

4 November 2025

Department of Planning, Housing and Infrastructure
GPO Box 39
Sydney NSW 2000

Attn: Media Hakim

**RE SSD 17647189 – POST CONSENT APPROVAL IN ACCORDANCE WITH CONDITION B1
(CONSTRUCTION TRAFFIC MANAGEMENT PLAN)**

Dear Media,

Barings Real Estate Australia (**Barings**) have engaged Burton Civil Engineering Contractors (**Burtions**) as the infrastructure contractor to complete bulk earthworks and civil construction works for our development at 884-928 Mamre Rd (**Access Logistics Park**). In connection with Condition B1 Burtions engaged Allied Traffic Management (**Allied**) to complete a Construction Traffic Management Plan (**CTMP**) for the development.

On 11 September 2024 the CTMP (Rev 13 dated 15 Aug24) was endorsed as part of the Construction Environmental Management Plan for the Access Logistics Park. Following the approval of this CTMP, the signalised intersection at Darrabarra Avenue and Mamre Road became operational. As such, Barings together with Burtions reviewed the proposed construction access into the Access Logistics Park and proposed an amended CTMP which was subsequently approved on 9 December 2024 (**Current CTMP**).

Barings have now proposed an amendment to the Current CTMP. On 13 October 2025, following endorsement from TfNSW, the Proposed CTMP, prepared by Allied Rev15 dated 17 September 2025 (**Proposed CTMP**), was issued to the NSW Department of Planning, Housing & Infrastructure (**DPHI**) via the Major Projects Planning Portal (SSD-17647189-PA-78).

Following a review from DPHI additional information was requested. This additional information has now been provided and the Proposed CTMP amended accordingly.

DPHI Request for Information Issued 22 Oct25

Requested Information	Proponent Response/Actions
Please update the date on the cover page to reflect the most recent version of the document	This is noted and agreed, the cover page has now been updated to reflect the date of 24 th October 2025. The "Revisions Table" has also been updated to reflect the aforementioned.
Under the Introduction section, please include a brief statement outlining the reason for updating this CTMP	This is noted and agreed. The Introduction now includes the following: <i>"CTMP15 has been updated to capture the introduction of an isolated works zone access off Mamre Road for select tasks, as well as the increased vehicle count for the builder on site. TMP15 also includes updated Vehicle Management Plans for the Mamre Road access works zone and internal VMP movements."</i>
There is an inconsistency in the stated number of expected construction vehicle movements per day. Page 13 (and the letter to DPE) refers to 6 heavy vehicle and 15 light vehicle movements per day, whereas page 19 states 10 heavy vehicle and 15 light vehicle movements per day. Please confirm the correct figures and update the document for consistency.	This is noted. The inconsistency has been addressed. The correct number of vehicular movements using the left in, left out access is 6 Heavy Vehicles and 15 Light Vehicles. This has been amended in Table 5 (refer page 13) and Section 2.5 (refer page 19).

Although most references to the statement "At no point are two access points into the Site" have been amended, some instances remain. Please clarify.	The reference in Section 2.3 : <i>At no point are tow access point into the Site proposed to be utilised.</i> " has been removed. A clarifying note has been included in this section, below: <i>"During these works, all project access will be via Darrabarra Avenue except for the isolated access required for the minor crews working on the OSD tank, which will have access from Mamre Road to the western side of the OSD tank."</i>
The email to TfNSW dated 26 September 2025, mentions that "An additional Driver Code of Conduct specifically tailored to the Left-In Left-Out access is also now present." However, this additional Driver Code of Conduct does not appear to be included in the updated CTMP. Please clarify.	This comment refers to the Temporary Site Access DCOC which is contained within Annexure G. This DCOC was compiled specifically when left in left out access to and from Mamre Road is being used.

Further Request for Information Issued 28 Oct25

Requested Information	Proponent Response/Actions
Arrival & departure routes for the additional frontage work zone: The draft (section 2.4) describes departure trips from the frontage work zone but doesn't clearly set out the corresponding arrival movements. Please update Section 2.4 (and any related text) so both arrival and departure routes are clearly shown for the secondary Mamre Rd access.	Section 2.4 has been amended to clarify the access and egress from site. The Primary Access off Berriwerri Drive will always be the sole point of access for all personnel attending the Access Logistics Estate. Once pre-starts have been completed, there may be times where contractors will be directed to access their work zone off the Mamre Road frontage. This ensures all vehicle movements in and out of site are controlled and minimizes the potential confusion two access points to site would create.
Figures—clarity on arrivals vs departures & secondary access: Please revise the figures so they consistently show both arrival and departure paths for the new secondary access from Mamre Rd. For example: Figure 6, Figure 22, Figure 34, and the figure immediately after Figure 17 (currently untitled—please add a title).	This is noted and agreed. Figures throughout the CTMP have been updated. This also incorporates the inclusion of the route from the primary access (Berriwerri Drive) to the secondary works zone off Mamre Road.
DCoC coverage for the secondary access You've noted there won't be a separate Driver Code of Conduct (DCoC) for the new frontage access from Mamre Rd. The Permanent Access DCoC section appears to add Figure 34 only to reflect this addition. Please update this section so the DCoC explicitly covers the temporary frontage access (including any specific controls, VM, and when they apply).	The temporary DCoC has been superseded now that the permanent access DCoC is active. The Permanent DCoC remains active for all personnel whether accessing site via Berriwerri or Mamre Road. Since all vehicles are accessing site via the Permanent Access, crews will be reminded of the rules regarding Mamre Road (as per the main DCoC). Further amendments to the Permanent DCoC have also now been included.

Together with this correspondence please find enclosed the now amended Proposed CTMP prepared by Allied Rev15 dated 31 October 2025. Barings request confirmation from DPHI that the Proposed CTMP has been prepared to the satisfaction of the Planning Secretary in accordance with Condition B1 for inclusion in the Construction Environmental Management Plan (**CEMP**).

If you have any queries, please do not hesitate to contact Philip Grech from Barings on 0424 613 115.

Yours sincerely

Barings Real Estate Australia



Philip Grech
Senior Development Manager