Construction Traffic Management Plan

Proposed Industrial Development

Lot 54 – 58 Mamre Road, Kemps Creek
5/08/2022
P1929r05v9

Info@asongroup.com.au
+61 2 9083 6601
Suite 17.02, Level 17,
1 Castlereagh Street,
Sydney, NSW 2000

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Revision History

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1 Introduction

1.1 Introduction

Ason Group have been engaged by Mirvac to prepare a Construction Traffic Management Plan (CTMP) for the construction of the Aspect Industrial Estate (AIE) internal road network, located at Lot 54 – 58 Mamre Road, Kemps Creek (the Site).

This CTMP details the measures and strategies to be undertaken during construction to minimise the effects of work on the surrounding road network, and to ensure the safety and efficiency of the community, all workers, and all road users.

1.2 Project Representatives & Stakeholders

This report has been prepared by a consultant who holds a SafeWork NSW Work Health & Safety Traffic 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. 0052158569

This Construction Traffic Management Plan 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).

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
Russell Hogan	Mirvac	Senior Development Manager
Alexandra Chung	Mirvac	Development Manager
James Laidler	Ason Group	Senior Traffic Engineer

1.3 Project Details

The breakdown for the construction works for AIE at Lot 54 – 58 Mamre Road is as follows:

- The internal road network within the AIE only; and
- A new signalised intersection to Mamre Road.

Figure 1: Site Overview & Limit of Works

1.3.1 Proposed Construction Activity / Works

The proposed construction activities for Stage 1 is expected to begin in August 2022 and will generally be completed over a duration of 9 months, subject to authority approvals and inclement weather delays. The description of works is seen below. Construction shall not commence until the CTMP required by Condition D1 is approved.

TABLE 2: STAGING AND DURATION OF WORKS

Stage	Duration	Description
1	2 Months	Demolition and remediation
2	6 Months	Earthworks
3	6 Months	Civil road works
4a[1]	1 Month	Temporary intersection works
4b[1]	8 Months	Signalised intersection works

Notes: 1) Stage 4 works to be undertaken by WEM. A separate CTMP for Stage 4 works shall be prepared separately, to ensure access to the Site and road safety and network efficiency is maintained, including interim traffic safety controls and management measures.

1.3.2 Site Location

The Site is located on Lot 54 – 58 Mamre Road, Kemps Creek and is legally known as Lot 54 -58 in DP 259135 and has an area of approximately 56.3 hectares (ha). The Site is positioned approximately 4 km north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 13 km south-east of the Penrith CBD and 40 km west of the Sydney CBD.

The Site has approximately 950 m of direct frontage to Mamre Road with a proposed intersection providing vehicular access via Mamre Road to the M4 Motorway and Great Western Highway to the north and Elizabeth Drive to the south.

The location of the Site is presented below in **Figure 2**.

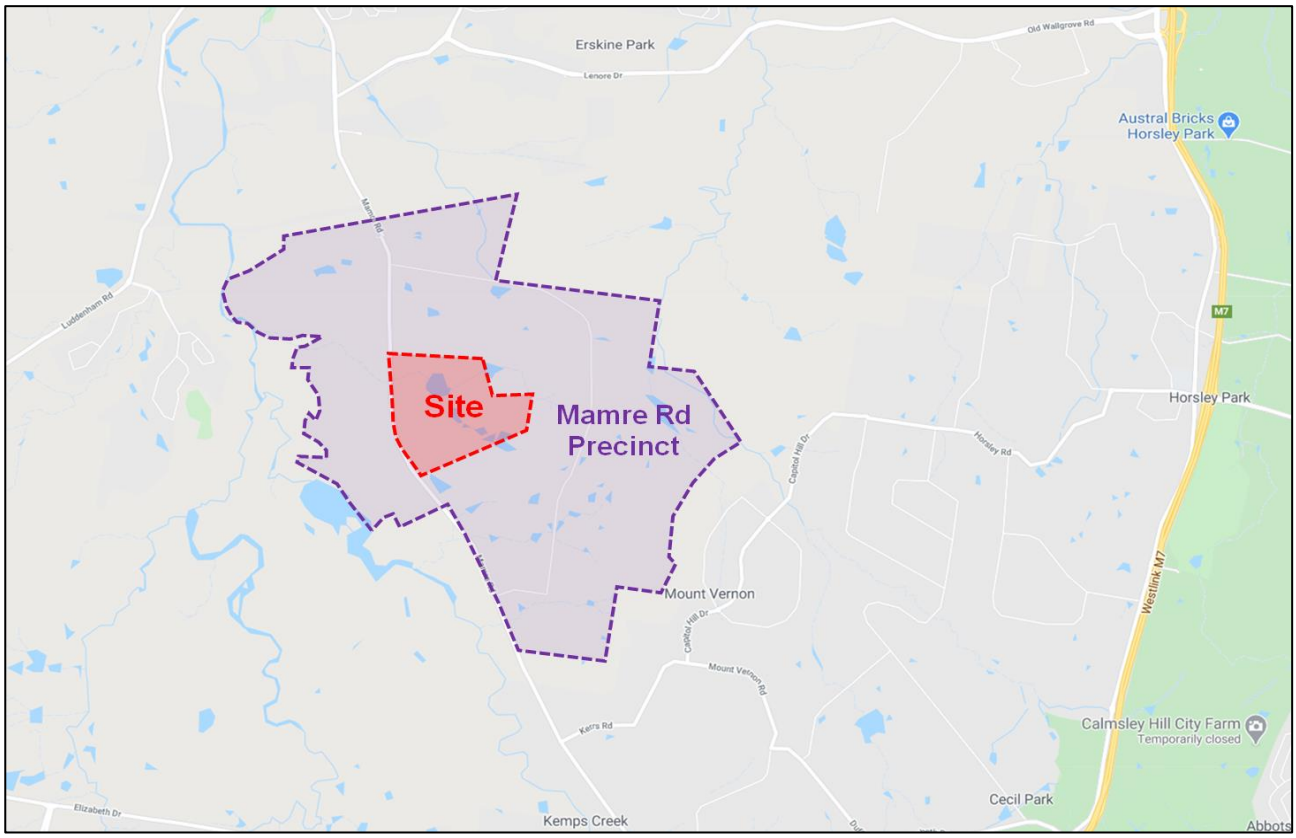


Figure 2: Site Location

1.4 Authority Requirements

The planning requirements include the conditions set out in the Infrastructure Approval (SSI 9471) dated 24 May 2022 and the mitigation/management measures outlined in the EIS.

The planning requirements and the corresponding traffic and access management measures applicable to Traffic Management for the Project are listed below in **Table 4**. Legislative and other requirements applicable to all aspects of the project are included in Section 3.3 of the CEMP.

1.4.1 Secretary's Environmental Assessment Requirements

Secretary's Environmental Assessment Requirements (SEARs, dated 30 April 2020) have been received from the Department of Planning, Industry & Environment (DPIE); these include general SEARs provided by DPIE, as well as more detailed SEARs provided by TfNSW, a number of which speak directly to the scope of work required in this CTMP.

A summary of the TfNSW SEARs is provided in **Table 3** below; where relevant, Ason Group has provided a summary response to each SEAR, and reference to the section of this CTMP providing a more detailed assessment of each SEAR.

TABLE 3: RESPONSE TO TFNSW REQUIREMENTS

Condition No.	Requirement	Response
1.11	The preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:	Noted.
1.11.1	Assessment of cumulative impacts associated with other construction activities (if any);	This CTMP has considered the cumulative construction impacts of future development across the Mamre Road Precinct, including the Mamre Road Upgrade and key connections to the existing and future regional road network. This is discussed further in **Section 3.3** It is noted that TfNSW has recently commenced a detailed traffic modelling assessment of the broader Mamre Road Precinct; the outcomes of this assessment will be instrumental to future revisions to this CTMP as required.
1.11.2	an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;	An assessment of the existing crash data is provided in **Section 1.5.2.** An assessment of potential heavy vehicle impacts is provided in **Section 3.** As heavy vehicles will only utilise TfNSW Restricted Access Vehicle routes - routes which have little pedestrian activity – there is no expectation of any impacts on pedestrian safety.
1.11.3	details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;	See **Section 2.1**.
1.11.4	details of anticipated peak hour and daily construction vehicle movements to and from the site;	See **Section 3.2.**

1.11.5	details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle;	See **Section 2.8** and **Section 3.7** Emergency Vehicle access has also been outlined within **Section 2.8,** with a dedicated emergency vehicle parking space being maintained at all times and left vacant unless occupied by an emergency vehicle. It should be noted that parking numbers will increase as construction progresses.
1.11.6	details of temporary cycling and pedestrian access during construction	See **Section 3.8**.

1.4.2 Conditions of Consent

The following conditions have been received by the Department with respect to construction traffic management.

TABLE 4: SSD 10448 REQUIREMENTS

Condition No.	Requirement	Response
A9	The largest vehicle permitted to access the site is a 30 m Performance Based Standards (PBS) Level 2 Type B.	Refer to **Section 2.8**
B3	Future developments on the site must meet the following requirements:	-
c)	vehicles must not queue on the public road network;	Refer to **Section 3.6**
d)	heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site;	Refer to **Section 3.6**
e)	all vehicles are wholly contained on site before being required to stop;	Refer to **Section 3.6**
f)	all loading and unloading of materials is carried out on-site;	Refer to **Section 3.6**
g)	all vehicles enter and exit the site in a forward direction;	Refer to **Section 3.6**
h)	all trucks entering or leaving the site with loads have their loads covered and do not track dirt onto the public road network; and	Refer to **Section 3.6**
i)	the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.	Refer to **Section 3.6**

D1	Prior to the commencement of construction of the Stage 1 Development, the Applicant must prepare a Construction Traffic Management Plan (CTMP) for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition E2 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 has been undertaken with both Penrith Council and TfNSW. Evidence of consultation has been provided within **Appendix E**.
c)	detail the traffic management and contingency measures that are to be implemented for the site, particularly during the Mamre Road/Access Road 1 intersection works to ensure access to the site and road safety and network efficiency is maintained, including interim traffic safety controls and management measures;	Refer **Section 3.4** with regard to impacts to traffic efficiency. This concludes that the construction traffic will not have a detrimental impact on the network. Furthermore, Traffic Guidance Schemes (TGSs) shall be developed for all works impact public roads and approved by the Roads and Maritime Service Traffic Management Centre.
d)	detail heavy vehicle routes, access, and parking arrangements;	The site access arrangements – relevant to each stage – are outlined in subsequent sections of this report (Refer **Section 2.4**).
e)	include a Driver Code of Conduct to: a) 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. 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. These programs will be completed in accordance with **Section 4.1** and **Table 21**
g)	if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	The Contractor will notify the community liaison representative when traffic conditions are expected to exceed parameters with within Condition Green of Table 20. Measures that may be included within the strategy have been identified within **Section 4.1** and **Section 4.4**.

		Meetings are to be undertaken on a regular basis to keep key stakeholders informed of any upcoming events. Refer to overarching CEMP document - per Section 4.1.3
D2	The Applicant must:	-
a)	not commence construction until the CTMP required by condition D1 is approved by the Planning Secretary; and	Noted and reiterated in **Section 1.3.1**.
b)	implement the most recent version of the CTMP approved by the Planning Secretary for the duration of construction.	Refer **Section 4.1** of this Plan which outlines requirement for this Plan to be updated regularly.
D20	The Applicant must provide sufficient parking facilities on-site, 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.	Refer to **Section 3.7** with regard to contractor and heavy vehicle parking. Parking for construction vehicles will be made available on site. This will be managed by the individual contractors engaged to perform the works with the location being dependent on the works being undertaken at the time
D55	During construction, the Applicant must ensure that:	-
b)	all trucks entering or leaving the site with loads have their loads covered	Refer to **Section 3.6**
c)	trucks associated with the development do not track dirt onto the public road network	Refer to **Section 3.6**
d)	public roads used by these trucks are kept clean; and	Refer to **Section 3.6**
E1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	-
a)	detailed baseline data	Refer to **Section 4** Details further to this condition have been outlined within the overarching CEMP prepared by SLR
b)	Details of (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions); (ii) any relevant limits or performance measures and criteria; and (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Refer to **Section 4.** Otherwise, the statutory requirements have been outlined within Section 3.3 of the overarching CEMP, prepared by SLR and provided separately.

c)	a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Refer to **Section 4** Otherwise, the environmental management commitments have been outlined within Section 4 of the overarching CEMP, prepared by SLR and provided separately.
d)	a program to monitor and report on the: (i) impacts and environmental performance of the development; and (ii) effectiveness of the management measures set out pursuant to paragraph above;	Refer to **Section 4** Otherwise, all aspects of the monitoring and reporting for the project have been outlined within Section 5 of the overarching CEMP, prepared by SLR and provided separately.
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;	Refer to **Section 4.3** Otherwise, contingency management plan for the project has been outlined within Section 5.4 of the overarching CEMP, prepared by SLR and provided separately.
f)	a program to investigate and implement ways to improve the environmental performance of the development over time;	Refer to **Section 4.1** Otherwise, the review and improvement of the environmental performance against the project have been outlined within Section 6 of the overarching CEMP, prepared by SLR and provided separately.
g)	protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii) complaint; (iii) failure to comply with statutory requirements; and	Refer to **Section 4.2.1** for the management of incidents, **Section 4.4** (**Table 25**) for complaint management and **Section 4.3** for compliance management Details further to this condition have been outlined within the overarching CEMP prepared by SLR
h)	a protocol for periodic review of the plan.	Refer to **Section 4.1** Details further to this condition have been outlined within the overarching CEMP prepared by SLR
Appendix 5	Preparation of a CTMP to form part of the CEMP addressing issues such as: - Track Haulage routes, delivery schedules and curfews; - Protocols for the management of construction traffic moving onto and off the site.	The site access, haulage routes, schedules and time curfews – relevant to the project – are location within Section 2.4, 2.3, 2.8, 3.6, and Section 3.7 of this report..

The planning requirements include the conditions set out in the Infrastructure Approval (SSI 9471) dated 24 May 2022 and the mitigation/management measures outlined in the EIS.

The planning requirements and the corresponding traffic and access management measures applicable to Traffic Management for the Project are listed in Table 4 (SSD 10448 Requirements). Legislative and other requirements applicable to all aspects of the project are included in Section 3.3 of the CEMP.

1.5 Site Related Data

1.5.1 Road Details

The key roads surrounding the Site are as identified within **Figure 2** and summarised in **Table 5**.

TABLE 5: 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
Erskine Park Road	Mamre Rd & M4	70 km/hr	No	-	Urban
Bakers Lane	Mamre Rd & Aldington Rd	60 km/hr (40 km/hr during school peaks)	No	-	Urban
Elizabeth Drive	M7 & The Northern Rd, Hume Highway & Mamre Rd	80 km/hr	No	2021 ADT: 26,516[2] veh/day	Urban

Notes: 1) According to Ason Group surveys conducted in 2018 on Mamre Road north of Bakers Lane
2) Transport for NSW Traffic Volume Viewer

1.5.2 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 2016 to 2020 (inclusive) is outlined below in **Table 6**. Of those crashes, the ones that occurred near the Site can be seen below.

TABLE 6: CRASH HISTORY

Year	Location	RUM Code[1]	Injury/Death
2016	Mamre Road, West of Site	30 – Rear End	nil
2017	Mamre Road, West of Site	32 – Right Rear	nil

Source: RMS Crash Statistics Website

These crash statistics show that no fatalities occurred on Mamre Road over 2016 and 2020.

1.5.3 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. Provides context to VRUs surrounding the Site.

TABLE 7: 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 Stakeholder Engagement

1.6.1 Stakeholder Engagement Plan

Mirvac has consulted with required stakeholders regarding construction schedules and trucks routes and will raise any further conflicts with stakeholders at the earliest time. The Mamre Road Precinct Working Group (MRPWG) is a dedicated forum to consult with key stakeholders, and provides a platform to discuss programmes, impacts and any outcomes from previous engagements.

Engagement has been undertaken per Section 1.6.2 and is considered closed, as per evidence of engagement within **Appendix E.**

1.6.2 Stakeholder Notification

In the event that any disruptions (unexpected or in advance) to roadways / footpath occur as a result of construction works, the procedure outlined below is to be followed:

- If any future disruptions to roadways / footpaths are required, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers using letter drops and Variable Message Sign (VMS)
- If any unforeseen disruptions to roadways / footpaths occur, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers via traffic controllers and Variable Message Sign (VMS)
- In the event that heavy vehicle damage to Council / TfNSW assets / infrastructure, contractors will notify Campbelltown Council's Traffic & Transport team and / or Assets Branch.

TABLE 8: STAKEHOLDER CONSULTATION ACTIONS

Stakeholder	Action
TfNSW	Mirvac to submit CTMP to stakeholder (Done). Mirvac to liaise with stakeholder to address comments and re-submit final CTMP (Done)
Penrith City Council	Mirvac to submit CTMP to stakeholder (Done). Mirvac to liaise with stakeholder to address comments and re-submit final CTMP (Done)
Transport Management Centre (TMC)	Tied to consultation with TfNSW. Any consultation will be undertaken in tandem with TfNSW.

2 Proposed Works and Staging

2.1 Overview of Works

The works proposed are to ensure the construction of the internal road network and a signalised intersection at Lot 54 – 58 Mamre Road, Kemps Creek. The stages of works are shown in **Table 9**. It is estimated that the total duration of the construction works will be approximately 9 months from the commencement date.

TABLE 9: STAGE 1 SUMMARY

Criteria	Response
Description of Key Activities	Demolition and remediation (Aug-22 to Oct-22)
Max. Vehicle Size	Truck and dogs
Vehicle Movement Frequency	Approximately 38 light vehicle movements / day + Approximately 20 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access via 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 (if yes, provide further details)	N
Lane or Footpath Closures (if yes, provide further details)	N
Traffic Control Plan	Refer below.

TABLE 10: STAGE 2 SUMMARY

Criteria	Response
Description of Key Activities	Earthworks (Aug-22 to Feb-23)
Max. Vehicle Size	Semi-Trailer – Float Trucks
Vehicle Movement Frequency	Approximately 132 light vehicle movements / day + Approximately 10 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access via 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 fencing on property boundary
Public Transport Services Affected	N
Road Occupancy Requirements (If yes, provide further details)	N
Lane or Footpath Closures (If yes, provide further details)	N
Traffic Control Plan	Refer below.

TABLE 11: STAGE 3 SUMMARY

Criteria	Response
Description of Key Activities	Civil Road Works (Nov-22 to May-23)
Max. Vehicle Size	Semi-Trailer
Vehicle Movement Frequency	Approximately 132 light vehicle movements / day + Approximately 100 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access via 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 chicken wire fencing on property boundary
Public Transport Services Affected	N
Road Occupancy Requirements (If yes, provide further details)	N
Lane or Footpath Closures (If yes, provide further details)	N
Traffic Control Plan	Refer below.

2.2 Additional Intersection Works

As part of the construction works, Western Earth Moving (WEM) are expected to construct the temporary and permanent intersections in to the Site. A separate CTMP for both the temporary and signalised intersections will be developed by the contractor upon execution of a Works Authorisation Deed (WAD) by the Developer Works Unit of TfNSW (DWU).

It is important that consideration to these works be given noting there will be overlapping schedules of work. As such, the following tables summarise the works to be undertaken during both stages of intersection works.

TABLE 12: STAGE 4A SUMMARY

Criteria	Response
Description of Key Activities	Intersection Works – TfNSW Temporary Intersection (Sep-22 to Oct-22)
Max. Vehicle Size	Semi-Trailer
Vehicle Movement Frequency	Approximately 68 light vehicle movements / day + Approximately 114 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access via 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	Concrete jersey kerbs along frontage alongside fog line (Refer to Traffic Control Plan (TCP))
Public Transport Services Affected	N
Road Occupancy Requirements (if yes, provide further details)	Y – Occupied shoulder and footpath (Eastern). Refer to TCP
Lane or Footpath Closures (if yes, provide further details)	Y – Night works lane closer for concrete jersey kerb setup (2-3 weeks). Footpath/verge works required by TfNSW. Refer to TCP.
Traffic Control Plan	Refer below.

TABLE 13: STAGE 4B SUMMARY

Criteria	Response
Description of Key Activities	Intersection Works – TfNSW Signalised Intersection (Sep-22 to May-23)
Max. Vehicle Size	Semi-Trailer
Vehicle Movement Frequency	Approximately 68 light vehicle movements / day + Approximately 114 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access via 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	Concrete jersey kerbs along frontage alongside fog line (Refer to Traffic Control Plan (TCP))
Public Transport Services Affected	N
Road Occupancy Requirements (if yes, provide further details)	Y – Occupied shoulder and footpath (Eastern). Refer to TCP
Lane or Footpath Closures (if yes, provide further details)	Y – Night works lane closer for concrete jersey kerb setup (2-3 weeks). Footpath/verge works required by TfNSW. Refer to TCP.
Traffic Control Plan	Refer below.

2.3 Construction Hours

Based on the information provided to Ason Group, a summary of the construction hours is shown in **Table 14** which is in accordance with the Council guidelines and SSD approvals:

TABLE 14: HOURS OF WORK

Activity	Day	Time
Stages 1-3	Monday – Friday Saturday	7 am to 6 pm 8 am to 1 pm

No work Sundays or Public Holidays.

It is anticipated that construction works will not be conducted outside of the hours outlined above. Should out of work hours be required, Mirvac will lodge an application for an Out of Work Hours Permit with Penrith City Council 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.

Condition 42 of the Conditions of Consent outline that Works outside of the hours identified in condition may be undertaken in the following circumstances:

- Works that are inaudible at the nearest sensitive receivers;
- 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
- Where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

2.4 Truck Routes

It is expected that all heavy vehicles will access the Site via the approved TfNSW Restricted Access Vehicles (RAV) Map for 26 m B-Double Access. The construction access shall be restricted to left-in-left-out until the signals are operational, therefore the access routes are shown in **Figure 3**.

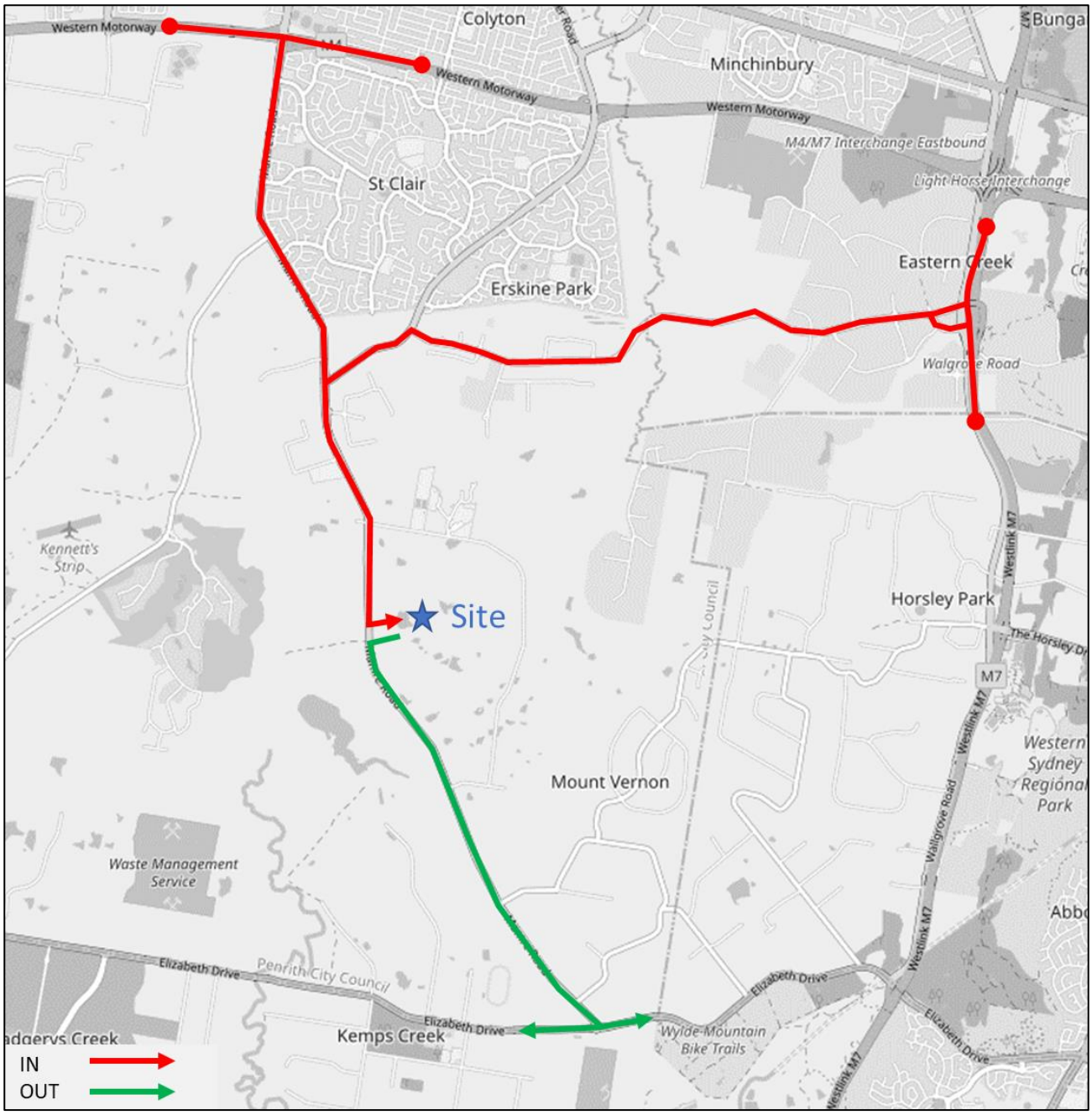


Figure 3: Construction Vehicle Route Map

- Arrival Trips:
  - Route 1: From M4 Western Motorway, southbound along Mamre Road and left into the Site.
  - 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.
- 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 4**, the TfNSW Restricted Access Vehicles (RAV) Map illustrates that b-doubles are capable of traveling to and from the Site within approved routes.

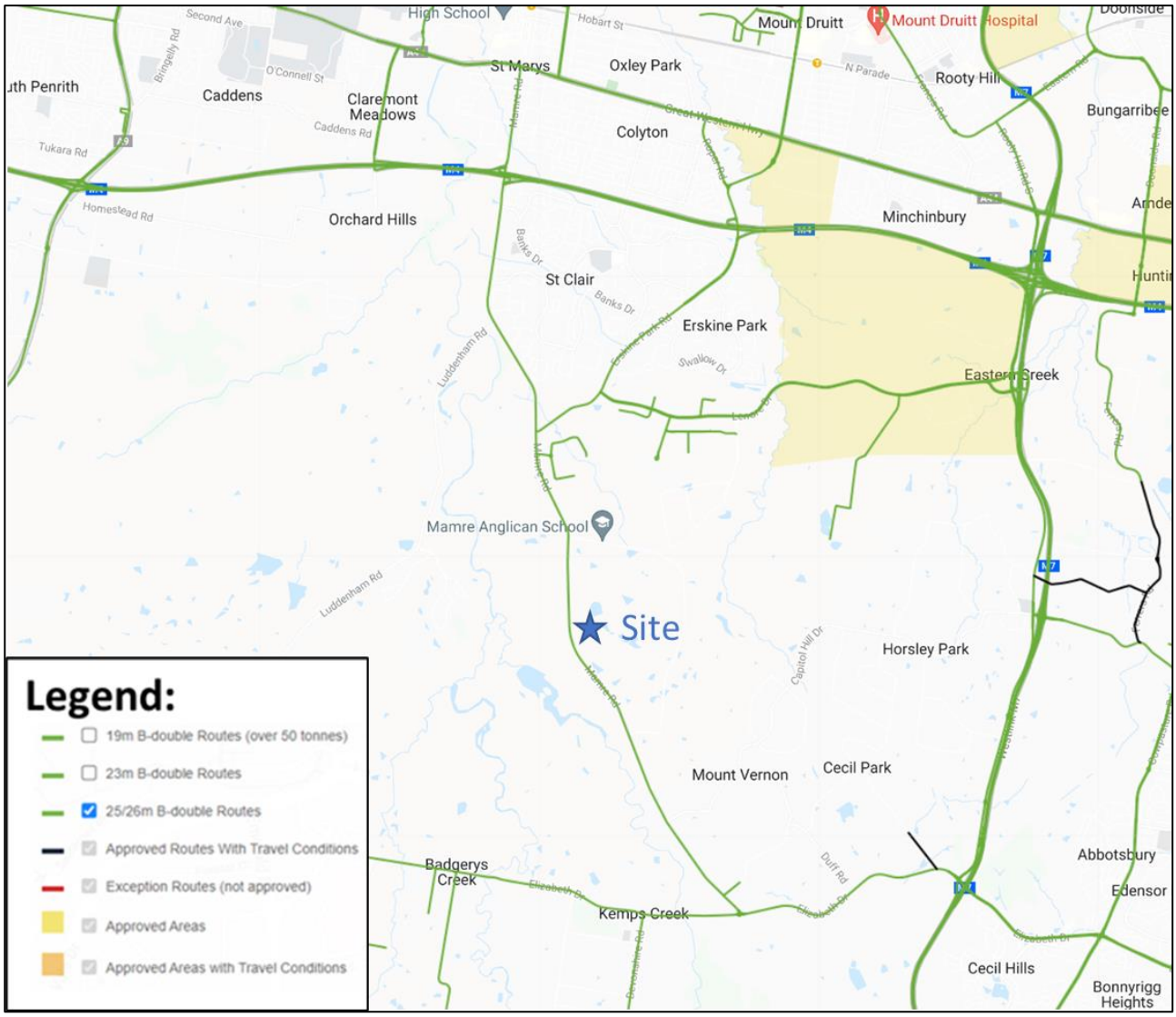
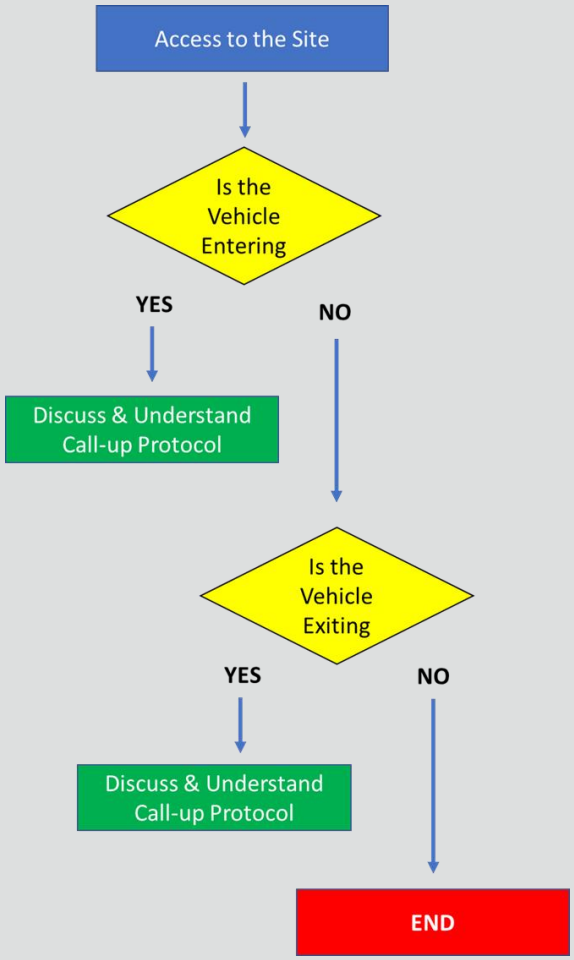


Figure 4: Restricted Access Map

2.5 Temporary Traffic Management Method

Traffic management shall be undertaken in accordance with the methodology outlined within the TGS, Table 15 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.

TABLE 15: ACCESS PROTOCOLS & METHODOLGY

Procedure	Responsibility	Notes
	Site Manager / Foreman / Traffic Controller	**ENTRY PROTOCOL:** Via UHF radio, channel agreed at pre-start 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 in 50m lots (i.e., 1 50 m from gate 100m from gate). 3. Gate Controller advises safe to enter, vehicle enters site and decelerates behind barriers 4. If not safe to enter, vehicle is to continue driving and not stop / queue on the public roadway 5. Vehicle uses road network to return and make another attempt at entering site
	Site Manager / Foreman / Traffic Controller	**EXIT PROTOCOL:** Via UHF radio, channel agreed at pre-start 1. Vehicle driver to radio Gate Controller to ensure exit is possible – vehicle to ensure flashing lights are on 2. If no issues driver to accelerate to exit gate and merge with traffic. 3. If driver cannot exit, Gate Controller to order vehicle to hold until gate is 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 16: CONSTRUCTION CONTACT LIST

Role	Name	Company	Contact
Project Principal	Russell Hogan	Mirvac	0424 441 231 Russell.hogan@mirvac.com
Contractor Project Manager	David Gardner	Western Earthmoving	0417 466 272 Dgardner@wem.com.au
Contractor Environmental Representative	Darren Green	Element Environment	0418969624 darren@elementenvironmental.com.au
Contractor Work Health and Safety (WHS) Coordinator	James Gill	Western Earthmoving	0434 988 454 Jgill@wem.com.au
Project Environmental Representative	Maurice Pignatelli	OptimE	0407 493 176 maurice@optimenv.com.au
Principal's Environmental Consultant	Carl Vincent	ERSED	0424 203 046 carl.vincent@ersed.com.au
Communications and Community Liaison Representative	Kate McKinnon	SLR	02 4249 1010 kmckinnon@slrconsulting.com

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 Site Access

All access to the Site by construction personnel will be to/from Mamre Road via a temporary access driveway, which will be constructed on the alignment of the future Access Road.

Condition A9 of the Conditions outline that

The largest vehicle permitted to access the site is a 30 m Performance Based Standards (PBS) Level 2 Type B.

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

As outlined earlier, the access to and from the Site onto Mamre Road will be restricted to left-in-left-out (LILO) movements until the signalised intersection becomes operational. This LILO access is illustrated in **Figure 5**.

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.

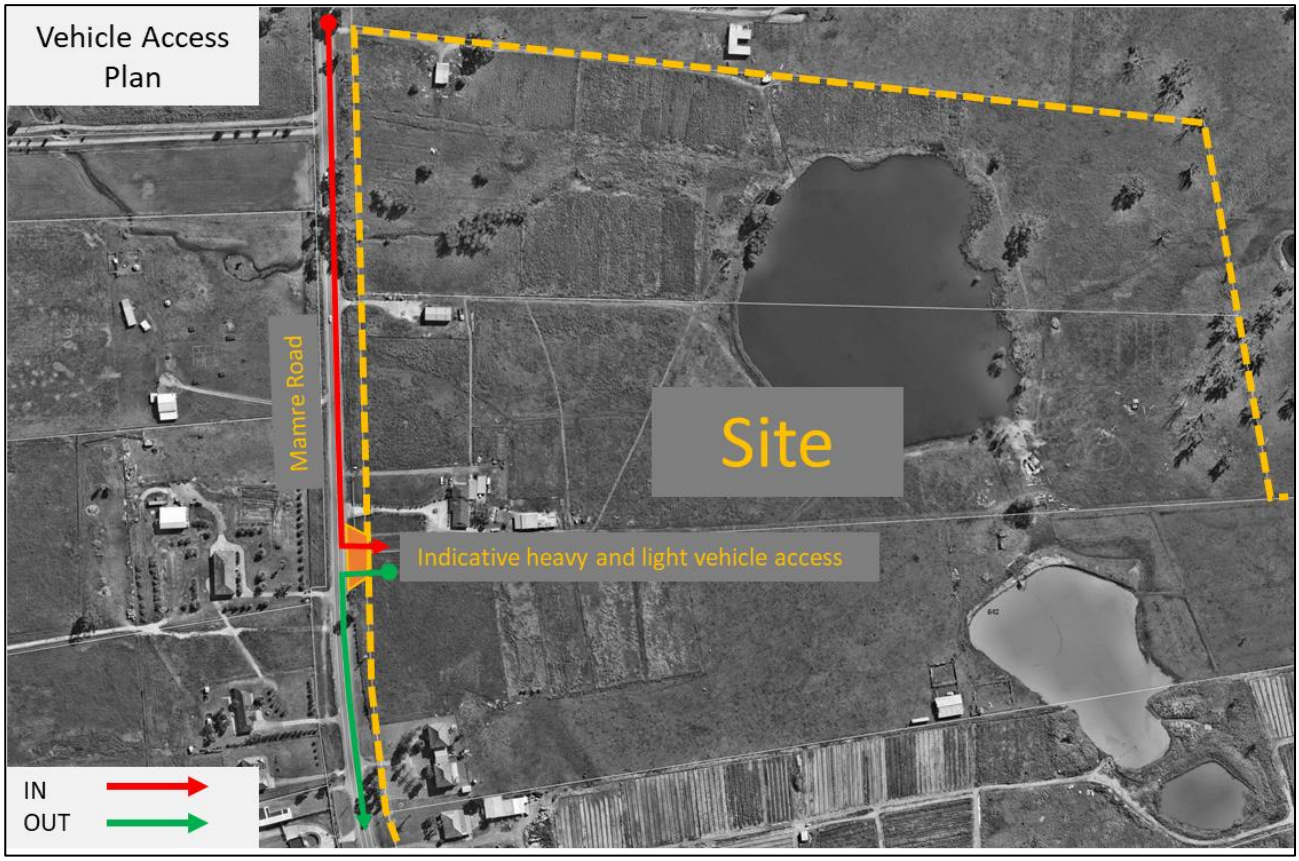


Figure 5: Site Access

2.9 Works Zone

A Work Zone shall be located on Mamre Road to construct the signalised intersection. This would be required from August 2022 to May 2023.

In the event that the implementation of further temporary traffic control measures on public road/road related area the contractor will obtain a Road Occupancy Permit (ROP) from the Penrith City Council, and in accordance with Condition E1(b)i). If excavation and/or road opening works on a public road is required, the contractor will obtain a Road Opening Permit.

3 Traffic Management

3.1 Approved Volumes

The traffic report (Ason Group Ref: 1029r04) supporting the development, outlined the following relevant figures with regard to future operational traffic volumes associated with the Site:

- AM Peak: 577 movements per hour(movements, in & out combined)▪
- PM Peak: 602 movements per hour(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 Construction Vehicle Traffic Generation

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

- 306 Light Vehicle Movements per day
  (up to 150 movements in the AM & PM Peak Periods)
- 258 Heavy Vehicle Movements per day
  (up to 10 & 5 movements in the AM & PM Peak Periods respectively)

Therefore, the expectation maximum daily construction vehicles generation is up to 564 movements per day, with a maximum of 160 movements in either peak period). As such, it is shown that construction traffic will be less than the future operational traffic and will therefore not have any unacceptable impacts on the surrounding road network more broadly. Notwithstanding a further breakdown of the trip distributions have been adopted for as shown.

- Vehicle Split:
  - Light Vehicle: 76% of total traffic
  - Heavy Vehicle: 24% of total traffic
- Directional Split:
  - Light & Heavy Vehicles: 0% north, 100% south
- Access and Egress Split:
  - Light Vehicles: 73% in / 27% out during AM Peak, 25% in / 75% out during PM Peak
  - Heavy Vehicles: 51% in / 49% out during AM Peak, 48% in / 52% out during PM Peak

3.3 Cumulative Impacts

The above relates to construction traffic associated with the Site in isolation.

Noting that construction works for the signalised intersection shall be underway during the construction works, the contractor for each project shall liaise regularly in order to avoid any conflict of large deliveries

and to ensure that the cumulative construction impacts are minimised and do not exceed approved operational limits.

The following table outlines the expected construction volumes for the signalised intersection and internal works within the Site.

TABLE 17: FORECAST CONSTRUCTION VOLUMES

Development	Approved Volumes	Forecast Construction Volumes[1]	Difference
Internal Works	7,310	564	-6,736
Signalised Intersection Works		10	
Total	7,310	574	-6,736

As you can see, the cumulative volumes are significantly lower than the approved volumes, which suggests that the cumulative construction shall not create any unacceptable traffic impacts to the road network. As such, the infrastructure designed and is sufficient to cater for the proposed traffic volumes

3.4 Impacts on Surrounding Network

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

- **Construction Traffic in Mamre Road**: Construction traffic will initially use a temporary intersection to access the work area for the works. To ensure the impacts to motorists within the area are kept to a minimum, construction traffic will be contained with the prescribed volumes, as outlined within WEM's CTMP (To be prepared by the contractor upon execution of a WAD by the DWU).
- **Management of deliveries**: The Contractor will manage deliveries to shall 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 Traffic Guidance Schemes (TGS's). A range of TGS's will be incorporated to 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.

In summary, based on the traffic numbers currently envisaged, the traffic impacts are considered acceptable.

3.5 Construction Modelling

A temporary access shall be construction to the facilitate construction works. Therefore, to ensure the development of a comprehensive assessment, the access to the Site shall be assessed through the provision of a left-in-left-out (LILO) access. The SIDRA layout for the proposed LILO intersection captured is provided below.

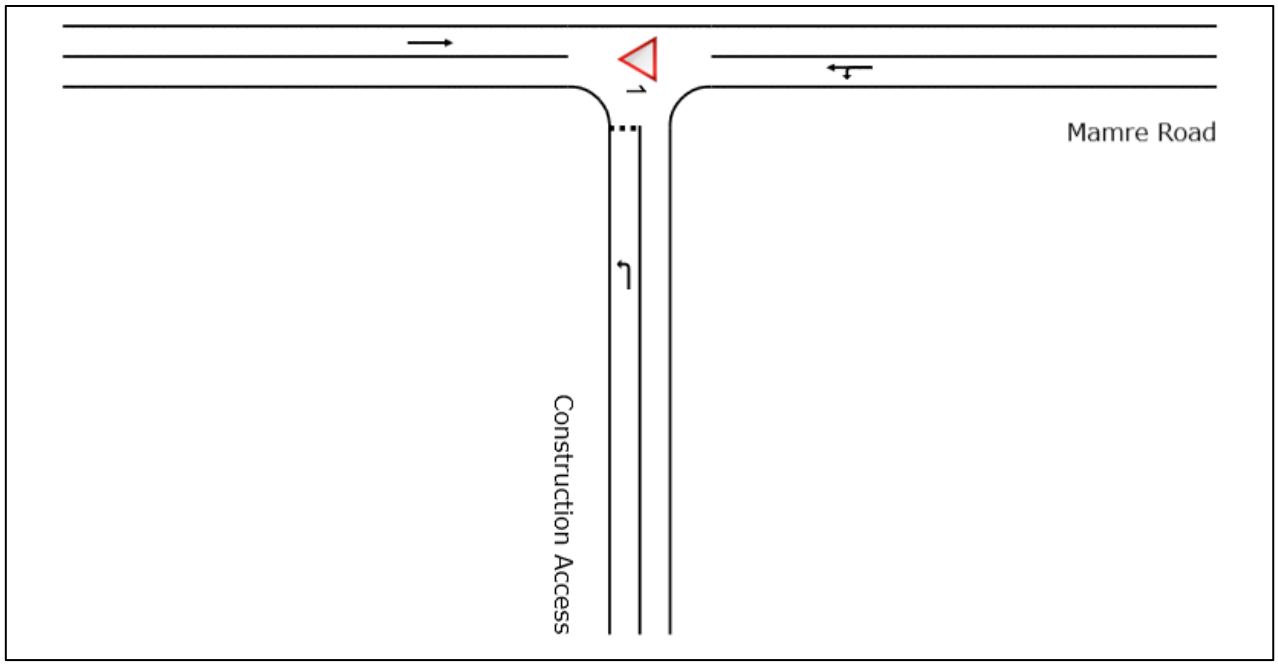


Figure 6: Interim Construction Access Layout Via Mamre Road / LILO

To ensure the development of a comprehensive baseline scenario, the cumulative impacts of both the following scenarios have been undertaken

TABLE 18: INTERIM MODELLING SCENARIOS

Scenario	Description	Assessed Periods	Captured
1	Existing Traffic	AM + PM	Surveys + 3% Growth Rate
2	Construction Traffic	AM + PM	Surveys + 3% Growth Rate + Construction Vehicles

3.5.1 Baseline Modelling Results

The modelling results for Scenario 1 based on the implementation of base volumes are provided in the below table. Reference should be made to the full SIDRA modelling results in **Appendix D**.

TABLE 19: SCENARIO 1 – CONSTRUCTION ACCESS

Intersection	Development Year	Period	Level of Service	Average Delay (sec)
Mamre Road / Construction Access	2022	AM	LoS A	10.0
		PM	LoS A	10.1

The above results demonstrate satisfactory performance for the intersection with a LoS of A in each development year for both the AM and PM periods, indicating that the new intersection contains adequate capacity for the base stage of the construction works.

3.5.2 Construction Access Modelling Results

The modelling results for Scenario 2 based on the implementation of base volumes PLUS construction volumes are provided in the below table. Reference should be made to the full SIDRA modelling results in Appendix D.

TABLE 20: SCENARIO 2 – CONSTRUCTION ACCESS

Intersection	Development Year	Period	Level of Service	Average Delay (sec)
Mamre Road / Construction Access	2022	AM	LoS A	10.2
		PM	LoS A	13.3

The above results demonstrate satisfactory performance for the intersection with a LoS of A in each development year for both the AM and PM periods, indicating that the new intersection contains adequate capacity for the construction phase.

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 of (with the overall maximum being 306 light vehicles and 258 heavy vehicles).

It is expected that the location of dedicated 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.

Notwithstanding, a Vehicle Management Plan (VMP) has been outlined within **Appendix F** to identify the access, parking and site shed for the initial phase of construction. A VMP for each stage thereafter will be prepared and distributed prior to implementation of the next phase of construction (See Section 2.1 for expected dates of each stage).

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 3, there shall be additional works pertaining to the Site to be undertaken at the same time as the works outlined within Section 2.1. .

A site-specific Traffic Guidance Scheme (TGS) is provided in Appendix C for the initial access, and prior to the completion of the temporary access. The TGS within Appendix C shall be utilised until the temporary intersection works commence, as a separate TGS for those works shall be implemented and encapsulate the provisional site access to the Site. A copy of the TGS will be incorporated into the separate CTMP for both the temporary and signalised intersections which will be developed by the contractor upon execution of a WAD by the DWU.

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 an authorised traffic controllers to be present throughout the bulk earthworks, and construction stages of the project. The responsibilities include:

- Implementation of the Traffic Guidance Scheme.
- 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 Traffic Guidance Scheme 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 monthly 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 shall be undertaken in accordance with Condition E1(d), Condition E1(h)

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 Mirvac to ensure volumes are within Condition Green of Table 23, 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 21: 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 log book of vehicles required. • Periodic checks to ensure that heavy vehicles are using the correct access route • Periodic checks of noise generating items to ensure they are less than the prescribed 45 dBA.

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 23. 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 the overarching Construction Environmental Management Plan (CEMP), of which 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 22: 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 Mirvac's Incident and Non-compliance Response and Handling Procedure (outlined within Section 3.5 of the CEMP).

Whilst it is noted that key Contractors will be implementing their own environmental management system procedures and processes, Mirvac will be responsible for ensuring that these systems and processes satisfy the requirements of the CEMP, 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 Mirvac requirements.

Mirvac'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
- 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.

Mirvac's Project Manager will be responsible for all notifiable environmental incidents in line with the regulatory notification requirements (outlined within Section 3.5.1 of the CEMP).

All environmental incidents will be reported immediately to DPE in writing via the Planning Portal after Mirvac becomes aware of the incident, as per Condition E10 of the conditions. 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 Mirvac's Project Manager immediately, who is then required to notify DPE in writing (via the Planning Portal) within 7 days, as per Condition 11 of the conditions. 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 and is to be included in the overarching CEMP, in accordance with Condition E1(e). Notwithstanding, **Table 23** 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.

This contingency plan can also be used for works on the Mamre Road / Access Road 1 intersection; however, it is expected that the Contractor (WEM) who is preparing the site specific CTMP's for the intersection works shall also provide an updated Contingency Plan. A Compliance Report must be submitted to the Department reviewing the environmental performance of the development to:

- identify any trends in the monitoring data over the life of the development;
- identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and
- describe what measures will be implemented over the next year to improve the environmental performance of the development.

TABLE 23: CONTINGENCY PLAN

Risk		Condition Green	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 2.3 and Section 3.1 (306 LV & 258 HV Movements per day / 150 LV & 10 HV Movements in Peak Periods)	Construction traffic volumes exceeds programmed Peak volumes but is within permissible daily volume constraints (306 LV & 258 HV Movements per day / 150 LV & 10 HV Movements in Peak Periods)	Construction traffic volumes exceeds permissible volume and time constraints (306 LV & 258 HV Movements per)
	Response	No response required	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as:	As with Condition Amber, plus; • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident

			• Review CTMP and update where necessary • Provide additional training.	report to government agencies. • 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 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. •
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.
Dust	Trigger	No observable dust	Minor quantities of dust in the air and tracking on to the road	Large quantities of dust in the air and tracking on to the road
	Response	No response required	Review and investigate construction activities and respective control measures, where appropriate. Implement additional remedial measures, such as: • Deployment of additional water sprays • 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	As with Condition Amber. • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. • Implement relevant responses and undertake immediate review to avoid such occurrence in future.

4.4 Communications Strategy

A communications strategy shall be established by the Contractor and is included in the overarching CEMP (refer to the community consultation strategy prepared separately).

A Communications and Community Liaison Representative (CCLR) shall be elected and shall be responsible for ensuring that the appropriate management response and handling procedures are instigated and carried through in the event of an environmental complaint.

All employees who are made aware of a complaint, either verbal or written, are to immediately notify the Contractor's Project Manager, who will then contact the CCLR. Upon becoming aware of a complaint, the protocol outlined below will be followed.

TABLE 24: RESPONSE STRATERGY

Ref	Protocol	Action
1	Record and acknowledge	Any employee who takes receipt of a complaint, either verbal or written, are to immediately notify the Contractor's Project Manager who will then contact the Communications and Community Liaison Representative. 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. In the normal course of events, the first contact for complaints will usually be made in person or by telephone. The complainant's name, address, and contact details, along with the nature of the complaint, will be requested. If the complainant refuses to supply the requested information, a note will be made on the form and complainant advised of this.
2	Assess and prioritise	The CCLR will prioritise all complaints by severity for the risk to health and safety and will attempt to provide an immediate response via phone or email.
3	Investigate	An on-site investigation will be initiated in an attempt to confirm details relevant to the complaint and the cause of the problem. Any monitoring information and/or records at and around the time of the complaint will be reviewed for any abnormality or incident that may have resulted in the complaint.
4	Action or rectify	Once the cause of the complaint has been established, every possible effort will be made to undertake appropriate action to rectify the cause of the complaint and mitigate any further impact. The CCLR will assess whether the complaint is founded or unfounded and delegate the remediation of the issue to the Contractor's Project Manager for action, as required.
5	Respond to Complainant	The CCLR will oversee the rectification of the issue and respond to the complainant once the issue has been resolved. The complainant will be provided with a follow up verbal response on what action is proposed within two hours during night-time works (between the hours of 6:00 pm and 10:00 pm) and 24 hours at other times. Where a complaint cannot be resolved by the initial or follow-up verbal response, a written response will be provided to the complainant within ten days.
6	Record	It is imperative that an assessment of the situation is carried out and documented to minimise the potential for similar complaints in the future. On this basis, every complaint received is to be recorded in the Community Correspondence Register. A copy of the completed form will be maintained for at least five years
7	Preventative Action	Once the complaint has been suitably handled, appropriate measures will be identified and implemented to negate the possibility of re-occurrence. The Community Correspondence Register is not finalised until the preventative actions are completed and recorded on the form.

In addition to the above, the CCLR is to notify the community liaison representative when traffic is expected to exceed the parameters set within “Condition Green” of Table 23. Notwithstanding, Table 25 outlines an indicative communication strategy to ensure that adequate communication with key stakeholders have been met.

TABLE 25: COMMUNICATIONS STRATERGY

Risk	Impact	Comms Channel
Wider Traffic Disruption	Wider community and stakeholders informed through local and wider advertising and notification	Stakeholder Meetings Stakeholder email blast
Construction related traffic	Ensure construction crews use traffic routes identified in the Traffic Management Plan, and Ensure residents in area are notified in advance to any traffic changes that may affect them	

Furthermore, ongoing communication will be undertaken so that all stakeholders are kept up to date of works and potential impacts.

Appendix A. Driver Code of Conduct

Drivers Code of Conduct

Safe Driving Policy for Lot 54 – 58 Mamre Road, Kemps Creek.

Objectives of the Drivers Code of conduct

- To minimise the impact of earthworks on the local and regional road network;
- To minimise conflict with other road users;
- To minimise road traffic noise; and
- To ensure truck drivers use specified heavy vehicles routes between the Site and the sub-regional road network.

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.

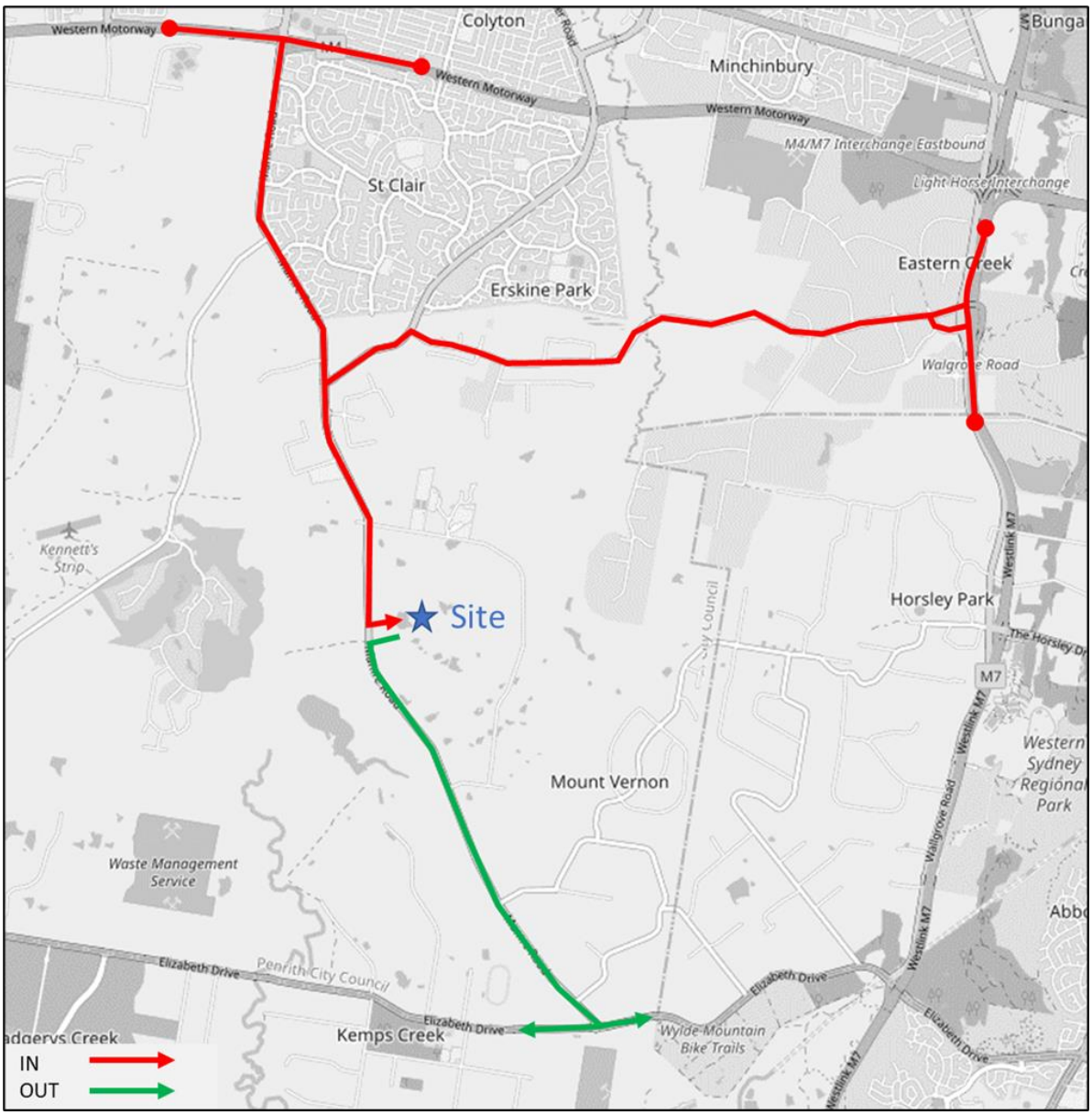
The below activities in any vehicles will be considered as a breach of conduct and will result in removal from site:

- 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

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.
- Follow the approved site access/egress routes only.
  - Arrival Trips:
    - Route 1: From M4 Western Motorway, southbound along Mamre Road and left into the Site.
    - 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.
  - 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.



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.

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

Proposed Warehouse Development – Aspect Industrial Estate

Risk Assessment and Communication Tool

Project Number	1029r05
Project Name	Signals and Internal Roads
Site Location	Lot 54 – 58 Mamre Rd, Kemps Creek
Date of Assessment	06 April 2022
Revision	Issue I

Name	Company	Title

Document Control			
Date Issued	Revision	Issued By	Checked By
06/04/2022	Draft	J. Laidler	

Risk Matrix		**Consequence**				
		Minor	Major	Severe	Critical	Catastrophic
		A	B	C	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	Extreme	Extreme

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

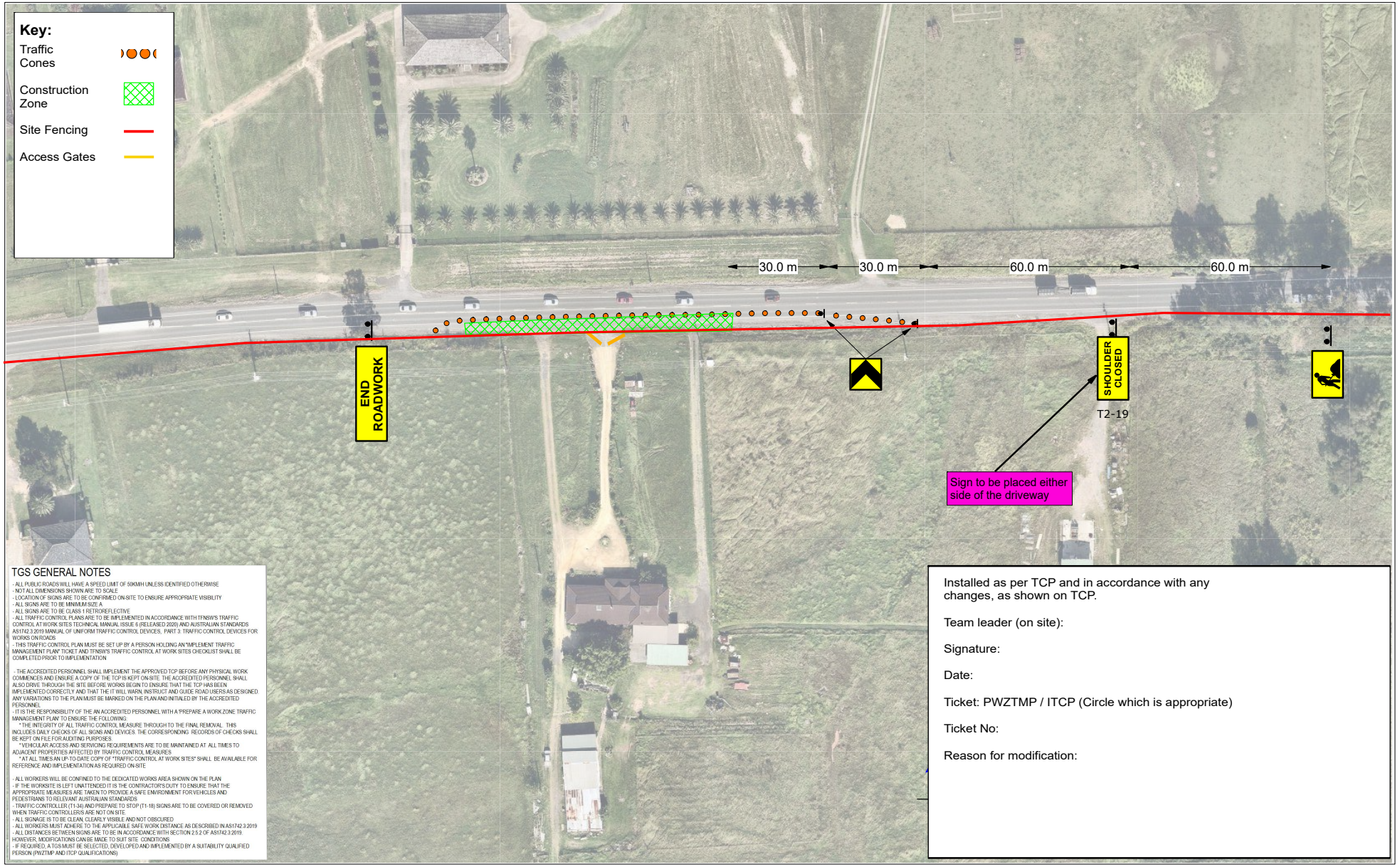
Risk Assessment and Communication Tool

Example

ID. Ref	Risk and/ or Hazard	Risk Description	Location	Existing Control	Initial Risk Rating			Design Response to risk and /or hazard	Status of Risk	Assignment of risk or hazard	Residual risk rating		
					C	L	RR				C	L	RR
1	Unauthorized Access to the Site	Site prevents unauthorised access	Entire Site	Nil	C	3	High	Exclusion barriers will be provided as part of the main works. The design provides a defined separation between construction and work areas.	Design Solution	Main Contractor	B	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	Dedicated footpath, pedestrian crossings and additional signage shall be provided to separate vehicles and pedestrians as best possible.	Design Solution	Main Contractor	B	2	Low
3	Potential vehicle conflict points	Vehicles can crash with each other while manoeuvring through the site	Entire Site & Access Roads	Nil	B	3	Medium	Roadways are capable of two-way flow. Nonetheless, Traffic Controllers shall limit movements within disrupted areas to limit any safety issues. Low speeds throughout the site also reduce potential for crashes	Design Solution	Main Contractor	B	1	Low

4	Fatigue	Injury caused by fatigue	Entire Site	Nil	C	3	High	Toolbox meetings and regular breaks (in line with WHS practices) to minimise fatigue	Design Solution	Main Contractor	B	1	Low
5	Fall risks	Injury due to falls (in general)	Entire Site	Nil	E	3	High	Ensuring level changes across the site to be minimised as best possible, with additional black & yellow hazard tape/marking being installed where appropriate. Installation of handrails where level changes / ramps grades are significant.	Design Solution	Main Contractor	C	2	Medium
6	Misdirected access in to neighbouring site	Vehicle in unsafe locations	Entire Site	Nil	C	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 for all partied	Design Solution	Main Contractor	B	2	Low
7	Conflicting Traffic Management	Coordinating Traffic Controllers could create misleading and wrong advice	Entire Site	Nil	C	3	High	Toolbox meetings, regular liaison with all construction teams and review of signage plans on site in order to minimise contradicting signage.	Design Solution	Main Contractor	C	2	Medium

Appendix C. Traffic Guidance Scheme



TGS GENERAL NOTES

- ALL PUBLIC ROADS WILL HAVE A SPEED LIMIT OF 50KM/H UNLESS IDENTIFIED OTHERWISE
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE
- LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY
- ALL SIGNS ARE TO BE MINIMUM SIZE A
- ALL SIGNS ARE TO BE CLASS 1 RETROREFLECTIVE
- ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH TFNSW'S TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL ISSUE 6 (RELEASED 2020) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS
- THIS TRAFFIC CONTROL PLAN MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND TFNSW'S TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION

- THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT THE IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL
- IT IS THE RESPONSIBILITY OF THE AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TO ENSURE THE FOLLOWING:
  - * THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURE THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
  - * VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
  - * AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE

- ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN
- IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS
- TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS ARE TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE
- ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED
- ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019
- ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS
- IF REQUIRED, A TGS MUST BE SELECTED, DEVELOPED AND IMPLEMENTED BY A SUITABILITY QUALIFIED PERSON (PWZTMP AND ITCP QUALIFICATIONS)

Installed as per TCP and in accordance with any changes, as shown on TCP.

Team leader (on site):

Signature:

Date:

Ticket: PWZTMP / ITCP (Circle which is appropriate)

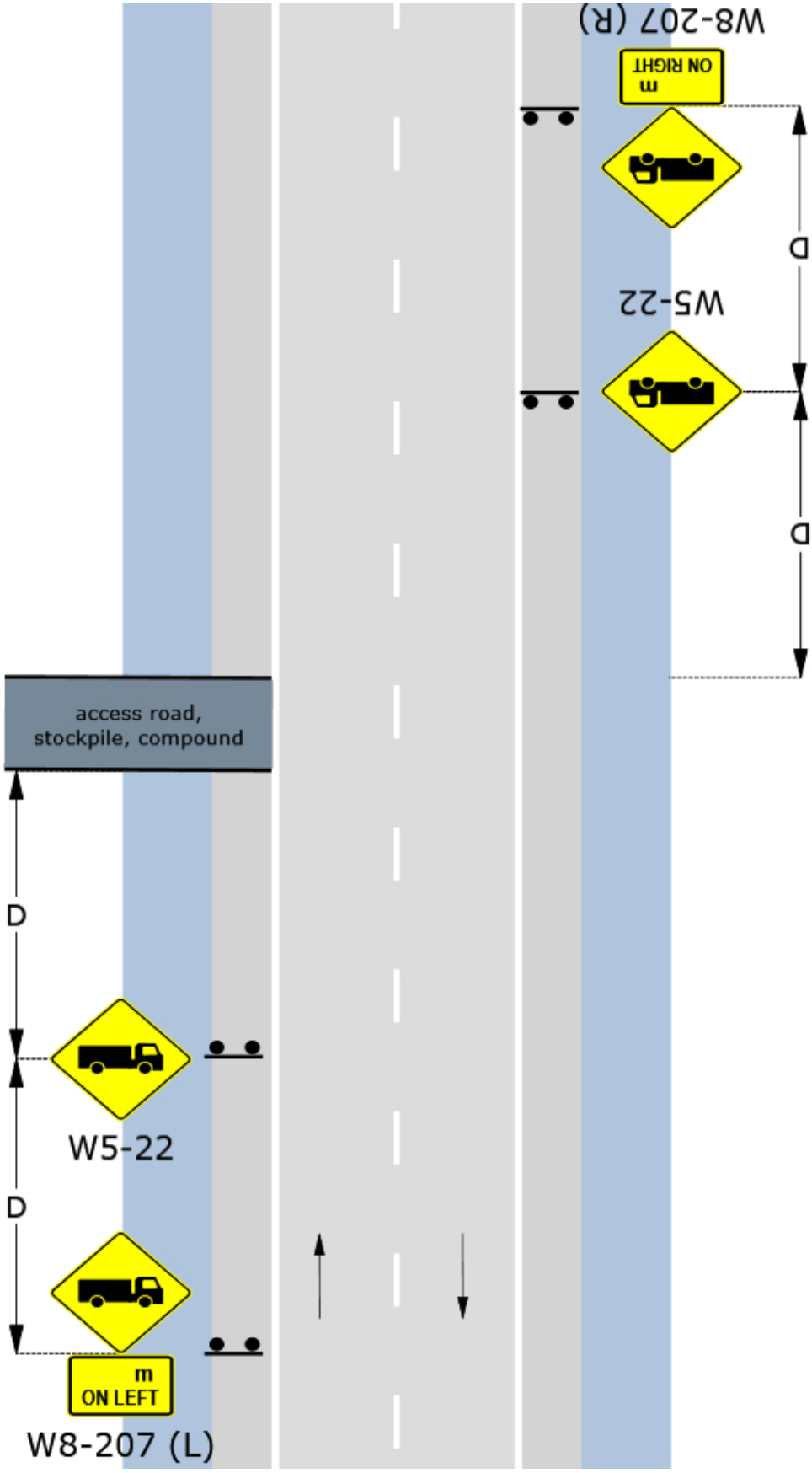
Ticket No:

Reason for modification:

ADDITIONAL NOTES

Closure: Shoulder Closure	**Project:** Job No: 1029 Address: Mamre Rd, Kemps Creek	**Date:** 16/03/2022	asongroup
Client: Goodman Property	**Drawing Title:** 1029-TGS-01-Mamre Rd_Kemps Creek	**Scale @ A3:**	**DESIGNER:** JAMES LAIDLER CERT: 0034322012
		Drawing Number: AG.01	

D.4.7 Static: Access to depot, stockpile, quarry, gravel pit etc. all roads (formerly TCP 195)



E.2 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:**		
Qualification	Senior Traffic Engineer PWZTMP #0052158569			
TGS details:				
TMP Reference:	P1029 CC CTMP_Lot 54-58, Mamre Rd, Kemps Creek	**TGS Reference:**		
Date:	16/03/2022	**Review type**	☑ Site Inspection	☑ Desktop Review
Sources used for desktop review	Near Map, Dated 17 Feb 2022			
Site details				
Street name:	Mamre Road	**Confirmed posted speed limits:**	60km/h	
Street name:		**Confirmed posted speed limits:**		
List unique site-specific Hazards / Risks identified on site **E.g., utilities, infrastructure, vegetation, schools,**				
n/a - straight section of road with good sight distance. - no trees within the area - No schools on Mamre Rd - No Footpath on Site frontage				

TGS details					
Have the below been addressed on the TGS for this location?					
Traffic volumes	☑ Yes	☐ No	☐ N/A		Volumes are relatively high, however most work will be within Site Boundary
Predicted queue length	☑ Yes	☐ No	☐ N/A	**Details**	Noting the type of access point, the predicted queue length will minimal
Shoulder widths	☑ Yes	☐ No	☐ N/A	**Details**	Roads Designed for heavy vehicles, therefore sufficient shoulder widths
Sight distances	☑ Yes	☐ No	☐ N/A	**Details**	Straight road with no obstructions and good sight distance
Existing infrastructure	☑ Yes	☐ No	☐ N/A	**Details**	No trees, poles, or other infrastructure
Transport services	☑ Yes	☐ No	☐ N/A	**Details**	The bus route will not be affected by the works
Pedestrian generators	☑ Yes	☐ No	☑ N/A	**Details**	Pedestrians are given right of way as far as possible, however no footpath is present so unlikely to be required.
Appropriate site access	☑ Yes	☐ No	☐ N/A	**Details**	Roads Designed for heavy vehicles, therefore appropriate site access.
Appropriate escape route for traffic controllers	☑ Yes	☐ No	☐ N/A	**Details**	Traffic Controllers shall have a safety vehicle follow them during set up and pack up, to allow for an appropriate escape route.

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 ☒ 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:

Reset forms - pages 269 to 272

Appendix D. SIDRA Modelling Results

MOVEMENT SUMMARY

Site: 1 [Sceanrio 1: Existing (Mamre Road / Site Access) AM Peak (Site Folder: General)]

Site: Mamre Road / Site Access
Scenario: AM Peak Existing
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mamre Road														
2	T1	871	94	917	10.8	0.503	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.5
Approach		871	94	917	10.8	0.503	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.5
East: Construction Access														
4	L2	1	0	1	0.0	0.002	3.7	LOS A	0.0	0.0	0.59	0.39	0.59	16.9
Approach		1	0	1	0.0	0.002	3.7	LOS A	0.0	0.0	0.59	0.39	0.59	16.9
North: Mamre Road														
7	L2	1	0	1	0.0	0.411	10.0	LOS A	0.0	0.0	0.00	0.00	0.00	73.4
8	T1	682	120	718	17.6	0.411	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		683	120	719	17.6	0.411	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.6
All Vehicles		1555	214	1637	13.8	0.503	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Sceanrio 1: Existing (Mamre Road / Site Access) PM Peak (Site Folder: General)]

Site: Mamre Road / Site Access
Scenario: PM Peak Existing
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mamre Road														
2	T1	759	91	799	12.0	0.442	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		759	91	799	12.0	0.442	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.6
East: Construction Access														
4	L2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.77	0.63	0.77	16.6
Approach		1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.77	0.63	0.77	16.6
North: Mamre Road														
7	L2	1	0	1	0.0	0.565	10.1	LOS A	0.0	0.0	0.00	0.00	0.00	73.2
8	T1	967	121	1018	12.5	0.565	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	79.3
Approach		968	121	1019	12.5	0.565	0.2	NA	0.0	0.0	0.00	0.00	0.00	79.3
All Vehicles		1728	212	1819	12.3	0.565	0.2	NA	0.0	0.1	0.00	0.00	0.00	79.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Sceanrio 2: Existing + Construction (Mamre Road / Site Access) AM Peak (Site Folder: General)]

Site: Mamre Road / Site Access
Scenario: AM Peak Existing + Construction
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mamre Road														
2	T1	871	94	917	10.8	0.503	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.5
Approach		871	94	917	10.8	0.503	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.5
East: Construction Access														
4	L2	1	0	1	0.0	0.002	3.7	LOS A	0.0	0.0	0.59	0.39	0.59	16.9
Approach		1	0	1	0.0	0.002	3.7	LOS A	0.0	0.0	0.59	0.39	0.59	16.9
North: Mamre Road														
7	L2	160	10	168	6.3	0.505	10.2	LOS A	0.0	0.0	0.00	0.22	0.00	67.5
8	T1	682	120	718	17.6	0.505	0.2	LOS A	0.0	0.0	0.00	0.22	0.00	76.0
Approach		842	130	886	15.4	0.505	2.1	NA	0.0	0.0	0.00	0.22	0.00	74.2
All Vehicles		1714	224	1804	13.1	0.505	1.1	NA	0.0	0.0	0.00	0.11	0.00	76.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Sceanrio 2: Existing + Construction Traffic (Mamre Road / Site Access) PM Peak (Site Folder: General)]

Site: Mamre Road / Site Access
Scenario: PM Peak Existing
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mamre Road														
2	T1	759	91	799	12.0	0.442	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		759	91	799	12.0	0.442	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.6
East: Construction Access														
4	L2	155	5	163	3.2	0.460	13.3	LOS A	1.9	13.6	0.87	1.20	1.20	16.1
Approach		155	5	163	3.2	0.460	13.3	LOS A	1.9	13.6	0.87	1.20	1.20	16.1
North: Mamre Road														
7	L2	1	0	1	0.0	0.565	10.1	LOS A	0.0	0.0	0.00	0.00	0.00	73.2
8	T1	967	121	1018	12.5	0.565	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	79.3
Approach		968	121	1019	12.5	0.565	0.2	NA	0.0	0.0	0.00	0.00	0.00	79.3
All Vehicles		1882	217	1981	11.5	0.565	1.2	NA	1.9	13.6	0.07	0.10	0.10	60.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix E. Evidence of Consultation

Aspect Industrial Estate: Consultation Summary
SSD 10448
Condition D1: CTMP

Organsiation	Plan provided to	Date Consultation commenced	Date Consultation completed	Response
TfNSW	Laura Van Putten Sydney Development Ruhul Chowdhury	8/06/2022	8/07/2022	No response received - closed 08/07/22
Penrith City Council	Gavin Cherry Council@penrith Rhian Greenup	8/06/2022	16/06/2022	Response received 16/06/22 - No objections raised

Adam Heinrich

From: Russell Hogan <russell.hogan@mirvac.com>
Sent: Friday, 8 July 2022 3:57 PM
To: Laura Van putten; Development Sydney
Cc: Alexandra Chung; Kym Dracopoulos; Adam Heinrich; Ruhul Chowdhury
Subject: RE: AIE - SSD-10448 - Post Approval - Consultation with TfNSW
Attachments: 1029r05v3 CTMP_Lot 54 - 58 Mamre Road, Kemps Creek.pdf; RE: AIE - SSD-10448 - Post Approval - Consultation with Council

Hi Laura,

Tried to call earlier, as an update we have now concluded review of the Construction Traffic Management Plan with our Environmental Representative and incorporated any comments received from stakeholder consultation.

We note we have not received any comments from TfNSW on this CTMP though note that we have sought to incorporate best practices into the CTMP based on other documentation approved from TfNSW within the Mamre Road Precinct.

We are now packaging up the final documentation and issuing our consolidated CEMP to the Planning Secretary. We will issue TfNSW a copy for information.

Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

T +61 2 9080 8154 **M** +61 424441231
Level 28, 200 George Street Sydney NSW 2000 Australia

From: Russell Hogan
Sent: Friday, 1 July 2022 10:16 AM
To: Laura Van putten <Laura.VAN.PUTTEN@transport.nsw.gov.au>; Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Alexandra Chung <alexandra.chung@mirvac.com>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Adam Heinrich <adam.heinrich@orionconsulting.com.au>; Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>
Subject: RE: AIE - SSD-10448 - Post Approval - Consultation with TfNSW

Hi Laura,

Mirvac have now closed out CEMP and sub-management plan (Incl. CTMP) comments received from Authorities and our Environmental Representative and are now seeking to issue the final compiled CEMP to the Planning Secretary for approval.

Please advise If TfNSW have any comments on the Construction Traffic Management Plan.

Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

T +61 2 9080 8154 **M** +61 424441231
Level 28, 200 George Street Sydney NSW 2000 Australia

From: Russell Hogan
Sent: Thursday, 16 June 2022 2:21 PM
To: Laura Van putten <Laura.VAN.PUTTEN@transport.nsw.gov.au>; Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Alexandra Chung <alexandra.chung@mirvac.com>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Adam Heinrich <adam.heinrich@orionconsulting.com.au>; Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>
Subject: RE: AIE - SSD-10448 - Post Approval - Consultation with TfNSW

Hi Laura,

Hope you're well.

Please see attached Penrith City Council advice that Council raise no objections to the attached CTMP.

Therefore we seek TfNSW' comments prior to reverting to the Planning Secretary for approval as part of the wider CEMP.

Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

T +61 2 9080 8154 **M** +61 424441231
Level 28, 200 George Street Sydney NSW 2000 Australia

From: Russell Hogan
Sent: Wednesday, 8 June 2022 12:24 PM
To: Laura Van putten <Laura.VAN.PUTTEN@transport.nsw.gov.au>; Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Alexandra Chung <alexandra.chung@mirvac.com>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Adam Heinrich <adam.heinrich@orionconsulting.com.au>; Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>
Subject: RE: AIE - SSD-10448 - Post Approval - Consultation with TfNSW

Hi Laura,

Thank you for your guidance below.

RE: SSD-10448 – Post Approval – Consultation with TfNSW – D1 - Construction Traffic Management Plan

Please see attached *draft* Construction Traffic Management Plan required under the abovementioned consent.

This document is required to be prepared in consultation with TfNSW and is required to be finalised and approved by the Planning Secretary prior to the commencement of construction. We therefore seek TfNSW' comments on the attached management plan which will ultimately be incorporated into the Construction Environmental Management Plan required under the consent..

Condition	Consent Timing	Mirvac target finalisation / issue to Planning Secretary for approval	To enable issue to Planning Secretary - we are seeking TfNSW comments by (if possible)
Condition D1 – Construction Traffic Management Plan (CTMP)	Prior to the commencement of construction of the Stage 1 Development	Tuesday 21 June 2022	Friday 17 June 2022

Relevant Condition extract for ease of reference

TRAFFIC AND ACCESS
Construction Traffic Management Plan
D1. Prior to the commencement of construction of the Stage 1 Development, the Applicant must prepare a Construction Traffic Management Plan (CTMP) for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition E2 and must:

a) be prepared by a suitably qualified and experienced person(s);
b) **be prepared in consultation with Council and TfNSW**;
c) detail the traffic management and contingency measures that are to be implemented for the site, particularly during the construction works for the Mamre Road/Access Road 1 intersection, to ensure access to the site and road safety and network efficiency is maintained, including interim traffic safety controls and management measures;
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.

D2. The Applicant must:

a) not commence construction until the CTMP required by condition D1 is approved by the Planning Secretary;

and

b) implement the most recent version of the CTMP approved by the Planning Secretary for the duration of construction.

Again, we are happy to coordinate a meeting to expedite resolution should TfNSW believe this to be appropriate.

Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

T +61 2 9080 8154 **M** +61 424441231
Level 28, 200 George Street Sydney NSW 2000 Australia

From: Laura Van putten <Laura.VAN.PUTTEN@transport.nsw.gov.au>
Sent: Monday, 6 June 2022 5:31 PM
To: Russell Hogan <russell.hogan@mirvac.com>; Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Alexandra Chung <alexandra.chung@mirvac.com>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Adam Heinrich <adam.heinrich@orionconsulting.com.au>; Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>
Subject: RE: AIE - SSD-10448 - Post Approval - Consultation with TfNSW

Hi Russell

Please note that the 2 conditions named below will need to go through my team in the first instance.

Can you please provide the relevant documentation so that I can proceed with the review.

Please note I am on leave this week.

Kind Regards,

Laura van Putten
A/Senior Land Use Assessment Coordinator
Planning and Programs
Greater Sydney
Transport for NSW

M 0429 505 961 **T** (02) 8849 2480 **E** laura.van.putten@transport.nsw.gov.au

transport.nsw.gov.au

27-31 Argyle Street
Parramatta NSW 2750

Transport for NSW

From: Russell Hogan <russell.hogan@mirvac.com>
Sent: Thursday, 2 June 2022 1:30 PM
To: Laura Van putten <Laura.VAN.PUTTEN@transport.nsw.gov.au>; Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Alexandra Chung <alexandra.chung@mirvac.com>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Adam Heinrich <adam.heinrich@orionconsulting.com.au>
Subject: AIE - SSD-10448 - Post Approval - Consultation with TfNSW
Importance: High

Hi Laura,

Hope you're all keeping well.

Seek your direction regarding AIE *Post Approval* consultation.

With reference to Mirvac's Aspect Industrial Estate SSD-10448 in Mamre Road Precinct, please see attached final signed consent as formally uploaded to the Major Projects Portal on 31 May 2022.

There are several *Post Approval* and Prior to *Commencement of Construction* items within the consent to which we are required to prepare in consultation with TfNSW.

These are as follows:

Item No.	Condition	Consent Timing	Mirvac target finalisation / issue to Planning Secretary for approval
1	Condition D1 – Construction Traffic Management Plan (CTMP)	Prior to the commencement of construction of the Stage 1 Development	Friday 17 June 2022
2	Condition D11 – Access Arrangements	Prior to the commencement of any construction works (excluding bulk earthworks) for Warehouse 1	Friday 15 July 2022

We seek TfNSW' advice as to who / how TfNSW would like to be engaged during the preparation / finalisation of the above documentation. We have draft final documents available for issue now, though seek TfNSW' advice on the best way to engage. If you consider appropriate, we would welcome a meeting between TfNSW / Mirvac to step through the documents in order to expedite a resolution.

Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

T +61 2 9080 8154 **M** +61 424441231
Level 28, 200 George Street Sydney NSW 2000 Australia

Mirvac acknowledges Aboriginal and Torres Strait Islander peoples as the Traditional Owners of the lands and waters of Austral
our respect to their Elders.

Adam Heinrich

From: Kathryn Saunders <kathryn.saunders@penrith.city>
Sent: Thursday, 16 June 2022 1:16 PM
To: Russell Hogan
Cc: Rhian Greenup; Alexandra Chung; Kym Dracopoulos; Adam Heinrich
Subject: RE: AIE - SSD-10448 - Post Approval - Consultation with Council
Attachments: 1029r05v3 CTMP_Lot 54 - 58 Mamre Road, Kemps Creek.pdf

Hi Russell,

Council has reviewed the draft CTMP and raises no objections. It is noted that the CTMP will need to address and include all requirements of Condition D1 and that the final CTMP will need to be prepared in consultation with TfNSW and be issued to the Planning Secretary for their confirmation that the condition is satisfied.

Kind regards,

Kathryn Saunders
Principal Planner

E kathryn.saunders@penrith.city
T +61247328567 | F | M
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

PENRITH
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From: Russell Hogan <russell.hogan@mirvac.com>
Sent: Wednesday, 8 June 2022 11:39 AM
To: Gavin Cherry <Gavin.Cherry@penrith.city>; Penrith City Council - RECORDS <council@penrith.city>
Cc: Rhian Greenup <rhian.greenup@penrith.city>; Alexandra Chung <alexandra.chung@mirvac.com>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Adam Heinrich <adam.heinrich@orionconsulting.com.au>
Subject: RE: AIE - SSD-10448 - Post Approval - Consultation with Council

Hi Gavin,

Thank you for your guidance below. We agree on the approach.

RE: SSD-10448 – Post Approval – Consultation with Council – D1 - Construction Traffic Management Plan

Please see attached *draft* Construction Traffic Management Plan required under the abovementioned consent.

This document is required to be prepared in consultation with Council and is required to be finalised and approved by the Planning Secretary prior to the commencement of construction. We therefore seek Council's comments on the attached management plan which will ultimately be incorporated into the Construction Environmental Management Plan required under the consent..

Condition	Consent Timing	Mirvac target finalisation / issue to Planning Secretary for approval	To enable issue to Planning Secretary - we are seeking Council comments by (if possible)
Condition D1 – Construction Traffic Management Plan (CTMP)	Prior to the commencement of construction of the Stage 1 Development	Tuesday 21 June 2022	Friday 17 June 2022

Relevant Condition extract for ease of reference

TRAFFIC AND ACCESS
Construction Traffic Management Plan
D1. Prior to the commencement of construction of the Stage 1 Development, the Applicant must prepare a Construction Traffic Management Plan (CTMP) for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition E2 and must:

a) be prepared by a suitably qualified and experienced person(s);
b) **be prepared in consultation with Council and TfNSW**;
c) detail the traffic management and contingency measures that are to be implemented for the site, particularly during the construction works for the Mamre Road/Access Road 1 intersection, to ensure access to the site and road safety and network efficiency is maintained, including interim traffic safety controls and management measures;
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.

D2. The Applicant must:

a) not commence construction until the CTMP required by condition D1 is approved by the Planning Secretary;

and

b) implement the most recent version of the CTMP approved by the Planning Secretary for the duration of construction.

Again, we are happy to coordinate a meeting to expedite resolution should Council believe this to be appropriate.

Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

T +61 2 9080 8154 **M** +61 424441231
Level 28, 200 George Street Sydney NSW 2000 Australia

From: Gavin Cherry <Gavin.Cherry@penrith.city>
Sent: Thursday, 2 June 2022 3:27 PM
To: Russell Hogan <russell.hogan@mirvac.com>
Cc: Natasha Borgia <natasha.borgia@penrith.city>; Michael Alderton <Michael.Alderton@penrith.city>; Rhian Greenup <rhian.greenup@penrith.city>; Kathryn Saunders <kathryn.saunders@penrith.city>
Subject: RE: AIE - SSD-10448 - Post Approval - Consultation with Council

Afternoon Russell,

In the first instance please refer the documents to myself as my team will register them into our records system and then distribute them to the teams applicable.

This would not typically involve our City Planning Team and based on the below, would only relate to my unit, our Traffic Team and our Environmental Management Team,

The table below is extremely helpful to inform us of the relevant condition for each draft consultation document coupled with the copy of the consent.

I note your suggestion of a meeting but as we are not the consent authority and will be providing comment only, I would suggest that comments be obtained by my unit, provided to you and if you have any concerns or questions remain a meeting can be arranged at that point.

I hope this assists.

regards

Gavin Cherry
Development Assessment Coordinator

E Gavin.Cherry@penrith.city
T +61247328125 | F +612 4732 7958 | M
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

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From: Russell Hogan <russell.hogan@mirvac.com>
Sent: Thursday, 2 June 2022 11:31 AM
To: Gavin Cherry <Gavin.Cherry@penrith.city>; Natasha Borgia <natasha.borgia@penrith.city>; Michael Alderton <Michael.Alderton@penrith.city>; Penrith City Council - RECORDS <council@penrith.city>
Cc: Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Daniel Brook <daniel.brook@mirvac.com>; Alexandra Chung <alexandra.chung@mirvac.com>; Adam Heinrich <adam.heinrich@orionconsulting.com.au>

Subject: AIE - SSD-10448 - Post Approval - Consultation with Council
Importance: High

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

Hi Gavin / Natasha / Michael,

Hope you're all keeping well.

Seek your direction regarding AIE *Post Approval* consultation.

With reference to Mirvac's Aspect Industrial Estate SSD-10448 in Mamre Road Precinct, please see attached final signed consent as formally uploaded to the Major Projects Portal on 31 May 2022.

There are several *Post Approval* and Prior to *Commencement of Construction* items within the consent to which we are required to prepare in consultation with Penrith City Council.

These are as follows:

Item No.	Condition	Consent Timing	Mirvac target finalisation / issue to Planning Secretary for approval
1	Condition A10 – Staging Plan	Prior to the commencement of construction of any stage of the Concept Proposal	Friday 17 June 2022
2	Condition D1 – Construction Traffic Management Plan (CTMP)	Prior to the commencement of construction of the Stage 1 Development	Friday 17 June 2022
3	Condition D11 – Access Arrangements	Prior to the commencement of any construction works (excluding bulk earthworks) for Warehouse 1	Friday 15 July 2022
4	Condition D73 – Waste Storage and Processing	Prior to the commencement of construction of Building 1 and 2	Friday 15 July 2022

We seek Council's advice as to who / how Council would like to be engaged during the preparation / finalisation of the above documentation. We have draft final documents available for issue now, though seek Council's advice on the best way to engage. If you consider appropriate, we would welcome a meeting between Council / Mirvac to step through the documents in order to expedite a resolution.

Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

T +61 2 9080 8154 **M** +61 424441231
Level 28, 200 George Street Sydney NSW 2000 Australia

Mirvac acknowledges Aboriginal and Torres Strait Islander peoples as the Traditional Owners of the lands and waters of Austral
our respect to their Elders.

Appendix F. Initial Vehicle Management Plan (VMP)


CAR PARK
SITE OFFICE
MUSTER POINT
Lunch Room
WHEEL WASH
20
20
Items and locations shown are indicative only and subject to change to suit site conditions and staging requirements