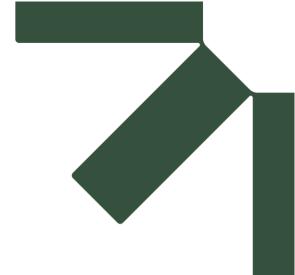
Higher National Degree in Mechanical and Manufacturing Sciences

Affiliations

Member of the Australian Acoustical Society (MAAS)

Member of the Institution of Engineers Australia (MIEAust)





Appendix F Construction Air Quality Management Plan (CAQMP)

Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

SLR Project No.: 660.30175.00000

10 July 2024





This document has been prepared for **The GPT Group** by:

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Yiribana Logistics Estate, Kemps Creek

Construction Air Quality Management Plan

Addressee(s): The GPT Group

Site Address: Lots 180 DP 1290397 Mamre Road, Kemps Creek

Report Reference: 23.1073.FR1V4

Date: 28 May 2024

Status: Final



Quality Control

Study	Status	Prepared by	Checked by	Authorised by
INTRODUCTION	Final	Northstar	MD, GCG, NPG	MD
LEGAL AND OTHER REQUIREMENTS	Final	Northstar	MD, GCG, NPG	MD
THE DEVELOPMENT	Final	Northstar	MD, GCG, NPG	MD
BASELINE DATA	Final	Northstar	MD, GCG, NPG	MD
AIR QUALITY STANDARDS	Final	Northstar	MD, GCG, NPG	MD
AIR QUALITY MANAGEMENT	Final	Northstar	MD, GCG, NPG	MD
REVIEW AND IMPROVEMENT	Final	Northstar	MD, GCG, NPG	MD

Report Status

Northstar References	5	Report Status	Report Reference	Version
Year	Job Number	(Draft: Final)	(R <i>x</i>)	(V <i>x</i>)
23	1073	F	R1	V4
Based upon the above, the specific reference for this version of the report is: 23.1073.FR1V4			23.1073.FR1V4	

Final Authority

This report must by regarded as draft until the above study components have been each marked as final, and the document has been signed and dated below.

Martin Doyle

28 May 2024

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INTRODUCTION

The GPT Group has engaged Northstar Air Quality Pty Ltd (Northstar) to provide a Construction Air Quality Management Plan (CAQMP) which forms part of the Construction Environmental Management Plan (CEMP) developed for the construction of a logistics estate and associated warehouses, to be located at Lot 180 DP 1290397, Mamre Road, Kemps Creek (the Development).

This CAQMP identifies the potential sources of air emissions associated with the proposed construction activities and provides measures to control each of those potential sources.

As part of the State Significant Development (SSD) Application, an air quality impact assessment (AQIA) was performed (Northstar Air Quality, 2021) which included a risk-based assessment of the potential impacts associated with construction dust. The AQIA determined that with the implementation of appropriate controls, the risk of impacts associated with fugitive dust emissions from the construction of the development would be low.

The CAQMP has been performed by Northstar, a specialist air quality consultancy with extensive experience in the provision of air quality management plans. A CV for the principal author (Dr Martin Doyle) is provided in Appendix A.

1.1. **Objectives and Targets**

The key objectives of the CAQMP are to minimise emissions of air pollutants from the development site and to ensure that impacts to air quality are minimised and within the scope permitted by the Approval. To achieve these objectives, the summarised targets in Table 1 (overleaf) have been proposed for the management of air quality impacts during construction.

Following review of a previous version of this CAQMP, the NSW Department of Planning, Housing and Infrastructure (NSW DPHI) provided the following comments:

Noting recent discussions across the Mamre Road Precinct Working Group, we recommend you consider implementing real-time monitoring measures and incorporating this into the AQMP. The Contingency Management Plan (Table 9) within the current AQMP lists that one of the triggers for visible dust is daily inspection. There does not appear to be a mechanism to capture that there may be no visible dust leaving the site at the time of inspection, but it may occur later. A real-time monitor would be helpful here and could be set up to send alerts to site managers when exceeding certain levels set out in the TARP. Additionally, the use of a real-time monitor with sensors for wind speed and direction would enable you to be certain where any dust is coming from and whether it is from a neighbour.



This CAQMP has been updated to include the abovementioned recommendations (refer Section 6.2).

Table 1 Proposed targets and Key Performance Indicators (KPI) associated with the management of air quality

Measure	Target	Timeframe	Responsibility	Documentation
Air quality monitoring indicates triggers activated	 Any triggers of air quality monitoring actioned immediately Review controls applied and increase controls or modify activities 	At all times	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
Visible dust emissions leaving the site boundary	 Any emissions of visible dust leaving the site boundary investigated immediately Review controls applied and increase controls or modify activities 	At all times	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
Spillage or track out onto public roads	Any spillage or track out on public roads to be cleaned immediately	At all times	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
Maintenance of all plant and equipment used on site in a proper and efficient condition Operation of all plan and equipment used on site in a proper and efficient manner	 All plant and equipment to be maintained in accordance with manufacture specifications All plant and equipment to be operated efficiently 	At all times	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
Complaints regarding air quality	 Zero validated complaints Any complaints would be investigated (see Section 7.2) 	At all times	Site supervisor	Complaints register
Meeting Project Approval Conditions regarding air quality	Compliance with conditions	At all times	Site supervisor	Environmental inspection checklist Construction Compliance Report



LEGAL AND OTHER REQUIREMENTS

Provided below are the key relevant legislation, guidelines and other relevant documentation and Project Approval Conditions, as they relate to air quality impacts during construction of the development.

2.1. Legislation

Legislation relevant to the management of air quality for the development includes:

- Environmental Planning and Assessment Act 1979 (EP&A Act);
- Protection of the Environment Operations Act 1997 (POEO Act);
- Protection of the Environment Operations (Clean Air) Regulation 2022 (POEO (Clean Air) Regulation 2022); and
- State Environmental Planning Policy (Western Sydney Employment Area) 2009.

2.2. Guidelines and Relevant Documents

Guidelines and other documentation relevant to the management of air quality for the development includes:

- NSW EPA Local Government Air Quality Toolkit Air Quality Guidance Note Construction sites (NSW EPA, 2017);
- Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (NSW EPA, 2022);
 and,
- Guidance on the assessment of dust from demolition and construction (IAQM, 2016).

2.3. Project Approval Conditions

Project Approval Conditions have been issued by the NSW Department of Planning and Environment (DPE) for the development. The Conditions which apply to air quality are reproduced in Table 2.

Table 2 Project Approval Conditions – air quality

Approval	Conditions	Report reference
reference		
Operation of Plant	All plant and equipment used on site, or to monitor the	Section 6.1
and Equipment	performance of the development, must be:	
	(a) maintained in a proper and efficient condition; and	
A24	(b) operated in a proper and efficient manner.	
Dust Minimisation	The Applicant must take all reasonable steps to minimise dust	This document
	generated during all works authorised by this consent.	
B58		



northstar		
Approval	Conditions	Report reference
reference		
Dust Minimisation	During construction of the development, the Applicant must	Section 6.3
	ensure that:	
B59	(a) exposed surfaces and stockpiles are suppressed by regular	
	watering or other alternative suppression method;	
	(b) all trucks entering or leaving the site with loads have their loads covered;	
	(c) trucks associated with the development do not track dirt onto	
	the public road network;	
	(d) public roads used by these trucks are kept clean; and	
	(e) land stabilisation works are carried out progressively on-site to minimise exposed surfaces.	
Construction Air	Prior to the commencement of construction, the Applicant must	This document
Quality	prepare a Construction Air Quality Management Plan (CAQMP) to	
Management Plan	the satisfaction of the Planning Secretary. The CAQMP must form	
	part of the CEMP required by condition C2 and must:	
B60	(a) be prepared by a suitably qualified and experienced person(s);	Section 1
	(b) detail and rank all emissions from all construction activities,	Section 3.4
	including particulate emissions;	Section 3.4
	(c) describe a program that is capable of evaluating the	Section 1.1
	performance of the construction and determining compliance	Section 6
	with key criteria, including installation of dust deposition	
	gauges on the site boundary;	
	(d) identify the control measures that will be implemented for	Section 6.3
	each emission source; and	
	(e) nominate the following for each of the proposed controls:	Section 6.1
	(i) key criteria;	
	(ii) monitoring method;	
	(iii) locations, frequency and duration of monitoring;	
	(f) outline procedures that will be implemented in relation to:	Section 6
	(i) record keeping;	Section 7
	(ii) reporting to the Environmental Representative required	
	under condition A33;	
	(iii) complaints register;	
	(iv) response procedures;	
	(v) compliance monitoring; and	
	(g) detail contingency measures to be implemented to reduce any	Section 6.4
	exceedances of relevant performance indicators or criteria and	
	include a timetable for implementation.	
Construction Air	The Applicant must:	Not covered in this
Quality	(a) not commence earthworks until the CAQMP required by	report
Management Plan	condition B60 is approved by the Planning Secretary; and	



Annead	Conditions	Damant vafanana
Approval reference	Conditions	Report reference
reference		
201	(b) implement the most recent version of the CAQMP approved by	
B61	the Planning Secretary for the duration of earthworks and	
	construction.	
Air Quality	The Applicant must install and operate equipment in line with best	Section 6.1
Discharges	practice to ensure that the development complies with all load	
	limits, air quality criteria/air emission limits and air quality	
B62	monitoring requirements as specified in the Protection of the	
	Environment Operations (Clean Air) Regulation 2010.	
Management Plan	Management plans required under this consent must be prepared	-
Requirements	in accordance with relevant guidelines, and include:	
	(a) detailed baseline data;	Section 4
C1	(b) details of:	Section 2
	(i) the relevant statutory requirements (including any relevant	Section 5
	approval, licence or lease conditions);	Section 6.1
	(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;	
	(c) a description of the measures to be implemented to comply	Section 6.3
	with the relevant statutory requirements, limits, or	
	performance measures and criteria;	
	(d) a program to monitor and report on the:	Section 6
	(i) impacts and environmental performance of the	Section 7
	development; and	
	(ii) effectiveness of the management measures set out	
	pursuant to paragraph (c) above;	
	(e) a contingency plan to manage any unpredicted impacts and	Section 6.4
	their consequences and to ensure that ongoing impacts	3664611 611
	reduce to levels below relevant impact assessment criteria as	
	quickly as possible;	
	(f) a program to investigate and implement ways to improve the	Section 7
	environmental performance of the development over time;	Section 1
	(g) a protocol for managing and reporting any:	Section 7
		Section /
	(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	
	(h) a protocol for periodic review of the plan.	Section 7



THE DEVELOPMENT

The following provides a description of the context, location, and scale of the development and provides a description of the processes on site. It also identifies the potential for emissions to air associated with the development.

3.1. Environmental Setting

The development site is located at 772-782, 754-786 Mamre Road, Kemps Creek, NSW. A map showing the location of the development site is provided in Figure 1 (overleaf).

The closest residential property is located approximately 52 meters (m) from the development site boundary to the west, on Mamre Road.

3.2. Description of Development

The development comprises the construction of two warehouses as part of the Stage 1 works, with estate works across the broader site comprising bulk earthworks to create building pads for future development, stormwater infrastructure and an internal road network.

Specifically, the development includes:

- Estate wide pre-commencement works including:
 - Site remediation works as defined within the Remediation Action Plan (RAP);
 - Heritage salvage works
- Subdivision construction works including;
 - Creation of roads and access infrastructure;
 - Clearing of existing vegetation on the subject site zone and associated dam dewatering and decommissioning;
 - Realignment of the former E2 zone to serve a purpose as a trunk drainage corridor, with landscaping and planting in accordance with the Mamre Road Precinct Stormwater Scheme Plan;
 - On-site bulk earthworks including any required ground dewatering;
 - Importation, placement and compaction of:
 - Virgin excavated natural material (VENM) within the meaning of the POEO Act, and/or
 - Excavated natural material (ENM) within the meaning of the NSW Environmental Protection Authority's (EPA) Resource Recovery Exemption under Part 9, Clause 91 and 92 of the POEO (Waste) Regulation 2012, and/or



- Materials covered by a specific EPA Resource Recovery Order and Exemption which are suitable for their proposed use.
- Construction of boundary retaining wall as part of Stage 1 works;
- Delivery of stormwater infrastructure, trunk service connections, utility infrastructure;
- Boundary stormwater management, fencing and landscaping;
- Construction and dedication of internal road network to Penrith City Council (PCC);
- Construction of a temporary access road from Mamre Road to remain in GPT ownership.
- Warehouse and distribution building works including:
 - Warehouse 1 (Lot 2A)
 - Detailed on-lot earthworks to refine final levels and establish final building pads;
 - On-lot stormwater and utility infrastructure and services connection;
 - Construction of warehouse building;
 - Fitout of buildings, including standard racking and office fit out;
 - Landscaping of development sites in accordance with detailed Landscape Plans
 - Warehouse 3 (Lot 1)
 - Detailed on-lot earthworks to refine final levels and establish final building pads;
 - On-lot stormwater and utility infrastructure and services connection;
 - Construction of warehouse buildings;
 - Fitout of building, including standard racking and office fit out;
 - Landscaping of development sites in accordance with Stage 1 landscape plans; and
 - Reconstruction of environmental corridor in accordance with the Vegetation Management Plan (VMP).
 - Building works including:
 - Construction and fit out of two warehouse and distribution buildings in Stage 1 on Lots 1 and 2A which will operate 24 hours/day, seven days/week
 - Subdivision of Stage 1; and
 - Signage.

The site layout plant is illustrated in Figure 2.



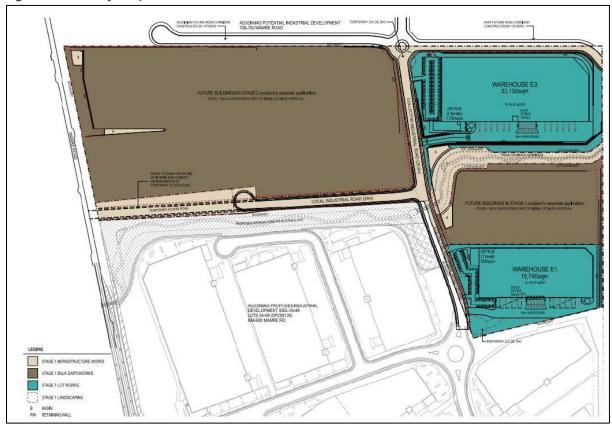
Figure 1 Development site location



Source: Northstar



Figure 2 Site layout plan



Source: SBA Architects

3.3. Identification of Potential Emissions to Atmosphere

The activities to be performed during the construction of the Stage 1 development which may have the potential to impact upon air quality include:

- demolition of existing structures within the development site;
- earthworks including stripping and stockpiling of topsoil, and cut and fill;
- importation of fill from offsite;
- movement of plant and equipment on the site and heavy vehicles on unpaved areas; and
- construction of hardstand areas, roads, and warehouses and offices.

The activities above would result in emissions of particulate matter (dust) and gaseous emissions through the combustion of fuel in vehicles, plant and machinery.

Of the activities outlined above, emissions associated with earthworks and the movement of heavy vehicles on unpaved areas have the greatest potential to impact on local air quality, and it is these activities which are examined in detail in this CAQMP. However, the controls outlined in this CAQMP consider all sources of emissions (refer Section 6.3).



The risk of dust impacts from a demolition / construction site causing loss of amenity and/or health or ecological impacts is related to the following (IAQM, 2016):

- The nature of the activities being undertaken;
- The duration of the activities;
- The size of the site;
- The meteorological conditions (wind speed, direction, rainfall). Adverse impacts are more likely to occur downwind of the site and during drier periods;
- Soil moisture content and soil type and erodibility;
- The proximity of receptors to the activities;
- The sensitivity of the receptors to dust; and
- The adequacy of the mitigation measures applied to reduce or eliminate dust.
- In addition, the risk of air quality impacts arising from exhaust emissions are related to the following:
- The number and type of plant and equipment being used;
- The duration of use of each item of plant and equipment;
- Appropriate operation and maintenance of plant and equipment; and
- Compliance of plant and equipment with relevant emission standards.

The anticipated volume of earthworks activities performed for the Stage 1 development are presented in Table 3.

Table 3 Anticipated volume of earthworks activities

Description	Estimated volume (m³)
Strip topsoil and stockpile	432 100
Cut to fill	542 500
Import and compact fill	66 200
Detailed excavation	66 200
Balance	44 200 (fill over cut)

Note: values are approximate only

A number of ancillary activities such as construction of retaining walls, stormwater infrastructure, electrical installation, landscaping and construction of offices and internal roads will also take place, although the earthworks activities outlined in Table 3 would result in the greatest potential for emissions to air, and it is these activities which have been examined in detail.

The plant and equipment to be used during the construction of the development will include:

- Dump trucks;
- Scrapers;
- Excavators;
- Compactors;
- Water cart;



- Grader;
- Dozer;
- Smooth drum roller; and
- Crusher

It is anticipated that at least four dump trucks will be required for the earthworks component of the construction of the Stage 1 development, with each performing up to 120 round trips per day.

3.4. Quantification of Potential Emissions to Atmosphere

As required by the Project Approval Conditions, this CAQMP provides a quantification of emissions associated with construction activities and identifies the emission control measures which would be applied to each source.

Emissions have been estimated adopting activity data as outlined in Table 3, and emission factors for materials handling processes, movement of trucks on unpaved site roads, and wind erosion contained within the US EPA AP-42 emission factor compendium (US EPA, 1995 and updates). These factors are appropriate for adoption in Australia and are routinely adopted in the assessment of operations of a similar nature.

Emissions of total suspended particulate (TSP), particulate matter with an aerodynamic diameter of \leq 10 microns (PM₁₀), and \leq 2,5 microns (PM_{2.5}) have been calculated without the inclusion of controls. Emission controls have then been identified and applied to the sources of emissions to determine the likely reductions which could result through the implementation of those measures.

The proposed emission controls to be adopted during the construction of the development that are associated with justifiable emission control efficiencies as available in the literature (DSEWPC, 2012), have been presented in Table 4.

It is noted that a range of additional control measures are proposed for the development for which justifiable control efficiencies are not available (see Section 6.3).

Table 4 Proposed emissions controls with associated control efficiencies

Measure	Aim	Anticipated emission
		control efficiency (%)
Watercarts and handheld water sprays	Minimise dust generation on haul roads,	50
on site to control dust regularly	exposed areas and during materials	
	handling activities	
Dust suppressant/hydromulching to	Minimise the area of exposed surface	70
areas where final level achieved	available for wind erosion	



A number of assumptions have been adopted to estimate the emissions resulting from the construction of the Stage 1 works in conjunction with the anticipated volume of earthworks presented in Table 3. It is noted that the adopted assumptions generally represent a conservative approach to estimating the emissions and correspondingly, the actual emissions generated from construction works are likely to be less than those presented in this CAQMP. The assumptions are provided below in Table 5.

Table 5 Assumptions adopted to estimate emissions

Parameter	Assumption	Comment
Total duration of earthworks	182 days	Estimated from information received from
Number of dump truck	120 movements per	earthworks contractor
movements per day	truck	
Payload of trucks importing fill	35 tonnes	Assumed payload
material		
Dozer operating hours per day	10 hours	Assumed hours
Heavy vehicle on site path length	0.5 kilometres	Measured from site entrance to centre of
		development site

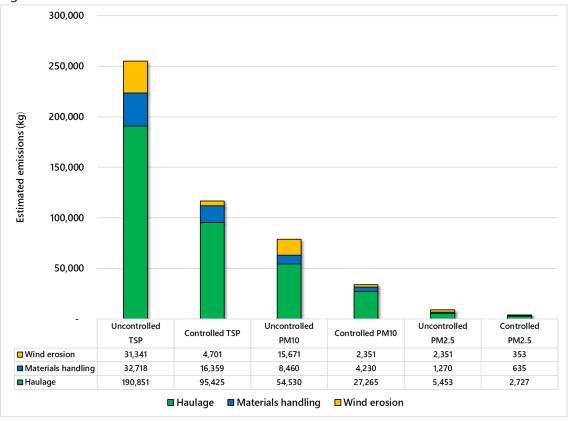
Figure 3 presents the anticipated emissions during the construction of the Stage 1 works, before (uncontrolled) and after the application of the proposed control measures outlined in Table 4 (controlled). Figure 3 indicates that emissions of particulate matter are dominated by haulage activities, should these not be appropriately controlled. For clarity, a range of control measures have been identified in this report to sufficiently control emissions associated with haulage activities.

The application of the emission control measures results in reductions in all three particulate size fractions (i.e. $TPM_{10}PM_{10}$ and $PM_{2.5}$), as presented in Figure 3. The potential reduction in emissions through application of the proposed emissions controls is as follows:

- TSP 54 %
- $PM_{10} 57 \%$
- PM_{2.5} 59 %









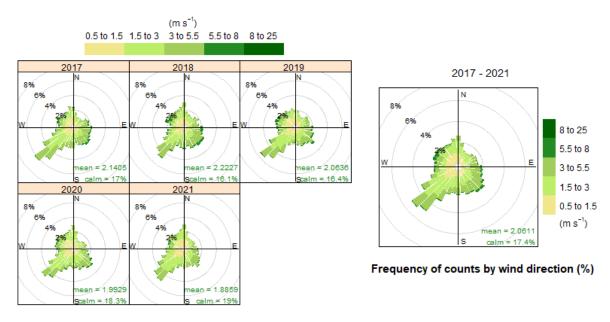
4. BASELINE DATA

4.1. Meteorology

The meteorology of the area surrounding the development site was characterised in the SSD Application through the use of observations collected by the Australian Government Bureau of Meteorology (BoM) at the Horsley Park Equestrian Centre automatic weather station (AWS located approximately 7.1 kilometres (km) from the development site. Wind roses showing the frequency of wind speed and direction from 2017 to 2021, as presented in the SSD Application are shown in Figure 4.

Figure 4 Annual wind roses 2017 to 2021, Horsley Park Equestrian Centre AWS

HorsleyPark AWS - 2017 to 2021



Frequency of counts by wind direction (%)

The wind roses indicate that from 2017 to 2021, winds at Horsley Park Equestrian Centre show similar patterns across the years, with a predominant south-westerly wind direction.

The majority of wind speeds experienced at the Horsley Park Equestrian Centre AWS between 2017 and 2021 are generally in the range 0.5 meters per second (m·s⁻¹) to 5.5 m·s⁻¹ with the highest wind speeds (greater than 8 m·s⁻¹) occurring from north-westerly directions. Winds of this speed are rare and occur during 0.3 % of the observed hours during the years. Calm winds (< 0.5 m·s⁻¹) are more common and occur during 17.4 % of hours across the years.

For context in relation to construction dust, the predominant south-westerly wind direction observed at the Horsley Park Equestrian Centre AWS (refer Figure 4) indicates that sensitive receptors to the northeast of the site would be likely to be impacted more often than other receptor locations.



4.2. Air Quality

The air quality of the area surrounding the development site was characterised in the SSD Application through the use of observations collected at the NSW DPE AQMS located at St Marys. Particulate matter (as PM₁₀ and PM_{2.5}) data for the period 2017-2021 are presented in Figure 5 and Figure 6. These data indicate that that particulate matter concentrations were significantly higher than the NSW EPA criteria in late 2019 and early 2020. This was predominantly driven by exceptional weather events such as drought conditions and bushfires (NSW DPIE, 2021).

The aim of the CAQMP is to minimise the contribution of particulate matter resulting from the construction of the development.

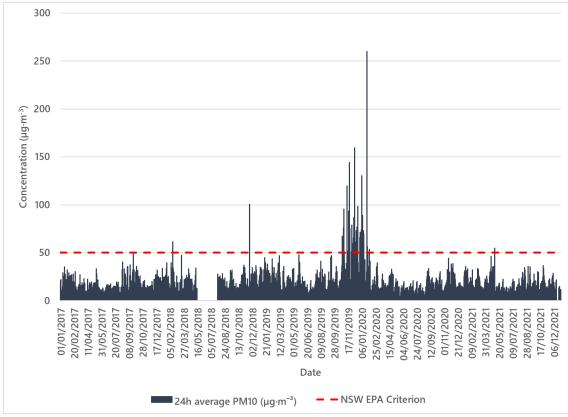
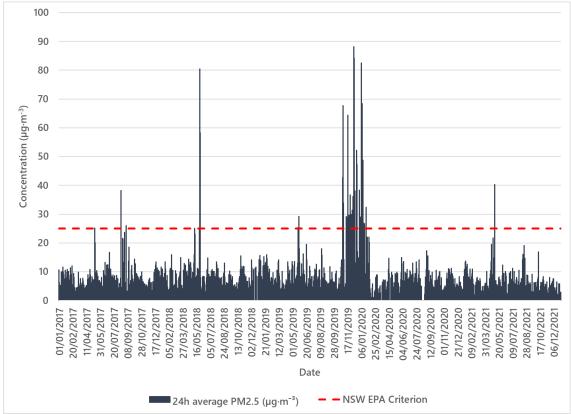


Figure 5 PM₁₀ measurements, St Marys 2017-2021









5. AIR QUALITY STANDARDS

The NSW EPA Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (NSW EPA, 2022) lists the statutory methods that are to be used to model and assess emissions of criteria air pollutants from stationary sources in NSW.

The criteria listed in the Approved Methods are derived from a range of sources (including National Health and Medical Research Council (NHMRC), National Environment Protection Council (NEPC), Department of Environment (DoE), World Health Organisation (WHO), and Australian and New Zealand Environment and Conservation Council (ANZECC)).

It is noted that the primary pollutants of concern associated with the construction of the development are as follows:

- PM₁₀;
- PM_{2.5};
- TSP; and,
- Deposited dust.

The impact assessment criteria for the abovementioned pollutants as set out in Section 7.1 of NSW EPA (2022) are presented in Table 6 below. The standards applicable to the monitoring to be undertaken through this AQMP are presented in **bold** text.

Table 6 NSW EPA impact assessment criteria

Pollutant	Averaging period	Units ^(E)	Criterion	Notes
Doutinglates (se DM)	24 hours	μg∙m ^{-3 (A)}	50	Numerically equivalent to
Particulates (as PM ₁₀)	Annual	μg∙m ⁻³	25	the Ambient Air Quality
Particulates (as PM _{2.5})	24 hours	μg⋅m ⁻³	25	National Environment
	Annual	μg⋅m ⁻³	8	Protection (AAQ NEPM) ^(B)
			0	standards and goals.
Particulates (as TSP)	Annual	μg∙m ⁻³	90	
Particulator (ac dust	Annual ^(C)	g·m ⁻² ·month ⁻¹	2	Assessed as insoluble
Particulates (as dust	Annual ^(D)	a2	4	solids as defined by AS
deposition)	Annual	g·m ⁻² ·month ⁻¹	4	3580.10.1

Notes:

- (A): micrograms per cubic metre of air
 - (B): National Environment Protection (Ambient Air Quality) Measure
 - (C): Maximum increase in deposited dust level
 - (D): Maximum total deposited dust level

As summarised in Section 1, it is noted that the AQIA performed as part of the SSD application (Northstar Air Quality, 2021) indicates that the risk of adverse dust impacts from construction activities being experienced at offsite locations would be low. However, as required by the Project Approval Conditions and subsequent



NSW DPHI recommendations, dust deposition monitoring and real time TSP and PM_{10} monitoring will be performed against the criteria outlined in Table 6.



6. AIR QUALITY MANAGEMENT

The air quality management measures to be adopted during the construction of the development have been determined through the quantification of emissions and the identification of major emissions sources as outlined in Section 3.4. Measures have also been identified through review of (NSW EPA, 2022) and (IAQM, 2016).

Key performance indicators (KPI) for the development are provided in Section 6.1. For the CAQMP as a whole, the following is provided, as required by the Project Approval Conditions:

- Monitoring method;
- Location, frequency and duration of monitoring;
- Record keeping;
- Complaints register;
- Response procedures; and
- Compliance monitoring.

6.1. Key Performance Indicators

As previously outlined, the key objectives of the CAQMP are to prevent visible emissions of dust from leaving the site boundary and to ensure that impacts to air quality are minimised and within the scope permitted by the Approval. To achieve these objectives, the summarised targets in Table 1 (replicated in Table 7) have been proposed for the management of air quality impacts during construction as follows.

Table 7 KPI's associated with the management of air quality

Measure	Target	Timeframe	Responsibility	Documentation
Air quality	 Any triggers of air quality 	At all times	Site supervisor	Environmental
monitoring indicates	monitoring actioned			inspection checklist
triggers activated	immediately			Site supervisor's
	Review controls applied and			daily checklist
	increase controls or modify			
	activities			
Visible dust	 Any emissions of visible dust 	At all times	Site supervisor	Environmental
emissions leaving	leaving the site boundary			inspection checklist
the site boundary	investigated immediately			Site supervisor's
	Review controls applied and			daily checklist
	increase controls or modify			
	activities			
Spillage or track out	Any spillage or track out on	At all times	Site supervisor	Environmental
onto public roads	public roads to be cleaned			inspection checklist
	immediately			



Measure	Target	Timeframe	Responsibility	Documentation
				Site supervisor's
				daily checklist
Maintenance of all	 All plant and equipment to 	At all times	Site supervisor	Environmental
plant and	be maintained in accordance			inspection checklist
equipment used on	with manufacture			Site supervisor's
site in a proper and	specifications			daily checklist
efficient condition	 All plant and equipment to 			
	be operated efficiently			
Operation of all				
plan and equipment				
used on site in a				
proper and efficient				
manner				
Complaints	 Zero validated complaints 	At all times	Site supervisor	Complaints register
regarding air quality	Any complaints would be			
	investigated (see Section 7.2)			
Meeting Project	Compliance with conditions	At all times	Site supervisor	Environmental
Approval Conditions				inspection checklist
regarding air quality				Construction
				Compliance Report

Air quality impacts during construction are likely to be minor and manageable through the implementation of the control measures outlined in Section 6.3. The success of the CAQMP would, in part, be determined through compliance with the KPIs outlined above. To ensure that the development is operated in accordance with conditions of consent, dust deposition monitoring is proposed at four locations on the boundary of the development site, for the duration of works. In addition to dust deposition monitoring, real-time monitoring of TSP and PM₁₀ are proposed at 4 locations on the development site boundary.

A description of the proposed monitoring program is outlined in Section 6.2.

6.2. Air Quality Monitoring

6.2.1. Dust Deposition Monitoring

The monitoring process is detailed below and will support the assessment of compliance for dust deposition against the criteria specified in Section 5. The process will consist of:

 Locating four (4 no) dust deposition monitoring devices at the development site in line with Australian Standard / New Zealand Standard (AS/NZS) 3580.10.1:2016 and other relevant standards;



- Operating and maintaining the dust deposition monitoring devices at the development site in line with AS/NZS 3580.10.1:2016 and other relevant standards;
- Collect deposited dust samples each 30±2 days in accordance with AS/NZS 3580.10.1:2016 and other relevant standards and provide the collected samples to a NATA accredited laboratory for analysis;
- Compile monitoring results over a 12-month sampling period and calculate the annual average dust deposition rate (as g·m⁻²·month⁻¹) for each monitoring location;
- Review the number, frequency and nature of any environmental complaints received over the same 12-month period, as relates to dust amenity issues;
- Produce a dust monitoring report specifying the results of the monitoring and whether compliance has been achieved; and,
- If the monitoring results reveal an exceedance of the dust deposition criteria (in any month of monitoring), identify and apply further dust mitigation measures.

A review of the 12-month sampling period results will be undertaken by a suitably qualified and experienced professional.

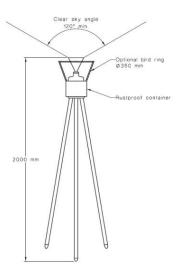
Dust deposition monitoring is proposed at four locations on the boundary of the development site. These locations will generally reflect the northern, southern, eastern and western boundaries, and specific locations will be selected prior to construction to ensure that they meet the requirements of the relevant AS/NZS.

Monitoring will be conducted using dust deposition gauges (DDG) constructed in accordance with AS/NZS 3580.1.10:2016. This apparatus involves the collection of passing dust with a funnel and bottle arrangement. The dust emissions settle into the funnel from the ambient air and are collected in the bottle with any rainwater. The sampled mass deposition rate is calculated from the mass of solids collected from the bottle. The dust is collected over a monthly (30 ± 2day) period, and the results are expressed as g·m⁻ ²·month⁻¹.

A typical dust deposition gauge and stand is illustrated in Figure 7.



Dust deposition gauge with stand Figure 7



The monitoring locations will be sited in accordance with the requirements of 'AS/NZS 3580.1.1:2007 Methods for sampling an- analysis of ambient air - Guide to siting equipment, and AS/NZS 3580.10.1:2016.

The monitoring of dust deposition will be performed, and quality controlled in accordance with AS/NZ 3580.10.1:2016.

For every monthly (30 ±2 day) monitoring period the concurrent collection of all four gauges is required. The samples will be collected in accordance with AS/NZS 3580.10.1:2016.

After the NATA accredited laboratory has issued the monthly analysis report, the data will be reviewed by the site environmental representative and recorded in a database, which will be subsequently used to evaluate performance against the criteria specified in Section 5.

Unless otherwise required, an annual monitoring report will be prepared by a suitably qualified and experienced professional, describing the methodology and comparing the dust deposition monitoring against the relevant criteria. The annual report can then identify whether further monitoring is required based on whether an exceedance of criteria has occurred.

Following an exceedance of the dust deposition criterion listed in Section 5, or a dust related incident that results in a complaint, within 24 hours the site environmental representative will notify NSW DPE of the exceedance/incident. The likely causes of any exceedances will be reviewed, and additional mitigation measures to further reduce dust emissions from operations and activities on site will be investigated and implemented.

The DDG monitoring will provide details on whether the activities at the development site are being performed in accordance with development consent conditions. These measurements will be supplemented by visual inspections on a daily basis, and through the KPIs as outlined in Table 7.



6.2.2. Real Time TSP and PM₁₀ Monitoring

A Trigger Action Response Plan (TARP) has been developed as part of the CAQMP in accordance with the requirements of NSW DPHI. The TARP describes the actions to be taken when specific triggers are exceeded.

The purpose of the TARP is to provide a process to identify conditions that may lead to unacceptable dust impacts if not adequately managed, and to provide proactive and reactive actions to manage that risk. Triggers have been defined to assist the contractor to meet dust management obligations when:

- Ground-level concentrations at the monitoring locations have the potential to be elevated due to activities onsite; and
- Activities onsite are generating visible dust outside of the normal observed range.

The monitoring program is designed to enable and facilitate proactive modification of site activities to ensure that unacceptable air quality impacts are not experienced at surrounding receptor locations. In conditions when the background particulate environment is significantly affected by external sources (such as dust storms or bushfire), then modification of activities may not result in any meaningful reductions in off-site impacts associated with the activities on site. However, the TARP has been designed to enable minimisation of the development impact in all conditions.

One monitoring location would include wind speed and direction monitoring.

6.2.2.1. Monitoring Network

Continuous real-time data would be collected by the network and provided as user-defined averages. To meet the objectives of the TARP, 1-hour, 24-hour and annual averages will be obtained.

The locations of the air quality and meteorological monitors have been selected to allow the incremental (i.e. construction related) particulate matter concentration to be calculated in a range of wind directions, taking into account the locations of emissions sources, surrounding sensitive receptor locations and prevailing meteorology.

The monitoring network would consist of four monitors located to allow the determination of upwind / downwind impact in all wind directions. A map showing the location of the monitoring equipment is presented in Figure 8.



Figure 8 Location of air quality monitoring equipment



Source: Northstar



The siting of air quality monitoring would be in accordance with AS 3580.1.1, taking into account the objectives of the monitoring program and site constraints.

Siting of meteorological monitoring would be performed with reference to AS 3580.14 *Methods for sampling and analysis of ambient air, Meteorological monitoring for air quality monitoring applications.* As far as practicable, and taking into account site constraints and the purposes of the monitoring program, meteorological monitoring equipment would be sited in accordance with AS 3580.14.

The air quality monitoring method / equipment supplier has not yet been selected, although it would be anticipated that an optical monitoring method would be most suitable, due to its portability and cost. Optical monitoring systems can often measure several size fractions simultaneously, in real-time. The range, resolution and accuracy of the selected monitoring system should be as presented in Table 8, where possible.

Table 8 Air quality monitoring parameters, range, resolution and accuracy

Parameter	Range	Resolution	Accuracy
TSP	0 − 1 000 μg·m ⁻³	1 μg·m ⁻³	±10 % (< 500 μg·m ⁻³)
PM ₁₀	0 – 1 000 μg·m ⁻³	1 µg·m⁻³	±10 % (< 500 μg·m ⁻³)

Wind speed and direction would be measured at one location (nominally location 4). The range, resolution and accuracy of any wind speed and direction measurements would be as outlined in Table 9, where possible.

Table 9 Meteorological monitoring parameters, range, resolution and accuracy

Parameter	Range	Resolution	Accuracy
Wind speed	0 − 60 m·s ⁻¹	0.01 m·s ⁻¹	±0.1 m·s ⁻¹
Wind direction	0 – 360°	1°	±2°

Wind speed and wind direction monitoring would be performed at 10 m AGL, in accordance with best practice.

6.2.2.2. Trigger Levels

Table 10 outlines the tiered trigger levels which allows an appropriate management response / action associated with increasing risk of off-site dust impacts. A hierarchy of management and mitigation options would be initiated should the cascading trigger levels be reached (refer Section 6.2.2.3).

As discussed in Section 6.2.2, it is noted that in conditions when the background particulate environment is already in exceedance of the relevant criteria (refer Table 6) due to significant external sources (such as dust storms or bushfire), then modification of activities may not result in any meaningful reductions in off-site impacts associated with the construction activities. However, the TARP has been designed to enable proactive control of the construction impact in all conditions and includes wind speed triggers to allow modification of activities in increasing wind speeds.



To allow an appropriate management response / action associated with increasing risk of off-site particulate impacts, a 'traffic light' system is outlined, adopting a cascading action level. The TARP will be based on PM₁₀ measurements, given that the criterion for TSP is an annual average. Controlling short-term PM₁₀ concentrations is anticipated to ensure that the annual average TSP criterion is also achieved.

Where the measured 1-hour average PM₁₀ concentration is less than 50 $\mu g \cdot m^{-3}$ at all monitoring stations, and there is no observation of visible dust beyond the site boundary, the standard dust control measures will be implemented and reviewed on an ongoing basis.

Note that an exceedance of the 1-hour PM₁₀ concentration provides opportunity for measures to be implemented to ensure that the 24-hour average (00 to 23 hours) concentration can be managed effectively.

Where the measured 1-hour average PM₁₀ concentration is greater than 50 µg·m⁻³ at any monitoring station, the Down-Wind Increment (DWI) will be calculated to determine the calculated 'site contribution'. The DWI will take into account the hourly average wind direction and identify the monitors which are upwind and downwind of the works being performed. The DWI is calculated by subtracting the upwind measurement from the downwind measurement. These calculations would be programmed by the equipment supplier. Following calculation of the DWI, the following actions will be undertaken:

- Where the calculated DWI is less than 5 µg·m⁻³, or visible dust is observed beyond the site boundary, Action Level A will be triggered and the cascade response as described in Section 6.2.2.3 will be employed.
- Where the calculated DWI is greater than 5 µg·m⁻³ and less than 10 µg·m⁻³, or visible dust is observed beyond the site boundary or there is a justified dust complaint, Action Level B will be triggered and the cascade response as described in Section 6.2.2.3 will be employed.
- Where the calculated DWI is greater than 10 µg·m⁻³, or visible dust is observed beyond the site boundary or there is a justified dust complaint, Action Level C will be triggered and the cascade response as described in Section 6.2.2.3 will be employed.

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Table 10 Trigger Levels

Action Level	1-hour average PM₁₀ concentration (µg·m⁻³)
	Concentration at any monitor <50 µg⋅m⁻³
	or
None	No visible dust observed leaving the site boundary
	or
	Wind speeds $< 5.4 \text{ m} \cdot \text{s}^{-1} (< 19.4 \text{ km} \cdot \text{hr}^{-1})$
	Concentration at any monitor ≥50 µg·m ⁻³
	and
	1-hour average DWI <5 μg·m ⁻³
Α	or
	Visible dust observed leaving the site boundary
	or
	Wind speeds \geq 5.5 m·s ⁻¹ (\geq 19.8 km·hr ⁻¹)
	Concentration at any monitor ≥50 µg·m ⁻³
	and
	1-hour average DWI \geq 5 $\mu g \cdot m^{-3}$ and $<$ 10 $\mu g \cdot m^{-3}$
	or
В	Visible dust observed leaving the site boundary
	or
	Receipt of a justified complaint
	or
	Wind speeds \geq 6.8 m·s ⁻¹ (\geq 24.5 km·hr ⁻¹)
	Concentration at any monitor ≥50 µg·m ⁻³
	and
	1-hour average DWI >10 μg·m ⁻³
	or
C	Visible dust observed leaving the site boundary
	or
	Receipt of a justified complaint
	or
	Wind speeds $\geq 8 \text{ m} \cdot \text{s}^{-1} \ (\geq 28.8 \text{ km} \cdot \text{hr}^{-1})$

6.2.2.3. Response to Trigger Levels

Should trigger levels outlined in Table 10 be reached, then a hierarchy of management and mitigation options will be initiated as identified in Table 11 and Table 12. These controls will be implemented appropriate to the activities being performed at the development site at that time and are reflective of increased risk of dust generation and potential impact of dust emissions.

Table 11 outlines the actions and responsibilities if a level is triggered.



Table 11 Action level responses

Action level	Response
None	No response required beyond the continued implementation of standard dust controls (refer
None	Section 6.3)
	Identify activities being performed and whether any additional emission controls can be
Α	applied to those activities (e.g. watering of roads and stockpiles, water sprays etc.)
В	Apply the controls identified during Action Level A
	Depending on the activities being performed, progressively decrease the rate of activity or
C	cease operations if emissions cannot be adequately controlled

The identification of additional control measures should include, but not be limited, to the measures outlined in Table 12.

Table 12 Additional controls

Emission source group	Additional controls				
	Water sprays on unpaved road surfaces				
Transport	Reduction in vehicle speeds				
	Re-routing vehicles where possible				
Matarial langelling	Minimise drop heights				
Material handling	Additional watering at transfer points (loading and unloading)				
Maria and a	Additional watering				
Wind erosion	Limit activities on stockpiles				

6.3. Emission Control Measures

The emission control measures to be employed at the development site during construction are outlined in Table 13.



Table 13 Air quality management measures adopted during development construction

ID	Control measure	Source	Responsibility	Monitoring/audit/inspection			
Identified th	Identified through review of major emissions sources (Section 3.4)						
AQ1	Watercarts and handheld water sprays on site to control dust (see also AQ25, AQ30), especially on exposed surfaces and stockpiles	Section 3.4	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist			
AQ2	Dust suppressant/hydromulching to areas where final level achieved	Section 3.4	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist			
Identified th	rough review of (NSW EPA, 2017) and (IAQM, 2016)						
AQ3	Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	(IAQM, 2016)	Site supervisor	Construction Compliance Report			
AQ4	Display the head or regional office contact information.	(IAQM, 2016)	Site supervisor	Construction Compliance Report			
AQ5	Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	(IAQM, 2016)	Site supervisor	Environmental inspection checklist			
AQ6	Make the complaints log available to the local authority when asked.	(IAQM, 2016)	Site supervisor	Construction Compliance Report			
AQ7	Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.	(IAQM, 2016)	Site supervisor	Environmental inspection checklist			
AQ8	Undertake daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary.	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist			



ID	Control measure	Source	Responsibility	Monitoring/audit/inspection
AQ9	Carry out regular site inspections to monitor compliance with the CAQMP / CEMP, record inspection results, and make an inspection log available to the local authority when asked.	(IAQM, 2016)	Site supervisor	Environmental inspection checklist
AQ10	Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ11	Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	(IAQM, 2016)	Site supervisor	Environmental inspection checklist
AQ12	Avoid site runoff of water or mud after treatment and cleaning.	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ13	Keep site fencing, barriers and scaffolding clean using wet methods.	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ14	Cover, seed or fence stockpiles to prevent wind erosion	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ15	Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable	(IAQM, 2016)	Site supervisor	Construction Compliance Report
AQ16	Ensure all vehicles switch of– engines when stationary - no idling vehicles	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ17	Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable	(IAQM, 2016)	Site supervisor	Construction Compliance Report



ID	Control measure	Source	Responsibility	Monitoring/audit/inspection
AQ18	Impose and signpost a maximum speed limit of 25 km·h ⁻¹ on surfaced roads and 15 km·h ⁻¹ on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ19	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems	(IAQM, 2016), (NSW EPA, 2017)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ20	Ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate	(IAQM, 2016), (NSW EPA, 2017)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ21	Use enclosed chutes and conveyors and covered skips	(IAQM, 2016), (NSW EPA, 2017)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ22	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ23	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ24	Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist



ID	Control measure	Source	Responsibility	Monitoring/audit/inspection
AQ25	Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	(IAQM, 2016), (NSW EPA, 2017)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ26	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ27	Ensure all vehicles entering and leaving the site with loads have their loads covered	(IAQM, 2016)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
Identified th	rough review of (Ochre, 2023)			
AQ28	The staging of activities will minimise exposure of disturbed surfaces at any one time and will implement permanent and temporary soil stabilisation measures (i.e. soil polymers, final landscape and vegetation areas), in minimising the duration of soil disturbance and exposure to wind and water erosion.	(Ochre, 2023)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ29	In the event of high winds (≥15 m·s·¹), additional measures may be implemented including the alteration of work activities, the application of water to disturbed areas and the covering of exposed surfaces and stockpiles will be implemented to minimize impacts to local air quality.	(Ochre, 2023)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ30	Vehicular access is to be restricted to designated access areas and existing roadways.	(Ochre, 2023)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist



ID	Control measure	Source	Responsibility	Monitoring/audit/inspection
AQ31	Stabilised site entry and egress will be provided to minimize tracking of material.	(Ochre, 2023)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ32	Cover, or otherwise stabilise from erosion, stockpiles that will be in place for more than 20 days as well as any stockpiles that are susceptible to wind or water erosion, within 10 days of forming each stockpile.	(Ochre, 2023)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ33	Stabilisation of areas in accordance with project landscaping and final landform drawings is to occur progressively in conjunction with the completion of earthworks.	(Ochre, 2023)	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
Other				
AQ34	Inspect all plant and equipment regularly to ensure that it is maintained in accordance with manufacturers specifications.	-	Site supervisor	Environmental inspection checklist
AQ35	Inspect the operation of all plant and equipment to ensure that it is being operated in a proper and efficient manner.	-	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ36	Implementation of a haulage plan to avoid dust generation on unpaved roads.	-	Site supervisor	Environmental inspection checklist
AQ37	Progressive rehabilitation as work areas become inactive or are ready for final landscaping to limit amount of exposed surface.	-	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist
AQ38	Installation of an appropriately designed truck wash.	-	Site supervisor	Environmental inspection checklist Site supervisor's daily checklist

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6.4. **Contingency Plan**

As required by Condition C1 (e) of the Consent, a contingency plan to manage any unpredicted impacts and their consequences is required to ensure that ongoing impacts reduce to levels below the impact assessment criteria as quickly as possible.

The contingency management plan is presented in Table 14 (overleaf).

6.5. **Training**

All personnel, including employees, contractors and sub-contractors, are required to complete a project induction containing relevant environmental information before they are authorised to work on the development.

Air quality specific information to be covered in the project induction will include:

- Obligations under the project Conditions of Approval (including the CAQMP), including the identification of potential sources of air pollutants of concern and the mitigation measures to be implemented, including measures (e.g. use of water, cover exposed areas) during weather conditions where high levels of dust are probable;
- Responsibilities relating to the management of air quality under the POEO 1997 and POEO (Clean Air) Regulation 2022;
- Typical construction activities that may impact air quality and associated environmental safeguards; and
- Incident response procedures.



Table 14 Contingency management plan

Parameter	Trigger /	Action level			
Parameter		Action level			
	response	A	В	С	
Real-time air quality monitoring	Trigger	See Table 10	See Table 10	See Table 10	
indicates triggers activated	Response	See Table 10	See Table 10	See Table 10	
Visible dust	Trigger	Daily inspection indicates	Daily inspection indicates	Daily inspection indicates	
leaving the site		no visible dust offsite	visible dust offsite	visible dust offsite	
boundary			present	present multiple times a	
				day or from multiple	
				sources	
	Response	No response	Investigate dust	Investigate dust	
			generating activities and	generating activities,	
			implement appropriate	progressively decrease	
			additional emission	the rate of activity or	
			controls	cease operations if	
				emissions cannot be	
				adequately controlled	
Results of	Trigger	Monthly review indicates	Monthly review indicates	Monthly review indicates	
deposited dust		no exceedances	one exceedance	more than one	
monitoring				exceedance	
program	Response	No response	Investigate activities that	Investigate activities that	
			may have contributed to	may have contributed to	
			exceedance and	exceedance and	
			implement emission	implement emission	
			controls.	controls.	
Complaints	Trigger	No complaints received	One complaint received	Multiple complaints	
received				received regarding same	
regarding dust				source	
	Response	No response	Investigate dust	Review monitoring data,	
			generating activities and	progressively decrease	
			implement appropriate	the rate of activity or	
			additional emission	cease operations if	
			controls	emissions cannot be	
				adequately controlled	



REVIEW AND IMPROVEMENT

A daily site inspection will be performed by the Site Supervisor and will include relevant checks to ensure that the air quality management measures outlined in Table 13 are achievable. Any identified remedial actions will be promptly addressed.

Monitoring of dust emissions will be performed through the daily site inspection and visible observations by the Site Supervisor. The dust control observations will be made during the morning and repeated as required to adequately account for changing conditions. A 'Daily Checklist' will be used to record each day's visible dust plume observations, noting any potential sources that may change due to changing conditions or require further observation.

If conditions change significantly on-site subsequent to the performance of the daily check, further 'ad-hoc' checks will also be performed and documented in the same manner.

Training of staff and contractors will include dust management as outlined in Section 6.5.

Through observations made during the site check, or through notification by staff or contractors, the Site Supervisor will have the authorisation to review operations performed on-site and alter site activities and/or additional controls necessary to effectively manage those risks.

Key Performance Indicators for the construction of the development would be associated with the triggers in Table 7.

Revision of the AQMP would be performed as per Condition C8 of the consent (as relevant to air quality management):

Within three months of:

- (a) the submission of a Compliance Report under condition C14;
- (b) the submission of an incident report under condition C10;
- (c) the approval of any modification of the conditions of consent; or
- (d) the issue of a direction of the Planning Secretary under condition A2(b) which requires a review.

The CAQMP would be subject to review after the first three months of operation, and then after every 6 months to ensure applicability to development activities. This meets the requirement of Condition C1(h) of the Conditions of consent.



Non-Compliance, Corrective and Preventive Action 7.1.

Environmental inspection and observation results are interpreted to identify actual and potential nonconformances and events that may result in nuisance, environmental harm and unacceptable loss of amenity or community complaints. The Environmental Representative and/or a public authority may also raise a noncompliance or improvement notice.

Where non-compliances are identified during regular inspections, corrective actions are raised, tracked and closed out through the inspection records.

Following the identification of a non-compliance, corrective and/or preventative actions will be identified and assigned to the appropriate person with set timeframes. Timeframes will be set to ensure any damage incurred is rectified and any chance of recurrence is eliminated as soon as practicable. An appropriate register will be used to assign, track and close out corrective actions.

7.2. Complaints Handling Procedure

The GPT Group will operate a telephone complaint line during the operating hours of the development site during construction, with the number publicly notified via the GPT Group website. All complaints must be investigated, and feedback will be provided to the petitioner or the pertinent agency in a timely manner.

For any complaint received relating to air quality impacts from the construction activities, the following measures will be taken:

- GPT or a Site Supervisor to review and follow up all the complaints regarding dust within one business day of receiving the complaint;
- Fill out the appropriate complaint form, including location of complaint and noting the time and date of the complaint/s and the identity and contact details of the complainant (if agreed to provide
- Perform a site inspection, noting all dust producing activities taking place and the mitigation methods being used. If the complaint was related to an event in the recent past, if possible, note any dust or odour producing activities that were underway at that time and initiate any remedial action necessary.
- As soon as possible, visit the area from where the complaint originated to ascertain if the issue persists.
- It is important to verify if another source of dust other than the construction activities of the project is causing the complaint and collect appropriate evidence of this (photos and/or videos as appropriate).
- Once investigations have been completed, contact the complainant to explain any problems found and remedial actions taken.



If necessary, update any relevant procedures to prevent any recurrence of problems and record any remedial action taken.

7.3. **Record Keeping**

The GPT or the Site Supervisor will keep a record of any complaint made to the development site or any employee or any agent of the development in relation to air quality from the development site. A complaint register will be maintained and will be produced to any authorised officer of the EPA if requested. Records of individual complaints will include:

- Date and time of complaint.
- Method by which the complaint was made.
- Personal details of the complainant (if provided).
- Nature of the complaint.
- The details of an initial response to the complaint.
- Action taken and any follow up actions.
- If no action was taken, the reason why no action was taken.
- Weather conditions corresponding to the time of the complaint will also be noted in the logbook for assessment purposes.

7.4. Reporting to the Environmental Representative

As required by Condition A34, the Applicant will provide the Environmental Representative (ER) with all documentation requested to perform their functions, including:

- Air quality monitoring data;
- Complaints data (as per Section 7.3).



REFERENCES 8.

DSEWPC. (2012). National Pollutant Inventory Emission Estimation Technique Manual for Mining Version 3.1.

IAQM. (2016). Guidance on the assessment of dust from demolition and construction.

Northstar Air Quality. (2021). Air Quality Impact Assessment - GPT Industrial Estate, Kemps Creek.

NSW DPIE. (2021). New South Wales Annual Compliance Report 2020.

NSW EPA. (2017). Local Government Air Quality Toolkit, Air quality guidance note, Construction sites.

NSW EPA. (2022). Approved Methods for the Modelling and Assessment of Air Pollutants in NSW.

Ochre. (2023). Yiribana Logistics Estate - Erosion and Sediment Control Plan.

US EPA. (1995). Compilation of Air Pollutant Emission Factors.



APPENDIX A

 CV



Director

martin@northstar-env.com 0447 452 777



qualifications

- PhD Air Quality Meteorology (University of East Anglia, UK, 2004)
- BSc (Hons) Environmental Science (University of East Anglia, UK, 1998)
- Certified Air Quality Professional (CAQP), Clean Air Society of Australia and New Zealand (CASANZ)

special expertise

Martin provides a range of expertise including:

- Air quality and greenhouse gas impact assessment
- Dispersion modelling studies including a range of specialist software
- Ambient air quality and meteorology studies
- Satellite remote sensing
- Geographical Information Systems (GIS)
- Indoor air quality and occupational exposure assessment
- Process & air pollution control due diligence and
- Odour impact assessment and audit
- Climate change impact assessment
- Expert testimony and witness
- Independent peer review and audit

Martin has almost 25 years of experience in the field of air quality, from academic research to public and private environmental consultancy. He completed his doctorate in 2004 in air pollution meteorology and was a Senior Research Associate at the University of East Anglia, which has the UK's highest rating for the quality of environmental research undertaken. His work has been included in UK Department of the Environment, Food and Rural Affairs Air Quality Expert Group stateof-science reports on PM₁₀ and NO₂.

His major areas of expertise include air quality monitoring (including monitoring network design and data analysis), emissions inventory development, atmospheric dispersion modelling (using TAPM, CALPUFF, AUSPLUME, CALINE and AERMOD), greenhouse gas assessment and climate change impact assessment, independent peer review and performance of audits.

Martin has significant experience across all sectors (see overleaf) and broad experience in assessment of air pollutants including odour.

Use of Geographical Information Systems (GIS) and other software to present data to non-specialists in easy to understand formats is one of Martin's key interests.

background





selected project experience



Agribusiness

- Intensive Poultry Facility, Peer Review, NSW
- Blayney Abattoir, NSW
- Bourke Small Stock Abattoir, NSW
- The Ranch Poultry Complex, NSW
- Abattoir and Rendering Plant, NSW
- Maylands Poultry Farm, NSW
- Milk Production Facility, NSW
- Serpentine Poultry Farm Expansion, WA
- Westmere Grains, VIC

Clients in this sector include: CAPRA Development, Dairy Farmers, Darmad, Saines Lucas Solicitors, Scolexia, Thomas Foods International Tamworth.



Resources & Waste

- Great White Kaolin Project, AQIA, SA
- Dubbo Project, AQIA, NSW
- Dargues Gold Mine, AQIA, NSW
- Wyangle Quarry, AQIA, NSW
- Glenella Quarry, AQIA, NSW
- Milbrae Quarries (various), AQIA, NSW
- Albion Park Quarry AQMP, NSW
- Albion Park Quarry Expansion AQIA, NSW
- Karuah South Quarry, AQIA, NSW
- Bangus Quarry, AQIA, Tumblong, NSW
- Ralston Quarry, AQIA, NSW
- North Star Quarry, AQIA, NSW
- Glenella Quarry, AQIA, NSW
- Woodview Quarry, AQIA, NSW
- Willowtree Quarry, AQIA, NSW
- Dowes Quarry, AQIA and PRP, NSW
- Ralston Quarry, AQIA, NSW
- Gow Street Recycling Centre, NSW Dust Audit & Management Plan
- Sunnyside Processing Facility, AQIA and PRP,
- Frank Bragg Gravel Quarries, AQIA, NSW

- Copi Mineral Sand Project, AQIA, NSW
- Thorley Quarry RRF, AQIA, NSW
- Bin City Recycling Centre, AQIA, NSW
- Curby Pilot Program, AQRA, NSW
- WormTech Carrathool, AQIA, NSW
- Kariong Sand and Soil Supplies RRF, NSW
- Bingo Eastern Creek Flare Project, NSW
- Resource Recovery Facility, St Marys NSW
- Materials Recycling Facility, Operational Dust Management Plan, Padstow
- SUEZ Lucas Heights Leachate Treatment Plant,
- 5R Solutions Glass Recycling Facility, NSW
- Traco Tyre Recycling Facility, NSW
- MET Construction Materials Recycling Facility, NSW
- Confidential, Integrated Mining and Waste Development, NT
- East Arm Waste Transfer Station Risk Assessment,
- Erskine Park Waste Transfer Station, NSW
- Bingo Waste Transfer Stations (St Marys, Mortdale), NSW
- Bingo Waste Transfer Station, Greenacre NSW, Odour and Dust Audit
- Poochera Kaolin Project, AQIA, SA
- Bingo, Eastern Creek NSW, AQMP and Odour
- Glenfield Waste Services Materials Recycling Facility, NSW
- Kemps Creek Alternative Waste Treatment Facility, NSW
- Stopwaste, GHG Assessment
- Stopwaste, Soft Plastic Pilot Program, AQRA
- Wastewise, Odour Management Plan, VIC
- Brooks Parade WWPS, Odour Assessment, NSW
- Bin City Recycling Centre, AQIA, NSW
- Polytrade Smithfield MRF, AQIA, NSW
- Polytrade Smithfield Drilling Mud Dewatering, AQRA, NSW
- BRS Liquid Waste Odour Management Pan, NSW
- Tomingley Gold Extension, AQIA, NSW

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- Twinza Oil Project, PNG (GHG)
- Wafi Golpu Project, PNG (GHG)
- P'nyang Project, PNG (GHG)
- Freida River Project, PNG
- Mandalong Southern Extension Project, NSW
- Springvale Mine Extension Project, NSW
- Angus Place Mine Extension Project, NSW
- Lidsdale Siding Extension Project, NSW
- Airly Mine Extension Project, NSW
- Clarence Colliery REA V Project, NSW
- Northern Coal Logistics Project, NSW
- Neubeck Coal Project, NSW
- Karuah Quarry East Expansion Project, NSW
- Jandra Quarry Expansion Project, NSW
- Woodsreef Mine Rehabilitation Project, NSW
- Eastern Creek Organic Resource Recovery Facility,
- Centennial Coal Company, PRP Assessments, NSW
- Peabody Energy, PRP Assessments, NSW
- Solomon Project, WA
- Carrow/Koppio Project, SA
- Area C Iron Ore Mine, WA
- Ace Landscapes Dust Management, NSW
- Redhill Waste Management Facility, WA
- Dromana Landfill, Mornington Peninsula, VIC
- Tropicana Gold Mine, WA
- Woodlawn Bioreactor Project, NSW
- Bigryli Uranium Exploration Project, NT
- Narrabri Coal Project, NSW
- Roy Hill Iron Ore Project, WA
- Glebe Island Bulk Sands Project, NSW
- Duralie Coal Mine Extension Project, NSW
- Cavehill Quarry, VIC
- Central Coast Sands, NSW
- Donalds Mineral Sands, VIC
- Brickworks (Client Confidential), VIC
- Sepon Gold and Copper Mine, Laos
- Werris Creek Coal Mine, NSW
- East Guyong Quarry, NSW
- Darling Downs Sand Extraction Project, QLD
- Belmont and Sunnyside Coal, NSW

- Whitehaven CHPP, NSW
- Wagga Wagga Sand and Gravel Extraction, NSW
- Roy Hill Iron Ore, WA
- Solomon Iron Ore Project, WA
- Leongatha Quarry Extension, VIC (GHG)
- Narrabri CSG Power Plant, NSW (GHG)
- Sunnyside Coal Project, NSW (GHG)

Clients in this sector include: Ace Landscapes, Anglo Gold Ashanti, APP Corporation, BHP BIO, Boral, Centennial Coal Company, Cleanaway, Cleary Bros, Coffey International, Energy Metals, Environmental Earth Sciences, Environmental Property Services, EMRC, Erias Group, ExxonMobil, Fortescue Metals Group, Groundwork plus, Hanson, Holcim, NSW Department of Mines, Peabody Energy, Roy Hill Iron Ore, RW Corkerys, SUEZ Australia, Tellus Holdings Ltd. Veolia, Whitehaven Coal, Xstrata.



Property

- Data centre developments (various), NSW
- Modular Brewery, Odour Assessment, WA
- Eastern Creek Retail Park, Odour Advice, NSW
- Baked Provisions Odour Assessment, NSW
- Newcastle Golf Club Retirement Village AQRA,
- Frango Chickens (various), AQIA, NSW
- Horsley Drive Business Park Warehouse and Distribution Facility, NSW
- Anzac Parade Student Accommodation, Risk Assessment, NSW
- Greystanes Industrial Development, AQIA, NSW
- Kemps Creek Precinct, AQIA, NSW
- Woolworths Distribution Centres (various), AQIA, NSW
- Childcare Centre Air Quality Assessment (numerous), NSW
- Poultry Farm Odour Assessment, Austral NSW
- Marsden Park North Development, NSW
- Survitec Development Application, NSW
- Tyres4U Development Application, NSW

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- Leppington Precinct Development, NSW
- Emerald Hills Development, NSW
- Trinity Point Marina Project, NSW
- South Orange Urban Release Area, NSW
- Warehouse & Distribution Facility, Chullora NSW
- Berrys Bay Marina Project, NSW
- Culburra STP, NSW
- Oakdale Central Development, NSW
- Oakdale West Development, NSW
- Acacia Ridge Campus AQ Investigation, QLD
- · Wilton Junction Land Use Mapping, NSW
- Bungaribee Estate Data Centre, NSW
- Orange Pump Station No.1, NSW
- North Orange Pump Station, NSW
- Crowne Plaza Newcastle Brewery Odour, NSW
- Crowne Plaza Hunter Valley Brewery Odour Assessment, NSW
- P&N Beverages Odour Assessment, NSW
- Hurricanes Bar & Grill Odour Management,
 Darling Harbour, Bondi, Brighton-le-Sands, NSW
- Ridges World Square Schwartz Brewery Odour Audit, NSW
- Newtown Hotel Odour Audit, NSW
- Club Burwood, Smoking Balcony AQ Assessment, NSW
- Leppington Part Precinct, NSW
- Currarong Sewerage Scheme CEMP audit, NSW
- Brooklyn Child Care Centre, NSW
- Emirates Wolgan Valley Resort CEMP audit, NSW
- Fairfield RSL Environmental Audit, NSW
- VOC Monitoring, Reserve Bank of Australia, NSW
- Great Barrier Reef Marine Park Authority, QLD (GHG)

Clients in this sector include: ADW Johnson, Cardno, City of Sydney Council, Commercial & Industrial Property Group, Elton Consulting, Frasers Property Group, Geolyse, Goodman, Hosking Munro, JBA Planning, Meriton, Mirvac, QLD DPW, Shine Pre-School, Urbis, Worley Parsons.

<u>(S)</u>

Transport & Infrastructure

- Sydney Metro EIS Peer Review, NSW
- WestConnex Peer Review, NSW
- NorthConnex Peer Review, NSW
- Lower Main North Quadruplication Lite, NSW
- Epping to Chatswood Rail Line, NSW
- Enfield Intermodal Logistics Centre, NSW
- Northern Coal Logistics, NSW
- Capital Metro Stage 1 EIS, ACT
- Solomon Project Road Transportation Study, WA
- Sydney Harbour Bridge Lead Paint Removal Compliance and Verification, NSW
- North Ryde Transport Orientated Development, NSW
- Enfield to Chatswood Rail Line, NSW
- M1 Motorway Service Station, NSW
- Mitchell's Transportation Efficiency Project, WA
- Enfield Intermodal Logistics Centre, NSW
- M2 Upgrade, Sydney NSW
- Majura Parkway, ACT
- Clarrie Hermes Drive Extension, ACT

Clients in this sector include: Strathfield Council, Centennial Coal, EG Property Group, Fortescue Metals Group, Goodman, Hornsby Shire Council, Leightons Contractors, McDonalds Australia, Mitchell's, NSW Ports, P&N Beverages, Parsons Brinkerhoff, SMEC, Strathfield Council, Sydney Harbour Bridge Alliance, Transport for NSW, Urbis.



Industry

- E-waste recycling centre, NSW
- Asphalt Plant and Storage Yard, Tomago NSW
- Capital Asphalt, Independent Review, ACT
- Pre-cast Concrete Facility, Wetherill Park, NSW
- Somerton Fuel Depot, AQIA, VIC
- Concrete Batching Plant, Picton NSW
- Crematorium, Mayfield NSW
- Crematorium, Kemps Creek NSW

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- Boral Kooragang Island Materials Recycling Facility, NSW
- Frenchs Forest Bushland Crematorium, NSW
- Boral Scoresby Opportunities and Constraints assessment, VIC
- BlueScope Steel PRP Assessment, NSW
- Pentarch Munitions Disposal Project, NSW
- Shoalhaven Starches Odour Audit, NSW
- Boral Granville Concrete Batching Plant, NSW
- Tuggeranong Crematorium, ACT
- Vopak Terminals PRP Assessment, NSW
- Eastern Asphalt Plant, Bairnsdale VIC
- Givaudan Odour Management, NSW
- Allens Asphalt, QLD
- SIMS Metal, QLD
- Metals Recycling Facility, NSW

Clients in this sector include: Austral Bricks, BlueScope Steel, Boral, Canberra Cemeteries, Environmental Property Services, Givaudan, Ignite Architects, Pentarch, Shoalhaven Starches, Vopak.



- Reeves Plains Power Station, SA
- Port Hedland Power Station, WA
- Solomon Project, WA
- West Quma II Gas Field Development, Iraq
- Munmorah & Bayswater B Independent Peer Review, NSW
- Santos Fairview CS1&2 LNG, QLD
- Bamarang Power Station, NSW (including Plume Rise Assessment)
- Powergen, UK
- TXU Energi, UK

Clients in this sector include: Alinta Energy, Coffey International, Fortescue Metals Group, GHD, NSW Department of Planning and Environment, Infratil Energy, Santos.

publications

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Graham G, Lawrence K & Doyle M, Development of Odour Impact Assessment Methodologies Accounting for Odour 'Offensiveness' or Hedonic Tone Proceedings of the 21st Clean Air Society for Australia and New Zealand, Sydney 2013

Doyle M & Dorling SR, Particulate Pollution: New Perspectives on Measurement, Source Apportionment and Policy, Proceedings of the 5th Urban Air Quality Conference, Valencia, Spain, 2005

Doyle M & and Dorling SR, Meteorological Classification and Aggregation Approaches in Support of Models-3 Air Quality Simulations, Proceedings of the 4th International Conference on Urban Air Quality. Prague, Czech Republic, pp424-427, 2003

Chatterton T, Dorling SR, Doyle M et al. A Rigorous Inter-comparison of Ground-level Ozone Predictions. Atmospheric Environment 37, 3237-3253, 2003

Doyle M & and Dorling SR, Visibility Trends in the UK 1950 -1997, Atmospheric Environment, 36, 3161-3172, 2002

Doyle M & and Dorling SR, Satellite and Ground Based Monitoring of Aerosol Plumes, Water, Air and Soil Pollution, Volume 2, Numbers 5-6, pp615-629, 2002



Appendix G Construction Traffic Management Plan (CTMP)

Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

SLR Project No.: 660.30175.00000

10 July 2024





Construction Traffic Management Plan Yiribana Logistics Estate, Mamre Road, Kemps Creek

Lot 180, DP259135 Mamre Road, Kemps Creek 8/07/2024 1427r06



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-	22/03/2024	Draft	M. Abdullah	J. Laidler
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II	04/04/2024	Issue II	J. Wu	J. Laidler
III	04/04/2024	Issue III	J. Wu	J. Laidler
IV	31/05/2024	Issue IV	E. Duan	J. Laidler
V	03/07/2024	Issue V	E. Duan	J. Laidler
VI	08/07/2024	Issue VI	E. Duan	E. Duan

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1 Introduction

1.1 Overview

Ason Group has been engaged by GPT Group (GPT) to prepare a Construction Traffic Management Plan (CTMP) in relation to the construction works associated with stage 1 of the Yiribana Industrial Estate at Mamre Road, Kemps Creek (the Site).

This CTMP details the proposed construction management strategies for the earthworks phase, construction of warehouse 1 and warehouse 3 <u>only</u>, which would provide for the safe and efficient completion of the proposed works while minimising construction traffic impacts on the surrounding road network and public road network users.

It is worth noting that a previous CTMP, specifically for the bulk earthworks of Stage 1 at the Yiribana Industrial Estate (the bulk earthworks CTMP), was also prepared by Ason Group (Ason Group Ref: 1427r04). This previous plan underwent thorough review processes by relevant authorities including DPHI, TfNSW, and Penrith Council.

1.2 Project Representatives & Stakeholders

This report has been prepared by a consultant who holds a SafeWork NSW WHS Control Work card, accredited for the 'Prepare a Work Zone Traffic Management Plan. Details of the accredited consultant is provided below:

James Laidler Ticket No. TCT0031686Jensen Wu Ticket No. TCT1051048

This CTMP has been prepared to meet the requirements outlined in Appendix A and Appendix E, Section E.2 of the Transport for NSW Traffic Control at Work Sites Technical Manual (Issue No. 6.1, Feb 2022) (TCAW), and Technical Direction – TD 00003:2022 (Issue 16 Nov 2022) (TCAW Update)

Through the preparation of this CTMP, the project representatives and stakeholders consulted in the development of the traffic management strategy are listed below:

TABLE 1: PROJECT REPRESENTATIVES AND STAKEHOLDERS

Name	Organisation	Role
Alex Cassaniti	GPT	Assistance Development Manger
James Laidler	Ason Group	Senior Traffic Engineer
Jensen Wu	Ason Group	Traffic Engineer



1.3 Project Details

The construction works for the Site at Lot 180, Mamre Road, Kemps Creek includes the bulk earthworks as well as the construction of Warehouse 1 and 3 (Phase 1 construction work). It is important to note that the main access for the Site, as outlined below within **Figure 1**, is being constructed as part of Stage 1 Works, though not included within this Report. Further commentary may be included, if necessary, once a builder has been appointed.

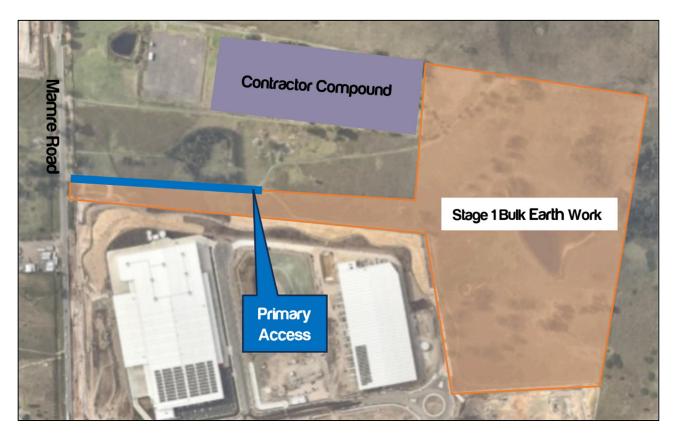


Figure 1: Primary Access

1.3.1 Proposed Construction Activity / Works

The Phase 1 construction work activities are expected to begin in April 2024 and will generally be completed over a duration of 23 months, subject to authority approvals and inclement weather delays. The description of works has been outlined below. Construction shall not commence until Condition B1 is approved by the Planning Secretary.

TABLE 2: STAGING AND DURATION OF WORKS

Stage	Duration	Description
1	12 Months (April 2024 - March 2025)	Bulk Earthworks
2	10 Months (October 2024 – August 2025)	Construction of Warehouse 1
3	12 Months (January 2025 – December 2025)	Construction of Warehouse 3



The Site is a part of a master plan and is legally described as Lot 180 in DP259135. The Site is located approximately 8km north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 12km south-east of the Penrith CBD and 40km west of the Sydney CBD. The Site in its sub-regional context is shown in **Figure 2** as well as the broader Mamre Road Precinct in which the Site lies.

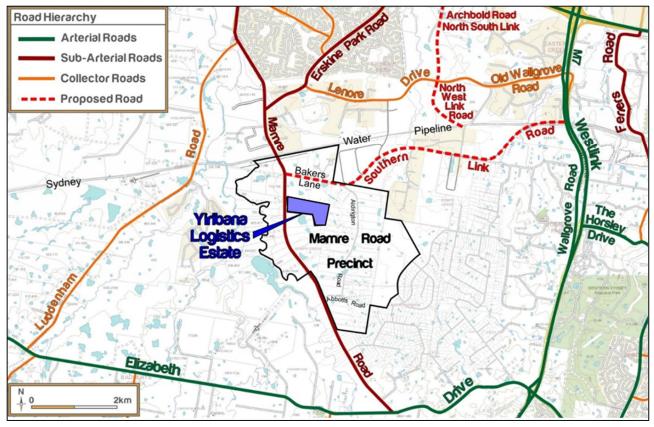


Figure 2: Site Location

1.4 Authority Requirements

Planning requirements for the Project consist of conditions specified in State Significant Development (SSD-10272349) and mitigation/management measures detailed in the EIS. **Table 3** presents the corresponding traffic and access management measures applicable to Traffic Management.

1.4.1 Conditions of Consent

Conditions of Consent for the Project have now been provided by the Department of Planning, Housing, and Infrastructure (DPHI) in relation to SSD-10272349. The Conditions relevant to this CTMP are reproduced below, with the CTMP response to each also provided.



TABLE 3: SSD-10272349 REQUIREMENTS

Condition No.	Requirement	Response
B1	Prior to the commencement of earthworks 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);	Consultants from Ason Group are suitably qualified Traffic Engineers, with relevant "Prepare a Work Zone Traffic Management Plan" accreditation. Refer to Section 1.2 for relevant qualifications.
(b)	be prepared in consultation with Council and TfNSW;	Consultation with both Penrith Council and TfNSW has been conducted for the bulk earthworks CTMP, and evidence of the consultation is provided in Appendix F
(c)	outline traffic management and contingency measures to be implemented for the site to: i. ensure access and road safety and network efficiency is maintained; and ii. manage cumulative construction traffic from other concurrent construction works within the Mamre Road Precinct	Section 3.4 outlines that the construction traffic will not have a detrimental impact on the network. Traffic Guidance Schemes (TGSs) must be developed and approved by TfNSW for all works impacting public roads
(d)	detail heavy vehicle routes, access and parking arrangements;	The detailed heavy vehicle routes can be found in Section 2.4. As for the access arrangement, The construction vehicles will use the left in/left out access until the completion of the signalised intersection for Mirvac, which is expected to be completed in Q4 2024, and use the North South Collector Road. Refer to Section 2.3 for more details
(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;	A driver Code of Conduct is a requirement of and included within this CTMP. The Drivers Code of Conduct (included in Appendix A) addresses ways to minimise the impacts on the road network, with other road users, ensure truck routes are utilised and to manage pedestrian
(f)	include a program to monitor the effectiveness of these measures; and	The Contractor shall include a program to monitor the effectiveness of the measures proposed to minimise impacts to the public road network. These programs will be undertaken in accordance with Section 4.1 and Table 22
(g)	if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to route	Detailed procedures for notifying residents, the community, and local schools about any potential disruptions to the route will be



		outlined in the Construction Community Consultation Plan. Refer to Appendix G
B2	The Applicant must:	
(a)	not commence earthworks until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and	Noted and reiterated in Section 1.3.1
(b)	implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of earthworks and construction.	Refer Section 4.1 of this Plan which outlines requirement for this Plan to be updated regularly.
B42.	The Applicant must comply with the hours detailed in Table 2. Table 2 Hours of Work Activity Day Time Monday - Friday 8 am to 6 pm 8 aurday 8 am to 1 pm Operation Monday - Sunday 24 hours	Refer to Section 2.2
B43.	Works outside of the hours identified in condition B42 may be undertaken in the following circumstances: (a) works that are inaudible at the nearest sensitive receivers; (b) works agreed to in writing by the Planning Secretary; for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or (d) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.	Refer to Section 2.2
C1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and Include (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;	A contingency plan has been provided in Section 4.3 of this report.
C10.	The Planning Secretary must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 3.	All environmental incidents will be reported immediately to DPE in writing via the Major Projects website after GPT becomes aware of the incident. Refer to Section 4.2.1



C11.	The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance	The Principal Contractor will notify GPT's Project Manager immediately, who is then required to notify DPE in writing (via the Planning Portal) within 7 days in the event of a notifiable non-compliance incident arising. Refer to Section 4.2.1
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1.4.2 Transport for New South Wales Initial Comments

A copy of the early works CTMP was submitted to TfNSW for their review and feedback. On 1st November 2023 the following comment was received:

Please note the following amendments (or clarifications) that we require you to make to the CTMP before we can endorse the document:

• Include swept path analysis for heavy vehicles entering the site compound.

A swept paths analysis, conducted by Costin Roe Consulting Pty Ltd, is provided in Appendix E.

1.4.3 Transport for New South Wales Feedback

Transport for NSW was consulted again after their initial comments on the Early Works CTMP, and they provided their feedback on 27 November 2023. The feedback from TfNSW and ASON's responses to each comment are presented in below:

TABLE 4: TFNSW COMMENTS

Comments	Response
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.	The Traffic Guidance Schemes (TGS) have been designed in accordance with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual. They have been prepared by persons holding TfNSW certification. For more detailed information, please refer to Section 1.2 , and Appendix C
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.	The construction Site access is not located within 100m of traffic signals, therefore an approved ROL from the TMC will not be required. In the event an ROL is required, then the appropriate approvals processes will be undertaken. Refer to Section 0 .
Access to be maintained for residents, businesses and emergency vehicles at all times.	Access for residents, businesses, and emergency vehicles will be maintained at all times. Refer to Section 2.3
No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking	Noted, however there is no work zone proposed as part of the construction works. Refer to Section 0 . To ensure there is no queuing of construction vehicles on public roads, a detailed schedule for



bay/work zone must continue to a holding point until space becomes available.	deliveries of goods and materials will be established in advance. All anticipated deliveries will be communicated to site personnel during daily prestart meetings to streamline operations and minimise disruptions.
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.	A qualified construction personnel will be provided to manage vehicles entering or leaving the Site to avoid 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.	The construction access to the site has been arranged at the farthest point from the intersection. Refer to Section 2.3.
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.	Noted In the event TfNSW alter any conditions, the CTMP will be updated to address these changes.
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 with 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 trafficable conditions	Noted. At no stage of the construction process Work Zone is needed. Refer to Section 2.1.
Proponent is to obtain separate approval of the Traffic Signal Plan by TfNSW Greater Sydney Customer Journey Planning, Network Operations.	Noted. Approval of the Traffic Signal Plan by TfNSW Greater Sydney Customer Journey Planning, Network Operations will need to be obtained, however is not part of this CTMP
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.	Noted
Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742	All traffic control devices, including signage and line marking, will be installed by the proponent and will conform with Australian Standards 1742.
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.	Noted. All stakeholders in the affected area will receive notification if there are any changes to the CTMP before its implementation. Refer to Section 4.



1.4.4 Penrith City Council Feedback

Penrith City Council was provided a copy of the Early Works CTMP as part of the consultation process. Confirmation was received on 16 October 2023 which outlined that Council finds the CTMP acceptable and raised no concerns. Evidence of consultation can be found in **Appendix F.**

Notwithstanding, Council provided additional comments on 13 December 2023 which are shown and addressed below.

TABLE 5: PENRITH CITY COUNCIL COMMENTS

Comments	Response
a) No local Council roads are currently proposed to be used for haulage. All vehicles must enter and exit the site via a temporary accessway with direct access to Mamre–Road - which is a State Road. It is necessary that the proposed haulage routes be submitted to TfNSW for comments prior to the finalisation of the CTMP and satisfaction of condition compliance.	TfNSW has review the CTMP, and all comments and feedback provided have been addressed and responded to, as outlined in Table 4 .
b) Section 2.8 must be updated. There are no local Council roads that front the development site. The development fronts Mamre Road and any traffic control/ROLs will need to be lodged to the Transport Management Centre (TfNSW).	Section 2.8 was amended. Traffic Control/ROLs for Mamre Road will be submitted to TfNSW.
c) Any proposed works on the verge will require a Road Opening from Council.	Refer to Section 2.8. A Road Opening permit to be submitted to Council for any works on verge.

1.4.5 Department of Planning, Housing and Infrastructure Feedback

The Department of Planning, Housing, and Infrastructure (DPHI) was provided a copy of the Early Works CTMP as part of the consultation process. DPHI provided comments on 15 February 2024 which are shown and addressed below. Evidence of consultation can be found in **Appendix F.**

TABLE 6: DPHI COMMENTS

Comments	Response
The CTMP has indicated the scope of the plan does not cover the main access for the site which will be constructed by another contractor. The CTMP appears to cover bulk earthworks only. Additionally, the CEMP and other subplans indicate that the scope of works includes all the site preparation works and construction of Warehouses 1 and 3. A staging request under Condition A10 may be needed to stage the submission of management plans and the CEMP and associated documents will need to be amended to reflect the relevant stage. In this case, the CEMP and sub-plans would be for	The Early Works CTMP has been amended to include the construction activities for Warehouse 1 and Warehouse 3, to reflect those outlined within the CEMP. The proposed Phase 1 construction work details can be found in Section 2.1



Stage 1 – Bulk Earthworks only. Please ensure all documents are consistent.	
Section 2.2 notes that out of hours requests would be lodged with the Council. Condition B44 outlines the types of out of hours work that can be undertaken and that any requests will need to made with the Planning Secretary.	It is worth noting that Section 2.2 has been revised. As a result, all out of hours requests are now directed exclusively to the Planning Secretary as outlined in condition B44.
Update the construction contact detail list in Section 2.7.	Section 2.7 has been updated to reflect the revised construction contact details.
Clarify whether the traffic generation numbers in section 3.2 reflect the traffic movements associated with bulk earthworks only.	The traffic generation numbers in Section 3.2 are associated solely with the bulk earthworks.
In relation to Condition B1(c)(ii), it is unclear how the CTMP addresses managing the site's traffic in addition to traffic from other concurrent construction works within the Mamre Road Precinct. Provide further details of mitigation measures and efforts to coordinate with other developers especially via the Mamre Road working group and ER.	Section 3.4 presents further strategies to minimise the traffic impact on the surrounding network.

1.4.6 Department of Planning, Housing and Infrastructure Comments - 10 May 2024

The Department of Planning, Housing, and Infrastructure (DPHI) was provided a copy of the updated CTMP, in response to their initial comments, with additional comments provided on 10 May 2024. Responses to these additional comments have been detailed in **Table 7**.

TABLE 7: DPHI COMMENTS - DATED 10 MAY 2024

Item No.	DPHI Comments	Ason Group Responses
1	Figure 1 shows an interim access route on the northern end of the site, which has not been approved. The original assessment identified the primary access road would be used for both construction and operational traffic (on a temporary basis). Please clarify and update the CTMP.	Noted. Figure 1 has been updated to exclude the northern access. The primary (and only) construction access will be on Mamre Road and shall be restricted to left-in-left-out.
2	Section 1 of the CTMP describes the site in isolation and should acknowledge that broader construction works are being undertaken in the Mamre Road Precinct. This includes details of the types of construction activities that are being undertaken in the vicinity of the site.	Noted. The details of any identified neighbouring construction activities have been provided within Section 1.6 .
3	Section 1.5 should be updated to include a section on the current construction works being undertaken on Mamre Road and Elizabeth Drive.	Noted. Refer to Item No. 2



4(a)	Update Section 2.4 to describe the routes that are prohibited to construction vehicles including Abbotts Road and Bakers Lane.	Noted. Section 2.4 has been updated to outline any restricted routes for construction vehicles. The access to the Site will be from a single access located on Mamre Road and shall be restricted to left-in-left-out.
4(b)	It may be useful to update Figure 5 to show the roads / routes that trucks cannot use.	The Figure 6 (previous Figure 5) has been updated to include more details, such as other construction sites and restricted routes.
5 (a)	Section 3.3 does not adequately address Condition B1 (c) (ii) which requires the Applicant to outline traffic management and contingency measures to be implemented for the site to manage cumulative construction traffic from other concurrent construction works within the Mamre Road Precinct.	Noted. Classified intersection turn counts were collected for Mamre Rd / Bakers Ln intersection on 21 May 2024, with SIDRA modelling being undertaken for Mamre Rd / Bakers Ln intersection and Mamre Rd / Site Access for the following scenarios, as outlined in Section 3.3 and Section 3.4. - Scenario 1: 2024 Base Case - Scenario 2: 2024 Project Case The SIDRA results demonstrate satisfactory performance for Mamre Rd / Bakers Ln intersection with a LoS of C for both peak periods under Scenario 2, indicating that the impact of the construction works is minimal, with LoS and Dos largely unchanged compared to Scenario 1. Therefore, it is expected that the proposed construction works is unlikely to have any material impacts on the current road network.
5(b)	This section should reflect any commitments or management actions that have come out of the Mamre Road Precinct Working Group discussions/meetings to manage precinct wide traffic and safety issues.	Noted. Any commitments or management actions that are discussed/agreed within the Mamre Road Precinct Working Group meetings shall be included in an updated CTMP, if required. For example, Section 2.4 and the Driver Code of Conduct has been updated to include route restrictions, and commentary around cameras installed on site to record all traffic movements and capture illegal traffic events. This was an issue identified / discussed within the MRPWG.
6	Section 3.4 states that each contractor is responsible for monitoring construction vehicles volumes. How will this information be fed back to GPT and the Environmental Representative (ER) and should there be an overarching traffic monitoring program undertaken by one party? Provide further details on the monitoring program including what methods will be adopted to ensure compliance with the consent.	Noted. Section 3.5 (previous Section 3.4) has been updated to respond to this section, by providing more detail on monitoring processes.
	<u> </u>	<u> </u>



7	Condition B1 (b) requires the CTMP to be prepared in consultation with Council and TfNSW, and the consultation attached in the Appendices is from a previous version from last year. It noted that the version Council reviewed was only for bulk earthworks and not the entirety of the Stage 1 construction works.	It is our view that there would be no need for further consultation because of the following reasons. The CTMP was endorsed by TfNSW & Council in Nov 2023, which included both SSD operational and construction volumes. It is noted that the construction traffic volumes for the first 6 months would be minor given the initial works are bulk earthworks. This updated CTMP has minor amendments to the construction volumes however is not a fundamental change from the approved construction volumes and does not exceed the approved operational volumes. Noting the changes are minor, it is of the opinion that Council would not need to review for endorsement once more. Notwithstanding, Council will be issued with the updated CTMP for their reference.	
8	It appears the Driver Code of Conduct relies on a standard template, which has not been tailored to the project site. As per Chris Ritchie's email dated 19 April 2024, please amend the code of conduct noting the following:	Noted. The Driver Code of Conduct (DCC) has been updated, as shown in Appendix A .	
8(a)	Consider the outcomes of the Mamre Working Group meetings – now and following future meetings in terms of what should be included in the code of conduct	The commitments and resolutions of the Mamre Working Group meeting will be included in the DCC and will be updated as necessary.	
8(b)	Provide more detail/labels on the vehicle route map to show other construction sites, speed restrictions, where vehicles cannot make right- turns i.e. at Abbotts Road / Mamre Road	The Construction Vehicle Routes figure has been updated to more details, such as other construction sites, speed limits and restriction routes.	
8(c)	Identify the posted speed limits, particularly along Mamre Road.	All drivers shall follow speed limits has been updated in the Construction Vehicle Routes figure.	
8(d)	Details of the consequences if breaches are made, which must be strong and clear	A new section of Consequences of Non-Conformance has been included in the DCC.	
8(e)	Make all drivers aware there are private residences that live and access directly onto Mamre Road and surrounding roads, and broader private vehicles use these roads also	A new section of Vulnerable Users has been included in the DCC.	
8(f)	Consider better formatting to break up and align themes of issues. The code of conduct has 23 dot points which are difficult to absorb. For example, the last dot point is on the arrival and departure routes which is key, which can easily be skipped.	The DCC has been reorganised to align themes of issues.	



DPHI was provided a copy of the updated CTMP (P1427r06v04), in response to their comments provided on 10 May 2024. Following that, DPHI provided additional comments on 01 July 2024 through email which are shown and addressed below.

Responses to these additional comments have been detailed in Table 8.

TABLE 8: DPHI COMMENTS - DATED 01 JULY 2024

Item No.	DPHI Comments	Ason Group Responses
1	The first few pages of the Drivers Code of Conduct might include the map and key details of the site, key road rules, non-conformances, access routes and speed limits, while the remaining sections would detail other general information for the driver.	Noted. The Driver Code of Conduct (DCC) has been updated accordingly, as shown in Appendix A .
2	The sign upon entry is a good suggestion to remind drivers of the key rules. Will this be included in an updated version of the CTMP?	Noted. The details of the proposed sign have been included in the Section 2.3 .

1.5 Site Related Data

The key roads surrounding the Site are as identified within Figure 2 and summarised in Table 9.

TABLE 9: LOCAL ROAD NETWORK

Road Name	Section	Speed Limit	Parking	Traffic Volumes and Peak Times	Urban / Rural
Mamre Road	Great Western Highway and M4 & Elizabeth Dr	80 km/hr	No	AM Peak: 1,391 ¹ veh/hr PM Peak: 1,541 ¹ veh/hr	Urban
Elizabeth Drive	M7 & The Northern Rd, Hume Highway & Mamre Rd	80 km/hr	No	2021 ADT: 26,516 ² veh/day	Urban
Bakers Lane	Mamre Rd & Aldington Rd	60 km/hr (40 km/hr during school peaks)	No	-	Urban
Erskine Park Road	Mamre Rd & M4	70 km/hr	No	-	Urban

¹⁾ According to Ason Group surveys conducted in 2018 on Mamre Road north of Bakers Lane



²⁾ Transport for NSW Traffic Volume Viewer

1.5.1 Crash History

A review of RMS crash database has been undertaken to establish the crash history in the vicinity of the Site; the crash history for the 5-year period 2018 to 2022 (inclusive) is outlined below in **Table 10**. Of those crashes, the ones that occurred near the Site can be seen below.

TABLE 10: CRASH HISTORY

Year	Location	RUM Code	Injury/Death
2018	Mamre Road, West of Site	20 – Head On	nil
2018	Mamre Road, South-West of Site	81 - Off Left/rt bnd=>obj	nil
2019	Mamre Road, South-West of Site	30 - Rear End	1
2019	Mamre Road, South-West of Site	47 - Emerging from Drive	1
2019	Mamre Road, South-West of Site	30 - Read End	1
2020	Mamre Road, North-West of Site	20 - Head On	1

1.5.2 Vulnerable Road Users

Vulnerable road users (VRU) are road users not in a car, bus or truck. In the event of a crash, VRUs have little to no protection from crash forces, therefore, need to be addressed within this CTMP. The table below provides context to VRUs surrounding the Site.

TABLE 11: PUBLIC AND ACTIVE TRANSPORT

Road Name	Pedestrian	Cycling	Public Transport
Mamre Road	No	Yes Within shoulder	None close to Site
Erskine Park Road	Yes Footpath Width = 2.6 m	Yes Bike trail	Yes Bus Stops
Bakers Lane	No	Yes Within shoulder	No
Elizabeth Drive	No	Yes Within shoulder	Yes Bus Stops



1.6 Neighbouring 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 includes:

- Fife Kemps Creek (FKC) the 200 Aldington Road Industrial Estate,
- ESR Australia (ESR) the Westlink Estate located at 290-308 Aldington Road, 59-62 and 63 Abbotts Road,
- Frasers Property Industrial (Frasers) and Altis Property Partners (Altis) the Kemps Creek Logistics Hub at 657-769 Mamre Road, and
- Mirvac Projects Pty Ltd (Mirvac) Aspect Industrial Estate, 788-882 Mamre Road.

The current construction activities in the vicinity of the Site are shown in Figure 3.

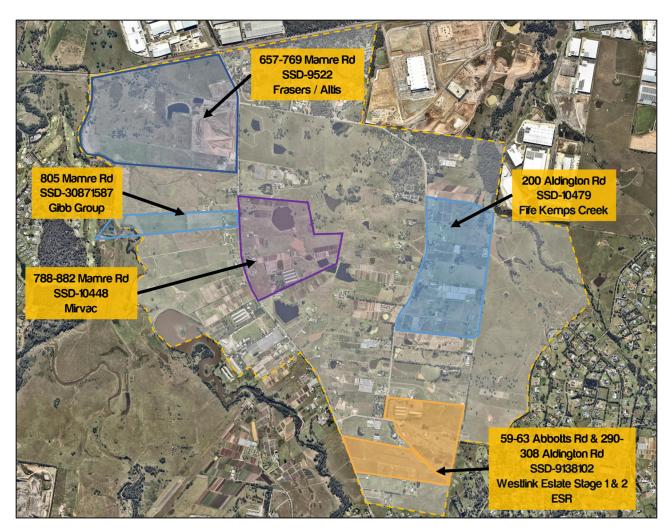


Figure 3: Current Construction Sites

It is expected that each site shall be under various stages of construction, however, typically would involve earthworks, infrastructure works (roadways, water, electrical, etc), warehouse construction (pads, warehouse, fit out, etc), and / or landscaping.



2 Proposed Works and Staging

2.1 Overview of Works

2.1.1 Stage 1: Bulk Earthworks

The bulk earthworks details of works are shown in **Table 12**. It is estimated that the total duration of the bulk earthworks works will be approximately 12 months from the commencement date.

TABLE 12: BULK EARTHWORKS STAGE

Criteria	Response
Description of Key Activities	Bulk Earthworks (April-24 to March-25)
Max. Vehicle Size	20m Articulated Vehicle
Maximum Vehicle Movement Frequency	Approximately 130 light vehicle movements / day +
	Approximately 92 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access via the Site Primary access on Mamre Road
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N
Contractor Parking	Y – All parking internal
Pedestrian Control	Fencing to the perimeter of the Site with 1.8 m manproof on property boundary
Public Transport Services Affected	N
Road Occupancy Requirements	N
Lane or Footpath Closures	N
Traffic Guidance Scheme	Refer Appendix C

2.1.2 Stage 2: Warehouse 1 Construction Work

The construction activities for Warehouse 1 are outlined in **Table 13**. It is estimated that the entire construction process for Warehouse 1 is expected to span approximately 10 months from the commencement date.

TABLE 13: WAREHOUSE 1 CONSTRUCTION STAGE

Criteria	Response
Description of Key Activities	Warehouse 1 construction work (Structure, fit out, landscaping) (Oct-24 to Aug-25)
Max. Vehicle Size	20m Articulated Vehicle



Vehicle Movement Frequency	Approximately 444 light vehicle movements / day + Approximately 129 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access via the Site Primary access on Mamre Road
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N
Contractor Parking	Y – All parking internal
Pedestrian Control	Fencing to the perimeter of the Site with 1.8 m manproof on property boundary
Public Transport Services Affected	N
Road Occupancy Requirements	N
Lane or Footpath Closures	N
Traffic Guidance Scheme	Refer Appendix C

2.1.3 Stage 3: Warehouse 3 Construction Work

Warehouse 3 details of works are shown in **Table 13.** It is anticipated that the overall construction period for Warehouse 3 will be around 12 months starting from the commencement date.

TABLE 14: WAREHOUSE 3 CONSTRUCTION STAGE

Criteria	Response	
Description of Key Activities	Warehouse 3 construction work (Structure, fit out, landscaping) (Jan-25 to Dec-25)	
Max. Vehicle Size	20m Articulated Vehicle	
Vehicle Movement Frequency	Approximately 444 light vehicle movements / day + Approximately 129 heavy vehicle movements / day	
Truck Access Requirements	All vehicles shall access via the Site Primary access on Mamre Road	
Vehicle access / egress in a forward direction (Y / N)	Y	
Out of Hours Deliveries (Y/N)	N	
Contractor Parking	Y – All parking internal	
Pedestrian Control	Fencing to the perimeter of the Site with 1.8 m manproof on property boundary	
Public Transport Services Affected	N	
Road Occupancy Requirements	N	
Lane or Footpath Closures	N	
Traffic Guidance Scheme	Refer Appendix C	



2.2 Construction Hours

Based on the information provided to Ason Group, a summary of the construction hours is shown in **Table 15** which is in accordance with the Council guidelines and SSD approvals

TABLE 15: HOURS OF WORK

Activity	Day	Time
Diama 4.0 and traction World	Monday – Friday Saturday	7 am to 6 pm 8 am to 1 pm
Phase 1 Construction Work	Sunday Public Holidays	No work

It is anticipated that construction works will not be conducted outside of the hours outlined above. Should out of work hours be required, GPT will lodge an application for an Out of Work Hours Permit with the Planning Secretary to seek approval for these works. The type of works that might be undertaken outside the recommended standard hours are:

- The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads.
- Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm.
- Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours.
- Public infrastructure works that shorten the length of the project and are supported by the affected community.
- Works where a proponent demonstrates and justifies a need to operate outside the recommended standard hours.

2.3 Site Access

During the Phase 1 construction work, all construction personnel must use the primary access on Mamre Road to access the Site. It is important to note that a temporary Estate access to the south of the proposal is currently being used by other construction vehicles, including but not limited to, maintenance vehicles or site services vehicles. It is understood that the signalised intersection for Mirvac is due for completion within Q4 2024. Once commissioned the left in and left out will be decommissioned, and all construction vehicles will access the Site via the North South Collector Road per Condition B7. **Figure 2** and **Figure 4** illustrates the Site access. **Figure 5** shows the street view of the Site's primary access.

The largest vehicle to typically access the Site would be a 20 m Articulated Vehicle (AV), which the temporary access driveway will accommodate. Further, construction management protocols will require that any vehicle entering the Site access road will have right of way compared to vehicles exiting, in order to ensure that there is no queuing on Mamre Road.

Access to emergency vehicles shall be maintained at all times. An emergency vehicle parking space will be maintained at all times and left vacant unless occupied by an emergency vehicle.

Furthermore, a sign is to be installed at the site access as a reminder to drivers when they enter the Site with the following key rules.



- The construction access shall be restricted to left-in-left-out.
- No right turns are allowed when leaving the Site.
- No U-turns are allowed along Mamre Road.
- No U-turns or right turns at key intersections such as Mamre Road and Abbotts Road intersection.
- A reminder of roadwork speed limits.

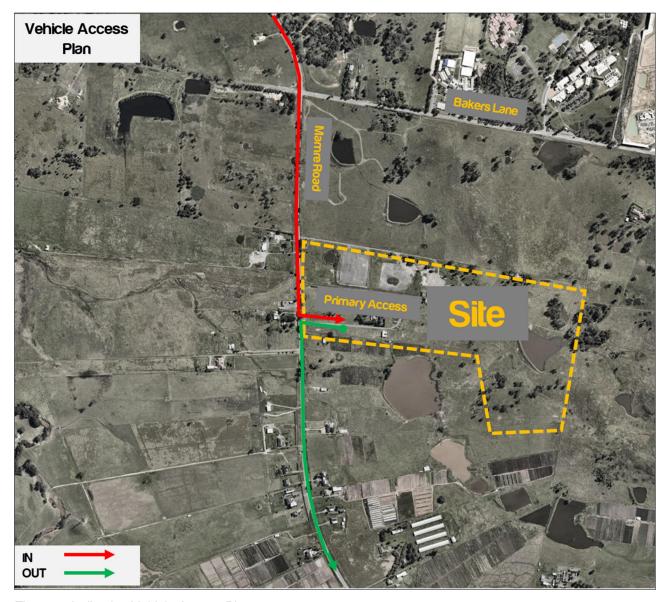


Figure 4: Indicative Vehicle Access Plan



Figure 5: Primary Access - Street View

2.4 Truck Routes

It is expected that all heavy vehicles will access the Site via the approved TfNSW Restricted Access Vehicles (RAV) Map, regardless of vehicles size. All vehicles relating to construction shall adhere to the following.

- The construction access shall be restricted to left-in-left-out.
- Vehicles should not use Bakers Lane to access the Site. The access routes are shown in Figure 6.
- It is noted that vehicles are not allowed to make U turn or right turns at Mamre Road and Abbotts Road intersection at all times. Camera installed at the intersection to record all traffic movements and capture/report any illegal traffic movements.



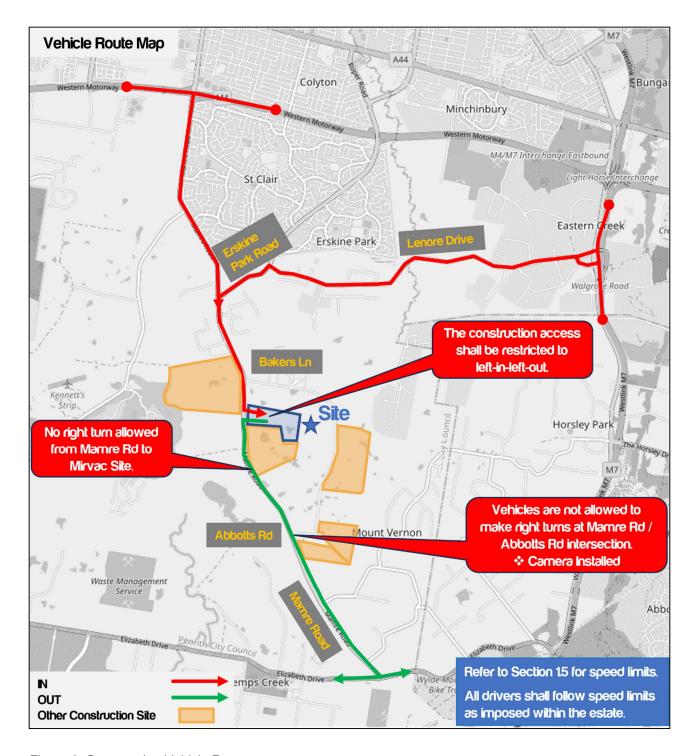


Figure 6: Construction Vehicle Routes

As discussed, all construction vehicles will enter and exit the Site via the Site's primary access. It is anticipated that all heavy vehicles will access Site via the following routes:

Arrival Trips:

- Route 1: From M4 Western Motorway, southbound along Mamre Road and left into the Site's primary access.
- Route 2: From Westlink M7, westbound on Old Wallgrove Road, Lenore Drive and Erskine Park Road, then south along Mamre Road and left into the Site's primary access.

Departure Trips:

- Route 1: From the Site, left onto Mamre Road then south to Elizabeth Drive and left to the M7 Motorway and sub-regional routes to the east.
- Route 2: From the Site, left onto Mamre Road then south to Elizabeth Drive and right to Badgerys
 Creek and The Northern Road to the west.

A copy of the approved routes will be distributed by the Contractor to all drivers before their arrival to Site. No trucks are to be queued on local roads. Mobile phones, two-way radios or application-based solutions should be used to coordinate truck arrivals.

As can be shown in **Figure 7**, the RAV Map illustrates that B-doubles are capable of traveling to and from the Site within approved routes (Although it is not expected that vehicles larger than 20m Articulated Vehicles will access the Site during the bulk earthworks phase of works).

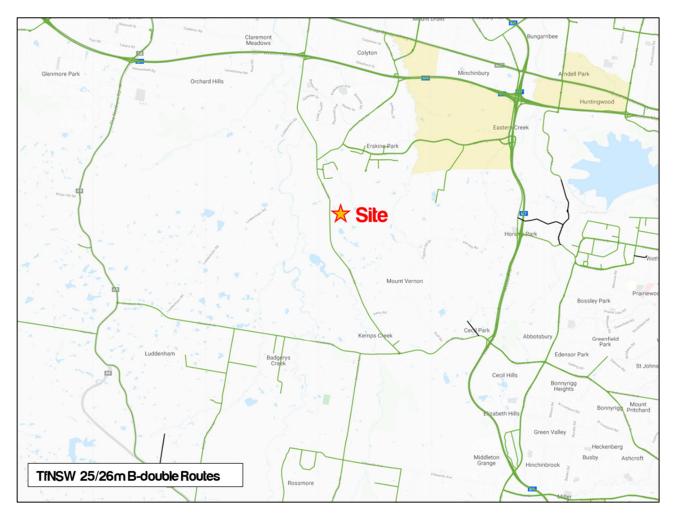


Figure 7: TfNSW Approved 25/26m B-Double Routes

2.5 Temporary Traffic Management Method

TABLE 16: ACCESS PROTOCOLS & METHODOLOGY

Traffic management shall be undertaken in accordance with the methodology outlined within the TGS, **Table 16** and attached within **Appendix C.** All road users are expected to be directed around the worksite in order to physically separate the road user from any hazards within the worksite.

Procedure Responsibility **Notes ENTRY PROTOCOL:** Via UHF radio, channel agreed at pre-Access to the Site 1. Vehicle to advise gate controller when 200m from gate via UHF vehicle to ensure flashing lights are on 2. Vehicle advises of metres from gate Is the in 50m lots (i.e., 150 m from gate Site Manager / Vehicle Foreman / 100m from gate). Entering Traffic 3. Gate Controller advises safe to YES Controller NO enter, vehicle enters site and decelerates behind barriers 4. If not safe to enter, vehicle is to continue driving and not stop / queue Discuss & Understand Call-up Protocol on the public roadway 5. Vehicle uses road network to return and make another attempt at entering site Is the **EXIT PROTOCOL:** Vehicle Via UHF radio, channel agreed at pre-Exiting start. YES NO 1. Vehicle driver to radio Gate Controller to ensure exit is possible -Site Manager / vehicle to ensure flashing lights are on Foreman / Discuss & Understand 2. If no issues driver to accelerate to Traffic Call-up Protocol exit gate and merge with traffic. Controller 3. If driver cannot exit, Gate Controller to order vehicle to hold until gate is **END** clear. Gate Controller is not to stop traffic on the public road network

2.6 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.**



2.7 Site Contact

The key contacts for the Site during Construction have been outlined below.

TABLE 17: CONSTRUCTION CONTACT LIST

Role	Name	Company	Contact
Assistance Development Manger	Alex Cassaniti	GPT	<u>0497 402 450</u>
Project Manager	Zacharia Youssef	Burtons	<u>0499 233 203</u>
WHS Coordinator	Faten Samaan	Burtons	<u>0407 954 102</u>
Environmental Representative	Brad Cole	Burtons	<u>0407 782 830</u>

The list of key contacts shall be provided within the site induction to all staff and contractors, as well as be posted on the site shed. Consideration should also be given to presenting this list of contacts within the project's website.

2.8 Works Zone

A Work Zone is not required during the Phase 1 construction work; all construction vehicles will be able to park/stop within the Site.

In the event that the implementation of temporary traffic control measures on public road/road related area is required, the contractor will obtain a Road Occupancy Permit (ROP) from the TfNSW. If excavation and/or road opening works on a public road is required, it will be a requirement of the contractor to obtain the appropriate Road Opening Permit. Furthermore, if any works on verge is required, a Road Opening permit to be submitted to Council.



3 Traffic Management

3.1 Approved Volumes

The Traffic Report (Ason Group Ref: 1427r01) supporting the development, outlined the following relevant figures with regard to future operational traffic volumes associated with the Site:

AM Network Peak: 94 movements per hour (movements, in & out combined)
 PM Network Peak: 83 movements per hour (movements, in & out combined)
 Daily: 1.273 movements per day (movements, in & out combined)

For the purpose of this report, 1 truck is equal to 1 inbound movement plus 1 outbound movement which equals to a total of 2 movements.

3.2 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:

- 927 Light Vehicle Movements per day
- 273 Heavy Vehicle Movements per day

Therefore, the expected maximum daily construction vehicles generated is up to 1,200 movements per day.

It should be noted that the AM and PM peak periods have been assessed from the peak overall volumes during the morning and afternoon network peaks and are not representative of the peak LV or HV volumes during a single one-hour period. The single highest peak for each LV and HV are as follows;

- AM Peak:
 - 144 LV Movements (06:00 07:00),
 - 34 HV Movement (06:00 07:00),
- PM Peak:
 - 158 LV Movements (15:00 16:00)
 - 28 HV Movements (14:00 15:00)

It is noted that at the SSD assessment stage that a peak daily traffic generation of 1,273 movements per day, with 94 movements during the peak hour, was assessed. Therefore, it is evident that the construction traffic forecast is consistent with that assessed during the SSD stage.



3.3 Cumulative Impacts

A review of other construction activities occurring in the vicinity of the Site, has been outlined in **Section 1.6**. In order to analyse the cumulative impacts of the construction volumes on the broader road network, classified intersection turn counts were collected for Mamre Road / Bakers Lane intersection on 21 May 2024 to capture not only capture background traffic, but all vehicles related to other construction sites within the MRP. Detailed SIDRA modelling analysis has been undertaken to evaluate the cumulative impacts of the proposed construction works.

Further review and monitoring will be undertaken, as prescribed by each Site's CoC. It is expected that the contractor for each construction site shall liaise regularly in order to avoid any conflict of large deliveries and to ensure that the cumulative construction impacts to the broader road network are minimised.

3.4 Construction Modelling

3.4.1 Modelling Platform

Analysis of key intersections has been undertaken in SIDRA Intersection software Version 9.1 (SIDRA).

3.4.2 Key Intersections for Assessment

To assess the impact of the proposed construction works, SIDRA modelling has been undertaken to evaluate the performance of the key intersection near the Site and the Site access, as listed below.

- Mamre Road / Bakers Lane
- Mamre Road / Site Access Point

The SIDRA layout of the hey intersection and the Site access captured are provided in **Figure 8** and **Figure 9**.

The impacts of the cumulative traffic flows forecasted has been assessed under the following scenarios.

TABLE 18: MODELLING SCENARIOS					
Scenario	Description	Assessed Periods	Captured		
1	2024 Base Case	AM + PM	Surveyed Volumes		
2	2024 Project Case	AM + PM	Surveyed + Construction Volumes		



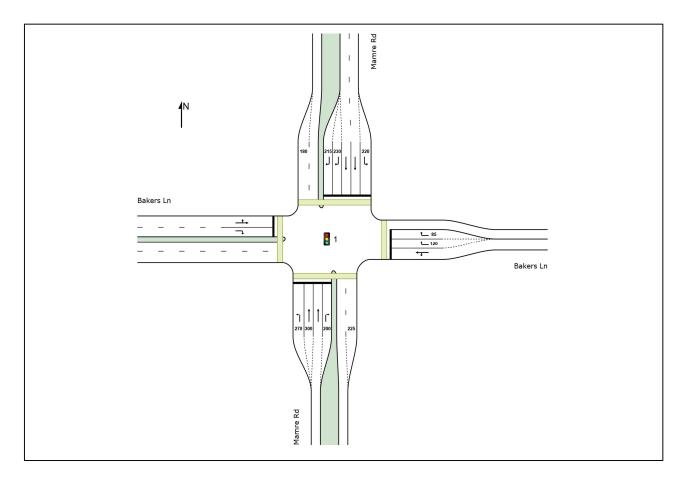


Figure 8: Mamre Road / Bakers Lane Intersection

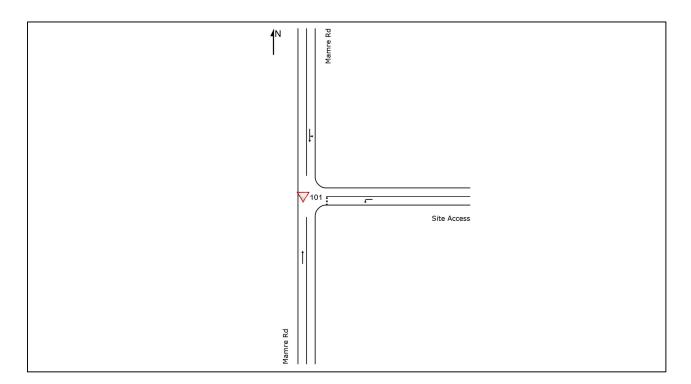


Figure 9: Mamre Road / Site Access Point



The modelling results for Scenario 1 and Scenario 2 are provided in Table 19.

TABLE 19: SIDRA RESULTS - INTERSECTION SUMMARIES

Intersection	Peak Period	2024 Base Case			2024 Project Case		
		DOS	AVD (s)	LOS	DOS	AVD (s)	LOS
Mamre Road / Bakers Lane	AM	0.54	30	С	0.54	30	С
	PM	0.62	32	С	0.63	32	С
Mamre Road / Site Access Point	AM	-	-	-	0.51	17	В
	PM	-	-	-	0.58	17	В

The above results demonstrate satisfactory performance for Mamre Road / Bakers Lane intersection with a LoS of C for both peak periods, indicating that the impact of the construction works is minimal, with LoS and Dos largely unchanged compared to 2024 Base Case.

It is should be noted that in 2024 Project Case, the movements of Mamre Road are LoS A for both AM and PM peak, as outlined in **Table 20** and **Table 21**. The movement of the Site access is LoS B.

Therefore, it is expected the proposed construction works is unlikely to have any material impacts on the current road network.

TABLE 20: SIDRA RESULTS - MAMRE RD / SITE ACCESS - AM PEAK

Approach	Movement	DOS	AVD (s)	LOS
Mamre Rd (South)	Through	0.51	0	А
Site Access (East)	Left	0.03	17	В
Mamua Dd (Navth)	Left	0.46	6	А
Mamre Rd (North)	Through	0.46	0	А
All Ve	hicles	0.51	17	В

TABLE 21: SIDRA RESULTS - MAMRE RD / SITE ACCESS - PM PEAK

Approach	Movement	DOS	AVD (s)	LOS
Mamre Rd (South)	Through	0.41	0	А
Site Access (East)	Left	0.22	17	В
Mamra Dd (Navth)	Left	0.58	6	А
Mamre Rd (North)	Through	0.58	0	А
All Vehicles		0.58	17	В



3.5 Minimising Traffic Impacts on Surrounding Network

The impacts of construction traffic and the mitigating measures to be implemented are outlined below.

- Monitoring Construction Vehicles: Each contractor is responsible for monitoring construction vehicle volumes, utilising either manual methods or CCVT monitoring at their respective site entrances to ensure adherence to approved construction volumes. The principal contractor shall be responsible to review these volumes regularly. Notwithstanding, it is also the responsibility of each contractor to notify the principal contractor if the observed construction volumes get close to the maximum volumes. The Principal contractor shall advise the ER & DPHI if those volumes have been exceeded. This monitoring approach aligns with efforts to ensure traffic impacts are minimised on the surrounding network. This has been outlined in more detail in Table 24.
- Construction Traffic in Mamre Road: Construction traffic will use the Site's primary access to access
 the work area for the works, connecting to the wider network via Mamre Road. To ensure the impacts to
 motorists within the area are kept to a minimum, construction traffic will be contained with the prescribed
 volumes.
- **Management of deliveries**: The Contractor will manage deliveries to ensure that construction vehicles, particularly heavy vehicles, will not exceed approved limits.
- Safety During Construction: Safety to motorists and pedestrians throughout the area will be maintained during construction through the preparation and execution of TGS's. A range of TGS's are to be implemented by the contractor CTMPs, for each access throughout construction, to identify all reasonably foreseeable hazards, assess the hazards, and manage the hazards as best possible by either eliminating or minimising the risks. TGS's shall be monitored and updated accordingly throughout the project.
- **Reporting**: Reporting and monitoring of movements during peak periods are to be undertaken to ensure that drivers are adhering to restricted times, and to ensure that the approved traffic generation, and subsequent impacts on the road network, are in line with those approved.
- Coordination with Key Stakeholders: As the developer of Yiribana Logistics Estate, GPT is an active participant in the Mamre Road Working Group (MRWG) alongside Fife/Stockland, Mirvac, and ESR, there is in-depth discussion relating to conflicting construction activities and their timings. The MRWG holds regular meetings and maintains continuous email communication to ensure all stakeholders are well informed of all construction activities. Appendix H provides evidence of this collaborative approach. The MRWG ensures effective mitigation of traffic impacts, proactively addressing issues such as approaching (or notification of exceeding) approved construction volumes. Additionally, the MRWG collaborates with contractors to address any concerns that may arise and minimise the overall impact on the surrounding network.

By implementing the above mitigation measures, it is evident that managing the Site's construction traffic and coordinating cumulative impacts from other construction activities is an important part of the overall construction process for GPT. These measures are expected to ensure the minimisation of construction impacts to the broader road network.

3.6 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 A**.

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 rectify any road deposits caused by site vehicles.

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 or required 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.

All vehicles are wholly contained on site before being required to stop. At no stage shall queuing occur on the public road network. A schedule for deliveries of goods and materials will be established prior to that day, with Traffic Controllers to maintain radio contact with construction vehicles at all times. The anticipated deliveries will be made known to site personnel at daily prestart meetings.

3.7 Contractor & Heavy Vehicle Parking

Contractors will likely drive since there is no easily accessible public transport in close proximity to the Site. Onsite parking will be available. Suitable pedestrian connectivity shall be maintained between the work areas and this contractor parking at all times.

A dedicated area for the parking of contractor and heavy vehicles shall be developed and updated / relocated 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 particular stage (with the overall maximum being 464 light vehicles and 137 heavy vehicles). It is expected that the location of dedicated light and heavy vehicle parking areas shall change as the construction of the internal road network progresses, therefore the location of parking spaces shall be outlined within the Driver Code of Conduct and outlined within the regular toolbox meetings. Parking will be regularly monitored to ensure that no queuing onto roadway.

3.8 Pedestrian and Cyclist Management

Mamre Road does not have any footpaths, bicycle paths or shared paths fronting the Site.

However, in the unlikely event that there are pedestrians or cyclists needing to cross an access driveway they will be halted by an accredited Traffic Controller while construction vehicles are entering or exiting the Site. Once the construction vehicles are clear, the Traffic Controller can allow pedestrians/cyclists to continue along their journey.

3.9 Fencing Requirements

Fencing requirements will consist of fencing to the perimeter of the Site with a 1.8 m man-proof fence on the property boundary. During temporary and signal intersection works, concrete jersey kerbs along the site frontage will be constructed.

The fencing is to ensure unauthorised persons are kept out of the Site.



3.10 Traffic Control

As noted about in **Section 2.3**, there shall be additional works pertaining to the neighbour Site to be undertaken at the same time as the works outlined within Section 2.1.

A site-specific Traffic Guidance Scheme (TGS) on Mamre Road is provided in **Appendix C**. The TGS is designed to alert drivers to the presence of heavy vehicles entering or exiting the existing access road, promoting safer driving practices.

It should be noted that an accredited Traffic Controller shall be on-site to supervise construction vehicles passing general traffic.

3.11 Authorised Traffic Controller

There is a requirement for authorised traffic controllers to be present throughout the earthworks process, and construction stages of the project. The responsibilities include:

- Implementation of the TGS.
- Pedestrian and cyclist management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur.
- Supervision of all vehicle movements across pedestrian footpaths at all times, and
- Supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project.

Refer to Appendix C for the TGS for details of the proposed work zone, location of traffic controllers and associated traffic management measures.

3.12 Driver Awareness & Code of Conduct

All drivers shall be made aware and adhere to the Driver Code of Conduct, outlined in Appendix A.

3.13 Worker Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain must be suitably trained and covered by adequate and appropriate insurances.



4 Monitoring and Review

4.1 Monitoring Program

This CTMP shall be subject to a 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. The monitoring procedure has been outlined in **Figure 10**.

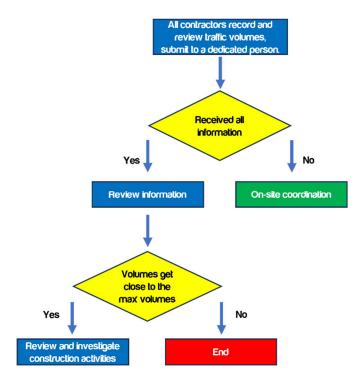


Figure 10: Monitoring Procedure

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 with GPT to ensure volumes are within Condition Green of **Table 24**, 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)
- To ensure TGS's are updated (if necessary) by "Prepare a Work Zone Traffic Management Plan" card holders to ensure they remain consistent with the set-up on-site.
- Regular checks to ensure all loads are entering and leaving site covered as outlined within this CTMP.



As such the table below provides triggers to monitor and review this CTMP.

TABLE 22: MONITORING & REVIEWS OF CTMP

Type of Review	Frequency	Considerations	
Scheduled	The scheduled TMP review must be undertaken monthly or as specified otherwise	 The scheduled CTMP review must consider the following: CTMP and TGS are approved; Identify required variations to the TGS, and ensure that they are updated, recorded, and approved; Review any departures or variations of the CTMP and/or TGS to ensure they have been documented and approved; Speed control effectiveness; and Construction vehicle entry/egress suitability, with no queuing on the public road network at any time. Construction vehicle daily / peak hour movements are compliant with approved volumes, with monthly reviews of the contractor's daily logbook of vehicles required. Periodic checks to ensure that heavy vehicles are using the correct access route. 	
Change Generated Review	The change generated review must be undertaken when implementing new traffic stages, switches, or other construction-based activities.	 The change generated CTMP review must consider the following: The work site is operating safely; Delineation is effective with appropriate signage installed for changed conditions; Safe passage is provided for all road users; Road Safety Audits are arranged or confirmed as required. Accountability for approval and inspection is well understood and documented 	
Non- Compliance, Post Incident or Near Miss Review	The Non-Compliance, post-incident or near miss review must be undertaken following an incident or near miss.	Any non-compliance must be reported to immediately to the supervisor. A non-compliance is anything other than 'Condition Green' as outlined within Table 24 . All workplace incidents must be reported immediately to the supervisor, who is to determine responsibility for investigating the incident. The incident and investigation must also be recorded in the incident reporting system of Transport. The post incident or near miss CTMP review must consider: Causal factors; Contributory factors or changes required; and Identified changes to TGS are completed, approved, recorded, and communicated. For any incidents or near miss (where required) a safety alert must also be prepared and distributed by the Transport project manager to share learnings with other work sites.	

This monitoring process is expected to form part of the monitoring plan required to be included as part of this CTMP forms a part. The roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.



4.2 Work Site Inspections, Recording and Reporting

Recording and reporting of the monitoring programs shall be done in accordance with Section E.3, E.4 and E.5 of the TCAWs Manual. As such, the structure, schedule, and frequency of these activities have been considered and identified.

To inspect, review and audit the temporary traffic management (TTM) arrangements implemented on site, the following actions are to be undertaken by suitably qualified personnel in accordance with TCAWS 6.1 requirement during all phases of construction, being:

TABLE 23: EXAMPLE REVIEW OF ACTIVITIES

Activity	`		Frequency or Details	
Shift Inspections	☐ Yes	□No		
Regular Inspections	☐ Yes	□ No		
TMP Review	☐ Yes	□ No		
Road Safety Audit	☐ Yes	□ No		
Other	☐ Yes	□ No		
Comments				

Given that the length of construction and that no regular works have been proposed outside of the site, monthly TTM inspections is considered to be sufficient.

4.2.1 Incident Management

For the purposes of this CTMP, an 'incident' is an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. Furthermore, a 'non-compliance' is an occurrence, set of circumstances or development that is a breach of the consent.

All incidents related to traffic, including those of the Principal Contractor, subcontractors, and/or visitors that occur during construction works will be managed in conjunction with the requirements outlined in GPT's Incident and Non-compliance Response and Handling Procedure.

Whilst it is noted that key Contractors will be implementing their own environmental management system procedures and processes, GPT will be responsible for ensuring that these systems and processes satisfy the requirements, including the incident management components. The Contractor will be responsible for providing all necessary documentation with regards to the incident investigation and close-out actions where required. The timing of the provision of this documentation is to align with GPT requirements.

GPT's Project Manager must be notified immediately of any environmental incident or near miss related to traffic. Such incidents may include, but not limited to:

- Vehicle crash or injury resulting from construction traffic related to the project.
- Failure to correctly implement required traffic controls for planned activities.
- Queuing onto Mamre Road, in breach of the requirements set out under this CTMP.
- Spill of any dangerous goods or hazardous substance to ground or water.



- Substantiated complaints received from members of the community or regulatory authorities relating to traffic management.
- Land-based off-site sediment loss to the environment, including sediment tracking onto the roadway.

GPT's Project Manager will be responsible for all notifiable environmental incidents in line with the regulatory notification requirements.

All environmental incidents will be reported to DPE in writing via the Planning Portal after GPT applicant becomes aware of the incident. Any notification to DPE must identify the development, including the application number, and set out the location and nature of the incident.

In the event of a notifiable non-compliance incident arising, the Principal Contractor will notify GPT's Project Manager immediately, who is then required to notify DPE in writing (via the Planning Portal) within 7 days. Any notification to DPE must:

- identify the development, including the application number,
- set out the condition of approval that the development is non-compliant with,
- the way in which it does not comply,
- the reasons for the non- compliance (if known) and
- what actions have been taken, or will be taken, to address the non-compliance.

4.3 Contingency Plan

A contingency plan shall be established by the Contractor. Notwithstanding, **Table 24** outlines an indicative plan to be undertaken by the builder in the event that the monitoring program identifies the management plan is not effective in managing the construction impacts.

TABLE 24: CONTINGENCY PL	AN	J
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Risk			Condition Amber	Condition Red
Construction Movements	Trigger	Both peak hour and daily Construction traffic volumes are in accordance with volume and time constraints as outlined within Section 2.2 and Section 3.1 in the PM peak)	Construction traffic volumes exceeds programmed Peak volumes but is within permissible volume constraints	Construction traffic volumes exceeds permissible volume and time constraints
	Response	No response required	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: Review CTMP and update where necessary. Provide additional training.	As with Condition Amber, plus; If it is concluded that construction activities were directly responsible for the exceedance, notify the DPE as per condition C10 of the condition of consent.



				Stop all transportation into and out of the site.
Queuing	Trigger	No queuing identified	Queuing identified within site, but not on to public road	Queuing identified on the public road.
	Response	No response required Continue monitoring program	Review the delivery schedule prepared by the builder. 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	As with Condition Amber, plus Review and investigate construction activities. If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report nor non- compliance 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.
Traffic Guidance Scheme	Trigger	No observable issues (TGS implements according to plan)	Minor inconsistencies with TGS to onsite operations (such as covered signs, missing signs, fallen cones, etc.)	Near miss or incident occurring regardless of / as a result of the TGS being implemented
	Response	No response required	Traffic Controller to amend TGS on site and to keep a log of all changes	Stop work until an investigation has been undertake into the incident. There are to be changes made to the TGS to ensure that the safety of all workers, students and civilians are catered for.



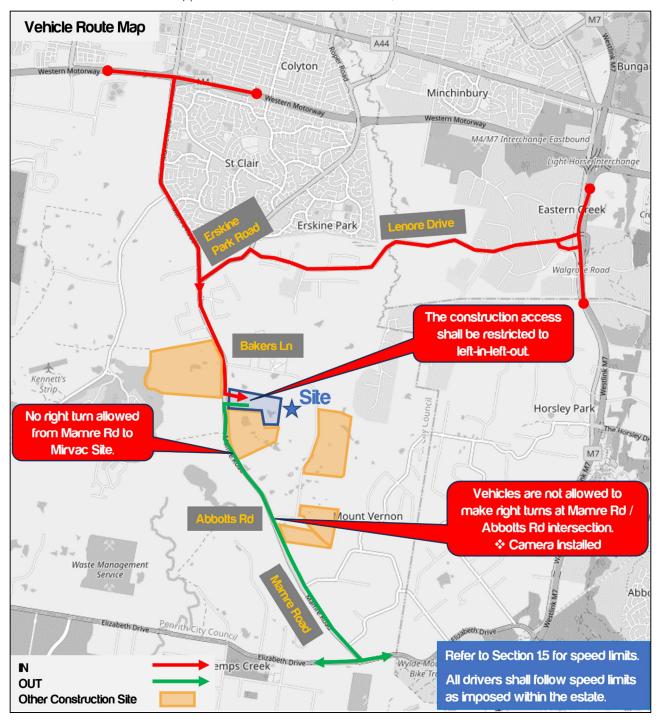
Appendix A. Driver Code of Conduct

Drivers Code of Conduct

Safe Driving Policy for GPT Industrial Estate, Mamre Road, Kemps Creek.

Construction Vehicle Routes

All Drivers MUST follow the approved routes to and from the Site, as shown and discussed below.





- The construction access shall be restricted to left-in-left-out.
- Arrival Trips:
 - Route 1: From M4 Western Motorway, southbound along Mamre Road and left into the Site's primary access.
 - Route 2: From Westlink M7, westbound on Old Wallgrove Road, Lenore Drive and Erskine Park Road, then south along Mamre Road and left into the Site's primary access.
- Departure Trips:
 - Route 1: From the Site, left onto Mamre Road then south to Elizabeth Drive and left to the M7 Motorway and sub-regional routes to the east.
 - Route 2: From the Site, left onto Mamre Road then south to Elizabeth Drive and right to Badgerys Creek and The Northern Road to the west.

It should be noted that vehicles are **NOT** allowed to:

- Using Bakers Lane to access the Site.
- Illegal U turn event or right turns at Mamre Road and Abbotts Road intersection. Camera installed at the intersection to record all traffic movements and capture/report any illegal traffic movements.

Consequences of Non-Conformance

The below activities in any vehicles will be considered as a breach of conduct:

- Reckless or dangerous driving causing injury or death.
- Driving whilst disqualified or not correctly licensed.
- Drinking or being under the influence of drugs while driving.
- Failing to stop after an incident.
- Loss of demerit points leading to suspension of licence.
- Any actions that warrant the suspension of a licence.
- Exceeding the speed limit in place on any permanent or temporary roads.
- Undertaking traffic illegal U turn event or right turns at Mamre Road and Abbotts Road intersection.

Any above-mentioned activities will result in removal from site. All vehicles blacklisted from accessing sites when captured in an illegal traffic event.

Any breaches of the CTMP and Driver Code of Conduct may be considered a breach of development consent SSD-10272349 and penalties such as fines and/or prosecution may apply.

Objectives of Drivers Code of Conduct

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



Purpose of Drivers Code of Conduct

The code of conduct requires that while driving any vehicle for work-related purposes. Drivers are to be issues with a copy of the Drivers Code of Conduct, and must comply with all of the following:

- Demonstrate safe driving and road safety activities.
- Abide by traffic, road, and environmental legislations.
- Follow site signage and instructions.
- Drivers must only enter and exit the site via the approved entry and exit points and travel routes.

Driver Responsibilities

All Drivers on site must:

- Be responsible and accountable for their actions when operating a company vehicle or driving for the purposes of work.
- Display the highest level of professional conduct when driving a vehicle at all times.
- Ensure they have a current driver licence for the class of vehicle they are driving, and this licence is to be carried at all times.
- Immediately notify their supervisor or manager if their drivers' licence has been suspended, cancelled, or has had limitations applied.
- Comply with all traffic and road legislation when driving.
- Assess hazards while driving.
- Undertake daily pre-start checks of oil, tyre pressures, radiator, and battery levels of company vehicles they regularly used.
- Drive within the legal speed limits, including driving to the conditions.
- Not drive outside of the approved heavy vehicle routes. All drivers must obey weight, length and height restrictions imposed by the National Vehicle Regulator, and other Government agencies. Heavy Vehicles shall adhere to the selected routes.
- Be cognisant of the noise and emissions requirements imposed within the EIS, and in a broader sense, the NSW/ Australian Road Rules. Works must be constructed with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline.
- Do not queue on public roads unless a prior approval has been sought.
- Be aware that at no time may a tracked plant be permitted or required on a paved road.
- Never drive under the influence of alcohol or drugs, including prescription and over the counter medication if they cause drowsiness to do so will merit disciplinary measures.
- All drivers to report to their supervisor if they have been prescribed medication prior to the start of work.
- Wear a safety seat belt at all times when in the vehicle.
- Avoid distraction when driving the driver will adjust car stereos/mirrors etc. before setting off or pull
 over safely to do so.
- Report ALL near-misses, crashes, and scrapes to their manager,
- Report infringements to a manager at the earliest opportunity.
- Report vehicle defects to a manager prior to the next use of the vehicle.
- Follow speed limits as imposed within the estate.



- Keep loads covered at all times.
- Park in dedicated light vehicle or heavy vehicle parking spaces.

The Site Team Responsibilities

The Contractor is responsible to take all steps necessary to ensure company vehicles are as safe as possible and will not require staff to drive under conditions that are unsafe.

This will be achieved by undertaking the following:

- Ensuring all vehicles are well maintained and that the equipment enhances driver, operator, and passenger safety by way of:
 - Pre-commencement checks for all new plant arriving on-site and prior to undertaking any work.
 - Daily prestart inspections for all plant, vehicles, and equipment currently on-site.
 - All construction plant must be fitted with a flashing light, fire extinguisher and reverse alarms (or squawkers).
 - Ensure all operators onsite have a current verification of competency (VOC) for their current driver's licence of the appropriate class.
 - Ensure maintenance requirements are met and recorded.
- Identify driver training needs and arranging appropriate training or re-training. This may include providing the below:
 - Operator VOC assessment as part of all inductions.
 - Regular Toolbox discussions on safety features, managing fatigue, approved heavy routes, driver responsibility and drink-driving.
- Encouraging Safe Driving behaviour by:
 - Ensuring the subcontractor is informed if their staff become unlicensed.
 - Not covering or reimbursing staff speeding or other infringement notices.
 - Ensuring Legal use of mobile phones in vehicles while driving only and that illegal use is not undertaken.
- Encouraging better fuel efficiency by:
 - Use of other transport modes or remote conferencing, whenever practical.
 - Providing training on, and circulating information about, travel planning and efficient driving habits.

Vulnerable Users

 Be mindful of private residences that live and access directly onto Mamre Road and private vehicles use these surrounding roads.

Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic.
 Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:



- Details of the other vehicles and registration numbers
- Names and addresses of the other vehicle drivers.
- Names and addresses of witnesses.
- Insurers details
- Give the following information to the involved parties:
 - Name, address, and company details.
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash.
 - If there are injuries.
 - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.

Environmental Procedures

A range of measures shall be implemented to ensure the following;

- No dirt or debris from the construction vehicles is tracked on to the public road network.
- Reduce the impacts to sensitive receivers, including, where practicable, starting noisy equipment away from sensitive receivers and implementing respite periods.
- Watering of dusty activities will be undertaken, or activities temporarily halted and then resumed once weather conditions have improved.
- Containment measures for spillages will be provided at appropriate locations and in close proximity to staff car park areas, dangerous goods stores areas and main Project work areas.
- All vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria, and
- Keep an accurate record which includes the range of measures undertaken to reduce environmental impacts.



Appendix B. Risk Assessment



Lot 180, DP259135 Mamre Road, Kemps Creek

Risk Assessment and Communication Tool

Project Number	P1427	P1427							
Project Name	Phase 1 Cor	Phase 1 Construction Work for Yiribana Logistics Estate, Mamre Road							
Site Location	Lot 180, DP	259135 Mamre Road, Ken	nps Creek						
Date of Assessment	22 March 2	024							
Revision	Issue II								
Name		Company		Title					
J. Laidler		Ason Group	Senior Traffic Engineer						
M. Abdullah		Ason Group		Traffic Engineer					
Tom Falconer	Tom Falconer			Assistance Development Manager					
Document Control									
Date Issued	Revision		Issued By		Checked By				
21/03/2023	Draft		M. Abdullah		J. Laidler				
10/10/2023	Issue I		M. Abdullah		J. Laidler				
22/03/2024	Issue I		M. Abdullah		J. Laidler				

Risk Matrix		Consequence				
		Minor	Major	Severe	Critical	Catastrophic
		Α	В	С	D	E
Very Unlikely	1	Low	Low	Medium	Medium	Medium
Unlikely	2	Low	Low	Medium	Medium	High
Possible	3	Low	Medium	High	High	High
Likely	4	Medium	Medium	High	High	Extreme

Almost Certain	5	Medium	High	High	Evtreme	Extreme
Aimost Certain		MEdiaili	l liigii	l IIIgii	LAUCITIC	LAUCITIC

Description	
A - Minor	Could result in injury or illness not resulting in a lost work day or minimal environmental damage not required to be notified under jurisdiction requirements.
B - Major	Could result in injury or illness resulting in one or more lost work day(s) or environmental damage can be mitigated and is not required to be notified under jurisdiction
C - Severe	requirements where restoration activities can be accomplished.
D - Critical	Could result in permanent partial disability, injuries or illness that may result in
E - Catastrophic	hospitalisation of persons or environmental damage can be mitigated and is required to be notified under jurisdiction requirements.

Likelihood Descriptor	Design Likelihood
1 - Very unlikely	Industry experience suggests design failure is very unlikely. It can be assumed failure
2 - Unlikely	Industry experience suggests design failure is unlikely to occur in the life of design.
3 - Possible	Industry experience suggests design failure is possible some time during the life of the
4 - Likely	Industry experience suggests design failure is likely to occur during the life of the product.
5 - Almost certain	Industry experience suggests design failure is almost certain to occur during the life of the

Risk Assessment and Communication Tool

Example

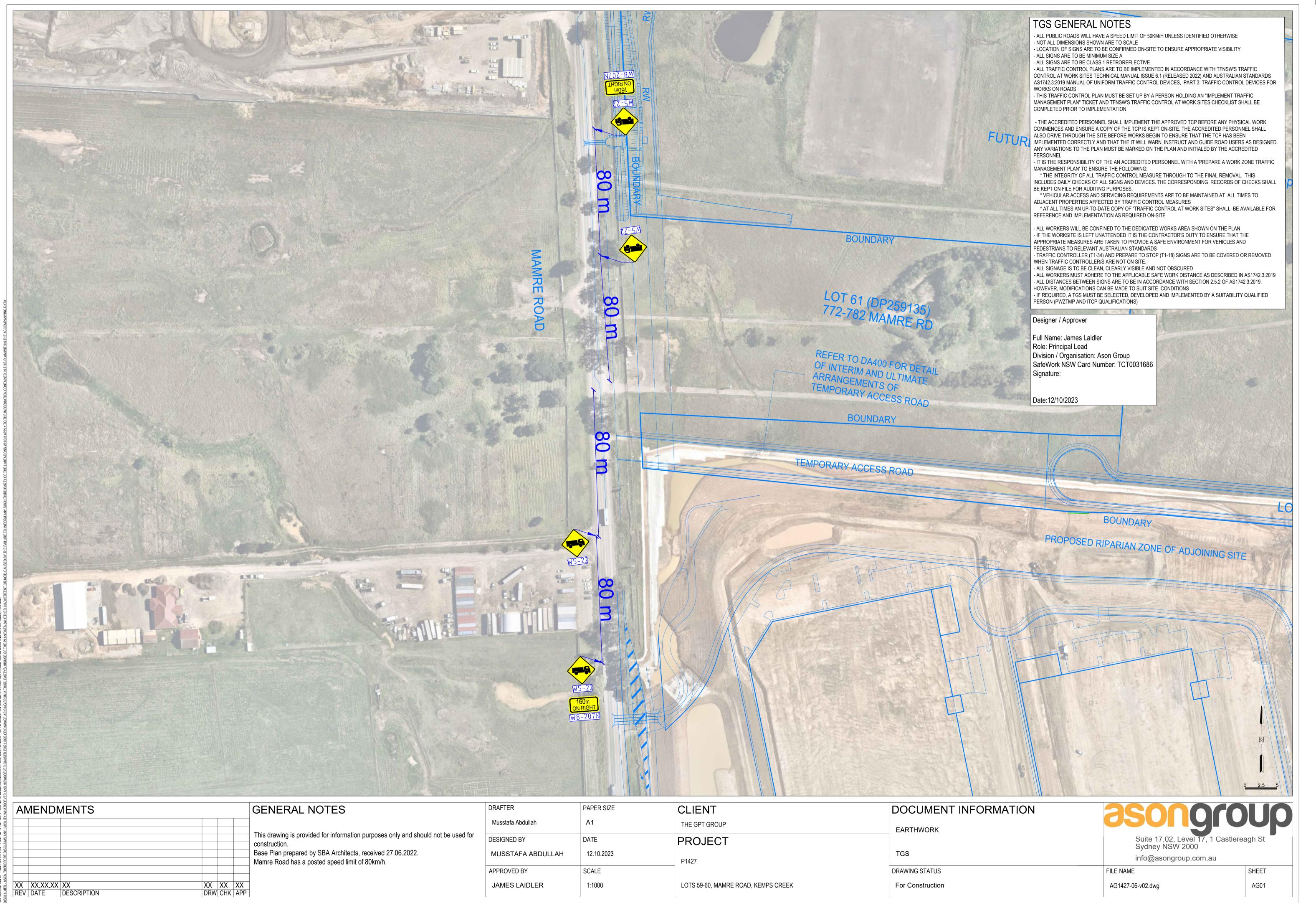
ID.	Risk and/ or	Risk	Location	Existi	Initia	al Ris	k Rating	Design Response to	Status	Assignment	Resi	dual	risk rating
Ref	Hazard	Description		ng Cont rol	С	L	RR	risk and /or hazard	of Risk	of risk or hazard	С	L	RR
1	Unauthorize d Access to the Site	Site prevents unauthorise d access	Entire Site	Nil	С	3	High	Boundary fence will be provided as part of the main works. The design provides a defined separation between public areas and work area. Admin area is located in front of the site to minimise unauthorised visitor access	Design Solution	Main Contractor	В	2	Low
2	Interaction between pedestrians and vehicles	Vehicles and pedestrians to be separates as best possible	Entire Site & Access Roads	Nil	D	3	High	separate pedestrians from vehicles in construction sites, use barrier fencing, signage and markings, traffic control measures, and temporary walkways. Ensure that the site is well-lit, especially when it get dark, and train workers on safety around construction	Design Solution	Main Contractor	В	2	Low

								equipment and vehicles to promote awareness of potential hazards.					
3	Potential vehicle conflict points	Vehicles can crash with each other while manoeuvring through the site	Entire Site & Access Roads	Nil	В	3	Medium	Use one-way manoeuvring around a site to limit interaction between vehicles to designated access points. Maintain Low speeds throughout the site to ensure safety for drivers.	Design Solution	Main Contractor	В	1	Low
4	Fatigue	Injury caused by fatigue	Entire Site	Nil	С	3	High	Toolbox meetings and regular breaks (in line with WHS practices) to minimise fatigue	Design Solution	Main Contractor	В	1	Low
5	Fall risks	Injury due to falls (in general)	Entire Site	Nil	E	3	High	Proper safety equipment, training, and site maintenance should be implemented to ensure a safe work environment.	Design Solution	Main Contractor	С	2	Medium
6	Misdirected access in to neighbouring site	Vehicle in unsafe locations	Entire Site	Nil	С	3	High	Ensuring appropriate directional signage has been provided to ensure vehicles do not access the wrong construction site, which could create potential safety breaches and hazards	Design Solution	Main Contractor	В	2	Low

								for all partied. Additionally, communicating with the neighbouring site can help to identify any potential issues related to access or safety, and facilitate the sharing of best practices and resources. This can promote a culture of collaboration and cooperation between neighbouring sites, and ultimately help to improve overall safety and efficiency in the area.					
7	Conflicting Traffic Management	Coordinating Traffic Controllers could create misleading and wrong advice	Entire Site	Nil	С	3	High	Regular toolbox meetings, safety briefings, liaison with traffic management teams, and updated signage plans can minimize construction site hazards by adopting a comprehensive approach to traffic management.	Design Solution	Main Contractor	С	2	Medium

Appendix C. Traffic Guidance Scheme





Appendix D. Verification Checklist



TGS verification checklist

TGS Verification must be undertaken after selecting or designing a TGS as a confirmation of appropriateness prior to approval for use. A PWZTMP or TGS qualified person must undertake this verification.

Completed by:					
Name:	James Laidler	Signature:	£	ell	
Qualification	Senior Traffic Engineer PWZTMP #0052158569	•	•		
TGS details:					
TMP Reference:	P1427r06v06 Early Works CTMP_Yiribana Logistics Estate, Mamre Road, Issue VI	TGS Reference:			
Date:	08/07/2024	Review type	□ Site Insp		☑ Desktop Review
Sources used for desktop review	Near Map, Dated 04/04/2024.				
Site details					
Street name:	Mamre Road	Confirmed posted s limits:	speed	80km/l	n
Street name:		Confirmed posted s limits:	speed		
Street name:		Confirmed posted s limits:	speed		
List unique site-s	specific Hazards / Risks identified	on site.			
E.g., utilities, infr	astructure, vegetation, schools,				
n/a					

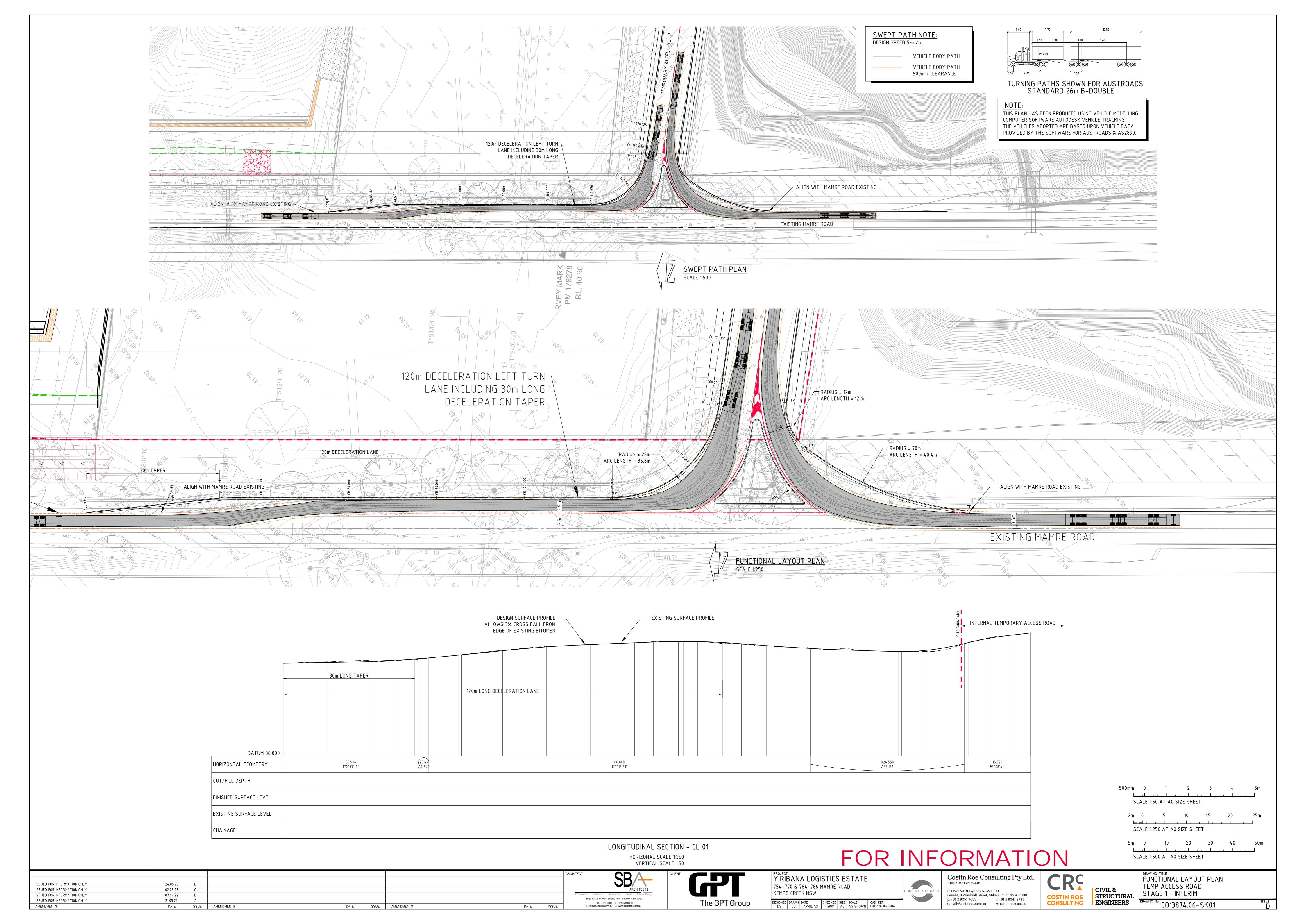
TGS details Have the below been addressed on the TGS for this location? Traffic volumes have been assessed for Mamre Traffic volumes \square Details Road and the Site. Yes No N/A Predicted queue $\overline{\mathbf{A}}$ П Details Vehicles will not be required to stop before length entering the Site, therefore, there will be no Yes N/A Nο queuing on Mamre Road. There is ample distance between the access and site compound which can cater for any potential queuing internally. Shoulder widths \square Details Sufficient shoulder widths Yes No N/A $\overline{\mathbf{V}}$ **Details** Straight road with no obstructions and good sight Sight distances distance Yes No N/A $\overline{\mathbf{V}}$ **Existing infrastructure** Details No trees, poles, or other infrastructure Yes N/A Nο Transport services \checkmark **Details** There is no bus stop directly fronting the Site and will not be affected by the construction works. Yes No N/A Pedestrian generators $\overline{\mathbf{A}}$ **Details** Pedestrians are given right of way as far as possible. Yes N/A No Appropriate site $\overline{\mathbf{Q}}$ **Details** Appropriate site access for largest vehicle access N/A Yes No $\overline{\mathbf{A}}$ Appropriate escape **Details** This TGS relates to trucks turning into and out of route for traffic the Site. There are currently no traffic controllers Yes No N/A controllers proposed for the operation of this TGS.

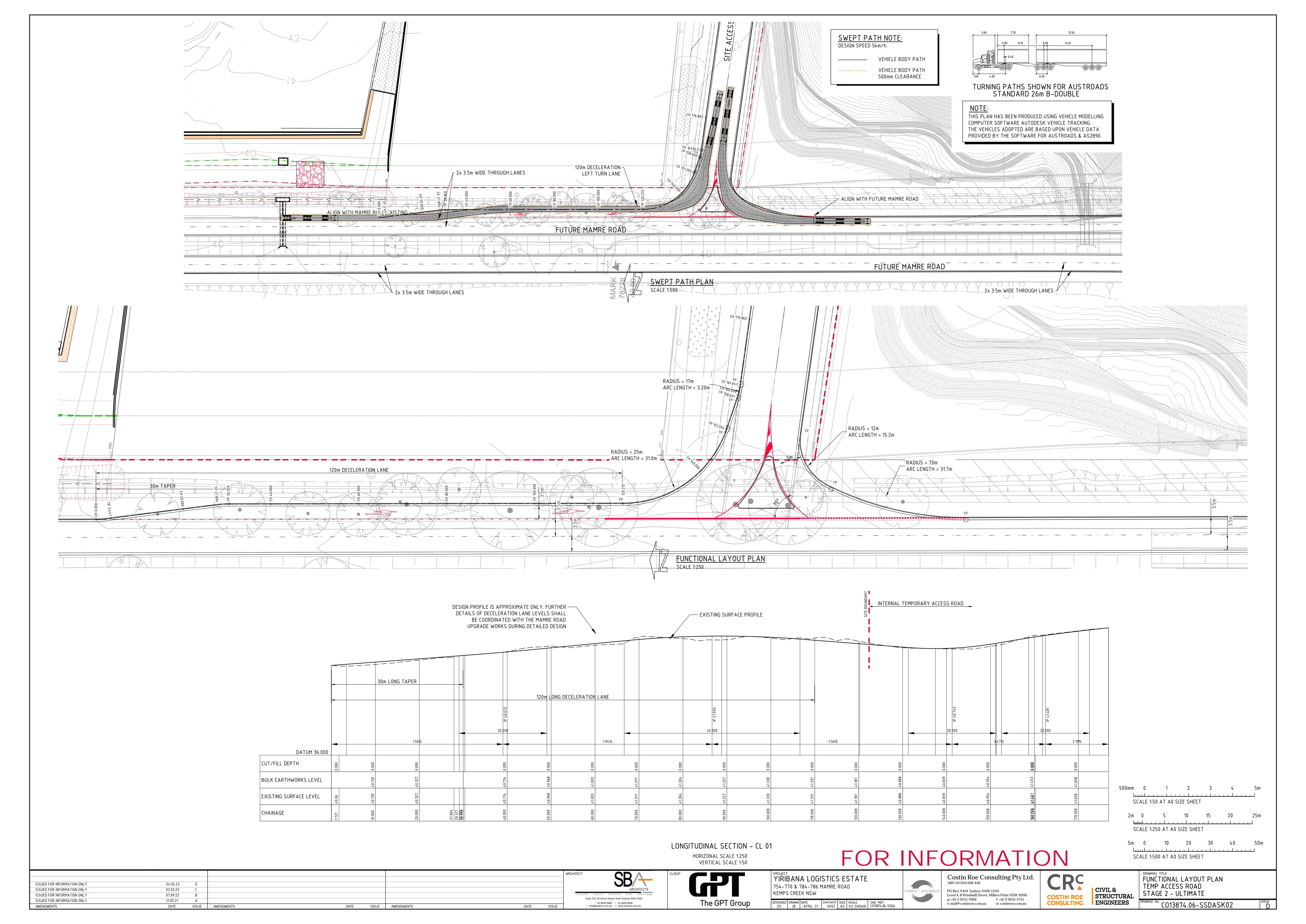
Confirmation	
Does TGS require adjustments within tolerances?	
If yes provide details TGS must include these adjustments with justification.	□ Yes ⊠ No
Comments or details of action taken:	
Does TGS require any additional changes or modifications?	
If yes provide details and return TGS to designer for additional changes or modifications	□ Yes 坚 No
Comments or details of action taken:	
Is TGS appropriate for use for works required at this location?	
If no provide details and, return TGS into file and select alternative, if design returned to designer for correction	☑ Yes □ No
Comments or details of action taken:	
Have key TTM risks been addressed on site?	
If no, provide details and return TGS to designer for correction, review, and approval	☑ Yes □ No
Comments or details of action taken:	
Additional comments:	



Appendix E. Swept Paths







Appendix F. Evidence of Consultation



Musstafa Abdullah

From: Musstafa Abdullah

Sent: Monday, 16 October 2023 2:07 PM

To: Katelyn Davies

Cc: Ali Rasouli; James Laidler

RE: Council Response to Customer - SSD-10272349 - CTMP - Yiribana Logistics Subject:

Estate Mamre Road Kemps Creek

Hi Katelyn,

Thank you very much for your prompt response and feedback.

Regards,

Musstafa Abdullah

Traffic Engineer | Ason Group

T: +61 2 9083 6601 | E: musstafa.abdullah@asongroup.com.au A: Suite 17.02, Level 7, 1 Castlereagh Street, Sydney NSW 2000

From: Katelyn Davies < Katelyn. Davies@penrith.city>

Sent: Monday, October 16, 2023 12:58 PM

To: Musstafa Abdullah <musstafa.abdullah@asongroup.com.au>

Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>

Subject: Council Response to Customer - SSD-10272349 - CTMP - Yiribana Logistics Estate Mamre Road Kemps Creek

Importance: High

Good Afternoon Musstafa.

Council's Asset Management Team have reviewed the CTMP dated 12/10/2023 (see attached) and are satisfied as all access to the site and inbound and outbound routes are all via state road networks.

It was noted that as this is only for Phase 1 (bulk earth works), upon completion of the development it is recommended that the temporary site access be removed, and a formal site access be constructed to suit the development site.

As a result, Council find the CTMP acceptable and raise no further concerns regarding this matter.

Kind Regards,

Katelyn Davies

Senior Administration Officer Development Services

E Katelyn.Davies@penrith.city T <u>+61247327447</u> | F | M PO Box 60, PENRITH NSW 2751 www.visitpenrith.com.au www.penrithcity.nsw.gov.au









in Follow us



From: Musstafa Abdullah <musstafa.abdullah@asongroup.com.au>

Sent: Friday, October 13, 2023 9:39 AM

To: Penrith City Council - RECORDS < council@penrith.city>

Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>

Subject: Penrith Council consultation - SSD-10272349 - Yiribana Logistics Estate, Mamre Road, Kemps Creek - CTMP

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

To Whom it May Concern,

By way of introduction, Ason Group is the traffic engineer engaged to provide traffic input for SSD- 10272349 - Yiribana Logistics Estate.

As per the conditions of consent outlined in SSD-10272349, specifically condition B1, we are required to prepare a CTMP (construction traffic management plan) in consultation with Penrith Council. We are committed to fulfilling this requirement and have attached the CTMP for your review.

It would be greatly appreciated it could be passed on for review by council's traffic engineers and provide comments if any.

Given the urgency of the matter, we would greatly appreciate receiving their input as soon as possible.

Thank you for your attention to this matter.

Regards,

Musstafa Abdullah

Traffic Engineer | Ason Group

T: +61 2 9083 6601 | E: musstafa.abdullah@asongroup.com.au A: Suite 17.02, Level 7, 1 Castlereagh Street, Sydney NSW 2000

Musstafa Abdullah

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>

Sent: Monday, 27 November 2023 1:57 PM

To: Musstafa Abdullah; Development CTMP CJP; Development Sydney

Cc: Ali Rasouli; James Laidler

Subject: RE: TfNSW - SSD-10272349 - Yiribana Logistics Estate, Mamre Road, Kemps Creek

- CTMP

Attachments: P1427r04v04 Early Works CTMP_Yiribana Logistics Estate, Mamre Road, Issue

IV.pdf

Hi Musstafa,

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 nonvehicular items must be contained with 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 trafficable conditions
- Proponent is to obtain separate approval of the Traffic Signal Plan by TfNSW Greater Sydney Customer Journey Planning, Network Operations.
- 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.

Kind Regards,

Heather Trengove Principal Transport Planner Customer Journey Planning Greater Sydney Transport for NSW

T: 0481 482 667

231 Elizabeth Street, Sydney 2000 Note: I work Mon, Tue, Wed

OFFICIAL

From: Musstafa Abdullah <musstafa.abdullah@asongroup.com.au>

Sent: Thursday, 19 October 2023 8:43 AM

To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>; Development Sydney

<Development.Sydney@transport.nsw.gov.au>

Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au> Subject: RE: TfNSW - SSD-10272349 - Yiribana Logistics Estate, Mamre Road, Kemps Creek - CTMP

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 Heather,

Please find the attached CTMP for your review.

Regards,

Musstafa Abdullah

Traffic Engineer | Ason Group

T: +61 2 9083 6601 | E: musstafa.abdullah@asongroup.com.au
A: Suite 17.02, Level 7, 1 Castlereagh Street, Sydney NSW 2000

OFFICIAL

From: Development CTMP CJP < development.CTMP.CJP@transport.nsw.gov.au >

Sent: Wednesday, October 18, 2023 4:47 PM

To: Musstafa Abdullah < musstafa.abdullah@asongroup.com.au >; Development Sydney

<Development.Sydney@transport.nsw.gov.au>; Development CTMP CJP

<development.CTMP.CJP@transport.nsw.gov.au>

Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au> Subject: RE: TfNSW - SSD-10272349 - Yiribana Logistics Estate, Mamre Road, Kemps Creek - CTMP

Hi Mustafa.

I have not received this CTMP. It seems <u>development.ctmp.cjp@transport.nsw.gov.au</u> was left off your initial email. Can you please send this through at your earliest convenience?

Kind Regards,

Heather Trengove Principal Transport Planner Customer Journey Planning Greater Sydney Transport for NSW

T: 0481 482 667

231 Elizabeth Street, Sydney 2000 Note: I work Mon, Tue, Wed

OFFICIAL

From: Musstafa Abdullah < <u>musstafa.abdullah@asongroup.com.au</u>>

Sent: Wednesday, 18 October 2023 12:32 PM

To: Development Sydney < <u>Development.Sydney@transport.nsw.gov.au</u>>; Development CTMP CJP

<development.CTMP.CJP@transport.nsw.gov.au>

Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au> Subject: RE: TfNSW - SSD-10272349 - Yiribana Logistics Estate, Mamre Road, Kemps Creek - CTMP

Some people who received this message don't often get email from musstafa.abdullah@asongroup.com.au. Learn why this is important

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To Whom it May Concern,

I'm writing to follow up on the CTMP (Construction Traffic Management Plan) we submitted for SSD-10272349 - Yiribana Logistics Estate, as required by condition B1 to be reviewed by TfNSW.

We kindly required your input on this document. Your prompt response is greatly appreciated.

Regards,

Musstafa Abdullah

Traffic Engineer | Ason Group

T: +61 2 9083 6601 | E: musstafa.abdullah@asongroup.com.au
A: Suite 17.02, Level 7, 1 Castlereagh Street, Sydney NSW 2000

From: Musstafa Abdullah

Sent: Friday, October 13, 2023 10:00 AM

To: Development Sydney < Development. Sydney@transport.nsw.gov.au >

Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au> Subject: TfNSW - SSD-10272349 - Yiribana Logistics Estate, Mamre Road, Kemps Creek - CTMP

To Whom it May Concern,

By way of introduction, Ason Group is the traffic engineer engaged to provide traffic input for SSD- 10272349 - Yiribana Logistics Estate.

As per the conditions of consent outlined in SSD-10272349, specifically condition B1, we are required to prepare a CTMP (construction traffic management plan) in consultation with TfNSW. We are committed to fulfilling this requirement and have attached the CTMP for your review.

Given the urgency of the matter, we would greatly appreciate receiving your input as soon as possible.

Thank you for your attention to this matter.

Regards,

Musstafa Abdullah

Traffic Engineer | Ason Group

T: +61 2 9083 6601 | E: musstafa.abdullah@asongroup.com.au A: Suite 17.02, Level 7, 1 Castlereagh Street, Sydney NSW 2000

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Consider the environment. Please don't print this e-mail unless really necessary.



Our reference: P-616498-T4V2
Contact: Gavin Cherry
Telephone: (02) 4732 8125

6 February 2024

Attn: Trent Delahunty

Email: <u>Trent.Delahunty@apt.com.au</u>

Dear Trent Delahunty,

Further Council Response to Condition of Consent- B1- Construction Traffic Management Plan - SSD-10272349 - Yiribana Logistics Estate-784-786 Mamre Road Kemps Creek, NSW, 2178

I refer to the above referenced SSD Notice of Determination, specifically condition B1 of that consent which requires consultation to occur with Council.

Council staff have reviewed the Construction Traffic Management Plan (CTMP) dated 21st December 2023 and provide the following advice for your information and the Department's consideration in relation to condition compliance.

It is understood that all haulage routes proposed to and from the site, are relying upon TfNSW controlled routes. If this is the case, Council has no role in commenting on the proposed route and this matter must be discussed and agreed to direct with Transport for NSW.,

It should also be noted that Council is experiencing issues with heavy vehicle access along Abbots Road, Kerrs Road and Mount Vernon Road with vehicles attempting to make U-turn's and head North along Mamre Road. It should be noted that any suggestion to rely on these local roads will not be accepted by Council's Assets Department.

As advised previously, the Department of Planning, Housing and Infrastructure (as the applicable consent authority) must be suitably satisfied that the condition requirements are met.

Should you require any further information regarding the comments, please contact me on (02) 4732 8125.

Penrith City Council PO Box 60, Penrith NSW 2751 Australia T 4732 7777 F 4732 7958 penrithcity.nsw.gov.au





Yours Sincerely,

Gavin Cherry

Development Assessment Coordinator

Penrith City Council PO Box 60, Penrith NSW 2751 Australia T 4732 7777 F 4732 7958 penrithcity.nsw.gov.au



Nav Prasad (TRAFFIC SAFETY)

From: Nav Prasad (TRAFFIC SAFETY)

Sent: Tuesday, 21 November 2023 1:38 PM

To: Trent Delahunty
Cc: Pahee Rathan

Subject: FW: for assessment - SYD20/01234/11 - Review Dilapidation Report for Mamre

Road Yiribana Logistrics Warehouse Estate - Mamre Road - Kemps Creek -

SSD-10272349 (fA15195839)

Hi Trent,

I refer to the recently submitted Dilapidation Report that was uploaded via the Major Planning Projects Portal and sent to TfNSW for advice in accordance with consent condition A.13.

TfNSW advise that we are currently in discussions with your appointed road designer, MU Group in relation to the concept design requirements for the temporary access road.

Once the concept design plans for the road works have been accepted by TfNSW, the project will be handed over to TfNSW Developer Works Unit for the development of the detail road design plans and progression of the WAD.

Please note that the Dilapidation Report forms part the package of documents that is required to progress the WAD and will be reviewed by TfNSW Developer Works Team at this point.

Should you have any further queries please contact Nav Prasad at development.sydney@transport.nsw.gov.au

Regards

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

Ph. (02) 9983 3193

Level 4, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150

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

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

Please consider the environment before printing this email.

Transport for NSW

15 January 2024

TfNSW Reference: SYD20/01234/139 DPE's Reference: SSD-10272349



Attention: Trent Delahunty

CONSTRUCTION MANAGEMENT PLAN FOR YIRIBANA LOGISTICS ESTATE 754-786 MAMRE ROAD, KEMPS CREEK

Dear Sir.

Reference is made to your correspondence dated 12 December 2023, which was referred to TfNSW for approval.

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 with 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 trafficable conditions
- Proponent is to obtain separate approval of the Traffic Signal Plan by TfNSW Greater Sydney Customer Journey Planning, Network Operations.
- 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.

OFFICIAL

• 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.

Should you have any questions relevant to the subject proposal, please contact Pahee Rathan on 0417 246 510 or via email at development.sydney@transport.nsw.gov.au.

Sincerely,

Pahee Rathan

Senior Land Use Assessment Coordinator Planning and Programs Greater Sydney Division

Appendix G. Construction Community Consultation Plan





YIRIBANA LOGISTICS ESTATE

Construction Community Consultation Plan



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director Calli Brown
Consultant Aleena Castanos

Project Code P0045240 Report Number Final

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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1. INTRODUCTION

Urbis Pty Ltd (Urbis) has been engaged by The GPT Group (GPT) to design and deliver a Construction Community Consultation Plan (the Plan) that will guide the construction program for the Yiribana Logistics Estate (the Project) at Kemps Creek, NSW.

The Yiribana Logistics Estate will provide a state-of-the-art industrial and logistics precinct to support Western Sydney. As part of the Greater Sydney Commission's vision for a 30-minute city, the estate will provide additional employment opportunities, deliver economic benefits to the local area and respond to the need for zoned industrial land.

This Plan has been prepared by Urbis in line with the consent conditions related to community consultation in the Development Consent for SSD 10272349. This Plan will be implemented and maintained throughout the construction of the project by GPT.

1.1. CROSS-REFERENCE OF CONSENT REQUIREMENTS

Table 1 identifies the reference/s within this strategy as they relate to the requirements within the Development Consent Conditions – SSD 10272349 that refer to consulting with the community.

Table 1 Development Consent Conditions requirements

Condition	Consent condition Report reference					
A33	The Applicant must engage an Environmental Representative (ER) to oversee earthworks and construction of the development. Unless otherwise agreed to by the Planning Secretary, earthworks and construction of the development must not commence until an ER has been approved by the Planning Secretary and engaged by the Applicant. The approved ER must:					
	(d) consider and recommend to the Applicant any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;					
	(h) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints;					
A36	Within three months of the date of this consent and until all components of the developme are constructed and operational, the Applicant must join the (Mamre Road) working group established by 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 working group must:					
	(e) review community concerns or complaints with respect to environmental management; Refer to Sections 4.1 & of this document.					
B1	Prior to the commencement of earthworks 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 Construction Environmental Management Plan (CEMP) required by condition C2 and must:					

	(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	 Refer to Section 4.1 – Table 3 of this document. Refer to Section 4.4 of the Construction Traffic Management Plan.
B46.	The Applicant must prepare a Construction Noise Manage development to the satisfaction of the Planning Secretary. CEMP in accordance with condition C2 and must:	· · · · · · · · · · · · · · · · · · ·
	(e) Include strategies that have been developed with the community for managing high noise generating works	 Refer to Section 4.1 – Table 3 of this document. Refer to Section 7 of the Construction Noise Management Plan.
	(f) Describe the community consultation undertaken to develop the strategies in condition B46(e);	 Refer to Section 4.1 – Table 3 of this document. Refer to Section 7 of the Construction Noise Management Plan.
	(h) Include a complaints management system that would be implemented for the duration of earthworks and construction.	 Refer to Section 4.3 of this document. Refer to Section 7 of the Construction Noise Management Plan.
B60	Prior to the commencement of earthworks, the Applicant r Quality Management Plan (CAQMP) to the satisfaction of CAQMP must form part of the CEMP required by condition	the Planning Secretary. The
	(f) Outline procedures that will be implemented in relation to: iii) complaints register iv) response procedures	 Refer to Section 4.3 of this document. Refer to Section 7.2 of the Construction Air Quality Management Plan
C1	Management plans required under this consent must be p relevant guidelines, and include:	repared in accordance with
	(g) A protocol for managing and reporting any: (ii) complaint	Refer to Section 4.3 of this document.
C3	(g) As part of the CEMP required under condition C2 of this consent, the Applicant must include Community Consultation and Complaints Handling.	Refer to Section 4.3 of this document.

C6 (b) As part of the OEMP required under condition C5 of this consent, the Applicant must describe the procedures that would be implemented to: Refer to Section 4.1 – Table (b) i) Keep the local community and relevant agencies informed about the operation and environmental 3 of this document. performance of the development; To be included in the future Operational Environmental Management Plan, prepared as part of Stage 2. Refer to Section 4.3 of this (b) ii) Receive, handle, respond to, and record complaints; document. To be included in the future Operational Environmental Management Plan, prepared as part of Stage 2. (b) iii) Resolve any disputes that may arise; Refer to Section 4.3 -Figure 3 of this document. To be included in the future Operational Environmental Management Plan, prepared as part of Stage 2. C17 At least 48 hours before the commencement of earthworks of the development and for the life of the development, the Applicant must: (a) make the following information and documents (as Refer to Section 4.1 – Table 3 they are obtained or approved) publicly available on its of this document website: (i) the documents referred to in condition A2 of this consent; (ii) all current statutory approvals for the development; (iii) all approved strategies, plans and programs required under the conditions of this consent; (iv) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent; (v) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; (vi) a summary of the current stage and progress of the development;

(vii) contact details to enquire about the development or to make a complaint;	
(viii) a complaints register, updated monthly;	
(ix) the Compliance Report of the development;	
(x) any other matter required by the Planning Secretary; and	
(b) keep such information up to date, to the satisfaction of the Planning Secretary.	Refer to Section 4.1 – Table 3 of this document

2. SITE OVERVIEW & CONTEXT

The site is located at 754-786 Mamre Road, Kemps Creek NSW (as indicatively shown in Figure 1).

The site is located within the Penrith Local Government Area, approximately 50km west of the Sydney CBD. The subject site falls within the Mamre Road Precinct in the broader Western Sydney Employment Area (WSEA) at Kemps Creek, NSW.

Yiribana Logistics Estate is predominantly surrounded by neighbouring industrial precincts and farming properties. The nearest sensitive receivers are about 2 km north of the project and include a retirement village, an early learning centre and three educational facilities.

Immediately surrounding the site are:

- To the north: agricultural land/Mamre Anglican School
- To the east: agricultural land/Green Growth Nurseries
- To the south: agricultural land/Kemps Creek Poultry
- To the west: Robson Civil Projects Site Compound

Figure 1 Aerial photograph of the site



Source: NearMaps

3. LOCAL COMMUNITY AND CONSULTATION APPROACH

Yiribana Logistics Estate is surrounded by industrial and agricultural landowners and community stakeholders such as schools, early learning centres and retirement villages.

It will be important to make sure near neighbours are well informed about construction activity and impacts.

The community stakeholders that will need to be informed and consulted during construction are outlined in Table 2. The communication activities used to consult these stakeholders and their anticipated concerns are also outlined.

This table will be reviewed and updated as needed.

Table 2 Stakeholders, activities, and concerns

Local community stakeholder	takeholder Communication activities Anticipated concerns (see Section 4)	
Surrounding local landowners and stakeholders within a 500m radius of the construction zone including: Emmaus Retirement Village Emmaus Catholic College Trinity Primary School Little Smarties Early Learning Centre Mamre Anglican School	Website Complaints channels Construction start letter High-impact work notification letter Unplanned out of hours work notification letter Community based forums (if required)	Impacts of construction activities including: Traffic impacts and disruptions to the local road network High noise generating impacts Out of hours impacts
Surrounding properties within a 500m radius of the construction zone including: 799-803 Mamre Road 783a Mamre Road 819-831 Mamre Road 833-843 Mamre Road 833-843 Mamre Road 833b Mamre Road 845-857 Mamre Road 845-857 Mamre Road 845a Mamre Road 859-869 Mamre Road 805-817 Mamre Road 884-902 Mamre Road 904-928 Mamre Road	Complaints channels Construction start letter High-impact work notification letter Unplanned out of hours work notification letter Community based forums (if required)	Impacts of construction activities including: Traffic impacts and disruptions to the local road network High noise generating impacts Out of hours impacts

Local community stakeholder	Communication activities (see Section 4)	Anticipated concerns
■ 930-966 Mamre Road		
■ 930a Mamre Road		
■ 930b Mamre Road.		

3.1. OBJECTIVE AND APPROACH

The communication objective is to keep the community informed of construction impacts. To achieve this objective, the approach involves:

- Building community stakeholder relationships and maintain good will with impacted communities
- Managing community expectations and building trust by effectively managing enquiries and complaints
- Providing timely information to impacted stakeholders and broader communities
- Addressing and correcting misinformation in the public domain
- Reducing the risk of avoidable project delays

4. PROCEDURES AND METHODS OF CONSULTATION

4.1. PROPOSED CONSULTATION ACTIVITIES

In accordance with the community consultation requirements outlined in the Development Consent, GPT Group will conduct the following consultation activities.

These consultation activities will:

- Provide up to date project information on the publicly accessible website.
- Facilitate the development of strategies with the community to manage potential construction impacts including high noise generating works and traffic and local road network disruptions.
- Facilitate the efficient receipt, handling and resolution of complaints or disputes.

Table 3 Communication activities

Activity	Description	Responsibility	Timing
Post approval community letter	Prior to the completion of this report, Urbis Engagement (on behalf of GPT Group) issued a community letter to 156 surrounding properties (including the stakeholders listed in Section 3). This letter provided an update on the project and details of the complaint channels. Additionally, the letter sought to gauge community interest on the establishment of a Community Based Forum to satisfy conditions B46(e) and (f). At the time of writing this plan, no calls or emails have been received to GPT Group.	GPT GroupUrbis Engagement	Issued week commencing 9 October 2023
Website	In line with condition C17(a), all documents will be made publicly available using a tab on the Yiribana project website (see Section 4.2). To ensure the community remains informed about the project and the operation and environmental performance of the development, the website will be updated monthly during the construction period.	■ GPT Group	No less than 48 hours before the commencement of earthworks. Information available online (existing website) for the duration of construction.

Complaints channels	In line with conditions C3(g) and C6(b)(ii) and prior to the commencement of construction, a project phone number and email will be established to receive complaints. Both mechanisms will direct the community to the project contact for response. Project contact details and up to date project information will be provided for all communication activities. See Table 4 for complaint channel details. The process for responding to and managing complaints received via these channels are outlined in Section 4.3.	■ GPT Group	Ongoing enquiry and feedback management available during the construction period.
Construction start letter	 In line with conditions B1(g) and C6(b)(i) and prior to commencement of construction, a letter will be distributed to the local community outlining: The construction timeline Detail on the potential impacts including high noise generating works and disruptions to local road networks, and mitigations. Details on the available complaint channels and instructions on how to ask questions or make a complaint. In addition to the previously issued post-approval letter, this letter will include an invitation to join a community based forum (see description below). If email addresses of surrounding business, local schools or community facilities are publicly available, or registered through a previous complaint, this letter will be distributed to these stakeholders via email. 	■ GPT Group	No less than 14 days before start of construction
High-impact work notification letter	In line with condition B1(g), B46(f) and C6(b)(i), a letter outlining high-impact work, impacts including potential disruptions to local roads or high-noise generating works and mitigations, will be distributed to the local community. This letter will include the complaint channel details with instructions on how to ask questions or make a complaint.	■ GPT Group	No less than 7 days before high-impact work

	If email addresses of surrounding business, local schools or community facilities are publicly available, or registered through a previous complaint, this letter will be distributed to these stakeholders via email.		
Unplanned out of hours work notification letter	In line with condition B1(g), B46(f) and C6(b)(i), a letter outlining unplanned work, the duration of the work and associated impacts and mitigations, will be distributed to the local community.	■ GPT Group	No less than 24 hours before unplanned work or as soon as practical afterwards
	This letter will include the complaint channel details with instructions on how to ask questions or make a complaint.		
	If email addresses of surrounding business, local schools or community facilities are publicly available, or registered through a previous complaint, this letter will be distributed to these stakeholders via email.		
Community based forums (if required)	In line with condition B46(e), B45(f), C3, C6(b)(i-ii) and if community interest warrants, an ongoing forum between local community stakeholders and the project team will be established.	■ GPT Group	Ongoing and as required
	This forum will allow the community to provide feedback and discuss concerns regarding construction, traffic, noise and environmental impacts and ask questions directly of the project team.		
	This forum was advertised via the post-approval community letter and will be advertised again via the construction start letter. The forum will be established should three local community stakeholders register interest.		
Complaints register	In line with condition C3(g) and C6(b)(ii-iii), a complaints registry will be established. This registry will include:	■ GPT Group	Prior to commencement of construction and updated
	A description of the complaint		monthly. Available during the construction
	Who made the complaint		period on the project website.
	Date, day and time of the complaint		

	 Format of the complaint received and referenced (if applicable) Works occurring on site that resulted in the complaint The response to the complaint Any further actions to prevent reoccurrence Stakeholder follow up if necessary In line with condition A36(e), this register will be used to inform discussion in the Mamre Road Working Group to review community concerns or complains with respect to environmental management. In line with conditions A33(d) and (h), this complaints resolution register will be shared with the appointed Environmental Representative to inform their recommendations on how to reduce impacts on the surrounding community and assist the Department in the resolution of community complaints. In accordance with condition C17(a)(viii), this consultation register will be updated monthly and uploaded to the publicly available project website. 		
Mamre Road Working Group	GPT Group is an existing member of the Mamre Road Working Group. In line with condition A36, GPT continue attending Mamre Road Working Group meetings to assist with managing and mitigating potential cumulative environmental impacts.	■ GPT Group	Existing member of the Mamre Road Working Group.

4.2. **COMPLAINT CHANNELS**

As outlined in Table 3, project complaint channels will be established and maintained throughout the construction period. These are detailed below.

Table 4 Project contact points

Contact	Position	Contact details
Alex Cassaniti	Assistant Development Manager	M: 0497 402 450 E: alex.cassaniti@gpt.com.au
Faten Samaan	WHS Coordinator	M: 0407 954 102
Zacharia Youssef	Project Manager	M: 0499 233 203
Brad Cole	Environmental Coordinator/Site Environmental Representative	M: 0407 782 830

All feedback and enquires will be responded to with a holding statement in accordance with the timeframes below while the complaints handling procedure is enacted:

Table 5 Response times

Channel	Response time		
Email	One business day (if contact is made outside of businesses hours, a response will be provided on the next business day)		
On-site inquiry	One business day (if contact is made outside of businesses hours, a response will be provided on the next business day)		
Project phone line	One business day - during business hours (if contact is made outside of businesses hours, a response will be provided on the next business day)		
Website contact	Three business days (if contact is made outside of businesses hours, a response will be provided on the next business day)		

COMPLAINTS HANDLING AND MANAGEMENT, ESCALATION AND 4.3. **DISPUTE RESOLUTION PROCESSES**

In accordance with conditions B46(h), B60(f), C1, C3(q), C6(b)(ii) and C6(b)(iii), GPT Group will implement a complaints handling and management process, as outlined in figure 2, and a complaint escalation and dispute resolution process outlined in figure 3.

Robust and timely enquiry and complaints management is integral to building and maintaining trust in the community. GPT Group can build and maintain trust within the community through careful management of enquiries and complaints.

This plan provides a procedure for issues recording, resolution and the mediation of disputes, targeting resolution within seven days from the date the issue was first raised.

Figures 2 and 3 below outline the complaints handling and escalation processes.

The process in Figure 4 allows for the identification and implementation of corrective measures in response to issues raised by the community, to minimise the likelihood of recurrence. Figure 5 outlines the escalation process should the Complaints handling process fail to resolve the enquiry or complaint. All complaints will be recorded in a Complaints Register.

Figure 2 Complaint handling process

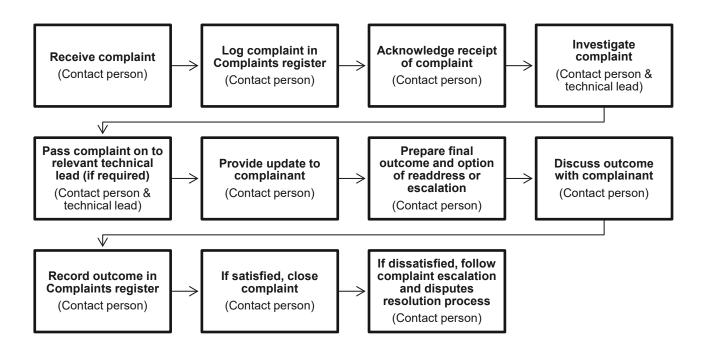
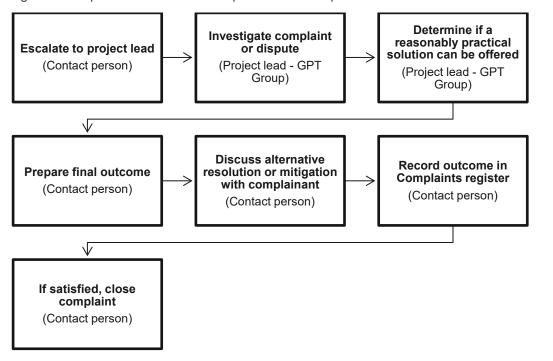


Figure 3 Complaint escalation and disputes resolution process



4.3.1. Complaints register

Figure 6 provides a snapshot of the Complaints Register. All complaints received will be saved on GPT Group's internal server for records in coordination with the complaint register.

In accordance with conditions A33(d) & (h) and A36(e), this register will be shared with the appointed Environmental Representative and used to inform discussion in the Mamre Road Working Group.

This consultation register will be updated monthly by GPT Group and uploaded to the publicly available website, in accordance with condition C17(a)(viii).

Figure 4 Complaints register snapshot

Company	GPT PTY LIMITED						
Reference	SSD-10272349						
Project	oject Yiribana Logistics Estate (Lot 180, DP 120397; 754-786 Mamre Road, Kemps Creek)						
Title	Monthly Summary Shee	et - Complaints Register					
Date	xx/xx/xxxx						
Date & Time	Communication Type	Method of Communication	n Category	Status (Open/Closed)	Summary of Details	Action Taken	Further Action/Monitoring to Confirm Resolutio
Statu	s Summary						
Open							
Closed							
TOTAL COMPLAINTS							
Catego	ory Summary						
Noise							
Traffic							
Air Quality							
Visual							
General Environmen	tal						
TOTAL COMPLAINTS							

Source: GPT Group

5. **PROJECT SPECIFIC INFORMATION REQUIREMENTS**

Table 4 outlines the details of the project-specific information requirements and the relevant overarching project management documentation.

This information will be used to explain the impacts and mitigations in the community communication detailed in Section 4.

Table 4 Project-specific information requirements

Category	Information requirements	Management reference
Traffic management	Management of construction traffic and access Traffic control measures including temporary road closures or diversions Out-of-hours construction traffic	Construction Environmental Management Plan Construction Traffic Management Plan
Construction activities	Site working hours Out-of-hours or emergency work High impact and noisy work e.g., excavation, piling and structural work Site personnel behaviour Visual and privacy impacts on surrounding residents	Construction Environmental Management Plan Construction Noise Management Plan Air Quality Management Plan
Environmental impacts	Hazardous materials management Environmental controls – sediment controls, tree protection & dust control Flora and fauna management Sediment run-off management	Construction Environmental Management Plan Waste Management Plan To be included in the future Vegetation Management Plan, prepared as part of Stage 2.

KEY MESSAGES AND FREQUENTLY ASKED QUESTIONS 6.

All communication material included as part of the consultation activities will be informed by the following key messages and frequently asked questions response table.

These will be updated and refined by GPT Group as required and as construction progresses.

ABOUT THE PROJECT 6.1.

- The GPT Group (GPT) is preparing to construct warehouses 1 and 3 of the Yiribana Logistics Estate at Lot 180 Mamre Road, Kemps Creek.
- The Yiribana Logistics Estate will provide a state-of-the-art industrial and logistics precinct to support Western Sydney.
- As part of the Greater Sydney Commission's vision for a 30-minute city, the estate will provide additional employment opportunities and deliver economic benefits to the local area.
- When complete, the entire estate will include:
 - Five warehouses
 - Office facilities
 - Internal road networks and open space
 - Car parking
- The proposed project is in Kemps Creek, within the Penrith local government area (LGA). The site falls within the Mamre Road Precinct within the broader Western Sydney Employment Area (WSEA).
- The development will provide up to 1,800 jobs and \$270 million of capital investment into the Mamre Road Precinct
- By providing a high quality facility, the estate will support the ongoing growth and economic development of Western Sydney.

6.2. **ACCESS TO THE SITE**

- Existing site driveways from Mamre Rd will provide initial vehicular access.
- In the future, vehicular access will be from a signalised intersection south of the site along Mamre Road, connecting with internal local industrial roads. Broader access to the site is from the M4 Motorway, Great Western Highway and Elizabeth Drive.
- Transport for NSW is currently planning for and delivering upgrades to Mamre Road.

MANAGING CONSTRUCTION IMPACTS 6.3.

- GPT is committed to keeping the community informed throughout each stage of the planning and construction phases.
- During construction, care will be taken to minimise noise, dust and traffic impacts. Best practice measures will be taken. These include careful scheduling of noisy work, dust control, and traffic management.
- A particular focus will be on minimising the impact to the local community.

6.3.1. Managing high noise generating work:

- As part of its Construction Environmental Management Plan, GPT has commissioned an independent Construction Noise Management Plan (CNMP).
- The CNMP has been prepared to determine appropriate noise management levels during construction and describe mitigation measures to manage high noise generating works including rock breaking and piling.

At least 7 days prior to the commencement of any high generating work, GPT will distribute a letter to the local community with details on the type of work being completed, the duration of the work and provide details on how the community can contact the team should they need to make a complaint.

6.3.2. Managing potential disruptions to traffic routes:

- As part of its Construction Environmental Management Plan, GPT has commissioned an independent Construction Traffic Management Plan (CTMP).
- The CTMP has been prepared to outline traffic management and contingency measures to ensure access, road safety and network efficiency is maintained. It will also assist in managing the cumulative construction traffic impacts resulting from ongoing construction in the Mamre Road Precinct.
- At least 7 days prior to the commencement of any work that may impact the local road network, GPT will distribute a letter to the local community with details on the type of work being completed, the duration of the work and provide contact details for any complaints.

COMMITMENT TO SUSTAINABILITY AND THE NATURAL ENVIRONMENT 6.4.

- GPT engaged Northstar Air Quality to provide a Construction Air Quality Management Plan (CAQMP) which identified potential sources of air emissions associated with the proposed construction activities and provided measures to control each of those potential sources.
- GPT will adopt a range of measures to control emissions, including:
 - The use of watercarts and handheld water sprays on site to control dust.
 - Speed limits for vehicles on site to reduce the potential for wheel generated dust.
 - The progressive stripping of site ahead of workface to minimise the area of exposed surface vulnerable to wind erosion.
- GPT commissioned Northstar Air Quality to prepare an air quality impact assessment (AQIA) which determined that the construction of the development would have a low risk of fugitive dust emissions and
- GPT commissioned Cumberland Ecology to prepare a Dam Dewatering Plan to outline and minimise the risk of ecological impacts on flora and fauna.

6.5. CONSULTATION

GPT is available to collect your feedback and provide further information about the Yiribana Logistics Estate.

Should you have any questions about the project, you can:

Call: 0497 402 450

Email: alex.cassaniti@gpt.com.au

6.6. HOLDING STATEMENT

The Yiribana Logistics Estate will provide a state-of-the-art industrial and logistics precinct to support Western Sydney. As part of the Greater Sydney Commission's vision for a 30-minute city, the estate will provide additional employment opportunities, deliver economic benefits to the local area and respond to the need for zoned industrial land. The proposed project is in Kemps Creek, within the Penrith local government area (LGA). The site falls within the Mamre Road Precinct within the broader Western Sydney Employment Area (WSEA).

When complete, the proposed facility will include:

- Five warehouses
- Office facilities
- Internal road networks and open space
- Car parking

The development will provide up to 1,800 jobs and \$270 million of capital investment into the Mamre Road Precinct By providing a quality facility, the Project will support the ongoing development of Western Sydney and contribute to a sustainable future.

In consultation with a representative body for the Traditional Custodians of the area and the Kemps Creek site, Darug Custodian Aboriginal Corporation (DCAC), GPT has named the logistics estate 'Yiribana'. This name acknowledges the Darug people and simply means 'this way' in Darug language.

FREQUENTLY ASKED QUESTIONS 6.7.

Table 7 outlines the recommended responses to anticipated questions that may arise from the local community during the construction period.

These responses will guide the complaints handling, escalation and dispute resolution processes.

Table 6 Questions and recommended responses

Question	Recommended response
Who is delivering the project?	The GPT Group is delivering this project. The GPT Group is one of Australia's largest diversified listed property groups with assets across retail, office, logistics and commercial development. GPT's has significant experience in delivering high quality warehousing and logistics developments, particularly within Western Sydney.
Why more warehouses?	The Yiribana Logistics estate will support ongoing development in Western Sydney by providing employment opportunities and responding to the need for zoned industrial land.
Are all five warehouses being constructed at the same time?	Warehouse 1 and 3 will be constructed as part of Stage 1. Stage 2, which includes construction of warehouse buildings 2, 4, 5 & 6, will be subject to separate development applications.
What noise can I expect during construction?	For Stage 1, construction activities are limited to bulk earthworks to prepare the site for the construction of warehouses 1, 2 and 3, and the temporary access road.
	All construction activity would occur during stand construction hours of Monday to Friday 7am to 6pm and Saturday 8am to 1pm.
	Prior to construction, GPT Group commissioned a Noise and Vibration Management Plan (NVMP) to address the potential noise and vibration impacts associated with the construction works at the proposed Yiribana Logistics Estate.
	To inform this plan, the acoustic consultants measured the baseline noise levels around the site and the anticipated the levels of additional noise resulting from Stage 1 construction activities.
	This assessment determined that the additional noise may exceed baseline noise levels by 5 decibels however it is likely to be less. Given the minor exceedance levels, the NVMP recommended that construction noise monitoring should be completed on an as-needed basis, such as responding to complaints.
How will you manage air quality during construction?	To prepare for construction, GPT commissioned a Construction Air Quality Management Plan. This Plan anticipates that air quality

Question Recommended response impacts during construction are likely to be minor and manageable through the implementation of the below control measures: The use of watercarts and handheld water sprays on site to control Speed limits for vehicles on site to reduce the potential for wheel generated dust. The progressive stripping of site ahead of workface to minimise the area of exposed surface vulnerable to wind erosion. Street sweeping where required Truck wash at exit Operating and maintaining four dust deposition monitoring devices across the site. What environmental protection **Waste management:** measures will be in place? GPT will prepare a Waste Management Plan prior to construction to ensure the appropriate collection and subsequent reuse, recycling or treatment offsite for items such as batteries, cardboard, timber, plastic, glass etc. during construction, demolition and operational phases. Fauna handling and relocation: The protocols for fauna handling and translocation will be explained to all persons working on the dewatering activities. If any fauna are detected, works will cease to enable the ecologist to capture fauna safely and humanely for appropriate relocation (native fauna) or euthanasia (introduced/pest species and sickly natives). Fauna will not to be handled or removed in the absence of the ecologist.

Fire safety:

During construction, fire safety and emergency management procedures will be implemented to minimise impacts on the surrounding environment.

Prior to commencing construction, GPT will undertake a fire engineering brief questionnaire in consultation with Fire and Rescue NSW to ensure these measures are adequate.

Environmental monitoring and inspections:

Prior to the commencement of construction, the Principal Contractor and GPT will create a detailed monitoring and reporting matrix to clearly document the specific applicable forms, registers or reports that will be used to monitor and manage environmental performance during construction.

Question	Recommended response
	This may include a Supervisor Diary, Weekly Environmental Inspection Checklist, Waste Register and the Complaints Register.
Where can I get more information about the project?	We will distribute regular notifications about upcoming work and what you can expect. There will also be a number of opportunities to speak directly to the project team.
	Should you have any questions about the project, you can:
	■ Call 0497 402 450
	Email alex.cassaniti@gpt.com.au

7. **ONGOING EVALUATION**

Successful engagement with the local community requires ongoing monitoring and evaluation.

Throughout the delivery of the Yiribana Logistics Estate, GPT Group and its Principal Contractor will regularly evaluate the consultation activities and outcomes to ensure the consultation objectives (see Section 3) can be achieved throughout the construction lifecycle.

Methods and activities to evaluate consultation will include:

- Ongoing site meetings
- Attendance at the Mamre Road Working Group meetings
- Review of the complaints register (see Section 5.3.1)
- Ongoing monitoring of media and local community social media pages

Prior to commencement of construction, an evaluation framework should be established to ensure the consultation objectives are achieved throughout the construction life cycle. The below table provides a recommended evaluation framework.

Table 7 Evaluation framework

Criteria	Description
Project delivery team collaboration	Evaluates the effectiveness of the project delivery team's internal processes to manage, escalate and resolve complaints or disputes.
Resourcing	Evaluates the allocation of resources to the community consultation team to support and deliver the consultation activities in line with the objectives.
Timeliness and responsiveness	 Evaluates the proposed timeframes to: Circulate information to the community regarding construction work Respond to community enquiries, feedback and complaints to facilitate two-way communication.
Accessibility of information	Evaluates the proposed communication methods to circulate information about the project, potential construction impacts and high-impact work.
Evaluation and continuous improvement	Evaluates the proposed methods to continuously evaluate processes, mechanisms, and procedures with a primary focus on achieving continuous improvement.

DISCLAIMER

This report is dated 19 December 2023 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of The GPT Group (Instructing Party) for the purpose of xx (Purpose) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.



Appendix H. MRWG Coordination



Musstafa Abdullah

From: Russell Hogan <russell.hogan@mirvac.com>
Sent: Wednesday, 31 January 2024 11:37 AM

To: Grace MacDonald; Richard Harris; michael.wiseman@fifecapital.com.au; Alex

Cassaniti; Trent Delahunty

Cc: Kym Dracopoulos

Subject: FW: Mamre Road Precinct Working Group - Letter to DPE 17-10-2023

Attachments: MRP Working Group letter to DPE 17.10.2023.pdf

MRP Working Group members,

Please advise if the following times work with your team / ER to hold the next working group coordination meeting.

Date / Time	Mirvac	Fife / Stockland	GPT	ESR
Wednesday 7 Feb: 1pm – 1:30pm	Yes			
Friday 9 Feb: 30mins between 9am – 11am	Yes			

Key agenda items:

- General coordination matters
- New MRP approvals
- Engagement of consultant to coordinate these meetings / provide minutes and relevant reporting back to DPE.

Kind Regards,

Russell Hogan

Senior Development Manager Investments

T: +61 2 9080 8154 M: +61 424441231

Level 28, 200 George Street Sydney NSW 2000 Australia

Electronic Data Transmission Disclaimer



RANKED #1 GLOBALLY FOR GENDER EQUALITY

2022 and 2023 by Equileap

2022 WINNER BEST PLACES TO WORK

AFR Boss

Mirvac acknowledges Aboriginal and Torres Strait Islander peoples as the Traditional Owners of the lands and waters of Australia, and we offer our respect to their Elders.

From: Russell Hogan

Sent: Tuesday, October 17, 2023 10:05 AM

To: Chris Ritchie < Chris.Ritchie@planning.nsw.gov.au>

Cc: Bruce.Zhang@planning.nsw.gov.au; Lindsey Blecher <Lindsey.Blecher@planning.nsw.gov.au>; Pamela Morales (pamela.morales@planning.nsw.gov.au) <pamela.morales@planning.nsw.gov.au>; Grace MacDonald

<Grace.Macdonald@esr.com>; Richard Harris <richard.harris@fifecapital.com.au>;

michael.wiseman@fifecapital.com.au; Daniel Brook <daniel.brook@mirvac.com>; Kym Dracopoulos

<kym.dracopoulos@mirvac.com>; Matt.Jordan@gpt.com.au; Alex Cassaniti <Alex.Cassaniti@gpt.com.au>

Subject: RE: Mamre Road Precinct Working Group - Letter to DPE 17-10-2023

Hi Chris,

Please find attached letter to confirm that following consent of the Yiribana Logistics Estate SSD-10272349 that GPT have now joined the Mamre Road Precinct Working Group (Working Group).

Mamre Road Precinct Working Group including members of consent holders for:

- SSD-10448 Mirvac Projects Pty Ltd
- SSD-9138102 ESR Developments (Australia) Pty Ltd
- SSD-10479 Fife Kemps Creek Pty Ltd
- SSD-10272349 GPT Pty Ltd

At this stage the next Working Group meeting is currently targeted for Friday 10th November subject to availability.

Kind Regards,

Russell Hogan

Senior Development Manager Investments

T: +61 2 9080 8154 M: +61 424441231

Level 28, 200 George Street Sydney NSW 2000 Australia

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RANKED #1 GLOBALLY FOR GENDER EQUALITY

2022 and 2023 by Equileap

2022 WINNER BEST PLACES TO WORK

AFR Boss

Mirvac acknowledges Aboriginal and Torres Strait Islander peoples as the Traditional Owners of the lands and waters of Australia, and we offer our respect to their Elders.

From: Russell Hogan

Sent: Wednesday, 28 June 2023 10:12 AM

To: Chris Ritchie < Chris.Ritchie@planning.nsw.gov.au>

Cc: Bruce.Zhang@planning.nsw.gov.au; Lindsey Blecher <Lindsey.Blecher@planning.nsw.gov.au>; Grace MacDonald

<Grace.Macdonald@esr.com>; Richard Harris <richard.harris@fifecapital.com.au>;

michael.wiseman@fifecapital.com.au; Daniel Brook <daniel.brook@mirvac.com>; Kym Dracopoulos

<kym.dracopoulos@mirvac.com>

Subject: Mamre Road Precinct Working Group - Letter to DPE 28-06-2023

Hi Chris,

Please find attached letter to confirm that a Mamre Road Precinct Working Group (MRP Working Group)has been established including members of consent holders for:

- SSD-10448 & SSD-46516461 Mirvac Projects Pty Ltd;
- SSD-9138102 ESR Developments (Australia) Pty Ltd; and
- SSD-10479 Fife Kemps Creek Pty Ltd.

The MRP Working Group will regularly inform Council, TfNSW, Sydney Water and the Planning Secretary of the outcomes of meetings and actions to be undertaken by the Working Group.

Kind Regards,

Russell Hogan

Senior Development Manager Investments

T: +61 2 9080 8154 M: +61 424441231

Electronic Data Transmission Disclaimer



RANKED #1 GLOBALLY FOR GENDER EQUALITY

2022 and 2023 by Equileap

2022 WINNER BEST PLACES TO WORK

AFR Boss

Mirvac acknowledges Aboriginal and Torres Strait Islander peoples as the Traditional Owners of the lands and waters of Australia, and we offer our respect to their Elders.









17 October 2023

Chris Ritchie Director - Industry Assessments Department of Planning and Environment 4 Parramatta Square 12 Darcy Street Parramatta, NSW 2150

Mamre Road Precinct - Working Group

Dear Chris.

This letter is to confirm following consent of the Yiribana Logistics Estate SSD-10272349 that GPT have now joined the Mamre Road Precinct Working Group (Working Group).

This Working Group was established to coordinate works throughout the Mamre Road Precinct and follow the requirements within the relevant consent conditions under those consents listed within this letter.

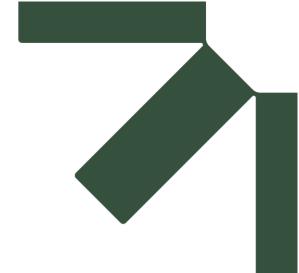
As an update to DPE, the Working Group members have now severally appointed an Environmental Representative and jointly nominated a lead consultant to coordinate, minute and manage actions as required to meet the obligations of the Working Group as outlined within the relevant consent conditions under those consents listed within this letter.

At this stage the next Working Group meeting is currently targeted for Friday 10th November subject to availability.

Kind Regards,

Mamre Road Precinct Working Group including members of consent holders for:

- SSD-10448 Mirvac Projects Pty Ltd
- SSD-9138102 ESR Developments (Australia) Pty Ltd
- SSD-10479 Fife Kemps Creek Pty Ltd
- SSD-10272349 GPT Pty Ltd



Appendix H Erosion Sediment Control Plan (ESCP)

Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

SLR Project No.: 660.30175.00000

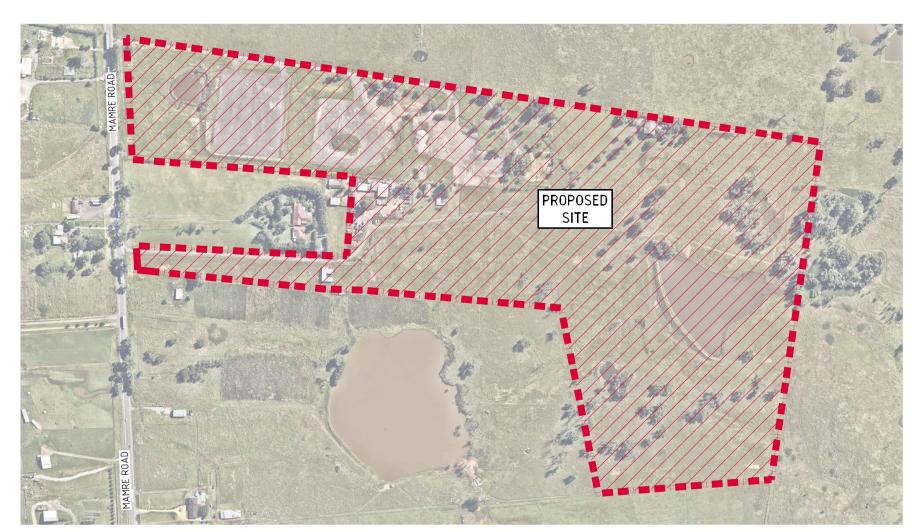
10 July 2024



YIRIBANA LOGISTICS ESTATE 754-770 & 784-786 MAMRE ROAD, KEMPS CREEK, NSW, 2178

EROSION & SEDIMENTATION PACKAGE – STAGE 1

STATE SIGNIFICANT DEVELOPMENT APPLICATION SSD-10272349



LOCALITY PLA

UPDATED FOR RESUBMISSION	15-04-24	Client	Scales	N/A	Drawn	BC Project	OCHRE ENVIRONMETAL MAI
4 UPDATED FOR RESUBMISSION	12-03-24		Seares		Designed	YIRIBANA LOGISTICS	
B UPDATED TO ADDRESS COMMENTS	06-03-24				Designed	ESTATE - THE GPT	PO
2 UPDATED TO ADDRESS COMMENTS	20-02-24		Grid	MGA94 ZONE 56	Checked	IBC	OCHRE Kurr
1 UPDATED TO ADDRESS COMMENTS	11-02-24		Hoight Dat	tum AHD	Approved	GROUP	Environmental Management ABN Tel:
UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS	27-01-24		rieight Da	din Airb	Approved		
UPDATED TO ADDRESS COMMENTS	16-01-24					Title	Status
UPDATED WITH CALCULATIONS FOR SUBMISSION	08-01-24		THIS DRA	AWING IS TO BE USED FOR THE PURPOSE ORIGIN	ALLY INTENDED	BY	INITIAL SUBMISSION
UPDATED WITH STAGING FOR SUBMISSION	06-12-23	Civil Engineering Contractors		BURTON CONTRACTORS ONLY		EROSION AND SEDIMENT CONTR	OL
INITIAL SUBMISSION	16-10-23						Project No Drawing No.
e Description	Date					PLAN – COVER PAGE - SHEET 1	P92_YBA_GPT_23-00001-ES

SITE PREPARATION NOTES:

- ALL EARTHWORKS SHALL BE COMPLETED GENERALLY IN ACCORDANCE WITH THE GUIDELINES SPECIFIED BY THE GEOTECHNICAL REPORT 'PSM3959-004 L' PROVIDED BY PSM DATED 17.10.2019
- 2. EXISTING LEVELS ARE BASED ON INFORMATION PROVIDED BY BOXALL SURVEYORS TITLED 11019-001
- STRIP ANY TOPSOIL OR DELETERIOUS MATERIAL AND DISPOSE OF FROM SITE OR STORE AS DIRECTED
- 4. COMPLETE CUT TO FILL EARTHWORKS TO ACHIEVE THE REQUIRED LEVELS AS INDICATED ON THE DRAWINGS WITHIN A TOLERANCE OF + 0mm/-10mm THROUGH BUILDING PADS/PAVEMENTS AND + 0mm/-20mm ELSEWHERE.
- 5. PREPARE STEEP BATTERS TO RECEIVE FILL BY CONSTRUCTING BENCHING TO FACILITATE FILL PLACEMENT AND COMPACTION. EXPOSED ROCK (WEATHERED SHALE OR SANDSTONE) IS ENCOUNTERED AT CUT SUBGRADE LEVEL, THE EARTHWORKS CONTRACTOR IS TO ALLOW TO RIP THE SURFACE TO A NOMINAL 0.5m DEPTH AND RECOMPACT (PER THE ENGINEERING SPEC) AS REQUIRED.
- AREAS TO RECEIVE FILL (THAT ARE NOT ON BENCHED BATTERS) AND AREAS IN CUT SHALL BE PROOF ROLLED TO IDENTIFY ANY SOFT HEAVING MATERIAL. SOFT MATERIAL SHALL BE BOXED OUT AND REMOVED PRIOR TO FILL PLACEMENT. PROOF ROLLING TO BE INSPECTED BY A GEOTECHNICAL ENGINEER OR THE EARTHWORKS DESIGNER.
- 7. SITE WON FILL SHALL BE COMPACTED IN MAXIMUM 300mm LAYERS AND TO DRY OR HILF DENSITY RATIOS (STANDARD COMPACTION) OF BETWEEN 98% AND 103%. THE PLACEMENT MOISTURE VARIATION OR HILF MOISTURE VARIATION SHALL BE CONTROLLED TO BE BETWEEN 2% DRY AND 2% WET.
- IMPORTED FILL SHALL BE COMPACTED IN MAXIMUM 300mm LAYERS AND TO DRY OR HILF DENSITY RATIOS (STANDARD COMPACTION) OF BETWEEN 98% AND 103%. THE PLACEMENT MOISTURE VARIATION OR HILF MOISTURE VARIATION SHALL BE CONTROLLED TO BE BETWEEN 2% DRY AND 2% WET.
- 9. ALL ENGINEERED FILL PARTICLES SHALL BE ABLE TO BE INCORPORATED WITHIN A SINGLE LAYER. FURTHER, LESS THAN 30% OF PARTICLES SHALL BE RETAINED ON THE 37.5 mm SIEVE. ENGINEERED FILL SHALL BE ABLE TO BE TESTED IN ACCORDANCE WITH THE STANDARD COMPACTION METHOD (AS1289.5.4.1) OR HILF TEST METHOD (AS1289.5.7.1) THESE METHODS REQUIRE LESS THAN 20% RETAINED ON THE 37.5 mm SIEVE. WHERE BETWEEN 20% AND 30% OF PARTICLES ARE RETAINED ON 37.5mm SIEVE THE ABOVE TEST METHODS SHALL STILL BE ADOPTED AND TEST REPORTS ANNOTATED APPROPRIATELY. THESE REQUIREMENTS SHOULD BE MET BY THE MATERIAL AFTER PLACEMENT AND COMPACTION
- 10. ALL EARTHWORKS SHALL BE COMPLETED UNDER LEVEL 1 CONTROL IN ACCORDANCE WITH AS3789-
- 11. PRIOR TO ANY EARTHWORKS, EROSION CONTROL AS OUTLINED IN THE EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE COMPLETED.
- 12. EXISTING ROCK, IF ANY, SHALL BE REMOVED BY
- HEAVY ROCK BREAKING OR RIPPING. 13. MATCH EXISTING LEVELS AT BATTER INTERFACE.
- 14. CONTRACTOR TO MATCH EXISTING LEVELS AT THE INTERFACE OF EARTHWORKS AND EXISTING SURFACE AT BATTER LOCATIONS OR WHERE NO RETAINING WALLS ARE PRESENT. ANY DISCREPANCY BETWEEN DESIGN AND EXISTING LEVELS TO BE REFERRED TO THE ENGINEER FOR DIRECTION OR ADJUSTMENTS TO DESIGN LEVELS
- 15. DURING EARTHWORKS THE CONTRACTOR IS TO ENSURE ALL AREAS ARE FREE DRAINING & WILI NOT RETAIN WATER DURING RAINFALL. PROVIDE TEMPORARY MEASURES AS REQUIRED TO ENSURE FREE FLOWING RUNOFF THROUGH MANAGED DRAINAGE PATHS, DIVERSION DRAINS OR OTHER SUITABLE DISPOSAL METHOD AS AGREED DURING THE WORKS. REFER ANY CONCERNS TO THE ENGINEER. REFER TO EROSION AND SEDIMENT CONTROL DRAWINGS AND NOTES.

SURVEY NOTES:

16. EXISTING SITE LEVELS AND DETAILS BASED ON A SURVEYORS PTY. LTD.' DATED 23.07.2020.

EXISTING SERVICES NOTES:

- 17. DURING THE EXECUTION OF WORKS, THE CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF EXISTING SERVICES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED TO THE EXISTING SERVICES TO THE SATISFACTION OF THE SUPERINTENDENT AND THE RELEVANT SERVICE AUTHORITY, AT NO COST TO THE
- 18. WHERE IT IS NECESSARY TO REMOVE, DIVERT OR CUT INTO ANY EXISTING SERVICE, THE DAYS NOTICE OF ITS REQUIREMENTS TO THE SUPERINTENDENT, WHO WILL ADVISE
- 19. EXISTING SERVICES HAVE BEEN PLOTTED FROM SUPPLIED DATA. THE ACCURACY IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ESTABLISH THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO COMMENCING WORK. ALL CLEARANCES AND APPROVALS SHALL ALSO BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY PRIOR TO THE COMMENCEMENT OF
- 20. ALL NEW AND EXHUMED SERVICES THAT CROSS EXISTING AND FUTURE ROADS / PAVEMENTS WITHIN THE SITE SHALL BE BACKFILLED WITH DGB20 MATERIAL TO SUBGRADE LEVEL AND COMPACTED TO 98% STANDARD DENSITY RATIO SUBJECT TO PRIOR APPROVAL FROM RELEVANT AUTHORITY
- 21. ON COMPLETION OF SERVICES INSTALLATION. ALL DISTURBED AREAS SHALL BE RESTORED TO ORIGINAL, INCLUDING KERBS, FOOTPATHS CONCRETE AREAS, GRAVEL AREAS, GRASSED AREAS, AND ROAD PAVEMENTS.
- 22. CARE TO BE TAKEN WHEN EXCAVATING NEAR UTILITY SERVICES. NO MECHANICAL EXCAVATION TO BE UNDERTAKEN OVER SERVICES. LIAISE WITH RELEVANT AUTHORITY.
- 23. THE CONTRACTOR SHALL ALLOW FOR THE CAPPING OFF, EXCAVATION AND REMOVAL IF REQUIRED OF ALL EXISTING SERVICES IN AREAS AFFECTED BY THE WORKS WITHIN THE CONTRACT AREA AS SHOWN ON THE DRAWINGS UNLESS DIRECTED OTHERWISE BY THE SUPERINTENDENT. ALL TO REGULATORY AUTHORITY STANDARDS AND APPROVAL
- 24. THE CONTRACTOR IS TO MAINTAIN EXISTING STORMWATER DRAINAGE FLOWS THROUGH THE ROADS AT ALL TIMES. MAKE DUE ALLOWANCE FOR ALL SUCH FLOWS AT ALL
- 25. PRIOR TO COMMENCEMENT OF ANY WORKS THE CONTRACTOR SHALL OBTAIN THE SUPERINTENDENT'S APPROVAL OF THE PROGRAM FOR THE RELOCATION/CONSTRUCTION OF TEMPORARY
- 26. CONTRACTOR SHALL CONSTRUCT TEMPORARY SERVICES AS REQUIRED TO MAINTAIN EXISTING SUPPLY TO BUILDINGS REMAINING IN OPERATION DURING WORKS TO THE SATISFACTION AND APPROVAL OF THE SUPERINTENDENT. ONCE DIVERSION IS COMPLETE AND COMMISSIONED THE CONTRACTOR SHALL REMOVE ALL SUCH TEMPORARY SERVICES AND MAKE GOOD TO THE SATISFACTION OF THE SUPERINTENDENT.
- 27. INTERRUPTION TO SUPPLY OF EXISTING
- 29. THE CONTRACTOR SHALL UNDERTAKE A DIAL BEFORE YOU DIG (DBYD 1100) SERVICES SEARCH

DEWATERING:

- 30. IF REQUIRED ANY DEWATERING WORKS TO BE AS PER THE DEWATERING PROCEDURE AS CONTAINED WITHIN THE CONSTRUCTION
- ANY DAM DEWATERING WORKS TO BE DAM DEWATERING PLAN (CUMBERLAND ECOLOGY DATED 1 NOVEMBER 2023).

- CONTRACTOR SHALL GIVE AT LEAST THREE (3) WHAT ARRANGEMENTS SHOULD BE MADE FOR THE ALTERATION OF SUCH EXISTING WORKS.

- SERVICES SHALL BE DONE SO AS NOT TO CAUSE 28. ANY INCONVENIENCE OR DAMAGE TO THE ADJACENT RESIDENCES. CONTRACTOR TO GAIN APPROVAL OF THE SUPERINTENDENT FOR TIME OF INTERRUPTION.
- BEFORE THE COMMENCEMENT OF ANY WORKS.

- ENVIRONMENTAL PLAN (CEMP).

EROSION AND SEDIMENT CONTROL NOTES

GENERAL CONSTRUCTION NOTES

- THIS EROSION AND SEDIMENT CONTROL PLAN (ESCP) HAS BEEN PREPARED BY A CPESC (AS CERTIFIED) IN ACCORDANCE WITH BLUE BOOK VOLUME 1 (LANDCOM, 2004) AND TO MEET THE REQUIREMENTS OF THE CONSTRUCTION PRINCIPALS SET OUT IN THE DRAFT TECHNICAL GUIDANCE FOR ACHIEVING WIANAMATTA SOUTH CREEK STORMWATER MANAGEMENT TARGETS (NSW GOVERNMENT 2022). IT DEMONSTRATES THE CONSTRUCTION APPROACH AND TIMING REQUIREMENTS FOR ACHIEVING THE CONSTRUCTION PHASE STORMWATER QUALITY TARGETS.
- 33. THIS ESCP HAS BEEN PREPARED IN ACCORDANCE WITH DEVELOPMENT CONSENT SSD-10272349 REQUIREMENTS, SPECIFICALLY CONDITIONS B24 AND B25 (SUBCLAUSE (b)) AND WILL BE VERIFIED IN ACCORDANCE WITH CONSENT CONDITIONS B26 PRIOR TO CONSTRUCTION.
- THE STAGING OF CONSTRUCTION ACTIVITIES WILL AIM TO IMPLEMENT FINAL CONTROLS WHERE POSSIBLE TO BE UTILISED DURING CONSTRUCTION (I.E. DRAINAGE FEATURES, LANDSCAPING).
- THE STAGING OF ACTIVITIES WILL MINIMISE EXPOSURE OF DISTURBED SURFACES AT ANY ONE TIME AND WILL IMPLEMENT PERMANENT AND TEMPORARY SOIL STABILISATION MEASURES (I.E. SOIL POLYMERS, FINAL LANDSCAPE AND VEGETATION AREAS), IN MINIMISING THE DURATION OF SOIL DISTURBANCE AND EXPOSURE TO WIND AND WATER EROSION.
- 36. ALL EXPOSED SURFACES OF HIGH RISK AREAS (I.E. STEEP SLOPES (5%), BATTERS, SURFACES NOT DRAINING TO SEDIMENT BASINS AND WORKS IN/NEAR WATERWAYS AND FLOW AREAS) WILL BE STABILISED WITH TEMPORARY GROUND COVERS LIE. VITAL P47/STONEWALL, GEOTEXTILE OR BLACK PLASTIC (SECURELY PINNEDOR EQUIVALENT).
- LOCAL WEATHER STATIONS (I.E. BADGERYS CREEK AWS) WILL BE MONITORED DAILY (FOR HIGH RAINFALL EVENTS, HIGH WIND PERIODS AND FIRE RISK) AS PART OF DAILY WORKS PLANNING WITH CONSTRUCTION ACTIVITIES IN HIGH-RISK LOCATIONS (I.E. DRAINAGE LINES) SCHEDULED FOR DRY WEATHER PERIODS. WORKS SHALL BE SCHEDULED TO CONSIDER PREDICTED WEATHER CONDITIONS AND IF REQUIRED, CEASED PRIOR TO FORECAST RAINFALL OF 20MM OR MORE WITHIN A 24 HOUR PERIOD RESULTING IN RUNOFF OR ADVERSE SITE ACCESS CONDITIONS.
- 38. IN THE EVENT OF HIGH WINDS (>15M/S), ADDITIONAL MEASURES MAY BE IMPLEMENTED INCLUDING THE ALTERATION OF WORK ACTIVITIES, THE APPLICATION OF WATER TO DISTURBED AREAS AND THE COVERING OF EXPOSED SURFACES AND STOCKPILES WILL BE IMPLEMENTED TO MINIMISE IMPACTS TO LOCAL AIR QUALITY.
- DUE TO THE PRESENCE OF DISPERSIVE SOIL, ADDING LIME OR GYPSUM MAY BE UNDERTAKEN AT THE ADVICE OF THE PROJECT CPESC TO DECREASE THE SODIUM EXCHANGE PERCENTAGE, REDUCES DISPERSION, AND INCREASES STABLE SOIL STRUCTURE. IN ADDITION, DRAINS AND CHANNELS WILL BE LINED WHERE TOPSOIL MATERIAL IS REMOVED AND WHERE THEY ARE IN PLACE FOR EXTENDED PERIODS OF TIME OTHER METHODS INCLUDING ADDITION OF ORGANIC MATTER AND DEEP RIPPING MAY ALSO BE CONSIDERED UNDER THE ADVICE OF THE PROJECT CPESC
- 40. DURING CONSTRUCTION, EXCAHANGABLE SODIUM ANALYSIS WILL BE UNDERTAKEN FOR WORKS AREAS TO DETERMINE APPLICATION RATES AND MANAGEMENT MEASURES FOR DISBUSIVE SOILS.
- THE CONTROLS DEPICTED ARE SUBJECT TO STAGING AND THE CONTROLS MAY BE PROGRESSIVELY IMPLEMENTED OR REMOVED ACCORDING TO PROGRESSION OF WORKS, ALL IDENTIFIED CONTROLS ARE TO BE IN PLACE AT THE END OF EACH DAY AND IMMEDIATELY PRIOR TO RAINFALL.
- STAGING OF CONSTRUCTION WILL BE COORDINATED TO REDUCE EXPOSED AREAS AND ALLOW FOR IMPLEMENTATION OF EROSION AND SEDIMENT CONTROLS PRIOR TO

- 43. CONTROLS IDENTIFIED ON THE PLAN ARE INDICATIVE AND WILL BE REVISED FOR IMPLEMENTATION ON THE SITE AS REQUIRED. ALTERNATIVE MEASURES MAY BE APPLIED WHERE CONTROL MAY PROVIDE THE SAME FUNCTIONALITY. THESE WILL BE UPDATED ON THE ESCP 44. THE PLAN IS TO BE REVISED WITH
- PROGRESSION OF WORKS TO MAINTAIN CURRENCY WITH SITE CONTROLS. 45. TEMPORARY CONTROLS SUCH AS CHECKS AND STABILISATION IN ADDITION TO THOSE SHOWN MAY BE
- REQUIRED WHERE EXTREME WEATHER EVENTS (I.E. GREATER THAN 32MM) ARE PREDICTED OR FOR EXTENDED SITE SHUT DOWN PERIODS (I.E. CHRISTMAS). ADDITIONAL CONTROLS ARE TO BE IMPLEMENTED UNDER THE ADVICE OF THE SITE ENVIRONMENTAL REPRESENTATIVE AND/OR PROJECT
- 46. EROSION AND SEDIMENT CONTROLS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH BLUE BOOK' SPECIFICATIONS AND STANDARD DRAWINGS AS IDENTIFIED IN THE APPROVED ESCP.
- 47. THE NSW GOVERNMENT (2022) TECHNICAL GUIDELINE REQUIRES 80% OF THE AVERAGE ANNUAL RUNOFF VOLUME TO ACHIEVE 50MG/L TOTAL SUSPENDED SOLIDS (TSS) OR LESS AND PH IN THE RANGE (6.5-8.5). THE STANDARD BLUE BOOK SEDIMENT BASIN DESIGN AND OTHER STANDARD EROSION AND SEDIMENT CONTROL MEASURES ARE ESTIMATED TO ACHIEVE APPROXIMATELY 60% HYDROLOGICAL EFFECTIVENESS. THEREFORE, IN ORDER TO ACHIEVE 80% HYDROLOGICAL EFFECTIVENESS, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES ABOVE THE STANDARD BLUE BOOK DESIGN HAVE BEEN RECOMMENDED.
- 48. SITE PERSONNEL RESPONSIBLE FOR IMPLEMENTING EROSION AND SEDIMENT CONTROLS ARE TO BE APPROPRIATELY TRAINED IN IMPLEMENTATION AND MAINTENANCE OF CONTROL MEASURES.
- 49. TOOLBOX TALKS TRAINING SESSIONS ARE TO BE PROVIDED TO SITE PERSONNEL ON THE IMPORTANCE OF EROSION AND SEDIMENT CONTROL, THEIR INDIVIDUAL REQUIREMENTS. SPECIFIC PROJECT SITE CONTROLS TO BE IMPLEMENTED AND REQUIRED MITIGATION MEASURES,
- 50. VEHICULAR ACCESS IS TO BE RESTRICTED TO DESIGNATED ACCESS AREAS AND EXISTING ROADWAYS. 51. STABILISED SITE ENTRY AND EGRESS
- WILL BE PROVIDED TO MINIMISE TRACKING OF MATERIAL.

SOIL STRIPPING STOCKPILING ACTIVITIES

- 52. TOPSOIL WILL BE STRIPPED AND STOCKPILED IN ACCORDANCE WITH BLUEBOOK STANDARD DRAWING SD 4-1 TOPSOIL MAY BE USED AS A DIRECT PLACEMENT WHEREVER POSSIBLE AND VIABLE.
- 53. SOIL STRIPPING AND STOCKPILING IDEALLY, STRIP TOPSOIL WHEN IT IS MOIST, NOT TOO WET OR TOO DRY.
- 54. STOCKPILES WILL BE DESIGNED, ESTABLISHED, OPERATED AND DECOMMISSIONED IN ACCORDANCE WITH THE TFNSW TECHNICAL GUIDELINE EMS-TG-010: STOCKPILE SITE MANAGEMENT
- 55. TAKE CARE WHEN STRIPPING TOPSOIL NOT TO STRIP SUBSOIL WITH THE TOPSOIL PROFILE. TOPSOIL AND SUBSOILS SHOULD BE MANAGED SEPARATELY.
- 56. AS MUCH AS IS FEASIBLE, MULCHED VEGETATION, TOPSOIL AND SUBSOIL (IF APPLICABLE) ARE TO BE STOCKPILED SEPARATELY.
- 57. SOILS ARE TO BE SEGREGATED AND SIGNPOSTED ON SITE (I.E. TOPOSIL SUBSOIL, CONTAMINATED MATERIAL) TO PREVENT CROSS CONTAMINATION AND PRESERVE SOIL STRUCTURE AND

- VIABILITY OF TOPSOIL FOR SITE USE AND MAGEMENT
- 50. STOCKPILES ACTIVITIES ARE TO BE UNDERTAKEN IN DESIGNATED AREAS AWAY FROM TREE DRIP ZONES, CONCENTERATED FLOWS AND DRAINAGE LINES. ADEOUATE CONTROLS (I.E. UPSLOPE DIVERSIONS AND DOWNSLOPE SEDIMENT CONTROLS) ARE TO BE IMPLEMENTED FOR ALL STOCKPILE SITES. STOCKPILES ARE TO BE STABILISED IN ACCORDANCE WITH THE REQUIREMENTS OF THE BLUEBOOK (SECTION 4.3.2) AND STABILISED / COVERED IN TIMES OF HIGH
- 51. SEDIMENT FENCING IS TO BE INSTALLED AROUND THE LOWER EDGE OF STOCKPILES AS PER STANDARD DRAWING SD 4-1, UNLESS THE STOCKPILE IS IMMEDIATELY ADJACENT TO A SUITABLE ALTERNATIVE CONTROL SUCH AS A SEDIMENT BASIN. A DIVERSION DRAIN/BUND IS TO BE INSTALLED ON THE HIGH SIDE OF STOCKPILES IF RUN-ON FROM UPSLOPE LANDS COULD IMPACT ON THE STOCKPILE.
- 52. STOCKPILES ARE NOT TO BE POSITIONED WITHIN 5M OF POSSIBLE CONCENTRATED WATER FLOW (INCLUDES ROAD GUTTERS AND TABLE DRAINS).
- 53. STOCKPILES ARE TO BE SITED AT LEAST 50M FROM ANY WATERCOURSE, NATURAL DRAINAGE LINE OR CREEK AND AT LEAST 2M FROM ANY TREES TO BE RETAINED.
- 54. STOCKPILES WILL NOT BE LOCATED ON FLOOD PRONE LANDS BELOW THE 2YEAR FLOOD
- 55. STOCKPILES WILL BE POSITIONED WITHIN THE APPROVED PROJECT CONSTRUCTION BOUNDARY AND AWAY FROM PROTECTED AREAS (E.G. NATIVE VEGETATION).
- 56. INACTIVE STOCKPILE FACES ARE TO BE PROVIDED WITH AT LEAST 60% COVER (I.E. RUSLE C-FACTOR OF 0.1) WITHIN 10 DAYS OF FORMATION. STABILISATION OF STOCKPILES CAN BE ACHIEVED BY SEEDING AND SPRAYING WITH A SOIL STABILISER (E.G. VITAL P47), COVERING WITH GEOTEXTILE OR MATTING OR EQUIVALENT (NOTE SEEDING IS NOT REQUIRED FOR STOCKPILES IF THEY WILL BE IN PLACE FOR LESS THAN 3 MONTHS OR IF THEY HAVE AN EXISTING SEEDBANK), STOCKPILES OF TOPSOIL OR MULCH SHOULD BE CONSTRUCTED TO NO MORE THAN 2 METERS IN HEIGHT WHEREVER POSSIBLE (NOTE THIS ANLY APPLIES TO TOPSOIL AND MULCH)
- 57. STOCKPILES SHOULD BE FORMED TO BE NO STEEPER THAN 2:1 (H:V) WHEREVER POSSIBLE
- 58. COVER, OR OTHERWISE STABILISE FROM EROSION, STOCKPILES THAT WILL BE IN PLACE FOR MORE THAN 20 DAYS AS WELL AS ANY STOCKPILES THAT ARE SUSCEPTIBLE TO WIND OR WATER EROSION, WITHIN 10 DAYS OF FORMING EACH STOCKPILE.
- 59. SEDIMENT FENCE INSTALLED ON SITE IS TO BE INSTALLED IN ACCORDANCE WITH STANDARD DRAWING SD6-8.

DUST SUPPRESSION

- 60. DUST SUPPRESSION IS TO BE CARRIED OUT WHENEVER NECESSARY TO MINIMISE SEDIMENT BECOMING AIR BORNE DUE TO WIND
- **EROSION** 61. AN APPROPRIATE WATER SOURCE FOR DUST SUPPRESSION AND/OR DUST SUPPRESSANT MANAGEMENT SYSTEM MUST BE IDENTIFIED PRIOR TO STARTING CONSTRUCTION WORKS.
- 62. ENSURE DUST SUPPRESSION IS CARRIED OUT IN A MANNER TO AVEID WATER RUNOFF, EROSION OR PONDING ON SURFACES (I.E. APPLY IN A GENTLE MANNER AT APPROPRIATE RATES AND MONITOR REGULARL).
- TEMPORARY STABILISERS (E.G. VITAL BON-MATT P47), GEOTEXTILE, JUTE MATTING OR EOUIVALENT CAN BE USED IN NON-TRAFFICKED AREAS TO ASSIST WITH DUST

ONSITE WATER MANAGEMENT

64. SITE CONTROLS WILL INCLUDE THE DIVERSION WORK AREAS AND MINIMISE EXTERNAL WATER ENTERING THE PROJECT AREA. WHERE POSSIBLE, FINAL DRAINAGE INFRASTRUCTURE (I.E. STORMWATER PIPES AND CULVERTS) WILL BE CONSTRUCTED AS EARLY AS PRACTICAL TO ALLOW FOR CLEAN WATER PASSAGE THROUGH THE PROJECT SITE.

- 65. ANY WATER ACCUMULATING ON SITE, EITHER IN DEPRESSIONS, BASINS OR OTHER CONTROLS, WILL BE CONSIDERED DIRTY WATER AND WILL BE MANAGED IN ACCORDANCE WITH THE PROJECT SPECIFIC SWMP AND THE REQUIREMENTS FOR DISCHARGE CRITERIA, AS WELL AS ANY REQUIRED INTERFACE AGREEMENT WITH THE RECEIVING CONTRACTOR. PRIOR TO DISCHARGE OFFSITE A PERMIT TO DEWATER MUST BE APPROVED BY WSA.
- 66. WHERE POSSIBLE, SITE WATER WILL BE REUSED ON SITE IN PREFERENCE TO OTHER DISPOSAL METHODS FOR ACTIVITIES SUCH AS DUST SUPPRESSION AND SOIL COMPACTION
- 67. WATER DISCHARGE IS TO BE UNDERTAKEN AT NON-EROSIVE VELOCITIES WITH ADEQUATE DIFFUSERS, LEVEL SPREADERS, ETC. AND WILL ENSURE LOCALISED FLOODING DOES NOT OCCUR ALL DISCHARGES WILL BE TO IDENTIFIED DISCHARGE LOCATIONS AS SHOWN ON THE ESCP (ARROWS IN
- 68. IN ACCORDANCE WITH THE MAMRE ROAD PRECINCT DEVELOPMENT CONTROL PLAN (MRP DCP) -REQUIREMENT ALL CATCHMENTS GREATER THAN 2500M2 ARE TOBE MANAGED THROUGH A HIGH EFFICIENCY SEDIMENT (HES).
- 69. WATER REUSE IS TO BE PREFERRED OVER DISCHARGE WITH WATER QUALITY OBJECTIVES TO INCLUDE:
- 70. NO VISIBLE OIL AND GREASE 71. NO POTENTIAL FOR WATER TO LEAVE THE PREMISES
- 72. NO SURFACE RUNOFF WILL BE GENERATED FROM THE
 - INCLUDES DUST SUPPRESSION, WATERING, RETAINED VEGETATION ETC.)
- 73. NO POTENTIAL FOR WATER TO REACH ANY WATERCOURSE
- 74. ANY WATER USED FOR PUBLIC ROAD WASHDOWN AND CLEANING WILL BE CAPTURED AND REUSED ON SITE OR TREATED PRIOR TO DISPOSAL
- 75. VEHICLE AND PLANT WASHDOWN WILL BE UNDERTAKEN IN THE DESIGNATED WASHDOWN AREA ONLY (WITHIN THE SITE COMPOUND). WATER FROM THE WASHDOWN AREA WILL BE CAPTURED ON SITE AND REUSED OR TREATED PRIOR TO DISCHARGE / DISPOSAL.
- 76. ON SITE WATER FLOWS PATHS WILL BE MANAGED TO REDUCE FLOW LENGTH (LESS THAN 80M) AND MINIMISE VELOCITIES LIKELY TO RESULT IN SCOUR AND EROSION IMPACTS. LONG SLOPE LENGTHS WILL BE DIVIDED WITH CHECK DAMS (AT 40m INTERVALS), DIVERSIONS, DROP STRUCTURES AND BATTER CHUTES AT REGULAR INTERVALS TO MANAGE HIGH VELOCITY FLOWS.
- 77. DIVERSION DRAINS AND INLETS ARE TO BE STABILISED WITH EROSION CONTROL PRODUCTS SUCH AS JUTE MESH, ROCK MATERIAL, GEOFABRIC OR SOIL BINDERS FOR IMPROVED STABILISATION WITH MINIMUM 300MM OVERLAP AT JOINTS.
- 78. STABILISATION OF AREAS IN ACCORDANCE WITH PROJECT LANDSCAPING AND FINAL LANDFORM DRAWINGS IS TO OCCUR PROGRESSIVELY IN CONJUNCTION WITH THE COMPLETION OF EARTHWORKS.

STABILISATION

- 79. UNDERTAKE PROGRESSIVE STABILISATION OF DISTURBED GROUND SURFACES AS THEY ARE COMPLETED RATHER THAN AT THE END OF THE WORKS PROGRAM (REFER TO TABLES 1 LAND 2 ON ESCP SHEET 5).
- 80. FINAL STABILISATION IS TO ACHIEVE THE C-FACTORS (GROUND COVER) DETAILED IN TABLES 1AND 2. 81. FINAL REHABILITATION IS TO BE IN ACCORDANCE
- WITH THE LANDSCAPING/REHABILITATION PLANS. 82. AREAS TO BE REVEGETATED ARE TO BE TOPSOILED FIRST. TOPSOIL IS TO BE SPREAD EVENLY TO AT LEAST 75MM. REFER TO STANDARD DRAWING (SD 4-2) FOR INSTRUCTIONS REGARDING TOPSOIL
- REPLACEMENT. TOPSOIL IS TO BE TESTED PRIOR TO REVEGETATION TO CONFIRM TREATMENT (AMELIORATION / FERTILIZATION)
- 84. REQUIREMENTS INCLUDING TESTING FOR DISPERSION, PH. TRACE NUTRIENTS, EC AND CEC.
- 85. APPROPRIATE SEEDBED PREPARATION SHOULD BE CARRIED OUT WHEN REVEGETATING LANDS (SEE STANDARD DRAWING (SD 7-1). 86. AS MUCH AS POSSIBLE, AVOID HANDLING TOPSOILS
- WHEN THEY ARE TOO WET OR TOO DRY. THIS HELPS PRESERVE SOIL STRUCTURE. AVOID BLENDING FRESH MULCH WITH TOPSOIL, AS
- THIS LEADS TO DE-NITRIFICATION. 88. TO HELP PRESERVE SOIL STRUCTURE, AVOID
- EXCESSIVE COMPACTION OF TOPSOILS. 89. GYPSUM SHOULD BE APPLIED TO SUBSOILS (AS CLAY BREAKER) AT AROUND 0.5kg/m² FOR GENERAL SURFACES AND BATTERS. RATES TO BE CONFIRMED PRIOR TO REVEGETATION WITH SOIL TESTING.

1.5 UPDATED FOR RESUBMISSION 15-04-2 1.4 UPDATED FOR RESUBMISSION 12-03-24 1.3 UPDATED TO ADDRESS COMMENTS 06-03-24 1.2 UPDATED TO ADDRESS COMMENTS 20-02-24 1.1 UPDATED TO ADDRESS COMMENTS 11-02-24 1 UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS 27-01-24 D UPDATED TO ADDRESS COMMENTS 16-01-24 C UPDATED WITH CALCULATIONS FOR SUBMISSION 08-01-24 B UPDATED WITH STAGING FOR SUBMISSION 06-12-23 A INITIAL SUBMISSION Description Date



вс Drawn N/A Designed BC MGA94 ZONE 56 Checked Height Datum AHD Approved

THIS DRAWING IS TO BE USED FOR THE PURPOSE ORIGINALLY INTENDED BY BURTON CONTRACTORS ONLY

YIRIBANA LOGISTICS **ESTATE - THE GPT GROUP**



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D1

EROSION AND SEDIMENT CONTROL PLAN - NOTES - SHEET 2

INITIAL SUBMISSION Project No. - Drawing No P92_YBA_GPT_23-00001-ESC-RB

OCHRE ENVIRONMETAL MANAGEMENT

- 90. ALL FLOW AREA SUBSOILS (DRAINAGE LINES, WATERWAYS, DIVERSION DRAINS, CHANNELS, BASINS) SHOULD BE GYSPUM \cdot TREATED AT A RATE
- 91. TOPSOILS SHOULD BE AMELIORATED WITH LIME TO ADJUST PH IF FIELD TESTING SHOWS pH IS BELOW 6.
- 92. TOPSOILS WOULD MOST LIKELY BENEFIT FROM AN APPLICATION OF NPK FERTILIZER PLUS TRACE ELEMENTS (S, CA AND MO). SOIL TESTING PRIOR TO RE-SPREADING CAN CONFIRM THE APPROPRIATE
- 93. PERMANENT DRAINS ARE TO BE STABILISED IN ACCORDANCE WITH ENGINEERING DESIGN BUT MUST ACHIEVE THE C-FACTORS (GROUND COVER) DETAILED IN TABLE 1. SOIL TESTING OF SUBSOILS AND TOPSOILS IS TO BE UNDERTAKING TO POTENTIAL SOIL TREATMENT/STABILISATION REQUIREMENTS
- 94. TEMPORARY DIVERSION DRAINS/BUNDS ARE TO BE STABILISED TO ACHIEVE THE C-FACTORS AS DETAILED IN TABLES 1 AND 2 IN ESCP SHEET 5, USING SEEDING + VITAL P47 + JUTE MESH/MATTING OR ALTERNATIVELY GEOTEXTILE FABRIC, ROCK OR TRM. SUBSOILS ARE TO BE TREATED FIRST BY LIGHTLY RIPPING GYPSUM INTO THE SURFACE AT A RATE OF APPROX. 1.5kg/m²
- 95. REFER TO THE PLANS FOR SPECIFIC DETAILS. ALSO REFER TO STANDARD DRAWINGS (SD 5-6 AND SD 5-7). REFER TO THE 'SOIL STRIPPING AND STOCKPILING' IN ESCP SHEET 2 NOTES FOR STABILISATION REQUIREMENTS ON STOCKPILES. ALSO REFER TO TABLES 1AND 2 AND STANDARD DRAWING (SD 4-1).
- 96. SEDIMENT BASIN INLETS/OUTLETS ARE TO BE STABILISED IN ACCORDANCE WITH ENGINEERING DESIGN (WHERE APPLICABLE) OR WITH GEOTEXTILE UNDERLAY AND ROCK IN ACCORDANCE WITH RECOMMENDATIONS FOR "HIGH FLOW' AREAS ON TABLE 1 AND 2 AS DETAILED ON THE PLAN.
- 97. HIGHLY TRAFFICKED AREAS SUCH AS LAYDOWN/STORAGE AREAS, HAUL ROADS/ACCESS TRACKS AND SITE COMPOUNDS WILL BE FORMED IN ACCORDANCE WITH ENGINEERING SPECIFICATIONS AND STABILISED WHERE NECESSARY AND AS MUCH AS PRACTICABLE TO MINIMISE EROSION AND PROVIDE A TRAFFICABLE SURFACE. STABILISATION OF THESE AREAS WILL BE ACHIEVED WITH SUITABLE TRAFFICABLE MEASURES (E.G. WITH HEAVY BOUND DGB (CEMENT STABILISED), AGGREGATE, CRUSHED ROCK, ROAD BASE OR A HEAVY DUTY TRAFFICABLE SOIL STABILISER AND RE-GRADING/RE-SURFACING AS NECESSARY
- 98. AS SURFACES ARE STABILISED (AT LEAST 90% OF ANY FINISHED AREA HAS AT LEAST 70% GROUND COVER) AND PERMANENT DRAINAGE MEASURES ARE INSTALLED, TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AND WATER MANAGEMENT STRUCTURES CAN BE REMOVED (E.G. DIVERSION
- 99. TEMPORARY STABILISATION OF EXPOSED SURFACES ON HIGH RISK AREAS {I.E. STEEP SLOPES (>5%), BATTERS, SURFACES NOT DRAINING TO SEDIMENT.
- 100. SURFACES NOT DRAINING TO SEDIMENT BASINS AND WORKS IN/NEAR WATERWAYS) WILL BE UNDERTAKEN PRIOR TO RAINFALL IN ACCORDANCE WITH THE 'PRIOR TO RAINFALL' NOTES AND THE INSTRUCTIONS ON THE PLAN.
- 101. ALL EXPOSED LANDS WHERE WORKS ARE NOT ACTIVELY OCCURRING (FOR 20 DAYS OR MORE) ARE TO BE TEMPORARILY STABILISED WITH A TEMPORARY GROUND COVER (I.E. A SOIL BINDER (E.G. VITAL STONEWALL), MATTING, GEOFABRIC OR EOUIVALENT)
- 102. WHEREVER POSSIBLE, RE-USE CLEARED/MULCHED VEGETATION FOR EITHER TEMPORARY OR PERMANENT STABILISATION OF DISTURBED AREAS.

POND DEWATERING NOTES:

- 103. DRAIN PONDS OF WATER & DISCHARGE CLEAN WATER TO STORMWATER DRAINAGE SYSTEM (AS PER NOTES 2 & 3) – REFER TO STORMWATER PLANS FOR LOCATIONS.
- 104. DEWATERING TO BE PERFORMED IN SUCH A MANNER AS TO REMOVE CLEAN WATER WITHOUT REMOVING OR DISTURBING SILT, SEDIMENT OR OTHER ORGANIC MATERIAL FROM THE BASE OF THE PONDS
- 105. DISCHARGE OF WATER FROM PONDS TO HAVE A PH RANGE OF 6.5 TO 8.5 AND TSS < 50mg/L. PONDS TO BE DOSED WITH GYSUM (APPROXIMATELY 30 mg PER CUBIC METRE) TO ACCELERATE SETTLEMENT OR SUSPENDED SOLIDS.
- 106. REMOVE ALL SILT, ORGANIC AND WATER LOGGED MATERIAL FROM BASE OF POND (NOM. DEPTH 0.5 -1.0m) AND DISPOSE OF IN ACCORDANCE WITH THE ACCEPTABLE PRACTICE.
- 107. EXPOSE NATURAL SITE SOILS AND COMPACT SUBGRADE IN ACCORDANCE WITH THE SITE PREPARATION NOTES (REFER TO EROSION AND

1.5 UPDATED FOR RESUBMISSION

1.4 UPDATED FOR RESUBMISSION

1.3 UPDATED TO ADDRESS COMMENTS

1.2 UPDATED TO ADDRESS COMMENTS

1.1 UPDATED TO ADDRESS COMMENTS

UPDATED TO ADDRESS COMMENTS

A INITIAL SUBMISSION

C UPDATED WITH CALCULATIONS FOR SUBMISSION

B UPDATED WITH STAGING FOR SUBMISSION

- SEDIMENT CONTROL SHEET 2) REMOVING ANY SOFT ZONES AS REQUIRED.
- 108. PLACE AND COMPACT FILL AS PER SITE PREPARATION NOTES ON EROSION AND SEDIMENT CONTROL – SHEET 2.
- 109. INFORMATION PROVIDED ON THIS DRAWING SHALL BE USED TO GUIDE THE DEVELOPMENT OF THE CONSTRUCTION ENVIRONMENTAL. MANAGEMENT PLAN THAT SHALL BE IMPLEMENTED DURING CONSTRUCTION
- 110. WHERE POSSIBLE DEWATYERING WILL BE AVOIDED WHERE DAYTIME TEMPERATURE IS GREATER THAN 35 DEGREE, DURING RAINFALL MORE THAN 20MM IN 24 HOURS AND THREE DAYS PRIOR TO A RAINFALL EVENT
- 111. WATER QUALITY DISCHARGE FROM DEWATERING WILL BE IN ACCORDANCE WITH PROJECT WATER QUALITY REQUIREMENTS. 112. DISCHARGE VELOCITIES WILL BE MANAGED TO
- BE NON-EROSIVE AND TO A STABLE LOCATION. 113. WHERE POSSIBLE WATER WILL BE USED FOR SITE ACTIVITY, (DUST CONTROL / COMPACTION) WHERE REASONABLE AND FEASABLE.

SPOIL MANAGEMENT

- 114. EXCAVATIONS DEEPER THAN ONE METER WILL BE BACKFILLED IN THE SAME ORDER, OR TREAT OR USE THIS MATERIAL AS FILL AT DEPTHS MORE THAN ONE METER FROM THE FINISHED LEVEL.
- 115. ALL TOPSOIL WILL BE REUSED ON THE SITE UNLESS IT IS NOT PHYSICALLY POSSIBLE OR WHERE SOIL TESTING AND / OR CLASSIFICATION PROHIBITS REUSE
- 116. TRENCHING EXCAVATIONS WILL BE UNDERTAKEN IN ACCORDANCE WITH THE STANDARD DIAGRAMS AND IDENTIFIED ON ESCP SHEET 16 TO 21 OF THIS ESCP.

CONTAMINATION

- 117. WORKS WILL CEASE SHOULD SUSPECTED CONTATAMINATION BE IDENTIFIED. INDICATORS OF CONTAMINATION INCLUDE DISCOLOURED SOIL, ANTHROPOGENIC FILL MATERIAL, ABESTOS, STRONG CHEMICAL OR PETROL ODOURS AND LEACHATE. CONTAIN DISTURBED MATERIAL ON AN IMPERMEABLE SURFACE AND CORDON AREAS OFF.
- 118. UPON IDENTIFICATION OF CONTAMINATION, THE FORMAL NOTIFICATION PROCESS IDENTIFIED IN THE CEMP WILL BE FOLLOWED.

ACCESS CONTROLS

- 119. ROADS WILL BE MONITORED FOR TRACKING OF MATERIAL FROM SITE. ANY MATERIAL IDENTIFIED WILL BE REMOVED THROUGH STREET SWEEPERS, WATERCARTS OR HAND METHODS AT THE END OF EACH WORKING DAY AND IMMEDIATELY BEFORE FORECAST RAINFALL EVENTS.
- 120. A STABLE ACCESS WITH TYRE CONTROLS (I.E. AGGREGATE / CATTLE GRID) WILL BE IMPLEMENTED AT FILL EXIT AREAS WHERE THERE IS THE POTENTIAL TO CAUSE TRACKING ON MAMRE ROAD.

FLOODING

- 121. DURING CONSTRUCTION, WEATHER WILL BE RAINFALL EVENTS AND PROJECT ACTIVITIES WILL BE PLANNED APPROPRIATELY.
- 122. IN THE EVENT OF FORECAST STORM EVENTS, RAINFALL GREATER THAN 20MM (80% CHANCE) OR FLOODING EVENTS, EXPOSED AREAS WILL BE STABILISED. THE SITE WILL BE INSPECTED TO ENSURE THAT ALL EROSION/SEDIMENTATION AND STABILISATION CONTROLS ARE IN PLACE AND IN EFFECTIVE WORKING ORDER, ALL WORKS WILL CEASE IN THE VICINITY OF FLOOD PRONE AREAS AND COLLECT ALL LOOSE MATERIALS AND WASTES
- 123. IF THERE IS A POSSIBILITY THAT WORK SITES COULD BE FLOODED, TAKE ACTION TO PREVENT ANY ENVIRONMENTAL INCIDENTS SUCH AS POTENTIAL POLLUTION INCIDENTS AND PROTECTING DISTURBED GROUND FROM EROSION, INCLUDING RELOCATING ALL MATERIALS THAT COULD CAUSE HARM ONTO HIGHER GROUND AND AWAY FROM FLOOD PRONE AREAS.

124. FOLLOWING HEAVY RAINFALL AND FLOOD EVENTS, DRAINAGE PATHWAYS WILL BE INSPECTED FOR DEBRIS AND OBSTRUCTIONS.

RESTORATION

- 125. STABILISATION OF AREAS IS TO OCCUR PROGRESSIVELY IN CONJUNCTION WITH THE COMPLETION OF EARTHWORKS. THE PREFERED METHOD OF STABILISATION IS TO IMPLEMENT FILL (ULTIMATE) STABILISATION, SUCH AS LANDSCAPING.
- 126. TEMPORARY STABILISATION MEASURES MAY INCLUDE POLYMER, FABRIC APPLICATION, TEMPORARY GROUNDCOVER OR SIMILAR METHODS AND WILL BE DETERMINED DURING CONSTRUCTION IN CONSULTATION WITH THE PROJECT CPSEC FOR COMPLIANCE EITH THE BLUEBOOK REQUIREMENTS AND STAGING REQUIREMENTS FOR THE PROJECT. REFER TO STABILISATION NOTES IN ESCP SHEET 2 'STABILISATION.'
- 127. A MAXIMUM AREA OF 65HA WILL BE EXPOSED AT ANY ONE TIME.
- 128. UPON STABILISATION OF SURFACES CONTROLS WILL BE REMOVED TO RESTORE NATURAL DRAINAGE AND TOPOGRAPHY, INCLUDING REMOVINGTRAPPED SEDIMENT IN DRAINAGE
- 129. ALL DISTURBED AREAS THAT ARE INACTIVE/SHUTDOWN (WORKS MAY CONTINUE LATER) FOR MORE THAN 20 DAYS SHALL BE STABILISED TO PREVENT EROSION, MEASURES SHOULD BE PUT IN PLACE TO ACHIEVE 60% GROUND COVER (OR EQUIVALENT).
- 130. ALL DISTURBED AREAS WHERE WORKS ARE COMPLETE SHALL BE PROGRESSIVELY STABILISED AND/OR REVEGETATED WITH THE AIM THAT WITHIN 60 DAYS NO AREAS REMAIN EXPOSED TO POTENTIAL EROSION DAMAGE.
- 131. CONTROLS WILL ONLY BE REMOVED FOLLOWING REVIEW AND APPROVAL BY THE PROJECT CPESC.

STREET TREES

- 132. PASSIVELY IRRIGATED STREET TREES (MAMRE RD FRONTAGE) WILL BE PROTECTED THROUGH LOCALISED SEDIMENT PROTECTION SUCH AS COIR LOGS PLACED IMMEDIATELY UPSLOPE OF EACH TREE OR STAND OF TREES.
- 133. ALL WATER LEAVING THE PROJECT SITE WILL PASS THROUGH A SEDIMENT BASIN OR OTHER ADEQUATE CONTROL DEVICE PRIOR TO THE PASSIVE IRRIGATION AREA.

MONITORING & REPORTING AND MAINTENANCE

- 134. INSPECTIONS OF EROSION AND SEDIMENT CONTROLS WILL OCCUR (AND BE DOCUMENTED) ON A WEEKLY BASIS. THIS WILL INCLUDE IMMEDIATELY FOLLOWING RAINFALL EVENTS > 20MM IN 24 HOURS, WITH REPAIRS IMPLEMENTED AS SOON AS POSSIBLE.
- 135. THE POTENTIAL FOR SCOUR AND EROSION OF SOILS IS KEY ASPECT OF THE RECURRING CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) SITE INSPECTIONS AND WILL INCLUDE ADDITIONAL RECOMMENDATIONS AND CONTROLS FOR IMPLEMENTATION DURING THE CONSTRUCTION PERIOD OF THE PROJECT.
- 136. INSPECTION AREAS FOR THE (CPESC) SITE INSPECTIONS WILL INCLUDE THE PASSIVE IRRIGATION AREAS FOR STREET TREES ON MAMRE ROAD.
- 137. SEDIMENT TRAPS, SUMPS AND FILTERS ARE TO BE MAINTAINED IN EFFECTIVE WORKING ORDER INCLUDING DESILTING OF SEDIMENT CONTROLS, STABILISATION OF DRAINS AND DIVERSION STRUCTURES AND APPROPRIATE MANAGEMENT OF BASINS. SEDIMENT FROM BEHIND CHECK DAMS AND SEDIMENT FENCES WILL BE CLEARED ON A REGULAR BASIS AND PRIOR TO CONTROLS REACHING 60% SEDIMENT
- 138. EROSION AND SEDIMENT CONTROLS ARE TO BE MAINTAINED UNTIL THE PROJECT CATCHMENTS AREA IS STABILISED TO ACHIEVE SOIL SURFACE PROTECTION FACTORS AS PER THE 'BLUEBOOK' REQUIREMENTS
- 139. AN INSPECTION BY THE PROJECT SOIL CONSERVATIONIST WILL BE UNDERTAKEN TO VERIFY THE STABILISATION OF THE PROJECT CATCHMENT AREA PRIOR TO REMOVAL OF CONTROLS.

- 140. ALL DISCHARGES ARE TO BE RECORDED
- 141. SHOULD OFFSITE POLLUTION OR IMPACTS OCCUR, THEY WILL BE REPORTED AS AN INCIDENT IN ACCORDANCE WITH THE PROJECT INCIDENT MANAGEMENT PROCEDURE.

PRIOR TO RAINFALL EVENTS

- 142. PASSIVE GYPSUM SPREADING WITHIN DRAINAGE LINES AND OVER DISTURBED CATCHMENT AREAS MAY BE APPLIED PRIOR TO LARGER RAINFALL EVENTS BEYOND THE SEDIMENT BASIN DESIGN TO ASSIST WITH WATER TREATMENT AND TO MINIMISE SOIL LOSS.
- 143. SEDIMENT BASIN TREATMENT DEVICES WILL BE INSPECTED (I.E. INLETS, DOSING UNITS, AND FLOCCULANT (TURBICLEAR ACH OR SIMILAR) PRIOR TO PREDICTED RAINFALL EVENTS GREATER THAN 10MM IN 24H.
- 144. REGULAR (MONTHLY) INSPECTIONS BY A CPESC TO MONITOR THE SITE CONDITIONS AND WATER QUALITY AND PROVIDE ADVICE IF CHANGES TO THE EROSION AND SEDIMENT CONTROLS ARE **NECESSARY**

EROSION HAZARD ASSESSMENT

- WHERE A = ANNUAL SOIL LOSS DUE TO EROSION (T/HA/YR) R = RAINFALL EROSIVITY FACTOR K = SOIL ERODIBILITY FACTOR LS = TOPOGRAPHIC FACTOR DERIVED
- FROM SLOPE LENGTH (SL) AND SLOPE GRADIENT (S) C = COVER AND MANAGEMENT FACTOR

THE FOLLOWING VALUES HAVE BEEN

- R: 2500 (SOURCED FROM APPENDIX B OF THE BLUE BOOK) K: 0.0456 (BASED ON SOIL DATA FOR THE BLACKTOWN AND
- LUDDENHAM SOIL LANDSCAPES) SL: UP TO 80M MAX. S: SITE 2-8% AVERAGE/MAX. VALUES) LS:1.76.
- C: 1.0 (CONSTRUCTION STAGE I.E. NO SOIL SURFACE PROTECTION OR GROUND COVER APPLIED) P = EROSION CONTROL PRACTICE FACTOR P: 1.3 (FOR GENERAL CONSTRUCTION
- AREAS) THE IFD: 2YEAR, 6HOUR STORM INTENSITY = 9.13MM/HR (BOM) 5-DAY, 85TH %ILE RAINFALL DEPTH = 34MM - BASED ON AN AVERAGE OF THE RAINFALL DEPTHS FOR BLACKTOWN, LIVERPOOL, PENRITH AND WALLACIA PROVIDED WITHIN THE BLUE BOOK E VOLUMETRIC RUNOFF COEFFICIENT (CV) = 0.64 (ASSUMING HYDROLOGIC GROUP D RUNOFF COEFFICIENT - LOW
- BASED ON THE ABOVE DATA, THE POTENTIAL SOIL LOSS FOR EACH CATCHMENT IS PROVIDED BELOW 269 T/HA/YR FOR BASIN WH1 85 T/HA/YR FOR BASIN WH2

85 T/HA/YR FOR BASIN WH3

INFILTRATION, HIGH RUNOFF).

RUNOFF COEFFICIENT (C10) = 0.9.

HOLD POINTS

- 145. ASSESSMENT OF SUITABILITY OF EROSION AND SEDIMENT CONTROL PLAN FOR EACH STAGE ANDIOR SECTION OF THE WORKS WHERE REQUIRED.
- 146. INSTALLATION OF APPROPRIATE EROSION AND SEDIMENT CONTROLS IN EACH SECTION OF THE WORKS.
- 147. STABILISATION OF SITE AND LANDSCPAING PRIOR TO REMOVAL OF EROSION AND SEDIMENT CONTROLS.

SEDIMENT BASIN/S

- 148. SEDIMENT BASIN LOCATION/S AND SIZING ARE SHOWN ON THE PLAN.
- 149. WITHIN 5 CALENDAR DAYS OF THE CONCLUSION OF ANY RAINFALL CAUSING RUNOFF, THE SEDIMENT BASINS ARE TO BE EMPTY, READY FOR THE NEXT RAINFALL EVENT. THIS MIGHT INCLUDE TESTING WATER TREATING (E.G. FLOCCULATING), DE-WATERING AND DE-SILTING BASINS.
- 150. DIRTY WATER ACCUMULATING IN SEDIMENT BASINS CAN BE USED ONSITE FOR DUST SUPPRESSION OR CONSTRUCTION PURPOSES. IF THIS OCCURS IT DOES NOT NEED TO BE TREATED FIRST. NOTE THAT THE 5-DAY MAINTENANCE REQUIREMENT FOR BASINS TO BE EMPTIED STILL APPLIES
- 151. THE DESIGN RAINFALL EVENT FOR THE SEDIMENT BASINS IS 34MM (85TH %'ILE). IT IS ASSUMED THAT THE BASINS COULD OVERFLOW IN AN EVENT OF MORE THAN 34MM OVER ANY 5-DAY PERIOD.
- 152. THE SEDIMENT BASINS ARE TO INCLUDE OUTLETS (WEIR OVERFLOW/SPILLWAY) SIZED TO HAVE CAPACITY TO PASS THE 100 YEAR PEAK FLOW. OUTLETS ARE TO BE ONTO STABLE LANDS OR INFO A STABLE WATERWAY.
- 153. WATER QUALITY MUST BE CHECKED PRIOR TO ANY CONTROLLED RELEASE FROM SEDIMENT BASINS. REFER TO THE 'DIRTY WATER AND DISCHARGE REQUIREMENTS' NOTES BELOW 154. SEDIMENT BASIN FLOORS AND WALLS ARE TO
- BE WELL COMPACTED TO MINIMISE INFILTRATION TO ENGINEERING DETAIL 155. SEDIMENT BASIN WALLS, INLETS AND SPILLWAY OUTLETS ARE TO BE GYPSUM TREATED AT A RATE OF 1.5kg/m? TO PROMOTE SEDIMENT SETTLING AND MĪNIMISE
- DISPERSION 156. A MARKER PEG (OR SIMILAR) IS TO BE INCLUDED IN EVERY BASIN SHOWING THE LEVEL OF THE SEDIMENT STORAGE VOLUME
- 157. SEDIMENT BASINS ARE TO BE DE-SILTED WHENEVER SEDIMENT ACCUMULATES TO MORE THAN 60% OF THE SEDIMENT STORAGE VOLUME. SEDIMENT REMOVED FROM THE BASIN CAN BE TAKEN TO A STOCKPILE AREA, BURIED ONSITE OR USED AS GENERAL FILL. ENSURE SEDIMENT REMOVED FROM BASINS IS NOT PLACED WHERE IT COULD WASH, BLOW OR FALL OFFSITE
- 158. SEDIMENT BASINS ARE TO ACHIEVE AT LEAST 3:1 LENGTH:WIDTH FROM THEIR INLET{S} TO THEIR SPILLWAY.
- 159. IF THIS IS NOT ACHIEVED THROUGH THE NATURAL SHAPE OF THE BASIN, A BAFFLE IS TO BE INCLUDED. IF SO DESIRED, DIRTY WATER ACCUMULATING IN EXCAVATIONS/CUT SECTIONS CAN BE PUMPED OR CARTED TO A SEDIMENT BASIN PROVIDING ADEQUATE CAPACITY IS AVAILABLE AND THE BASIN WON'T OVERFLOW AS A RESULT.

DRAIN/BUND STABILISATION AND LINING

- 160. SOIL PREPERATION PRIOR TO LINING DRAINS: GYPSUM SHALLOW/LIGHTLY RIPPED INTO SUBGRADE AT A RATE OF 500g/m² (EG: RIP IN USING GRADER OR EXCAVATOR BUCKET TINES (TEETH).
 - PLACE TOPSOIL OVER ENTIRE DRAIN SURFACE TO A MINIMUM DEPTH OF 75mm. (SOIL PREPARATION ALSO APPLIES TO TEMPORARY DRAINS IN PLACE FOR < 6 MONTHS).
- 161. DRAIN LINING:
- SEEDING + VITAL P47 (OR VITAL
- STONEWALL) + JUTE MATTING: (VITAL P47/ STONEWALL TO BE APLLIED AT A MAXIMUM DILUTION OF 1:10 (VITAL:WATER)
- SEEDING TO BE A COMBINATION OF A COVER CROP (eg: RYE GRASS FOR WINTER MONTHS / JAPANESE MILLET FOR SUMMER MONTHS) AND A SUITABLE PERRENNIAL (LONG TERM) LOCAL NATIVE GRASS MIX
- WATERING: ·

N/A

Height Datum AHD

MGA94 ZONE 56

BURTON CONTRACTORS ONLY

- REGULAR WATERING REQUIRED WHERE RAINFALL IS INSUFFICIENT ENSURE WATER IS APPLIED GENTLY
- (NOT WITH A PRESSURE SPRAY). **ENSURE OVERWATERING DOES NOT** OCCUR AND IS MINIMISED TO ONLY WHAT IS NECESSARY FOR PLANTS TO

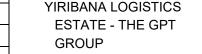
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Drawn

Designed BC

Checked

Approved



PLAN - NOTES - SHEET 3

OCHRE ENVIRONMETAL MANAGEMENT



Kurrajong, NSW 2758 ABN 18 640 756 038 Tel: 0407782830

D1

EROSION AND SEDIMENT CONTROL

163. LINING OF TEMPORARY DRAINS (IN PLACE FOR < 6

EARTHWORKS CONSTRUCTION SEQUENCE

WORK, THE SITE IS TO BE SECURED AND THE

BE KEPT TO AN ABSOLUTE MINIMIUM:

MINIMISE UNNECESSARY DISTURBANCE

LEAVING THE SITE.

PROJECT MANAGER.

STABLE BY A CPESC.

STOCKPILING' NOTES.

DEWATERING PROCEDURE.

FOLLOWING EROSION AND SEDIMENT CONTROL

EXCAVATOR BUCKET TINES (TEETH).

164. GYPSUM SHALLOW/LIGHTLY RIPPED INTO SUBGRADE

BEFORE COMMENCEMENT OF CLEARING, TOPSOIL

STRIPPING AND EARTHWORKS FOR EACH AREA OF

MEASURES INSTALLED IN ORDER. STRIPPING AND

165. SITE ACCESS AND DISTURBANCE MUST BE MINIMISED TO THE AREAS ESSENTIAL FOR THE CONSTRUCTION

WORKS ONLY. BARRIER FENCING (OR ALTERNATIVE

MEASURES) IS TO BE IN PLACE AROUND THE EDGE OF

166. ESTABLISH STABILISED SITE ENTRY/EXIT POINTS (ESCP

ALL EGRESS POINTS. ENSURE THAT ALL VEHICLES

FACILITY IS TO BE ESTABLISHED AT THE MAIN

CONSTRUCTION EXIT AND ALL CONSTRUCTION

167. ESTABLISH A TEMPORARY SITE OFFICE, TOILET AND

VEHICLES MUST PASS THROUGH THIS POINT WHEN

SHEET 2 & SD-14) IN THE LOCATIONS SHOWN AND AT

ENTERING AND LEAVING THE WORK AREA PASS OVER

THIS POINTS. A VEHICLE WHEEL WASH (WASH DOWN)

PARKING AREA AS NOMINATED BY THE CONSTRUCTION

(CLEAN) WATER DIVERSIONS ARE TO BE CONSTRUCTED

DIVERSIONS ARE TO BE INSPECTED AND CONFIRMED AS

AND ESCP XXXX BASIN SIZING DETAILS (ALSO REFER TO

ESCP XXXX FOR LOCATIONS/DETAILS AND TO THE ESCP

CONSTRUCTED AND STABILISED - REFER TO ESCPXXX,

168. INSTALL SEDIMENT FENCING IN THE LOCATIONS SHOWN

AND FOLLOWING STANDARD DRAWINGS. OFFSITE

AND STABILISED. ONCE CLEAN WATER DIVERSION

169. THE SEDIMENT BASINS AND THEIR INLET AND OUTLET

STABILISED - REFER TO ESCP XXXX FOR LOCATIONS

CONSTRUCTION IS COMPLETED CLEAN WATER

STRUCTURES ARE TO BE CONSTRUCTED AND

THE ESCP XXXX FOR STANDARD DRAWING).

171. ONSITE (DIRTY) WATER DIVERSIONS ARE TO BE

ESCP SHEET 2 FOR LOCATIONS AND SIZING

172. STOCKPILE AREAS ARE TO BE ESTABLISHED IN

CONSTRUCTION PROJECT MANAGER AND IN

173. THE EXISTING DAMS ARE TO BE DEWATERED IN

ACCORDANCE WITH THE 'SOIL STRIPPING AND

ACCORDANCE WITH THE PROJECT APPROVED

174. ONCE ALL OF THE ABOVE MEASURES ARE COMPLETE

FOLLOWING EROSION AND SEDIMENT CONTROL

ACCORDANCE WITH THE 'SOIL STRIPPING AND

DURING ALL STAGES OF THE WORKS:

175. TOPSOIL STRIPPING IS TO BE UNDERTAKEN IN

177. BROADCAST GYPSUM SPREADING IS TO BE

PREPARATION PROCEDURE'.

THE 'FLOODING' NOTES.

MEASURES ARE TO BE UNDERTAKEN AS REQUIRED

AND STABLE, CONSTRUCTION WORKS CAN COMMENCE

IN ACCORDANCE WITH THE ENGINEERING PLANS. THE

STOCKPILING' NOTES (REFER TO ESCP-NOTES-SHEET 2)

176. SLOPE LENGTHS ACROSS DISTURBED LANDS ARE TO BE

MAINTAINED AT MAXIMUM 40M INTERVALS DURING

ALL RAINFALL EVENTS. TO ACHIEVE THIS, DIVERSION

BUNDS/DRAINS, LOW FLOW EARTH SLOPE LENGTH OF

80M TO PROVIDE ENHANCED EROSION CONTROL AND

ASSIST WITH REDUCING SEDIMENT MOVEMENT. ALSO

UNDERTAKEN ACROSS ALL EXPOSED SOILS PRIOR TO

DESIGN RAINFALL EVENT AND SITE CLOSURE OF MORE

WILL BE PRE-LOADED WITH GYPSUM (OR EOUIVALENT)

CLOSURE OF MORE THAN 2 DAYS IN ACCORDANCE WITH

FORECAST RAINFALL ABOVE THE 85TH PERCENTILE

THAN 2 DAYS IN ACCORDANCE WITH THE 'RAINFALL

178. SEDIMENT BASIN AND SEDIMENT TRAP INLET POINTS

PRIOR TO FORECAST RAINFALL ABOVE THE 85TH

PERCENTILE DESIGN RAINFALL EVENT AND SITE

REFER TO THE 'FLOODING' NOTES ON ESCP-NOTES-

LOCATIONS AS SHOWN OR AS SPECIFIED BY THE

XXXX FOR 'STABILISATION' NOTES.

THE 'STABILISATION' NOTES AND TO

170. SEDIMENT TRAPS ARE TO BE INSTALLED - REFER TO

THE CONSTRUCTION BOUNDARY TO RESTRICT ACCESS AND IN ANY ADDITIONAL LOCATIONS AS REQUIRED TO

EARTHWORKS NECESSARY TO INSTALL THE EROSION

AND SEDIMENT CONTROLS ARE PERMITTED BUT MUST

AT A RATE OF 500g/m² (EG: RIP IN USING GRADER OR

INITIAL SUBMISSION Proiect No. - Drawing No

P92_YBA_GPT_23-00001-ESC-RB

Description

1 UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS

100mm on Origina

12-03-24

06-03-24

20-02-24

11-02-24

27-01-24 16-01-24

08-01-24

06-12-23

TRUNK DRAIN CONSTRUCTION SEQUENCE

BEFORE COMMENCEMENT OF CLEARING, TOPSOIL STRIPPING AND EARTHWORKS FOR EACH AREA OF WORK, THE SITE IS TO BE SECURED AND THE EROSION AND SEDIMENT CONTROL MEASURES INSTALLED. STRIPPING AND EARTHWORKS NECESSARY TO INSTALL THE EROSION AND SEDIMENT CONTROLS ARE PERMITTED BUT MUST BE KEPT TO AN ABSOLUTE MINIMIUM:

- 179. DURING THE EARTHWORKS FOR WAREHOUSE 2 THE EXISTING DAM WILL BE PROGRESSIVELY DECOMMISIONED.
- 180. THE TRUNK DRAIN WILL BE CONSTRUCTED WHILE
 THE DECOMMISIONING OF WAREHOUSE 2.
 181. THE TRUNK DRAIN WILL BE FULLY OPERATIONAL
- SWALE.

Issue	Description	Date
Α	INITIAL SUBMISSION	16-10-23
В	UPDATED WITH STAGING FOR SUBMISSION	06-12-23
С	UPDATED WITH CALCULATIONS FOR SUBMISSION	08-01-24
D	UPDATED TO ADDRESS COMMENTS	16-01-24
1	UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS	27-01-24
1.1	UPDATED TO ADDRESS COMMENTS	11-02-24
1.2	UPDATED TO ADDRESS COMMENTS	20-02-24
1.3	UPDATED TO ADDRESS COMMENTS	06-03-24
1.4	UPDATED FOR RESUBMISSION	12-03-24
1.5	UPDATED FOR RESUBMISSION	15-04-24





Scales	N/A	Drawn	ВС	Pro
		Designed	ВС	
Grid	MGA94 ZONE 56	Checked	ВС	
Height Datum	AHD	Approved		
				Titl

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YIRIBANA LOGISTICS ESTATE - THE GPT GROUP

PO Box 70
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ABN 18 640 756 038
Tel: 0407782830

EROSION AND SEDIMENT CONTROL P92_YBA_GPT_23-00001-ESC-RB PLAN - NOTES - SHEET 4

INITIAL SUBMISSION Proiect No. - Drawing No.

D1

OCHRE ENVIRONMETAL MANAGEMENT

DURING CONSTRUCTION - TEMPORARY STABILISATION

(DURING PERIODS OF INACTIVITY WHEN WORKS ARE ON HOLD)

LANDS	STABILISATIO N REQUIREMEN T	TIMEFRAME	TREATMENT METHODS - PRODUCTS	REMARKS
HIGH RISK AREAS SOIL LOSS CLASS 6 OR ABOVE	C-FACTOR = 0.1 (60% GRASS COVER OR EQUIVALENT	SS COVER WORKING DAYS OF	SOIL BINDER (ie: VITAL P47/STONEWALL OR EQUIVALENT)	-STABLISE ALL EXPOSED SOILS BY SPARYING SURFACES WITH VITAL P47/STORMWATER OR EQUIVALENT'. -VITAL DILUTION RATE = 1:10 (VITAL MIXTURE. - RE-APPLY/MAINTAIN AS NECCESSARY TO ENSURE THE REQUIRED COVER IS PROVIDED.
LANDS (WHERE APPLICABLE)		WORKS MIGHT CONTINUE LATER)	GEOTEXTILE, JUTE MATTING, BLACK PLASTIC (SECURELY PINNED) OR EQUIVALENT ¹	- COVER ALL EXPOSED SOILSRE-APPLY/MAINTAIN AS NECCESSARY TO ENSURE THE REQUIRED COVER IS PROVIDED.
			GEOTEXTILE, JUTE MATTING, BLACK PLASTIC (SECURELY PINNED) OR EQUIVALENT ¹	- COVER ALL EXPOSED SOILSRE-APPLY/MAINTAIN AS NECCESSARY TO ENSURE THE REQUIRED COVER IS PROVIDED.
ALL LANDS (INCLUDING	APPLIES AFTER 20 WORKING DAYS OF INACTIVITY (EVEN	APPLIES AFTER 20 WORKING DAYS OF	SOIL BINDER (ie VITAL P47/STONEWALL OR EQUIVALENT¹	-SPRAY ALL STOCKPILE SURFACES WITH VITALP47/STONEWALL OR EQUIVALENT¹ -VITAL DILUTION RATE = 1:10 (VITAL:WATER)APPLICATION RATE = 1L/m³ OF DILUTED VITAL MIXTURE
WATERWAYS AND STOCKPILES)	THOUGH WORKS MIGHT CONTINUE LATER)	INACTIVITY (EVEN THOUGH WORKS MIGHT CONTINUE LATER)	GEOTEXTILE, JUTE MATTING, BLACK PLASTIC (SECURELY PINNED)	COVER ALL EXPOSED SOILS. E-APPLY / MAINTAIN AS NECCESSARY TO ENSURE THE REQUIRED COVER IS PROVIDED.

TABLE 2 - STABILISATION REQUIREMENTS AND TREATMENT METHODS CONTINUED

POST CONSTRUCTION

			TCONSTRUCTION	
LANDS	STABILISATION REQUIREMENT	TIMEFRAMES	TREATMENT METHODS PRODUCTS	REMARKS
			SPEC	DRAIN SPECIFICATIONS DETAILED ON THE PLAN FOR IFIC LINING/STABILISATION REQUIREMENTS. E TREATMENT METHODS ARE SHOWN BELOW. - COMPLETE ANY SUBSOIL TREATMENT BEFORE LAYING THE MATTING.
			TEMPORARY LINING - GEOTEXTILE (ie. BIDIM A24 OR EQUIVALENT')	-INSTALL MATTING IN ACCORDANCE WITH SD 5-7 -RE-APPLY/MAINTAIN AS NECCESSARY TO ENSURE THE REQUIRED COVER IS PROVIDED.
			JUTE MESH, SEEDING AND SOIL BINDER (ie VITAL P47/STONEWALL OR EQUIVALENT') - LOW FLOWS	-COMPLETE SUBSOIL TREATMENT (E.G. GYPSUM LIGHTLY RIPPED INTO SURGRADE AT A RATE OF 15 TONNES/ha). TESTING TO CONFIRM TREATMENT RATES. PLACE TOPSOIL TO A DEPTH OF AT LEAST 75MM. COMPLETE ANY FERTILISATION AND SEEDING BEFORE LAYING THE MATTING ". INSTALL MATTING IN ACCORDANCE WITH SD 5-7. SPRAY ALL SURFACES WITH VITAL P47/STONEWALL OR EQIVALENT'. WATERWAYS AND (50% GRASS COVER OR " OF INACTIVITY LEVEN THOUGH MONTHS-VITAL DILUTION RATE = 1:10 (VITAL:WATER). APPLICATION RATE = 1L / 7m² OF DILUTED VITAL MIXTURE. RE-APPLY / MAINTAIN AS NECESSARY TO ENSURE THE REQUIRED COVER IS PERMANENTLY MAINTAINED.
WATERWAYS, DRAINAGE LINES AND CONCENTRATED FLOW AREAS	C-FACTOR = 0.05 (70% GRASS COVER OR EQUIVALENT GROUND COVER¹)	APPLIES AFTER 10 WORKING DAYS FROM COMPLETION OF FORMATION AND BEFORE THEY ARE ALLOWED TO CARRY CONCENTRATED FLOWS.	JUTE MATTING (350gsm) AND SEEDING OR EQUIVALENT' - LOW TO MODERATE FLOWS	-COMPLETE SUBSOIL TREATMENT (E.G. GYPSUM LIGHTLY RIPPED INTO SURGRADE AT A RATE OF 15 TONNES/ha). TESTING TO CONFIRM TREATMENT RATES. PLACE TOPSOIL TO A DEPTH OF AT LEAST 75MM. COMPLETE ANY FERTILISATION AND SEDING BEFORE LAYING THE MATTING ". INSTALL MATTING IN ACCORDANCE WITH SD 5-7. SPRAY ALL SURFACES WITH VITAL P47/STONEWALL OR EQIVALENT'. WATERWAYS AND (50% GRASS COVER OR " OF INACTIVITY LEVEN THOUGH MONTHS-VITAL DILUTION RATE = 1.10 (VITAL:WATER). APPLICATION RATE = 1.70 (VITAL:WATER). RE-APPLY / MAINTAIN AS NECESSARY TO ENSURE THE REQUIRED COVER IS PERMANENTLY MAINTAINED.
			- TURN REINFORCEMENT MATTING (TRM) (e.g TERRAMAT OR EQUIVALENT') (TRN) -MODERATE FLOWS	-COMPLETE SUBSOIL TREATMENT (E.G. GYPSUM LIGHTLY RIPPED INTO SURGRADE AT A RATE OF 15 TONNES/ha). TESTING TO CONFIRM TREATMENT RATES PLACE TOPSOIL TO A DEPTH OF AT LEAST 75MM COMPLETE ANY FERTILISATION AND SEEDING BEFORE LAYING THE MATTING RE-APPLY / MAINTAIN AS NECESSARY TO ENSURE THE REQUIRED COVER IS PERMANENTLY MAINTAINED.
			ROCK LINING - HIGH FLOWS	-COMPLETE SUBSOIL TREATMENT (E.G. GYPSUM LIGHTLY RIPPED INTO SURGRADE AT A RATE OF 15 TONNES/ha). TESTING TO CONFIRM TREATMENT RATES PLACE TOPSOIL TO A DEPTH OF AT LEAST 75MM COMPLETE ANY FERTILISATION AND SEEDING BEFORE LAYING THE MATTING RE-APPLY / MAINTAIN AS NECESSARY TO ENSURE THE REQUIRED COVER IS PERMANENTLY MAINTAINED.
			SEEDING AND SOIL BINDER (ie VITAL P47/ STONEWALL OR EQUIVALENT')	APPLY SEED TO ALL STOCKPILE SURFACES (NOTE: SEEDING MAY NOT BE REQUIRED IF EXISTING SEEDBED IS PRESENT). SPRAY ALL STOCKPILE SURFACES WITH VITAL P47/STONEWALL OR EQUIVALENT¹. VITAL DILUTION RATE = 1L/m² OF DILUTED VITAL MIXTURE. RE-APPLYMAINTAIN AS NECCESSARY TO ENSURE THE REQUIRED COVER IS PERMANENTLY MAINTAINED.
STOCKPILES	C-FACTOR = 0.10 / 0.05 (60% GRASS COVER OR EQUIVALENT GROUND COVER¹)	APPLIES AFTER 10 WORKING DAYS FROM COMPLETION OF FORMATION	GEOTEXTILE, JUTE MATTING, BLACK PLASTIC (SECURELY PINNED) OR EQUIVALENT ¹	COVER ALL EXPOSED SOILS. RE-APPLY / MAINTAIN AS NECCESSARY TO ENSURE THE REQUIRED COVER IS PROVIDED.
GENERAL SURFACES	C-FACTOR = 0.10 / 0.05 (60% / 70% GRASS COVER OR EQUIVALENT GROUND COVER')	C-FACTOR = 0.1 APPLIES AFTER 10 WORKING DAYS FROM COMPLETION OF FORMATION AND C-FACTOR= 0.05 APPLIES WITHIN A FURTHER 60 DAYS	TOPSOIL, SEEDING AND SOIL BINDER (i.e VITAL P47/STONEWALL OR EQUIVALENT ¹)	-REFER TO SD 7-1 -COMPLETE SUBSOIL TREATMENT (i.e GYPSUM LIGHTLY RIPPED INTO SURGRADE AT A RATE OF 15 TONNES/ha). TESTING TO CONFIRM TREATMENT RATES. - PLACE TOPSOIL TO A DEPTH OF AT LEAST 75MM. - APPLY ANY FERTILISERS REQUIRED. - APPLY SEED TO ALL SURFACES (Note: SEEDING MAY NOT BE REQUIRED IF EXISTING SEEDBED IS PRESENT. - INSTALL MATTING IN ACCORDANCE WITH SD 5-7. - SPRAY ALL SURFACES WITH VITAL P47/STONEWALL OR EQIVALENT'. - VITAL DILUTION RATE = 1:10 (VITAL:WATER). - APPLICATION RATE = 11.7 / 7m² OF DILUTED VITAL MIXTURE. - RE-APPLY / MAINTAIN AS NECESSARY TO ENSURE THE REQUIRED COVER IS PERMANENTLY MAINTAINED.
			HYDROMLUCH OR EQUIVALENT ¹	-REFER TO SD 7-1 -COMPLETE SUBSOIL TREATMENT (i.e GYPSUM LIGHTLY RIPPED INTO SURGRADE AT A RATE OF 15 TONNES/ha). TESTING TO CONFIRM TREATMENT RATES PLACE TOPSOIL TO A DEPTH OF AT LEAST 75MM APPLY ANY FERTILISERS REQUIRED APPLY SEED TO ALL SURFACES (Note: SEEDING MAY NOT BE REQUIRED IF EXISTING SEEDBED IS PRESENT INSTALL MATTING IN ACCORDANCE WITH SD 5-7 SPRAY ALL SURFACES WITH VITAL P47/STONEWALL OR EQIVALENT' VITAL DILUTION RATE = 1:10 (VITAL:WATER) APPLICATION RATE = 1L / 7m² OF DILUTED VITAL MIXTURE RE-APPLY / MAINTAIN AS NECESSARY TO ENSURE THE REQUIRED COVER IS PERMANENTLY MAINTAINED.

		_
1.5	UPDATED FOR RESUBMISSION	15-04-24
1.4	UPDATED FOR RESUBMISSION	12-03-24
1.3	UPDATED TO ADDRESS COMMENTS	06-03-24
1.2	UPDATED TO ADDRESS COMMENTS	20-02-24
1.1	UPDATED TO ADDRESS COMMENTS	11-02-24
1	UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS	27-01-24
D	UPDATED TO ADDRESS COMMENTS	16-01-24
С	UPDATED WITH CALCULATIONS FOR SUBMISSION	08-01-24
В	UPDATED WITH STAGING FOR SUBMISSION	06-12-23
Α	INITIAL SUBMISSION	16-10-23
Issue	Description	Date



Scales	N/A	Drawn	ВС	Pro
		Designed	ВС	
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Height Datum	AHD	Approved		
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YIRIBANA LOGISTICS ESTATE - THE GPT GROUP

OCHRE
Environmental Maragement

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Kurrajong, NSW 2758

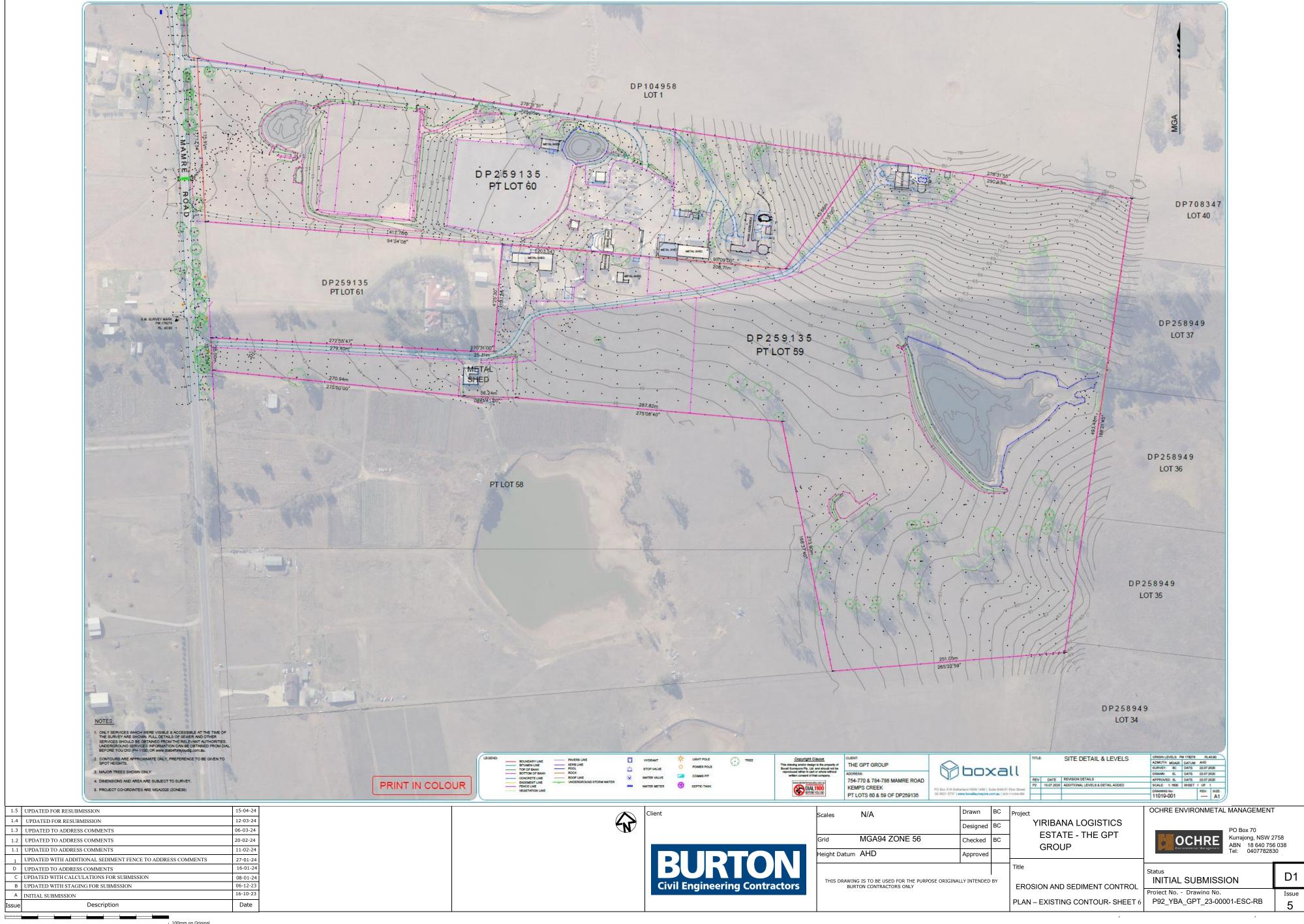
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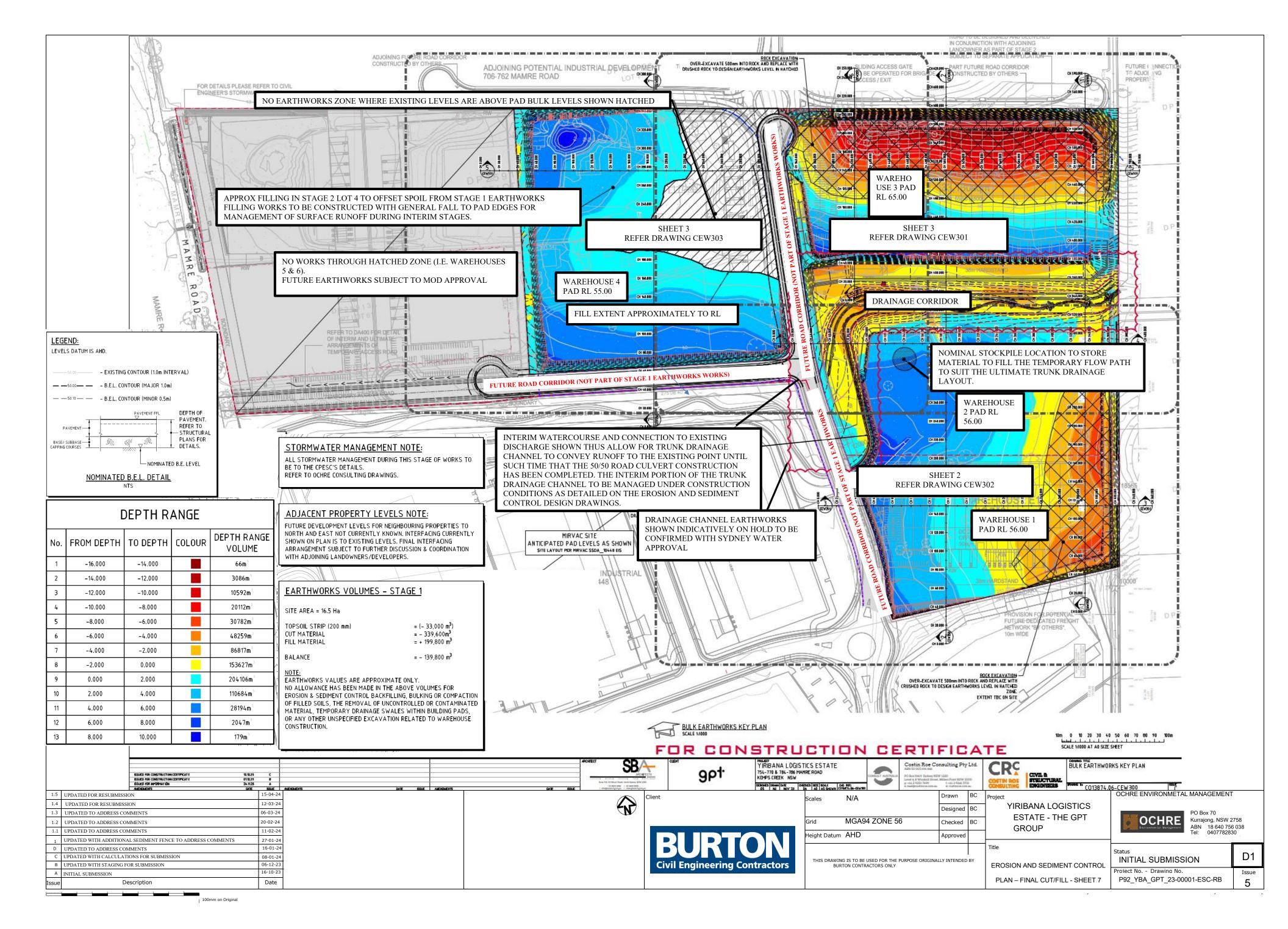
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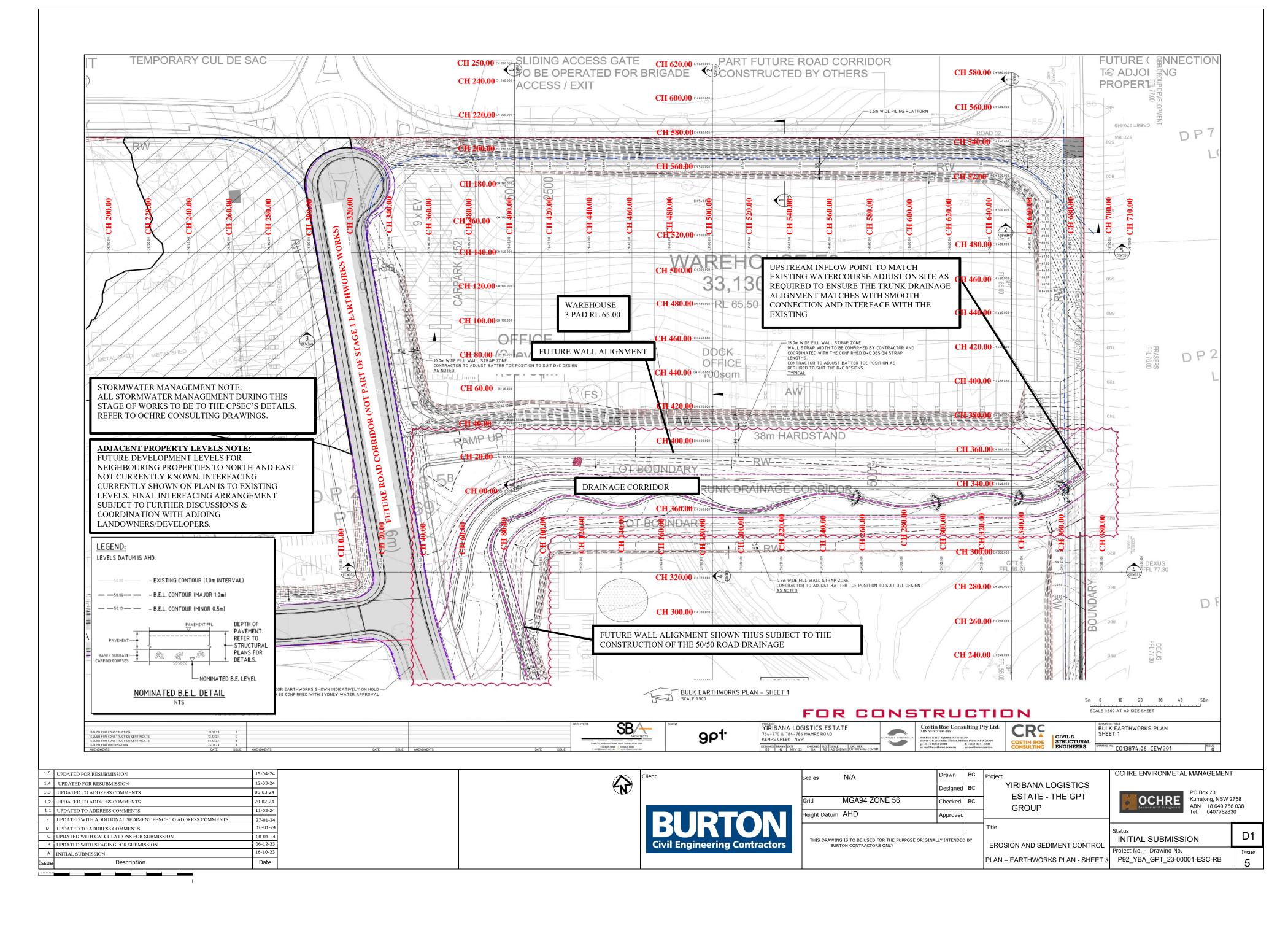
EROSION AND SEDIMENT CONTROL PLAN - NOTES - SHEET 5

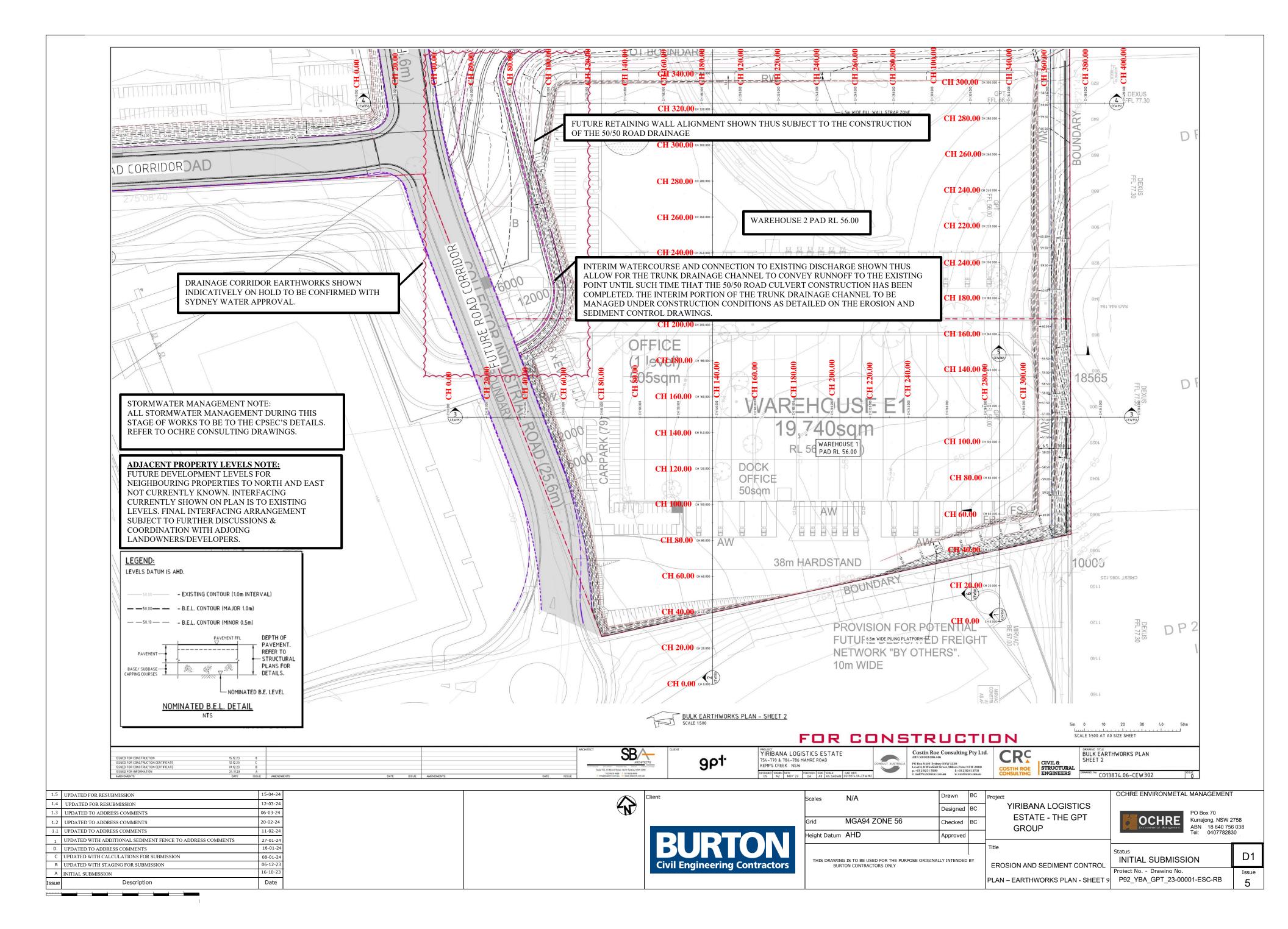
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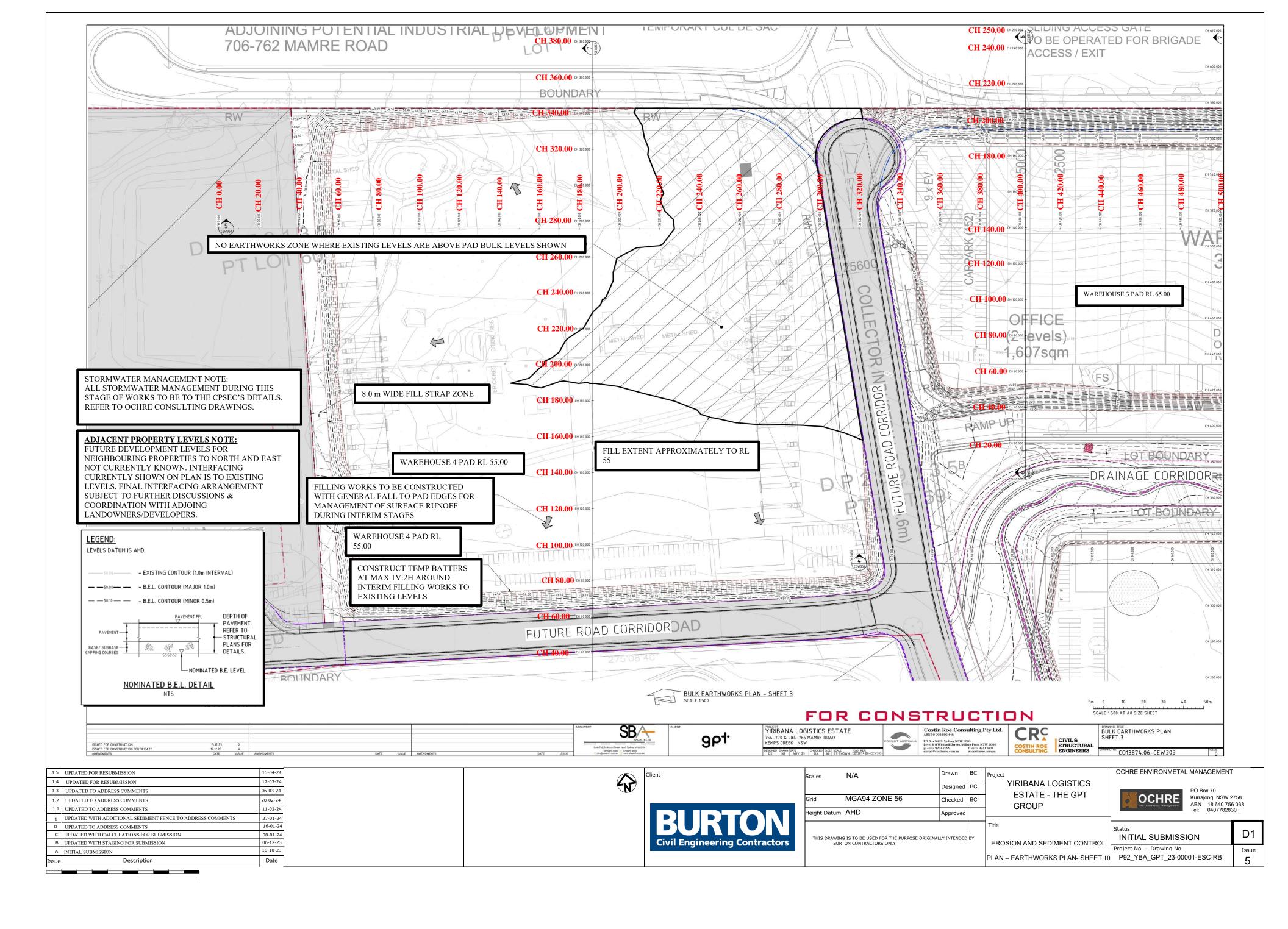
OCHRE ENVIRONMETAL MANAGEMENT

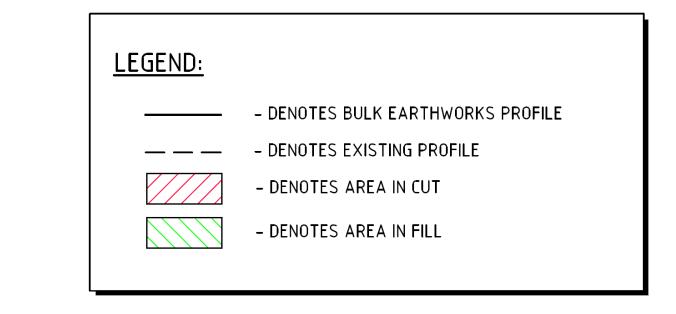


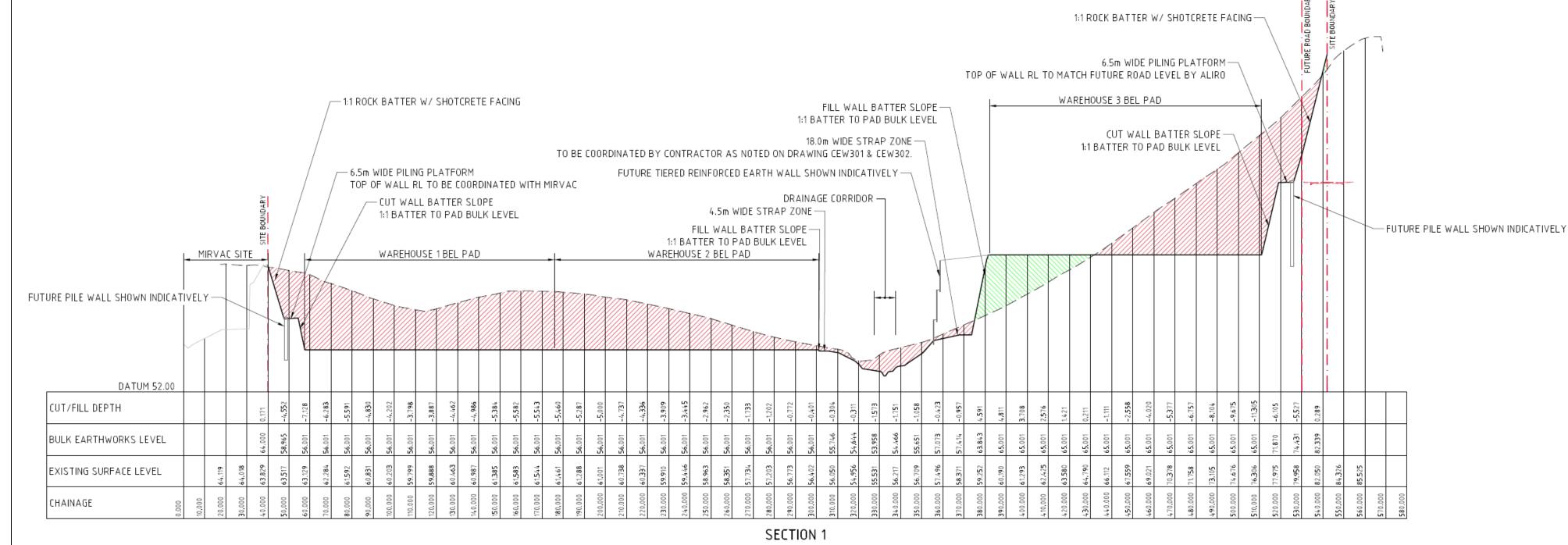












HORIZONTAL SCALE 1:1000 VERTICAL SCALE 1:200

1.5	UPDATED FOR RESUBMISSION	15-04-24
1.4	UPDATED FOR RESUBMISSION	12-03-24
1.3	UPDATED TO ADDRESS COMMENTS	06-03-24
1.2	UPDATED TO ADDRESS COMMENTS	20-02-24
1.1	UPDATED TO ADDRESS COMMENTS	11-02-24
1	UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS	27-01-24
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В	UPDATED WITH STAGING FOR SUBMISSION	06-12-23
Α	INITIAL SUBMISSION	16-10-23
Issue	Description	Date



Scales	N/A	Drawn	ВС	Project
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Height Datum	AHD	Approved		
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IRIBANA LOGISTICS ESTATE - THE GPT GROUP

OCHRE ENVIRONMETAL MANAGEMENT

OCHRE
Kurrajong, NSW 2758
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Tel: 0407782830

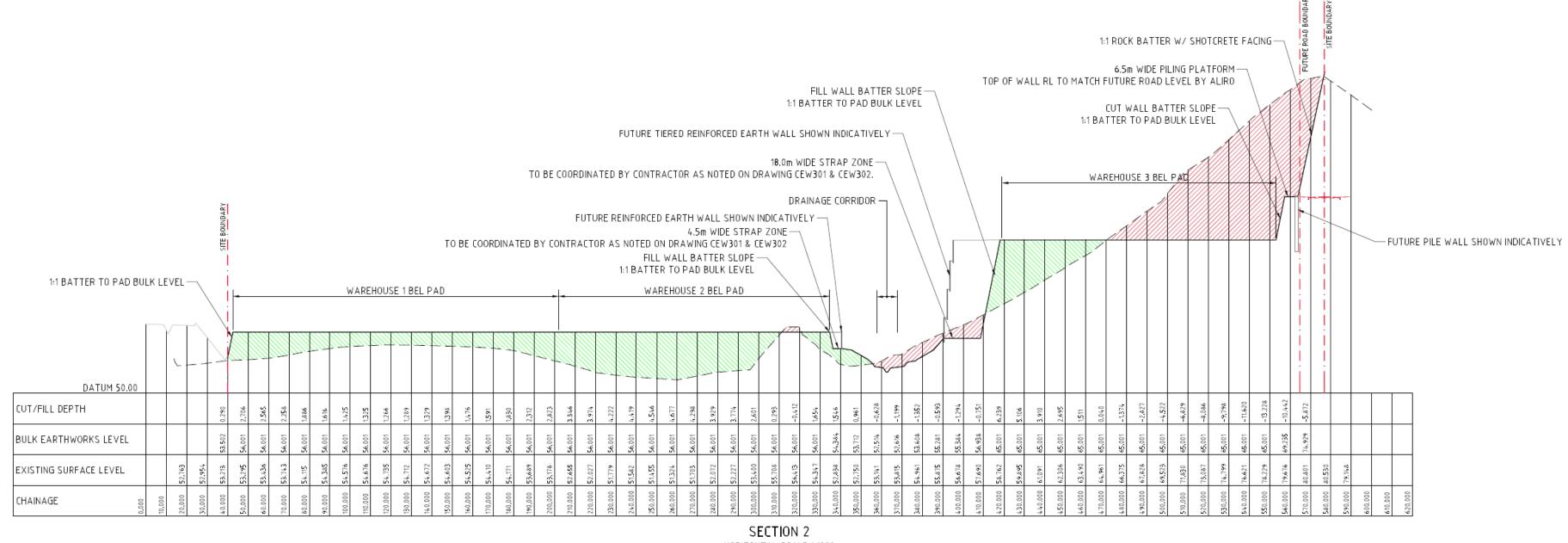
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EROSION AND SEDIMENT CONTROL PLAN - CROSS-SECTIONS - SHEET 11

D1 INITIAL SUBMISSION Proiect No. - Drawing No. P92_YBA_GPT_23-00001-ESC-RB

LEGEND: - DENOTES BULK EARTHWORKS PROFILE - DENOTES EXISTING PROFILE - DENOTES AREA IN CUT

- DENOTES AREA IN FILL



SECTION 2 HORIZONTAL SCALE 1:1000 VERTICAL SCALE 1:200

Issue	Description	Date
Α	INITIAL SUBMISSION	16-10-23
В	UPDATED WITH STAGING FOR SUBMISSION	06-12-23
С	UPDATED WITH CALCULATIONS FOR SUBMISSION	08-01-24
D	UPDATED TO ADDRESS COMMENTS	16-01-24
1	UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS	27-01-24
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1.3	UPDATED TO ADDRESS COMMENTS	06-03-24
1.4	UPDATED FOR RESUBMISSION	12-03-24
1.5	UPDATED FOR RESUBMISSION	15-04-24



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Height Datum	AHD	Approved		
				Title

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Kurrajong, NSW 2758

ABN 18 640 756 038

Tel: 0407782830

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			EROSION AND SEDIMENT CONTROL	TINI
			EROSISTA IND SEBIMENT SORTINGE	Project
			PLAN - CROSS-SECTIONS - SHEET 12	P92

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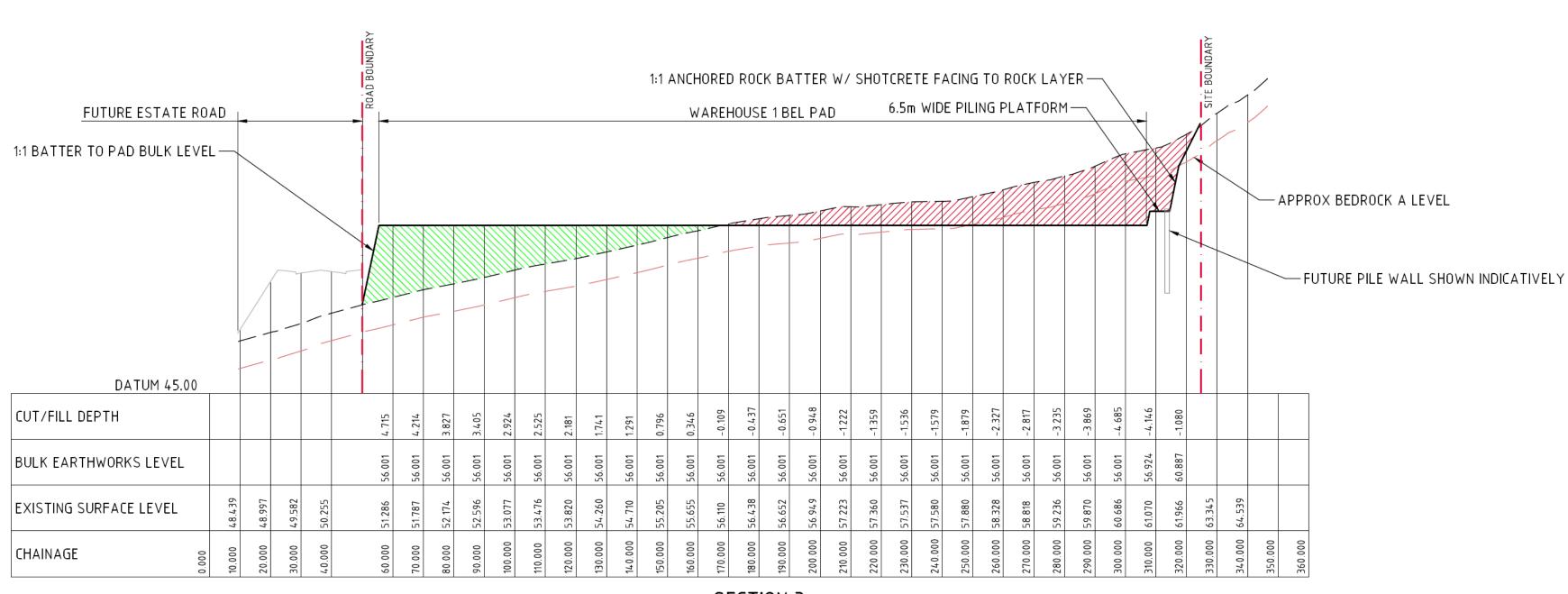
LEGEND:

- DENOTES BULK EARTHWORKS PROFILE

- DENOTES AREA IN CUT

- DENOTES EXISTING PROFILE

- DENOTES AREA IN FILL



SECTION 3 HORIZONTAL SCALE 1:1000 VERTICAL SCALE 1:200

	Issue	Description	Date	
	Α	INITIAL SUBMISSION	16-10-23	Ī
i	В	UPDATED WITH STAGING FOR SUBMISSION	06-12-23	l
1	С	UPDATED WITH CALCULATIONS FOR SUBMISSION	08-01-24	
1	D	UPDATED TO ADDRESS COMMENTS	16-01-24	
	1	UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS	27-01-24	
	1.1	UPDATED TO ADDRESS COMMENTS	11-02-24	
	1.2	UPDATED TO ADDRESS COMMENTS	20-02-24	
	1.3	UPDATED TO ADDRESS COMMENTS	06-03-24	
	1.4	UPDATED FOR RESUBMISSION	12-03-24	
	1.5	UPDATED FOR RESUBMISSION	15-04-24	

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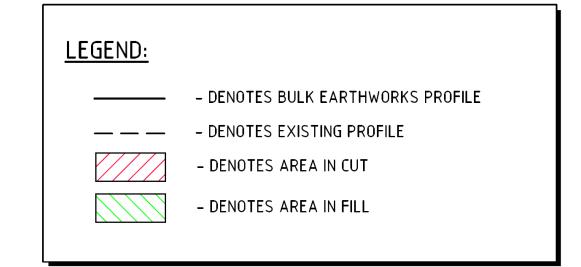
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	Environmental Management

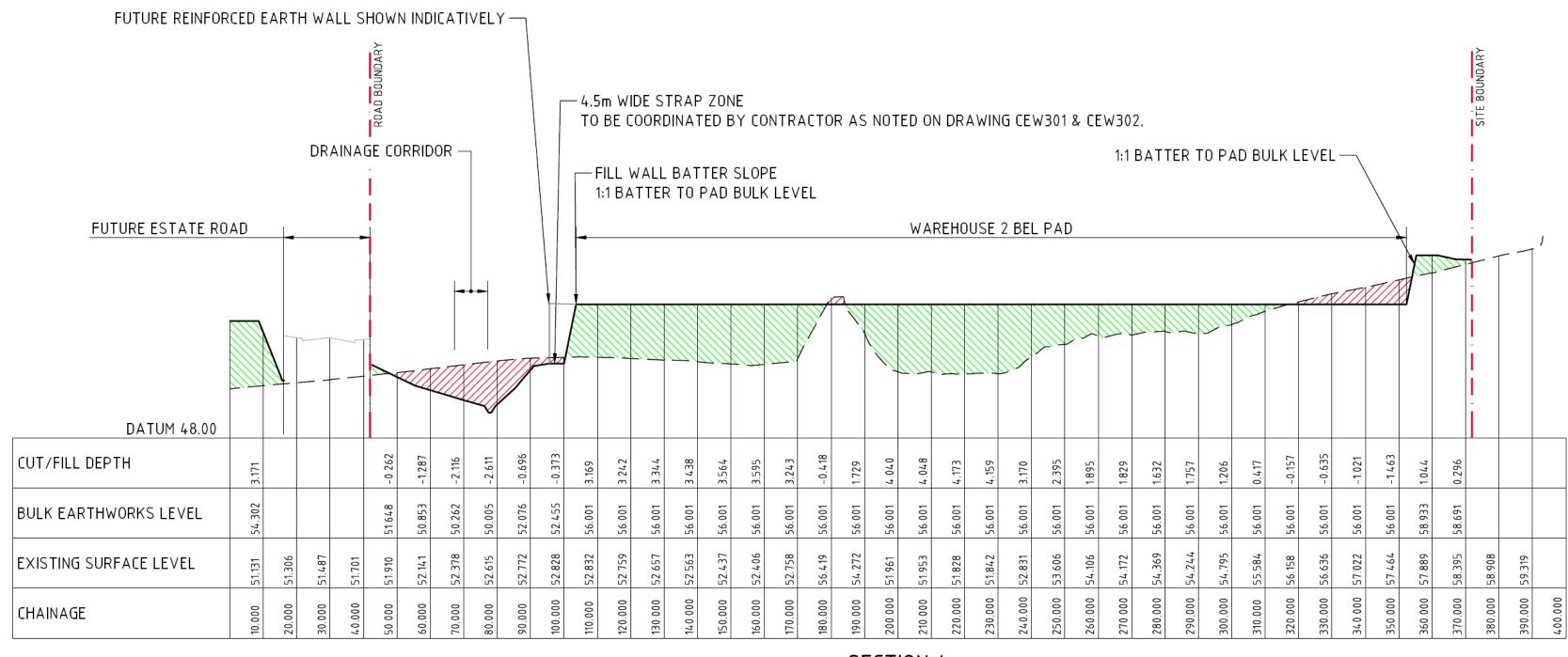
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	PLAN - CROSS-SECTIONS - SHEET 13

ı	Status INITIAL SUBMISSION	D1
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13	P92_YBA_GPT_23-00001-ESC-RB	5

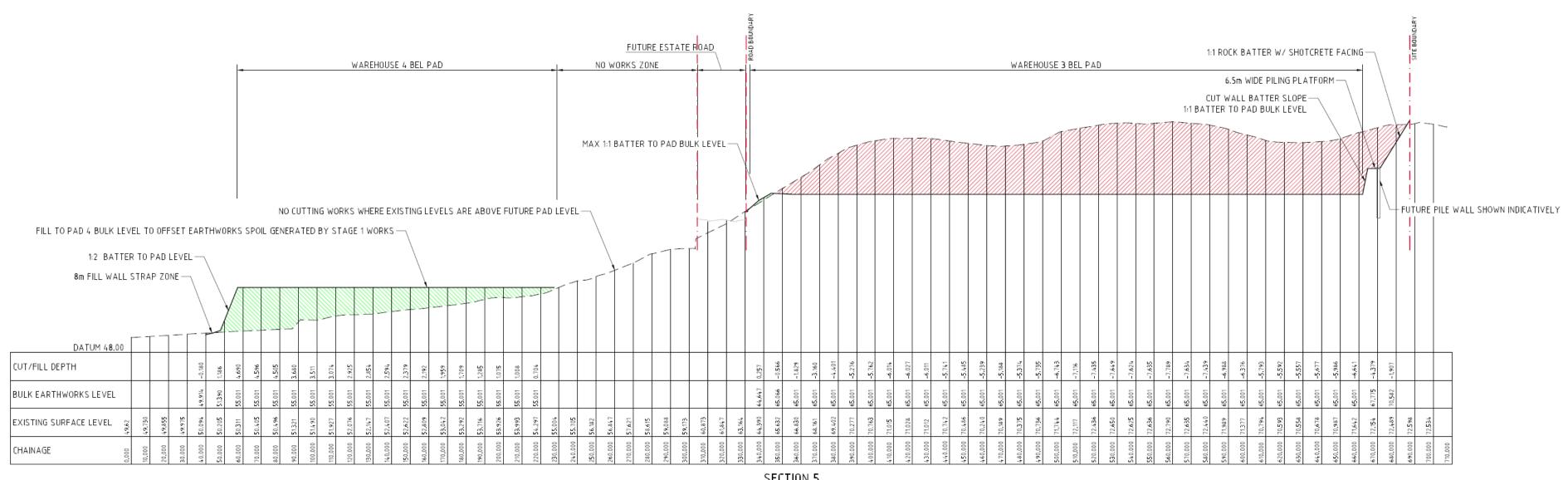
OCHRE ENVIRONMETAL MANAGEMENT



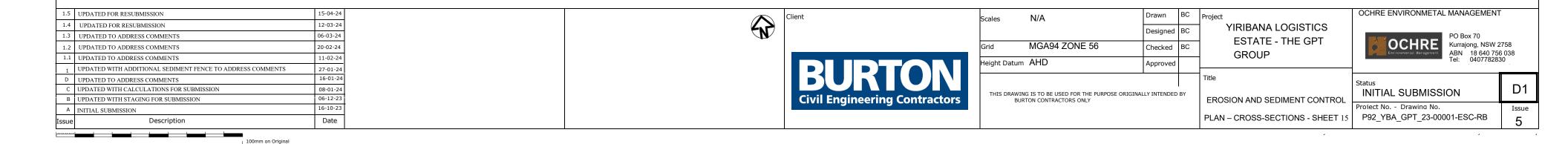


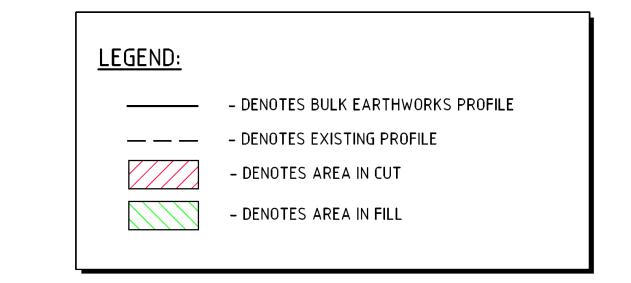
SECTION 4 HORIZONTAL SCALE 1:1000 VERTICAL SCALE 1:200

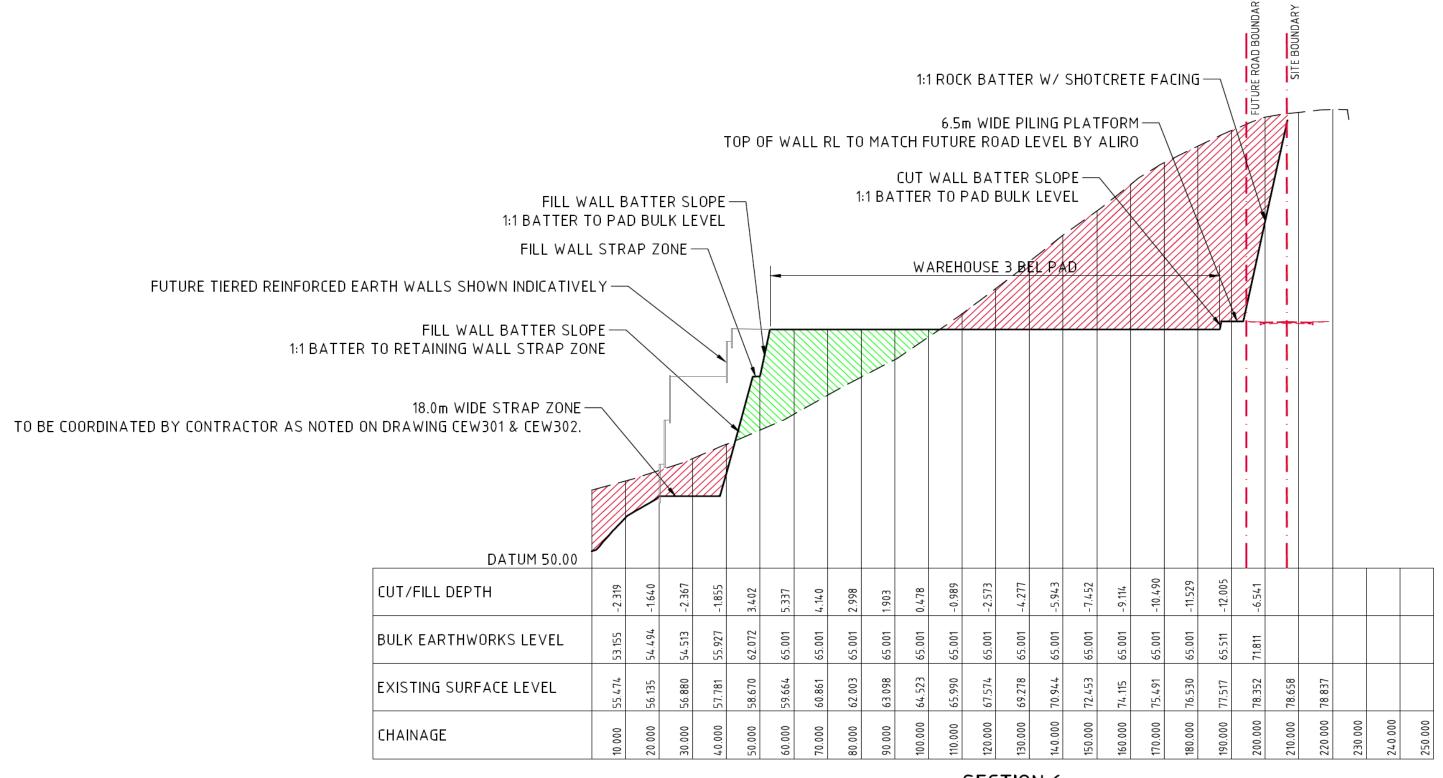
OCHRE ENVIRONMETAL MANAGEMENT 1.5 UPDATED FOR RESUBMISSION N/A 1.4 UPDATED FOR RESUBMISSION 12-03-24 YIRIBANA LOGISTICS Designed BC 06-03-24 1.3 UPDATED TO ADDRESS COMMENTS ESTATE - THE GPT MGA94 ZONE 56 Kurrajong, NSW 2758 20-02-24 1.2 UPDATED TO ADDRESS COMMENTS Checked ABN 18 640 756 038 Tel: 0407782830 **GROUP** UPDATED TO ADDRESS COMMENTS 11-02-24 Height Datum AHD Approved UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS 16-01-24 D UPDATED TO ADDRESS COMMENTS D1 C UPDATED WITH CALCULATIONS FOR SUBMISSION 08-01-24 INITIAL SUBMISSION THIS DRAWING IS TO BE USED FOR THE PURPOSE ORIGINALLY INTENDED BY BURTON CONTRACTORS ONLY $\ensuremath{\mathsf{C}}$ B UPDATED WITH STAGING FOR SUBMISSION **EROSION AND SEDIMENT CONTROL** Project No. - Drawing No. P92_YBA_GPT_23-00001-ESC-RB PLAN - CROSS-SECTIONS - SHEET 14 Date Description



SECTION 5 HORIZONTAL SCALE 1:1000 VERTICAL SCALE 1:200



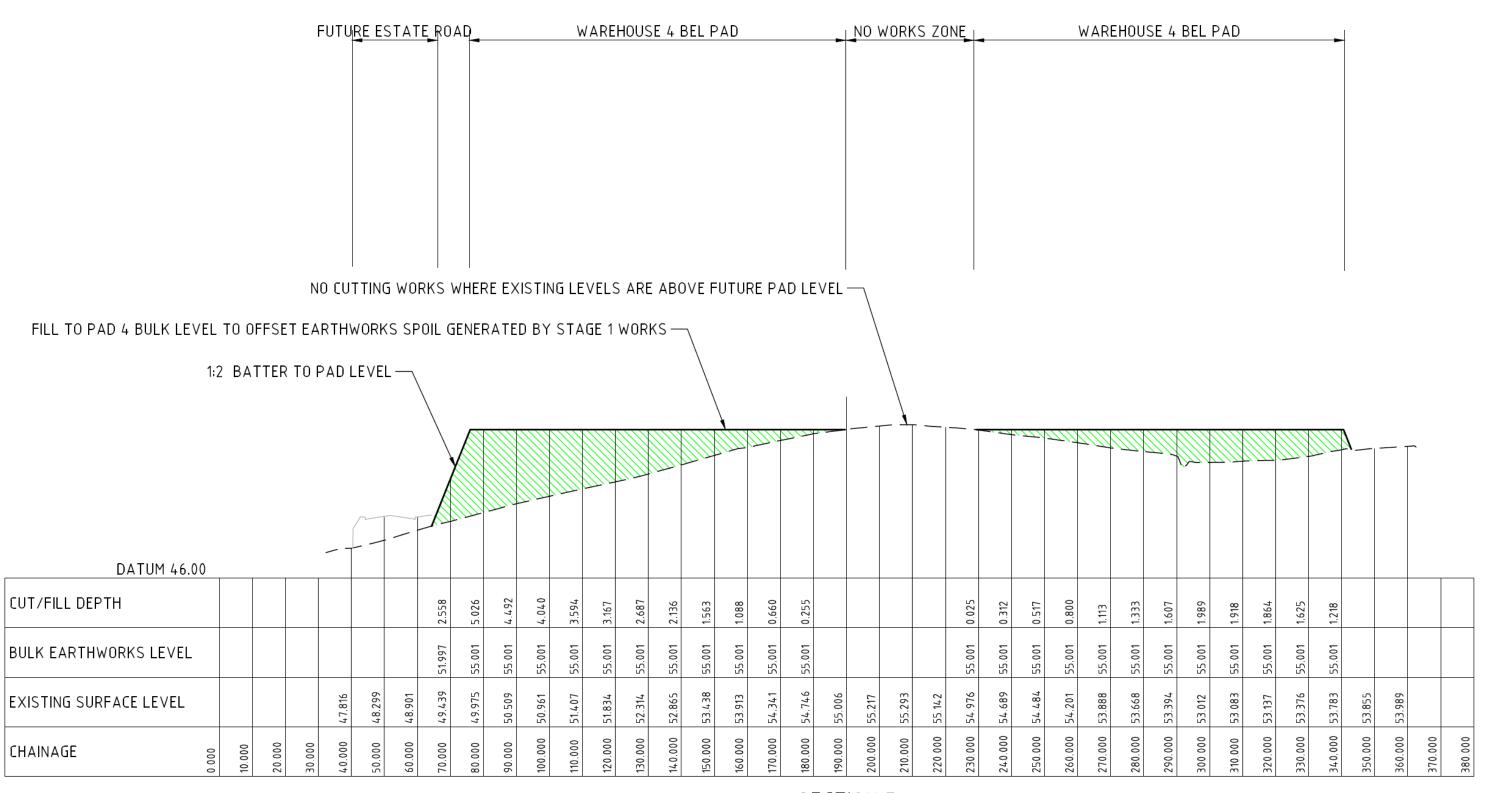




SECTION 6

HORIZONTAL SCALE 1:1000 VERTICAL SCALE 1:200

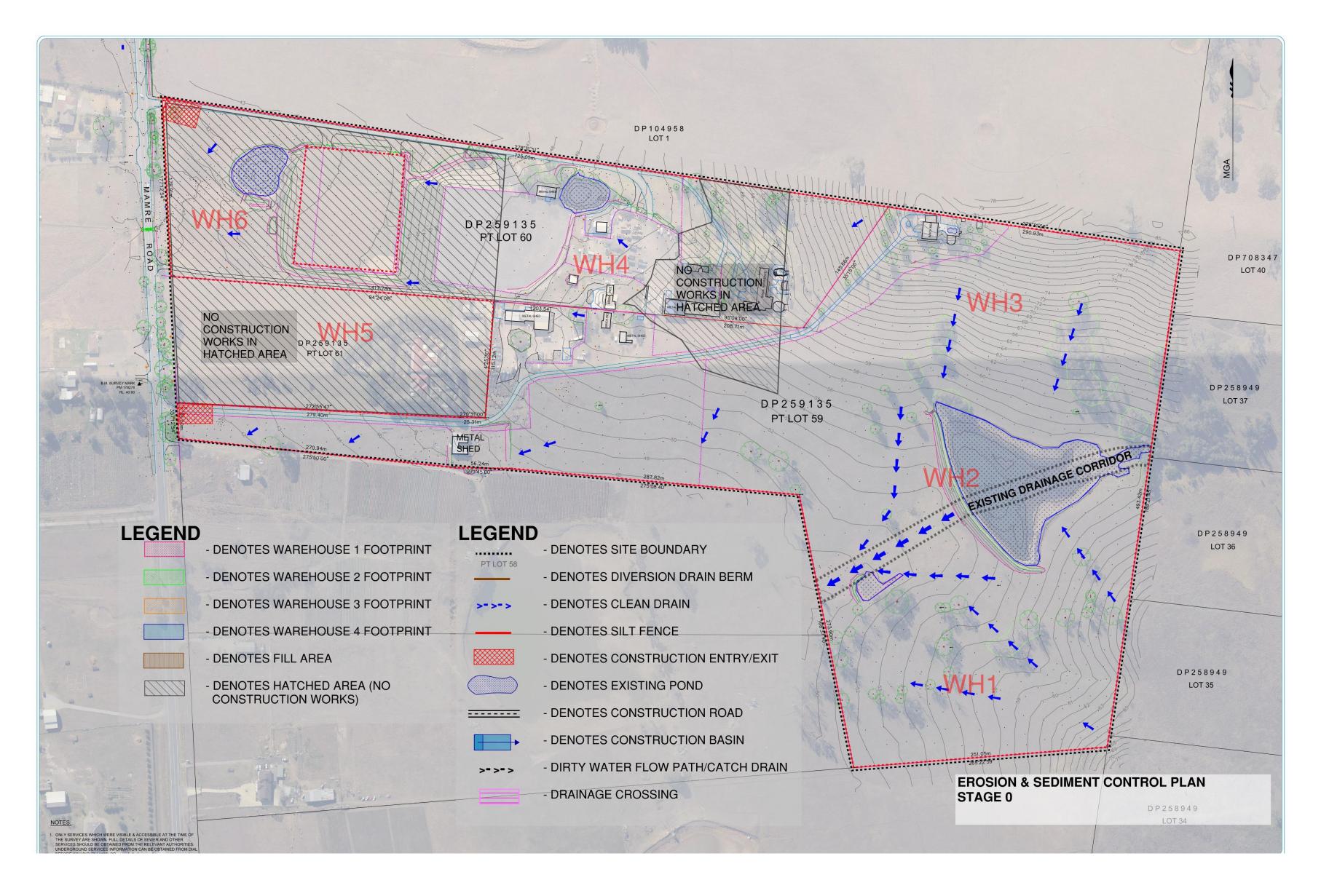
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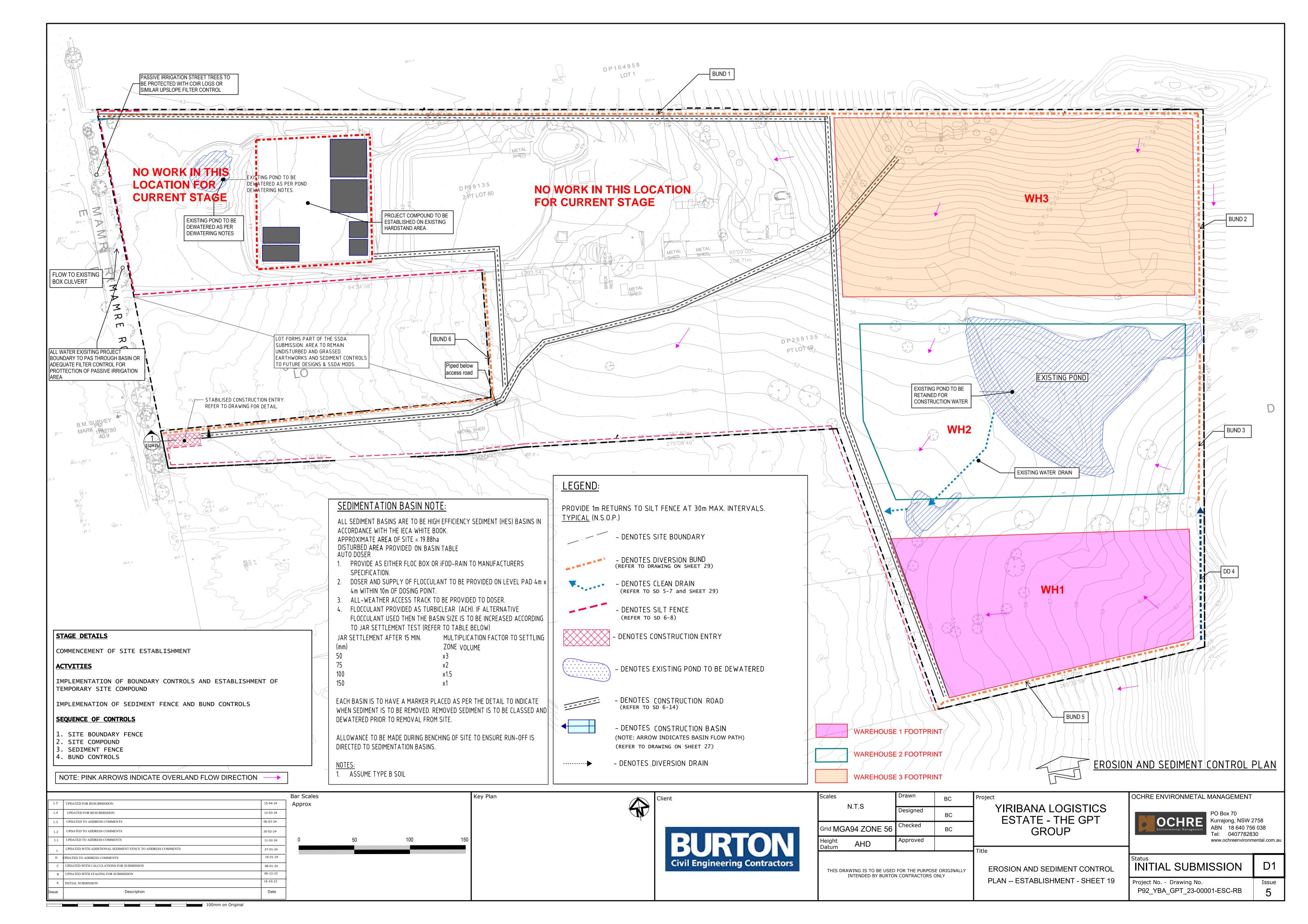
SECTION 7

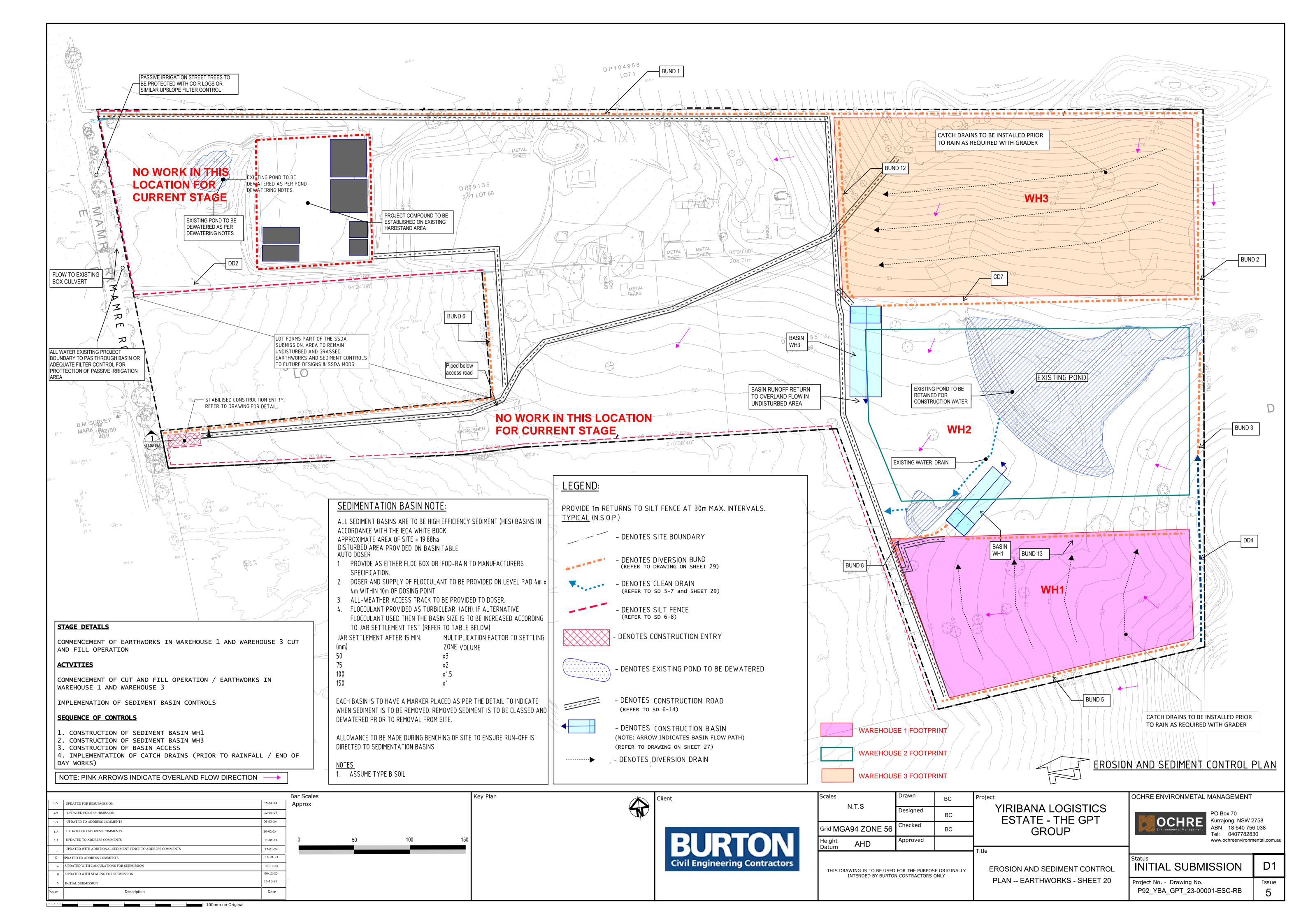
HORIZONTAL SCALE 1:1000 VERTICAL SCALE 1:200

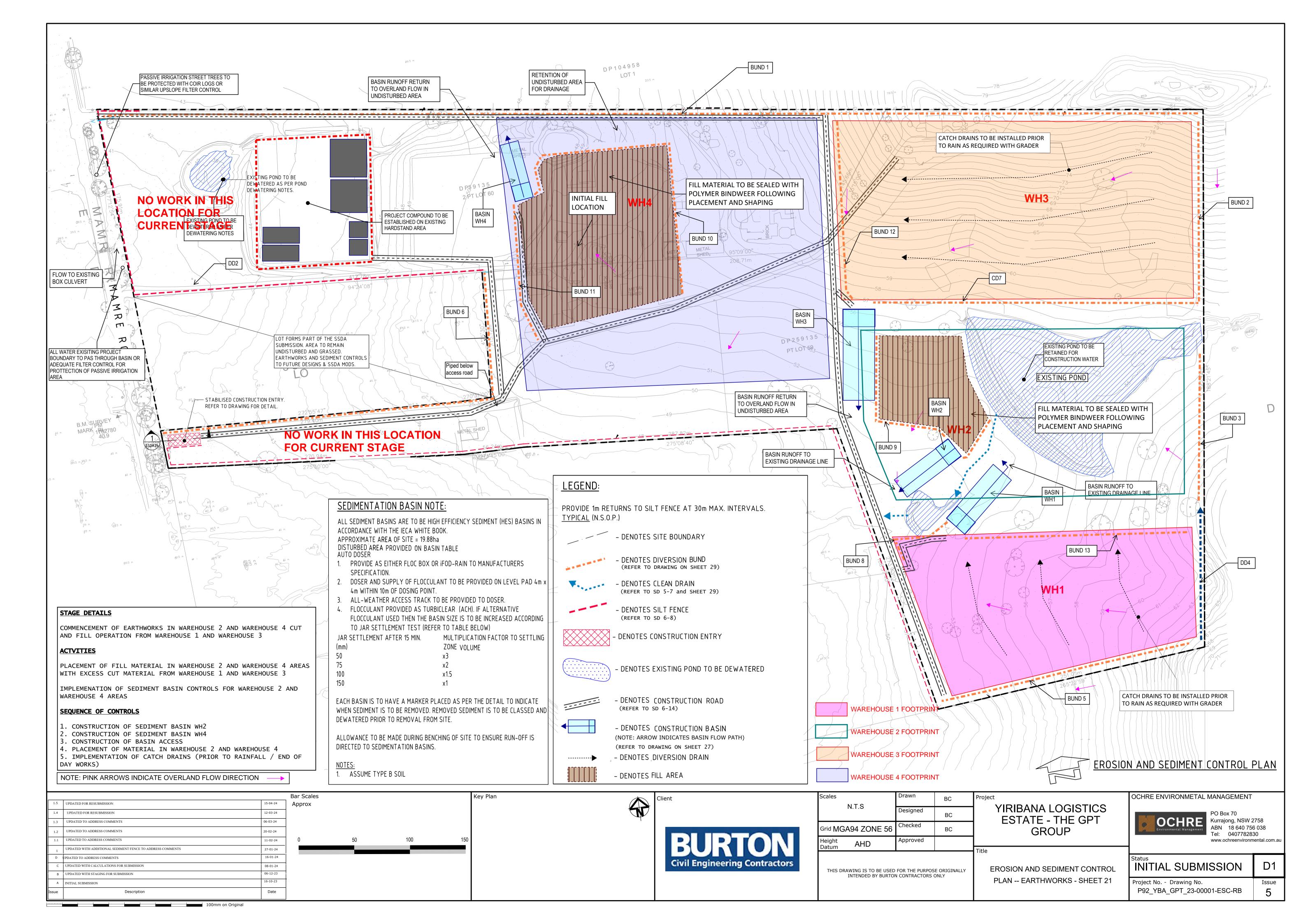
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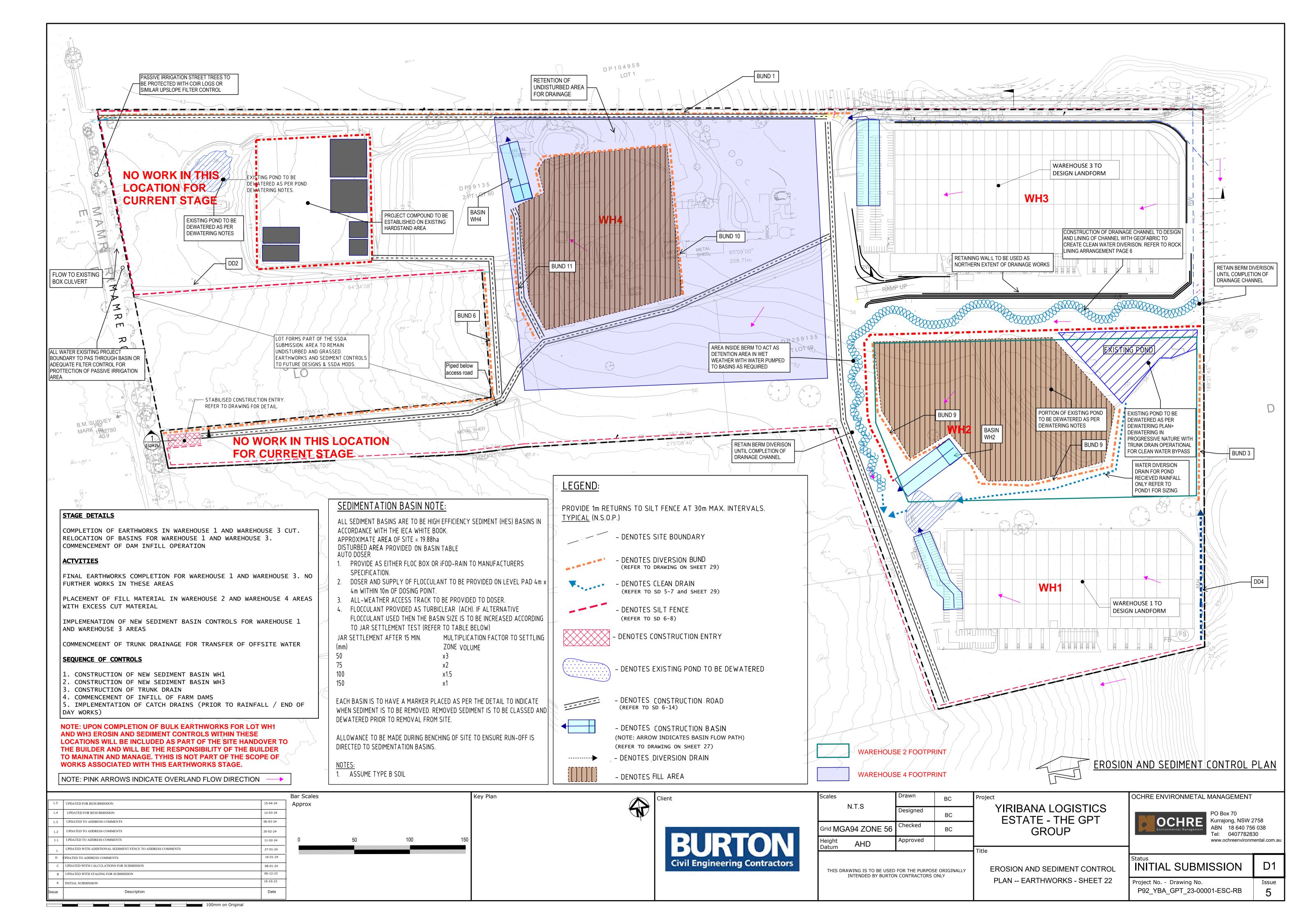


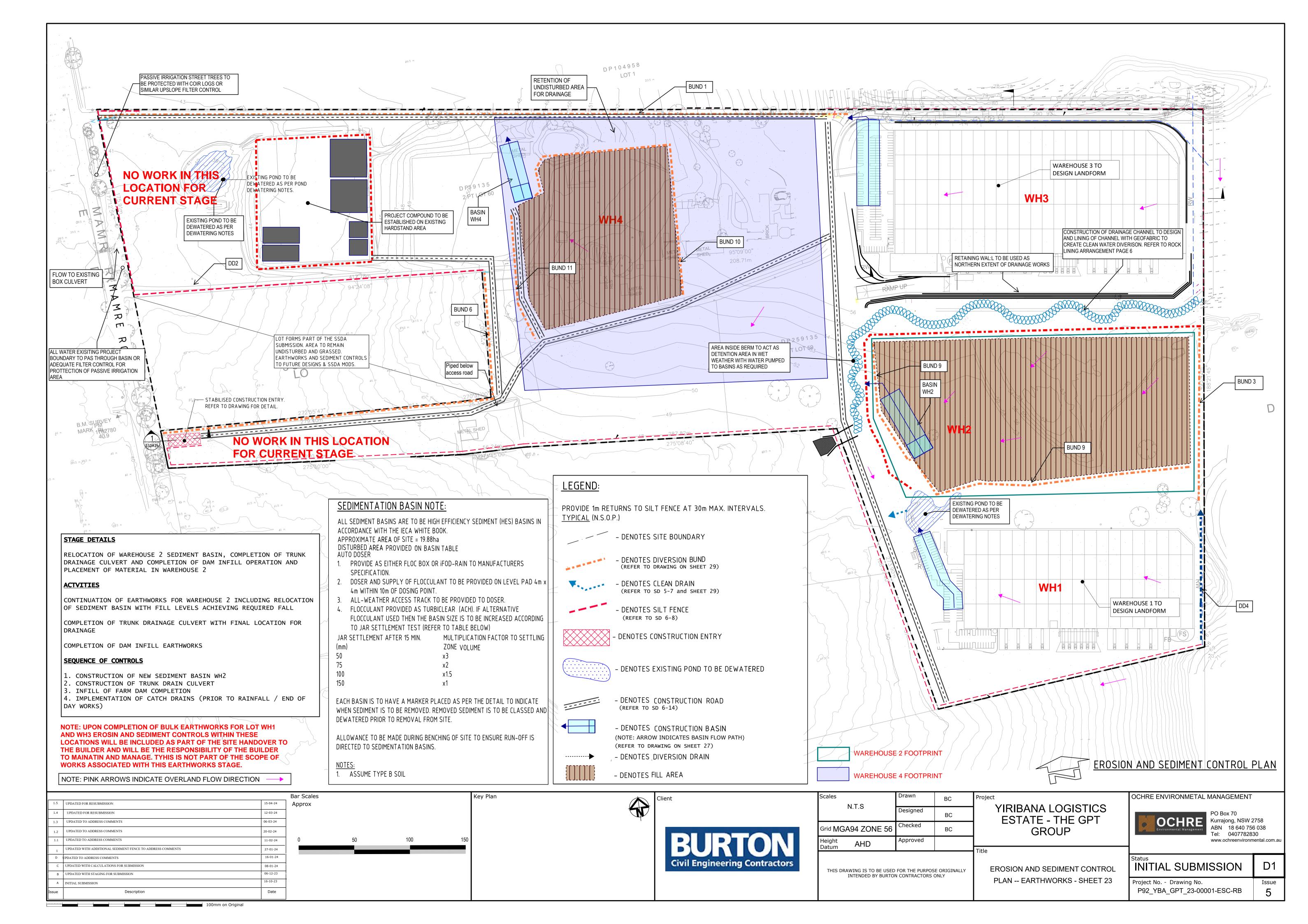
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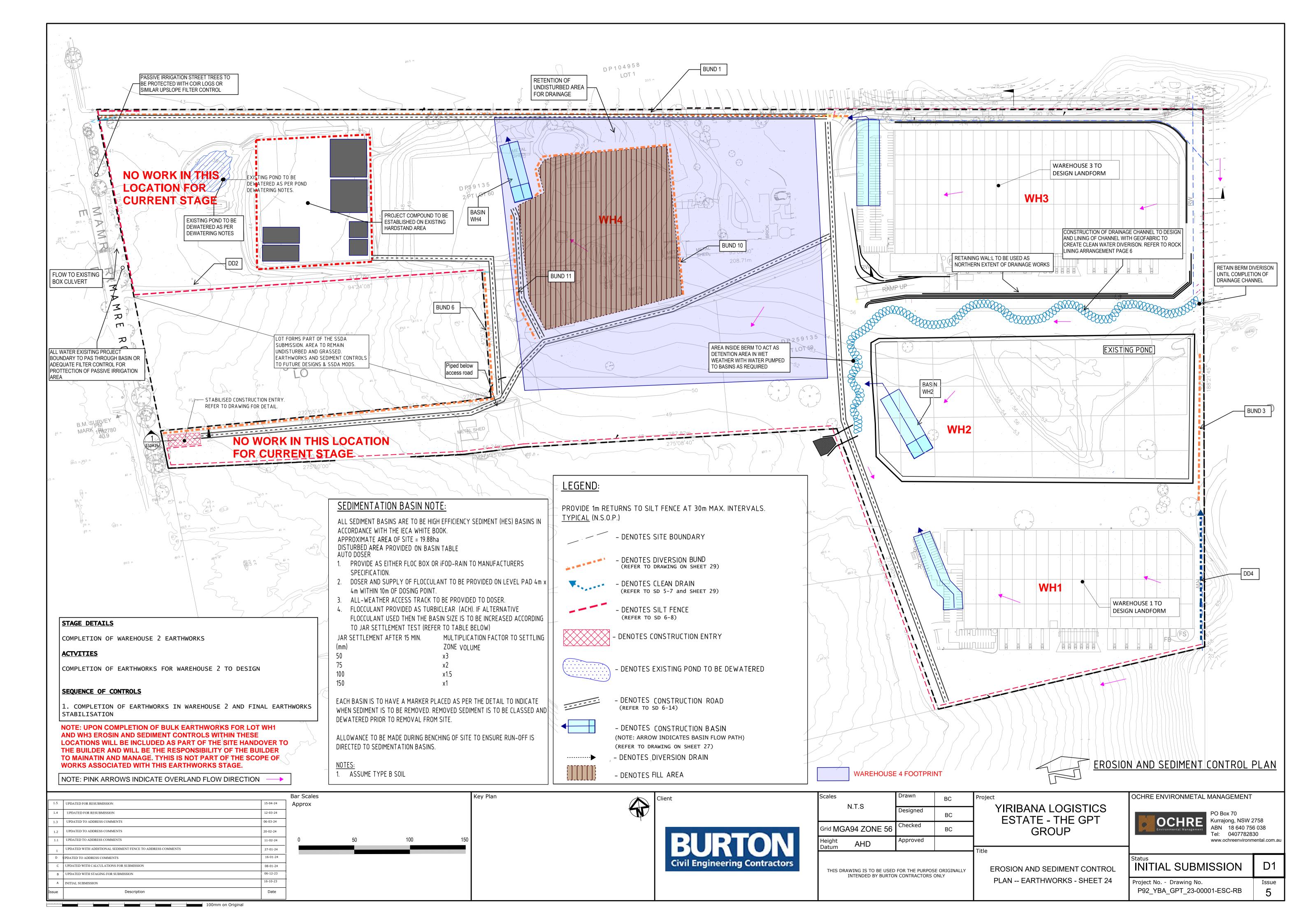


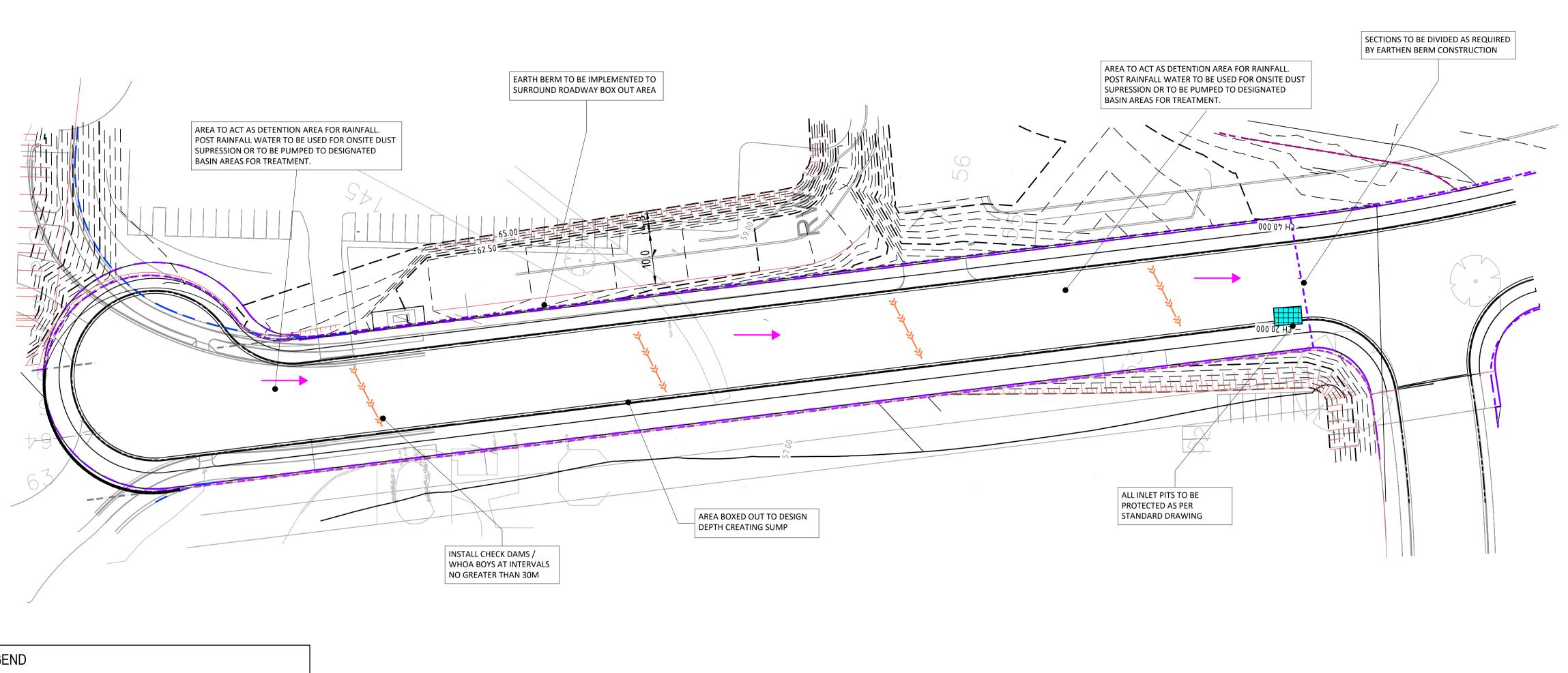


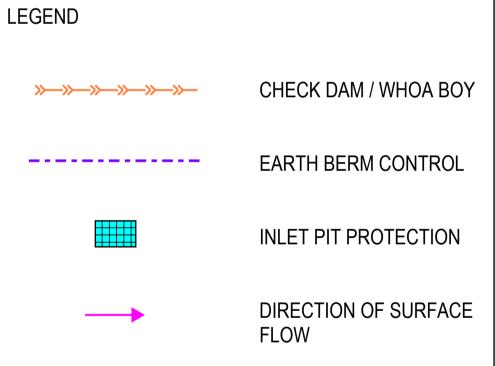


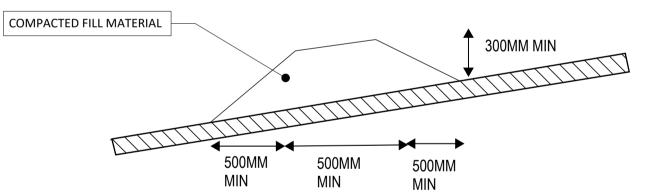




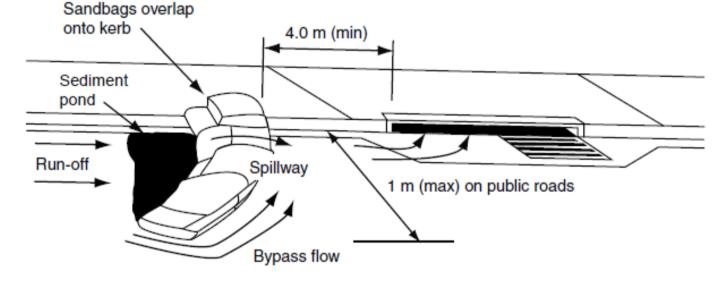








STANDARD WHOA BOY SETUP



STANDARD KERB INLET TRAP

STAGE DETAILS

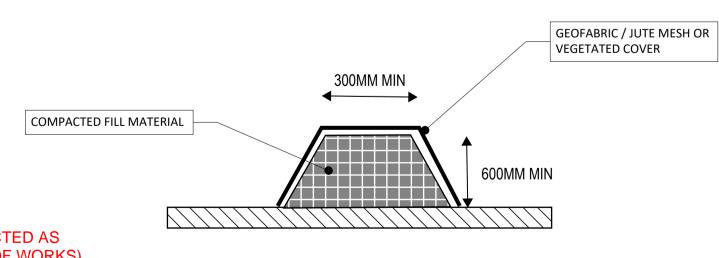
COMMENCEMENT OF ROADWORKS

ACTVITIES

UNDERTAKING BOX OUT AND ROADWORKS MATERIAL PLACEMENT TO DESIGN

SEQUENCE OF CONTROLS

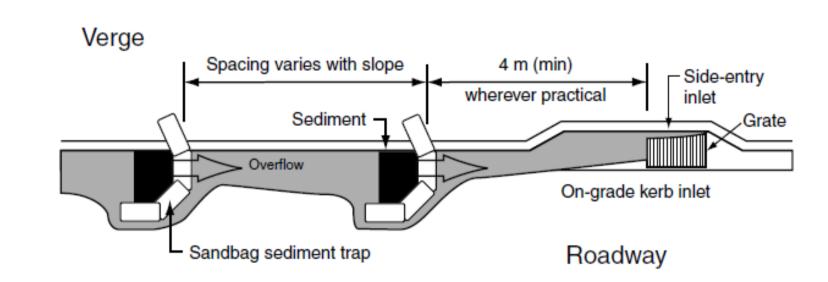
- 1. UNDERTAKE EXCAVATION OF ROADWORKS AREA TO SUITABLE LEVELS AS PER SOIL SPECIFICATION TESTING AND DESIGN 2. UNDERTAKE PLACEMENT OF ROAD BASE MATERIAL
- 3. IMPLEMENT EORSION AND SEDIMENT CONTROLS IDENTIFIED AS REQUIRED(I.E. END OF EACH DAY AND PRIOR TO RAINFALL)



THE STORMWATER INFRASTRUCTURE WILL NOT BE CONSTRUCTED AS PART OF THE PROJECT EARTHWORKS STAGING (THIS SCOPE OF WORKS) , HOWEVER THE INITIAL EARTHWORKS WILL REQUIRED THE BOXING OUT OF THE ROADWAY FOR FOUNDATIONS AND ROADWAY CONSTRUCTION TO ACHIEVE COMPLIANCE WITH COUNCIL AND ROAD AUTHORITY SPECIFICATIONS. AT THIS STAGE NO DRAINAGE WILL BE IN THE ROAD ALIGNMENT AND THEREFORE THE RETENTION OF WATER IN THE BOXED

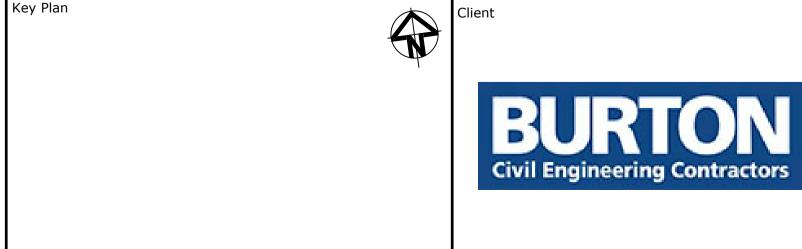
OUT AREA IS STANDARD PRACTICE.

STANDARD EARTHEN DIVERSION BERM



STANDARD KERB CHECK DAM

			Bar Scales
1.5	UPDATED FOR RESUBMISSION	15-04-24	Approx
1.4	UPDATED FOR RESUBMISSION	12-03-24	
1.3	UPDATED TO ADDRESS COMMENTS	06-03-24	
1.2	UPDATED TO ADDRESS COMMENTS	20-02-24	
1.1	UPDATED TO ADDRESS COMMENTS	11-02-24	
1	UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS	27-01-24	
D	UPDATED TO ADDRESS COMMENTS	16-01-24	
С	UPDATED WITH CALCULATIONS FOR SUBMISSION	08-01-24	
В	UPDATED WITH STAGING FOR SUBMISSION	06-12-23	†
Α	INITIAL SUBMISSION	16-10-23	
ssue	Description	Date	



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N.1.3	Designed	вс	
Grid MGA94 ZONE 56	Checked	ВС	
Height AHD	Approved		
Datum AIID			Title

N.T.S	Designed	ВС	YIRIBANA LOGISTICS ESTATE - THE GPT
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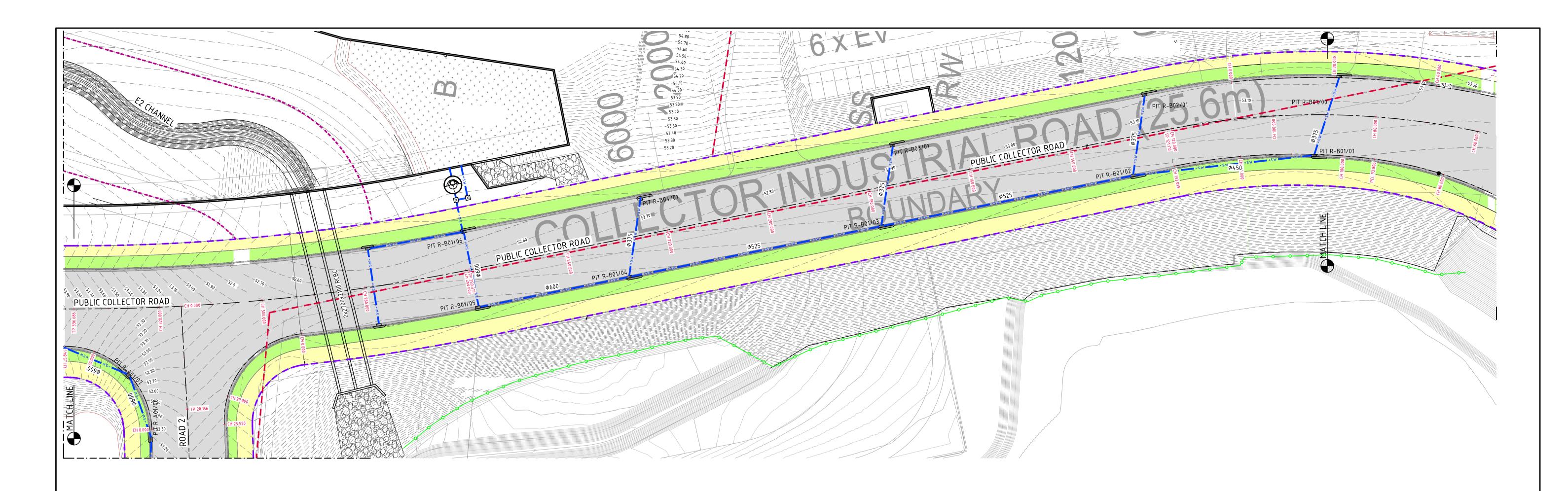
EROSION AND SEDIMENT CONTROL THIS DRAWING IS TO BE USED FOR THE PURPOSE ORIGINALLY INTENDED BY BURTON CONTRACTORS ONLY PLAN -- ROADWORKS - SHEET 25

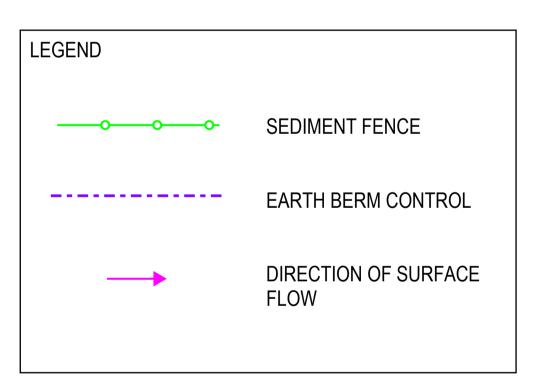
CHRE ENVIRONMETAL I	MANAGEMENT



INITIAL SUBMISSION	D1
Project No Drawing No.	Issue
P92_YBA_GPT_23-00001-ESC-RB	5

100mm on Original





STAGE DETAILS

MIRVAC BOUNDARY WORKS

<u>ACTVITIES</u>

UNDERTAKING OF CONTROLS ALONG THE SOUTHERN (MIRVAC) BOUNDARY

SEQUENCE OF CONTROLS

1. IMPLEMENT SEDIMENT FENCE CONTROLS AS SHOWN ON ESCP

2. IMPLEMENT BERM CONTROLS AS SHOWN ON ESCP

			Bar Scales
1.5	UPDATED FOR RESUBMISSION	15-04-24	Approx
1.4	UPDATED FOR RESUBMISSION	12-03-24	
1.3	UPDATED TO ADDRESS COMMENTS	06-03-24	
1.2	UPDATED TO ADDRESS COMMENTS	20-02-24	
1.1	UPDATED TO ADDRESS COMMENTS	11-02-24	
1	UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS	27-01-24	
D	JPDATED TO ADDRESS COMMENTS	16-01-24	
С	UPDATED WITH CALCULATIONS FOR SUBMISSION	08-01-24	
В	UPDATED WITH STAGING FOR SUBMISSION	06-12-23	
Α	INITIAL SUBMISSION	16-10-23	
Issue	Description	Date	

Key Plan

cales	Drawn	ВС	Proj
N.T.S	Designed	ВС	
Grid MGA94 ZONE 56	Checked	ВС	
leight AHD	Approved		

THIS DRAWING IS TO BE USED FOR THE PURPOSE ORIGINALLY INTENDED BY BURTON CONTRACTORS ONLY

YIRIBANA LOGISTICS ESTATE - THE GPT GROUP

EROSION AND SEDIMENT CONTROL

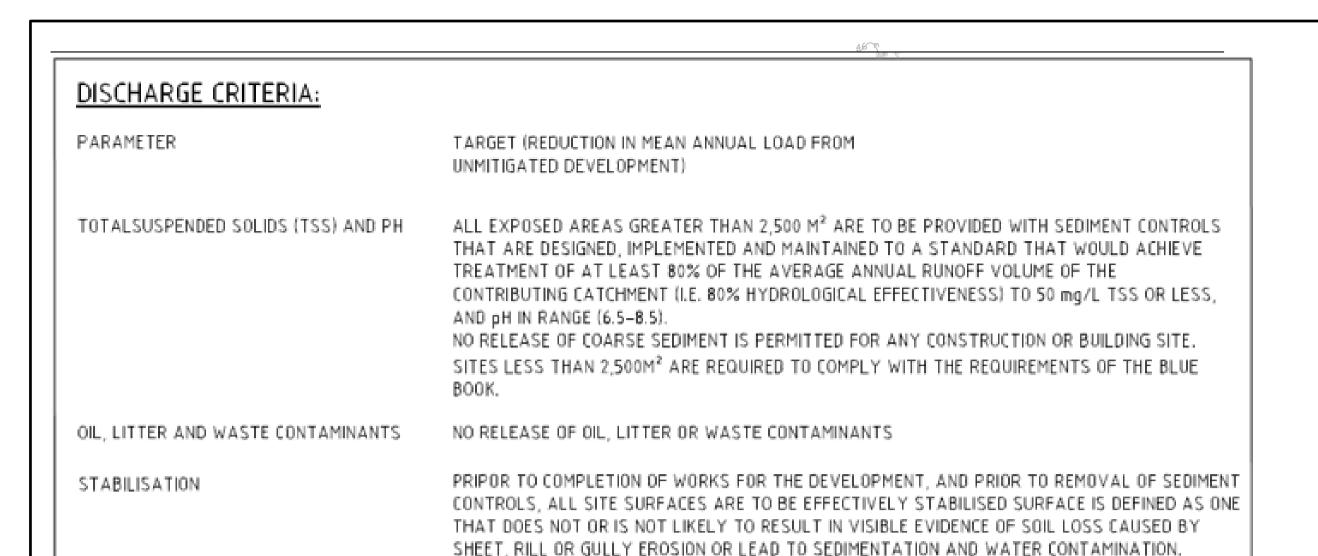
OCHRE ENVIRONMETAL MANAGEMENT

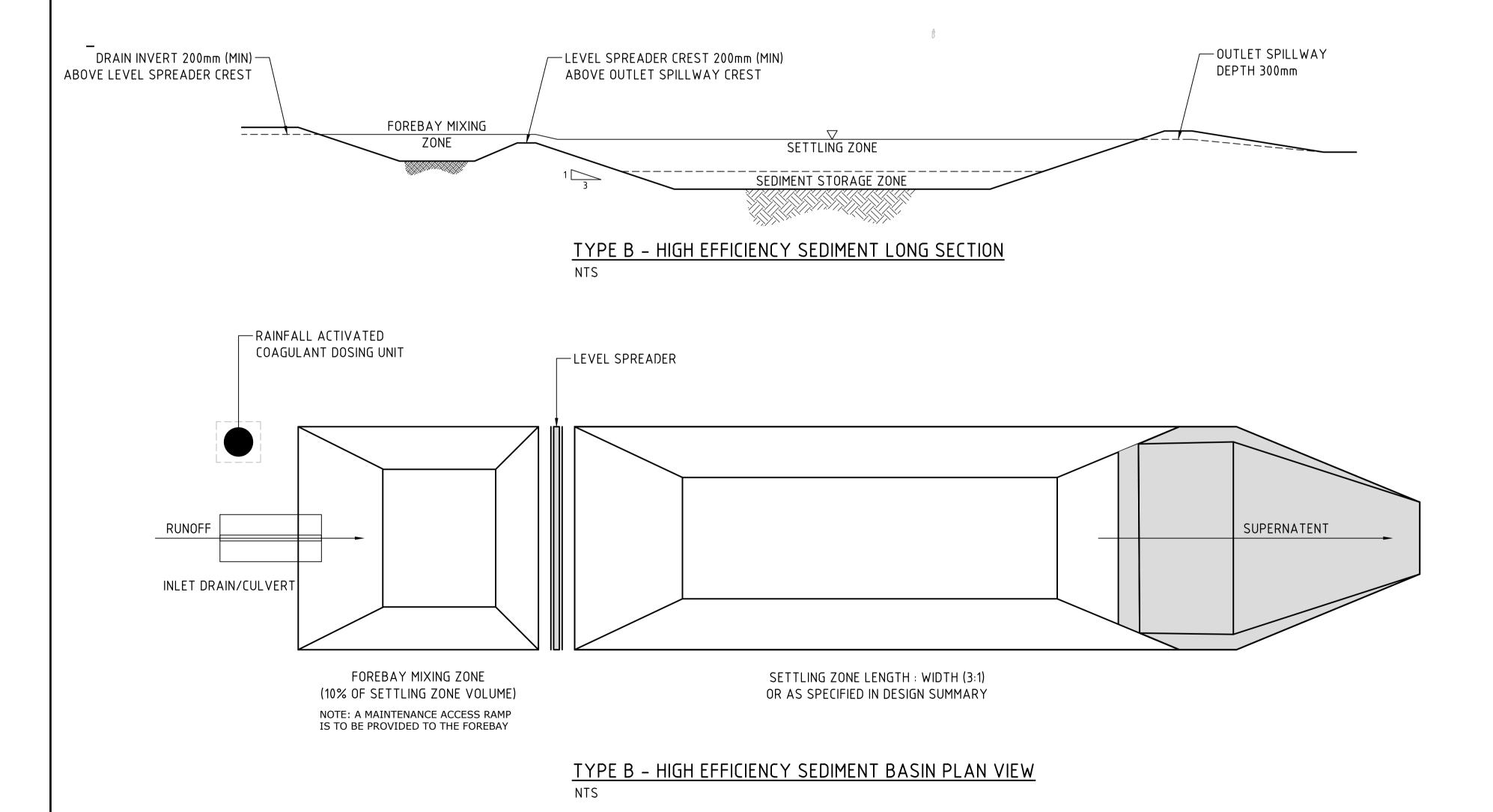


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ABN 18 640 756 038 Tel: 0407782830 www.ochreenvironmental.com.au

D1 INITIAL SUBMISSION PLAN -- MIRVAC BOUNDARY - SHEET 26 Project No. - Drawing No. Issue P92_YBA_GPT_23-00001-ESC-RB

100mm on Original



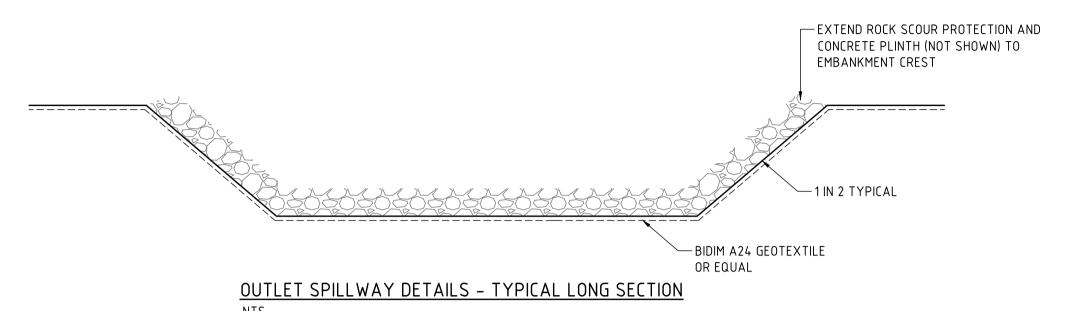


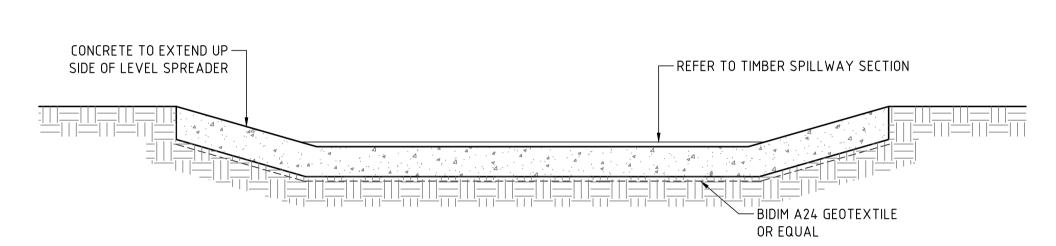
Key Plan

STAGED CONSTRUCTION NOTE:

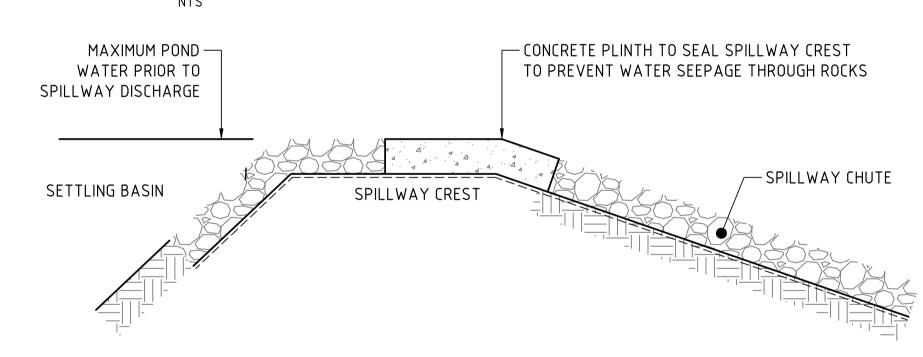
STAGE 1 – INITIAL SITE ESTABLISHMENT AND INSTALLATION OF SEDIMENT & EROSION CONTROL MEASURES AS NOTED ON PLAN.

STAGE 2 - MAJORITY OF STORMWATER INFRASTRUCTURE COMPLETED, PADS BENCHED & RETAINING WALLS CONSTRUCTED. STORMWATER FROM DEVELOPED LOTS DIVERTED TO RETENTION BASIN. STORMWATER FROM UNDEVELOPED PADS DIVERTED TO SEDIMENT BASINS.

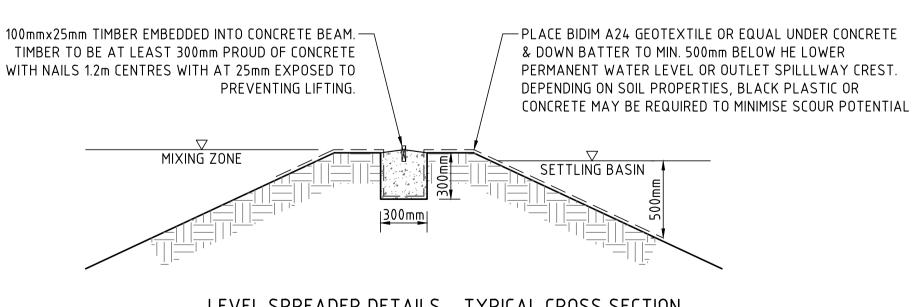




LEVEL SPREADER DETAILS - TYPICAL LONG SECTION



OUTLET SPILLWAY DETAILS - TYPICAL CROSS SECTION



LEVEL SPREADER DETAILS - TYPICAL CROSS SECTION

cales N/A	Drawn	ВС	Project
N/A	Designed	ВС	YIRIBANA LOGISTICS ESTATE - THE GPT
Grid MGA94 ZONE 56	Checked	ВС	GROUP
leight Datum AHD	Approved		Title
			TIGE

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EROSION AND SEDIMENT CONTROL
PLAN -- BASIN DESIGN - SHEET 27

PO Box 70
Kurrajong, NSW 2758
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Tel: 0407782830
www.ochreenvironmental.com.au

OCHRE ENVIRONMETAL MANAGEMENT

INITIAL SUBMISSION

Project No. - Drawing No.
P92_YBA_GPT_23-00001-ESC-RB

Status

Issue
5

UPDATED FOR RESUBMISSION

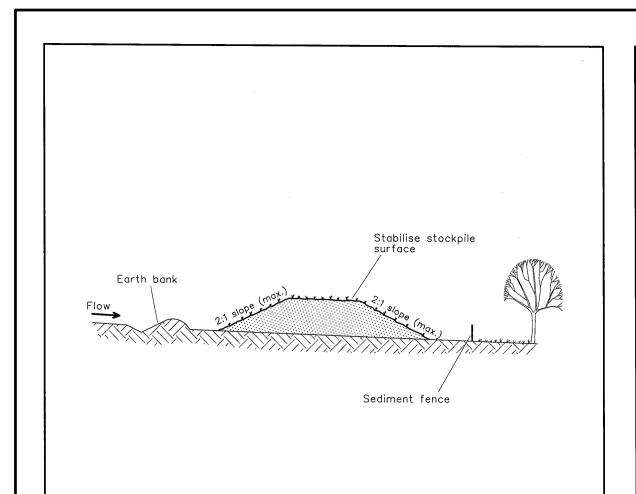
UPDATED FOR RESUBMISSION

UPDATED WITH CALCULATIONS FOR SUBMISSION

B UPDATED WITH STAGING FOR SUBMISSION

A INITIAL SUBMISSION

Civil Engineering Contractors

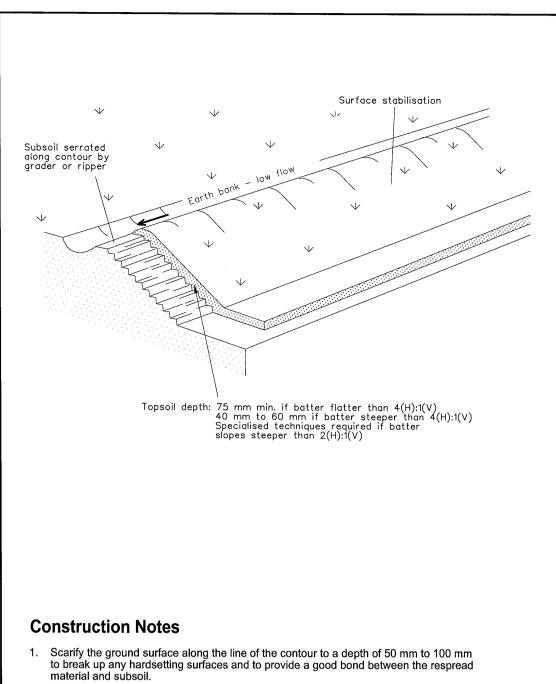


Construction Notes

- Place stockpiles more than 2 (preferably 5) metres from existing vegetation, concentrated water flow, roads and hazard areas.
- 2. Construct on the contour as low, flat, elongated mounds.
- Where there is sufficient area, topsoil stockpiles shall be less than 2 metres in height.
- Where they are to be in place for more than 10 days, stabilise following the approved ESCP or SWMP to reduce the C-factor to less than 0.10.
- Construct earth banks (Standard Drawing 5-5) on the upslope side to divert water around stockpiles and sediment fences (Standard Drawing 6-8) 1 to 2 metres downslope.

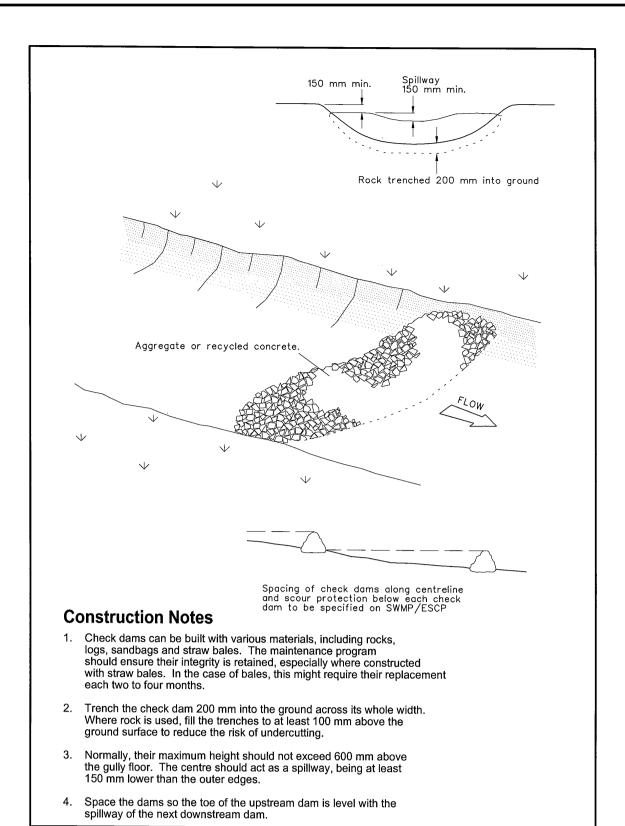
STOCKPILES

SD 4-1



- 2. Add soil ameliorants as required by the ESCP or SWMP.
- 3. Rip to a depth of 300 mm if compacted layers occur.
- 4. Where possible, replace topsoil to a depth of 40 to 60 mm on lands where the slope exceeds 4(H):1(V) and to at least 75 mm on lower gradients.

REPLACING TOPSOIL SD 4-2



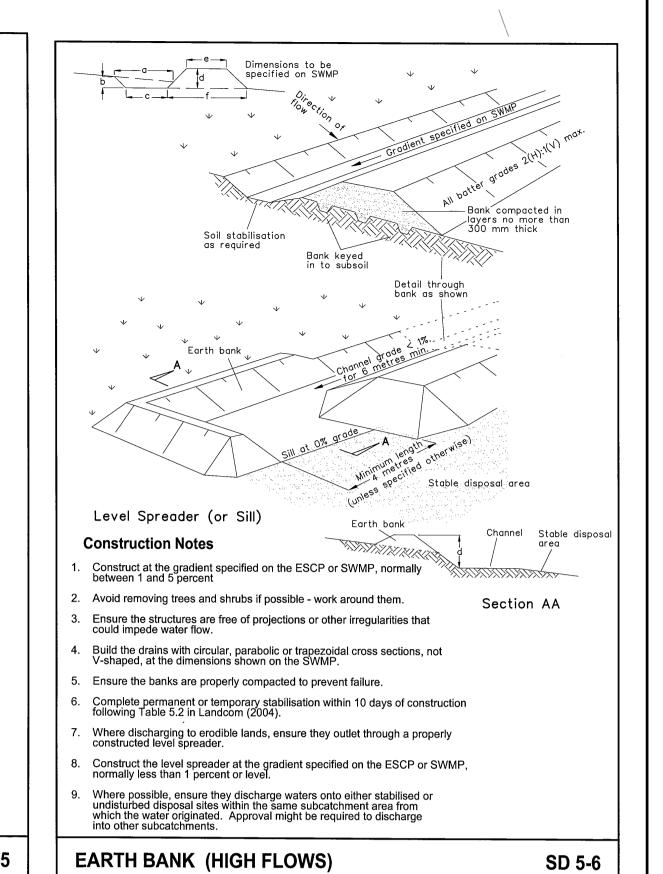
Can be constructed with Gradient of drain All batter grades 150 mm min. -2 metres min. – NOTE: Only to be used as temporary bank where maximum upslope length is 80 metres.

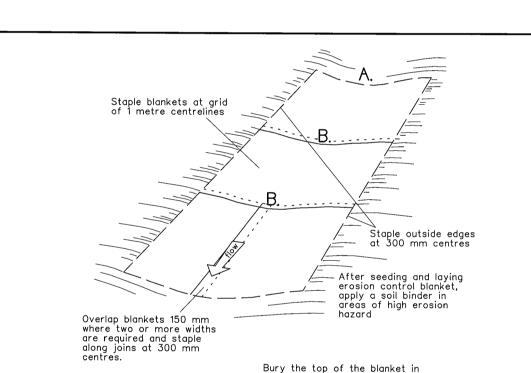
Construction Notes

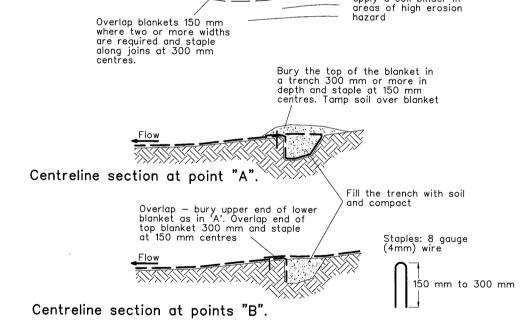
SD 5-4

- Build with gradients between 1 percent and 5 percent.
- Avoid removing trees and shrubs if possible work around them.
- Ensure the structures are free of projections or other irregularities that could impede water flow.
- Build the drains with circular, parabolic or trapezoidal cross sections, not V
- Ensure the banks are properly compacted to prevent failure.
- Complete permanent or temporary stabilisation within 10 days of construction.

EARTH BANK (LOW FLOW) SD 5-5





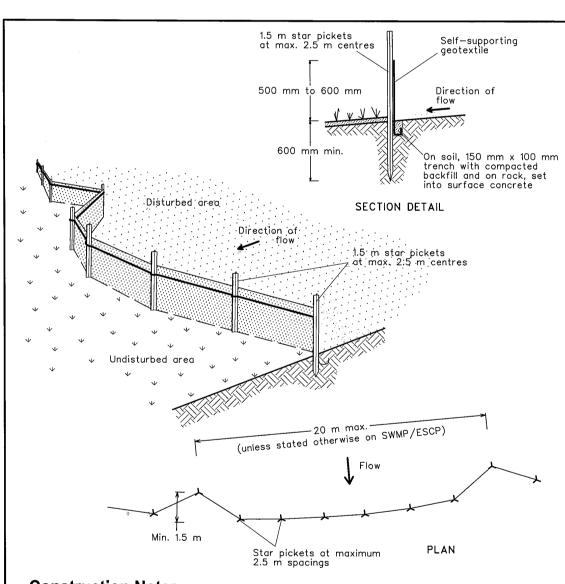


Construction Notes

- Remove any rocks, clods, sticks or grass from the surface before laying matting
- 2. Ensure that topsoil is at least 75 mm deep.
- 3. Complete fertilising and seeding before laying the matting.
- Ensure fabric will be continuously in contact with the soil by grading the surface carefully first.
- Lay the fabric in "shingle-fashion", with the end of each upstream roll overlapping those downstream. Ensure each roll is anchored properly at its upslope end (Standard Drawing 5-7b).
- Ensure that the full width of flow in the channel is covered by the matting up to the design storm event, usually in the 10-year ARI time of concentration storm event.
- Divert water from the structure until vegetation is stabilised properly.

RECP: CONCENTRATED FLOW

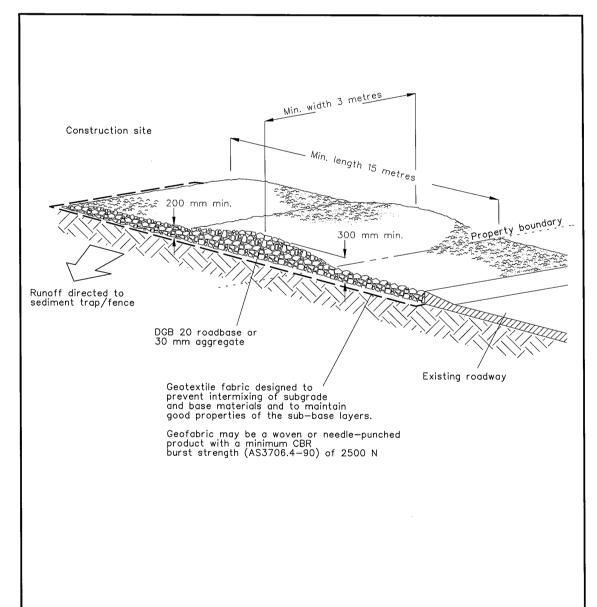
SD 5-7



Construction Notes

- Construct sediment fences as close as possible to being parallel to the contours of the site, but with small returns as shown in the drawing to limit the catchment area of any one section. The catchment area should be small enough to limit water flow if concentrated at one point to 50 litres per second in the design storm event, usually the 10-year event.
- 2. Cut a 150-mm deep trench along the upslope line of the fence for the bottom of the fabric to
- 3. Drive 1.5 metre long star pickets into ground at 2.5 metre intervals (max) at the downslope edge
- of the trench. Ensure any star pickets are fitted with safety caps. Fix self-supporting geotextile to the upslope side of the posts ensuring it goes to the base of the trench. Fix the geotextile with wire ties or as recommended by the manufacturer. Only use geotextile specifically produced for sediment fencing. The use of shade cloth for this purpose is not satisfactory.
- 5. Join sections of fabric at a support post with a 150-mm overlap.
- 6. Backfill the trench over the base of the fabric and compact it thoroughly over the geotextile.

SEDIMENT FENCE SD 6-8

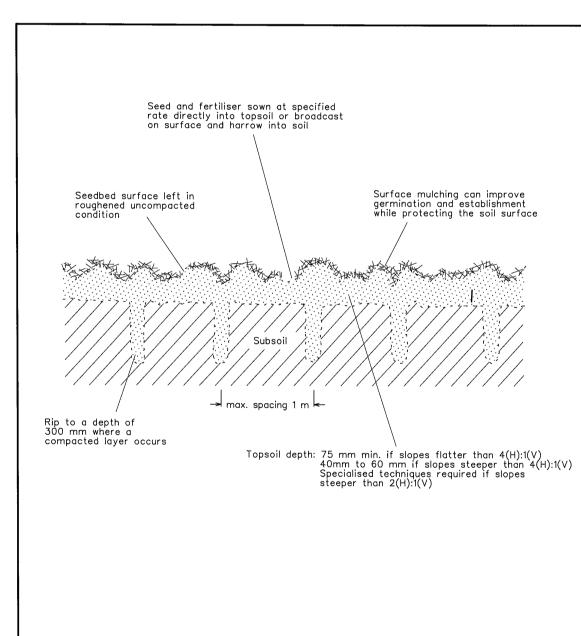


Construction Notes

ROCK CHECK DAM

- 1. Strip the topsoil, level the site and compact the subgrade.
- 2. Cover the area with needle-punched geotextile.
- 3. Construct a 200-mm thick pad over the geotextile using road base or 30-mm aggregate. 4. Ensure the structure is at least 15 metres long or to building alignment and at least 3 metres
- 5. Where a sediment fence joins onto the stabilised access, construct a hump in the stabilised access to divert water to the sediment fence

STABILISED SITE ACCESS

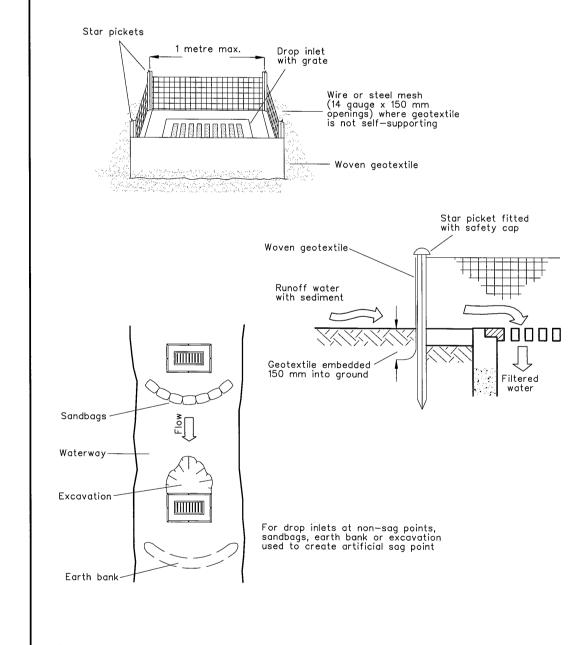


Construction Notes

- Loosen compacted soil before sowing any seed. If necessary, rip the soil to a depth of 300 mm. Avoid rotary hoe cultivation.
- 2. Work the ground only as much as necessary to achieve the desired tilth and prepare a good seedbed.
- 4. Cultivate on or close to the contour where possible, not up and down the slope.

3. Avoid cultivation in very wet or very dry conditions.

SD 7-1 **SEEDBED PREPARATION**



Construction Notes

YIRIBANA LOGISTICS

ESTATE - THE GPT

GROUP

- 1. Fabricate a sediment barrier made from geotextile or straw bales.
- 2. Follow Standard Drawing 6-7 and Standard Drawing 6-8 for installation procedures for the straw bales or geofabric. Reduce the picket spacing to 1 metre centres.
- 3. In waterways, artificial sag points can be created with sandbags or earth banks as shown in the drawing.
- 4. Do not cover the inlet with geotextile unless the design is adequate to allow for all waters to bypass it.

GEOTEXTILE INLET FILTER SD 6-12

ssue	Description	Date
Α	INITIAL SUBMISSION	16-10-23
В	UPDATED WITH STAGING FOR SUBMISSION	06-12-23
С	UPDATED WITH CALCULATIONS FOR SUBMISSION	08-01-24
D	UPDATED TO ADDRESS COMMENTS	16-01-24
1	UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS	
1.1	UPDATED TO ADDRESS COMMENTS	11-02-24
1.2	UPDATED TO ADDRESS COMMENTS	20-02-24
1.3	UPDATED TO ADDRESS COMMENTS	06-03-24
1.4	UPDATED FOR RESUBMISSION	12-03-24
1.5	UPDATED FOR RESUBMISSION	15-04-24





SD 6-14

Scales	Drawn	ВС	Projec
N/A	Designed	ВС	
Grid MGA94 ZONE 56	Checked	ВС	
Height AHD	Approved		
Datum AIID			Title

EROSION AND SEDIMENT CONTROL THIS DRAWING IS TO BE USED FOR THE PURPOSE ORIGINALLY INTENDED BY BURTON CONTRACTORS ONLY PLAN -- STANDRAD DRAWINS - SHEET 28

Title

OCHRE ENVIRONMETAL MANAGEMENT



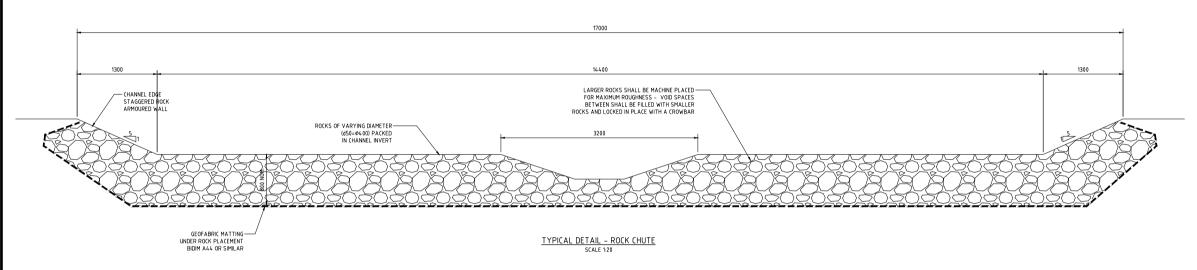
INITIAL SUBMISSION Project No. - Drawing No. Issue

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P92_YBA_GPT_23-00001-ESC-RB

		Type B	Type B	Type B	Type A
Basin Specifications		Yiribana Basin WH1	Yiribana Basin WH2	Yiribana Basin WH3	Yiribana Basin WH
ltem	Unit				
De de la contra del contra de la contra del la contra de la contra del la contra del la contra de la contra del la contra de la contra del la contra	m ³	1001	1170	1000 3	1510.47
Design volume requirement		1061	1178	1966.3	1519.47
Design surface area requirement	m [*]	1200	1332	2224	544
Length	m	60	63	81.9	75
Width	m	20	21	27.2	16.9
Surface area	m ²	1200	1327.2	2227.68	1267.5
Length to width ratio	ratio	3:1	3.00952380952381:1	3.01102941176471:1	4.43786982248521:
Depth	m	1.2	1	1.2	1.2
Basin wall batter slope	ratio	2:1	2:1	2:1	2:1
X-section area	m ²	21.12	22	29.76	17.4
Basin volume	m ³	1267.2	1411	2437.344	1305
Forebay (10% of volume)	m ³	126.72	141	243.7344	130.5
Forebay length	m	8	8	7	8
Forebay width	m	20	21	20.1	16.9
Forebay depth	m	1.0	1.00	1.0	1.2
Forebay spillway basin slope	ratio	3:1	3:1	3:1	3:1
X-section area	m ²	18	19	18.1	17.4
Forebay volume	m ³	144	152	126.7	139.2
Spillway crest below basin wall	m	0.45	0.45	0.45	0.45
Spillway width	m	20	21	27.2	16.9
Spillway freeboard	m	0.3	0.3	0.3	0.3
Basin lining	ea	A29 bidim	A29 bidim	A29 bidim	A29 bidim
Spillwaylining	ea	rip rap	rip rap	rip rap	rip rap
Outlet, concrete culvert	dia	>450	>450	>450	>450

AS PER IECA SEDIMENT BASIN DESIGN GUIDELINES FGOR SEDIMENT BASIN DESIGN STEP 5B IDENTIFIES THAT THE BASIN SPILLWAY SHOULD BE THE MAXIMUM PRACTICAL WIDTH TO PREVENT RESUSPENSION OF SETTLED SEDIMENT (I.E. JUST LESS THAN THE TOP WIDTH OF THE SETTLING ZONE) WITH A FREEBOARD / CREST OF 300MM. BASINS ARE DESIGNED IN ACCORDANCE WITH THIS GUIDELINE.



300MM MIN

`

3. Sediment Basin Spillway Design

Structure Details

Rainfall Intensities (IFD Values)

1 year, to

2 year, to

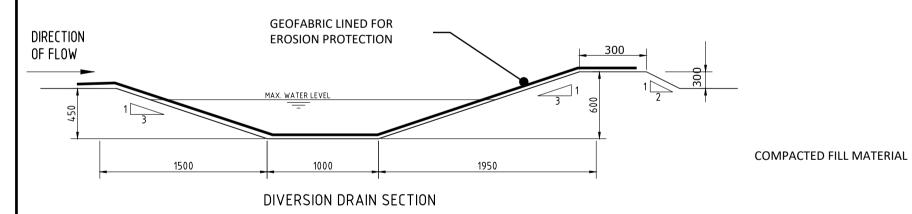
10 year, to

20 year, to

STANDARD EARTHEN BUND

0.889 0.989 1.652 1.636

1.05 1.05 1.05 1.05 1.2 1.2 Auto-filled based on selected ARI



DIVERSION DRAIN AND BUND SIZING

DRAIN / BUND SIZING		REFER TO 'TYPICAL DETAIL' ABOVE										
_	STRUCTURE NAME CHANNEL DETAILS	BUND1	BUND2	BUND3	DD4	BUND5	BUND6	CD7	BUND8	BUND9	BUND10	BUND11
	CHANNEL DEPTH / BUND HEIGHT, D (m)	1.2	1.2	1.2	1.0	1.2	1.2	0.6	0.8	0.8	1.2	1.2
	BASE WIDTH, B (m) CHANNEL / BUND	1.2	1.2	1.2	1.2	1.2	1.2	1.0	1.2	1.2	1.5	1.5
	SLOPE (H:V) CHANNEL / TOP WIDTH, (m)	0.3	0.3	0.3	3	0.3	0.3	3	0.3	0.3	0.3	0.3

BUND TOP WIDTH TOP OF BUND TO BE MIN. 0.3m WIDE.

CONTROL, CONSTRUCT DRAINS TO PERMANENT SIZING REQUIREMENTS.

DRAIN SLOPES TO BE RELATIVE TO THE SITE TOPOGRAPHY. HOWEVER, THE ABSOLUTE DRAIN SLOPE (%) MINIMUM DRAIN SLOPE TO BE 1%.

IN LOCATIONS WHERE PERMANENT DRAINS ARE USED TO AS DIVERSION DRAINS FOR EROSION AND SEDIMENT

1.5	UPDATED FOR RESUBMISSION	15-04-24	
1.4	4 UPDATED FOR RESUBMISSION		
1.3	UPDATED TO ADDRESS COMMENTS	06-03-24	
1.2	UPDATED TO ADDRESS COMMENTS	20-02-24	
1.1	UPDATED TO ADDRESS COMMENTS	11-02-24	
1	1 UPDATED WITH ADDITIONAL SEDIMENT FENCE TO ADDRESS COMMENTS 27-		
D	JPDATED TO ADDRESS COMMENTS	16-01-24	
С	UPDATED WITH CALCULATIONS FOR SUBMISSION	08-01-24	
В	UPDATED WITH STAGING FOR SUBMISSION	06-12-23	
А	INITIAL SUBMISSION	16-10-23	
Issue	Description	Date	

Sub-catchment or Name of Structure Notes Basin Name WH1 WH2 WH3 WH4 Must be same as site area on Worksheet 1 4.01 6.7 7.55 Total catchment area - autofilled from Worksheet Catchment Area (ha) 4 Peak Flow Calculation $Q = C \times I \times A / 360$ Peak Q1flow Peak 1 year flow - Q1(m³/s) 0.300 0.333 0.556 0.548 $0.5 \times Q1$ flow (m³/s) 0.150 0.167 Half Q1 flow 0.278 0.274 Settling Zone Dimensions 3:1recommended Length to width ratio X: 1 < 1V:5H Batter slope (1 in X) Option 1B alculates mini ım settling pond surface area (As) and depth (Ds) (IECA, 2018) 150 150 150 150 8000 8000 8000 8000 Refer Table B17, page B.26 (IECA, 2018) 1200.0 1332.0 2224.0 2192.0 gn B19 Minimum surface area - As (m²) Refer to Table B17, page B.26 (IECA, 2018) 0.68 0.68 0.68 0.68 Minimum settling depth - Ds (m) Refer to Table B17, page B.26 (IECA, 2018) 81 Critical settling zone length - L, (r 81 81 81 20.0 21.1 27.2 27.0 Approx. width of basin - Ws (m) software 60.0 81.7 81.1 Approx. length of basin (m) Supernatant veocity will not resuspend settled sediment if basin length is less than Ls. Use Large Check Ls is less than critical OK Large Basin Design - 1B t velocity. If above method does not satisfy Ls requi Large basin - Ds (m) he supernatant velocity for large basins. Refer Large basin width - Ws (m) 15.45 26.11 ustion B22 (IECA) 78.32 Assumes 3:1length to width ratio 46.36 Large basin length (m) Sediment Storage Zone (SS) Soil loss (t/ha/yr) 268.8 85.3 85.3 85.3 Calculated on worksheet 1 1.3 1.3 Sediment density (t/m³) 1.3 1.3 Soil loss (m³/ha/yr) 206.8 65.6 65.6 65.6 Based on sediment density above Fill in one or the other - either an X or nominate the Put an X here for 30% of water zone number of months. Refer to Page B.40 (IECA, 2018 Storage (soil) zone design (months Refer to Page B.40 (IECA, 2018) Basin storage (soil) volume (m³) 245.0 272.0 258.0 429.0 Summary of Type B Basin Dimensions Basin Name WH1 WH2 WH3 WH4 Adopted basin type Option 1B Option 1B | Dption 1B - Larg Option 1B - Larg 1200.0 1332.0 716.3 2044.9 Settling zone surface area - As (m 0.7 0.7 0.70 Depth of settling zone - Ds (m) 1.20 816.0 905.8 859.6 1431.4 Settling zone volume - Vs (m³) Basin storage (soil) volume (m³) 245.0 272.0 258.0 429.0 30% of V_{ss} or x months storage. See pg B.40 level (m³) 1061.0 1177.8 1117.6 1860.4 Version 5.2

IFD Design Rainfall Depth (mm) Issued: 13 December 2023 Rainfall depth in millimetres for Durations, Exceedance per Year (EY), and Annual Exceedance Probabilities (AEP). *AEP - Annual Exceedance Probability **EY - Exceedance per Year Legend 20% 63.29 2 3 4 5 10 15 30 1 2 3 6 12 1 2 3 4 5 6 days minutes hours Duration

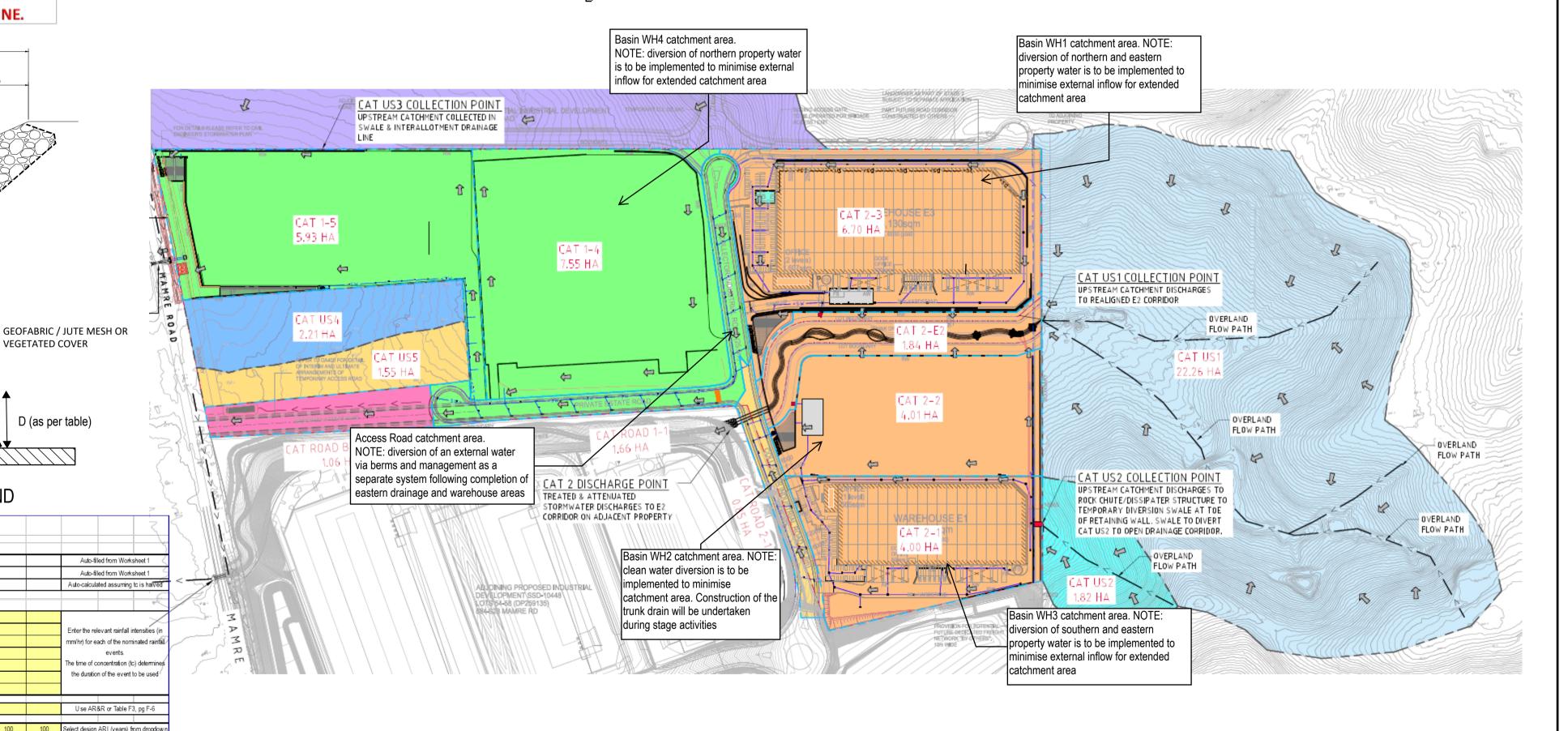
Longitude: 150.7887

Longitude: 150.7875 (E)

Requested coordinate Latitude: -33.8400

Nearest grid cell Latitude: 33.8375 (S)

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Scales N/A	Drawn	ВС	Proj
N/A	Designed	ВС	
Grid MGA94 ZONE 56	Checked	ВС	
Height AHD	Approved		

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YIRIBANA LOGISTICS **ESTATE - THE GPT** GROUP

EROSION AND SEDIMENT CONTROL PLAN -- DESIGN DEATAIL - SHEET 29

OCHRE ENVIRONMETAL MANAGEMENT PO Box 70

OCHRE Kurrajong, NSW 2758 ABN 18 640 756 038 Tel: 0407782830 www.ochreenvironmental.com.a

D1 **INITIAL SUBMISSION** Project No. - Drawing No. Issue P92_YBA_GPT_23-00001-ESC-RB

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Appendix I Dam Decommissioning Plan

Construction Environmental Management Plan

Yiribana Logistics Estate 754-770 and 784-786 Mamre Road, Kemps Creek

GPT Group

SLR Project No.: 660.30175.00000

10 July 2024



Yiribana Logistics Estate

Dam Decommissioning Plan

GTP Group Pty Ltd

12 January 2024

Final



Report No. 19200RP4

The preparation of this report has been in accordance with the brief provided by the Client and has relied upon the data and results collected at or under the times and conditions specified in the report. All findings, conclusions or commendations contained within the report are based only on the aforementioned circumstances. The report has been prepared for use by the Client and no responsibility for its use by other parties is accepted by Cumberland Ecology.

Version	Date Issued	Amended by	Details	
001	21/12/2023	JT/MF	Final	
002	12/01/2024	JT/GK	Updated Final	

Approved by:	Dr David Robertson
Position:	Director
Signed:	Dand Robertson
Date:	12 January, 2024

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Figure 4 Proposed fauna relocation site 3 – Nepean River

Glossary

Term/Abbreviation	Definition
ANZECC	Australia and New Zealand Environment and Conservation Council
the 'client'	GTP Group Pty Ltd
CPCP	Cumberland Plain Conservation Plan
DO	Dissolved oxygen
DPI	NSW Department of Primary Industries
EC	Electrical current
EHG	NSW Environment and Heritage Group
EPA	NSW Environment Protection Agency
NSW	New South Wales
the 'project'	Demolition of existing structures and removal of vegetation for the construction of warehouses and associated infrastructure
the 'subject land'	Lot 180 DP1290397

1. Introduction

Cumberland Ecology has been commissioned by GPT Group Pty Ltd (the 'client') to prepare a Dam Decommissioning Plan for the Yiribana Logistics Estate located at 754 Mamre Road, Kemps Creek NSW, formally referred to as Lot 180 DP1290397 (hereafter referred to as the 'subject land'). This Dam Decommissioning Plan will form part of the Construction Environmental Management Plan for the proposed development of the subject land (the 'project'), as per Condition B40 of Schedule 2 of the Development Consent issued by the NSW Department of Planning and Environment (DPE).

The subject land covers approximately 37 ha and is located entirely within the Penrith Local Government Area. It was rezoned IN1 – General Industrial, with a small area surrounding the mapped 2nd order stream which runs from the eastern to the western boundary of the subject land. It is also located within the Western Sydney Employment Area and the Western Sydney Aerotropolis, approximately 6 km northeast of the Aerotropolis Core Precinct. The subject land is predominantly comprised of farming properties and primarily used for livestock grazing, but also includes private roads, residences, dams and creeks. Native vegetation also occurs across the subject land, and varies in composition from patches of open forest and woodland to exotic dominated grassland. The subject land also contains three farm dams, one large dam in the E2 zone, a smaller dam to the south-west, as well as a medium sized dam in the north-west corner (see **Figure 1**). The large farm dam within the E2 zone is filled from the watercourse, with the overflow running into the western most dam.

This document aims to outline the ecological procedures that will be carried out during and following the dewatering of the three dams located within the subject land as part of the project.

2. Methodology

2.1. Desktop Assessment

A review of existing species records was undertaken to assess the likelihood of threatened aquatic species occurring on the subject land. Consultation of the NSW Department of Primary Industries (DPI) threatened species distribution maps was undertaken prior to the site inspection.

Aerial imagery of the subject land and surrounding locality were studied to determine presence of publicly accessible water bodies in close proximity to the site which would be suitable for any potential relocation of aquatic fauna.

Potential sites were investigated based on a combination of their proximity to the subject land and public accessibility. Aerial imagery was reviewed and potential ephemeral creeks (i.e. creeks that were visibly dry in aerial imagery) were excluded from further consideration. Areas with robust riparian zones that appeared to require access via private properties were also excluded from consideration.

Three sites were selected based on a combination of their proximity to the subject land and accessibility. The three relocation sites include one site along South Creek, one site along Werrington Creek and one site along the Nepean River to the north of the subject land (**Figure 2 - 4**). These sites are all permanent creeks/rivers whereby released fauna can emigrate from the release point, thus allowing for dispersal of released fauna and reducing the potential impacts of releasing predatory fish such as Short-finned Eels at the release location.

The coordinates of the release locations are shown below in **Table 1** and their location is shown on **Figure 2**.

Table 1 Coordinates of Fauna Release Sites

Release Site Number	Release Site Name	Easting	Northing
1	South Creek	293292	6261325
2	Werrington Creek	290701	6263002
3	Nepean River	283384	6261561

2.2. Field Surveys

2.2.1. Water Quality Testing

Water quality testing was conducted on 02 March 2023 at the three dams and three proposed release locations to determine the suitability of the sites as a relocation point for aquatic and semi-aquatic fauna species.

Water quality analysis was taken *in situ* using a YSI Pro DSS Water Quality Meter. The following parameters were measured:

- Water Temperature (°C);
- Turbidity (NTU);
- Dissolved Oxygen (% saturation);

- Electrical Conductivity (μS/cm); and
- pH.

Visual assessments of the water (presence of slicks, plumes, flecks) were also conducted for the dams and relocation sites.

2.2.2. Flora Survey

An aquatic flora survey was conducted of the two dams within the subject land and at the two fauna release locations.

A random meander survey was conducted around the margins of the dams and all marginal and emergent aquatic flora species were recorded. Photographs were also taken to record the condition of vegetation around the dams.

Photographs were also taken to record the ecological conditions at the fauna release locations and dominant vegetation at each release location was noted.

2.2.3. Fauna Survey

An assessment of potential habitat for aquatic and semi-aquatic fauna was conducted at the dams in the subject land and release locations. Factors assessed included presence of sheltering vegetation, snags and submerged debris.

Opportunistic sightings of aquatic and semi-aquatic fauna were recorded during the water quality surveys, flora surveys and fauna surveys.

3. Results

3.1. Water Quality Testing

Analyses of the *in-situ* water samples taken determined that water quality within the proposed relocation sites is of equal quality to that present within the dams present within the subject land. The range in temperature, pH and dissolved oxygen (DO) is similar between the dams within the subject land and the proposed relocation points. No slicks, flecks or plumes were observed at either location. Note that the difference in electrical current (EC) between the dam and the potential relocation sites are most likely attributed to normal fluctuations that occur throughout the day and are still within the ANZECC trigger value ranges.

The measured parameters at the proposed relocation sites were within the ANZECC trigger value ranges for disturbed ecosystems (lowland rivers) except for DO. All the measured parameters at the dams were also within ANZECC trigger values except for DO and pH (Dam 1 only) (**Table 1**).

Table 2 - Water Quality Comparisons with ANZECC Trigger Values

Parameter	ANZECC Trigger Values	Dams			Proposed Relocation Sites		
		Dam 1	Dam 2	Dam 3	South Creek	Werrington Creek	Nepean River
Temperature (°C)	-	24.4	25.0	23.0	24.2	25.0	29.7
Dissolved Oxygen (% saturation)	85-110	75.7	75.15	75.1	75.1	75.0	75.5
Electrical Conductivity (μS/cm)	125-2200	664	1101.8	1272.7	805	655	317
рН	6.5-8	8.3	7.6	7.2	7.4	7.4	7.4

Note that no ANZECC Trigger Values are available for temperature as the temperature of dams fluctuate throughout the day due to the heat retention capacity of the water bodies.

The water quality within the proposed relocation sites is considered to be suitable for relocation of native aquatic fauna.

3.2. Flora and Fauna

A summary of each dam and the flora and fauna species recorded are provided below, while photographs are provided in **Appendix A**.

3.2.1.1. Dam 1 (Large)

This dam is large in size (approximately 1.12 ha) with medium water level at the time of survey although the exact depth could not be measured. The water is of medium turbidity, with no oil slicks or foam present on the surface. The walls surrounding the western edge of the dam are steep, with the best access points observed on the south-eastern side of the dam which has a much gentler slope and solid ground.

Emergent vegetation such as Common Rush (*Juncus usitatus*), bulrush (*Typha orientalis*), Cypress sp. and Swamp She-oak (*Casuarina glauca*) is present around the dam on the northern and eastern banks. Some floating aquatic vegetation is also present in the centre of the dam. The banks of the dam are dominated by exotic grassland such as *Paspalum dilatatum* which trail into the water in some instances.

No amphibians were sighted or heard during the survey; however a number of native aquatic birds were observed, including the Black Swan (*Cygnus atratus*), Little Cormorant (*Microcarbo niger*), Purple Swamphen (*Porphyrio porphyrio*) and White-faced Heron (*Egretta novaehollandiae*). The exotic Mosquito Fish (*Gambusia holbrooki*) was also observed in large numbers within the dam. Although not recorded during surveys, native eels and turtles are likely to occur in the dam. The exotic European Carp (*Cyprinus carpio*) may also be present.

3.2.1.2. Dam 2 (Small)

This dam is small in size (approximately 216 m²) with low water level at the time of survey although the exact depth could not be measured. The water is of high turbidity, with no oil slicks or foam present on the surface. The walls surrounding the western and southern edges of the dam are steep, with the best access point observed on the north-eastern side of the dam which has a much gentler slope and solid ground.

Emergent vegetation such as Water Ribbons (*Cycnogeton procerum*), Common Rush (*Typha orientalis*) and Swamp She-oak (*Casuarina glauca*) are present along the western bank of the dam. No floating aquatic vegetation was present. The banks of the dam are dominated by exotic grassland such as *Paspalum dilatatum* which trail into the water in some instances.

No amphibians were sighted or heard during the survey; however a number of native aquatic birds were observed, including the Black Swan (*Cygnus atratus*) and White-faced Heron (*Egretta novaehollandiae*). The exotic Mosquito Fish (*Gambusia holbrooki*) was also observed in large numbers within the dam. Although not recorded during surveys, native eels and turtles are likely to occur in the dam. The exotic European Carp (*Cyprinus carpio*) may also be present.

3.2.1.3. Dam 3 (Medium)

This dam is medium in size (approximately 1,804 m²) with medium/high water level at the time of survey although the exact depth could not be measured. The water is of moderate turbidity, with no oil slicks or foam present on the surface. The walls surrounding the northern edge of the dam are steep, with the best access points observed on the south and western sides of the dam which has a much gentler slope and solid ground.

Emergent vegetation such as Common Rush (*Typha orientalis*) is present around the dam in high density. Some floating aquatic vegetation such as the Water Fern (*Azolla filiculoides*) is also present on the surface of the dam. The banks of the dam are dominated by grassland species such as Kikuyu Gras (*Cenchrus clandestinus*) and Slender Knotweed (*Persicaria decipiens*).

No amphibians were sighted or heard during the survey; however a number of native birds were observed, including the Golden-headed Cisticola (Cisticola exilis) and Purple Swamphen (Porphyrio porphyrio). The exotic Mosquito Fish (Gambusia holbrooki) was also observed in large numbers within the dam. Although not recorded during surveys, native eels and turtles are likely to occur in the dam. The exotic European Carp (Cyprinus carpio) may also be present.

Dam Dewatering Procedures and Protocols

4.1. Licence Requirements

A qualified ecologist will be present on-site during and following the dewatering of the dams in the subject land to ensure that appropriate actions are taken with regard to care and relocation of fauna residing in the dams. Requisite licences to undertake the work include:

- NSW Animal Ethics Licence;
- NSW Fisheries Licence; and
- NSW Scientific Licence.

The project ecologist will also require a specific translocation license from DPI Fisheries to enable relocation of any native fauna species found during the dewatering process.

Cumberland Ecology's current Fisheries Licence allows for "the capture and translocation of fish species that are native to the catchment that may occur as a result of dewatered dams, to the nearest suitable water system within the same catchment that they were removed from" for sites throughout the greater Sydney region and Hawkesbury-Nepean Catchment and therefore covers translocation of fish from the subject land.

4.2. Inductions

Site inductions are to be given to all personnel involved with dam dewatering to ensure they are aware of ecological issues associated with the dams, as well as the correct procedure to discharge water from the dams as outlined in the Dam Dewatering Assessment prepared by Sydney Environmental Group Pty Ltd (2023). These inductions are to be provided prior to the commencement of dam dewatering works.

4.3. Reducing Water Level

The discharge of water is to be undertaken in accordance with the procedures outlined in the Dam Dewatering Assessment prepared by Sydney Environmental Group Pty Ltd (2023), and must be implemented by the clearing contractor in consultation with an environmental scientist.

This will involve pumping water directly from each dam and irrigated across soils within the subject land. The rate of discharge via irrigation should be controlled such that irrigated water is infiltrated into the soil and surface runoff is not generated from the irrigation area leading to offsite water releases. If the soil becomes saturated and generates surface runoff, pumping should be adjusted to slow runoff.

The discharge area must be limited to the boundaries of the subject land, with the rate of discharge controlled, and sufficient buffers and surface water runoff controls established to prevent the offsite migration of irrigated water runoff.

The discharge of water will only commence if less than 10mm of rain has fallen within the local area in the preceding week, and where there is less than 10mm of rain predicted to fall within the local area in the seven days following the discharge of water.

When pumping water from dams, the pump inlet must be attached to a float to prevent disturbance of the silt base of the dam. The pump inlet must be fitted with a 4 mm mesh filter suitable to prevent small fauna from entering the pump inlet. The water level should be monitored daily until the dam is reduced to a depth of approximately 1 m whereby fauna capture is feasible.

To prevent the dams from refilling following rain, the dam walls should be deconstructed using an excavator following completion of the dewatering process. Should the dam fill during subsequent rainfall events, it will need to be dewatered again using the methods described in this document.

4.4. Dam Dewatering Procedures

Approximately two weeks prior to the commencement of dam decommissioning works, each dam is to be inspected by an environmental scientist to determine if the conditions at each dam have significantly changed since the preparation of the Dam Dewatering Assessment by Sydney Environmental Group (2023). The environmental scientist is then to advise the client if further water quality testing is required.

Approximately 48 hours prior to the commencement of dewatering activities, the ecologist is to notify DPI - Fisheries that the dams are to be dewatered and provide the locations of the dams and the proposed relocation sites.

Prior to the commencement of dewatering, the ecologist will also examine the mesh and other mitigation measures around the intake pipes utilised for the draining of the dams, to determine that they are suitable to prevent uptake of vertebrate fauna and minimise fauna injury.

It is estimated that an ecologist will be required on-site to rescue fauna once the dam water is lowered to a depth of approximately 1 m. Depending on the timeframe required to reach this depth, the ecologist will make periodic inspections of the intake pipe mesh to determine that conditions are still suitable to prevent uptake of eggs and juveniles of pest species and prevent injury to native fauna.

Once each dam is dewatered to a suitable depth, the ecologist will capture and relocate native species to the specified relocation point. Such species will include non-threatened frogs, turtles and native fish.

It is recommended that fauna, in particular native fish and eels, are relocated immediately after capture. All dewatering works must cease until the ecologist returns to the subject land. Any captured pest species are to be humanely euthanised in a manner consistent with the *Prevention of Cruelty to Animals Act, 1979*.

There is potential for deep silty sediments at the bottom of the dam to pose a serious safety hazard to personnel attempting to retrieve fauna buried in the sediments. In the event of this safety hazard, it is recommended that an excavator be used to carefully scoop up sediments present at the bottom of the dam and the excavated sediments be sorted to retrieve any fauna present.

During the dewatering process, the ecologist is to record:

- Number of each species of native fauna removed from the dam;
- Relocation points of recorded native fauna; and

• Number and species of pests/sickly natives euthanised.

4.5. Timing for Dewatering

Although there is currently no seasonal restriction for the timing of dewatering, it is recommended that the following environmental conditions are avoided during dewatering of the dam:

- Daytime temperatures above 35°C whereby the capture location may overheat; or
- During rainfall events of more than 20 mm in a 24-hour period; or
- The three days prior to a predicted rain event, or more than 50 mm of rain within a 72-hour period.

4.6. Fauna Handling and Relocation Protocols

Ecologists are responsible for capturing vertebrate fauna during the dam-dewatering process, as this maximises the number of vertebrate fauna able to be rescued and enables injured animals to be euthanised quickly and efficiently if required.

Animals caught are to be placed in appropriate plastic containers or buckets whether alive, dead or euthanised. A judgement is required on injured animals as to whether they are suitable for release, transport to a vet or should be euthanised. This decision is based on the welfare of the animal and whether it is likely to survive when it is released.

It is recommended that any fauna deemed likely to survive transportation to a vet with minimal pain are taken to either of the following clinics:

South Penrith Veterinary Clinic Nepean Animal Hospital

126 Stafford Street 50 Mulgoa Road

Penrith NSW 2750 Regentville NSW 2745

(02) 4721 4796 (02) 4733 3456

The veterinary clinics should be notified prior to the dam decommissioning to ensure they are willing to treat injured animals. Alternatively, WIRES may be utilised for native fauna.

The protocols for fauna handling and translocation are to be explained to all persons working on the dewatering activities. The protocols identify the procedures that should be undertaken if fauna are detected during dewatering. If any fauna are detected, works should cease to enable the ecologist to capture fauna safely and humanely for appropriate relocation (native fauna) or euthanasia (introduced/pest species and sickly natives). Fauna are not to be handled or removed in the absence of the ecologist.

4.6.1. Amphibians

Amphibians found in the dam are to be handled and frog hygiene protocols should be followed as outlined in the Hygiene Protocol for the Control of Disease in Frogs (NPWS 2008) in order to prevent the spread of frog Chytrid Fungus. Disposable rubber/latex gloves should be used, and frogs should not be handled with bare hands.

Captured Individuals should be placed in a plastic container with air holes, some damp soil and leaf litter. Same species are to be placed together, smaller individuals no more than three per container, large species only one animal per container.

4.6.2. Turtles

Scoop nets are to be utilised to capture large vertebrate fauna such as turtles, and captured individuals are to be transferred into plastic buckets containing water from the dam for relocation. Turtle shells will be wiped down with a sponge to remove any Carp eggs that may be attached.

Any injured turtles will be taken to a local veterinary service for treatment or referred to WIRES.

4.6.3. Eels and Native Fish

All eels and native fish present will be scooped out of the dams using dip nets and landing nets. All eels and native fish will be transferred to a vehicle-based holding tank for transportation to the release site.

Any injured eels/native fish or sickly individuals will be euthanized using the same lethal overdose of anaesthetic procedure as outlined for below.

4.6.4. Introduced Fish

All introduced fish are to be euthanised and transported appropriately. All Carp and large fish will be euthanized using an anaesthetic (such as Aqui-S) as recommended by the Department of Primary Industries (DPI 2014). Small fish such as Mosquito Fish (*Gambusia holbrooki*) will be euthanized using ice slurry with a 1:1 mix of crushed ice and water. All introduced fish carcasses will be disposed of appropriately as directed by NSW Environment Protection Agency (EPA) and DPI – Fisheries.

4.6.5. Transport Protocols

All fauna will be relocated to release sites in large plastic tanks by vehicle. Fish (and eels) will be transported in a container filled with water from the capture location. Prior to release, water from the release location should be mixed slowly with the tank water to allow fish to acclimatise to the new water quality. Frogs and turtles will be transported in a shaded bucket with a small amount of water present to prevent overheating. All transported water will be aerated using either battery operated aerators, or via compressed air through a regulator.

All sampling gear will be free of weeds and washed down before and after the dewatering process to prevent the spread of carp eggs and other pest species.

4.7. Emergency Stop Works Procedures

In the event of any threatened species being detected during pre-clearing surveys or dewatering works, the following procedures will apply:

- All dewatering works, including removal of vegetation and/or lowering of dam water will cease immediately;
- Further searches are to be conducted by the attending ecologists to determine number of threatened individuals present;

- Council, the DPE, and the Environment and Heritage Group (EHG) are to be notified of the finding and measures put in place for appropriate translocation of the threatened individuals;
- If required, a Licence to Harm Threatened Species application is to be made to relocate any threatened species found during dewatering works. Dewatering works are not to recommence until all threatened individuals are captured and relocated.

4.8. Post Dewatering

After dewatering, an escape ramp should be graded to allow trapped fauna to escape overnight. Dam sediment will be inspected for fauna by the ecologist on site to capture any fauna that may be buried in the sediments at the bottom. The dam will be left for at least 72 hours undisturbed, to allow hidden fauna to emerge and ensure fauna have an opportunity to relocate, prior to further site works.

4.9. Reporting

A report will be submitted to the client detailing the events that occurred during the dewatering and subsequent processes. The report, as a minimum, will include:

- The location of the dam dewatered:
- The quantum and species of native fauna relocated;
- The quantum and species of euthanized fauna;
- The quantum and species of injured native fauna taken to veterinary services;
- The date of dewatering and environmental conditions; and
- Persons involved in dewatering.

The client would then submit the report to Penrith Council, if required.

5. References

DPI. 2014. Carp (Cyprinus carpio). Department of Primary Industries (Fishing and Aquaculture).

NPWS. 2008. Hygiene Protocols for the Control of Disease in Frogs. National Parks and Wildlife Service

Sydney Environmental Group. 2023. Dam Dewatering Assessment – 754-786 Mamre Road, Kemps Creek NSW. Alexandria.



APPENDIX A:

Photographs

Photograph 1 - Dam 1 (Large) on the subject land



Photograph 2 – Dam 2 (Small) on the subject land



Photograph 3 - Dam 3 (Medium) on the subject land



Photograph 4 - Proposed fauna relocation site 1 - South Creek



Photograph 5 – Proposed fauna relocation site 2 – Werrington Creek



Photograph 6 – Proposed fauna relocation site 3 – Nepean River





APPENDIX B:

Dam Decommissioning Form



B.1. Introduction

Before, during, and after the dam dewatering process the following criteria must be met prior to the submission of the report detailed in **Section 4.9**, to Council. This form may be used as a checklist to ensure each of the criteria detailed in **Chapter 4** are met.

B.2. Dam Decommissioning Checklist

Table 3 below summarises the criteria detailed in **Chapter 4** that must be met before, during and after dam dewatering. If any of the criteria are not met, dam dewatering must cease/not start until the required criteria are met. For criteria to be met after decommissioning, the report detailed in **Section 4.9** must not be submitted until these criteria are met. Criteria in relation to the presence of threatened species only have to be met if a threatened species is found during decommissioning.

Table 3 Dam Decommissioning Checklist

Relevant Criteria	Has this been met?	
Before Decommissioning		
All dams inspected by qualified environmental scientist	□ Yes	□ No
Water quality testing of dams undertaken (if required)	□ Yes	□ No
Qualified ecologist with the required licences present	□ Yes	□ No
All dam decommissioning personnel inducted prior to dam dewatering	□ Yes	□ No
Location of discharge point (for water release) agreed	□ Yes	□ No
<10 mm of rain received in the preceding seven days	□ Yes	□ No
Pump inlet fixed to float, and fixed with 4 mm filter	□ Yes	□ No
Ambient temperature < 35°C	□ Yes	□ No
DPI-Fisheries notified of dewatering by ecologist at least 48 hours prior to dewatering	□ Yes	□ No
All sampling gear free of weeds, carp eggs and other pest species	□ Yes	□ No
During Decommissioning		
Environmental scientist present to supervise dam dewatering	□ Yes	□ No
Ecologist present once water level reaches ~1 m in depth	□ Yes	□ No
All sampling gear free of weeds, carp eggs and other pest species before and after the dewatering process	□ Yes	□ No
Native fauna captured and released at pre-determined release locations	□ Yes	□ No
Exotic fauna captured and euthanised using appropriate techniques	□ Yes	□ No



Relevant Criteria	Has this been met?	
After Decommissioning		
All sampling gear free of weeds, carp eggs and other pest species	□ Yes	□ No
Escape ramp established to allow resident fauna to escape dam overnight	□ Yes	□ No
Dam sediment inspected by an ecologist to ensure all native fauna have relocated	□ Yes	□ No
Dewatered dam left for 72 hours undisturbed	□ Yes	□ No
Report provided by ecologist confirming completion of works in accordance with the Dam Decommissioning Plan	□ Yes	□ No
If a threatened species is detected		
All dewatering works, including clearing of vegetation, ceased immediately	□ Yes	□ No
Further searches conducted by ecologist	□ Yes	□ No
Council and EHG notified of threatened species and measures put in place to translocated individuals	□ Yes	□ No
Licence to Harm Threatened Species application made to relocated threatened species	□ Yes	□ No



FIGURES



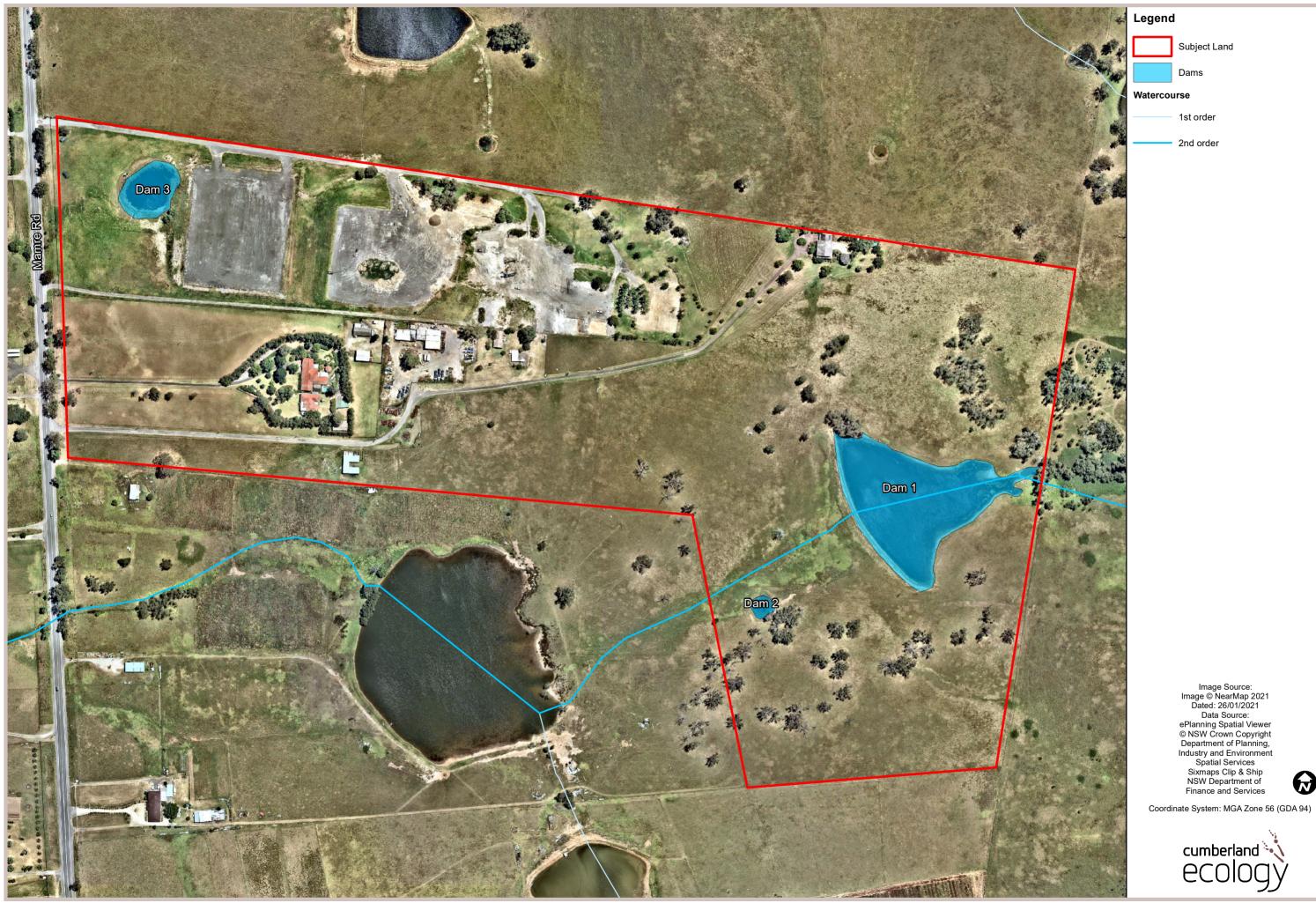


Figure 1. Location of dams within the subject land

I:\...\19200\Figures\RP4\20230307\Figure 1. Location of dams within the subject land

Creat Western Hwy

Legend

Proposed fauna relocation

Site 1

Image Source: Image © NearMap 2021 Dated: 10/01/2023

Data Source:
ePlanning Spatial Viewer
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Department of Planning,
Industry and Environment
Spatial Services
Sixmaps Clip & Ship
NSW Department of
Finance and Services
Coordinate System: MGA Zone 56 (GDA 94)



Figure 2. Proposed fauna relocation site 1 – South Creek

25 50 100

150

200

Legend

Proposed fauna relocation

Site 2

Image Source: Image © NearMap 2021 Dated: 10/01/2023 I:\...\19200\Figures\RP4\20230307\Figure 3. Proposed fauna relocation site 2 – Werrington Creek

Data Source:
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Industry and Environment
Spatial Services
Sixmaps Clip & Ship
NSW Department of
Finance and Services
Coordinate System: MGA Zone 56 (GDA 94)



Figure 3. Proposed fauna relocation site 2 – Werrington Creek

0 25 50 100 150 20



Image Source: Image © NearMap 2021 Dated: 10/01/2023

I:\...\19200\Figures\RP4\20230307\Figure 4. Proposed fauna relocation site 3 – Nepean River

Data Source:
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Finance and Services
Coordinate System: MGA Zone 56 (GDA 94)



