Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Prepared for:

Owner: 805 Mamre NSW Pty Ltd
Development Manager: Gibb Group Development Management Pty Ltd

Prepared by:

SLR Consulting Australia

Project Parties:

Superintendent: Gibb Group Project Management Pty Ltd
Developer: Gibb Group Development Management Pty Ltd
Owner: 805 Mamre NSW Pty Ltd

SLR Project No.: 630.031304.00001

26 February 2026

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07	26 February 2026	S Wilson	L Fleming	S Wilson

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Owner: 805 Mamre NSW Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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

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Acronyms and Abbreviations

ACHAR	Aboriginal Cultural Heritage Assessment Report
ACHMP	Aboriginal Cultural Heritage Management Plan
CAQMP	Construction Air Quality Management Plan
CAR	Construction Access Road
CCCHP	Community Consultation and Complaints Handling Procedure
CCLR	Communications and Community Liaison Representative
CDWMP	Construction and Demolition Waste Management Plan
CEMP	Construction Environmental Management Plan
CFERP	Construction Flood Emergency Response Plan
CNVMP	Construction Noise and Vibration Management Plan
CoC	Conditions of Consent
CPCP	Cumberland Plain Conservation Plan
CPESC	Certified Professional in Erosion and Sediment Control
CTMP	Construction Traffic Management Plan
DCCEEW	Department of Climate Change, Energy, Environment and Water
DCoC	Drivers Code of Conduct
DDP	Dam Dewatering Plan
DoEE	Commonwealth Department of the Environment and Energy
DP	Deposited Plan
DPE	Department of Planning and Environment
DPHI	Department of Planning, Housing and Infrastructure
EA&M	Environmental Assessment & Management
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
ENZ	Environment and Recreation zoned land
EP&A Act	Environmental Planning and Assessment Act 1979
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EPA	Environment Protection Authority
ER	Environmental Representative
ERSED	Erosion and sediment control (ERSED)
ESCP	Erosion and Sediment Control Plan
ESR	Environmental Site Representative
HSE	Health, Safety and Environment
IMP	Imported Material Plan
LGA	Local Government Area
NBN	National Broadband Network

NELP	North East Link Project
NHVR	National Heavy Vehicle Regulator
NRAR	Natural Resources Access Regulator
NSW	New South Wales
OEMP	Operational Environmental Management Plan
PIRMP	Pollution Incident Response Management Plan
POEO Act	Protection of the Environment Operations Act 1997
RE1	Public Recreation zone (RE1)
RFS	NSW Rural Fire Service
SEARs	Secretary's Environmental Assessment Requirements
SEEC	SEEC (erosion and sediment control consultant)
SLR	SLR Consulting Australia Pty Ltd
SSD	State Significant Development
TAR	Temporary Access Road
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
UFP	Unexpected Finds Protocol
UKZN	University of KwaZulu-Natal
VMP	Vegetation Management Plan
WAD	Works Authorisation Deed
WARR Act	Waste Avoidance and Resource Recovery Act 2001
WHAMP	Wildlife Hazard Assessment and Management Plan
WHS	Work Health and Safety

1.0 Introduction

1.1 Background

This Construction Environmental Management Plan (CEMP) has been prepared by SLR Consulting Australia Pty Ltd (SLR) on behalf of 805 Mamre NSW Pty Ltd for the proposed Warehouse and Distribution Centre Industrial Development. The site is located on Lot 26 in DP258414 and Lot 2001 in DP1036837(Part 799-803 and 805-817 Mamre Road, Kemps Creek (SSD 30871587) within the Penrith City Council Local Government Area (LGA). The site area of the proposed development area is 20.84ha (805-817 Mamre Road) and 0.02ha (part 799-803 Mamre Road), totalling 21.04ha

This CEMP has been prepared in accordance with, and to address, Conditions C1–C4 of SSD 30871587, including the requirement under Condition C2 for a Construction Environmental Management Plan and Condition C3 for the associated construction environmental management sub-plans.

The following documents have been reviewed and applicable information incorporated into this CEMP:

- Environmental Impact Statement SSD 30871587, Ethos Urban, 21 Sept 2023.
- Mamre Road Precinct Development Control Plan 2021.
- Sub-plans listed through this document and attached as appendix B-M.

Figure 1: Site Location Plan - Part 799-803 and Part 805-817 Mamre Road, Kemps Creek (EIS)



1.2 Scope

The CEMP has been prepared to satisfy the CoC of SSD 30871587. The specific requirements of these consent conditions, along with where these requirements have been addressed within this CEMP, are listed in **Table 1**.

Table 1: CEMP Scope

SSD 30871587	CEMP Section
C1. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	
(a) a condition compliance table for that plan;	*This Table*
(b) detailed baseline data where required;	*Appended Management Plans*
(c) 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;*	*(i) Section 3* *(ii) Section 4 and Appended Management Plans* *(iii) Appended Management Plans*
(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	*Section 4,5,6 and Appended Management Plans*
(e) 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 (d) above;	*Section 5 and Appended Management Plans*
(f) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	*Section 7 and Appended Management Plans*
(g) a program to investigate and implement ways to improve the environmental performance of the development over time;	*Section 6, 9 and Appended Management Plans*
(h) a protocol for managing and reporting any: *(i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);* *(ii) complaint;* *(iii) failure to comply with statutory requirements; and*	*Sections 3.5 and 3.6*
(i) a protocol for periodic review of the plan.	*Section 9*
C2. The Applicant must prepare a Construction Environmental Management Plan (CEMP) for the development in accordance with the requirements of condition C1 and to the satisfaction of the Planning Secretary.	*This Report*
C3. As part of the CEMP required under condition C2 of this consent, the Applicant must include the following: *(a) Construction Traffic Management Plan (see condition B1);* *(b) Erosion and Sediment Control Plan (see condition B28);* *(c) Construction Air Quality Management Plan (see condition B63);* *(d) Construction Noise and Vibration Management Plan (see condition B52);* *(e) Aboriginal Cultural Heritage Management Plan (see condition B70);* *(f) Unexpected Contaminated Finds Procedure (see condition B78);* *(g) Construction Flood Emergency Response (see condition B45);*	*(a) Appendix B* *(b) Appendix C* *(c) Appendix D* *(d) Appendix E* *(e) Appendix F* *(f) Appendix G* *(g) Appendix H* *(h) Appendix I*

SSD 30871587	CEMP Section
(h) Dam Dewatering Plan (see condition B88); *(i) Vegetation Management Plan (see condition B89);* *(j) a copy of the Wildlife Management Plan (see condition B88);* *(k) A copy of the Waste Management Plan (see condition B95); and* *(l) Community Consultation and Complaints Handling.*	*(i) Appendix J* *(j) Appendix K* *(k) Appendix L* *(l) Section 3.6*
C4. The Applicant must: *(a) not commence construction of the development until the CEMP is approved by the Planning Secretary; and* *(b) carry out the construction of the development in accordance with the CEMP approved by the Planning Secretary and as revised and approved by the Planning Secretary from time to time.*	*Noted*

1.3 Project Overview

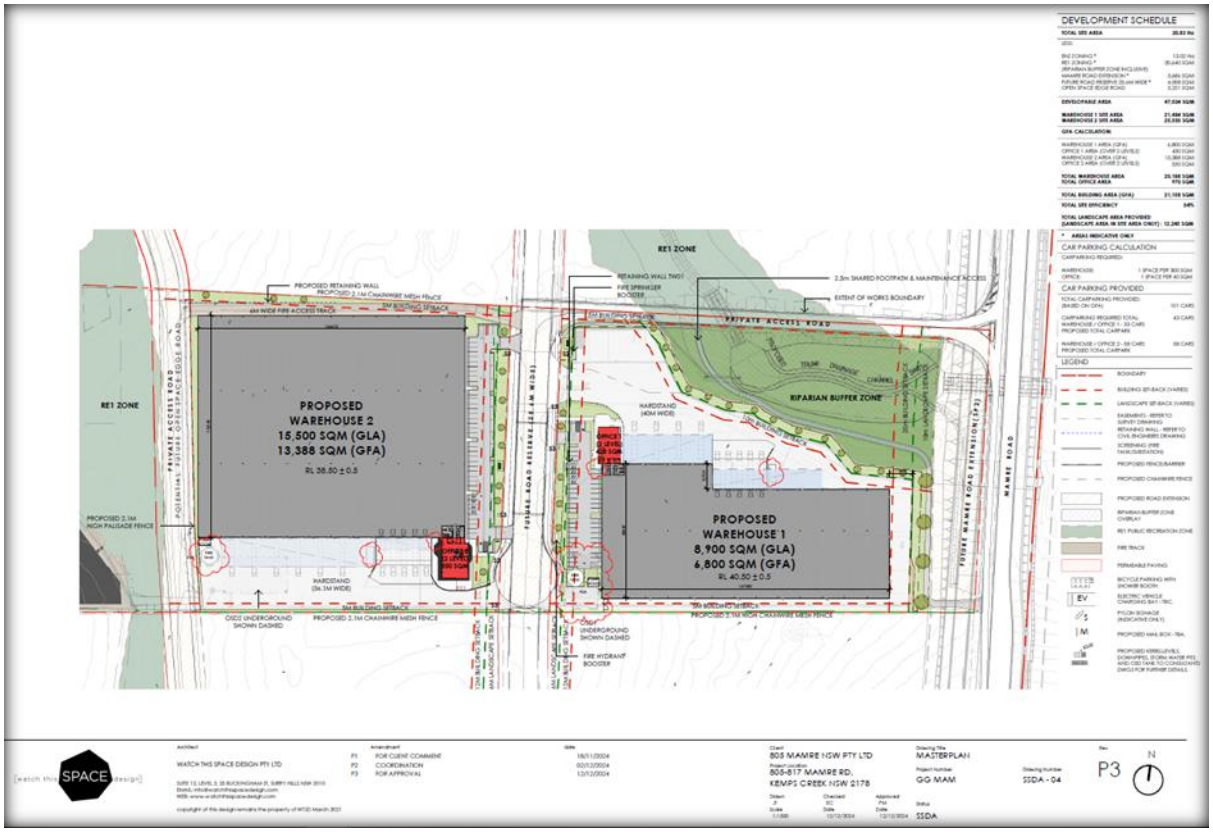
The Project's key elements include:

- Subdivision of Lot 26 DP 258414 into seven (7) lots, comprising the following:
  - Proposed Lot 2 and Proposed Lot 3 for warehouse and distribution development and on-site detention/drainage channels;
  - Proposed Lot 4 to contain the RE1 Riparian Corridor adjacent to Mamre Road and the balance of the RE1 Public Recreation land in the west of the site;
  - Proposed Lot 6 for the internal Collector Industrial Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 7 for a future Open Space Edge Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 5 for the future road widening of Mamre Road; and
  - Proposed Lot 1 residual lot to the west of the site containing the ENZ Environment and Recreation zoned land.
- Staged site preparation works comprising:
  - Demolition of all existing infrastructure on Lot 26 in DP258414;
  - Clearing of existing vegetation on the proposed development areas;
  - Bulk earthworks including 'cut and fill' to create flat development platforms for the proposed buildings, and topsoiling, grassing and site stabilisation works;
  - Re-establishment of the riparian corridor.
- Connection to required site utility infrastructure;
- Integrated water cycle management infrastructure;
- Staged road construction including:
  - interim connection to Mamre Road via a private access road shared between both 805-817 and part 799-803 Mamre Road lots with a Right of Carriageway; and
  - construction of the internal Collector Industrial Road.

- Staged construction and use of a warehouse (Warehouse 1) of approximately 9,290sqm within proposed Lot 1 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage; and
  - hours of operation of 24 hours a day, 7 days a week; and
- Staged construction and use of a warehouse (Warehouse 2) of approximately 16,050sqm within proposed Lot 2 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage: and
  - hours of operation of 24 hours a day, 7 days a week.

Both warehouses will form part of a single integrated business operation. Refer to **Figure 2** for project site sketch.

Figure 2: The proposed development including the extent of works over 805-817 Mamre Road and part 799-803 Mamre Road (Watch This Space Design, Ethos Urban)



1.4 Purpose

This CEMP sets out the environmental controls and procedures to be followed during the project's associated works, particularly during construction and operation by the proponent and all personnel involved, including employees, contractors, and subcontractors. It addresses applicable legislative requirements and the conditions of consent (CoC) for State Significant Development (SSD) 30871587.

The report ensures that site activities are managed in accordance with current specialist technical reports and approved mitigation measures.

Key objectives of the CEMP include:

- Identify and manage key environmental risks, legislative obligations, and consent conditions.
- Ensure compliance with Construction Environmental Management requirements and adopted mitigation measures.
- Establish a clear framework to manage and minimise adverse environmental and community impacts during construction.
- Define roles, responsibilities, and processes for environmental management, monitoring, auditing, and reporting.
- Set standards for site works that avoid or minimise impacts on the surrounding environment and stakeholders.
- Promote consistent implementation through training, communication, and ongoing support.
- Provide a transparent structure to guide future environmental planning and ensure delivery of project commitments on-site.

1.5 Preparation

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

Table 2: Author Qualifications

Name, Role and Division	Qualifications	Experience
Stephen Shoesmith **Project Manager** Principal Consultant – Environmental Approvals, Closure and Management	• Master of Environmental Management, University of Bath (2016). • Bachelor of Environmental Science (Management), University of Newcastle (2007).	Stephen Shoesmith is a Principal Environmental Consultant in the SLR Environmental Assessment & Management (EA&M) team and has over fifteen years of experience in environmental management and compliance (mining) and resource and energy regulation (assessments, post approvals, and policy). Stephen has significant experience in project management, environmental impact assessment of State Significant projects. Stephen has worked as a regulator with the Department of Planning and Environment (DPE) (now Department of Planning, Housing and Infrastructure (DPHI)), which provided him with an insight into agency expectations. Working as a regulator gave Stephen an excellent understanding of the assessment and post approvals processes State Significant projects.

Name, Role and Division	Qualifications	Experience
Katherine Wiles Associate Consultant - Environmental Approvals, Closure and Management	• Bachelor of Environmental Science, Honours (BSc Hons.), University of KwaZulu-Natal (UKZN) (2009). • Bachelor of Environmental Science Degree, UKZN (2008).	Katherine Wiles is an Associate Environmental Consultant in the SLR Environmental Management, Permitting & Compliance team. Katherine has a background in environmental management having also lectured environmental courses (Biophysical Environments, Environmental Impact Assessment and Soil Erosion & Land Degradation) at UKZN in 2009 and 2010. Over the last thirteen and a half years, Katherine has gained consulting experience through her involvement in environmental processes for a wide range of government and private clients across various sectors (including mining, infrastructure, waste management, renewable energy etc.). She has extensive experience in undertaking Environmental Assessments, Environmental Management Plans, Integrated Waste Management Plans, Integrated Water Use License Applications and Environmental Compliance Auditing. She also has experience in managing diverse and complex Stakeholder Engagement Processes and co-ordinating and reviewing specialist studies for inclusion in Environmental processes.
Sean Wilson **Project Director** Principal Consultant – Environmental Approvals, Closure and Management	• Master of Urban Planning and Environment	Sean has over 27 years of Town Planning experience and has been working at SLR Consulting since April 2022. Sean has worked on various projects Australia wide including large renewable energy projects for wind and Hydrogen within Victoria and Western Australia including project managing and authoring traffic light and desktop assessments for offshore wind farms in the Gippsland region. Sean has also worked on infrastructure projects for APA, Telstra, North East Link (NELP) & Client assessing planning, environment and heritage risks, Planning Scheme Amendments, CEMP's and obtaining approvals where required for infrastructure works Australia wide. From 2016 to March 2022, Sean worked for Telstra performing land access, heritage, and environment assessments acting as a Lead Co-ordinator and Manager. His role included obtaining permits, licenses, and consents for the NBN project and subsequently for InfraCo Fixed (Telstra) works. At Telstra, Sean has managed or performed roles including writing, reviewing and managing town planning assessment reports for telecommunications works in all States and Territories. He has also applied, managed, and supervised numerous permit applications including Indigenous, ecological, heritage permits, consents, and licences Australia wide
Louis Fleming Senior Consultant - Environmental Approvals, Closure and Management	• Master of Environmental Risk Assessment and Remediation • Bachelor of Environmental Science and Management	Louis is a Senior Consultant with over 7 years of industry experience in the Environmental Assessment & Management teams, with demonstrated expertise in environmental management, compliance, risk assessment, and stakeholder engagement. He has significant site experience in environmental management, compliance, and community/stakeholder engagement. Louis is proficient in remediation and risk assessment through postgraduate work.

Name, Role and Division	Qualifications	Experience
		Currently, he specialises in environmental consulting for post-approvals and compliance, working on a variety of projects across Australia. His skills include project management, contractor management, data management, report writing, and auditing. Louis excels in developing and implementing CEMPs, OEMPs, EMPs, PIRMPs, and a variety of other projects.

1.6 Consultation and Endorsements

This Construction Environmental Management Plan (CEMP) has been prepared to address Conditions C1–C4 of SSD-30871587.

Prior to commencement of construction, this CEMP will be reviewed by 805 Mamre NSW Pty Ltd, endorsed by the appointed Environmental Representative (ER), and then submitted to the Planning Secretary (via the Department of Planning, Housing and Infrastructure) for approval. Construction will not commence until the Planning Secretary has approved the CEMP.

The construction environmental management sub-plans required under Condition C3 are annexed to this CEMP and are prepared in consultation with the relevant agencies, as specified in the respective consent conditions.

2.0 Project Description

2.1 Location

The site is located at 805 Mamre Road and part 799 Mamre Road, Kemps Creek, within the Penrith City Council (Council) Local Government Area. **Figure 3** shows the site and its context. The site is made up of two allotments:

- Lot 26 in DP 25814 (805 Mamre Road), which contains the proposed warehouses and associated works; and
- Part Lot 2001 in DP 1036837 (part 799 Mamre Road), which contains the interim access road and associated earthworks.

Figure 3: Lot 26 & Part Lot 2001 as viewed looking south-east, across the Mamre Road Precinct (InDev Consulting)



2.2 Construction Hours

Construction works should be generally scheduled within the standard construction hours as presented in **Table 3** below.

Table 3: Hours of Work

Activity	Day	Time
Earthworks and construction	Monday – Friday	7am to 6pm
	Saturday	8am to 1pm
	Sunday or public holidays	No work

Activity	Day	Time
	Out of hours construction activities are to adhere to the circumstances set out by Condition B48: (a) works that are inaudible at the nearest sensitive receivers; (b) works agreed to in writing by the Planning Secretary; (c) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or (d) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm. Along with these circumstances the appropriate mitigation measures should also be followed.	

2.3 Construction Site Access

The Construction vehicle access to the site will be provided from Mamre Road, in accordance with the Construction Traffic Management Plan (CTMP) (**Appendix B**). Any oversized plant or structures that require special arrangements to transport along public roads will require approval from the National Heavy Vehicle Regulator (NHVR) and the relevant road authority, including Council.

Construction access will be implemented in stages as follows:

- **Phases 1–2 – Early works and bulk earthworks**

  During the initial early works and bulk earthworks (when traffic volumes are very low), access will be via the existing driveway on Mamre Road (refer to **Figure 4**). These phases are only required until the temporary Construction Access Road (CAR) has been delivered. Traffic volumes during Phases 1–2 are not expected to have any material impact on the surrounding road network.

- **Phase 3 – Construction of the temporary Construction Access Road (CAR)**

  Phase 3 involves construction of the temporary CAR from Mamre Road, subject to approval of a Transport for NSW Works Authorisation Deed (WAD). The CAR will ultimately replace the existing driveway as the primary construction access.

- **Phases 4–5 – Civil works, warehouse construction and use of CAR / temporary access road (TAR)**

  During Phases 4–5, access to the site will be via the CAR (and associated temporary access road (TAR)) as shown in **Figure 5**. These phases will accommodate the main civil works, warehouse construction and associated construction traffic.

- **Phase 6 – Decommissioning of the CAR**

  In Phase 6, the CAR will be decommissioned and the temporary access arrangements removed and/or reinstated as required by the CTMP and relevant approvals.

In the longer term, once the approved north–south industrial collector road is constructed and connected to the broader road network, the temporary construction access to Mamre Road will be removed and permanent access to the development will be provided via the collector road.

Figure 4: Construction Access Arrangements (Phases 1-5)

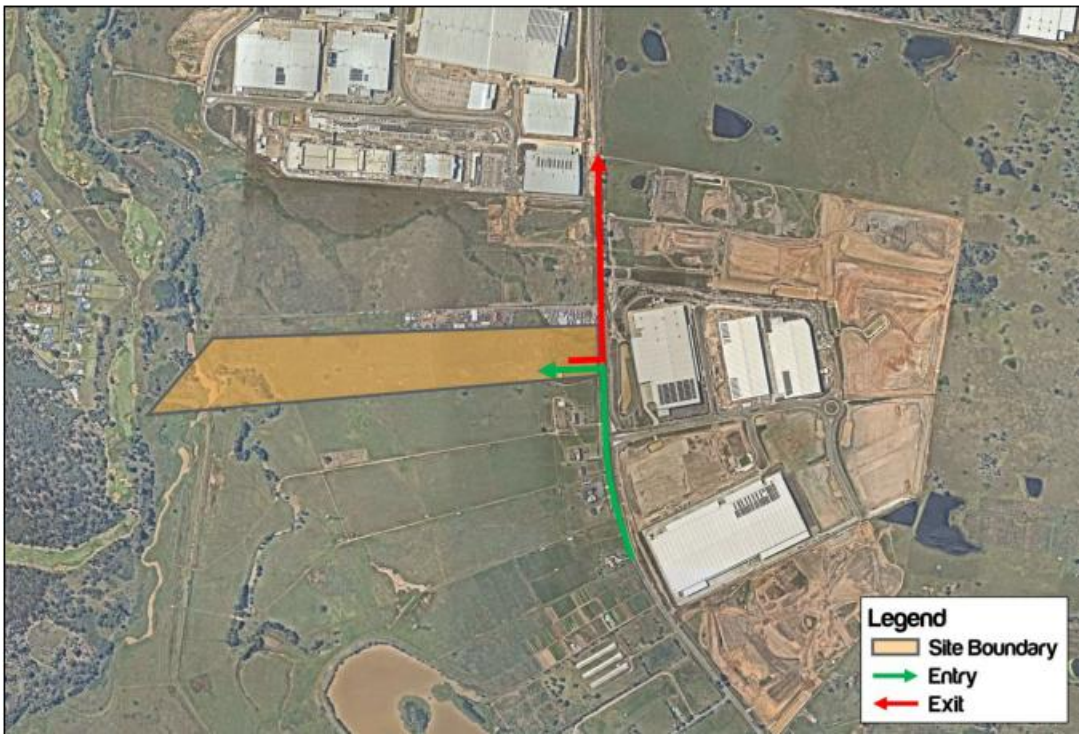
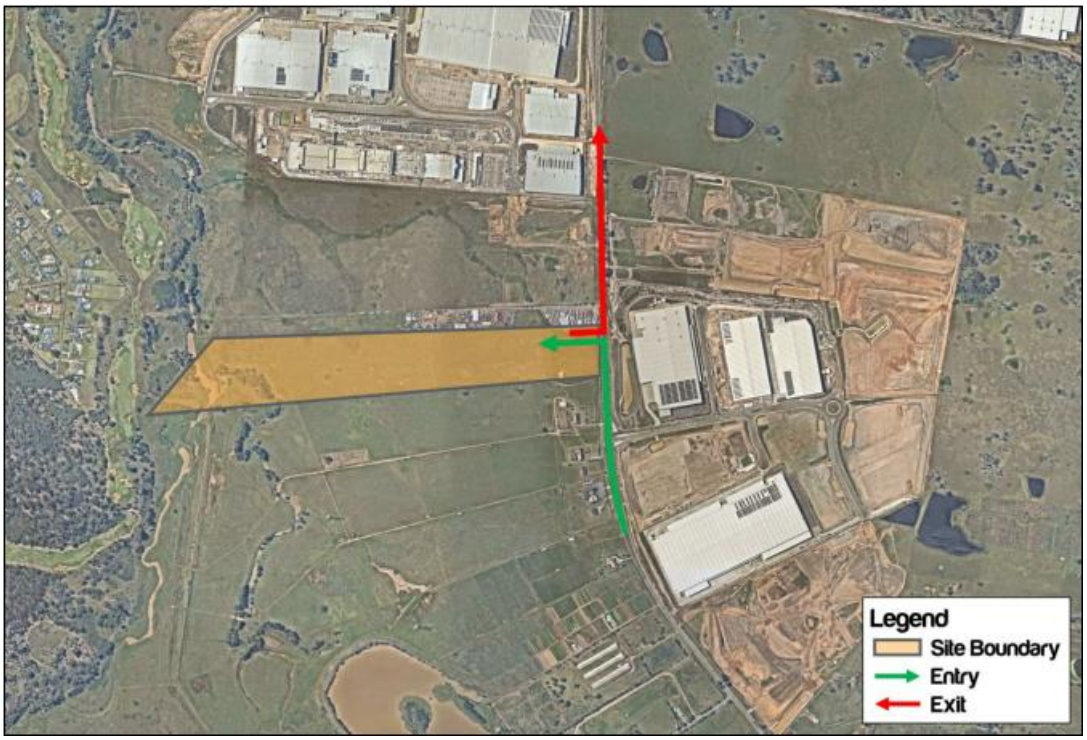


Figure 5: Construction Access Arrangements (Post Phase 5)



2.4 Construction Contact Details

Table 4 lists the key contacts during construction.

Table 4: Construction Contact Details

Overarching Site Contacts		
Role	**Name**	**Contact Details**
Superintendent (Gibb Group)	TBC	TBC
Environmental Representative (ER)	Richard Peterson	0429 227 775
Civil Contractor (WEM) Estate Works		
Role	**Name**	**Contact Details**
Project Manager	Tony Laba	
Site Manager	Steve Style	
Construction Manager	Craig Hardy	
Civil Contractor (Qanstruct) Estate Works		
Role	**Name**	**Contact Details**
Project Manager	Joshula Carlson	
Site Manager	TBC	
Construction Manager	TBC	

2.5 Construction Activities

It is proposed to stage the delivery of the project, to allow for subdivision to occur prior to delivery of the warehouse buildings, subject to the receipt of appropriate approvals. The intended staging is:

1. Subdivision of the site per the proposed plan of subdivision to create the seven proposed allotments.
2. Demolition of existing infrastructure, vegetation clearing, bulk earth works to create development platforms and site stabilisation, and re-establishment of the riparian corridor
3. Delivery of infrastructure, including the interim access road (temporary construction access road), Industrial Collector Road, services, retaining walls and building pads.
4. Delivery of built form including warehouses, car parking and on-lot landscaping.

Staging in this manner enables the on-site infrastructure works and subdivision to occur prior to built form being delivered and allows for the two warehouses to be constructed under separate development consents, enabling one building to commence operation by the tenant prior to the other (if necessary).

During early works and bulk earthworks, access will be via the existing driveway on Mamre Road until the temporary construction access road (CAR) has been delivered, after which access will be via the CAR, with decommissioning works for the CAR undertaken in the later construction phases.

3.0 Environmental Management Framework

3.1 Legislative Requirements

The Project must be carried out in accordance with:

- The conditions of consent of SSD 30871587
- all written directions from the Planning Secretary
- the EIS
- the approved plans
- this CEMP, staging plans and sub-plans

The Project is required to adhere to the relevant requirements of the Acts and their subordinate legislation as defined in the EIS and in **Table 5** below.

Table 5: Statutory Requirements

Act	Statutory Instrument	Regulatory Authority	Applicability
Environmental Planning and Assessment Act 1979	Environmental Planning and Assessment Regulation 2021	DPHI (formerly DPIE)	Governs the development approval process, zoning, planning controls, EIS preparation, SEARs compliance, and the requirements of State Significant Development (SSD).
National Parks and Wildlife Act 1974	National Parks and Wildlife Regulation 2019	NSW DCCEEW	Provides protection of Aboriginal cultural heritage. Duty to notify if Aboriginal objects are uncovered during works.
Protection of the Environment Operations Act 1997 (POEO Act)	POEO (Waste) Regulation 2014	NSW EPA	Regulates environmental pollution. Includes licensing and pollution incident response requirements. Waste transport, storage, and disposal must comply.
Roads Act 1993	Section 138 Approval	Transport for NSW / Penrith City Council	Requires approval for any works impacting public roads, including access works to Mamre Road. A s138 approval applies under Section 4.42 of the EP&A Act.
Water Management Act 2000	Section 91 Approvals	Natural Resources Access Regulator (NRAR)	Relevant to any works near riparian corridors or water bodies. May require controlled activity approvals.
Biodiversity Conservation Act 2016	Strategic Biodiversity Certification Order (CPCP)	NSW DCCEEW	Site is biodiversity certified under the Cumberland Plain Conservation Plan. No BDAR

Act	Statutory Instrument	Regulatory Authority	Applicability
			required per Section 8.4 Clause 2.
Heritage Act 1977	Heritage Regulation 2012	NSW Heritage Council	No listed items on site. Act still applies to unexpected finds or State heritage items.
Rural Fires Act 1997	Planning for Bushfire Protection 2019	NSW RFS	Applies due to site being identified as bushfire prone. Requires bushfire risk assessment and protection measures.
Work Health and Safety Act 2011	WHS Regulation 2017	SafeWork NSW	Ensures safety for all personnel working on site, including construction-related WHS duties.
Sydney Water Act 1994 (NSW)	Sydney Water Regulation 2000	Sydney Water	Relevant for sewer, water, and stormwater infrastructure connections or diversions.
Waste Avoidance and Resource Recovery Act 2001	WARR Regulation 2014	NSW EPA	Regulates waste hierarchy, reuse and recycling. Resource recovery exemptions may apply.
Commonwealth EPBC Act 1999	Environmental Protection and Biodiversity Conservation Act	Commonwealth DoEE	Project is not a controlled action. EPBC referral not required as per EIS.
State Environmental Planning Policy (Industry and Employment) 2021	Chapter 3 – Advertising and Signage	DPHI	Governs land use permissibility and design quality. Applicable due to industrial zoning and proposed signage.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Section 2.121 – TfNSW Referral	DPHI / TfNSW	Referral required for traffic-generating development. Applies due to warehouse scale and access from Mamre Road.
State Environmental Planning Policy (Resilience and Hazards) 2021	Section 4.6 – Contamination	DPHI	Requires land to be suitable for use, or remediation completed prior to occupation. Site has been assessed as suitable per Appendix BB of the EIS.
State Environmental Planning Policy (Precincts – Western Parkland City) 2021	-	DPHI	Applies as site is located in Mamre Road Precinct within the Western Parkland City. Supports coordinated planning.
State Environmental Planning Policy	Chapter 6 and Chapter 13	DPHI	Addresses water catchments, strategic conservation planning, and urban capable

Act	Statutory Instrument	Regulatory Authority	Applicability
(Biodiversity and Conservation) 2021			land under the Cumberland Plain Conservation Plan.

3.2 Development Approval

SSD 30871587 imposes a number of environmental performance and management requirements applicable to the construction of the development. A copy of SSDs 30871587 Consent Conditions is attached as **Appendix A**.

3.3 Roles and Responsibilities

Two Contractors will be engaged on this site: a Civil Works Contractor and a Warehouse Contractor. The responsibilities outlined below apply to both Contractors unless otherwise specified. Where the CEMP refers to "the Contractor," it is intended to cover both entities in relation to their respective scopes of work. 805 Mamre NSW Pty Ltd, acting as Superintendent, will coordinate overall compliance and facilitate integration between the two Contractors. The roles and responsibilities relevant to the Project are summarised in **Table 6**

Table 6: Roles and Responsibilities

Role	Responsibilities
Superintendent (Gibb Group Project Management)	• Overall responsibility for compliance with approval requirements. • Liaise with the Principal Contractor to keep them informed of the project's progress. • Overall Responsibility for compliance with approval requirements.
Contractor's Project Manager	• Environmental reporting responsibility associated with the development. • Ensure the legislative and corporate safety, health and environment management measures and controls are implemented and maintained. • Record, notify, investigate and respond to any environmental incidents and, where necessary, develop and implement corrective actions. • Responsibility for compliance with approval requirements. • Liaise with the Proponent to keep them informed of the project's progress. • Consult and engage with any subcontractors or interfacing contractors regarding the environmental management of the Site. • Lead and manage the community involvement activities, including liaison with property owners and key stakeholders. • Lead the delivery of communication and community engagement strategies and plans. • Facilitate meetings, forums and arranging interviews to address concerns from community. • Provide advice and participate with the project teams to improve and enhance the delivery of communication services to the community. • Build, maintain collaborative and consultative working relationships with internal and external stakeholders. • Be available for contact by local residents, key stakeholders and community representatives to answer queries and provide more information or feedback.
Contractor's Site Manager	• All the responsibilities attributed to the Construction Contractor throughout this CEMP. • Environmental reporting responsibility associated with the development. • Ensuring that the appropriate management response and handling procedures are instigated and carried through in the event of an incident and/or non-compliance.

Role	Responsibilities
	• Regularly monitor the implementation of the CEMP to ensure implementation is being carried out in accordance with the document and the terms of this consent. • Provide adequate environmental inductions/training to employees and contractors regarding their requirements under this CEMP. • Participate in risk and hazard identification and control. • Participate in incident investigations and management. • Participate in health and safety inspections. • Be the primary daily contact to the public handling of enquiries / complaints management / interface issues. • Maintain the complaints register and make available the complaints register to the Contractors Project Manager on a daily basis. • Be available for contact by local residents and the community at all reasonable times to answer any questions. • Liaise with property owners to co-ordinate access and to deal with specific property related issues arising from the upgrade works.
Environmental Representative (ER)	• Provide independent oversight of the environmental performance of the development during construction, including regular site inspections and review of CEMP implementation. • Receive and respond to communication from the Planning Secretary in relation to the environmental performance of the development. • Consider and inform the Planning Secretary on matters specified in the terms of this consent that relate to environmental performance. • Consider and recommend to the Applicant any improvements that may be made to work practices to avoid or minimise adverse environmental and community impacts. • Review the CEMP (Condition C2) and any other documents identified by the Planning Secretary to confirm they are consistent with the requirements of this consent and provide written statements to this effect prior to submission or implementation, as required. • Regularly monitor the implementation of the CEMP and related environmental management documents to confirm they are being implemented in accordance with those documents and the terms of this consent. • As requested by the Planning Secretary, help plan, attend or undertake audits of the development commissioned by the Department, and assist the Department in the resolution of community complaints. • Provide advice to the Applicant on the management and coordination of environmental controls and construction activities, including construction traffic management, sediment control, noise and dust, and coordination with adjoining sites. • Attend the Mamre Road Precinct Working Group in a consultative role in relation to the environmental performance of the development. • Prepare and submit Environmental Representative Monthly Reports to the Planning Secretary and other relevant regulatory agencies for the duration of the ER's engagement, or as otherwise agreed with the Planning Secretary. • Review and verify monthly construction-phase erosion and sediment control audit reports prepared by the CPESC and ensure these are submitted to the Planning Secretary within 7 days of completing each audit, consistent with Condition B29(c).
All employees, contractors and subcontractors	• Ensure familiarity, implementation and compliance with this CEMP and appended management plans. • Support the Proponent's commitment to sustainability, environmental management and compliance. • Work in a manner that will not harm the environment or impact on surrounding receptors. • Report all environmental incidents, non-compliances and complaints to the Project Manager without delay.

Role	Responsibilities
	• Immediately notify the Contractor's Project Manager of any hazard or potential hazard that may result in an incident and/or non-compliance, regardless of the nature or scale. • Take immediate action (where it is safe to do so) to prevent, stop, contain and/or minimise any adverse impact associated with an incident and/or non-compliance. • Report any inappropriate construction practices and/or environmental management practices to the Project Manager without delay.

3.4 Environmental Training and Competence

3.4.1.1 Inductions and Environmental Training

All personnel, including workers, contractors, and subcontractors, are required to complete a compulsory site-specific induction prior to commencing work on-site. This induction covers environmental and compliance obligations relevant to their role and duration of site access. Visitors must complete a visitor induction and be always accompanied by Project personnel.

As recommended by the Environmental Representative (ER), a targeted erosion and sediment control training session will also be undertaken prior to the commencement of works, to ensure site teams are familiar with key soil and water management requirements.

Key environmental aspects to be included in induction and training, will be included but not limited to, the following:

- Environmental Policy
- Purpose and requirements of the CEMP and sub-plans
- Roles and responsibilities, including due diligence and duty of care
- Appropriate conduct on-site and interactions with stakeholders and the community
- Driver code of conduct and haulage routes
- Construction hours and noise management
- Key environmental risks, controls, and compliance requirements outlined in the CEMP
- Requirements of drafted sub-plans aligned with the consent and those additional plans drafted outside of consent requirements
- Emergency procedures, including spill response
- Awareness of exclusion zones procedures and unexpected find protocols
- Locations of environmentally sensitive areas and exclusion zones
- Communication protocols and incident reporting
- Environmental competency requirements for specific works
- Heritage considerations
- Consequences of non-compliance with environmental controls
- Legal obligations, licences, and approvals
- Waste management

- Conservation of resources such as water, materials, and energy

Personnel are informed of their responsibility to proactively report any environmental control failures or non-compliance.

Evidence of environmental competency and relevant training will be verified and recorded prior to commencement of work, ensuring all personnel have the necessary skills for their tasks.

All inductions are documented, including topics covered, attendees, and session duration. Records are maintained in a register with signed attendance sheets.

3.4.1.2 Toolbox Talks

Toolbox talks are conducted regularly in response to changing site conditions, environmental incidents, or updates to the CEMP. Attendance is mandatory for all site personnel and subcontractors.

Topics to address may include (but not limited to) the following:

- Community awareness
- Handling of potentially contaminated soils
- Waste management
- Soil and water management
- Unexpected finds (heritage, contamination, flora, and fauna)
- Noise minimisation for out-of-hours work
- Incident management and environmental emergency drills
- Other subjects outlined in environmental management plans

3.4.1.3 Pre-Start Meetings

Pre-start meetings will be regularly before work commences to discuss:

- Planned activities for the day
- Environmental controls and compliance requirements
- Identification of hazards and no-go zones
- Roles and responsibilities for the day’s work
- Any updates or changes to environmental procedures

Attendance at pre-start meetings is mandatory for all relevant personnel to ensure awareness and preparedness.

3.4.1.4 Breaches of Training, Induction or Project Controls

All personnel are expected to adhere to the requirements outlined in the CEMP, including induction content, training obligations, and site-specific controls.

a) Subcontractors who breach these requirements will be managed in accordance with the terms of their subcontract agreement, which may include corrective action, retraining, or removal from site.

b) Direct employees who fail to comply will be managed by the Project Manager accordingly, with actions ranging from formal warnings to site removal, depending on the severity of the breach.

c) Any personnel, employee or subcontractor found to have committed a grossly negligent or intentional breach will be immediately removed from site and subject to further disciplinary action in line with contractual or employment agreements.

Consistent enforcement of these measures is critical to maintaining a safe, compliant, and environmentally responsible site.

3.5 Incident and Non-Compliance Response

3.5.1 Performance Objective

To ensure that any incident and/or non-compliance caused by or relating to construction is effectively responded to, reported accordingly, and any resulting adverse environment and/or human health impact is promptly prevented or effectively managed.

3.5.2 Definitions

For the purposes of this CEMP the definitions detailed in **Table 7** will be adopted and applied during construction.

Table 7: Incident Definitions

Term	Definition
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm to the environment, and as a consequence of that environmental harm, may cause harm to the health and safety of human beings, and which may or may not be or cause a non-compliance
Material Harm Incident	Is harm that: a) involves actual harm to the environment that may include (but not be limited to) a leak, spill, emission other escape or deposit of a substance, and as a consequence of that environmental harm (pollution), may cause harm to the health or safety of people; or (b) results in actual loss or property damage of an amount, or amounts in aggregate, exceeding $10,000 (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment)
Non-Compliance	An occurrence, set of circumstances or development that is a breach of this consent
Minor Environmental Event	an incident that is minor where there has been no potential or actual material harm to the environment (see ‘material harm’ definition above).

3.5.3 Incident Response and Handling Procedure

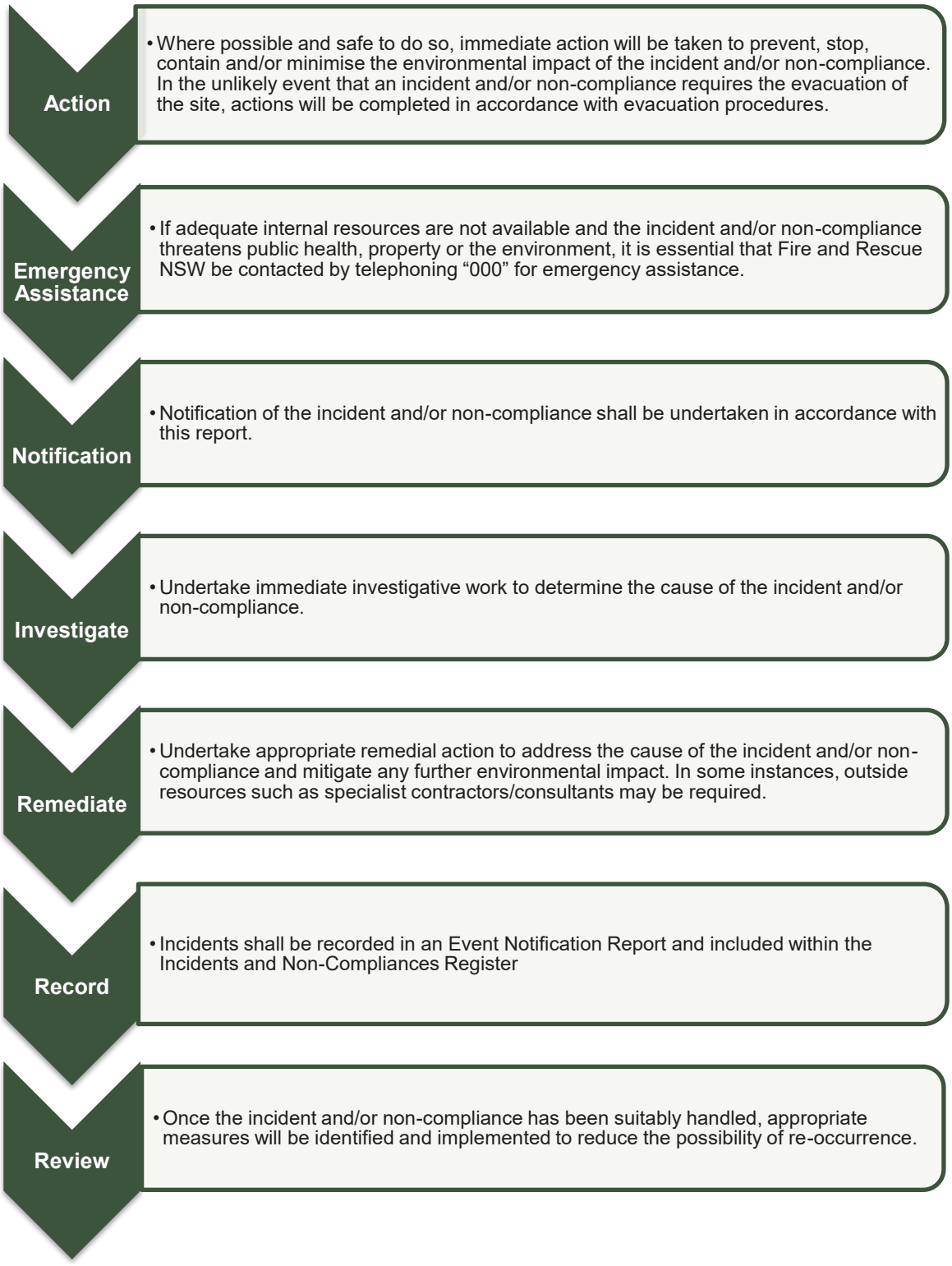
All incidents will be identified and reported to the appropriate site representative immediately.

Figure 6 outlines the procedure for a non-compliance and material harm notification. All minor or major incidents will be recorded in an Incident Register. A minor incident does not constitute a non-compliance or incident requiring immediate external reporting.

3.5.4 Register

Records of all incidents and non-compliances will be maintained in an incident register system. Details of all incidents will be retained for at least five years after the event to which they relate.

Figure 6: Incident and Non-Compliance Handling Procedure



3.6 Complaints Response and Responsibility

This complaints management framework has been prepared to address the requirements of Condition C3 of SSD 30871587, which requires the CEMP to describe procedures for receiving, handling, responding to and recording complaints, including maintaining complaints register.

All employees who take receipt of a complaint will implement the Complaint Response and Handling Procedure shown in **Figure 7**.

Additionally, the Site Manager in liaison with the Project Manager will be responsible for investigating, recording and closing out any complaints received and storing them in the complaints register. This register must be maintained for the duration of the development.

3.6.1 Complaints Handling Procedure

All employees who take receipt of a complaint will implement the Complaint Response and Handling Procedure shown in **Figure 7.**

3.6.2 Complaints Register

The complaints register will be maintained in accordance with Condition C3 of SSD 30871587 and the access to information requirements for this development.

As previously stated, a complaints register will be maintained and made publicly available through the project's website, updating monthly for the duration of the development.

In addition, all complaints received must be documented and forwarded to the ER as part of the ER's monthly reporting obligations.

Figure 7: Complaints Response and Handling Procedure



4.0 Environmental Management

This section details the management strategies to be implemented to minimise environmental impacts that may arise directly from construction activities.

Sub-plans addressing specific environmental management aspects related to the site's construction have been developed and are provided in the appendices of this CEMP (Appendices B to L).

These sub-plans include:

- Construction Traffic Management Plan (CTMP)
- Erosion and Sediment Control Plan (ESCP)
- Construction Air Quality Management Plan (CAQMP)
- Construction Noise and Vibration Management Plan (CNVMP)
- Construction and Demolition Waste Management Plan (CDWMP)
- Unexpected Finds Protocol for Environmental Contamination (UFP)
- Aboriginal Cultural Heritage Management Plan (ACHMP)
- Flood Emergency Response Plan – Construction Phase (CFERP)
- Dam Dewatering Plan (DDP)
- Vegetation Management Plan (VMP)
- Wildlife Hazard Assessment and Management Plan (WHAMP)

4.1 Sub-plans Environmental Management

The environmental management sub-plans listed in **Table 8** below have been developed to address key environmental issues relevant to the project and align with the CoC. These sub-plans outline specific measures for managing environmental risks and should be read in conjunction with this Construction Environmental Management Plan (CEMP).

Table 8: Sub-plans Environmental Management

Environmental Management	Key Information	Consent Condition
Traffic and Access – Construction Traffic Management Plan (CTMP)	The Construction Traffic Management Plan (CTMP), prepared by Ason Group, was developed in accordance with the Conditions of Consent for the Warehouse and Distribution Centre at 805–817 and part 799 Mamre Road. It outlines measures to ensure the safe and efficient movement of vehicles and pedestrians around the site during construction, including management of access points, haulage routes, interaction with Mamre Road, and the staged use of the existing driveway and Construction Access Road (CAR) during different construction phases. The CTMP should be read in conjunction with this CEMP and satisfies the requirement for a Construction Traffic Management Plan.	B1, C3(a)
Erosion and Sediment Control – Erosion and	The Erosion and Sediment Control Plan (ESCP), prepared by SEEC in accordance with the principles of the NSW Blue Book (Landcom, 2004), addresses erosion risks and sediment control throughout construction. It outlines controls	B26, B27, B28, C3(b)

Environmental Management	Key Information	Consent Condition
Sediment Control Plan (ESCP)	to manage stormwater runoff, reduce sediment discharge, and stabilise disturbed areas. The ESCP supports the Conditions of Consent and must be read in conjunction with this CEMP.	
Construction Noise and Vibration Management – Construction Noise and Vibration Management Plan (CNVMP)	The Construction Noise and Vibration Management Plan (CNVMP), prepared by RWDI Australia Pty Ltd, identifies potential noise and vibration impacts and prescribes mitigation measures to reduce impacts on nearby sensitive receivers. It has been prepared to address construction noise and vibration requirements and includes measures for managing high-noise activities, community consultation, monitoring and complaints management. This plan supports compliance with the Conditions of Consent and should be read in conjunction with this CEMP.	B47, B48, B49, B50, B51, C3(d)
Construction Air Quality Management – Construction Air Quality Management Plan (CAQMP)	The Construction Air Quality Management Plan (CAQMP), prepared by RWDI Australia Pty Ltd, outlines dust suppression and air quality controls to minimise emissions during construction. It includes measures for site watering, vehicle access management, and particulate monitoring, as well as a program for community consultation and complaints handling related to air quality and implementation of a Trigger Action Response Plan (TARP). The CAQMP has been prepared in accordance with the Conditions of Consent and should be read alongside this CEMP.	B58, B59, B60, B61, B62, B63, C3(c)
Construction Waste Management – Construction and Demolition Waste Management Plan (CDWMP)	The Construction and Demolition Waste Management Plan (CDWMP), prepared by Land & Groundwater Consulting, provides procedures for the management of construction and demolition waste. It includes requirements for waste avoidance, segregation, storage, classification, transport, disposal and reporting in accordance with relevant legislation and the Conditions of Consent. This plan satisfies the consent requirements for waste management and should be read together with this CEMP.	B86, B87, B88, B89, B90, C3(k)
Aboriginal Cultural Heritage Management – Aboriginal Cultural Heritage Management Plan (ACHMP)	The Aboriginal Cultural Heritage Management Plan (ACHMP), prepared by Artefact Heritage, outlines the management of Aboriginal cultural heritage values within the project area. It builds on the Aboriginal Cultural Heritage Assessment and includes requirements for worker inductions, ongoing consultation with Registered Aboriginal Parties, protection of known sites and an Aboriginal heritage Unexpected Finds and Human Remains Procedure. The ACHMP supports compliance with the Conditions of Consent and must be read in conjunction with this CEMP.	B64, B65, B66, B67, B68, C3(e)
Unexpected Finds: Environmental Contamination – Unexpected Contaminated Finds Procedure	The Unexpected Contaminated Finds Procedure (Unexpected Finds Protocol – Environmental Contamination), prepared by Geo-Logix, outlines procedures for managing unexpected contamination discovered during construction. It provides guidance on stopping work, notification, investigation, sampling, classification, handling and disposal of potentially contaminated materials, consistent with the Conditions of Consent. The procedure should be read in conjunction with this CEMP.	B69, B70, C3(f)

Environmental Management	Key Information	Consent Condition
Imported Material Management – Imported Material Plan (IMP)	The Imported Material Plan (IMP), also prepared by Geo-Logix, details the management, testing and verification of imported fill material to ensure it meets environmental and suitability criteria prior to placement on site. It describes requirements for sampling, laboratory analysis, documentation and record-keeping and supports compliance with the Conditions of Consent. The IMP must be read alongside this CEMP.	B25
Construction Flood Emergency Response – Construction Flood Emergency Response Plan (CFERP)	The Construction Flood Emergency Response Plan (CFERP) sets out flood awareness, trigger levels, communication protocols, safe access/egress routes and emergency response actions to be implemented during flood events affecting the site. It identifies roles and responsibilities, evacuation procedures and coordination with relevant authorities, satisfying the consent requirement for Construction Flood Emergency Response. The CFERP is to be implemented together with this CEMP and the site emergency procedures.	B43, B44, C3(g)
Dam Dewatering – Dam Dewatering Plan	The Dam Dewatering Plan describes the staged dewatering of existing dams and temporary basins prior to or during construction. It includes requirements for pre-discharge water quality sampling, treatment (if required), discharge criteria, flow control, erosion and sediment controls, and record-keeping, in accordance with the Conditions of Consent. This plan must be read together with the ESCP and this CEMP.	B83, C3(h)
Vegetation Management and Rehabilitation – Vegetation Management Plan (VMP)	The Vegetation Management Plan (VMP) provides objectives and methods for re-establishing and managing the riparian corridor and associated drainage corridor in accordance with the Conditions of Consent. It includes weed control, topsoil and seed management, planting specifications, staged revegetation of the riparian corridor and basin footprints, monitoring, performance criteria and maintenance requirements. The VMP supports delivery of long-term ecological outcomes and should be read alongside this CEMP.	B84, B85, C3(i)
Wildlife Management – Wildlife Hazard Assessment and Management Plan (Wildlife Management Plan)	The Wildlife Hazard Assessment and Management Plan (referred to as the Wildlife Management Plan in the consent) identifies potential wildlife hazards associated with the development (including bird and bat attraction to waterbodies, landscaping and waste), and sets out measures to avoid and manage fauna impacts during construction and to reduce wildlife hazard risks to the nearby Western Sydney International (Nancy-Bird Walton) Airport. It includes pre-clearing surveys, fauna handling procedures, habitat features management and controls aimed at minimising wildlife attraction, and is to be read in conjunction with this CEMP, the VMP and the Dam Dewatering Plan.	B82, B89, B91, C3(j)
Community Consultation and Complaints Handling –	Community consultation and complaints handling measures for the project are described in Section 3.6 of this CEMP. They include stakeholder engagement, participation in the Mamre Road Precinct Working Group, complaints channels,	C3(l)

Environmental Management	Key Information	Consent Condition
integrated in this CEMP	response timeframes, record-keeping, reporting to the ER and maintenance of a public complaints register.	

Other management plans have been developed but are not referenced in the CoC and are therefore considered outside the scope of this CEMP.

4.2 Mamre Road Precinct Working Group

The Mamre Road Precinct Working Group is a collaborative forum comprising precinct developer representatives, environmental representatives, key stakeholders, and, at times, government agency representatives involved in planning, infrastructure, environmental management, and development coordination within the Mamre Road Precinct.

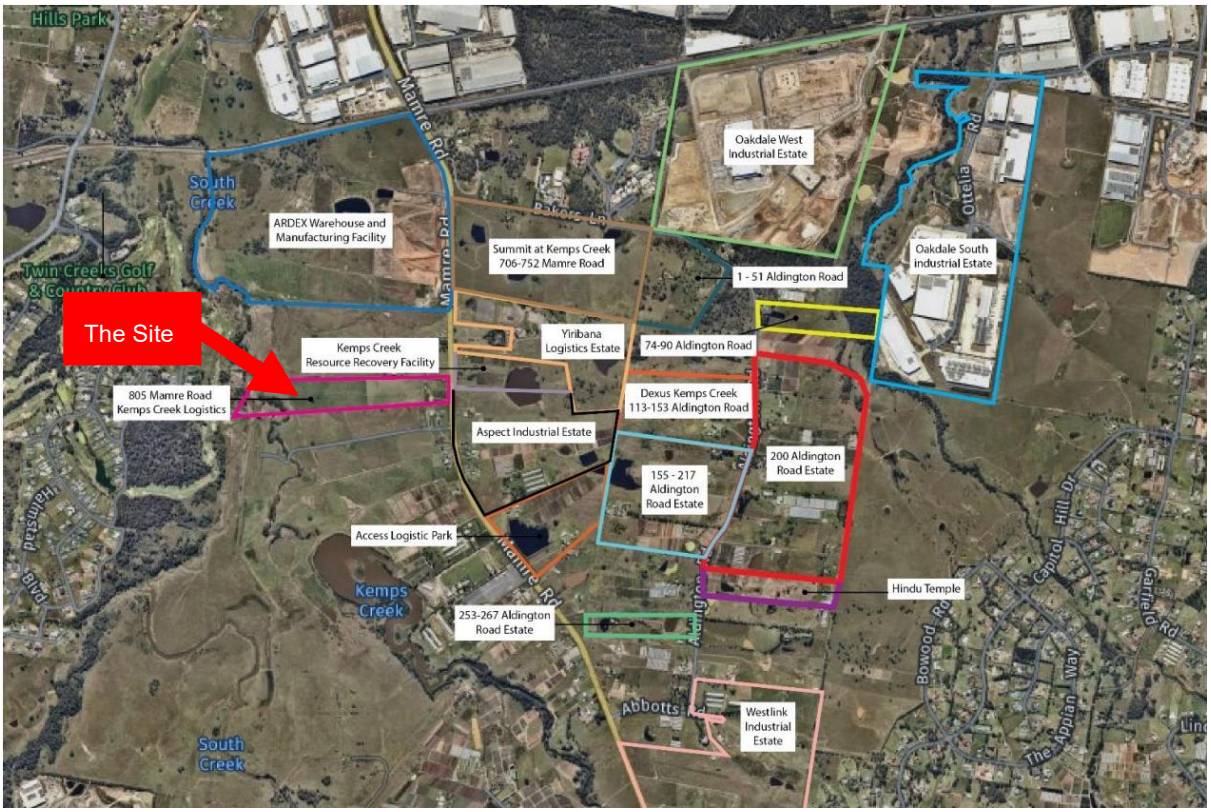
The Working Group provides a platform to:

- Facilitate coordination across planning, infrastructure, environmental management, and construction activities.
- Share updates on development programs, staging, and servicing.
- Discuss and resolve cross-precinct issues, constraints, and opportunities.
- Support alignment with relevant planning approvals, strategies, and infrastructure delivery timelines.

While the client is not currently an active participant, they will engage with the Working Group and actively participate and contribute as the project progresses. This involvement will help ensure alignment with broader precinct planning and enable the client to stay informed of emerging issues, shared infrastructure considerations, and recommendations based on the experiences of other developers facing similar challenges.

Refer to **Figure 8** for context on the site's location and its relationship to surrounding developments within the precinct.

Figure 8: Mamre Road Precinct Surrounding Industrial Development Activity (Ethos Urban)



4.2.1 Mamre Road Precinct Working Group Learnings

As part of the commitment to continuous improvement and alignment with broader precinct requirements, the Mamre Road Precinct Working Group meeting minutes have been reviewed to identify key takeaways and lessons learned from across the precinct. These learnings help ensure that environmental controls, safety protocols, and site management practices reflect both best practice and department expectations, while minimising repetition of past issues experienced by other developers.

The following measures have been drawn from previous Working Group discussions and have been adopted as part of this project's environmental management strategy:

- Internalised site rumble bars:
  These are installed at key exit points within the site to act as both a physical and sensory cue, alerting drivers to transition zones and ensuring vehicles slow down and follow designated site exit protocols. In this context, they also function as directional markers to assist with traffic flow, reinforcing site-specific environmental and safety controls.
- Clear U-turn protocols and enforcement through a Drivers Code of Conduct (DCoC):
  All site drivers must comply with designated U-turn restrictions outlined in the DCoC. These protocols help manage vehicle movements, reduce risk to external road networks, and support compliance with the environmental and safety requirements of the precinct. Non-compliance will be addressed using enforcement procedures consistent with Section 3.4.1.4 of this report, ensuring the Project Manager or a nominated representative applies appropriate corrective action where necessary.

- Wheel wash bays and mud tracking controls:
  To reduce the tracking of sediment onto surrounding roads and minimise dust and stormwater pollution, operational wheel wash bays are required at all exit points. Routine maintenance and inspection will be carried out to ensure functionality and compliance.

These controls represent a proactive approach to aligning project practices with the expectations of the Mamre Road Precinct and key government agencies, helping to maintain a consistent environmental standard across all developments in the area.

4.3 Baseline Environmental Project Assessment

The site is primarily used for agriculture, with dwelling houses and sheds located near the Mamre Road frontage. Most of the land is used for grazing, sloping from east to west toward South Creek and Kemps Creek. Each allotment has separate access from Mamre Road, with fencing along the frontage. South Creek runs through the western part of the site, and aside from the riparian areas along the creek, the land is mostly grassed and lacks significant vegetation.

4.3.1 Contractor Environmental Risk Assessment

Prior to the commencement of any site works, the appointed contractor will undertake a site-specific environmental risk assessment to identify, evaluate, and manage potential environmental impacts associated with construction activities.

The assessment will incorporate any key environmental risks identified through the Secretary's Environmental Assessment Requirements (SEARs), the Environmental Impact Statement (EIS), relevant sub-plans, and supporting technical assessments, including but not limited to:

- Noise and vibration
- Air quality
- Biodiversity and vegetation
- Soil erosion, sedimentation, and water quality
- Waste management
- Contamination and remediation
- Flooding and stormwater
- Heritage (Aboriginal and Environmental)
- Social and community impacts
- Traffic, transport, and accessibility

This risk assessment will be informed by the existing site conditions such as the proximity of South Creek, riparian zones, and grassed areas and will guide the application of appropriate mitigation measures, as outlined in this CEMP and its associated environmental management plans. The process ensures that site activities are undertaken in a manner that is environmentally responsible, compliant, and aligned with the project's broader environmental commitments.

5.0 Monitoring and Auditing

5.1 Environmental Monitoring

Environmental monitoring will be undertaken by the Contractor's Site Manager to support effective management of the Project including:

- Construction compliance with environmental approvals and legislative requirements
- Minimising potential environmental impacts
- Assessing effectiveness of environmental controls
- Implementation of this CEMP and relevant sub-plans

Monitoring requirements for specific environmental aspects are detailed in the relevant Sub-Plans and will include:

- Responsibility for monitoring
- Relevant standards applicable to the monitoring
- Monitoring location and installation requirements
- Frequency and timing of monitoring
- Sample collection requirements, including chain of custody
- Equipment calibration, maintenance and record keeping
- Data management, review and distribution.

Where monitoring detects non-compliance or results outside expected ranges directly attributed to Project activities (e.g. noise from construction equipment), the process outlined within the appropriate management plan will be implemented, and corrective action taken.

For events that constitute an environmental incident the Environmental Representative (ER) and DPHI will be advised and corrective actions taken. Reporting and consultation will be undertaken within the timeframes required by the conditions of consent.

5.2 Environmental Inspections

Regular site inspections will be undertaken by the Contractor's Site Manager to evaluate the ongoing effectiveness and suitability of environmental controls, covering:

- High-risk activities and processes
- Work within environmentally sensitive areas
- Site preparedness for adverse weather, including adequacy of controls and availability of emergency equipment
- Wet weather inspections will be conducted pre- and post- rainfall events exceeding 25mm within 24 hours to ensure erosion and sediment controls remain effective.
- Daily pre-start inspections of plant and equipment will be conducted by operators, with any leaks or emissions reported to the Site Supervisor for maintenance and Environmental Manager in the case of spills.
- The Contractor's HSE or delegate will inspect site environmental controls daily, while each work team will inspect controls relevant to their area.

Inspection records will document maintenance requirements, deficiencies, corrective actions, priorities, and closeout details. Corrective actions must be addressed within agreed timeframes based on the associated environmental risk.

The ER will conduct independent site inspections at agreed intervals, adjusted based on activities and Project risk profile.

The ER will also consulted following incidents or non-compliance as part of environmental reporting activities.

5.3 Environmental Auditing

Environmental auditing will be undertaken to confirm compliance with this CEMP, the construction environmental sub-plans and the conditions of consent, and to identify any corrective and preventative actions required to maintain effective environmental management.

5.3.1 Erosion and sediment control audits (Condition B27)

For the duration of construction, construction-phase erosion and sediment controls will be delivered and operated under the supervision of a Certified Professional in Erosion and Sediment Control (CPESC), consistent with Condition B27(a).

The CPESC will carry out monthly erosion and sediment control audits and prepare a written audit report after each audit. The Applicant and Contractor will ensure these audits are undertaken and that written records are retained for the duration of construction and for at least 12 months following completion of construction works, as required by Condition B27(b).

The Environmental Representative (ER) will review and verify each monthly erosion and sediment control audit report in accordance with Condition B27(c). The Applicant will ensure the verified audit reports are submitted to the Planning Secretary within 7 days of completion of each audit.

5.3.2 Independent Air Quality Audits (Condition B62-B63)

Within three months of the commencement of earthworks, and every three months thereafter until completion of earthworks, the Applicant will commission and pay the full cost of an Independent Air Quality Audit (IAQA), consistent with Condition B62.

Each IAQA will be undertaken by a suitably qualified, experienced and independent air quality specialist whose appointment has been endorsed by the Planning Secretary.

The IAQA will review the air quality performance of the development over the audit period, including the implementation and effectiveness of the Construction Air Quality Management Plan (CAQMP) and any associated Trigger Action Response Plan (TARP). As a minimum, each IAQA will:

- analyse the performance of the CAQMP (including the TARP) against its objectives
- audit the implementation of the CAQMP (including the TARP) and identify any deficiencies in achieving its objectives
- review air quality monitoring and mitigation requirements and the monitoring data for the audit period
- analyse any air quality incidents, non-compliances and complaints that occurred during the audit period
- recommend and prioritise any measures required to improve on-site air quality controls so that surrounding sensitive receivers are protected from adverse air quality impacts.

Within six weeks of each IAQA being completed, the Applicant will submit the IAQA report to the Planning Secretary together with a response to the audit recommendations, including the timeframe for implementing agreed actions, in accordance with Condition B63.

Note: These auditing requirements should be read in conjunction with the conditions of this consent and the relevant construction environmental management sub-plans, which together set out the full environmental auditing, monitoring and reporting obligations for the Project.

6.0 Environmental Reporting

Environmental reporting will be led by the Contractor's Project Manager, supported by the Site Manager, Superintendent and other designated personnel. The Environmental Representative (ER) will provide independent oversight through monthly reporting.

Reporting requirements for the Project include, but are not limited to:

- **Incident notification and reporting (Conditions C10–C11)**
  The Applicant will notify the Department of any incident via the NSW Planning Portal (Major Projects) and provide any follow-up incident reports in accordance with the incident notification and reporting requirements in the consent. The Contractor will promptly notify the Applicant and ER of any incidents and provide sufficient information to support timely reporting.
- **Non-compliance notification (Conditions C12–C13)**
  The Applicant will notify the Department of any non-compliance with the conditions of consent within the timeframes and via the mechanisms specified in the consent. The Contractor will identify and report non-compliances to the Applicant and ER and assist with investigation and implementation of corrective actions.
- **Compliance Reports (Conditions C14–C15)**
  The Applicant will prepare and submit Compliance Reports to the Planning Secretary at the required frequency (commencing within three months of the commencement of earthworks), having regard to the *Compliance Reporting Post Approval Requirements* and including a review of environmental performance. Compliance Reports will be made publicly available and notified to the Planning Secretary in accordance with the consent.
- **Environmental Representative Monthly Reports (Condition A42(j))**
  The ER will prepare and submit Environmental Representative Monthly Reports to the Planning Secretary and other relevant agencies within the timeframes specified in the consent. These reports will provide an overview of the environmental performance of the development, including any incidents, non-compliances, complaints and recommended improvements.
- **Erosion and sediment control audit reporting (Condition B27(b))**
  Monthly construction-phase erosion and sediment control audits will be undertaken by the CPESC, with written audit reports kept on record for the duration of construction and for at least 12 months after construction is completed. The ER will review and verify the monthly audit reports, and the Applicant will ensure the verified reports are submitted to the Planning Secretary within the timeframe required by the consent.
- **Independent Air Quality Audit reporting (Conditions B62–B63)**
  Independent Air Quality Audits (IAQAs) will be commissioned by the Applicant at the frequency specified in the consent to review air quality performance and

implementation of the Construction Air Quality Management Plan (including any Trigger Action Response Plan). Following each IAQA, the Applicant will submit the audit report and a response to recommendations, including implementation timeframes, to the Planning Secretary within the required timeframe.

- **Access to information and public reporting (Condition C17)**
  The Applicant will make key documents and environmental performance information (including approved plans and programs, monitoring summaries, Compliance Reports and the complaints register) publicly available on its website and keep them up to date in accordance with the consent. The Contractor will provide the Applicant with the information and records necessary to support these obligations.
- **Other project-specific reporting (various conditions and sub-plans)**
  The Contractor will maintain and provide to the Applicant and ER pre-clearance and specialist reports, inspection and monitoring records (and associated corrective actions), incident, non-compliance and complaint records, and unexpected finds notifications and reports in accordance with this CEMP and the relevant sub-plans and protocols. These records will be used to support statutory reporting, environmental performance review and continual improvement.

For each reporting requirement listed above, this CEMP should be read in conjunction with the conditions of consent and the relevant construction environmental management sub-plans, which together set out the detailed triggers, timeframes, content and recipients for all reporting requirements.

7.0 Contingency Management Plan

Table 9 provides the actions to be implemented if inspections, monitoring and/or auditing indicate that the mitigation measures are not effective in managing environmental impacts.

The Contingency Plan provides a framework for managing unforeseen impacts and their consequences. Its implementation will enable the Project team to promptly reduce ongoing impacts to levels below the relevant impact assessment criteria.

This table provides a high-level summary of contingency triggers and responses and is to be read in conjunction with the detailed contingency measures, trigger–action–response procedures and monitoring programs in the specialist management plans in Appendices B to M. Where there is any inconsistency between this table and a sub-plan or the development consent, the more specific requirements of the relevant sub-plan and the consent prevail.

Table 9: Contingency Plan

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
Noise and Vibration				
Noise impacts at sensitive receiver locations	Trigger	No complaints are received	Multiple noise complaints (more than one from either the same or different resident) regarding particular activity or ongoing construction works. Noise levels above the Noise Affected Limit (as defined in the CNVMP)	Noise levels exceed Highly Noise Affected criteria (75 dBA as defined in the CNVMP).

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
			following from spot-check noise measurements.	
	Response	On-going best practice management measures to minimise noise emissions	Stop work and investigate. Undertake all reasonable mitigation and management measures to minimise noise impacts. Engage suitably qualified acoustic consultant to conduct noise measurements at the complainants' property boundary in accordance with the CNVMP.	For unplanned exceedance, stop works and implement the requirements under Condition Amber in addition to the following: Works exceeding the Highly Noise Affected criteria will be managed in accordance with the strategies for high noise generating works determined through community consultation, as detailed in the CNVMP.
Vibration impacts at sensitive receiver locations	Trigger	Vibration intensive works undertaken outside minimum working distance for the specific equipment in use	Vibration intensive works undertaken within minimum working distance for the specific equipment in use or vibration complaint received.	Vibration levels exceed applicable vibration limits
	Response	On-going best practice management measures to minimise vibration emissions	Stop work and investigate. Undertake vibration monitoring for the duration of the works to confirm vibration levels. Refer to CNVMP.	Stop work. Undertake all feasible and reasonable mitigation and management measures to ensure vibration levels are below applicable limits. If vibration levels cannot be kept below applicable limits, then a different construction method or equipment must be utilised.
Noise Complaints	Trigger	No complaints	Noise complaint, exceeding noise limits	Noise complaint- exceeding noise limits on multiple occasions, multiple complaints
	Response	On-going best practice management measures to minimise noise emissions	Complaint will be directed to the responsible person who will determine the source of the noise and take immediate steps to investigate further and / or mitigate noise as required. Refer to CNVMP.	Complaint will be directed to the responsible person as per Section 3.6 who will determine the source of the noise and take immediate steps to investigate or mitigate noise as required. Refer to CNVMP. This may involve moving the noise source further away from affected premises, replacing the equipment, installing high performance silencers, or in some cases, engaging a qualified acoustic consultant to provide specialist control advice.

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
Vibration Complaints	Trigger	No complaints	Noise complaint, exceeding vibration limits	Noise complaint exceeding noise limits on multiple occasions and/or multiple complaints
	Response	On-going best practice management measures to minimise vibration emissions	Consult responsible person to determine cause of exceedance and identify suitable additional management and physical controls to reduce excessive vibration to compliant levels. Cease works if management strategies are ineffective. If excessive vibration is determined, works generating the vibration cannot resume until satisfactory mitigation treatment is implemented.	Cease vibration works as soon as practicable. The Responsible Person shall engage a qualified person to determine suitable management and physical controls to reduce excessive vibration to compliant levels from demolition works. Vibration monitoring may be installed at the receiver location with SMS warning system issued to the responsible persons onsite. If excessive vibration is determined, works generating the vibration cannot resume until satisfactory mitigation treatment is implemented.
Air Quality				
	Trigger	Ongoing inspection indicates no visible dust offsite	Ongoing inspection indicates high risk of visible dust migrating offsite.	Ongoing inspection indicates any visible dust offsite
	Response	No response Continue daily monitoring activity	Investigate dust generating activities and implement appropriate additional emission controls, deployment of water sprays, water trucks etc.	Immediately investigate dust generating activities and cease associated operations. Implement appropriate emission controls prior to recommencing.
Complaints received regarding dust	Trigger	There are no complaints received during the construction	One complaint received	Multiple complaints received regarding same source.
	Response	No response Continue daily monitoring activity	Investigate dust generating activities and implement appropriate additional emission controls as above.	Decrease the rate of activity or cease operations if emissions cannot be adequately controlled. Proceed as per Section 3.6.
Traffic				
Construction movements	Trigger	Both peak hour and daily Construction traffic volumes are in accordance with volume and time constraints as outlined within the CTMP.	Construction traffic volumes exceed programmed Peak volumes but is within permissible volume constraints.	Construction traffic volumes exceed permissible volume and time constraints

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
	Response	No response required.	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: and investigate construction activities, to assess timing of deliveries, waiting times for loading/ unloading and servicing to reduce volume constraints. • Review CTMP and update where necessary. • Restate traffic commitments through toolbox, training.	As with Condition Amber, plus; • If it is concluded that construction activities were directly responsible for the exceedance, notify the DPHI as per condition C10 of the condition of consent. • Stop all transportation into and out of the site.
Queuing	Trigger	No queuing identified.	Queuing identified within site, but not on to public road.	Queuing identified on the public road.
	Response	No response required. Continue monitoring program.	Review the delivery schedule prepared by the builder. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the Driver Code of Conduct.	As with Condition Amber, plus • Review and investigate construction activities. • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report nor non-compliance report to government agencies. • Temporary halting of activities and resuming when conditions have improved. • Stop all transportation into and out of the site. • Review CTMP and update where necessary, provide additional training.
Traffic Guidance Scheme	Trigger	No observable issues (TGS implements according to plan)	Minor inconsistencies with TGS to onsite operations (such as covered signs, missing signs, fallen cones, etc.).	Near miss or incident occurring regardless of / as a result of the TGS being implemented.
	Response	No response required.	Traffic Controller to amend TGS on site and to keep a log of all changes.	Stop work until an investigation has been undertaken into the incident. There are to be changes made to the TGS to ensure that the safety of

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
				all workers, students and civilians are catered for.
Water and Soil				
Water and Soil	Trigger	No soil / dust / mud tracked onto the public road network.	Evidence of soil / dust / mud at entry but none tracked onto public roads	Soil / dust / mud on public road network
	Response	Continue ESCP/CEMP implementation.	Check condition of wheel wash facility, and dust suppression equipment to ensure it is functioning correctly. Supervision of departing vehicles to ensure sediment/mud is not tracked off site.	Check condition of wheel wash facility to ensure it is functioning correctly. Stop work and clean soil / dust / mud off road network (e.g., engage street sweeper).
Storm event	Trigger	No forecast storm events.	Storm event is forecast.	Extreme storm event imminent/underway. Review of work activities and Initiate emergency procedures such as ceasing work if required.
	Response	Continue ESCP / CEMP implementation.	Monitor weather forecast. Continue ESCP / CEMP implementation. Carry out pre-rainfall monitoring of site, inspection & clearing of water management structures. Confirm water sampling equipment is on standby. Review work activities	Continue ESCP / CEMP implementation. Continue inspections of water management structures and systems. Undertake water sampling as required. Initiate emergency procedures if required. Stop work as necessary
Erosion	Trigger	No evidence of erosion.	Minor gully or tunnel erosions present and/or rilling. Evidence of sediment or sediment laden water leaving the site.	Significant gully or tunnel erosions present and/or rilling. Evidence of sediment or sediment laden water leaving the site.
	Response	Continue ESCP / CEMP implementation.	A suitably trained person to inspect the site, refer to CPESC. Review function of erosion and sediment control structures. Remediate as appropriate.	Stop works as necessary. Review of erosion and sediment structures. Remediate as soon as practical. A suitably trained person to inspect the site Refer to CPESC.
Water	Trigger	Water management structures have been designed, constructed, and managed in accordance with the Blue Book and the ESCPs.	Inspections indicate that water management structures illustrate minor non-compliance with the Blue Book and the ESCPs.	Inspections indicate a failure of the water management structures.

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
	Response	Continue ESCP / CEMP implementation.	Engage a suitably trained person to inspect the site. Review of water management structures. Remediate as appropriate.	Engage a suitably trained person to inspect the site. Remediate as soon as practical. Review of engineering design and revise ESCPs.
Waste				
Waste	Trigger	Inspections identify no waste outside of dedicated bins and storage locations.	Inspections identify minimal waste outside of dedicated bins and storage locations.	Inspections identifies large quantities of waste discarded on site, outside dedicated bins and storage locations. Complaints received regarding waste.
	Response	Continue Waste MP / CEMP implementation.	Waste is to be cleaned up immediately	Waste is to be cleaned up immediately. Incident noted for inclusion in Toolbox talk. Communications and Community Liaison Representative is to be notified and the complaints handling process will be implemented.
Hazardous Goods and Contamination				
Unexpected Contamination	Trigger	No contamination uncovered during earthworks.	Areas of possible contamination uncovered.	Areas of contamination uncovered.
	Response	Continue CEMP implementation.	Stop work immediately. Implement Unexpected Finds Protocol. Notify Environmental Officer and/or WHS representative for identification and next steps.	Stop work immediately. Notify site representatives as per condition Amber. Engage a suitably qualified person to investigate and prepare a report and remediation recommendations.
Community				
Submission	Trigger	General feedback or comment (no complaint or query).	Enquiry made by formal or informal channels.	Complaint made by formal or informal channels.
	Response	Acknowledge receipt and record in Communications Register. No further response required.	Acknowledge receipt and record in Communications Register. Direct enquiry to relevant person for actioning and response within 5 days.	Acknowledge receipt and record in Communications Register. Respond to complaint immediately, if possible, if not direct enquiry to relevant person for actioning and provide complainant with a follow up verbal response on what action is proposed within two hours during construction works (including night and weekend works) and 24 hours at other times.

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
Story	Trigger	Positive story in print, online, radio or television.	Neutral or advisory story in print, online, radio or television.	Negative story in print, online, radio or television.
	Response	Record in Communications Register and advise the proponent media/marketing team. No further response required.	Record in Communications Register and advise the proponent media marketing team. No further response required.	Record in Communications Register and advise the proponent Project Team for further action and response. Communications and Community Liaison Representative is notified for action and response within 48 hours.
Media				
Unscheduled Event	Trigger	Event occurring outside of plan or schedule without impact or potential impact.	Event occurring outside of plan or schedule with minor impact or potential impact.	Event occurring outside of plan or schedule with major impact or potential impact.
	Response	No response required. Identify and record opportunities to manage potential future events.	Contact relevant person for action and response within 48 hours. Acknowledge in Communications Register. Identify opportunities for improvement to manage potential future events.	Contact relevant person for action and response immediately. Acknowledge in Communications Register. Identify opportunities for improvement to manage potential future events.
Political Interest				
Political	Trigger	General or non-specific enquiry by Local, State or Federal political representative.	Enquiry or complaint relating to minor issue by Local, State or Federal political representative.	Enquiry or complaint relating to major issue by Local, State or Federal political representative.
	Response	Communications and Community Liaison Representative (CCLR) and the Proponent Project Team to agree, prepare and provide response or assign response task to relevant staff member for comment. Record in Communications Register.	The CCLR and the Proponent Project Team to agree, prepare and provide response within 48 hours. Record in Communications Register.	CCLR and the Proponent Project Team to agree, prepare and provide response within 24 hours. Record in Communications Register.

8.0 Closure

As construction activities draw to a close, a structured demobilisation process will be implemented to transition the site from construction to operational status. This includes the deactivation, removal, or repositioning of temporary environmental controls and monitoring systems that are no longer required during the operational phase.

Where feasible, environmental controls and monitors that remain relevant will be repurposed and integrated into the site's Operational Environmental Management Plan (OEMP). This transition will be undertaken in consultation with the Environmental Representative (ER) and other relevant stakeholders to ensure continuity of environmental management obligations and alignment with ongoing regulatory requirements.

9.0 Review

Review of the CEMP will be undertaken regularly by the Project Manager and will comprise, as a minimum, the following:

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

This CEMP will also be reviewed and, if necessary, revised in the following circumstances:

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

Additionally, the CEMP will be reviewed in accordance with Condition C8, the CEMP (and any other strategies, plans, or programs required under this consent) must be reviewed and the Planning Secretary notified in writing of the outcomes of the review within three months of:

(a) the submission of an incident report under condition C10;

(b) the submission of a Compliance Report under condition C14;

(c) the submission of an audit under condition C16;

(d) the approval of any modification of the conditions of this consent; or

(e) the issue of a direction of the Planning Secretary under condition A2(b) which requires a review.

In accordance with Condition C9, if the review identifies a need to improve the environmental performance of the development, the CEMP (or other relevant strategy, plan, or program) must be revised to the satisfaction of the Planning Secretary. Where revisions are required, the revised document must be submitted to the Planning Secretary for approval within six weeks of the review required under Condition C8, or within another timeframe agreed by the Planning Secretary.

10.0 References

- Ason Group (2025) Construction Traffic Management Plan – 805–817 Mamre Road, Kemps Creek.
- Artefact Heritage and Environment (2025) 805–817 Mamre Road, Kemps Creek – Aboriginal Cultural Heritage Management Plan.
- DCCEEW (2021). Biodiversity Conservation Act 2016. Department of Climate Change, Energy, the Environment and Water, Sydney.
- DCCEEW (2022). Cumberland Plain Conservation Plan. Department of Climate Change, Energy, the Environment and Water, Sydney.
- DPHI (2021). State Environmental Planning Policy (Industry and Employment) 2021. Department of Planning, Housing and Infrastructure, Sydney.
- DPHI (2021). State Environmental Planning Policy (Precincts – Western Parkland City) 2021. Department of Planning, Housing and Infrastructure, Sydney.
- DPHI (2021). State Environmental Planning Policy (Transport and Infrastructure) 2021. Department of Planning, Housing and Infrastructure, Sydney.
- DPHI (2021). State Environmental Planning Policy (Resilience and Hazards) 2021. Department of Planning, Housing and Infrastructure, Sydney.
- DPHI (2021). State Environmental Planning Policy (Biodiversity and Conservation) 2021. Department of Planning, Housing and Infrastructure, Sydney.
- Ethos Urban (2023) Environmental Impact Statement – SSD 30871587: Warehouse and Distribution Centre Industrial Development, 805–817 & Part 799–803 Mamre Road, Kemps Creek. Prepared for 805 Mamre NSW Pty Ltd.
- Geo-Logix (2025) Unexpected Finds Protocol for Environmental Contamination – 805 Mamre Road, Kemps Creek NSW.
- Land & Groundwater Consulting Pty Ltd (2025) Construction and Demolition Waste Management Plan – Warehouse Facility (SSD-30871587), 805–817 Mamre Road, Kemps Creek.
- Landcom (2004) Managing Urban Stormwater: Soils and Construction (4th Edition). NSW Government, Sydney.
- NSW Department of Planning, Housing and Infrastructure (2025) State Significant Development Consent SSD-30871587 – Warehouse and Distribution Centre Industrial Development, 805–817 & Part 799–803 Mamre Road, Kemps Creek.
- RWDI Australia Pty Ltd (2025) Construction Air Quality Management Plan – Warehouse and Distribution Centre, 805–817 Mamre Road, Kemps Creek.
- RWDI Australia Pty Ltd (2025) Construction Noise and Vibration Management Plan – Warehouse and Distribution Centre, 805–817 Mamre Road, Kemps Creek, NSW.
- SEEC (2025) Erosion and Sediment Control Plan, 805–817 Mamre Road, Kemps Creek, NSW. Prepared for 805 Mamre NSW Pty Ltd.
- SLR Consulting Australia (2025) Flood Emergency Response Plan – Construction Phase, Warehouse and Distribution Centre – 805–817 Mamre Road.
- SLR Consulting Australia (2025) Dam Dewatering Plan, Warehouse and Distribution Centre – 805–817 Mamre Road.

- SLR Consulting Australia (2025) Vegetation Management Plan (VMP) – 805–817 Mamre Road, Kemps Creek, NSW.
- SLR Consulting Australia (2025) Wildlife Hazard Assessment and Management Plan (WHAMP) – 805–817 Mamre Road.

Appendix A Development Consent Conditions

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

Development Consent

Section 4.38 of the *Environmental Planning and Assessment Act 1979*

As delegate of the Minister for Planning and Public Spaces under delegation executed on 9 March 2022, I approve the Development Application referred to in Schedule 1, subject to the conditions specified in Schedule 2.

These conditions are required to:

- prevent, minimise, or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance;
- require regular monitoring and reporting; and
- provide for the ongoing environmental management of the development



Joanna Bakopanos
Acting Director
Industry Assessments

Sydney 11 December 2025 File: EF21/16145

SCHEDULE 1

Application Number:	SSD-30871587
Applicant:	The Trustee for 805 Mamre NSW Logistics Property Trust
Consent Authority:	Minister for Planning and Public Spaces
Site:	Lot 26 DP258414 and Part Lot 2001 DP1036837, 805-817 Mamre Road, Kemps Creek and Part 799-803 Mamre Road, Kemps Creek
Development:	Demolition of existing structures, bulk earthworks, subdivision of Lot 26 into eight lots, construction of public roads and an interim access to Mamre Road, site servicing, stormwater infrastructure, and the construction and operation of two warehouses with ancillary office space, car parking, landscaping and signage.

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DEFINITIONS

Additional Information	Correspondence by the Applicant in response to the Department's request for information, including the document(s) titled: • 'Response Request for Additional Information – SSD-30871587 Warehouse and Distribution Centre – 805-817 Mamre Road, Kemps Creek', prepared by Ethos Urban and dated 30 June 2025 • 'Response Request for Additional Information – SSD-30871587 Warehouse and Distribution Centre – 805-817 Mamre Road, Kemps Creek', prepared by Ethos Urban and dated 4 August 2025 • 'Response Request for Additional Information – SSD-30871587 Warehouse and Distribution Centre – 805-817 Mamre Road, Kemps Creek', prepared by Ethos Urban and dated 9 September 2025
Applicant	The Trustee for 805 Mamre NSW Logistics Property Trust, or any person carrying out any development to which this consent applies
BAPS Temple	The place of public worship development located at 230-242 Aldington Road, Kemps Creek
BCA	Building Code of Australia
BC Act	*Biodiversity Conservation Act 2016*
Carrier	Operator of a telecommunication network and/or associated infrastructure, as defined in section 7 of the *Telecommunications Act 1997* (Cth)
Certifier	A council or an accredited certifier (including principal certifiers) authorised under section 6.5 of the EP&A Act to issue Part 6 certificates
CEMP	Construction Environmental Management Plan
Conditions of this consent	Conditions contained in Schedule 2 of this document
Construction	The demolition and removal of buildings or works, the carrying out of works for the purpose of the development, including bulk earthworks, and erection of buildings and other infrastructure permitted by this consent
Council	Penrith City Council
CPESC	Certified Professional in Erosion and Sediment Control
Day	The period from 7 am to 6 pm on Monday to Saturday, and 8 am to 6 pm on Sundays and Public Holidays
DCCEEW – CPHR Group	Conservation Programs, Heritage and Regulation Group of the NSW Department of Climate Change, Energy, the Environment and Water
Decommissioning	The controlled process of safely retiring a facility from service, including decontamination, dismantling and disposal after the cessation of operations
Demolition	The deconstruction and removal of buildings, sheds and other structures on the site
Department	NSW Department of Planning, Housing and Infrastructure (DPHI)
Development	The development described in Schedule 1, the EIS and Submissions Report and Additional Information, including the works and activities comprising demolition of existing structures, bulk earthworks, subdivision, construction of public roads and an interim access to Mamre Road, site servicing, stormwater infrastructure, and the construction and operation of two warehouses with ancillary office space, car parking, landscaping and signage, as modified by the conditions of this consent
Development layout	The plans at **Appendix 1** of this consent
Earthworks	Bulk earthworks, site levelling, import and compaction of fill material, excavation for installation of drainage and services, to prepare the site for construction
EIS	The Environmental Impact Statement titled 'Environmental Impact Statement SSD: 30871587 - Warehouse and Distribution Centre Industrial Development 805-817 & Part 799-803 Mamre Road, Kemps Creek 805 Mamre NSW Pty Ltd', prepared by Ethos Urban and dated 21 September 2023, submitted with the application for consent for the development
ENM	Excavated Natural Material

Environment	As defined in section 1.4 of the EP&A Act
Environmental Representative Protocol	The document of the same title published by the Department
EPA	NSW Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPL	Environment Protection Licence under the POEO Act
Evening	The period from 6 pm to 10 pm
Fibre-ready facility	As defined in section 372W of the *Telecommunications Act 1997* (Cth)
GFA	Gross Floor Area
Heritage	Encompasses both Aboriginal and historic heritage including sites that predate European settlement, and a shared history since European settlement
Heritage item	An item as defined under the *Heritage Act 1977,* and assessed as being of local, State and/ or National heritage significance*,* and/or an Aboriginal Object or Aboriginal Place as defined under the *National Parks and Wildlife Act 1974'*, the World Heritage List, or the National Heritage List or Commonwealth Heritage List under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth), or anything identified as a heritage item under the conditions of this consent
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm to the environment, and as a consequence of that environmental harm, may cause harm to the health and safety of human beings, and which may or may not be or cause a non-compliance ***Note:*** *"Material harm" is defined in this consent*
IWCM	Integrated Water Cycle Management
Land	Has the same meaning as the definition of the term in section 1.4 of the EP&A Act
Material harm	Is harm that: a) involves actual harm to the environment that may include (but not be limited to) a leak, spill, emission other escape or deposit of a substance, and as a consequence of that environmental harm (pollution), may cause harm to the health or safety of people; or b) results in actual loss or property damage of an amount, or amounts in aggregate, exceeding $10,000 (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment) ***Note:*** *This definition excludes "harm" that is either authorised under this consent or any other statutory approval* ***Note:*** *For the purposes of this definition, material harm excludes incidents captured by Work Health and Safety reporting requirements*
Minister	NSW Minister for Planning and Public Spaces (or delegate)
Mitigation	Activities associated with reducing the impacts of the development prior to or during those impacts occurring
MRP	Mamre Road Precinct
MRP DCP	Mamre Road Precinct Development Control Plan 2021, or its latest version
Negotiated Agreement	An agreement involving the negotiation of a package of mitigation and/or compensatory benefits for landowners of affected land in relation to operational noise impacts. The agreement is negotiated between the Applicant and the landowner.
Night	The period from 10 pm to 7 am on Monday to Saturday, and 10 pm to 8 am on Sundays and Public Holidays
Non-compliance	An occurrence, set of circumstances or development that is a breach of this consent
OEMP	Operational Environmental Management Plan
On-lot Stormwater Infrastructure	Stormwater infrastructure located within the site that services the development and is not part of the road or regional stormwater infrastructure, as identified in the '805-

	817 Mamre Road, Kemps Creek – Water and Stormwater Management Plan', prepared by AT&L, version 08 and dated 10/10/25
Operation	The use of the two warehouse buildings for warehousing purposes as described in the EIS, Submissions Report and Additional Information.
PA	Means a planning agreement within the meaning of the term in section 7.4 of the EP&A Act
Principal Certifier	The certifier appointed as the principal certifier for the building work under section 6.6(1) of the EP&A Act or for the subdivision work under section 6.12(1) of the EP&A Act
Planning Secretary	Secretary of the Department, or delegate
POEO Act	*Protection of the Environment Operations Act 1997*
Reasonable	Means applying judgement in arriving at a decision, taking into account: mitigation benefits, costs of mitigation versus benefits provided, community views, and the nature and extent of potential improvements
Regional Stormwater Authority	Sydney Water Corporation established under the *Sydney Water Act 1994* (NSW) and any successors
Regional Stormwater Infrastructure	Stormwater infrastructure located within the site that forms part of the *Mamre Road Precinct Integrated Stormwater Scheme Plan* (Sydney Water, May 2025 or its latest version), as identified in the '805-817 Mamre Road, Kemps Creek – Water and Stormwater Management Plan', prepared by AT&L, version 08 and dated 10/10/25
Registered Aboriginal Parties	Means the Aboriginal persons identified in accordance with the document entitled "*Aboriginal cultural heritage consultation requirements for proponents 2010*" (DECCW)
Rehabilitation	The restoration of land disturbed by the development to a good condition, to ensure it is safe, stable and non-polluting
Relevant Roads Authority	The authority responsible for ownership and maintenance of the applicable road (either Council or TfNSW)
SEPP	State Environmental Planning Policy
Sensitive receivers	A location where people are likely to work, occupy or reside, including a dwelling, school, hospital, office or public recreational area
Site	The land defined in Schedule 1
Submissions Report (SR)	The Applicant's response to issues raised in submissions received in relation to the application for consent for the development under the EP&A Act and includes the document titled 'Submissions Report Warehouse and Distribution Centre 805-817 Mamre Road, Kemps Creek Submitted to Department of Planning, Housing and Infrastructure on behalf of 805 Mamre NSW Pty Ltd SSD-30871587', prepared by Ethos Urban and dated 17April 2025.
Technical Guidance	*Technical Guidance for Achieving Wianamatta South Creek Stormwater Management Targets* (NSW Department of Planning and Environment, 2022) or latest version
TfNSW	Transport for New South Wales
Trunk Drainage	Stormwater assets, typically open natural trunk drainage channels, wetlands, and storage ponds, as shown on Sydney Water's Mamre Road Precinct
VENM	Virgin Excavated Natural Material
Watercourse	The existing Strahler 2 waterway and riparian corridor that runs through the north-east corner of the site, as shown in the *Mamre Road Precinct Integrated Stormwater Scheme Plan* (Sydney Water, May 2025 or its latest version)
Waste	Has the same meaning as the definition of the term in the Dictionary to the POEO Act
WSUD	Water Sensitive Urban Design
Year	A period of 12 consecutive months

SCHEDULE 2

PART A ADMINISTRATIVE CONDITIONS

OBLIGATION TO MINIMISE HARM TO THE ENVIRONMENT

A1. In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.

TERMS OF CONSENT

A2. The development may only be carried out:

(a) in compliance with the conditions of this consent;

(b) in accordance with all written directions of the Planning Secretary;

(c) in accordance with the EIS and Submissions Report and Additional Information;

(d) in accordance with the Development Layout in **Appendix 1**; and

(e) in accordance with the management and mitigation measures in **Appendix 2**.

A3. Consistent with the requirements in this consent, the Planning Secretary may make written directions to the Applicant in relation to:

(a) the content of any strategy, study, system, plan, program, review, audit, notification, report or correspondence submitted under or otherwise made in relation to this consent, including those that are required to be, and have been, approved by the Planning Secretary; and

(b) the implementation of any actions or measures contained in any such document referred to in condition A3(a).

A4. The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c) or A2(e). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c) or A2(e), the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.

LIMITS OF CONSENT

Lapsing

A5. This consent lapses five years after the date from which it operates, unless the development has physically commenced on the land to which the consent applies before that date.

Traffic and Access

A6. Prior to the commencement of operation of the development, the interim site access and associated road widening works on Mamre Road (as shown in Figure 2 in Appendix 1), must be constructed and commissioned to the satisfaction of the relevant Roads Authority.

A7. The largest vehicle permitted to access the site via the interim site access road shown in **Figure 1** is a 30 metre Performance Based Standards (PBS) Level 2 Type B vehcile.

Stormwater Management

A8. The site must achieve compliance with the Integrated Water Cycle Management (IWCM) controls in the MRP DCP in accordance with the *Technical Guidance for achieving Wianamatta South Creek Stormwater Management Targets* (NSW Department of Planning and Environment, 2022) (Technical Guidance) or its latest version.

A9. Under this consent, proposed Lot 1 (as shown in **Figure 5** in **Appendix 1**) must only be used for stormwater management purposes (with the exception of earthworks, road and utility infrastructure works) for the life of the development.

NOTIFICATION OF COMMENCEMENT

A10. The date of commencement of each of the following phases of the development must be notified to the Planning Secretary in writing, at least one month before that date, or as otherwise agreed with the Planning Secretary:

(a) construction; and

(b) operation.

A11. If the construction or operation of the development is to be staged, the Planning Secretary must be notified in writing, at least one month before the commencement of each stage (or other timeframe agreed with the Planning Secretary).

EVIDENCE OF CONSULTATION

A12. Where conditions of this consent require consultation with an identified party, the Applicant must:

(a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and

(b) provide details of the consultation undertaken including:

(i) the outcome of that consultation, matters resolved and unresolved; and

(ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.

STAGING, COMBINING AND UPDATING STRATEGIES, PLANS OR PROGRAMS

A13. With the approval of the Planning Secretary, the Applicant may:

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

(b) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and

(c) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).

A14. If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent.

A15. If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.

UTILITIES, SERVICES AND PUBLIC INFRASTRUCTURE

General Requirements

A16. Prior to the commencement of construction of the development, the Applicant must:

(a) consult with the relevant owner and provider of services or public infrastructure that are likely to be affected by the development or that need to be installed as part of the development, to make suitable arrangements for relevant approvals, access to, diversion, protection and support of the affected services or infrastructure;

(b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths); and

(c) submit a copy of the dilapidation report to the Planning Secretary and Council.

A17. Unless the Applicant and the applicable authority agree otherwise, the Applicant must:

(a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by carrying out the development;

(b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development; and

(c) obtain any relevant approval(s) from the relevant service provider(s), prior to undertaking construction of the corresponding utility works.

A18. Before the construction of any utility works associated with the development, the Applicant must obtain relevant approvals from service providers.

Sydney Water

A19. Prior to the commencement of construction of the development, the Applicant must obtain a Building Plan Approval from Sydney Water to ensure sewer, water or stormwater mains or easements would not be affected by the development.

A20. Prior to the commencement of operation of the development, the Applicant must obtain a Compliance Certificate for water, stormwater and sewerage infrastructure servicing of the site under section 73 of the *Sydney Water Act 1994*.

Fibre-Ready Facilities

A21. Prior to the issue of a Construction Certificate for any stage of the development, the Applicant (whether or not a constitutional corporation) is to provide evidence, satisfactory to the Certifier, that arrangements have been made for:

(a) the installation of fibre-ready facilities to all individual lots and/or premises in the development to enable fibre to be readily connected to any premises that is being or may be constructed on those lots; and

(b) the provision of fixed-line telecommunications infrastructure in the fibre-ready facilities to all individual lots and/or premises in the development demonstrated through an agreement with a carrier.

A22. Prior to the issue of an Occupation Certificate for the development the Applicant must demonstrate that the carrier has confirmed in writing it is satisfied that the fibre-ready facilities are fit-for-purpose.

DEMOLITION

A23. All demolition must be carried out in accordance with *Australian Standard AS 2601-2001 The Demolition of Structures* (Standards Australia, 2001).

STRUCTURAL ADEQUACY

A24. All new buildings and structures, and any alterations or additions to existing buildings and structures, that are part of the development, must be constructed in accordance with the relevant requirements of the BCA.

Note:

- *Under Part 6 of the EP&A Act, the Applicant is required to obtain construction and occupation certificates for the proposed building works.*
- *The EP&A (Development Certification and Fire Safety) Regulation 2021 sets out the requirements for the certification of the development.*

EXTERNAL WALLS AND CLADDING

A25. The external walls of all buildings including additions to existing buildings must comply with the relevant requirements of the BCA.

A26. Prior to the issue of:

(a) any Construction Certificate relating to the construction of external walls (including the installation of finishes and claddings such as synthetic or aluminium composite panels); and

(b) an Occupation Certificate,

the Applicant must provide the Certifier with documented evidence that the products and systems proposed for use or used in the construction of external walls (including finishes and claddings such as synthetic or aluminium composite panels) comply with the requirements of the BCA.

A27. The Applicant must provide a copy of the documentation given to the Certifier to the Planning Secretary within seven days after the Certifier accepts it.

Civil Plans

A28. Engineering plans are to be prepared in accordance with the development consent, Penrith City Council's Design Guidelines for Engineering Works for Subdivisions and Developments, Engineering Construction Specification for Civil Works and Austroads Guidelines.

SUBDIVISION

A29. Prior to the issue of a Subdivision Certificate for any stage of the development, detailed work-as-executed drawings must be prepared and signed by a Registered Surveyor, which must:

(a) show the finished surface levels of the access road, internal roads, drainage and any areas of fill, carried out under this consent;

(b) be prepared in accordance with Penrith City Council's Engineering Construction Specification for Civil Works;

(c) be accompanied by plans indicating the depth of cut / fill for the entire development site;

(d) ensure the survey information shows surface levels and site contours at 0.5m intervals and all levels are shown to Australian Height Datum; and

(e) be submitted to the Certifier and Council.

A30. Prior to the issue of a Subdivision Certificate for any stage of the development, the Applicant must provide to the Certifier evidence that all matters required to be registered on title, including easements and rights of carriageway (as shown in **Figure 5** in **Appendix 1**), have been lodged for registration or registered at the Land Registry Services.

A31. Prior to the issue of a Subdivision Certificate for any stage of the development:

(a) a certificate from an electricity and telecommunications provider must be submitted to the Certifier certifying that satisfactory service arrangements to the site have been established; and

(b) a certificate from the Regional Stormwater Authority must be submitted to the Certifier certifying that satisfactory stormwater servicing arrangements for the site have been established.

A32. Prior to issue of a Subdivision Certificate that proposes the dedication of any internal estate road as a public road:

(a) final inspection of the estate road is to be undertaken by the relevant Roads Authority. All compliance documentation for road and drainage construction of the estate road must be submitted to the relevant Roads Authority in accordance with the relevant Roads Authorities specifications and requirements;

(b) where installation of any regulatory/advisory signage and line marking are proposed, plans are to be lodged with, and approved by, the relevant Roads Authority prior to the installation of any such regulatory/advisory signage and line marking; and

(c) an application for proposed street names must be lodged with and approved by the relevant Roads Authority and the signs erected on-site. The proposed names must be in accordance with the Geographical Names Board requirements.

Note: *Contact Penrith City Council's Engineering Services Department on 4732 7777 for further information on this process and applicable fees.*

COMPLIANCE

A33. The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.

PLANNING AGREEMENT

A34. Within six months after the date of commencement of construction of the development, or other timeframe agreed by the Planning Secretary, the Applicant must enter into a planning agreement (PA) with Penrith City Council (Council) in accordance with:

(a) Division 7.1 of Part 7 of the EP&A Act; and

(b) the terms of the offer in the letter dated 12 August 2025 from Gibb Group to the Council and the conditions of acceptance in Council's letter to Gibb Group dated 22 September 2025.

A35. The land for the collector road and open space edge road, and RE1-zoned land within the site (as shown in **Figure 5** in **Appendix 1**) is to be dedicated to Council free of cost.

Special Infrastructure Contribution

A36. A special infrastructure contribution must be made in accordance with the Environmental Planning and Assessment (Special Infrastructure Contribution – Western Sydney Aerotropolis) Determination 2022 (as in force when this development consent takes effect). A person may not apply for a Subdivision Certificate or Construction Certificate (as the case may require, having regard to the Determination) in relation to development the subject of this development consent unless the person provides, with the application, written evidence from the Department that the special infrastructure contribution for the development (or that part of the development for which the certificate is sought) has been made or that arrangements are in force with respect to the making of the contribution.

Note: *A request for assessment by the Department of Planning, Housing and Infrastructure of the amount of the contribution that is required under this condition can be made through the NSW planning portal https://www.planningportal.nsw.gov.au/development-assessment/contributions/sic-online-service). Please refer enquiries to SIContributions@planning.nsw.gov.au.*

OPERATION OF PLANT AND EQUIPMENT

A37. All plant and equipment used on site, or to monitor the performance of the development, must be:

(a) maintained in a proper and efficient condition; and

(b) operated in a proper and efficient manner.

ENVIRONMENTAL REPRESENTATIVE

A38. Works must not commence until an ER has been approved by the Planning Secretary and engaged by the Applicant.

A39. The Planning Secretary's approval of an ER must be sought no later than one month before the commencement of works, or within another timeframe agreed with the Planning Secretary.

A40. The proposed ER must be a suitably qualified and experienced person who was not involved in the preparation of the EIS or Submissions Report and is independent from the design and construction personnel for the development.

A41. The Applicant may engage more than one ER for the development, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the development.

A42. For the duration of the construction works until the commencement of operation, or as agreed with the Planning Secretary, the approved ER must:

(a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the development;

(b) consider and inform the Planning Secretary on matters specified in the terms of this consent;

(c) consider and recommend to the Applicant any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;

(d) review the CEMP required under condition C2 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this consent and if so:

(i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or

(ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary/Department for information or are not required to be submitted to the Planning Secretary/Department);

(e) regularly monitor the implementation of the documents identified in condition A42(d) to ensure implementation is being carried out in accordance with the document and the terms of this consent;

(f) as may be requested by the Planning Secretary, help plan, attend or undertake audits of the development commissioned by the Department including scoping audits, programming audits, briefings, and site visits;

(g) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints;

(h) provide advice to the Applicant on the management and coordination of construction works on the site with adjoining sites in the Mamre Road Precinct in relation to construction traffic management, sediment control, noise and dust;

(i) attend the Mamre Road Precinct Working Group (see condition A45) in a consultative role in relation to the environmental performance of the development; and

(j) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven calendar days following the end of each month for the duration of the ER's engagement for the development, or as otherwise agreed with the Planning Secretary.

A43. The Applicant must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in condition A42 (including preparation of the ER monthly report), as well as:

(a) the complaints register (to be provided on a daily basis); and

(b) a copy of any assessment carried out by the Applicant of whether proposed work is consistent with the consent (which must be provided to the ER before the commencement of the subject work).

A44. The Planning Secretary may at any time commission an audit of an ER's exercise of its functions under condition A42. The Applicant must:

(a) facilitate and assist the Planning Secretary in any such audit; and

(b) make it a term of their engagement of an ER that the ER facilitate and assist the Planning Secretary in any such audit.

Mamre Road Precinct Working Group

A45. Prior to the commencement of construction of the development and until all components of the development are constructed and operational, the Applicant must participate in a working group with relevant consent holders in the MRP, to the satisfaction of the Planning Secretary. The purpose of the working group is to consult and coordinate construction works within the MRP to assist with managing and mitigating potential cumulative environmental impacts. The working group must:

(a) comprise at least one representative of the Applicant, the Applicant's ER, and relevant consent holders in the MRP;

(b) meet periodically throughout the year to discuss, formulate and implement measures or strategies to improve monitoring, coordination of the approved industrial developments in the MRP;

(c) regularly inform Council, TfNSW, Sydney Water and the Planning Secretary of the outcomes of these meetings and actions to be undertaken by the working group;

(d) review the performance of approved industrial developments in the MRP and identify trends in the data with respect to cumulative construction traffic, erosion and sediment control, noise, stormwater management and waterway health objectives under the MRP DCP;

(e) review community concerns or complaints with respect to environmental management;

(f) identify interim traffic safety measures to manage construction traffic and how these measures will be coordinated, communicated, funded and monitored in the MRP; and

(g) provide the Planning Secretary with an update and strategies, if a review under subclauses (d) or (e) identifies additional measures and processes are required to be implemented by the working group.

A46. Three (3) months prior to completion of construction of all components of the development, the Applicant is eligible to exit the working group required under condition A45. The Applicant must:

(a) consult with the Planning Secretary;

(b) provide confirmation that all components of the development are operational; and

(c) advise on the date of the proposed exit.

APPLICABILITY OF GUIDELINES

A47. References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent.

A48. However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.

ADVISORY NOTES

AN1. All licences, permits, approvals and consents as required by law must be obtained and maintained as required for the development. No condition of this consent removes any obligation to obtain, renew or comply with such licences, permits, approvals and consents.

PART B SPECIFIC ENVIRONMENTAL CONDITIONS

TRAFFIC AND ACCESS

Construction Traffic Management

B1. Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:

(a) be prepared by a suitably qualified and experienced person(s),

(b) be prepared in consultation with Council and TfNSW;

(c) incorporate any traffic safety outcomes and actions from the MRP working group;

(d) detail the measures that are to be implemented to ensure road safety and network efficiency during construction, including management of cumulative construction traffic from other concurrent construction works within the Mamre Road Precinct and the Mamre Road Upgrade Stage 2 works;

(e) detail heavy vehicle routes, access and parking arrangements;

(f) detail the number of construction vehicle movements and demonstrate how the movements will be managed in the context of road changes in the vicinity of the site;

(g) 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;

(iv) inform truck drivers of the site access arrangements, turning restrictions and use of specified routes; and

(v) detail the compliance actions that would be implemented for any vehicles that deviate from approved routes and turning restrictions;

(h) include a consultation strategy for liaising with and managing the cumulative impacts of other developments in the MRP;

(i) include a program to monitor the effectiveness of these measures; and

(j) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.

B2. The Applicant must:

(a) not commence construction until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and

(b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.

B3. Prior to the commencement of any construction works (including earthworks) on proposed Lot 5 (as shown in **Figure 5** in **Appendix 1)**, the Applicant must obtain the following to the satisfaction of the Planning Secretary:

(a) a written agreement with TfNSW regarding the coordination of these construction works and the Mamre Road Upgrade Stage 2 (MRUS2) works.

B4. Any construction, including earthworks on proposed Lot 5 must be undertaken in accordance with the agreement in Condition B3, unless otherwise agreed with the Planning Secretary.

Temporary Construction Access Road

B5. The Applicant must enter into a Works Authorisation Deed (WAD) with TfNSW for construction of the temporary left-in, left-out construction access on Mamre Road. The WAD must:

(a) detail the required traffic control measures developed in consultation with TfNSW, NSW Police, the Department and Council;

(b) include details of the removal of the temporary left-in, left-out construction access following completion and commissioning of the interim access road; and

(c) be executed prior to the commencement of construction of the temporary left-in, left-out construction access and on Mamre Road.

B6. Prior to the commencement of earthworks, the Applicant must obtain approval from TfNSW under section 138 of the *Roads Act 1993* for the temporary left-in, left-out construction access from Mamre Road.

B7. The Applicant must:

(a) construct the temporary left-in, left-out construction access from Mamre Road in accordance with the approvals required under conditions B5 and B6, to the satisfaction of TfNSW;

(b) ensure the temporary left-in, left-out construction access on Mamre Road are maintained at no cost to TfNSW; and

(c) remove the temporary left-in, left-out construction access on Mamre Road at the completion and commissioning of the interim access road (as shown in Figure 1 and Figure 2 in Appendix 1), as instructed by TfNSW and at no cost to TfNSW.

Interim Access Road

B8. The Applicant must enter into a Works Authorisation Deed (WAD) with TfNSW for construction of the interim site access and associated road widening works on Mamre Road (as shown in **Figure *2*** in **Appendix 1**).

B9. Prior to the commencement of construction of the interim site access and associated road widening works on Mamre Road, the Applicant must obtain approval from TfNSW for the works under section 138 of the *Roads Act 1993*.

B10. The Applicant must:

(a) complete construction of the interim access in accordance with the approvals required under conditions B8 and B9, to the satisfaction of TfNSW and Council, prior to the commencement of operation of the development; and

(b) complete construction of the interim access and open it to traffic by Q4 2026 to the satisfaction of TfNSW and Council, or as otherwise agreed by the Planning Secretary.

B11. The interim access road must be:

(a) closed for use once a permanent link is completed between the internal Collector Industrial Road and the wider public road network that provides access to Mamre Road; and

(b) decommissioned within six months of its closure, in accordance with the decommissioning plans prepared in accordance with condition B12, including landscaping, reinstatement and rehabilitation of the land, or closure of any temporary medians (as shown in **Figure 3** and **Figure 4** in **Appendix 1**), to the satisfaction of the Planning Secretary.

B12. Prior to decommissioning of the interim access road in accordance with condition B11, the Applicant must prepare a Decommissioning and Rehabilitation Plan, in consultation with Council, Sydney Water and TfNSW, to the satisfaction of the Planning Secretary. The plan must:

(a) identify all works required to remove the interim access road and any associated structures not required for the ultimate road arrangement;

(b) provide for reinstatement, stabilisation and landscaping of the decommissioned road corridor, consistent with the approved landscape plans and the MRP DCP; and

(c) include staging and traffic management measures to maintain safe and adequate access during and after decommissioning.

B13. The Applicant must not construct any infrastructure (e.g. batter, retaining wall, and drainage basins) required to support the development within the Mamre Road reserve or on land that is zoned SP2, unless otherwise agreed by TfNSW.

Internal Estate Roads

B14. Prior to the commencement of construction of the internal estate roads (internal Collector Industrial Road, Open Space Edge Road), the Applicant must prepare detailed design plans of the roads in accordance with the design requirements under the MRP DCP and any relevant standards, specifications, or alike to the satisfaction of Council.

B15. Prior to the commencement of operation, the Applicant must:

(a) subdivide the site to create lot(s) for the internal estate roads (internal Collector Industrial Road, Open Space Edge Road) shown in **Figure 1** in **Appendix 1**;

(b) ensure the created lot(s) includes portions of the road required to connect to properties to the south at 819-831 Mamre Road, Kemps Creek, between the temporary turning head shown in **Figure 1** in **Appendix 1** and the southern boundaries of the site;

(c) register the newly created local road lot(s) on the land title(s); and

(d) construct the roads, including the temporary turning head (if required), to the satisfaction of Council.

Parking

B16. The Applicant must provide sufficient parking facilities on-site with regard to the requirements of the MRP DCP, including for heavy vehicles and for site personnel, to ensure that traffic associated with the development does not utilise public and residential streets or public parking facilities.

B17. Bicycle parking and end-of-trip facilities must be provided with suitable pedestrian connections linking these facilities with the offices and warehouse buildings in accordance with relevant guidelines and standards and the MRP DCP.

B18. A minimum of 5% of light vehicle parking bays must provide for electric vehicle charging, with a further 5% constructed as readily adaptable.

Street Trees

B19. Prior to the commencement of any stage of road construction, detailed design plans showing the provision of passively irrigated street trees within the relevant stage of works must be submitted to the satisfaction of the relevant Road Authority. The plans must:

(a) be prepared in consultation with Council; and

(b) have regard to the Sydney Water Stormwater Scheme Infrastructure Design Guideline and the MRP DCP.

Operational Traffic Monitoring Program

B20. At the commencement of operation of the development and for a minimum period of 12 months of operation, the Applicant must establish an Operational Traffic Monitoring Program to verify light and heavy vehicle traffic numbers against the predictions in the Submissions Report. The Program must form part of the OEMP required by condition C5, must monitor the effectiveness of the traffic management measures to the satisfaction of the Planning Secretary, and must include but not be limited to, the following:

(a) detail the numbers and frequency of truck movements, sizes of trucks, vehicle routes and hours of operation;

(b) queue monitoring at the interim access to Mamre Road and background traffic counts on Mamre Road;

(c) verify the predicted traffic numbers and level of service against the actual impacts of the development, and analyse the potential cause of any significant discrepancies;

(d) consider the current capacity and efficiency of the existing road network including Mamre Road; and

(e) include procedures for the reporting and monitoring of results to evaluate the traffic performance of the development.

B21. The results of the Operational Traffic Monitoring Program must be reported to the Planning Secretary and TfNSW on a quarterly basis for a minimum period of 12 months of operation.

Operating Conditions

B22. The Applicant must ensure:

(a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the development are constructed and maintained in accordance with the latest version of *AS 2890.1:2004 Parking facilities Off-street car parking* (Standards Australia, 2004), *AS 2890.2:2018 Parking facilities Off-street Commercial Vehicle Facilities* (Standards Australia, 2018) and *AS 2890.6.2009 Parking facilities Off-street parking for people with disabilities* (Standards Australia, 2009);

(b) the swept path of the longest vehicle entering and exiting the site, as well as manoeuvrability through the site, is in accordance with the relevant AUSTROADS guidelines;

(c) that no heavy vehicles larger than a 30 metre Performance Based Standards (PBS) Level 2 Type B uses the interim access arrangements;

(d) the development does not result in any vehicles queuing on the public road network;

(e) heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site;

(f) all vehicles are wholly contained on site before being required to stop;

(g) all loading and unloading of materials is carried out on-site; and

(h) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.

Workplace Travel Plan

B23. Prior to the commencement of operation of any part of the development, the Applicant must prepare a Workplace Travel Plan to be included in the OEMP required by condition C5. The Plan must:

(a) be prepared in consultation with TfNSW;

(b) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives; and

(c) describe pedestrian and bicycle linkages and end of trip facilities available on-site.

B24. The Applicant must implement the most recent version of the Workplace Travel Plan submitted to the Planning Secretary for the duration of the development.

SOILS, WATER QUALITY AND HYDROLOGY

Imported Soil

B25. The Applicant must:

(a) ensure that only VENM, ENM, or other fill material approved in writing by EPA is brought onto the site for use as fill;

(b) keep accurate records of the volume and type of fill to be used; and

(c) make these records available to the Planning Secretary upon request.

Erosion and Sediment Control

B26. Prior to the commencement of construction of the development, the Applicant must design and detail the erosion and sediment control measures for the site to ensure the construction phase IWCM controls of the MRP DCP are achieved. Detailed Erosion and Sediment Control Plans (ESCP) and drawings must:

(a) be prepared by a Certified Professional in Erosion and Sediment Control (CPESC) and in consultation with DCCEEW – CPHR Group;

(b) address the requirements of the detailed technical specifications in the Technical Guidance and the 'Blue Book - Managing Urban Stormwater: Soils and Construction' (Landcom 2004); detail how the ESCP addresses the requirements of section 4.4.2 of the MRP DCP;

(c) demonstrate the construction approach and timing to ensure the construction phase stormwater quality targets in the MRP DCP can be met, including any staging of construction works and construction staging

(d) plans that:

(i) represent each phase of works, including clearing, earthworks (existing and final levels), civil construction and landscaping;

(ii) show erosion, drainage, and sediment controls for each phase and identify timing for implementation and decommissioning of all controls;

(iii) identify external catchments and clean water drains;

(iv) show flow of clean water around the site and flow of dirty water within the site, and identify how external catchment flows will be managed to prevent contamination during the construction;

(v) provide sizing for major drainage and sediment control (such as sediment basins); and

(vi) quantify compliance with the stormwater targets for each stage;

(e) identify how dispersive soils have been considered and will be managed during construction works;

(f) detail the timing, methods and performance requirements for stabilisation of each area of site disturbance;

(g) detail measures to protect passively irrigated street trees during construction works, if these are installed before construction is completed;

(h) be independently reviewed and verified by the ER prior to submission to the Planning Secretary; and

(i) be included in the CEMP required by condition C2.

B27. The Applicant must:

(a) ensure delivery and operation of all construction phase erosion and sediment controls on the site is supervised and certified by a CPESC;

(b) undertake monthly audits, completed by the CPESC, and kept on record for the duration of the construction and an additional 12 months following completion of construction works to ensure the controls remain effective in achieving the construction phase stormwater quality targets in the Technical Guidance; and

(c) ensure monthly audit reports are reviewed and verified by the ER and submitted to the Planning Secretary within 7 days of completing the audit.

B28. The Applicant must maintain the erosion and sediment control measures installed on-site in accordance with condition B26 for the duration of construction of the development.

Retaining Walls

B29. All structures (foot, batter, tie backs/in and drainage) associated with retaining walls must be within private property and not within the public road reserve and not within any zone of influence.

Discharge Limits

B30. The development must comply with section 120 of the POEO Act, which prohibits the pollution of waters, except as expressly provided for in an EPL.

B31. Should groundwater be intercepted a Water Access Licence (WAL) under the *Water Management Act 2000* must be obtained unless an exemption applies.

Note: *If the take is less than or equal to 3ML of water per year for any aquifer interference activities listed in Clause 14 of Schedule 4 of the Water Management (General) Regulation 2025 an exemption may apply. For more information visit https://water.dpie.nsw.gov.au/licensing-and-trade/water-access-licences-and-approvals/exemptions-for-water-licences-and-works-and-or-use-approvals/groundwater-wal-exemptions*

On-Lot Stormwater Management System

B32. Prior to the commencement of operation of the development, the Applicant must:

(a) ensure the detailed design of the on-lot stormwater management system is in accordance with Penrith City Council's 'Stormwater Drainage Specification for Building Developments' and the Technical Guidance;

(b) demonstrate that all stormwater management devices contain an impermeable liner, and compacted to a suitable depth and topsoiled (AS44119) to limit infiltration to soils;

(c) ensure the design and subsequent construction and establishment of the on-lot WSUD systems is supervised and certified by a suitably qualified chartered professional engineer with experience in modelling, design and supervision of WSUD systems; and

(d) install the on-lot Stormwater Management System as described in the Additional Information and ensure the system is operational.

B33. All on-lot stormwater infrastructure must remain under the ownership, control and care of the registered proprietor of the lot. Upstream drainage catchment pipes are to be located outside of the public road reserve and remain in private ownership, in accordance with Council requirements.

Note: *This does not include any passively irrigated street trees that may be transferred to the relevant Roads Authority.*

B34. The Applicant must maintain the on-lot stormwater management system installed on the site under condition B32 for the duration of the development. The stormwater management system must:

(a) continue to be operated and maintained in perpetuity for the life of the development in accordance with the final Stormwater Management Plan required under condition B37;

(b) be regularly inspected with inspection records to be maintained and made available to Council on request; and

(c) have all necessary improvements made immediately upon awareness of any deficiencies in the stormwater management systems.

Note: *This does not include any passively irrigated street trees that may be transferred to the relevant Roads Authority. This also does not include trunk drainage infrastructure for which maintenance and operation may be transferred to the Regional Stormwater Authority.*

Watercourse

B35. Prior to the issue of an Occupation Certificate, the Applicant must design and construct the watercourse infrastructure on the site in consultation with Sydney Water. This must include a diversion structure that directs treatable stormwater flows into the downstream regional stormwater basin, while allowing higher flows to continue downstream.

Regional Stormwater Basin

B36. Prior to issue of an Occupation Certificate, the Applicant must provide written confirmation, to the satisfaction of the Planning Secretary, that:

(a) the regional stormwater infrastructure including Regional Basin 7A (as shown in Figure 1 in Appendix 1) and associated infrastructure servicing the development has been delivered in accordance with the requirements of the Regional Stormwater Authority; and

(b) the on-lot stormwater infrastructure has been connected to the regional stormwater infrastructure.

Stormwater Management Plan

B37. Prior to the commencement of operation, the Applicant must update the Stormwater Management Plan for the development in the Additional Information to the satisfaction of the Planning Secretary. The updated plan must form part of the OEMP required by condition C5 and must:

(a) include both the on-lot and regional stormwater infrastructure;

(b) detail how the development's stormwater system has been connected to adjoining developments and the Regional Stormwater Infrastructure;

(c) include an inspection and maintenance schedule for the on-lot and regional stormwater infrastructure, including inspection frequency, responsibilities and record-keeping requirements; and

(d) outline the measures and procedures to promptly repair or replace any damaged elements of the stormwater management system, and to minimise the risk of similar issues recurring.

Easements and Maintenance

B38. Prior to the issue of a Compliance Certificate under Section 73 of the *Sydney Water Act 1994*, an easement under section 88A and/or restriction or public positive covenant under section 88E of the *Conveyancing Act 1919* must be registered on the title of the land naming the Regional Stormwater Authority (Sydney Water) as the prescribed authority, which can only be revoked, varied or modified with the consent of the Regional Stormwater Authority and which provides for appropriate access to watercourse land and regional stormwater infrastructure (including the basin and diversion pipelines) for maintenance at no cost to the Regional Stormwater Authority.

B39. The on-lot stormwater management system must continue to be operated and maintained in perpetuity for the life of the development in accordance with the final Stormwater Management Plan required under condition B37.

Note: *This does not include any passively irrigated street trees that may be transferred to the relevant Roads Authority. This also does not include trunk drainage infrastructure for which maintenance and operation may be transferred to the Regional Stormwater Authority.*

B40. All on-lot stormwater infrastructure shall remain under the ownership, control and care of the registered proprietor of the lots.

B41. Upstream drainage catchment pipes are to be located outside of the public road reserve and remain in private ownership, in accordance with Council requirements.

Note*: This does not include any passively irrigated street trees that may be transferred to the relevant Roads Authority. This also does not include trunk drainage infrastructure for which maintenance and operation may be transferred to the Regional Stormwater Authority.*

B42. Prior to the issue of any Occupation Certificate, a restriction on the use of land and positive covenant relating to the permanent on-lot stormwater management systems (including on-site stormwater detention and water sensitive urban design), shall be registered on the title of the property under section 88E of the *Conveyancing Act 1919*. The restriction on the use of land and positive covenant shall be in Council's standard wording as detailed in Council's Stormwater Drainage Specification for Building Developments – Appendix F.

Flood Management

B43. Prior to the commencement of construction of the development, the Applicant must prepare a Construction Flood Emergency Response Plan. The Plan must form part of the CEMP required by conditions C2 and must:

(a) be prepared by a suitably qualified and experienced person(s);

(b) be prepared in consultation with the NSW State Emergency Service;

(c) address the provisions of the *Floodplain risk management manual* (DPE, 2023) and *Support for emergency management planning* (DPE, 2023); and

(d) include details of:

(i) the flood emergency responses for the construction phases of the development;

(ii) predicted flood levels;

(iii) flood warning time and flood notification;

(iv) assembly points and evacuation routes;

(v) evacuation and refuge protocols; and

(vi) awareness training for employees and contractors.

B44. The Applicant must:

(a) submit a copy of the Flood Emergency Response Plan required by condition B43 to the Planning Secretary prior to the commencement of construction; and

(b) implement the most recent version of the Flood Emergency Response Plan for the duration of the construction.

B45. Prior to the commencement of operation of the development, the Applicant must prepare an Operation Flood Emergency Response Plan. The Plan must form part of the OEMP required by conditions C5 and must:

(a) be prepared by a suitably qualified and experienced person(s);

(b) be prepared in consultation with the NSW State Emergency Service;

(c) address the provisions of the *Floodplain risk management manual* (DPE, 2023) and *Support for emergency management planning* (DPE, 2023); and

(d) include details of:

(i) the flood emergency responses for both the operation phase of the development;

(ii) predicted flood levels;

(iii) flood warning time and flood notification;

(iv) assembly points and evacuation routes;

(v) evacuation and refuge protocols; and

(vi) awareness training for employees and contractors.

B46. The Applicant must:

(a) submit a copy of the Flood Emergency Response Plan required by condition B45 to the Planning Secretary prior to the commencement of operation; and

(b) implement the most recent version of the Flood Emergency Response Plan for the duration of the operational phase of the development.

NOISE

Hours of Work

B47. The Applicant must comply with the hours detailed in **Table 1**.

Table 1 *Hours of Work*

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

B48. Works outside of the hours identified in condition B47 may be undertaken in the following circumstances:

(a) works that are inaudible at the nearest sensitive receivers;

(b) works agreed to in writing by the Planning Secretary;

(c) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or

(d) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

Construction Noise Limits

B49. The development must be constructed to achieve the construction noise management levels detailed in *the Interim Construction Noise Guideline* (DECC, 2009) (as may be updated or replaced from time to time). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the Construction Noise and Vibration Management Plan required under condition B50.

Construction Noise and Vibration Management Plan

B50. The Applicant must prepare a Construction Noise and Vibration Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must form part of a CEMP in accordance with condition C2 and must

(a) be prepared by a suitably qualified and experienced noise expert

(b) describe procedures for achieving the noise management levels in EPA's *Interim Construction Noise Guideline* (DECC, 2009) (as may be updated or replaced from time to time);

(c) include noise management and mitigation measures, including any described in Appendix 2, and in the '805-817 Mamre Road Kemps Creek Noise Impact Assessment', prepared by RWDI and dated 28 August 2025;

(d) describe the measures to be implemented to manage high noise generating works such as piling, in close proximity to sensitive receivers;

(e) include strategies that have been developed with the community, including nearby residents, for managing high noise generating works;

(f) include strategies that have been developed in consultation with the directly adjoining properties for managing vibration such as any alternative construction methods with lower source vibration levels and provision for respite periods;

(g) describe the community consultation undertaken to develop the strategies in condition B50(e) and (f); and

(h) include a complaints management system that would be implemented for the duration of the earthworks and construction.

B51. The Applicant must:

(a) not commence construction of the development until the Construction Noise and Vibration Management Plan required by condition B50 is approved by the Planning Secretary; and

(b) implement the most recent version of the Construction Noise and Vibration Management Plan approved by the Planning Secretary for the duration of construction.

Operational Noise Limits

B52. The Applicant must ensure that noise generated by operation of the development does not exceed the noise limits in Table 2.

Table 2 *Noise Limits (dB(A))*

Location[a]	Day $L_{Aeq(15\ minute)}$	Evening $L_{Aeq(15\ minute)}$	Night $L_{Aeq(15\ minute)}$
Twin Creeks (Residential receivers R18, R19 and R20)	30	25	20
BAPS Temple – Outdoor Use Area (Except Car Parking Area)	31 (When in use)		

a. Refer to the plan in **Appendix 4** for the location of residential sensitive receivers

Note *Noise generated by the development is to be measured in accordance with the relevant monitoring performance procedures and exemptions (including certain meteorological conditions) of the NSW Noise Policy for Industry (EPA, 2017) (as may be updated or replaced from time to time).*

MRP Noise Agreement(s)

B53. Prior to the commencement of operation of the development and every subsequent year for a total period of three years, the Applicant must:

(a) offer to enter into a Negotiated Agreement with the eligible receivers shown in **Figure 6** in **Appendix 4**; and

(b) provide evidence to the Planning Secretary of the offer required by condition B53(a).

B54. Where an eligible receiver specified in condition B53(a) elects to take up the offer required by condition B53(a), the Applicant is to provide evidence of the establishment of the agreement to the Planning Secretary within one month of the agreement being reached.

B55. For a period of three years from the commencement of operation of the development, the eligible receiver specified in condition B53(a) may, on one occasion, ask the Applicant to enter into an agreement. Upon receiving a written request from any of the eligible receivers under condition B53 of this consent, the Applicant must offer an agreement in consultation with the eligible receivers within six months of receiving the written request. The agreement must be reasonable and be commensurate with the level of noise impact on the dwelling.

B56. The Negotiated Agreement required under condition B53 must be in force until the existing residential use ceases on the land subject to the agreement or a development consent for general industrial or other employment uses applies to the land, whichever is the sooner.

Operational Noise Verification Report

B57. Within three months of the commencement of operation of the development, the Applicant must prepare and submit a noise verification report for the development to the satisfaction of the Planning Secretary. The noise verification report must:

(a) be prepared by a suitably qualified and experienced noise consultant;

(b) demonstrate that noise verification has been carried out by a suitably qualified and experienced acoustic consultant in accordance with:

(i) the Australian Standard AS 1055:2018 Acoustics – Description and measurement of environmental noise (Standards Australia, 2018);

(ii) the EPA Approved Methods for the Measurement and Analysis of Environmental Noise in NSW (EPA, 2022); and

(iii) the monitoring and reporting requirements detailed in Section 7 of the Noise Policy for Industry (EPA, 2017);

(c) verify the noise levels against the predictions in the '805-817 Mamre Road Kemps Creek Noise Impact Assessment', prepared by RWDI dated 16 April 2025, and clearly identify any variances from the assumptions and the predicted noise levels at sensitive receivers; and

(d) include:

(i) an analysis of compliance with noise limits specified in condition B52;

(ii) an outline of management actions to be taken to address any exceedances of the limits specified in condition B52; and

(iii) a description of contingency measures in the event management actions are not effective in reducing noise levels to an acceptable level.

AIR QUALITY

Dust Minimisation

B58. The Applicant must take all reasonable steps to minimise dust generated during all works authorised by this consent.

B59. During construction of the development, the Applicant must ensure:

(a) exposed surfaces and stockpiles are suppressed by regular watering or other alternative suppression method;

(b) all trucks entering or leaving the site with loads have their loads covered;

(c) trucks associated with the development do not track dirt onto the public road network;

(d) public roads used by these trucks are kept clean;

(e) land stabilisation works are carried out progressively on site to minimise exposed surfaces; and

(f) works are undertaken in accordance with the methodologies outlined in the Construction Air Quality Management Plan required by condition B60.

Construction Air Quality Management Plan

B60. Prior to the commencement of construction, the Applicant must prepare a Construction Air Quality Management Plan (CAQMP) for the development, to the satisfaction of the Planning Secretary. The CAQMP must form part of the CEMP required by condition C2. The CAQMP must:

(a) be prepared by a suitably qualified and experienced person(s);

(b) be prepared in consultation with owners of adjoining residential properties (including those still occupied for residential use in the MRP), include evidence of this consultation, details of any issues raised and how the plan has responded to any issues raised during consultation;

(c) detail and rank all emissions, including particulate emissions, from all sources during construction of the development;

(d) describe a program that is capable of evaluating the performance of the construction and determining compliance with key criteria, including installation of real-time air quality monitors consistent with the locations identified in **Figure 7** in **Appendix 5**;

(e) include provisions to integrate on-site monitoring and management measures with any precinct-wide cumulative construction air quality monitoring program established by the Mamre Road Precinct Working Group;

(f) identify the locations of the real-time air quality monitors;

(g) identify the control measures that will be implemented for each emission source;

(h) nominate the following for each of the proposed controls:

(i) key criteria;

(ii) monitoring method; and

(iii) location, frequency and duration of monitoring;

(i) outline procedures that will be implemented in relation to:

(i) record keeping;

(ii) reporting to the Environmental Representative required under condition A38;

(iii) complaints register;

(iv) a program of regular consultation and communication with affected receivers;

(v) response procedures; and

(vi) compliance monitoring;

(j) include a Trigger Action Response Plan (TARP) that must include:

(i) the objectives of the TARP;

(ii) triggers for:

- continuously monitored PM_{10} concentrations;
- meteorological conditions;
- visible dust plumes;
- on-site activities that have the potential for elevated dust emissions;

(iii) a procedure to identify likely dust-generating sources;

(iv) source-specific actions to reduce dust generation rates;

(v) a procedure to determine the effectiveness of the implemented actions;

(vi) a procedure to implement additional controls if required, to ensure the development complies with the conditions of this consent; and

(vii) a procedure to record evidence / observations of the effectiveness of the implemented actions to manage the triggers, and evidence to demonstrate that the objectives of the TARP have been achieved; and

(k) detail contingency measures to be implemented to reduce any exceedances of relevant performance indicators or criteria and include a timetable for implementation.

B61. The Applicant must:

(a) not commence construction until the CAQMP required by condition B60 is approved by the Planning Secretary; and

(b) implement the most recent version of the CAQMP approved by the Planning Secretary for the duration of the development.

Independent Air Quality Audit

B62. Within three months of the commencement of earthworks and every three months thereafter until the completion of earthworks, the Applicant must commission and pay the full cost of an Independent Air Quality Audit (IAQA) to review the air quality performance of the development. The IAQA must:

(a) be undertaken by a suitably qualified (i.e. CAQP and/or CEnv), experienced and independent expert whose appointment has been endorsed by the Planning Secretary;

(b) analyse the performance of the CAQMP, including the TARP;

(c) audit the performance of the CAQMP, including the TARP in achieving its objectives;

(d) identify any deficiencies in the CAQMP including the TARP in achieving its objectives and propose changes to improve the performance of the CAQMP to achieve those objectives;

(e) review the air quality monitoring and mitigation requirements and air quality monitoring data for the audit period;

(f) analyse any incidents, non-compliances and complaints that occurred or were made during the audit period; and

(g) if necessary, recommend and prioritise measures to improve the air quality controls on-site for subsequent stages of the earthworks program, such that sensitive receivers would be protected against adverse air quality impacts from the development.

B63. Within 6 weeks of commissioning of the IAQA required by Condition B62, or as otherwise agreed by the Planning Secretary, the Applicant must submit a copy of the audit report to the Planning Secretary, together with the Applicant's response to any recommendations contained in the audit report. The response must include a timeframe for implementing the recommendations of the IAQA.

ABORIGINAL HERITAGE

B64. Prior to the commencement of earthworks and during construction works, the Applicant must implement the recommendations of the '805-817 Mamre Road, Kemps Creek Aboriginal Cultural Heritage Assessment Report', prepared by Artefact Heritage Services Pty Ltd, version 7 and dated 18 March 2025.

B65. All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects except as authorised by this consent.

B66. The Registered Aboriginal Parties (RAPs) must be kept informed about the development and continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the development.

Aboriginal Cultural Heritage Management Plan (ACHMP)

B67. Before the commencement of any clearing or construction works for the development, the Applicant must prepare an ACHMP for the development. The plan must form part of the CEMP required by condition C2 and must:

(a) be prepared by a suitably qualified and experienced expert in consultation with the RAPs and Heritage NSW;

(b) include a description of the measures (and associated methodologies) that would be implemented for:

(i) the long-term management of any Aboriginal heritage items or material collected during the previous test excavations;

(ii) ensuring workers on site receive suitable heritage inductions prior to carrying out any development on site, and that records are kept of these inductions;

(iii) ongoing consultation with RAPs, during the implementation of the ACHMP;

(c) include a contingency plan and reporting procedure, including an Unexpected Heritage Finds and Human Remains Procedure, prepared and implemented in accordance with Heritage NSW guidelines; and

(d) include a program to monitor and report on the effectiveness of these measures and any heritage impacts of the development.

B68. The Applicant must:

(a) not commence construction until the ACHMP is approved by the Planning Secretary; and

(b) implement the most recent version of the ACHMP approved by the Planning Secretary for the duration of the development.

Unexpected Finds

B69. If any unexpected item or object of Aboriginal heritage significance is identified on site:

(a) all work in the immediate vicinity of the suspected Aboriginal item or object must cease immediately;

(b) a 10 m wide buffer area around the suspected item or object must be cordoned off; and

(c) Heritage NSW must be contacted immediately.

B70. Work in the immediate vicinity of the Aboriginal item or object may only recommence in accordance with the provisions of Part 6 of the *National Parks and Wildlife Act 1974*.

HAZARDS AND RISK

Dangerous Goods

B71. The quantities of dangerous goods stored and handled at the site must be below the threshold quantities listed in the Department's *Hazardous and Offensive Development Application Guidelines – Applying SEPP 33* at all times.

B72. Dangerous goods, as defined by the Australian Dangerous Goods Code, must be stored and handled strictly in accordance with:

(a) all relevant Australian Standards; and

(b) for liquids:

(i) a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and

(ii) the NSW EPA's *Storing and Handling of Liquids: Environmental Protection – Participants Manual*.

B73. In the event of an inconsistency between the requirements of conditions B72(a) and B72(b), the most stringent requirement must prevail to the extent of the inconsistency.

Bunding

B74. The Applicant must store all chemicals, fuels and oils used on-site in appropriately bunded areas in accordance with the requirements of all relevant Australian Standards, and/or EPA's *Storing and Handling of Liquids: Environmental Protection – Participants Manual* (Department of Environment and Climate Change, 2007).

CONTAMINATION

Unexpected Finds

B75. Prior to the commencement of construction, the Applicant must prepare an unexpected contamination finds procedure to ensure that potentially contaminated material is appropriately managed. The procedure must form part of the of the CEMP in accordance with condition C2and must ensure any material identified as contaminated is managed in accordance with the POEO Act and its associated regulations. Details of the final management approach and the results of any associated testing must be submitted to the Planning Secretary within six weeks of the Applicant becoming aware of the contamination find, or as otherwise agreed to by the Planning Secretary.

VISUAL AMENITY

Landscaping

B76. Prior to the commencement of operation of the development, the Applicant must prepare a Landscape Management Plan to manage the development's landscaping works, to the satisfaction of the Planning Secretary. The plan must form part of an OEMP in accordance with condition C5. The plan must:

(a) be prepared in consultation with Council;

(b) detail the species to be planted on-site that;

(i) are consistent with the plant list in Appendix C of the MRP DCP; and

(ii) are suitable in relation to wildlife management in proximity to the Western Sydney Airport;

(c) be consistent with:

(i) the Landscape Plans included in the Submissions Report and Additional Information; and

(ii) Appendix 4 of *Planning for Bush Fire Protection* (RFS, 2019) and the updated Penrith City Council Bush Fire Prone Land Map (December 2024);

(d) ensure sufficient deep soil is provided in all areas where tree planting is required;

(e) demonstrate that the minimum tree canopy targets are consistent with the MRP DCP;

(f) include a Street Tree Plan including details of selected street tree species, root protection barriers and soil specifications;

(g) provide detailed plans of passively irrigated street trees within the relevant stage of works demonstrating consistency with the MRP DCP; and

(h) describe the monitoring and maintenance measures to manage landscaping works, including protection of landscaping during construction works on other parts of the site.

B77. The Applicant must:

(a) not commence operation until the Landscape Management Plan is approved by the Planning Secretary;

(b) implement the most recent version of the Landscape Management Plan approved by the Planning Secretary; and

(c) maintain the landscaping and vegetation on the site in accordance with the approved Landscape Management Plan required by condition B76 for the life of the development.

Lighting

B78. The Applicant must ensure the lighting associated with the development:

(a) complies with the latest version of AS 4282-2019 - *Control of the obtrusive effects of outdoor lighting* (Standards Australia, 2019); and

(b) is mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.

Signage and Fencing

B79. Prior to the commencement of construction of each warehouse building in the development, the Applicant must submit a Signage Strategy generally in accordance with the Signage Plan included in the Submissions Report, for each warehouse building, to the satisfaction of the Planning Secretary. The Signage Strategy must demonstrate the proposed signage is consistent with Chapter 3 of *State Environmental Planning Policy (Industry and Employment) 2021*. The Signage Strategy must:

(a) ensure there is only up to one building identification sign installed per elevation;

(b) ensure there is only up to one illuminated building identification sign per warehouse building; and

(c) include measures to control lighting impacts from illuminated signage including use of backlit signs.

B80. All signage and fencing must be erected in accordance with the approved Final Signage Strategy required by Condition B79.

Note: *This condition does not apply to temporary construction and safety related signage and fencing.*

Bushfire Protection

B81. The Applicant must ensure the development complies with:

(a) the relevant provisions of Planning for Bushfire Protection (NSW RFS, 2019);

(b) the findings and recommendations in the Bushfire Assessment included in the EIS, prepared by Peterson Bushfire (ref 21101) and dated 30 August 2023; and

(c) Australian Standard *AS2419.1-2005 Fire hydrant installations System design, installation, and commissioning*.

Biodiversity

B82. Prior to the commencement of construction of the development, the Applicant must prepare a Wildlife Hazard Assessment and Management Plan that responds to the requirements of the MRP DCP to the satisfaction of the Planning Secretary. The Plan must form part of the CEMP and OEMP required by conditions C2 and C5. The Applicant must implement the Wildlife Management Plan for the duration of construction and operation.

B83. Prior to commencement of construction of the development, the Applicant must prepare a Dam Dewatering Plan. The Dam Dewatering Plan must manage the dewatering of any standing water within the watercourse and must form part of the CEMP required by condition C2. The Applicant must implement the most recent version of the Dam Dewatering Plan for the duration of construction.

Vegetation Management Plan – Riparian Corridor

B84. Prior to the commencement of any clearing or construction works, the Applicant must prepare a Vegetation Management Plan (VMP) for the Watercourse area in accordance with the requirements of NSW Natural Resources

Access Regulator (NRAR) Guidelines, and the Controlled activities – Guidelines for Vegetation Management Plans on Waterfront Land (DCCEEW, 2025) Fact sheet. The VMP must form part of the CEMP in accordance with condition C2 and detail procedures for the rehabilitation and conservation of native vegetation and habitat and maintenance of the VMP area.

B85. Within six (6) months of the commencement of operation, the Applicant must complete the revegetation of the riparian corridor and temporary sediment basins in accordance with the VMP prepared in accordance with Condition B84. The Applicant must implement the most recent version of the VMP for a maintenance period of up to five years following the completion of the establishment phase of the VMP.

Waste Management

B86. The Applicant must assess and classify all liquid and non-liquid wastes to be taken off site in accordance with the latest version of EPA's *Waste Classification Guidelines Part 1: Classifying Waste* (EPA, 2014).

B87. All waste materials removed from the site must only be directed to a waste management facility or premises lawfully permitted to accept the waste.

B88. Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal.

B89. Waste must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties. External bins must be provided with fixed lids to help prevent wildlife attraction.

B90. The Applicant must implement the Waste Management Plan included in the EIS, prepared by Land and Groundwater Consulting Pty Ltd and dated 25 August 2023 (or its most recent version submitted to the satisfaction of the Planning Secretary) during demolition, construction and operation of the development.

Pests, Vermin and Priority Weed Management

B91. The Applicant must:

(a) implement suitable measures to manage pests, vermin and declared priority weeds on the site; and

(b) ensure outdoor waste storage is installed with fixed lids that cannot be accessed by wildlife; and

(c) inspect the site on a regular basis to ensure that these measures are working effectively, and that pests, vermin or priority weeds are not present on site in sufficient numbers to pose an environmental hazard or cause the loss of amenity in the surrounding area.

Note: *For the purposes of this condition, priority weed has the same definition of the term in the* Biosecurity Act 2015.

PART C ENVIRONMENTAL MANAGEMENT, REPORTING AND AUDITING

ENVIRONMENTAL MANAGEMENT

Management Plan Requirements

C1. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:

(a) a condition compliance table for that plan;

(b) detailed baseline data where required;

(c) 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;

(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;

(e) 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 (d) above;

(f) 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;

(g) a program to investigate and implement ways to improve the environmental performance of the development over time;

(h) a protocol for managing and reporting any:

(i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);

(ii) complaint;

(iii) failure to comply with statutory requirements; and

(i) a protocol for periodic review of the plan.

Note: *The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.*

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

C2. The Applicant must prepare a Construction Environmental Management Plan (CEMP) for the development in accordance with the requirements of condition C1 and to the satisfaction of the Planning Secretary.

C3. As part of the CEMP required under condition C2 of this consent, the Applicant must include the following:

(a) Construction Traffic Management Plan (see condition B1);

(b) Erosion and Sediment Control Plan (see condition B26);

(c) Construction Air Quality Management Plan (see condition B60);

(d) Construction Noise and Vibration Management Plan (see condition B50);

(e) a copy of the Aboriginal Cultural Heritage Management Plan (see condition B67);

(f) Unexpected Contaminated Finds Procedure (see condition B75);

(g) a copy of the Construction Flood Emergency Response (see condition B43);

(h) a copy of the Wildlife Hazard Assessment and Management Plan (see condition B82);

(i) a copy of the Dam Dewatering Plan (see condition B83);

(j) a copy of the Vegetation Management Plan (see condition B84);

(k) a copy of the Waste Management Plan (see condition B90); and

(l) Community Consultation and Complaints Handling.

C4. The Applicant must:

(a) not commence construction of the development until the CEMP is approved by the Planning Secretary; and

(b) carry out the construction of the development in accordance with the CEMP approved by the Planning Secretary and as revised and approved by the Planning Secretary from time to time.

OPERATIONAL ENVIRONMENTAL MANAGEMENT PLAN

C5. The Applicant must prepare an Operational Environmental Management Plan (OEMP) for the development in accordance with the requirements of condition C1 and to the satisfaction of the Planning Secretary.

C6. As part of the OEMP required under condition C5 of this consent, the Applicant must include the following:

(a) describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development;

(b) describe the procedures that would be implemented to:

(i) keep the local community and relevant agencies informed about the operation and environmental performance of the development;

(ii) receive, handle, respond to, and record complaints;

(iii) resolve any disputes that may arise;

(iv) respond to any non-compliance;

(v) respond to emergencies; and

(c) include the following environmental management plans:

(i) Operational Traffic Monitoring Program (see condition B20);

(ii) a copy of the Workplace Travel Plan (see condition B23);

(iii) Stormwater Management Plan (see condition B37);

(iv) a copy of the Operation Flood Emergency Response (see condition B43);

(v) Landscape Management Plan (see condition B76);

(vi) a copy of the Wildlife Hazard Assessment and Management Plan (see condition B82); and

(vii) a copy of the Waste Management Plan (see condition B90).

C7. The Applicant must:

(a) not commence operation until the OEMP is approved by the Planning Secretary; and

(b) operate the development in accordance with the OEMP approved by the Planning Secretary (and as revised and approved by the Planning Secretary from time to time).

REVISION OF STRATEGIES, PLANS AND PROGRAMS

C8. Prior to the commencement of construction of any works associated with any modification to this consent, or within three months of:

(a) the submission of an incident report under condition C10;

(b) the submission of a Compliance Report under condition C14;

(c) the submission of an audit under condition C16;

(d) the approval of any modification of the conditions of this consent; or

(e) the issue of a direction of the Planning Secretary under condition A2(b) which requires a review,

the strategies, plans and programs required under this consent must be reviewed, and the Planning Secretary must be notified in writing of the outcomes of any review.

C9. If identified as part of the review process (see condition C8) or considered necessary to improve the environmental performance of the development, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary. Where revisions are required, the revised document must be submitted to the Planning Secretary for approval within six weeks of the review required under condition C8, or in the case of a modification approving the construction of any works, prior to the commencement of construction of those works, or such other timing as agreed by the Planning Secretary.

Note: *This is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.*

REPORTING AND AUDITING

Incident Notification, Reporting and Response

C10. The Applicant must notify the Department within 24 hours of becoming aware of an incident. The notification must be made via the NSW planning portal (Major Projects) and address details of the incident including:

(a) date, time and location;

(b) a brief description of what occurred and why it has been classified as an incident;

(c) a description of what immediate steps were taken in relation to the incident; and

(d) identifying a contact person for further communication regarding the incident.

C11. The Applicant must provide the Department with a subsequent incident report in accordance with the requirements set out in Appendix 3 (Incident Notification and Reporting Requirements).

Non-Compliance Notification

C12. Within seven days of becoming aware of any non-compliance, the Applicant must notify the Department of the non-compliance, in writing, via the NSW planning portal (Major Projects).

C13. A non-compliance notification submitted under condition C12 must identify the development (including the development application number and name), set out the condition of this consent that the development is non-compliant with, why it does not comply, the reasons for the non-compliance (if known), and what actions have been undertaken, or will be undertaken, and when, to address the non-compliance.

Note: *A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.*

Compliance Reporting

C14. Within three months after the commencement of earthworks of the development, and in the same month each subsequent year (or such other timing as agreed by the Planning Secretary), for the duration of earthworks and construction works, the Applicant must submit a Compliance Report to the Planning Secretary reviewing the environmental performance of the development to the satisfaction of the Planning Secretary. Compliance Reports must be prepared having regard to the Compliance Reporting Post Approval Requirements (Department 2020) and must also:

(a) identify any trends in the monitoring data over the life of the development;

(b) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and

(c) describe what measures will be implemented over the next year to improve the environmental performance of the development.

C15. The Applicant must make each Compliance Report publicly available no later than 60 days after submitting it to the Planning Secretary and notify the Planning Secretary in writing at least seven days before this is done.

Monitoring and Environmental Audits

C16. Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the EP&A Act. This includes conditions in respect of incident notification, reporting and response, non-compliance notification, compliance reporting and independent auditing.

Note: *For the purposes of this condition, as set out in the EP&A Act, "monitoring" is monitoring of the development to provide data on compliance with the consent or on the environmental impact of the development, and an "environmental audit" is a periodic or particular documented evaluation of the development to provide information on compliance with the consent or the environmental management or impact of the development.*

ACCESS TO INFORMATION

C17. At least 48 hours before the commencement of construction of the development and for the life of the development (or such other time as agreed by the Planning Secretary), the Applicant must:

(a) make the following information and documents (as they are obtained or approved) publicly available on its website:

(i) the documents referred to in condition A2 of this consent;

(ii) all current statutory approvals for the development;

(iii) all approved strategies, plans and programs required under the conditions of this consent;

(iv) the proposed staging plans for the development if the construction of the development is to be staged;

(v) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent;

(vi) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs;

(vii) a summary of the current stage and progress of the development;

(viii) contact details to enquire about the development or to make a complaint;

(ix) a complaints register, updated monthly;

(x) the Compliance Report of the development;

(xi) any other matter required by the Planning Secretary; and

(b) keep such information up to date, to the satisfaction of the Planning Secretary.

APPENDIX 1 DEVELOPMENT LAYOUT PLANS

Table 3 *Schedule of Approved Plans*

Drawing No. / Job No.	Title	Issue	Date
Architectural Plans prepared by WATCH THIS SPACE DESIGN			
SSDA - 04	Masterplan	P9	01/08/2025
SSDA - 06	Interim Fire Access Site Plan	P2	01/08/2025
SSDA - 10	Warehouse 1 Ground Floor Plan	P5	01/08/2025
SSDA - 11	Warehouse 1 Roof Plan	P2	12/12/2024
SSDA - 12	Office 1 Floor Plans	P3	29/07/2025
SSDA - 13	Warehouse 1 Elevations - 01	P5	29/07/2025
SSDA - 14	Warehouse 1 Elevations - 02	P3	29/07/2025
SSDA - 15	Office 1 Elevations	P3	29/07/2025
SSDA - 20	Warehouse 2 Ground Floor Plan	P9	01/08/2025
SSDA - 21	Warehouse 2 Roof Plan	P2	12/12/2024
SSDA - 22	Office 2 Floor Plans	P3	29/07/2025
SSDA - 23	Warehouse 2 Elevations - 01	P7	27/08/2025
SSDA - 24	Warehouse 2 Elevations - 02	P5	29/07/2025
SSDA - 25	Office 2 Elevations	P3	29/07/2025
SSDA - 32	Signage Plan	P3	01/08/2025
Landscape Plans prepared by GEOSCAPES			
LDA-01	Landscape Masterplan	V	31.07.25
LDA-01a	Landscape Masterplan – Canopy Calculation	V	31.07.25
LDA-02	Landscape Detail Plan 1	V	31.07.25
LDA-03	Landscape Detail Plan 2	V	31.07.25
LDA-04	Landscape Detail Plan 3 – Trunk Drainage & Riparian Buffer	V	31.07.25
LDA-05	Landscape Detail Plan 4 – Wetland, Pond, Sediment Basin & Swale	V	31.07.25
Civil Drawings prepared by AT&L			
21-894-C1003	General Arrangement Plan	M	09-10-25
21-894-C1003A	General Arrangement Plan (Ultimate)	M	09-10-25
21-894-C1030	Bulk Earthworks Plan	L	16-10-25
21-894-C1063	Stormwater Drainage Catchment Plan (Post-Developed)	K	16-10-25
21-894-C1064	Proposed Trunk Drainage Channel SW01 Plan	L	09-10-25
21-894-C1200	Sediment And Erosion Control Plan	M	09-10-25
21-894-C1401	Warehouse 1 Siteworks and Decommissioning Plan Sheet 1	K	09-10-25
21-894-C1402	Warehouse 1 Siteworks and Decommissioning Plan Sheet 2	J	09-10-25
Interim Site Access Arrangements prepared by MU GROUP			
GN-0401	Temporary Access to 805 Mamre Road, Kemps Creek (Key Plan)	3	17/07/2025
RW-0201	Temporary Access to 805 Mamre Road, Kemps Creek	3	17/07/2025
RW-0202	Temporary Access to 805 Mamre Road, Kemps Creek	3	17/07/2025
RW-0203	Temporary Access to 805 Mamre Road, Kemps Creek	3	17/07/2025
RW-0204	Temporary Access to 805 Mamre Road, Kemps Creek	3	17/07/2025
RW-0205	Temporary Access to 805 Mamre Road, Kemps Creek	3	17/07/2025

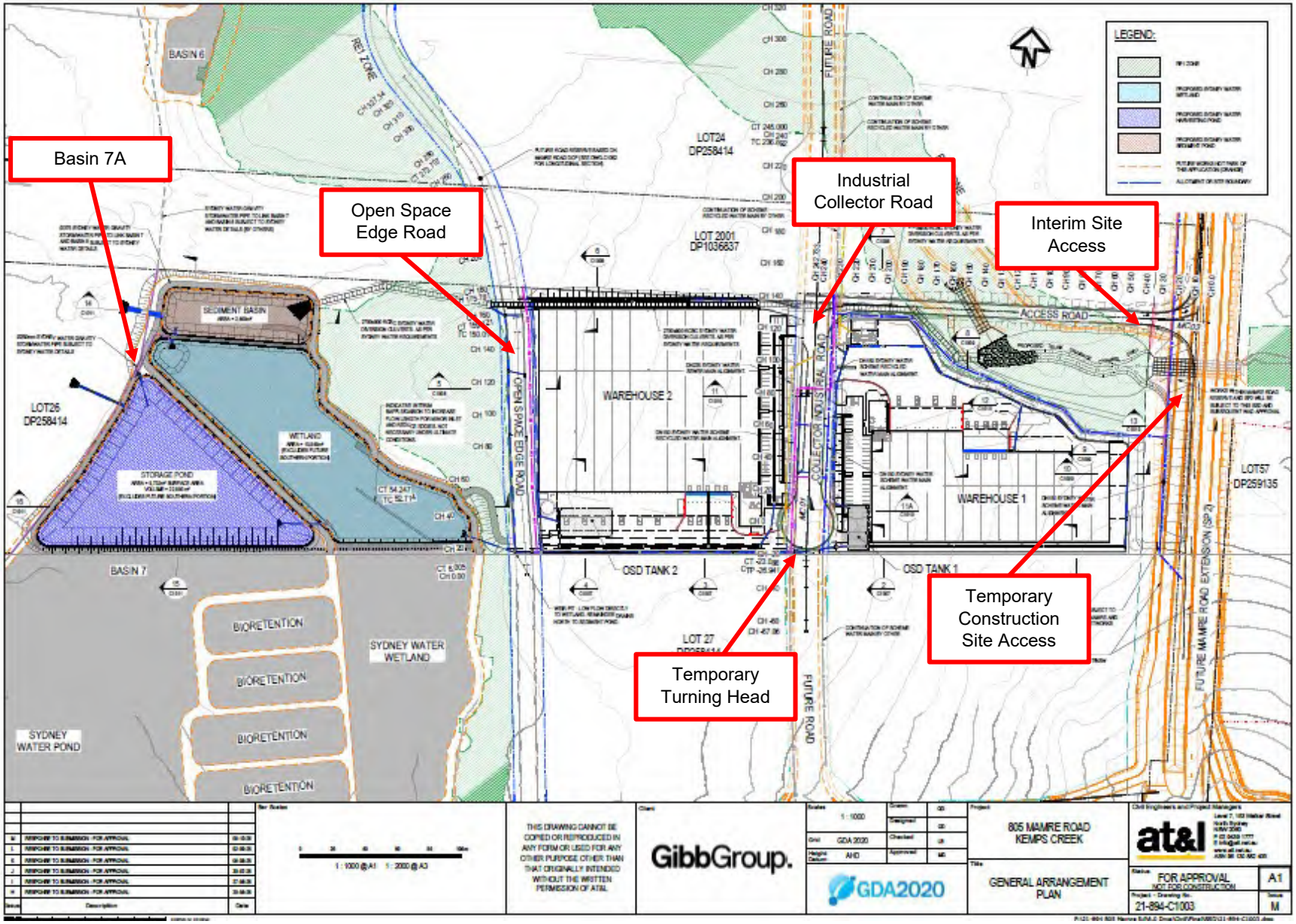


Figure 1: General Site Plan

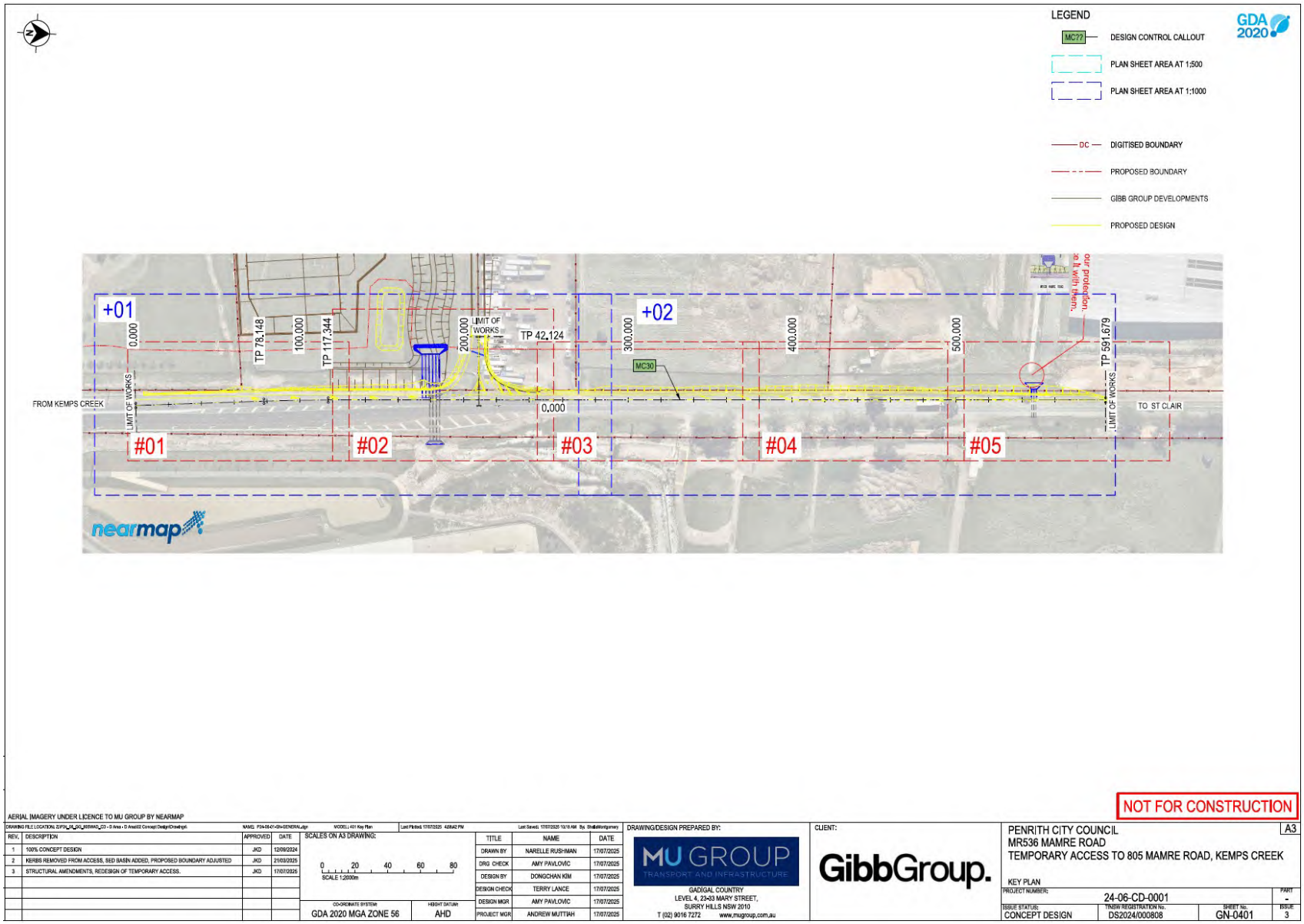


Figure 2: Interim Site Access Arrangements

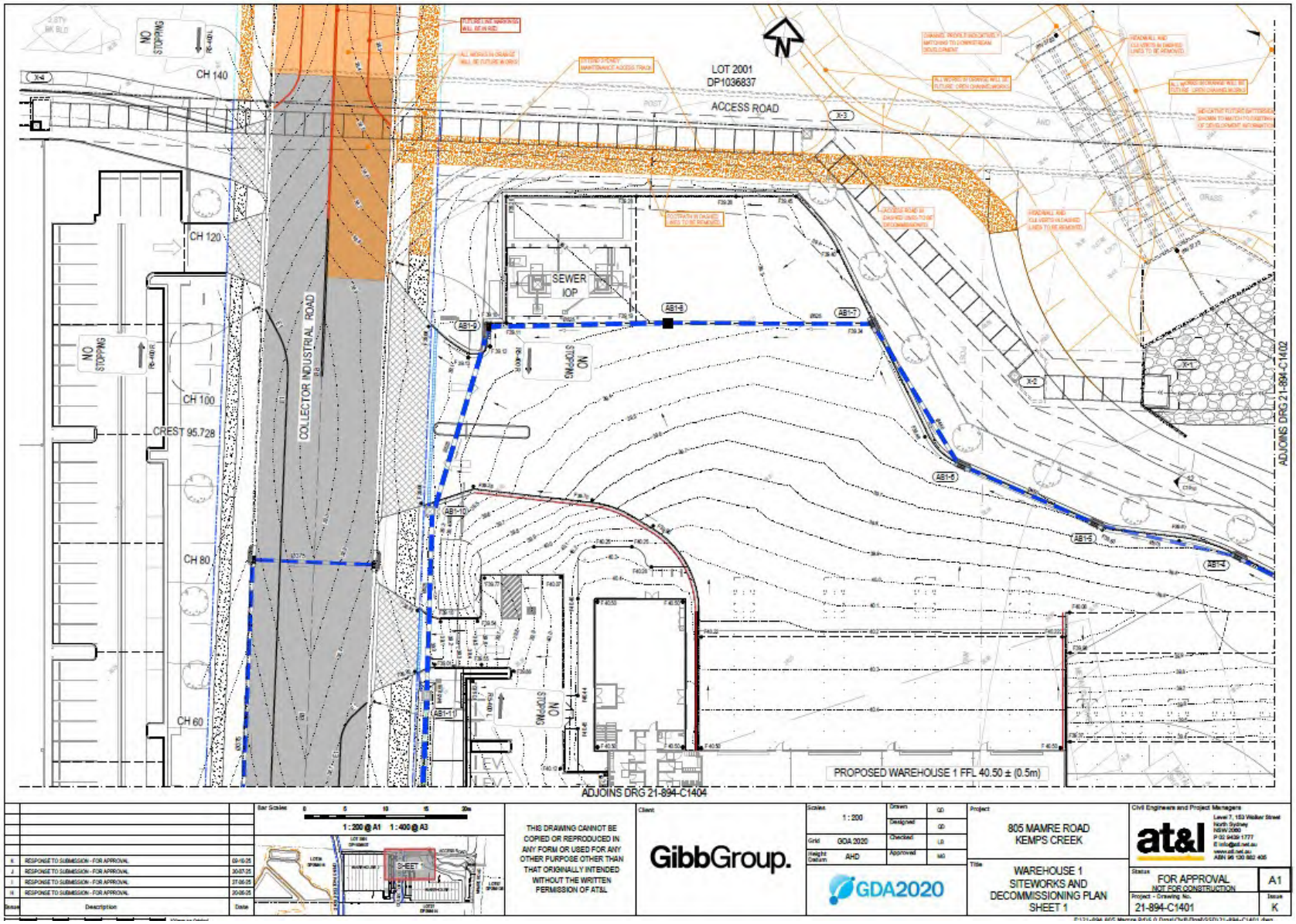


Figure 3: Interim Site Access — Decommissioning Plan (Sheet 1)

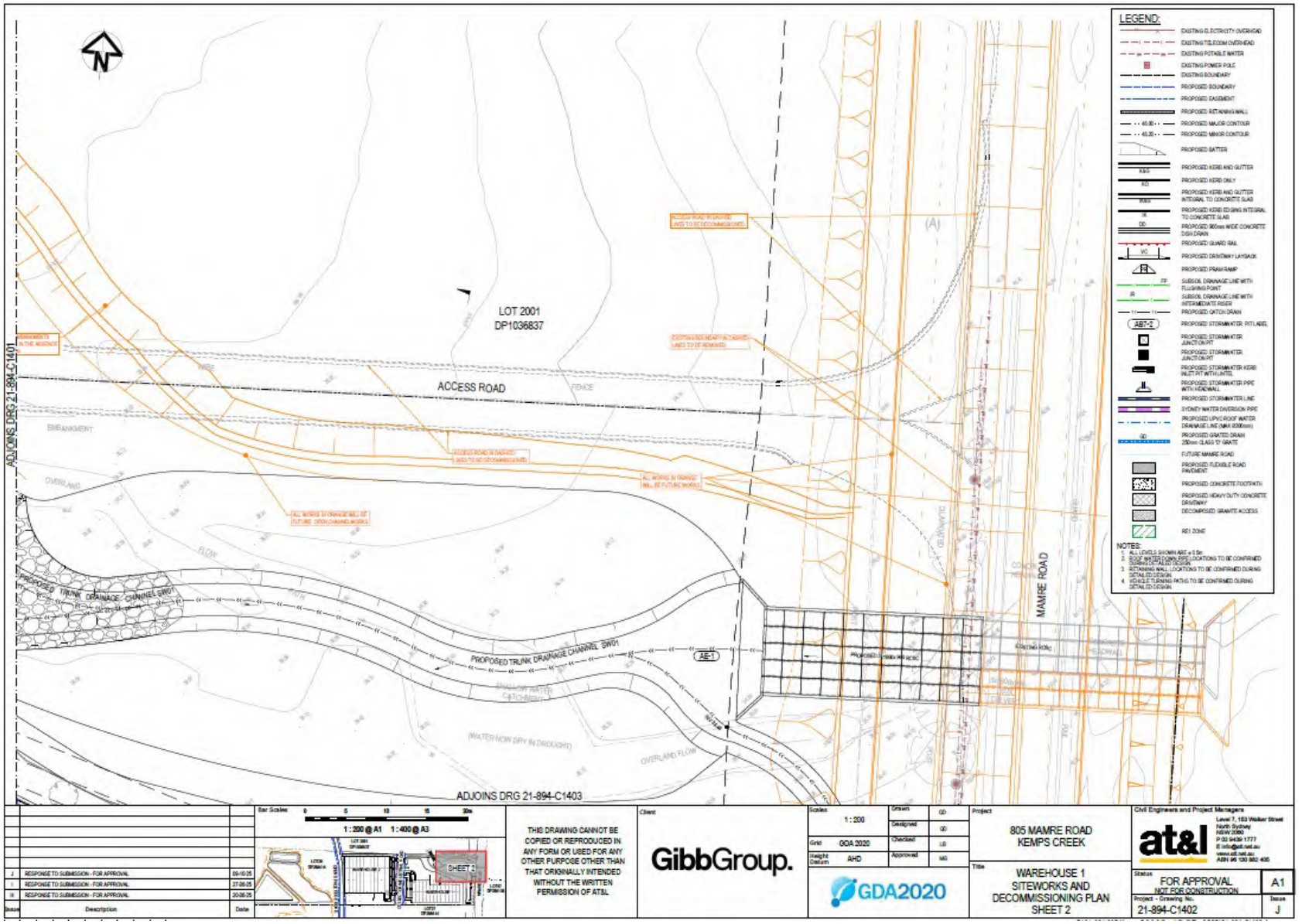


Figure 4: Interim Site Access — Decommissioning Plan (Sheet 2)

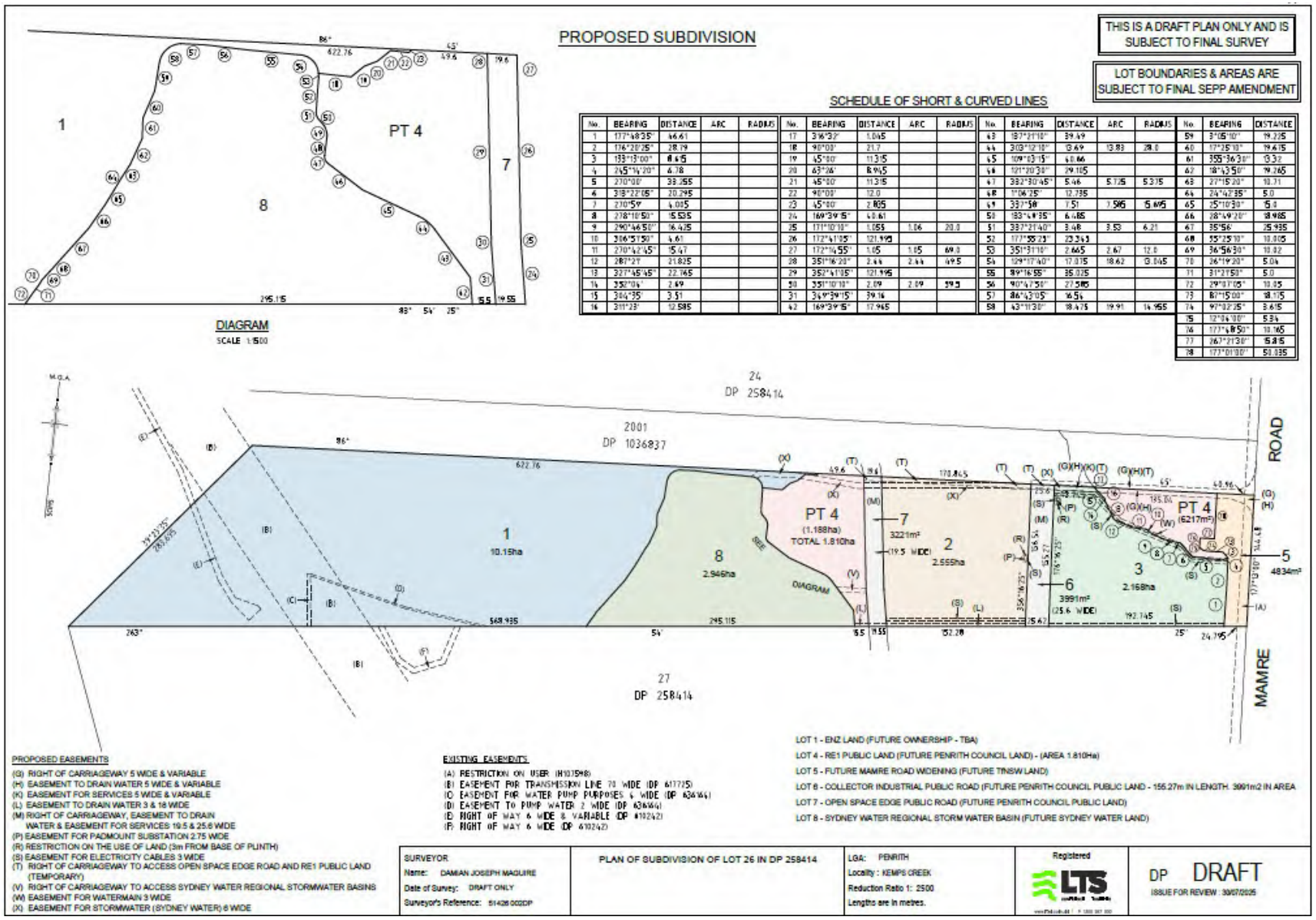


Figure 5: Proposed Subdivision Plan

APPENDIX 2 APPLICANT'S MANAGEMENT AND MITIGATION MEASURES

Impact/Issue	Environmental Safeguard	Responsibility	Timing
Traffic and Transport			
Construction			
Construction Traffic Management Plan	• A Construction Traffic Management Plan (CTMP) shall be prepared by suitably qualified professional to manage and mitigate potential traffic impacts during the construction program.	Contractor	Pre-construction
On-site parking during construction	• The on-site parking within the construction compound is required to provide a dedicated safe area where personnel can access their vehicles.	Contractor	Construction
Operation			
Framework Sustainable Travel Plan	• A Framework Sustainable Travel Plan (FSTP) has been prepared by Ason Group within **Appendix T**. This will inform future site-specific travel plans, which will be implemented for each of the respective warehouses. • The travel plans will set targets, a series of measures to meet these targets and the process for monitoring and reviewing the travel plan, including the allocation of a Travel Plan Coordinator.	Proponent	Pre-operation
Soils and Water			
Sedimentation and Erosion Control	• A detailed Sedimentation and Erosion Control Plan is provided as part of **Appendix M.** • Regular site inspection and maintenance is to be carried out while earthworks and quarrying is being conducted.	Contractor	Pre-construction / Construction
	• Diversion of surface runoff from undisturbed areas away from disturbed areas and discharge via suitable scour protection. • Provision of hay bale type flow diverters to catch drainage and divert to "clean" water drains. • Diversion of sediment-laden water into temporary sediment control basins to capture the design storm volume and undertake flocculation (if required). • Provision of construction traffic shaker grids and wash-down to prevent vehicles carrying soils beyond the site. • Provision of catch drains to carry sediment-laden water to sediment basins. • Provision of silt fences to filter and retain sediments at source. • Rapid stabilisation of disturbed and exposed ground surfaces with hydro-seeding areas where future construction and building works are not currently proposed. • All temporary sediment basins will be located clear of the 1% AEP flood extents from local overland flow within the site.	Contractor	Pre-construction / Construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Manage turbid runoff via the method of applying gypsum to water surfaces. The Blue Book (Landcom, 2004) suggests a dose rate of 30 kg of gypsum/ 100 cubic m of water. The assumed maximum volume of basin A is 855 cubic m.		
	• A number of options are available for the removal of aforementioned contaminants from stormwater, including: • Wheel wash down/cattle grid at site access • Sediment fence at downstream boundary • Stabilisation of finished areas • Sedimentation Pond	Proponent	Operation
Water Sensitive Urban Design	• Rainwater tanks will be installed within each respective warehouse to store rainwater and minimise the total volume of runoff.	Proponent	Operation
Stormwater Management	• With further consultation with the Mamre Road Landowners Group (LOG), a regional stormwater solution can be located within the Mamre Road precinct so as to reduce MARV. • Where possible, stormwater harvesting could be implemented to recycle stormwater across the precinct. • The proposed development is to consider the initiatives included in the *Draft Mamre Road Flood Riparian and Integrated Water Cycle Management Report.*	Proponent	Pre-construction
Saline Soils	• Water infiltration during construction should be minimised by providing proper drainage of the construction site to avoid ponding; • Any stormwater detention ponds should be sealed (onsite Clay are considered suitable for stormwater detention pond lining); • Disturbance of natural onsite drainage lines should be minimised; • Existing deep-rooted vegetation should be retained where possible and native vegetation used in landscaping; • Soil disturbance including cut and fill should be minimised; • Concrete/steel structures in contact with soil should be designed for saline conditions in accordance with Australian Standards AS3600–2009 and AS2159–2009; and • Floor slabs should be waterproofed and masonry damp proof courses should be properly installed.	Proponent/Contractor	Pre-construction/Construction
Urban Design and Visual Impact			
Visual obtrusiveness of buildings	• Proposed significant landscape planting and canopy cover throughout the development in order to not only meet DCP requirements but also to reduce visual impacts for surrounding receivers.	Proponent	Design (completed)

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Use high quality architectural treatments at presentation areas along Mamre Road.		
Noise and Vibration			
Construction Noise Impacts	• Construction works should be generally scheduled within the standard construction hours of: - Monday to Friday 7.00am to 6.00pm; and - Saturday 8.00am to 5.00pm. • Out of hours construction activities to follow appropriate mitigation measures	Contractor	Construction
Construction Noise Management	• A Construction Noise and Vibration Management Plan should be prepared prior to the commencement of works. The following preliminary controls are recommended: • Site Induction Training – Training should include noise awareness component, community consultation and response to complaints as provided in the CNVMP. • Operator Instruction – Operators should be trained in order to raise their awareness of potential noise problems and to increase their use of techniques to minimise noise emission. • Site Noise Planning – Where practical, the layout and positioning of fixed noise-producing plant and activities away from the nearby receivers. • Scheduling – Where practical, minimise the number of tools and machines operating simultaneously. • Plant Equipment – Where possible, plant and equipment with a low sound power level should be selected while still maintaining efficiency of function.	Contractor	Pre-construction
Noise Management Complaints	• A complaints register should be established and record all complaints received, and include: • The name and location of the complainant (if provided) as well as the time, date and nature of the complaint received. • The name and location of the complainant (if provided) as well as the time, date and nature of the complaint received. • The name of the employee who received the complaint, actions taken to investigate the complaint, and a summary of the results of the investigation. • Required remedial action, if required. • Validation of the remedial action by a site manager. • Summary of feedback to the complainant.	Contractor	Construction
Operational Noise (Nighttime period only)	• Prioritise eastern loading bays at WH2 during the nighttime period • Limit forklifts/external loading of trucks during the nighttime period	Proponent	Operation

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Heavy vehicle in/out to only be via the northern entrance of WH1 during the nighttime period		
Aboriginal Cultural Heritage			
Potential disturbance of archaeological deposits	• Ongoing consultation with registered Aboriginal Parties • Continued consultation with RAP's throughout the life of the project • Archaeological test excavation • Given that the archaeological significance of the identified artefact on site is currently unknown, an archaeological test excavation is required to provide further information on the nature and significance of the area. • It is noted that this measure is not a mitigation measure in itself but rather a methodology to inform recommendations for further mitigation prior to impact (if required).	Proponent	Pre-construction
Non-Aboriginal Cultural Heritage			
Potential disturbance of heritage amenity or archaeological relics	• If unexpected archaeological finds are discovered during the proposed work advice a qualified archaeologist should be sought to determine whether they are relics. Heritage NSW must be notified of the discovery of a relic in accordance with Section 146 of the Heritage Act 1977 and further assessment and consultation may be required.	Contractor	Construction
Council information	• A copy of the report should be provided to Penrith City Council for their reference.	Proponent	Pre-construction
Biodiversity			
Biodiversity impacts during construction	• Staging of construction to minimise material stockpiling, cleaning (water suppression) of access roads and speed restrictions for management of potential dust impacts; • Adherence to the Erosion and Sediment Control Plan • Preparation of a Weed Eradication Management Plan • Preparation of a Construction Flora and Fauna Management Plan to accompany the proposed development's Construction Environmental Management Plan (CEMP). This plan will include, but is not limited to: • Pre-clearance and clearance management; • Fauna rescue and relocation protocol; • Euthanasia protocol; • Dam decommissioning; • Weed and pathogen control;	Contractor	Pre-construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Unexpected finds protocol; and • Monitoring and reporting strategies • Additional information is provided as part of **Appendix O.**		
Air Quality			
Dust Mitigation Measures			
Communications	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site. • Develop and implement a Dust Management Plan (DMP) that considers, as a minimum, the measures identified herein.	Contractor	Construction
Site management	• Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. • Make the complaints log available to relevant authorities (Council, EPA, etc). • Record any exceptional incidents that cause dust and/or air emissions, either on or off site, and the action taken to resolve the situation in the logbook.	Contractor	Construction
Monitoring	• Undertake daily on-site and off-site inspection, where receptors are nearby, to monitor dust. Record inspection results and make available to relevant authorities. This should include regular dust soiling checks of surfaces such as street furniture, cars and window. Specific real-time dust monitoring is not necessary for this project.	Contractor	Construction
Preparing and maintaining the site	• Plan site layout so that machining and dust generating activities are located away from receptors, as far as possible. • Avoid site runoff of water or mud. • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If being re-used, keep materials covered. • Cover, seed or fence stockpiles to prevent wind erosion.	Contractor	Construction
Construction vehicles and sustainable travel	• Ensure all vehicles switch off engines when stationary – no idling vehicles. • Impose and signpost a maximum-speed-limit of 25km/h on surfaced and 15km/h on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided).	Contractor	Construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
Measures for general construction activities	• Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	Contractor	Construction
Measures specific to haulage	• Use water-assisted dust sweeper(s) on the access and local roads, as necessary. • Avoid dry sweeping of large areas. • Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. • Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. • Record all inspections of haul routes and any subsequent action in a site logbook. • Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). • Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits. • Access gates to be located at least 10m from receptors where possible.	Contractor	Construction
Operational measures	• Limit unnecessary idling of truck engines on-site. • Ensure truck maintenance is up to date.	Proponent	Operation
Waste Management			
Demolition and Construction			
Waste Reduction	• Applying practical building designs and construction techniques; • Appropriate sorting and segregation of demolition and construction wastes to ensure efficient recycling of wastes; • Selecting construction materials taking into consideration to their long lifespan and potential for reuse; • Ordering materials to size and ordering pre-cut and prefabricated materials; • Reuse of formwork (where possible); • Planned work staging; • Reducing packaging waste on-site by returning packaging to suppliers where possible, purchasing in bulk, requesting cardboard or metal drums rather than plastics, requesting metal straps rather than shrink wrap and using returnable packaging such as pallets and reels; • Careful on-site storage and source separation;	Contractor	Construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Subcontractors informed of site waste management procedures; and • Coordination and sequencing of various trades.		
Beneficial Reuses	• All solid waste timber, concrete, tiles and rock that cannot be reused or recycled will be taken to an appropriate facility for treatment to recover further resources or for disposal to landfill in an approved manner • All asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with SafeWork Authority and EPA requirements; • Portable, self-contained toilet and washroom facilities will be provided at the site and will be regularly emptied and serviced by a suitably qualified contractor; • Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided onsite to enable offsite recycling; • Drink container recycling should be provided onsite or these items sorted offsite for recycling at an appropriately licensed facility; • All garbage will be disposed of via a council approved system; and • Opportunities for materials exportation and reuse with other local construction operations will be investigated.	Contractor	Construction
Waste Storage Locations	• Waste storage locations will be accessible and allow sufficient space for storage and servicing requirements. These locations will also be flexible in order to cater for change of use throughout the development demolition and construction stages. • Where space is restricted, dedicated stockpile areas are to be delineated on the site, with regular transfers to dedicated skip bins for sorting. The positions of the designated waste holding areas on site will change according to building works and the progression of the development, but must consider visual amenity, OH&S and accessibility in their selection. • All waste placed in stockpile areas/skips for disposal or recycling shall be adequately contained to ensure that the waste does not fall, blow, wash or otherwise escape from the site. Appropriate siting of waste stockpile locations will take into account slope and drainage factors to avoid contamination of stormwater drains during rain events.	Contractor	Construction
Operation			
Waste Reduction	• Provision of take back services to clients to reduce waste further along the supply chain; • Re-work/re-packaging of products prior to local distribution to reduce waste arising; • Review of packaging design to reduce waste but maintain 'fit for purpose'; • Investigating leased office equipment and machinery rather than purchase and disposal;	Proponent	Operation

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Establish systems with in-house and with supply chain stakeholders to transport products in re-useable packaging where possible; • Development of 'buy recycled' purchasing policy; • Flatten or bale cardboard to reduce number of bin lifts required; and • Providing recycling collections within each of the offices and tearooms (e.g. plastics, cans and glass).		
Beneficial Reuses	• Cardboard, paper, plastic, glass, cans and pallets and containers will be reused/recycled offsite; • Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided on site to enable offsite recycling; • All waste materials that cannot be reused or recycled will be taken to an appropriate facility for treatment to recover further resources or for disposal to landfill in an approved manner; • Waste oil (if any) used in equipment maintenance will be recycled or disposed of in an appropriate manner; and • Opportunities for materials exportation and reuse with other local industrial operations will be investigated. This will have two benefits: minimising energy through reduction of material reprocessing, encouraging material reuse.	Proponent	Operation
Waste Storage Locations	• Waste storage locations will be provided within assigned areas located outside Lot 1 Warehouse and waste management areas located outside Lot 2 Warehouses 1 and 2 where the recycling bins, garbage skips, plastic and cardboard compactors will be stored prior to collection. Sufficient clearance will be necessary to enable collection vehicles to access the locations of bin storage. Where possible collection times should not coincide with peak operational delivery schedules however all areas identified will not interfere with operational truck movements. • Waste/recycling storage locations will be constructed of an adequate size to accommodate all waste and recycling bins and bales associated with the development. • Recycling bins must be accessible to all employees and must be clearly sign posted and colour coded to ensure segregation of waste and recycling is effective. • Sufficient space will be provided for the segregation and storage of varying waste types including provision for the collection of fluorescent tubes, smoke detectors, e-wastes and other recyclable resources.	Proponent	Operation
Contamination			
Management of contaminated areas of the site	• Follow the requirements of the DSI at **Appendix BB**	Contractor	Pre-construction
	• Preparation of an Unexpected Finds Protocol	Proponent	Pre-construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
Bushfire			
Access Emergency and Evacuation arrangements	• Public road design and construction is to comply with Table 5.3b of PBP. The road may be in excess of 200m until such time that development of adjoining lands provides a second connection. • The entire site (with exception of the E2 zone east of the proposed road and proposed road and drainage reserves) are to be maintained to achieve the performance requirement of an Inner Protection Area (IPA) as described by Appendix 4 of PBP. The following landscaping specifications have been designed to achieve the IPA at this site: a) Trees: • Trees at maturity should not touch or overhang the building; • ii. Tree canopies should not be connected when at maturity. Gaps between crowns or groups of crowns are to be maintained at distances of 2 to 5m. b) Shrubs • Ensure gaps in the vegetation, such as between garden beds, to prevent the spread of fire towards the building; • Clumps of shrubs should be separated from glazing and doors by a distance of at least twice the height of the vegetation. c) Groundcovers • Grass should be kept mown (as a guide grass should be kept to no more than 100mm in height); • Leaves and vegetation debris should be regularly removed; • Organic mulch is not to be used within 1 m of a building.	Proponent / Contractor	Construction / Operation
Water supply and other utilities	• The proposed warehouses will require fire hydrants to be installed to comply with AS2419.1 – 2005 Fire Hydrant Installations - System Design, Installation and Commissioning (AS 2419). • Any gas services are to be installed and maintained in accordance with AS/NZS 1596-2014 The storage and handling of LP gas.	Contractor	Construction
Hazardous materials	• Hazardous or combustible materials are not to be stored externally	Proponent	Operation
Hazards and Risk			
Construction hazard and risk management across the proposal	Prepare a hazard and risk management plan (HRMP) as a sub-plan of the CEMP. As a minimum, the plan would: • Include an emergency response plan	Contractor	Pre-construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Be prepared by a suitably qualified hazard management specialist • Provide for the implementation, monitoring and maintenance of the identified hazard controls.		
Accidental spillage and discharge across the proposal during construction	• Keep wet and dry spill kit, sand-filled/gravel-filled socks and geotextile matting on the site at all times. Train staff in the appropriate deployment, use, removal and disposal of spill kit.	Contractor	Construction
Workforce and public safety during construction across the site	• Fence off and secure the site to prevent public access.	Contractor	Construction
Workforce and public safety during construction across the site	• Use terracing excavation methods where applicable. • Backfill or cover all open excavations with boards/plates outside of working hours.	Contractor	Construction
Workforce and public safety during construction across the Proposal	• Inspect the entry connection into the site ahead of any required demobilisation to ensure there are no road-user or pedestrian hazards.	Contractor	Construction
Hazardous material and dangerous goods transportation to the construction site during construction	Handle and use dangerous goods and hazardous materials in accordance with: • the NSW Work Health and Safety Act 2011 and associated regulations; • the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005); • NSW Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998; and • Australian Government's Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2008).	Contractor	Construction
Utility or services strike across the site during construction	• Undertake detailed utility surveys as part of the detailed design along with utility-provider consultation.	Contractor	Construction
Utility or services strike across the site during construction	• Prepare and work to a utility and services plan. No work would take place outside of this plan without additional consultation and utility searches.	Contractor	Construction
Hazardous material and dangerous goods transportation and storage	Handle, store and use dangerous goods and hazardous materials in accordance with: • the NSW Work Health and Safety Act 2011 and associated regulations; • the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005);	Proponent	Operation

Impact/Issue	Environmental Safeguard	Responsibility	Timing
across the site during operation	• NSW Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998; and • Australian Government's Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2008). • All storage and transport of dangerous goods to remain below the Applying SEPP 33 screening thresholds.		
Hazardous material and dangerous goods storage during operation	• Hazardous materials and dangerous goods will be store within a bunded and secure storage facility on the site as required by each tenant.	Proponent	Operation
Driver safety across the site during operation	• Incorporate car park signage to indicate direction of travel and traffic calming devices including speed humps and speed limits.	Proponent	Detailed design/Operation
Greenhouse Gas and Energy Efficiency			
Energy Conservation Strategies			
Sustainably management practices	• Use of a Construction Environmental Management Plan throughout site preparation (including excavation works) to during construction • Contractual requirements for the head contractor to implement an Environmental Management Plan and management system in accordance with ISO14001. • Metering and monitoring of energy and water consumption in accordance with the NCC 2019 Section J • Implementation of building commissioning to ensure the building is operating efficiently as intended as per the established energy and water targets. • Target a 90% reduction of construction and demolition waste going to landfill	Contractor	Pre-construction
Indoor Environmental Quality	• Natural daylighting and views will be provided to office areas via windows and translucent roof sheeting to the warehouse space. • Planting of native low water landscaping immediately adjacent to staff areas and the office for access to nature • Inclusion of internal blinds to office areas for occupant glare control • Internal LED lighting with a minimum CRI of 80 and electronic drivers to reduce flicker. • Use of low Volatile Organic Compounds (VOC) paints, carpets and sealants; • Use of low formaldehyde engineered/composite wood products such as plywood and MDF. • Achieve a minimum level of thermal comfort as required by the NCC Section J JV3 methodology (PMV +/- 1.0).	Proponent	Operation

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Inclusion of lighting and air-conditioning controls in the offices for occupant control. • Spaces designed in accordance with best practice noise levels		
Energy conservation and GHG emissions reduction	• Building envelope performance • Achieve minimum thermal performance requirements for parts J1 Building Fabric, inclusive of insulated constructions to conditioned spaces and performance windows systems. • Include roof and wall insulation to warehouse (Anticon or similar insulation product) • Specified roof sheeting with infrared coating to reduce heat island affect by 20-30% (Such as Colorbond "Coolmax" and light-coloured finish). • Translucent sheeting to warehouse with PE sensors (daylight harvesting) • Active Systems • LED lighting to warehouse areas, office spaces and external areas • Motion sensors in office areas (except First Aid room) to turn off lighting and air-conditioning and ventilation • Consideration of solar lights to car park • Structural Upgrade to roof for up to a 100kW Solar System • High efficiency domestic hot water technology (Heat Pumps) • Appliances will be a minimum of 4 energy star rating.	Designer	Design
Transport	• Consideration of 10% of carparking spaces designated for small cars or motorbikes, with closer access to the office. • Consideration of Electric Vehicle charging. • The location of the broader Mamre Road industrial zone is not considered conducive to cycle commuting but End-of-Trip cyclist facilities including bike racks and showering facilities will be provided.	Designer	Design
Water conservation	• Low flow water efficient bathroom fixtures and fittings rated to the WELS standard.; • Planting of native, low water use species • Drip irrigation to irrigated landscaped areas with weather and moisture sensing technology; • Rainwater collection and reuse for irrigation; • Recycling of fire system test water into the sprinkler tank water;	Designer	Design
Materials and Construction Waste	• All permanent formwork, cables, pipes, flooring and blinds do not contain PVC and have an Environmental Product Declaration (EPD) OR meet Best Practice Guidelines for PVC.	Designer	Design

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Concrete mixes with Portland cement reduction, contains at least 50% captured or reclaimed water, and aggregates reduction through course or fine aggregates will be considered to minimise embodied energy. • Jointless fibre cement reinforced slabs • Minimal amounts of timber will be used, however where timber is used, procurement from sustainably sources will be specified e.g. AFS or FSC certified. • Consideration of high strength steel for roof and wall sheeting with a minimum strength grade of 550MPa and Purlins, Girts and Light steel framing systems of 450MPa. Reinforcement steel to have a high recycled material content.	Contractor	Construction
Sustainable sites, land use and ecology, and emissions	• Water Sensitive Urban Design Strategies • Planting of native and low water use species to minimise urban heat island • Roof sheeting such as "Coolmax" with high Solar Reflective Index (SRI) • Incorporation of Bioswales on the inlet of gross pollutant traps • Gross Pollutant Trap and Hydrocarbon interceptors. • Rainwater collection and reuse	Designer	Design
Airport Safeguarding			
Built Environment	• At the design stage, assess and evaluate building and infrastructure to identify ways to proactively reduce the wildlife attraction, such as reducing the size of eaves or remove altogether if possible. These measures will minimise any retrospective efforts required to reduce the attraction of the built form by installing exclusionary devices or retrofitting structures. • Installation of exclusionary devices such as netting or anti-perching spikes for areas where perching, roosting or nesting activity is detected.	Proponent	Detailed Design
Waste Management	• Enclose waste receptable areas or use blade walls, to provide an extra barrier to prevent or deter bird access. • Ensure all bins are lidded and kept closed to restrict access to opportunities urban forages such as Feral Pigeon and Australia White Ibis. • Ensure waste collection is at a suitable frequency to prevent overflow.	Contractor / Proponent	Construction / Operation
Construction Activity (Note – only applicable for if construction is delayed until after WSIA	• Include wildlife hazard management as part of Construction Environment Management Plans (CEMP). This will assist with identifying potential wildlife attractions and identify ways to mitigate any risks. It can also help deter any wildlife becoming attracted, and habituated, to the site who may create	Contractor	Pre-construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
commences operation in 2026)	hazardous conditions once the airport is operational. The CEMP can include options for managing wildlife hazards associated with: • Earthworks • soil and other material stockpiles • temporary infrastructure • water retention area.		
Landscaping	• Particular plant species should be minimised in the landscape plans, except where required for biodiversity value requirements.	Proponent	Detailed Design

APPENDIX 3 INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS

WRITTEN INCIDENT NOTIFICATION REQUIREMENTS

1. All incident notifications and reports must be submitted via the NSW planning portal (Major Projects).
2. The Applicant must provide notification as required under these requirements, even if the Applicant fails to give the notification required under condition C10 or, having given such notification, subsequently forms the view that an incident has not occurred.
3. Within **7 days** (or as otherwise agreed by the Planning Secretary) of the Applicant making the immediate incident notification (in accordance with condition C10), the Applicant is required to submit a subsequent incident report that:
   (a) identifies how the incident was detected;
   (b) identifies when the Applicant became aware of the incident;
   (c) identifies any actual or potential non-compliance with conditions of consent;
   (d) identifies further action(s) that will be taken in relation to the incident;
   (e) a summary of the incident;
   (f) outcomes of an incident investigation, including identification of the cause of the incident;
   (g) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence, including the period for implementing any corrective and/or preventative actions; and
   (h) details of any communication with other stakeholders regarding the incident.
4. The Applicant must submit any further reports as directed by the Planning Secretary.

INCIDENT REPORT REQUIREMENTS

5. If requested by the Planning Secretary, within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Applicant must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.
6. The Incident Report must include:
   (a) a summary of the incident;
   (b) outcomes of an incident investigation, including identification of the cause of the incident;
   (c) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and
   (d) details of any communication with other stakeholders regarding the incident.

APPENDIX 4 Noise Sensitive Receivers

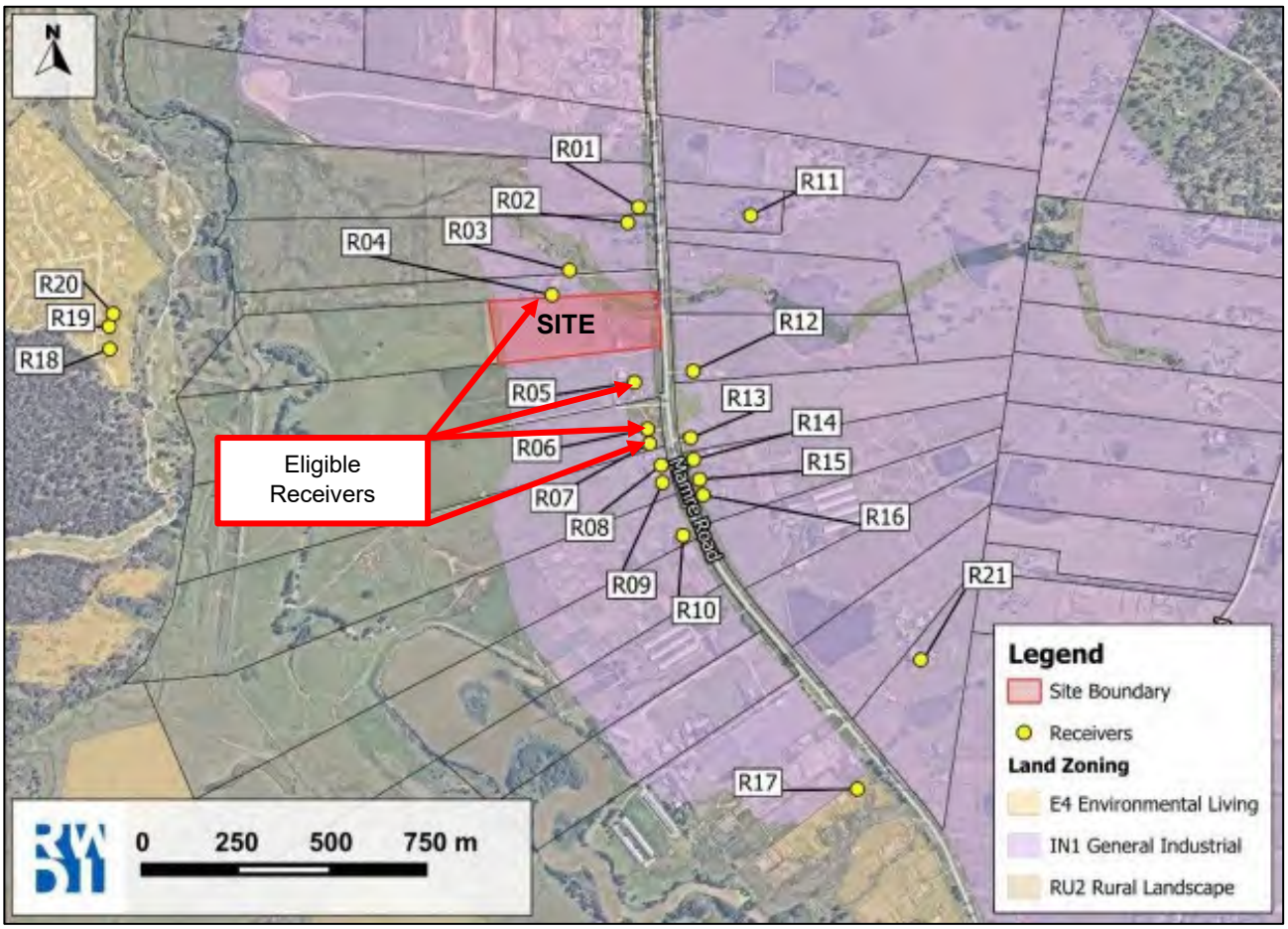


Figure 6: Noise Sensitive Receivers

APPENDIX 5 AIR QUALITY MONITOR LOCATIONS

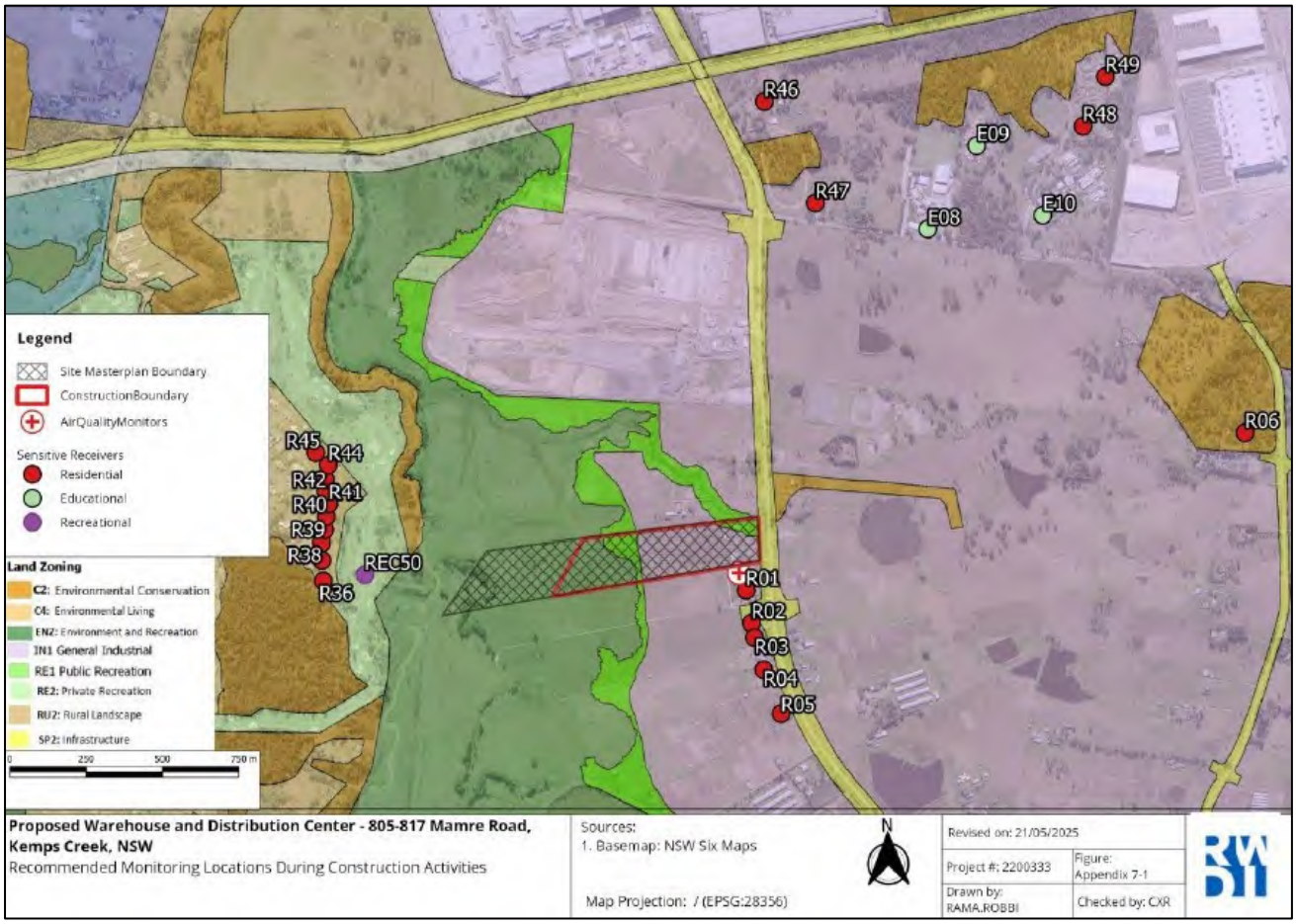


Figure 7: Air Quality Monitor Locations (shown in +)

Appendix B Construction Traffic Management Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001



Construction Traffic Management Plan

805-817 Mamre Road, Kemps Creek

Lot 26, DP258414 Mamre Road, Kemps Creek
13/02/2026
1812r05v15

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II	02/06/2025	Issue II	J. Lam	J. Jeon
III	17/06/2025	Issue III	J. Lam	J. Jeon
IV	20/06/2025	Issue IV	J. Lam	J. Jeon
V	04/07/2025	Issue V	J. Lam	J. Jeon
VI	15/07/2025	Issue VI	J. Lam	J. Jeon
VII	24/07/2025	Issue VII	J. Lam	J. Jeon
VIII	28/07/2025	Issue VIII	J. Lam	J. Jeon
IX	05/08/2025	Issue IX	J. Lam	J. Jeon
X	08/08/2025	Issue X	J. Lam	J. Jeon
XI	15/08/2025	Issue XI	J. Lam	J. Jeon
XII	05/11/2025	Issue XII	J. Lam	J. Jeon
XIII	15/12/2025	Issue XIII	J. Lam	J. Lam
XIV	13/02/2026	Issue XIV	J. Lam	J. Jeon
XV	13/02/2026	Issue XV	J. Lam	J. Jeon

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APPENDICES

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Appendix K. Consultation with TfNSW for coordination with MRUS2 works

Glossary

Acronym	Description
CC	Construction Certificate
Council	Penrith City Council
CTMP	Construction Traffic Management Plan
DA	Development Application
DCP	Development Control Plan
DoS	Degree of Saturation
FSR	Floor space ratio
GFA	Gross Floor Area
HRV	Heavy Rigid Vehicle (as defined by AS2890.2:2018)
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service
MOD	Section 4.55 Modification (also referred as a S4.55)
MRV	Medium Rigid Vehicle (as defined by AS2890.2:2018)
NHVR	National Heavy Vehicle Regulator
SRV	Small Rigid Vehicle (as defined by AS2890.2:2018)
SSD	State Significant Development
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TMAP	Transport Management & Accessibility Plan
veh/hr	Vehicle movements per hour (1 vehicle in & out = 2 movements)

1 Introduction

1.1 Overview

Ason Group has been engaged by Gibb Group to prepare a Construction Traffic Management Plan (CTMP) in relation to the construction works associated with a State Significant Development Application (SSD-30871587[1]) for a warehouse facility located at 805-817 Mamre Road, Kemps Creek (the Site).

This CTMP details the proposed construction management strategies for the demolition, earthworks and construction phases of the development.

1.1.1 Conditions of Consent

The relevant conditions of consent for SSD-30871587 that have been imposed with respect to construction traffic management have been summarised with corresponding responses in **Table 1** below.

TABLE 1: RELEVANT CONDITIONS OF CONSENT

Ref.	Requirement	Response
B1	Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:	Noted.
	(a) be prepared by a suitably qualified and experienced person(s),	Refer to **Section 1.2**
	(b) be prepared in consultation with Council and TfNSW;	Refer to **Table 2** and **Table 3**.
	(c) incorporate any traffic safety outcomes and actions from the MRPWG;	This report will be updated to incorporate any traffic safety actions emerging from consultation with the MRPWG, as required.
	(d) detail the measures that are to be implemented to ensure road safety and network efficiency during construction, including management of cumulative construction traffic from other concurrent construction works within the Mamre Road Precinct and the Mamre Road Upgrade Stage 2 works;	To address traffic safety and road network efficiency, refer to **Appendix C** for relevant Traffic Guidance Schemes (TGS). As SLR Consulting are responsible for running the Mamre Road Precinct Working Group (MRPWG), in the case that their assessments find that the cumulative traffic of the developments within the MRP are exceeding the precinct wide approvals, Gibb Group will coordinate with SLR Consulting and the developers in the MRPWG to ensure that they remain below the approved thresholds. The consultation strategy is described in greater detail within **Section 3.4.1**. This strategy aims to consider and manage any potential cumulative impacts

[1] https://www.planningportal.nsw.gov.au/major-projects/projects/warehouse-and-distribution-centre-805-817-mamre-road

		with adjacent lots and concurrent construction works within the MRP. **Section 4.3** outlines contingency plans to be implemented for construction movements, queueing and traffic guidance scheme.
	(e) detail heavy vehicle routes, access and parking arrangements;	Refer to **Section 2.4** and **Section 3.6**.
	(f) detail the number of construction vehicle movements and demonstrate how the movements will be managed in the context of road changes in the vicinity of the site;	Refer to **Section 3.2**.
	(g) 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; iv. inform truck drivers of the site access arrangements, turning restrictions and use of specified routes; and v. detail the compliance actions that would be implemented for any vehicles that deviate from approved routes and turning restrictions;	Refer to **Appendix A**.
	(h) include a consultation strategy for liaising with and managing the cumulative impacts of other developments in the MRP;	Attendance at Mamre Road Precinct Working Group to liaise with all stakeholders and manage the cumulative impacts of other developments in the MRP.
	(i) include a program to monitor the effectiveness of these measures; and	Refer to **Section 4**.
	(j) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	Refer to **Section 1.4**.
B2	The Applicant must:	-
	(a) not commence construction until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and	Appointed contractor is to ensure that the CTMP is approved prior to commencement of construction.
	(b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.	Appointed contractor is to ensure that the latest approved version of the CTMP is implemented.
B3	Prior to the commencement of any construction works (including earthworks) on proposed Lot 5 (as shown in Figure 12 in Appendix 1), the Applicant must obtain the following to the satisfaction of the Planning Secretary:	-
	(a) a written agreement with TfNSW regarding the coordination of these construction works	Refer to **Appendix K**.

	and the Mamre Road Upgrade Stage 2 (MRUS2) works to mitigate the impact of construction traffic from the development and avoid conflicts with the construction of the MRUS2 project.	
B4	Any construction, including earthworks on proposed Lot 5 must be undertaken in accordance with the agreement in Condition B3, unless otherwise agreed with TfNSW.	Appointed contractor is to ensure that the construction works for proposed Lot 5 is in line with the agreements with TfNSW.
C1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	-
	(a) a condition compliance table for that plan;	This table.
	(b) detailed baseline data where required;	Refer to **Section 1.3**.
	(c) 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;	(i) Outlined under this section (ii) Refer to **Section 4**. (iii) Refer to **Section 4**.
	(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Refer to **Section 3**.
	(e) 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 (d) above;	Refer to **Table 22**.
	(f) 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 **Table 24**.
	(g) a program to investigate and implement ways to improve the environmental performance of the development over time;	Refer to **Section 4.1**.
	(h) a protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii) complaint; (iii) failure to comply with statutory requirements; and (iv) a protocol for periodic review of the plan.	Refer to **Section 4.2.1**.

1.1.2 Consultation with Penrith City Council

The CTMP has been prepared in consultation with Penrith City Council (PCC) with a summary of comments and corresponding responses provided in **Table 2**. PCC have since provided their endorsement for the CTMP, attached in **Appendix F**. This endorsement is conditional to trucks not being permitted to use Bakers Lane to access the Site as outlined in **Section 2.4**.

TABLE 2: PENRITH CITY COUNCIL

Ref.	Comment	Response
a)	The temporary LILO (left-in / left-out) access requires approval from Transport for NSW.	Site access arrangements are restricted to left-in / left-out only as illustrated in **Figure 3**, **Figure 4** and **Figure 5**.
b)	It is recommended that Ason Group liaise with Transport for NSW regarding the proposed interim access arrangements.	Consultation with TfNSW has been outlined in **Section 1.1.3** and comments have been addressed.
e)	The temporary access road is to be tested for a 36.5m PBS Level 3 Type A Vehicle as the road will function as a public road in the interim arrangement.	The temporary access road has been designed to accommodate up to 30m PBS Level 2 Type B vehicle as previously mentioned in the SSD TMAP addendum (ref. P1812r04v04). Reference is made to the MRP DCP which stipulates that the vehicular access must be tested for the largest vehicle that will access the Site. The estate will be accessed by up to 30m PBS Level 2 Type B vehicles until such that the access road (i.e. Collector Road) which provides the north-south connection is operational. The Collector Road will be able to accommodate larger vehicles being 36.5m PBS Level 3 Type A vehicle (subject to appropriate approvals from the National Heavy Vehicle Regulator). As noted in the SSD TMAP addendum, until such that the permanent road connections are constructed and operational, the estate is expected to be limited to 30m vehicles.
f)	Any oversized plant or structure that require special arrangements to transport along public roads will require approval from National Heavy Vehicle Regulator (NHVR) and Council. All vehicles are to access the site via Mamre Road.	Noted, this has been outlined in **Section 2.3**.

1.1.3 Consultation with TfNSW

The CTMP has been prepared in consultation with TfNSW with a summary of comments and corresponding responses provided in **Table 3**. The endorsement from TfNSW has been provided in **Appendix G**.

TABLE 3: CONSULTATION WITH TFNSW

Comment	Response
Section 3.1 – AM and PM network peak volumes are halved (counted as 1 inbound and 1 outbound). This is not the correct approach	The approved network peak volumes are outlined in **Section 3.1**. It should be noted that 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. These volumes are referenced in the approved TMAP Addendum (P1812r04v04) which also notes that these are considered vehicle "trips" not "vehicles".
Section 3.4 – Need to consider the suitability of the use of the site's primary Mamre Road access and the provision of an auxiliary deceleration and acceleration lanes (due to driveway location at end of merge area) together with the provision of triangular median to enforce LILO arrangement. Also, need to consider the placement of a suitable barrier at the Mamre Road median to reinforce the LILO movement.	A deceleration lane and triangular median has been provided as part of the updated temporary access road design attached in **Appendix D.** A barrier could potentially be accommodated within the hatched area at the centre of Mamre Road however line markings may need to be amended to the north of the access where the hatching tapers off in order to maintain suffucient lane widths along Mamre Road. Civil to advise whether this can be provided."
Appendix C – TGS with barrier placement with lane width 3.0 metres layout with no shoulder (0 metre width) is not acceptable and is regarded as being unsafe. Also, the construction entry and exit points are not properly defined and signposted.	Min 3.2m lane width provided. TGS plans have been updated to propose signage at construction site entry and exit points.
Page 27 Section 2.8 Works Zone – mentions ROP Road Occupancy Permit, this needs be amended to Road Occupancy Licence (ROL).	Wording has been amended to "Road Occupancy Licence" (ROL).
Page 50 TGS – shows 3m lane width, cannot be supported, 3.5m needs to be made, if not 3.2m is the smallest lane width we can support.	Min 3.2m lane width provided.
Page 59 TGS details – Marks yes for traffic volumes being assessed, this needs to be provided for review.	TGS verification checklist has been updated to reiterate the construction traffic volumes that were assessed.
While the CTMP notes no pedestrian or cyclist measures are needed due to the lack of paths along Mamre Road, this may only apply under normal traffic conditions. As construction progresses and traffic increases, appropriate safety measures should be considered for pedestrians and cyclists.	Refer to **Section 3.8** which provides consideration of safety measures for pedestrian and cyclists. This includes reduction of speed limit along the site frontage with the proposed management measure outlined in **Appendix C** as part of the TGS. It is noted that the Construction Traffic Management Plan is a live document which will be updated as necessary as part of the ongoing monitoring and review process with additional and/or changes to be made to the management measures as necessary.
While it is noted that the public road is not to be obstructed by materials, for the benefit of bus operations and overall network efficiency, the	Refer to **Section 3.5** which now includes a statement that no loading, unloading, material handling, or storage of materials or vehicles is to

CTMP should also clearly state that no loading, unloading, material handling, or storage of materials or vehicles is to occur on any part of the public road—paved, unpaved, or roadside.	occur on any part of the public road - paved, unpaved or roadside. This has also been reinforced in the Drivers Code of Conduct.

1.1.4 Consultation with DPHI

The CTMP has been prepared in consultation with the Department of Planning, Housing and Infrastructure (DPHI).

A request to provide additional information was received in a letter dated 25 July 2025 regarding the Traffic Management and Accessibility Plan, during the assessment phase of the original State Significant Development Application. A response has been provided in **Table 4** and a copy of the letter has been provided in **Appendix H**.

TABLE 4: CONSULTATION WITH DPHI – 25 JULY 2025

Comment	Response
Please clarify why the updated CTMP continues to reference the original Traffic Management and Accessibility Plan (TMAP) (Ason Group Ref: 1812r01v07), particularly in relation to traffic generation volumes. Given that a TMAP Addendum with revised traffic generation has been submitted, please clarify this inconsistency and update the CTMP accordingly.	Reference has been updated to the latest TMAP Addendum and corresponding operational traffic approval throughout (P1812r04v04).

Additional comments were received from DPHI in relation to revision P1812r05v13 of the CTMP, dated 28 January 2026. A summary of the outstanding comments and corresponding responses has been provided in **Table 5**. A copy of the full set of comments has been provided in **Appendix H**.

TABLE 5: CONSULTATION WITH DPHI – 28 JANUARY 2026

Ref.	Comment	Response
3	Table 2 and Table 3 lists consultation with Penrith City Council (PCC) and Transport for NSW (TfNSW) Appendix F provides evidence of email correspondence and consultation with Penrith City Council (PCC). See subsequent email evidence provided by applicant (email from PCC, dated 29 January 2026 confirming endorsement of CTMP, Revision XIII, 15 Dec 2025) - located in PA item in Planning Portal. **DPHI Comment 3.1:1Please update the CTMP (Appendix F) to include the email from PCC (as referenced above).** Appendix G provides evidence of email correspondence and consultation with Transport for NSW (TfNSW).	**Appendix F** has been updated to include the email correspondence with PCC.

	See subsequent email evidence provided by TfNSW to DPHI dated 30 Jan 2026, confirming review of CTMP, Revision XIII, 15 Dec 2025) – located in PA item in Planning Portal.	
4	Table 1 – the response for Condition B1 (c) states: "This report will be updated to incorporate any traffic safety actions merging from consultation with the MRP working group, as required." Information could not be located within the CTMP to demonstrate that traffic safety outcomes or actions from the MPRWG have been considered and included in the CTMP, as required by Condition B1(c). Appendix I provides a summarised commentary email from SLR Consulting of takeaways and learning of the Mamre Road Precinct Working Group (MRPWG), but this does not demonstrate how safety outcome and actions have been incorporated into the CTMP. **DPHI Comment 4.1** **Please provide information to address the requirements of condition B1(c).** **This information may include evidence of participation in the MRP working group and resulting outcomes, but importantly details within the body of the plan to demonstrate specific/ relevant MRP working group traffic safety matters that have been considered or addressed to date (Refer also to DPHI Comment 5.1 and 10.1).**	As outlined in **Section 3.4.1** Gibb Group will attend the Mamre Road Precinct Working Group (MRPWG) weekly, fortnightly and monthly meetings. The key outcomes of the MRP working group and meeting minutes from the previous MRP working group have been provided in **Appendix I**. The key outcomes of the MRP working group have been addressed in further detail in **Section 1.1.5**. The meeting minutes provide evidence of Gibb Group's attendance at the MRPWG and can be updated to include future meetings as necessary. No specific traffic safety matters were raised at the MRPWG meeting dated 20 January 2026.
5	Table 1 – the response for Condition B1 (d) states: "To address traffic safety and road network efficiency, refer to Appendix C for relevant Traffic Guidance Schemes (TGS) and **Section 2.5** for access protocols which are to be implemented." Information could not be located within the CTMP to demonstrate that traffic safety outcomes or actions from the MPRWG have been considered and included in the CTMP, as required by Condition B1(c). Appendix K includes correspondence from TfNSW to DPHI (15 July 2025), which is TfNSW's concurrence of the development during the assessment phase of the application. This correspondence does not address the requirements of condition B1(d).	Condition B1(d) largely refers to identifying and implementing various measures to ensure safety and efficiency for all road users are maintained. This includes a requirement to consider other relevant construction works in close proximity to the Site. The MRPWG convenes a number of participants that have an interest in the area and aims to maintain safety and efficiency within the MRP. **Section 3.4.1** provides an overview of how the MRPWG aim to address cumulative impacts within the broader MRP, while **Section 4** outlines incident protocols, and other contingency plans in the event the monitoring program implemented by the MRPWG identifies an issue.

	Section 2.5 “Temporary Traffic Management Measures” and Appendix C “Traffic Guidance Scheme” refers to traffic management and access methods/ protocols but not specific measures relating to Mamre Road Precinct and the Mamre Road Upgrade Stage 2. **DPHI Comment 5.1** **Please provide information to address the requirements of condition B1(d). This information must address cumulative impacts relating to concurrent construction works within the Mamre Road Precinct and the Mamre Road Upgrade Stage 2 works. (Refer also to DPHI Comment 4.1 and 10.1).**	
10	Table 1 – the response for Condition B1 (h) states: “ Attendance at Mamre Road Precinct Working Group to liaise with all stakeholders and manage the cumulative impacts of other developments in the MRP.” Section 1.4 refers to stakeholder notification for TFNSW, Penrith City Council (PCC) and the Transport Management Centre. Information could not be located within the CTMP regarding a consultation strategy for liaison and management of cumulative impacts of other developments in the Mamre Road Precinct (MRP). **DPHI Comment 10.1:** **Please provide information to address the requirements of condition B1(d).** **Please provide a consultation strategy to demonstration how cumulative impacts with other development in the MRP will be managed (Refer also to DPHI Comment 4.1 and 5.1).**	**Section 3.4.1** outlines the proposed consultation strategy within the MRPWG. This strategy aims to consider and manage any potential cumulative impacts with adjacent lots along Mamre Rd. As SLR Consulting are responsible for running the MRPWGs, in the case that their assessments find that the cumulative traffic of the developments within the MRP are exceeding the precinct wide approvals, Gibb Group will coordinate with SLR Consulting and the developers in the MRPWG to ensure that they remain below the approved thresholds.
30	Section 1.3 ‘Site Context’ **DPHI Comment 30.1:** **Please update section 1.3 to remove out of date references to the status of the SSD (and throughout the document) i.e. the application has been approved.**	Noted and references updated.
31	Section 1.4.4 ‘Consultation with DPHI’ **DPHI Comment 31.1:** **Please update this section to provide clarity that the communication from DPHI dated 25 July 2025 (as provided in Appendix H), was a request to provide additional information**	Noted, **Section 1.1.4** has been amended to provide clarification.

	regarding the Traffic Management and Accessibility Plan, during the assessment phase of the original State Significant Development Application.	

1.1.5 Mamre Road Precinct Working Group

The Mamre Road Precinct Working Group (MRPWG) is a collection of developer representatives in the area that convene on a monthly basis to ensure that developers in the MRP are operating safely and efficiently. Some key takeaways and learnings from the MRPWG have been provided by SLR Consulting which have been included within **Appendix H**. The following key items discussed within the MRPWG have been summarised below, and demonstrates how this CTMP is consistent with the key takeaways from the MRPWG.

- **Incident-Driven Improvements:** Within the MRPWG, any identified and/or reported traffic incidents highlighted the need for better contractor management and precinct-wide communication, with cameras and police presence as effective short-term safety measures. **Section 4.1** and **4.3** outline processes to improve safety and efficiency based on any reported incidents.
- **Effective Traffic Controls:** Reviews undertaken by personnel of the MRPWG have identified the efficiency of traffic control, including signage, VMS boards, etc, to improve traffic management within the MRP. Regular TGS checklists shall be undertaken, as outlined within **Appendix E** to ensure the TGS is still acceptable for implementation. To maintain effective traffic control, continual monitoring is required by personnel of the MRPWG.. Traffic Guidance Schemes have been prepared in accordance with the TCAWS 6.1 manual and attached in **Appendix C**. Contractors are encouraged to set up CCTV cameras at their site accesses to monitor their traffic volumes (**Section 3.4**).
- **Standardisation:** All current Developer Representatives updated the Driver's code of conduct following feedback from DPHI to facilitate consistent driver behaviour and safety across the precinct. Furthermore, **Table 22** provides instruction that the CTMP, Drivers Code of Conduct, and/or TGS shall be updated if standardisation across construction sites is not provided.
- **Collaboration with Authorities:** Coordination with council, TfNSW, DPHI, and police is essential to ensure all changes in infrastructure are understood and consistent. Enforcement of various construction specific activities, such as site entry and exit arrangements is required. Dedicated personnel from each Site, and from the MRPWG, shall collaborate to ensure all project stakeholders are familiar with works along Mamre Road.
- **Contractor Management:** Communication of traffic management expectations should be clearly communicated to all contractors, sub-contractors and site personnel at all times, and not just during MRPWG meeting. Developer Representatives are to participate in workshops with DPHI Compliance and contractor personnel to reinforce this.
- **Driver Education:** Speed and inexperience contribute to incidents, necessitating enhanced driver training and awareness campaigns, including sub-contractor compliance with Driver's code of conduct. In accordance with **Section 3.10** of this CTMP, all drivers are to be made aware of driver expectations and shall adhere to the Driver's code of conduct. Regular discussions around the Driver Code of Conduct shall be undertaken daily during each day's toolbox talks.
- **Monitoring and Accountability:** Regular camera footage reviews and violation reporting (e.g., stop sign incidents) ensure accountability and compliance. Contractors are encouraged to set up CCTV cameras at their site accesses to monitor their traffic volumes (**Section 3.4**). These cameras can also be used for footage reviews and violation reporting (**Section 4.1**).
- **Informal Access Investigation:** DPHI's concerns about informal access at Abbotts Road are not specific to this CTMP, however **Section 2.3** and **2.4** outline that no construction-based vehicles shall utilise Abbots Road. All drivers are required to abide by the entry and exit routes specified in the Driver's code of conduct (**Appendix A**), which does not utilise Abbotts Road.

- **Management Plan Updates:** A DPHI investigation triggered site management plan reviews, potentially leading to updates and working group discussions. This CTMP has been prepared in consultation with DPHI, as outlined in **Section 1.1.4**.
- **Positioning:** It is recommended that site boom gates and access point controls be located well within the site to ensure traffic flows are not inhibited or dust/mud are not tracked onto public roads. This has been considered under vehicle management in **Section 3.5** to ensure that no queuing occurs on the public road. A contingency plan has been prepared (**Section 4.3**) which dictates that all construction works are to follow protocols to minimise impacts to the road network. If there are queues, dirt/mud or other impacts to Mamre Road, then construction activities are to be amended to minimise those impacts.

1.2 Report Purpose

The purpose of this report is to detail a traffic management plan for construction that seeks:

- To minimise traffic impacts on the surrounding road network and adjacent landowners / occupiers,
- Ensure safety of workers, pedestrians, road users and any site-specific considerations (including schools and neighbours to the west),
- Provide appropriate warnings of changes in road / traffic conditions, and of personnel / workers and plant engaged in the works on or adjacent to roads accessible to the general public.
- Provide information regarding the construction vehicle access routes and any changed road conditions (if applicable); and
- Communicate the arrangements for and impacts of any activities affecting traffic.

It is expected that this plan will be updated should any necessary changes to the currently proposed arrangements arise in the future. Any special events (if required) would be subject to a separate request for a specific permit not covered by this report. Ason Group is responsible for the preparation of this Plan only and not for its implementation, which is the responsibility of the Contractor.

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

- Jae Jeon Ticket No. TCT1055002
- Jayden Lam Ticket No. TCT1050253

1.3 Site Context

The proposed development is located at 805-817 Mamre Road, Kemps Creek, legally described as Lot 26 in DP258414. A State Significant Development Application (SSDA) was previously submitted for the demolition and bulk earthworks, construction of a warehouse and distribution centre across two lots, car parking and landscaping, an internal road and a temporary access road on the boundary between 799-803 and 805-817 Mamre Road. The SSDA was approved on 11 December 2025.

The proposed development has a cumulative GFA of 25,340m^2 and is expected to have operational traffic volumes as follows:

- AM Peak: 49 veh/hr

- PM Peak: 51 veh/hr
- Daily: 616 veh/day

1.4 Stakeholder Engagement

Gibb Group will consult with the required stakeholders regarding construction schedules and trucks routes. Any further conflicts with stakeholders will be raised at the earliest time. Gibb Group is to consult with key stakeholders, and provides a platform to discuss programmes, impacts and any outcomes from previous engagements.

TABLE 6: STAKEHOLDER CONSULTATION ACTIONS

Stakeholder	Action
TfNSW	Gibb Group have submitted CTMP to stakeholder. Stakeholder comments have been addressed in **Table 3**.
Penrith City Council	Gibb Group to submit CTMP to stakeholder. Gibb Group to liaise with stakeholder to address comments and re-submit final CTMP.
Transport Management Centre (TMC)	Tied to consultation with TfNSW. Any consultation will be undertaken in tandem with TfNSW.

1.4.1 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 VMS.
- In the event that heavy vehicle damage to Council / TfNSW assets / infrastructure, contractors will notify Penrith City Council and TfNSW.

1.5 Site Related Data

1.5.1 Road Details

The road network surrounding the Site is presented in **Figure 1** below.

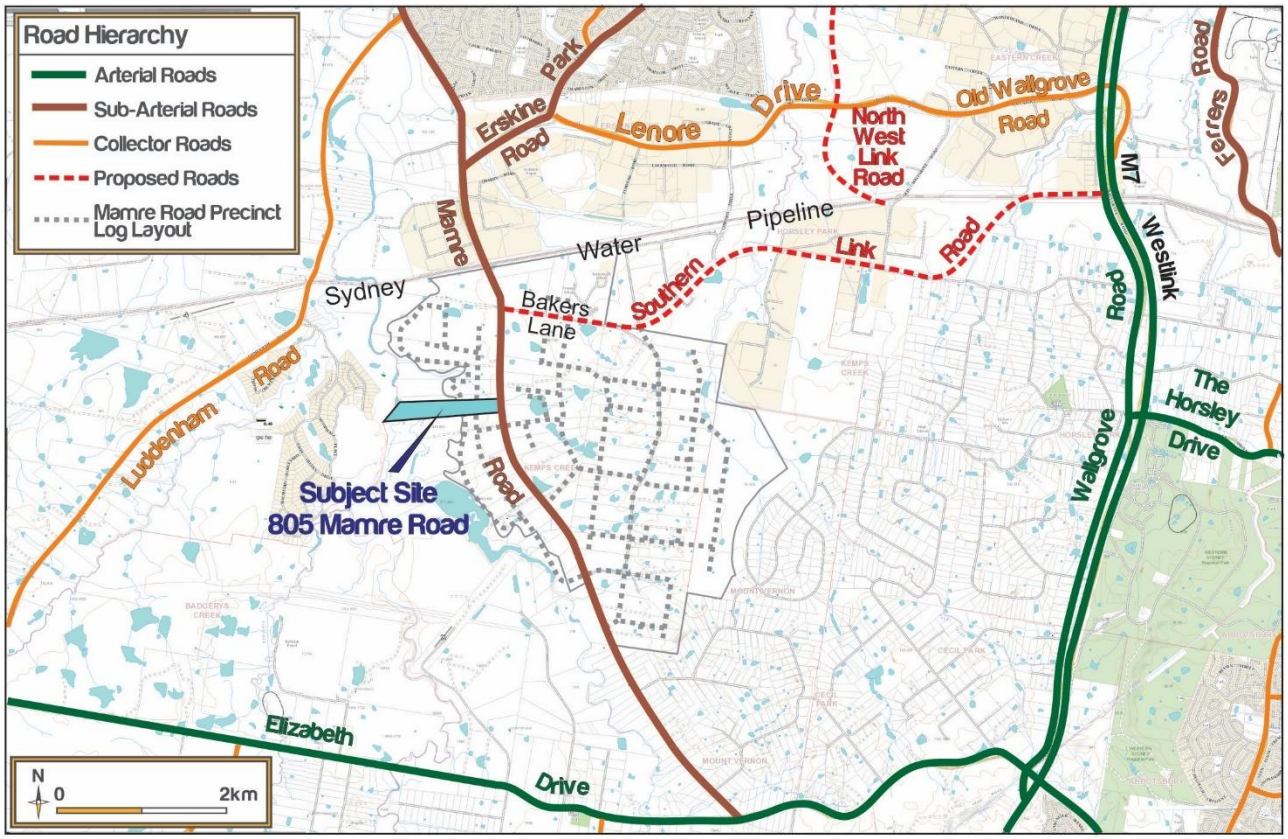


Figure 1: Site Location

Key roads in the vicinity of the Site are shown in **Figure 1**, and include:

- **Westlink M7 Motorway**: M7 Motorway is a high-capacity road link of state significance and was built to accommodate future traffic growth in the Western Sydney region. It provides a key north-south link between the M2 Motorway to the north and the M5 Motorway to the south as part of the Sydney orbital road network. A major interchange between the M7 Motorway and M4 Western Motorway is located north of the Site, which connects the Sydney CBD and western Sydney suburbs. The M7 Motorway provides 4 lanes (2 lanes per direction, divided carriageway) and has a posted speed limit of 100km/h.
- **Wallgrove Road**: Wallgrove Road is an arterial road that runs in a north-south direction to the east of the Site and parallel (to the west of) the M7, functioning as a service road. The 2-lane, two-way road provides a link between the Great Western Highway to the north and Elizabeth Drive to the south. As with the M7, Wallgrove Road connects to the M4 motorway north of the Site.
- **Elizabeth Drive**: A TfNSW classified main road (MR 535) that runs in an east-west direction to the south of the Site. Elizabeth Drive, in the vicinity of the Site, generally provides 2 lanes (1 lane per direction) and has a posted speed limit of 80km/h. This road forms the Site's southern frontage and provides a vital link between Westlink M7 Motorway and The Northern Road.
- **The Northern Road**: The Northern Road is TfNSW classified main road (MR 154) that runs in a north-south direction to the west of the Site. The Northern Road section, near the vicinity of the Site, generally provides 3 lanes (1 to 2 lanes per direction) and has a posted speed limit of 80km/h. Currently, The Northern Road is undergoing multiple stages of road upgrades by RMS, including a realignment of the road in the south. The road upgrades between The Old Northern Road, Narellan and Peter Brock Drive, Oran Park, has been completed.
- **Mamre Road**: Mamre Road is an arterial road servicing traffic between the Great Western Highway and M4 to the north and Elizabeth Drive to the south. In the vicinity of the Site, Mamre Road generally

provides 2 lanes for two-way traffic, with additional through movement and turning infrastructure at key intersections to the north through the Erskine Park and Mamre West industrial precincts, and at Elizabeth Drive to the south. Mamre Road has a posted speed limit of 80km/h in the vicinity of the Site. TfNSW has confirmed road upgrades will be undertaken for Mamre Road between Elizabeth Drive and Luddenham Road.

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 2019 to 2023 (inclusive) is outlined below in **Table 7**.

TABLE 7: CRASH HISTORY

Year	Location	RUM Code	Rum Description	Degree of Crash
2019	2-way undivided	30	Rear end	Serious Injury
2023	2-way undivided	30	Rear end	Moderate Injury

It should be noted that neither of the crashes outlined above occurred along the frontage of the Site, suggesting no inherent safety issues in the immediate vicinity of the Site.

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. The table below provides context to VRUs surrounding the Site.

TABLE 8: 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
Elizabeth Drive	No	Yes Within shoulder	Yes Bus Stops

1.6 Neighbouring Construction Developments

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

- Fife Kemps Creek (FKC) – the 200 Aldington Road Industrial Estate,

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

The current construction activities in the vicinity of the Site are shown in **Figure 2**.

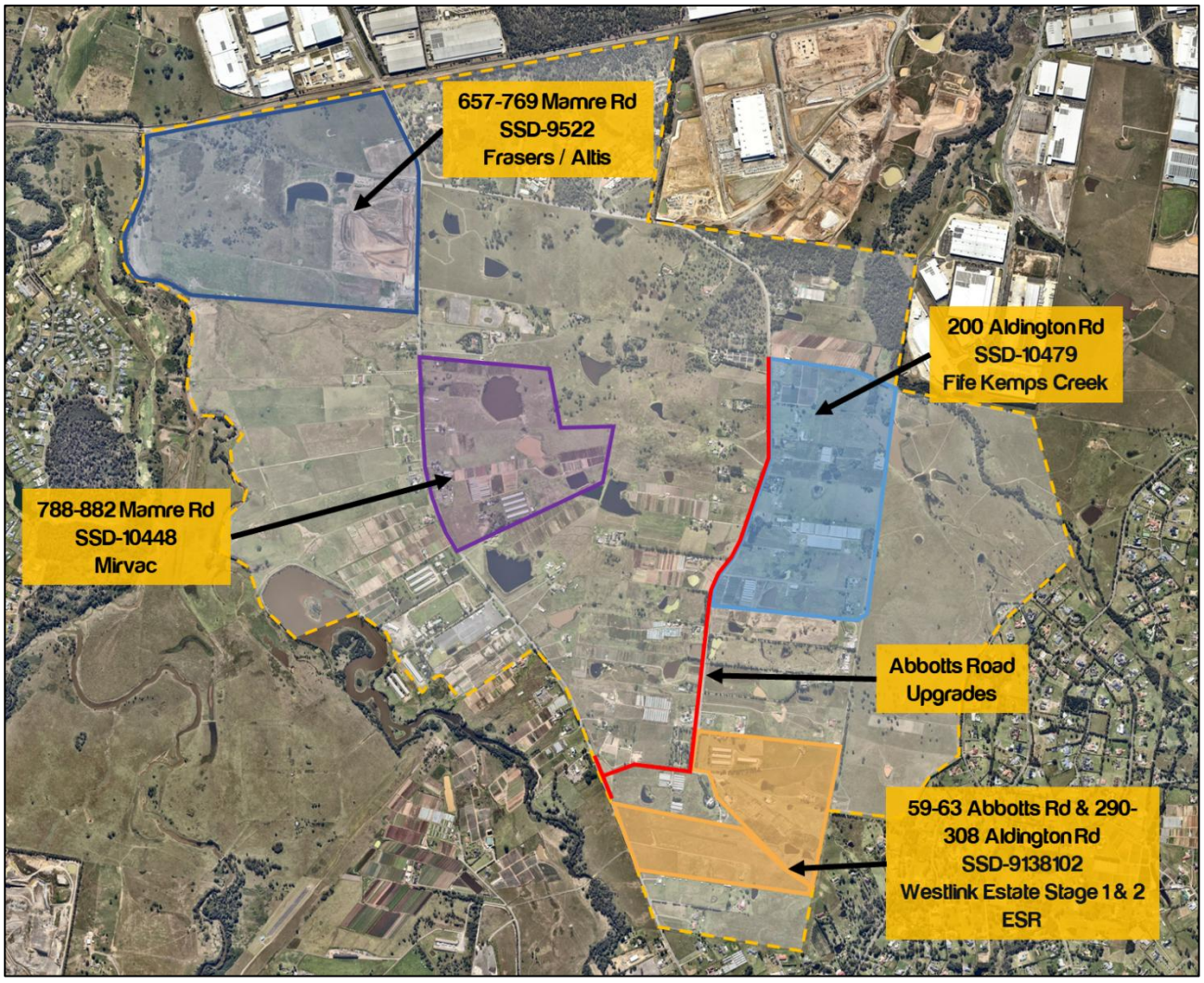


Figure 2: Current Construction Sites

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

2 Proposed Works and Staging

2.1 Overview of Works

A summary of the envisioned construction programme has been provided in **Table 9**.

TABLE 9: CONSTRUCTION PHASING SUMMARY

Phase	Description	Programme	Reference Table	Daily LV Movement Limits	Daily HV Movement Limits
1	Early works - mobilisation, demolition, remediation, services relocation, erosion and sedimentation control	19/11/2025 - 04/02/2026	**Table 10**	30	30
2	Bulk earthworks	23/03/2026 - 02/06/2026	**Table 11**	64	12
3	Construction access road works	30/03/2026 - 02/06/2026	**Table 12**	64	12
4	Civil works	02/06/2026 - 25/01/2027	**Table 13**	170	238
	Warehouse build	02/06/2026 - 15/03/2027	**Table 14**	220	228
5	Temporary access road works (Mamre Road intersection)	03/08/2026 - 03/02/2027	**Table 15**	125	80
6	Decommission Works of CAR	04/02/2027 - 17/03/2027	**Table 16**	152	80

2.1.1 Phase 1 – Early Works

The details of works are shown in **Table 10**. It is estimated that the total duration of the mobilisation, demolition, remediation, services relocation, erosion and sedimentation control will be approximately 2-3 months from the commencement date.

TABLE 10: PHASE 1 – EARLY WORKS

Criteria	Response
Description of Key Activities	Mobilisation, Demolition, Remediation, Services relocation, erosion and sedimentation control (19/11/2025 - 04/02/2026)
Max. Vehicle Size	20m Articulated Vehicle, Truck & Dog
Maximum Vehicle Movement Frequency	Approximately 30 light vehicle movements / day + Approximately 30 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access the site via the Mamre Road site frontage.
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	Y – Non-avoidable float movements[1]
Contractor Parking	Y – On-site parking and facilities will be available
Pedestrian Control	Temporary fencing to be installed
Public Transport Services Affected	N
Road Occupancy Requirements	N
Lane or Footpath Closures	N
Traffic Guidance Scheme	Refer **Appendix C**

Note: 1) Gibb Group will lodge an application for an Out of Work Hours Permit with the Planning Secretary to seek approval for these works

2.1.2 Phase 2 – Bulk Earthworks

The details of works are shown in **Table 12**. It is estimated that the total duration of the bulk earthworks will be approximately 2 months from the commencement date.

TABLE 11: PHASE 2 – BULK EARTHWORKS

Criteria	Response
Description of Key Activities	Bulk earthworks (23/03/2026 - 02/06/2026)
Max. Vehicle Size	20m Articulated Vehicle, Truck & Dog
Maximum Vehicle Movement Frequency	Approximately 64 light vehicle movements / day + Approximately 12 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access the site via the Mamre Road site frontage.
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	Y – Non-avoidable float movements[1]
Contractor Parking	Y – On-site parking and facilities will be available
Pedestrian Control	Temporary fencing to be installed
Public Transport Services Affected	N
Road Occupancy Requirements	Y
Lane or Footpath Closures	Y
Traffic Guidance Scheme	Refer **Appendix C**

Note: 1) Gibb Group will lodge an application for an Out of Work Hours Permit with the Planning Secretary to seek approval for these works

2.1.3 Phase 3 –Construction Access Road Works

The details of works are shown in **Table 12**. It is estimated that the total duration of the construction access road works will be approximately 2 months from the commencement date.

Detailed plans of the temporary site access arrangements are shown in **Appendix D**.

TABLE 12: PHASE 3 – CONSTRUCTION ACCESS ROAD WORKS

Criteria	Response
Description of Key Activities	Temporary construction access road construction (30/03/2026 - 02/06/2026)
Max. Vehicle Size	20m Articulated Vehicle, Truck & Dog
Maximum Vehicle Movement Frequency	Approximately 64 light vehicle movements / day + Approximately 12 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access the site via the Mamre Road site frontage.
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	Y – Non-avoidable float movements[1]
Contractor Parking	Y – On-site parking and facilities will be available
Pedestrian Control	Temporary fencing to be installed
Public Transport Services Affected	N
Road Occupancy Requirements	Y
Lane or Footpath Closures	Y
Traffic Guidance Scheme	Refer **Appendix C**

Note: 1) Gibb Group will lodge an application for an Out of Work Hours Permit with the Planning Secretary to seek approval for these works

2.1.4 Phase 4 – Civil Works and Warehouse Build

The details for the civil works are shown in **Table 13**. It is estimated that the total duration of the civil construction works will be approximately 8 months from the commencement date.

TABLE 13: PHASE 4 – CIVIL CONSTRUCTION

Criteria	Response
Description of Key Activities	Civil road works (02/06/2026 - 25/01/2027)
Max. Vehicle Size	30m Extendable Articulated Vehicle
Maximum Vehicle Movement Frequency	Approximately 170 light vehicle movements / day + Approximately 238 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access the site via the Mamre Road Construction Access Road
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	Y – Non-avoidable float movements[1]
Contractor Parking	Y – On-site parking and facilities will be available
Pedestrian Control	Temporary fencing to be installed
Public Transport Services Affected	N
Road Occupancy Requirements	Y – Service adjustments are required
Lane or Footpath Closures	Required for temporary site access arrangements or service adjustments.
Traffic Guidance Scheme	Refer **Appendix C**

Note: 1) Gibb Group will lodge an application for an Out of Work Hours Permit with the Planning Secretary to seek approval for these works

The details of the warehouse build are shown in **Table 14**. It is estimated that the total duration of the warehouse construction and fit-out works will be approximately 9 months from the commencement date.

TABLE 14: PHASE 4 – WAREHOUSE 1 & 2 BUILT FORM WORKS

Criteria	Response
Description of Key Activities	Warehouse Construction and Fit-out (02/06/2026 - 15/03/2027)
Max. Vehicle Size	20m Articulated Vehicle, Truck & Dog
Maximum Vehicle Movement Frequency	Approximately 220 light vehicle movements / day + Approximately 228 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access the site via the Mamre Road site frontage.
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	Y
Contractor Parking	Y – All parking will be contained and allocated within the project boundary throughout construction. Workers will be inducted into Drivers Code of Conduct and associated worker requirements listed within the CTMP.
Pedestrian Control	Temporary fencing to be erected on the lot boundary.
Public Transport Services Affected	N
Road Occupancy Requirements	N
Lane or Footpath Closures	N
Traffic Guidance Scheme	Refer **Appendix C**

2.1.5 Phase 5 – Temporary Access Road (Mamre Road Intersection)

The details of works are shown in **Table 15**. It is estimated that the total duration of the intersection works will be approximately 6 months from the commencement date.

TABLE 15: PHASE 5 – TEMPORARY ACCESS ROAD (MAMRE ROAD INTERSECTION)

Criteria	Response
Description of Key Activities	Construction of Mamre Road ultimate left in, left out intersection (03/08/2026 - 03/02/2027)
Max. Vehicle Size	20m Articulated Vehicle, Truck & Dog
Maximum Vehicle Movement Frequency	Approximately 125 light vehicle movements / day + Approximately 80 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access the site via the Mamre Road Construction Access Road
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N
Contractor Parking	Y – On-site parking and facilities will be available
Pedestrian Control	Temporary fencing to be installed
Public Transport Services Affected	N
Road Occupancy Requirements	Y
Lane or Footpath Closures	Y
Traffic Guidance Scheme	Refer **Appendix C**

2.1.6 Phase 6 – Decommission Works of CAR

The details of works are shown in **Table 16**. It is estimated that the total duration of the decommissioning works will be approximately 1 months from the commencement date.

TABLE 16: PHASE 6 – DECOMMISSION WORKS FOR CAR

Criteria	Response
Description of Key Activities	Decommissioning of the temporary construction access road. (04/02/2027 - 17/03/2027)
Max. Vehicle Size	20m Articulated Vehicle, Truck & Dog
Maximum Vehicle Movement Frequency	Approximately 152 light vehicle movements / day + Approximately 80 heavy vehicle movements / day
Truck Access Requirements	All vehicles shall access the site via the Mamre Road Temporary Access Road
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N
Contractor Parking	Y – On-site parking and facilities will be available
Pedestrian Control	Temporary fencing to be installed
Public Transport Services Affected	N
Road Occupancy Requirements	N
Lane or Footpath Closures	N
Traffic Guidance Scheme	Refer **Appendix C**

2.2 Construction Hours

Based on the information provided to Ason Group, a summary of the construction hours is shown in **Table 17** which is in accordance with condition B40 of the SSD-30871587 conditions of consent

TABLE 17: HOURS OF WORK

Activity	Day	Time
Warehouse Construction and Fit-out	Monday – Friday Saturday	7 am to 6 pm 8 am to 1 pm
	Sunday Public Holidays	No work

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

- The delivery of oversized plant or structures including what 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.
- 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.
- Concrete pours to prevent premature setting and risk of cracking caused by higher temperatures during the day.

2.3 Site Access Arrangements

Emergency vehicle access to and from the Site will be available at all times while the site is occupied by construction activities. This process would be implemented through emergency protocols on the site which will be developed by the Contractor and shall be documented within the Contractor's Construction Management Plan.

Any oversized plant or structure that require special arrangements to transport along public roads will require approval from the National Heavy Vehicle Regulator (NHVR) and Council. All vehicles are to access the site via Mamre Road.

Construction access is proposed via 3 stages:

- Phase 1-2: Early works and bulk earthworks (when traffic volumes are very low). Access arrangements will be via the existing driveway as shown in **Figure 3**. Phases 1-2 are only required until the temporary construction access road (CAR) has been delivered.
- Phase 3: Construction of the temporary CAR, subject to the approval of a TfNSW Works Authorisation Deed (WAD).

- Phase 4-5: Civil works, warehouse build, and construction of the temporary access road (TAR). Access will be via the CAR as shown in **Figure 4**.
- Phase 6: Decommission works for the CAR.

The purpose of Phases 1-2 will be to facilitate access during the early works, while the temporary CAR is being delivered. As noted, the access will by way of an existing driveway until such a time where the CAR has been delivered. These phases will be subject to low traffic volumes, which are not expected to have any material impacts.

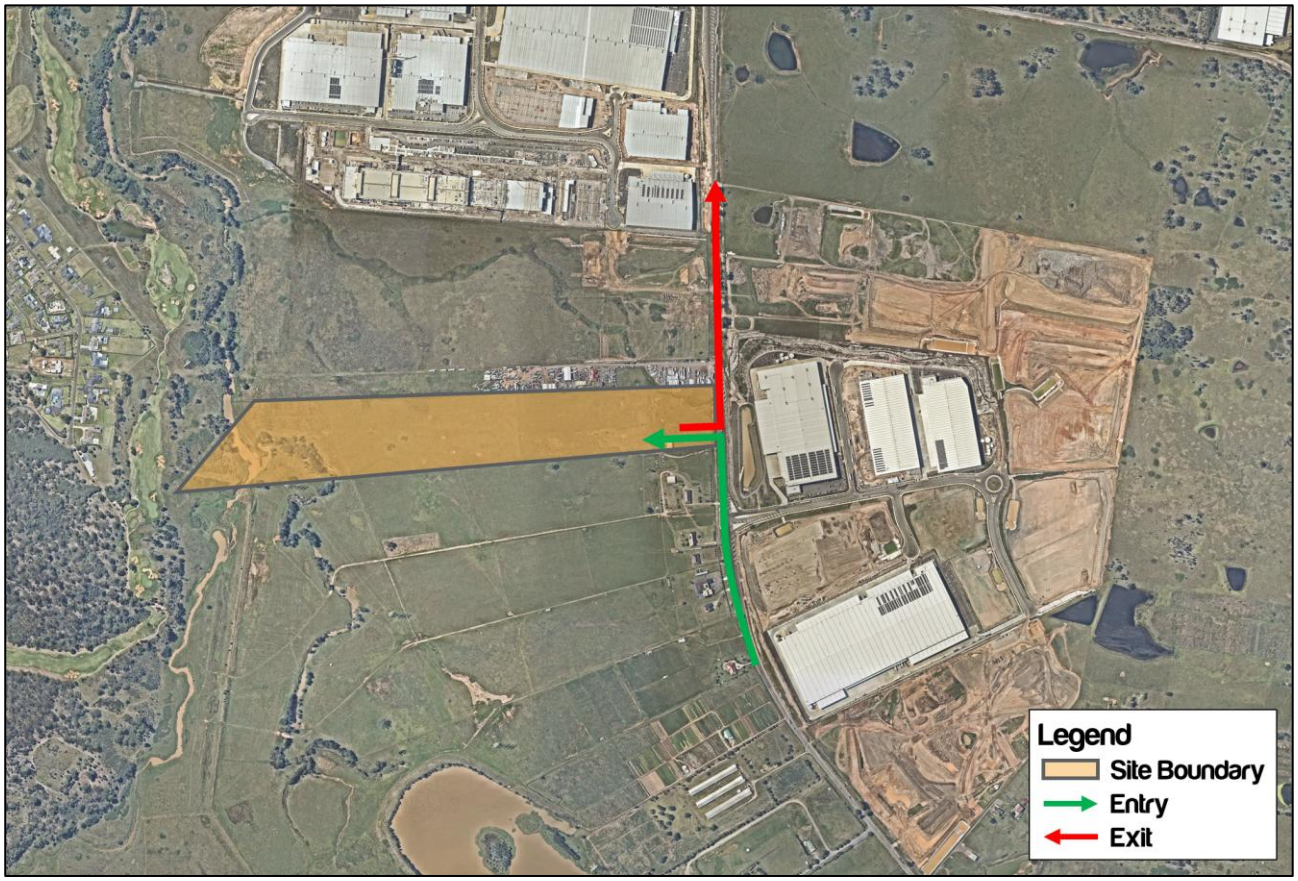


Figure 3: Construction Access Arrangements (Phases 1-2)

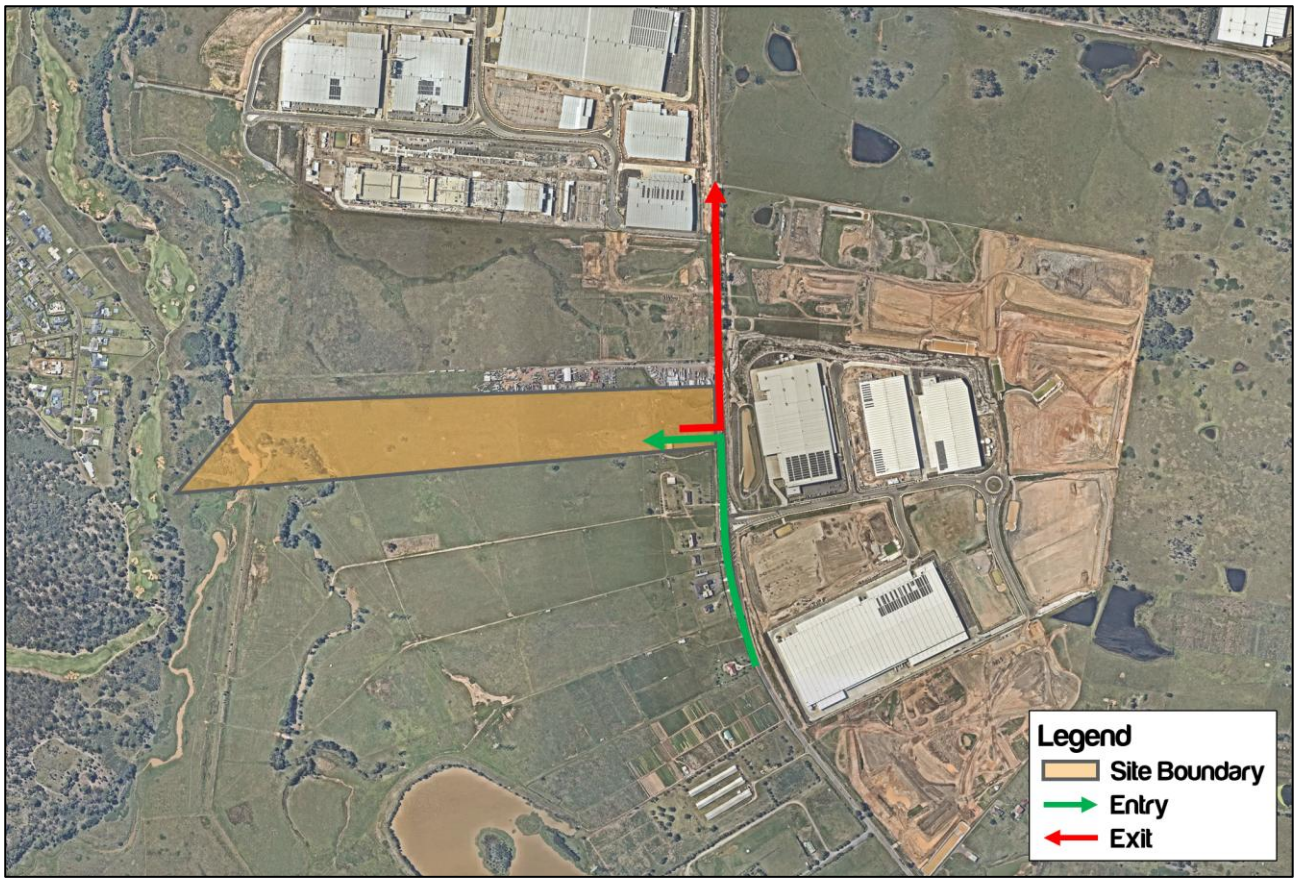


Figure 4: Construction Access Arrangements (Phases 4-5)

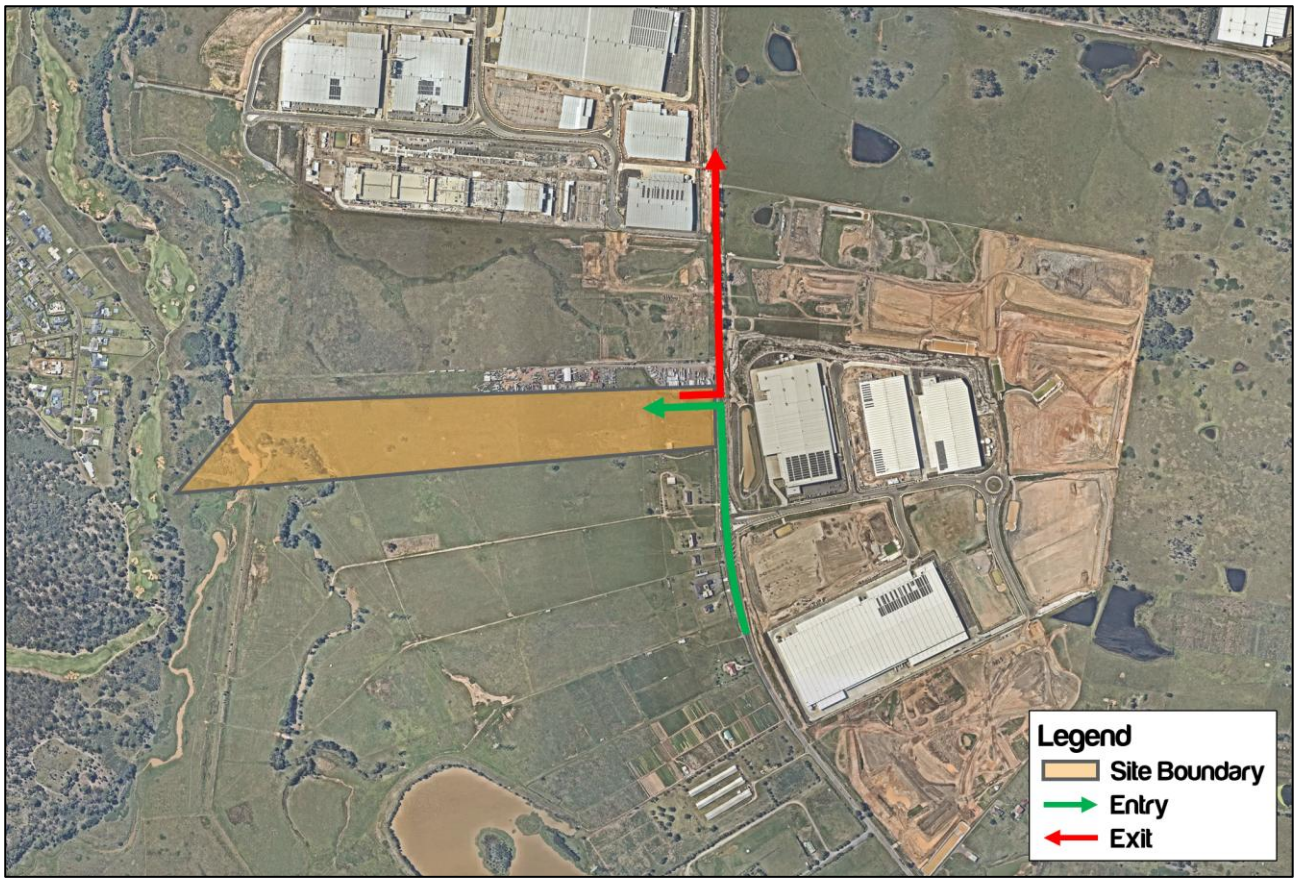


Figure 5: Construction Access Arrangements (Post Phase 5)

Detailed plans of the site access arrangements are attached in **Appendix D**. Heavy construction vehicles are to avoid school zones wherever possible. In the case that school zones cannot be avoided, no heavy construction vehicle movements are to arrive or depart the site during signposted school zone periods on school days:

- 8:00 am – 9:30 am
- 2:30 pm – 4:00 pm

2.4 Truck Routes

It is expected that all heavy vehicles will access the Site via the appropriate TfNSW Restricted Access Vehicle (RAV) routes.

A copy of the approved routes will be distributed to all drivers before their arrival to the Site No trucks are to use Abbotts Rd as part of the construction activities. No trucks will queue on any roads on approach to the construction site. Mobile phones, two-way radios or application-based solutions will be used to coordinate truck arrivals.

The proposed construction access routes are shown in **Figure 6** below. These routes are also consistent with the TfNSW Restricted Access Vehicles (RAV) maps for vehicles up to and including 26m B-doubles. Any trucks greater than 19m required to access the site will also entry/exit the site under traffic management.

Additionally, no heavy vehicles are permitted to arrive/leave the site via Bakers Lane.

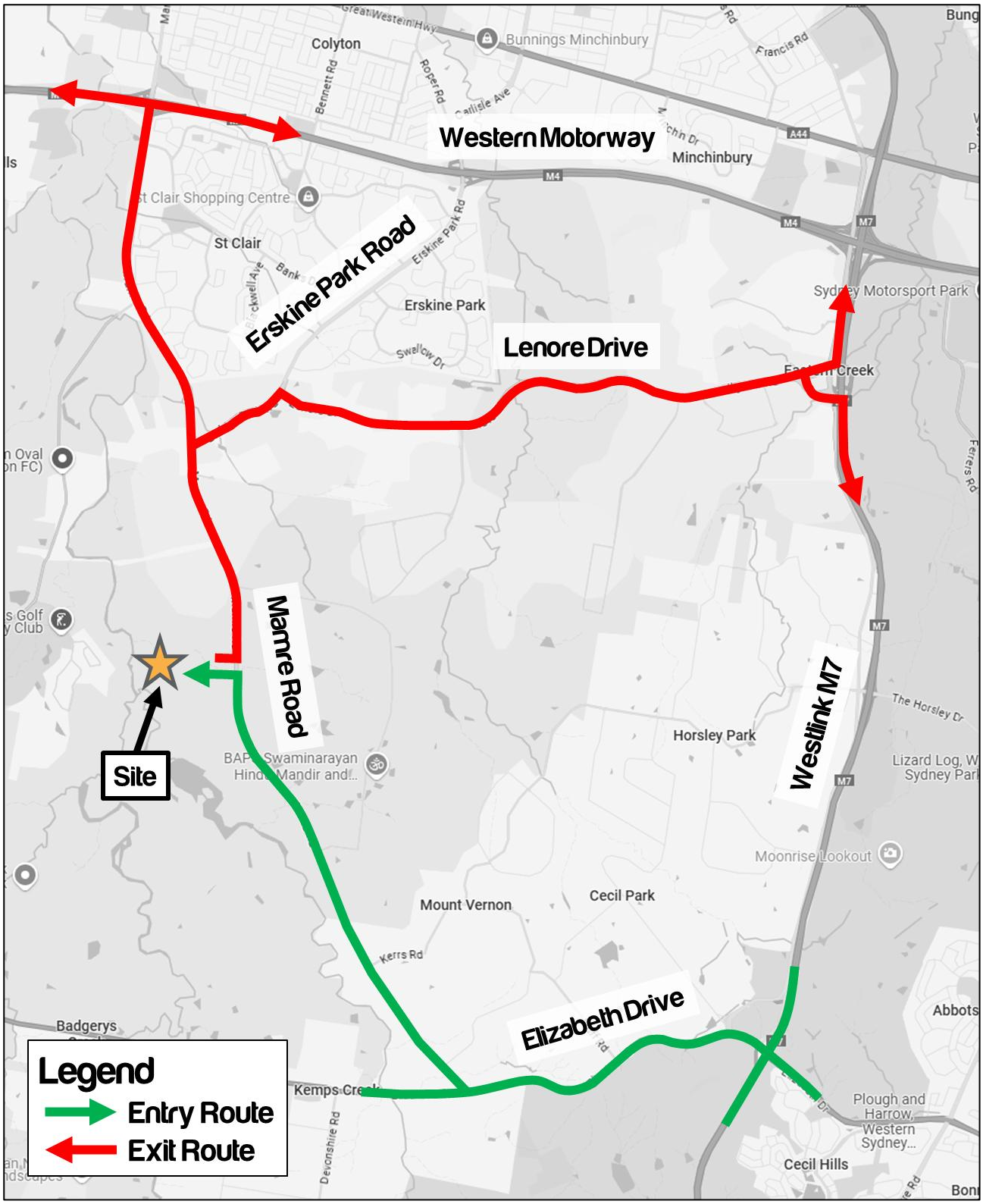


Figure 6: Construction Access Routes

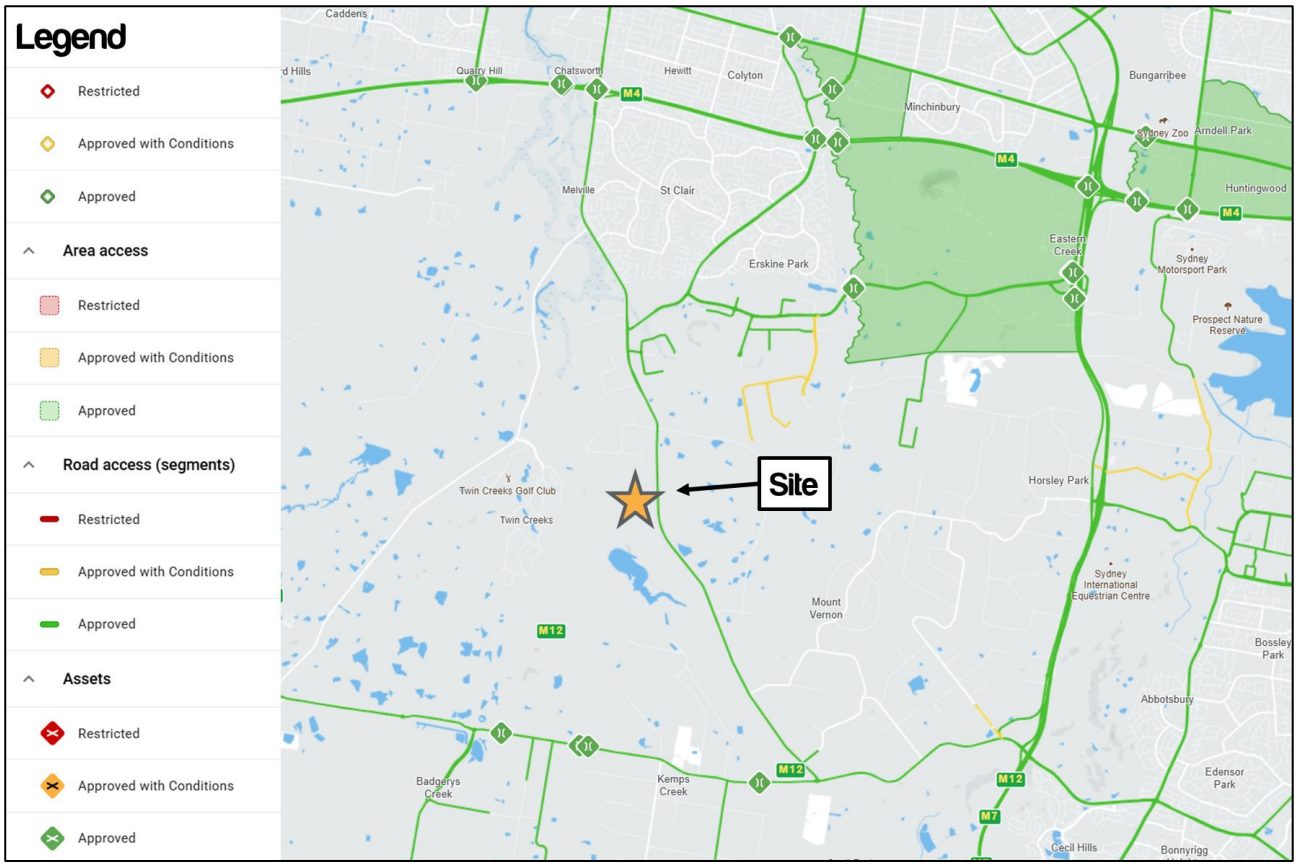


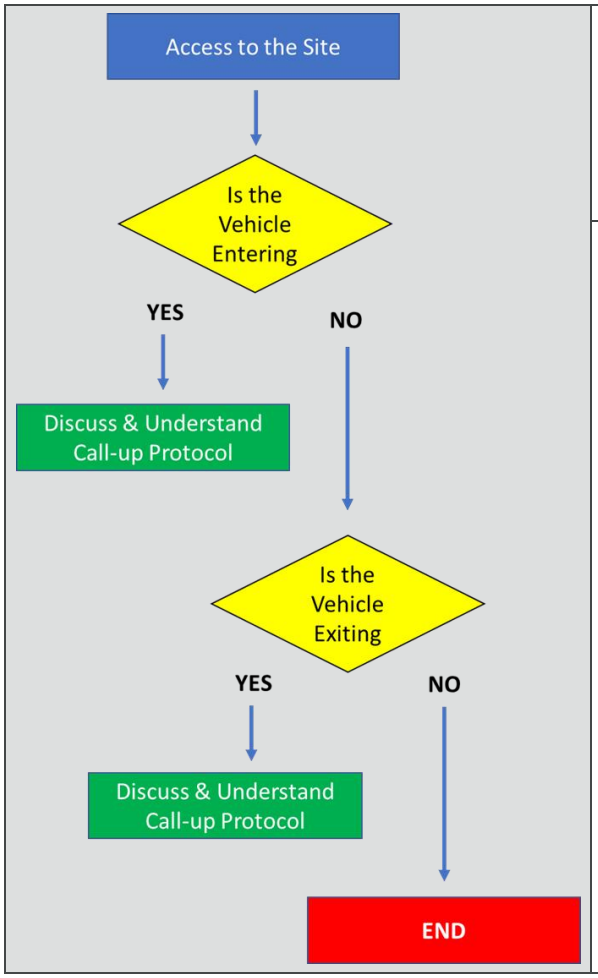
Figure 7: Restricted Access Vehicle (RAV) Map – 25/26m B-double Routes

2.5 Temporary Traffic Management Method

Traffic management shall be undertaken in accordance with the methodology outlined within the TGS, **Table 18** and attached within **Appendix B.** 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 18: ACCESS PROTOCOLS & METHODOLOGY

Procedure	Responsibility	Notes
	Site Manager / Foreman	**ENTRY PROTOCOL:** Via UHF radio, channel agreed at pre-start. 1. Vehicle to advise Site Manager 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. Site Manager advises safe to enter, vehicle enters site and decelerates behind barriers

<table>
<tr>
<td rowspan="2"> 
</td>
<td></td>
<td>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</td>
</tr>
<tr>
<td>Site Manager / Foreman</td>
<td>EXIT PROTOCOL:
Via UHF radio, channel agreed at pre-start.
1. Vehicle driver to radio Site Manager 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, Site Manager to order vehicle to hold until gate is clear.
The vehicle driver is not to stop traffic on the public road network</td>
</tr>
</table>

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 19: CONSTRUCTION CONTACT LIST

Role	Name	Company	Contact
Superintendent	Nick Papanicolaou	Gibb Group	nick.papanicolaou@gibbgroup.com.au
Warehouse Contractor	Simon Horan	Qanstruct	shoran@qanstruct.com.au
Civil Contractor	TBC	TBC	TBC

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

2.8 Works Zone

Work zones are required during the following construction stages only:

- Temporary Intersection Works (refer to **Section 2.1.2**)
- Mamre Road Intersection (refer to **Section 2.1.5**)
- Service Relocation works on Mamre Road

All vehicles will be able to park/stop within the Site.

A Road Occupancy Licence (ROL) from TfNSW will be required for the works undertaken on Mamre Rd. It is the responsibility of the contractor to obtain the ROL.

3 Traffic Management

3.1 Approved Volumes

The Traffic Management and Accessibility Plan (TMAP) Addendum (Ason Group Ref: P1812r04v04) supporting the development, outlined the following relevant figures with regards to future operational traffic volumes associated with the Site:

TABLE 20: APPROVED TRAFFIC GENERATION

Time Period	GFA (m^2)	Rate per 100m^2	Trips
Local Road AM Peak (7am – 8am)	21,158	0.23	49
Local Road PM Peak (4pm – 5pm)		0.24	51

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

- AM Peak:
  - 25 LV Movements (07:00 – 08:00),
  - 24 HV Movement (07:00 – 08:00),
- PM Peak:
  - 34 LV Movements (16:00 – 17:00),
  - 17 HV Movements (16:00 – 17:00),

It should be noted that the AM and PM peak periods have been assessed in relation to the network peak periods and are not necessarily representative of the peak LV or HV volumes during any given one-hour period. For reference, a construction vehicle would relate to all contracted parties involved in day-to-day construction activities on site. This would include.

- All Vehicles making material deliveries to and from the Site.
- All Contractors and their sub-contractor's construction site vehicles
- All construction staff working on the projects arriving / departing the Site in private cars.

In turn, the following are exempt from the requirements of the CTMP (as they are not part of construction works within the Site).

- Design / management consultants arriving to Site for meetings.
- Food vans / food deliveries by non-contracted parties.

- Relevant Authorities / Agencies (including DPHI or Penrith City Council, the Environmental Representative (ER), and other stakeholders who have assets on the site)
- Members of the public who may drive in ad hoc.

3.3 Cumulative Impacts

The estimated construction traffic volumes have been benchmarked against the operational traffic volumes outlined in **Section 3.1**. A comparison has been provided in **Table 21**.

TABLE 21: CONSTRUCTION TRAFFIC GENERATION

Period	Approved Traffic Volumes	Construction Traffic Volumes	Net Difference
AM	49	49	-
PM	51	51	-

With reference to the above, the estimated construction traffic volumes are shown to be consistent with the approved operational traffic volumes for the Site during the peak periods. Consequently, the construction traffic is not expected to have any material impacts on the surrounding road network.

3.4 Minimising Traffic Impacts on Surrounding Network

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

- **Monitoring Construction Vehicles:** Each contractor is responsible for monitoring construction vehicle volumes, utilising either manual methods or CCTV monitoring at their respective site entrances to ensure adherence to approved daily construction volumes and approved site ingress and egress arrangements. The contractors shall be responsible to review the volumes relevant to their works and report this to the Principal, Gibb Group, regularly. Notwithstanding, it is also the responsibility of each contractor to notify the Principal if the observed construction volumes get close to the maximum volumes. The Principal shall provide the ER with the vehicle volumes for monthly reporting and advise the ER & DPHI if those volumes have been exceeded. This monitoring approach aligns with efforts to ensure traffic impacts are minimised on the surrounding network. This has been outlined in more detail in **Table 24**.
- **Construction Traffic in Mamre Road**: Construction traffic will use the Site's primary access to access the work area for the works, connecting to the wider network via Mamre Road. To ensure the impacts to motorists within the area are kept to a minimum, construction traffic will be contained with the prescribed volumes.
- **Management of deliveries**: The Contractor will manage deliveries to ensure that construction vehicles, particularly heavy vehicles, will not exceed approved limits.
- **Safety During Construction**: Safety to motorists and pedestrians throughout the area will be maintained during construction through the preparation and execution of TGS's. A range of TGS's are to be implemented by the contractor CTMPs, for each access throughout construction, to identify all reasonably foreseeable hazards, assess the hazards, and manage the hazards as best possible by either eliminating or minimising the risks. TGS's shall be monitored and updated accordingly throughout the project.

- **Reporting**: Monitoring of traffic movements during peak periods is to be undertaken to ensure that drivers are adhering to the rules set out in this CTMP. This will ensure that the traffic generation and subsequent impacts on the road network, are in line with those approved. All near misses are to be documented to ensure any developing issues can be resolved with the relevant stakeholders
- **Drivers Education**: All drivers are to undergo a site induction as outlined in **Section 3.11**. All drivers are to be made aware of driver expectations and shall adhere to the Driver's code of conduct attached in **Appendix A**.

With the above measures, it is not expected that this level of traffic movement would create any adverse impact on the surrounding road network.

3.4.1 Cumulative Impacts Management Strategy

It is noted that SLR Consulting have been engaged to run the MRPWG which is being held on a weekly, fortnightly and monthly basis. The purpose of the MRPWG is to ensure the developers in the MRP are operating safely and efficiently. This extends to the monitoring and review of the cumulative traffic impacts of concurrent construction works within the Mamre Road Precinct and the Mamre Road Upgrade Stage 2 works. Key items on the agenda include:

- A review of the traffic volumes for each respective site which is compared against the approved thresholds as well as their previously recorded volumes.
- A review of the forecasted traffic volumes for the upcoming month against the approved thresholds.
- Should any discrepancies arise which lead to the cumulative traffic exceeding the approved MRP threshold, SLR will liaise with the developers to find efficiencies where possible to reduce the traffic volumes such that they fall within the approved threshold.
- Considerations to external road upgrades including but not limited to the Mamre Road Upgrade Stage 2 works.

Noting the above, Gibb Group is attending the MRPWG weekly, fortnightly and monthly meetings. As previously mentioned, contractors are to monitor and record their daily traffic volumes either through manual methods or CCTV footage which is to be provided to Gibb Group. Gibb Group will ensure that the reported traffic volumes do not exceed the site-specific approval. Notwithstanding, Gibb Group will also provide this information to the MRPWG to inform the cumulative traffic reviewing process being conducted by SLR Consulting.

In the case that the review by SLR Consulting finds that the traffic volumes exceed the precinct wide approvals, Gibb Group will coordinate with SLR Consulting and the MRPWG to ensure that amendments can be made to their operations, such that the traffic volumes are brought back below the approved threshold.

3.5 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 contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site.

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. Additionally, no loading, unloading, material handling or storage of materials or vehicles is to occur on any part of the public road–paved, unpaved, or roadside.

All vehicles are wholly contained on site before being required to stop. In this regard, site boom gates and access point controls should be located well within the site to ensure that no vehicle queuing occurs 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.

3.6 Contractor & Heavy Vehicle Parking

Contractors are expected to drive to site in the absence of practical bus services in close proximity to the Site. As such, contractors shall nominate on-site parking zones for contractors and heavy vehicles, such that any vehicle manoeuvre routes are not obstructed. Additionally, there shall be no illegal parking of contractor or heavy vehicles prior to entering the Site.

During each stage of the project, there shall be enough parking to accommodate the expected maximum demands for that particular stage. Parking arrangements are expected to be updated / relocated as the project progresses. These details shall be outlined and communicated at regular toolbox meetings. Parking is to be regularly monitored to ensure sufficient provisions and to prevent queuing onto the roadway.

3.7 Pedestrian and Cyclist Management

Mamre Road does not have any footpaths, bicycle paths or shared paths fronting the Site. As such, pedestrian and cyclist management measures are generally not required for the Site.

Notwithstanding, cyclists are able to travel along Mamre Road, as such reduced speed limits have been proposed on the site frontage which would be sufficient to ensure the safety of cyclists during the relevant stages of construction. Refer to **Appendix C** for TGS plans.

Additionally, whilst there are currently no footpaths along Mamre Road, consideration can be given to providing safety measures and traffic controllers in the case that any pedestrian infrastructure is delivered as construction progresses. This can be updated as part of the ongoing monitoring and review process.

3.8 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.

3.9 Traffic Control

As noted about in **Section 2.3,** there shall be additional works pertaining to the neighbour Site to be undertaken at the same time as the works outlined within **Section 2.1**.

A site-specific Traffic Guidance Scheme (TGS) on Mamre Road is provided in **Appendix B**. The TGS is designed to alert drivers to the presence of heavy vehicles entering or exiting the existing access road, promoting safer driving practices.

3.10 Driver Awareness & Code of Conduct

All drivers shall be made aware and adhere to the Driver Code of Conduct, outlined in **Appendix A**.

3.11 Worker Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain must be suitably trained and covered by adequate and appropriate insurances.

4 Monitoring and Review

4.1 Monitoring Program

This CTMP shall be subject to a regular review and will be updated accordingly. Regular reviews will be undertaken by the on-site coordinator during implementation and execution of this CTMP, with consideration for any safety matters raised during the MRPWG meetings. Monitoring of this CTMP shall also be picked up in the Environmental checklists, with any incidents being reported within the weekly site meeting and MRPWG meetings. The monitoring procedure has been outlined in **Figure 8**.

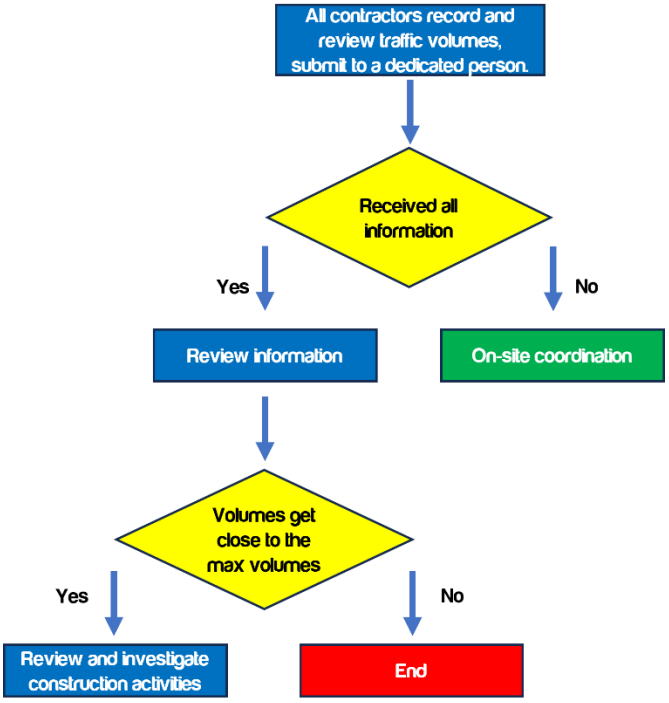


Figure 8: Monitoring Procedure

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

- To ensure the implementation of the CTMP and TGS's are consistent with the intent of this report, and that the most recent version of the CTMP and TGS (as approved by the Planning Secretary) is being implemented.
- Regular reviews of CCTV camera footage to ensure accountability and compliance.
- 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 that cameras shall be used to monitor and track deliveries.
- It is expected the contractor will undertake a truck and car count/review with Gibb Group to ensure volumes are within Condition Green of **Table 24,** and will be undertaken once a month. In addition, the Contractor is required to retain a log of all vehicles accessing the Site on a daily basis.
- To identify any shortfalls and develop an updated action plan to address issues that may arise during construction (Parking and access issues)
- To ensure TGS's are updated (if necessary) by "Prepare a Work Zone Traffic Management Plan" card holders to ensure they remain consistent with the set-up on-site.
- Regular checks to ensure all loads are entering and leaving site covered as outlined within this CTMP.

As such the table below provides triggers to monitor and review this CTMP.

TABLE 22: MONITORING & REVIEWS OF CTMP

Type of Review	Frequency	Considerations
Scheduled	The scheduled TMP review must be undertaken monthly or as specified otherwise	The scheduled CTMP review must consider the following: • Any comments from the monthly MRPWG meeting • 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. • Periodic checks to ensure that heavy vehicles are using the correct access route.
Change Generated Review	The change generated review must be undertaken when implementing new traffic stages, switches, or other construction-based activities.	The change generated CTMP review must consider the following: • The work site is operating safely; • Delineation is effective with appropriate signage installed for changed conditions; • Safe passage is provided for all road users; • Road Safety Audits are arranged or confirmed as required. • Accountability for approval and inspection is well understood and documented
Non-Compliance, Post Incident or Near Miss Review	The Non-Compliance, post-incident or near miss review must be undertaken following an incident or near miss.	Any non-compliance must be reported to immediately to the supervisor. A non-compliance is anything other than 'Condition Green' as outlined within **Table 24.** All workplace incidents must be reported immediately to the supervisor, who is to determine responsibility for investigating the incident. The incident and investigation must also be recorded in the incident reporting system of Transport. The post incident or near miss CTMP review must consider: • Causal factors; • Contributory factors or changes required; and • Identified changes to TGS are completed, approved, recorded, and communicated. For any incidents or near miss (where required) a safety alert must also be prepared and distributed by the Transport project manager to share learnings with other work sites.
Post MRPWG Safety and Efficiency Review	The post MRPWG safety and efficiency review must be undertaken in the case that any relevant concerns raised during the MRPWG meetings.	The Post MRPWG Safety and Efficiency review must consider the following: • Consideration of any traffic safety and/or efficiency concerns raised during the meeting. • Updates and additions to management or mitigation measures that address the relevant concerns.

This monitoring process is expected to form part of the monitoring plan required to be included as part of this CTMP. The roadway (including footpath) must be kept in a serviceable condition for the duration of construction.

4.2 Work Site Inspections, Recording and Reporting

Recording and reporting of the monitoring programs are critical for immediate traffic safety improvements. These shall be done in accordance with Section E.3, E.4 and E.5 of the TCAWs Manual. As such, the structure, schedule, and frequency of these activities have been considered and identified.

To inspect, review and audit the temporary traffic management (TTM) arrangements implemented on site, the following actions are to be undertaken by suitably qualified personnel in accordance with TCAWS 6.1 requirement during all phases of construction, being:

TABLE 23: EXAMPLE REVIEW OF ACTIVITIES

Activity			Frequency or Details
Shift Inspections	☐ Yes	☐ No	
Regular Inspections	☐ Yes	☐ No	
TMP Review	☐ Yes	☐ No	
Road Safety Audit	☐ Yes	☐ No	
Camera Footage	☐ 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 Gibb Group's CEMP Incident and Non-compliance Response and Handling Procedure.

Whilst it is noted that key Contractors will be implementing their own environmental management system procedures and processes, Gibb Group will be responsible for ensuring that these systems and processes satisfy the requirements, including the incident management components. The Contractor will be responsible for providing all necessary documentation with regards to the incident investigation and close-out actions where required. The timing of the provision of this documentation is to align with Gibb Group requirements.

Gibb Group's Project Manager must be notified immediately of any environmental incident or near miss related to traffic. Such incidents may include, but not limited to:

- Vehicle crash or injury resulting from construction traffic related to the project.
- Failure to correctly implement required traffic controls for planned activities.
- Queuing onto Mamre Road, in breach of the requirements set out under this CTMP.
- Spill of any dangerous goods or hazardous substance to ground or water.
- Substantiated complaints received from members of the community or regulatory authorities relating to traffic management.
- Land-based off-site sediment loss to the environment, including sediment tracking onto the roadway.

Gibb Group's Project Manager will be responsible for all notifiable environmental incidents in line with the regulatory notification requirements.

All environmental incidents will be reported to the ER and DPHI in writing via the Planning Portal within 24 hours after Gibb Group become aware of the incident. Gibb Group will also report the incident during the next MRPWG meeting. Any notification to DPHI 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 Gibb Group's Project Manager immediately, who is then required to notify DPHI in writing (via the Planning Portal) within 7 days. Any notification to DPHI must:

- identify the development, including the application number,
- set out the condition of approval that the development is non-compliant with,
- the way in which it does not comply,
- the reasons for the non- compliance (if known) and
- what actions have been taken, or will be taken, to address the non- compliance.

4.3 Contingency Plan

A contingency plan shall be established by the Contractor. Notwithstanding, **Table 24** outlines an indicative plan to be undertaken by the builder in the event that the monitoring program identifies the management plan is not effective in managing the construction impacts.

TABLE 24: CONTINGENCY 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 2.2** and **Section 3.1**.	Construction traffic volumes exceeds programmed Peak volumes but is within permissible volume constraints	Construction traffic volumes exceeds permissible volume and time constraints
	Response	No response required	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: • Review CTMP and update where necessary. • Provide additional training. • Notify and coordinate with SLR Consulting and the MRPWG to ensure traffic volumes are within the precinct's approvals.	As with Condition Amber, plus; • If it is concluded that construction activities were directly responsible for the exceedance, notify the DPHI as per condition C10 of the condition of consent. • Stop all transportation into and out of the site. • Notify and coordinate with SLR Consulting and the MRPWG to ensure traffic volumes are within the precinct's approvals.
Queuing	Trigger	No queuing identified	Queuing identified within site, but not on to public road	Queuing identified on the public road.
	Response	No response required Continue monitoring program	Review the delivery schedule prepared by the builder. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the Driver Code of Conduct.	As with Condition Amber, plus • Review and investigate construction activities. • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report nor non-compliance report to government

				agencies and the MRPWG. • Temporary halting of activities and resuming when conditions have improved. • Stop all transportation into and out of the site. • Review CTMP and update where necessary, provide additional training.
Traffic Guidance Scheme	Trigger	No observable issues (TGS implements according to plan)	Minor inconsistencies with TGS to onsite operations (such as covered signs, missing signs, fallen cones, etc.)	Near miss or incident occurring regardless of / as a result of the TGS being implemented
	Response	No response required	Traffic Controller to amend TGS on site and to keep a log of all changes	Stop work until an investigation has been undertaken into the incident. There are to be changes made to the TGS to ensure that the safety of all workers, students and civilians are catered for.

Appendix A. Driver Code of Conduct

Safe Driving Policy for Horsley Logistics Park, Mamre Road, Kemps Creek.

Objectives of the Driver Code of Conduct

- To minimise the impact of construction on the local and regional road network.
- Minimise conflict with other road users.
- Minimise road traffic noise; and
- Ensure truck drivers use project approved routes only.

Code of Conduct

The code of conduct applies to users driving any vehicle for work-related purposes. Drivers are to be issued with a copy of the Driver Code of Conduct, and must comply with all 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.

Police are regularly monitoring traffic movements in the area and drives will be fined for disobeying road rules. Furthermore, the below activities in any vehicles will be considered as a breach of conduct and will result in removal from site:

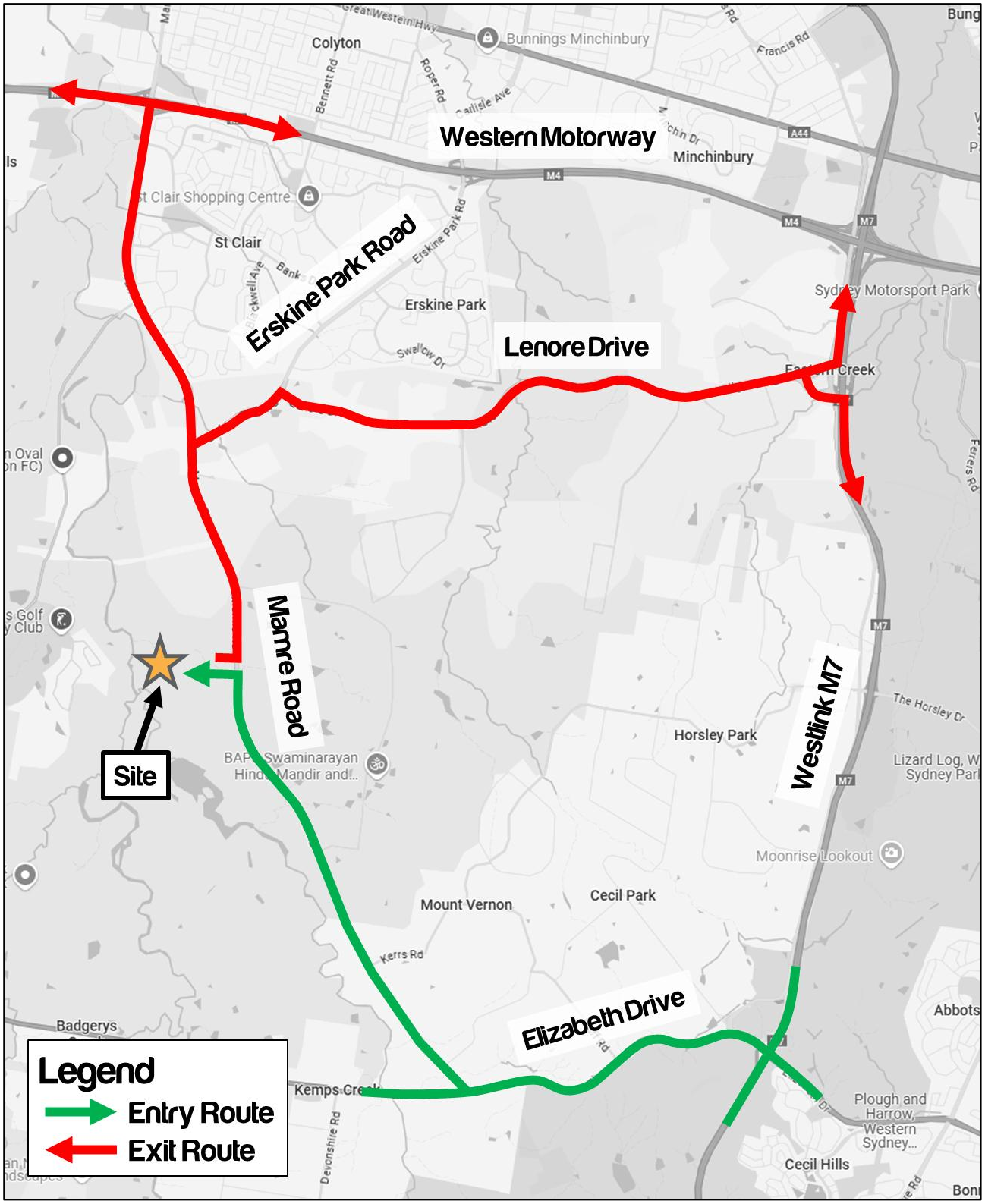
- Reckless or dangerous driving causing injury or death.
- Driving whilst disqualified or not correctly licensed.
- Drinking or being under the influence of drugs while driving
- Failing to stop after an incident.
- Loss of demerit points leading to suspension of licence.
- Any actions that warrant the suspension of a licence
- Exceeding the speed limit in place on any permanent or temporary roads

Driver Responsibilities

All drivers on site must:

- Abide with the following route to and from the Site.

– No personnel are to use Abbotts Road for construction based activities.



- 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.

- Ensure they have a current driver licence for the class of vehicle they are driving, and this licence is to be always carried.
- 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 use.
- 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 routes outlined above.
- 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, illegally park or engage in loading or unloading activities 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 the approved site access/egress routes only.
- Follow speed limits as imposed within the site.
- Keep loads covered at all times.

Site Team Responsibilities

The Contractor is responsible in taking 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:

- Ensure that all drivers adhere to the designated heavy vehicle routes as required by the route designated above. If a driver accesses the Site contrary to the approved routes, then approval to drive to and from the Site will be revoked by Management.
- 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
  - 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. These should also serve to remind workers on permissible access arrangement and driver training programs to mitigate risks from speed and inexperience.
- 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
- 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.
- Attendance at MRPWG sessions to address any emerging issues supported by collaborative discussions with stakeholder.
- Reporting any violation of road rules to police and maintaining clear communication pathways for offender management to enhance site compliance.

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

805-817 Mamre Road, Kemps Creek

Risk Assessment and Communication Tool

Project Number	P1812
Project Name	P1812r05v15 CTMP_805-817 Mamre Road, Kemps Creek, Issue XV
Site Location	805-817 Mamre Road, Kemps Creek
Date of Assessment	15/08/2025
Revision	Issue XI

Name	Company	Title
J. Laidler	Ason Group	Principal Traffic Engineer
J. Jeon	Ason Group	Senior Traffic Engineer
J. Lam	Ason Group	Traffic Engineer
N. Papanicolaou	Gibb Group	Senior Project Manager

Document Control

Date Issued	Revision	Issued By	Checked By
28/04/2025	Draft	J. Lam	J. Laidler
29/05/2025	Issue I	J. Lam	J. Jeon
02/06/2025	Issue II	J. Lam	J. Jeon
17/06/2025	Issue III	J. Lam	J. Jeon
20/06/2025	Issue IV	J. Lam	J. Jeon

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

Consequence Description	
A - Minor	Could result in injury or illness not resulting in a lost workday 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 workday(s) or environmental damage can be mitigated and is not required to be notified under jurisdiction requirements where restoration activities can be accomplished.
C - Severe	Could result in permanent partial disability, injuries or illness that may result in hospitalisation of persons or environmental damage can be mitigated and is required to be notified under jurisdiction requirements.
D - Critical	Could result in permanent total disability or reversible environmental damage required to be notified under jurisdiction requirements.
E - Catastrophic	Could result in fatality or irreversible severe environmental damage required to be notified under jurisdiction requirements.

Likelihood Description	Design Likelihood
1 - Very unlikely	Industry experience suggests design failure is very unlikely. It can be assumed failure occurrence may not be experienced.
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 sometime during the life of the design.
4 - Likely	Industry experience suggests design failure is likely to occur during the life of the design.
5 - Almost certain	Industry experience suggests design failure is almost certain to occur during the life of the design.

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	2	High	Boundary fence will be provided as part of the main works. The design provides a defined separation between public areas and work area. Admin area is located in front of the site to minimise unauthorised visitor access.	Design Solution	Main Contractor	B	2	Low
2	Interaction between pedestrians and vehicles	Vehicles and pedestrians to be separated as best possible	Entire Site & Access Roads	Nil	D	3	High	Separate pedestrians from vehicles in construction sites, use barrier fencing, signage and markings, traffic control measures, and temporary walkways. Ensure that the site is well-lit, especially when it get dark, and train workers on safety around construction equipment and vehicles to promote awareness of potential hazards	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	Use one-way manoeuvring around a site to limit interaction between vehicles to designated access points. Maintain Low speeds throughout the site to ensure safety for drivers.	Design Solution	Main Contractor	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	Proper safety equipment, training, and site maintenance should be implemented to ensure a safe work environment.	Design Solution	Main Contractor	C	2	Medium
6	Misdirected access into 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 parties. Additionally, communicating with the neighbouring site can help to identify any potential issues related to access or safety, and facilitate the sharing of best practices and resources. This can promote a culture of	Design Solution	Main Contractor	B	2	Low

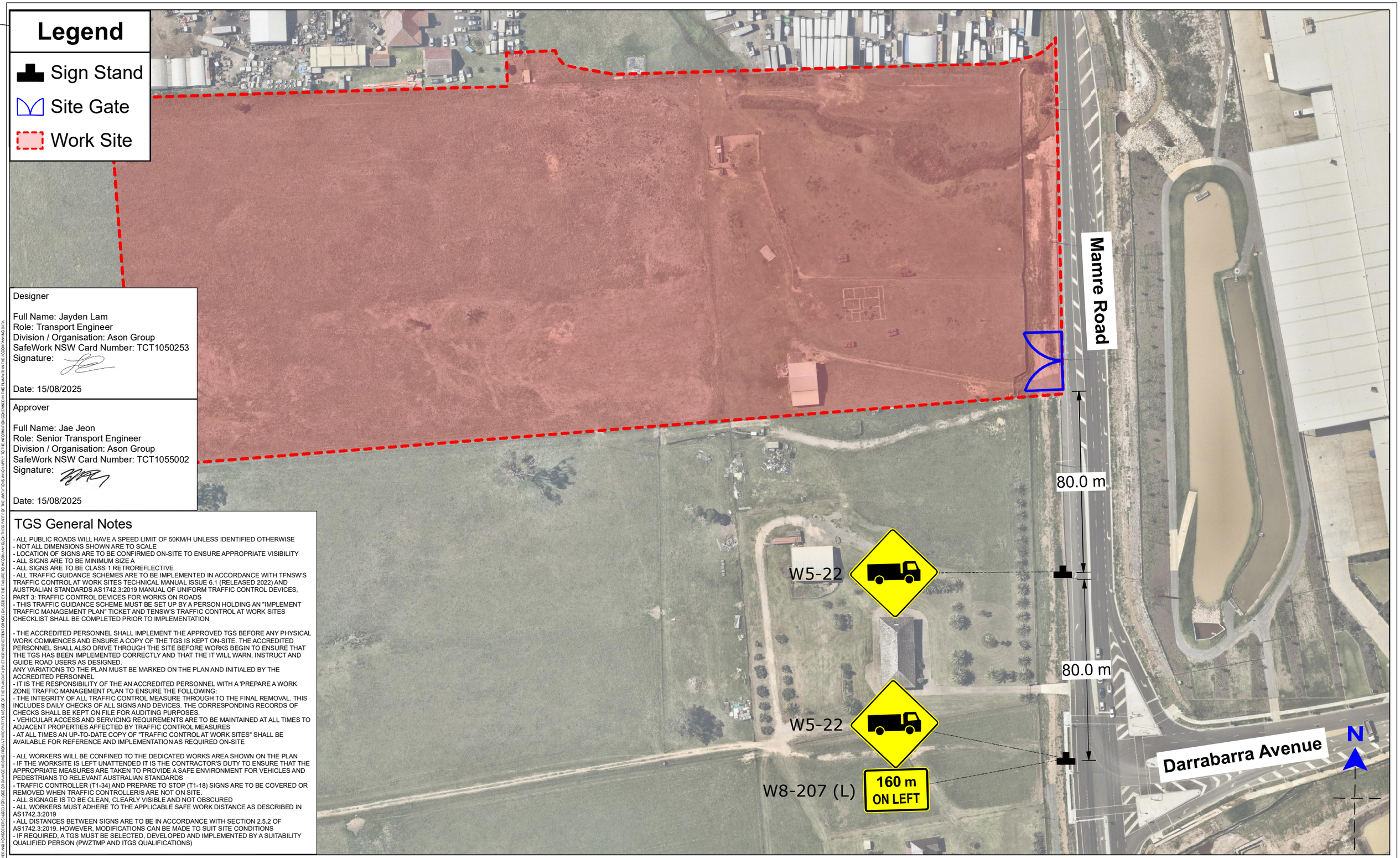
								collaboration and cooperation between neighbouring sites, and ultimately help to improve overall safety and efficiency in the area.					
7	Conflicting Traffic Management	Coordinating Traffic Controllers could create misleading and wrong advice	Entire Site	Nil	C	3	High	Regular toolbox meetings, safety briefings, liaison with traffic management teams, and updated signage plans can minimize construction site hazards by adopting a comprehensive approach to traffic management.	Design Solution	Main Contractor	C	2	Medium

Appendix C. Traffic Guidance Scheme

ASON ACCEPTS NO RESPONSIBILITY WHATSOEVER FOR THE USE OF UNAPPROVED PLANS IN ANY CONSTRUCTION FOR ANY COMMERCIAL PURPOSE. SET-OUT DIMENSIONS OF ALL DESIGN LINES, GRID LINES, CONTROL LINES, SETOUT MARKS AND BENCH MARKS SHOULD BE VERIFIED AND CONFIRMED AGAINST THE LATEST INFORMATION AT CONSTRUCTION. ASON IS TO BE NOTIFIED WHEREVER THERE IS ANY ERROR OR DISCREPANCY AND THE MATTER RESOLVED PRIOR TO THE COMMENCEMENT OR CONTINUATION OF ANY WORK. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN DATA.
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Legend

- Sign Stand
- Site Gate
- Work Site



Designer

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Role: Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1050253
Signature:

Date: 15/08/2025

Approver

Full Name: Jae Jeon
Role: Senior Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1055002
Signature:

Date: 15/08/2025

TGS General Notes

- ALL PUBLIC ROADS WILL HAVE A SPEED LIMIT OF 50KM/H UNLESS IDENTIFIED OTHERWISE
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE
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AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
3	15/08/25	TGS	JL	JJ	JJ
2	14/07/25	TGS	JL	JL	JL
1	11/04/25	TGS	JL	JJ	JJ

GENERAL NOTES

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Mamre Road has a posted speed limit of 80km/hr.

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CLIENT: Gibb Group

PROJECT: P1812

805-817 Mamre Road, Kemps Creek

DOCUMENT INFORMATION

Traffic Guidance Scheme

Demolition and Earthworks Access

DRAWING STATUS: Issue III

FILE NAME: AG1812-03v03

SHEET: AG01

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Date: 15/08/2025

Approver

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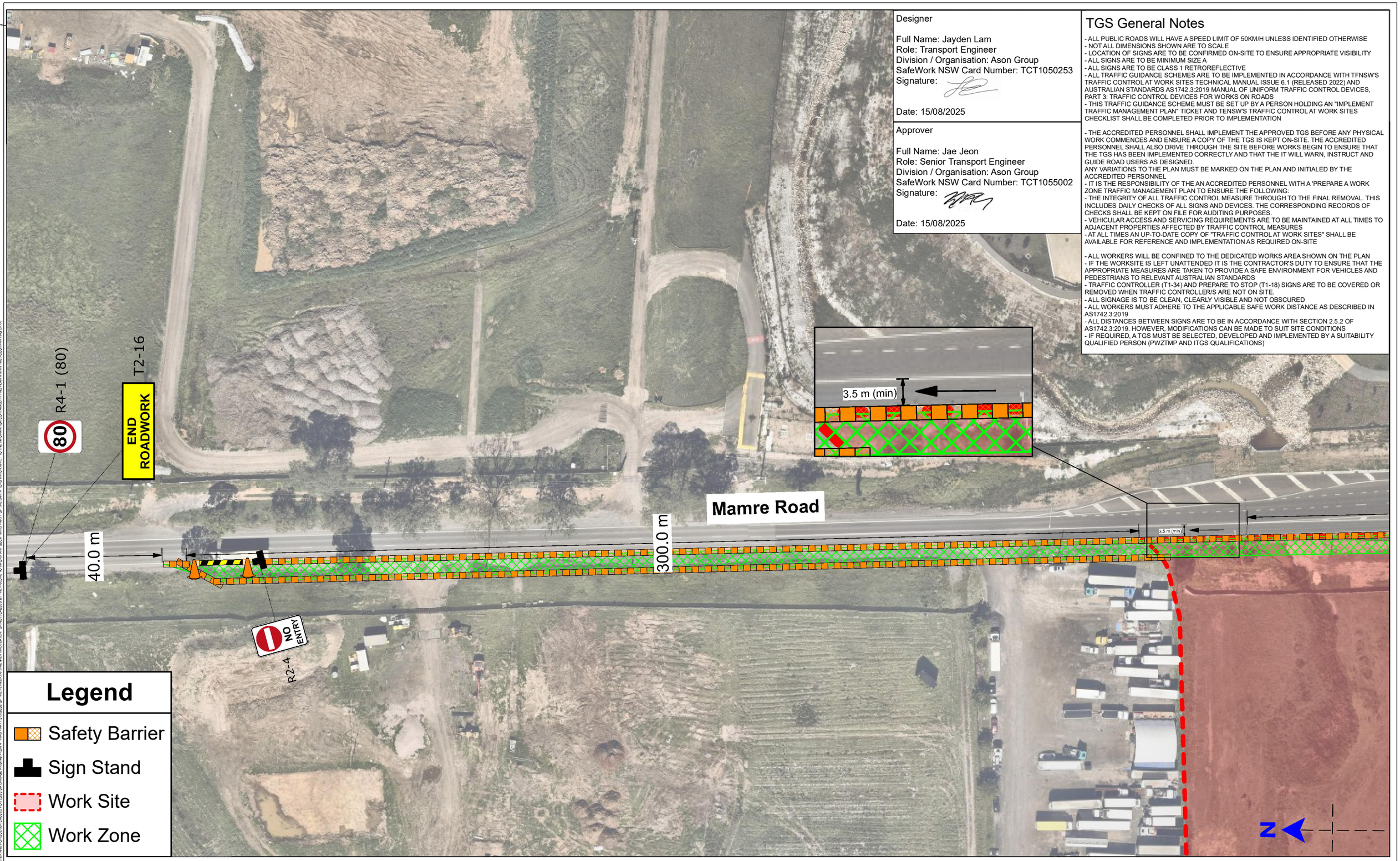
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APPROVED BY: Jae Jeon	SCALE: 1:1000

CLIENT: Gibb Group

PROJECT: P1812

805-817 Mamre Road, Kemps Creek

DOCUMENT INFORMATION: Traffic Guidance Scheme

Acceleration / Deceleration Lane Work Zone (North)

DRAWING STATUS: Issue III

FILE NAME: AG1812-03v03

SHEET: AG02

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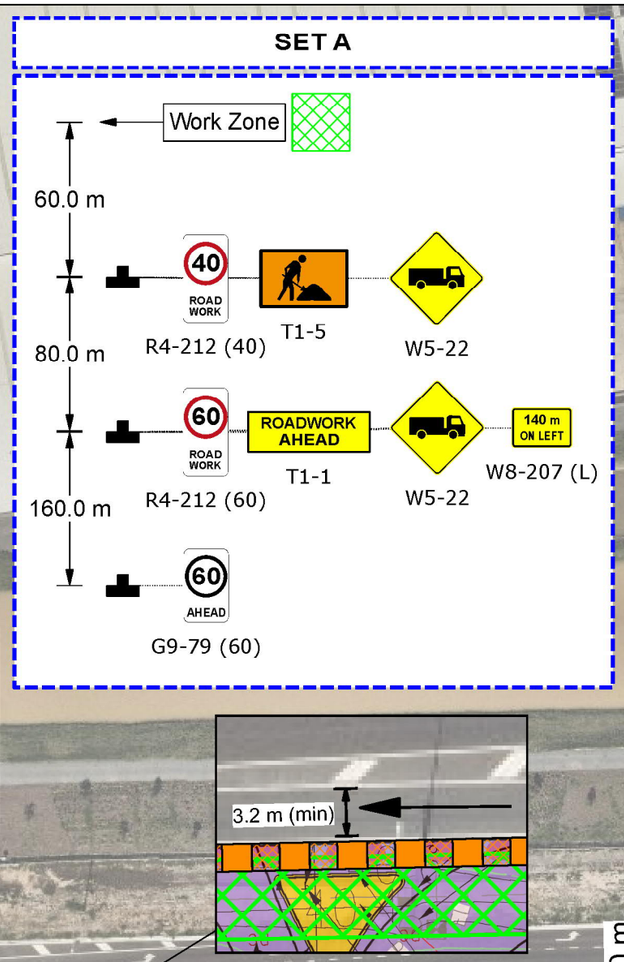
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Designer	Approver
Full Name: Jayden Lam Role: Transport Engineer Division / Organisation: Ason Group SafeWork NSW Card Number: TCT1050253 Signature: Date: 15/08/2025	Full Name: Jae Jeon Role: Senior Transport Engineer Division / Organisation: Ason Group SafeWork NSW Card Number: TCT1055002 Signature: Date: 15/08/2025



Legend

- Safety Barrier
- Sign Stand
- Work Site
- Work Zone

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
3	15/08/25	TGS	JL	JJ	JJ
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CLIENT
Gibb Group

PROJECT
P1812
805-817 Mamre Road, Kemps Creek

DOCUMENT INFORMATION

Traffic Guidance Scheme

Acceleration / Deceleration Lane Work Zone (South)

DRAWING STATUS: Issue III

FILE NAME: AG1812-03v03

SHEET: AG03

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Legend

- Linemarker (Right)
- Truck Mounted Attenuator (TMA)
- Work Site

Darrabarra Avenue

Mamre Road

T2-237

WET PAINT ON ROAD

ROAD PLANT AHEAD

T1-3-2

LINE MARKING AHEAD

T1-15

200.0 m

LINE MARKING AHEAD

ROAD PLANT AHEAD

T1-15

T1-3-2

N

Designer

Full Name: Jayden Lam
Role: Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1050253
Signature:

Date: 15/08/2025

Approver

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- ALL SIGNS ARE TO BE CLASS 1 RETROREFLECTIVE
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- THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TGS BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TGS IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TGS HAS BEEN IMPLEMENTED CORRECTLY AND THAT THE IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED.
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- 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
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- ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019
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AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
3	15/08/25	TGS	JL	JJ	JJ
2	14/07/25	TGS	JL	JL	JL
1	11/04/25	TGS	JL	JJ	JJ

GENERAL NOTES

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Mamre Road has a posted speed limit of 80km/hr.

DESIGNED: Jayden Lam	PAPER SIZE: A3
CHECKED BY: Jae Jeon	DATE: 15/08/2025
APPROVED BY: Jae Jeon	SCALE: 1:1000

CLIENT: Gibb Group

PROJECT: P1812

805-817 Mamre Road, Kemps Creek

DOCUMENT INFORMATION

Traffic Guidance Scheme

Dynamic Line Marking Works

DRAWING STATUS: Issue III

FILE NAME: AG1812-03v03

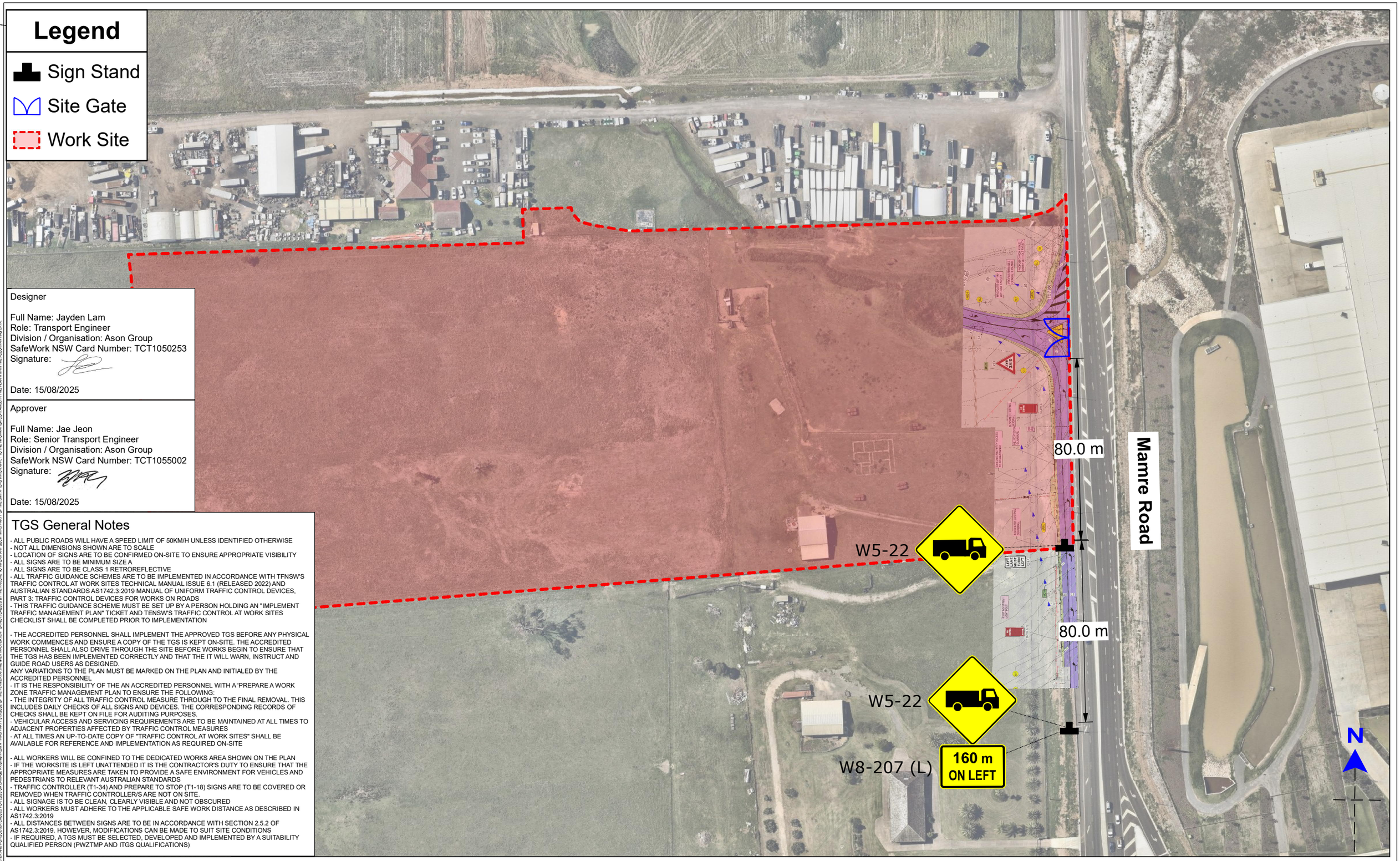
SHEET: AG04

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

ASON ACCEPTS NO RESPONSIBILITY WHATSOEVER FOR THE USE OF UNAPPROVED PLANS IN ANY CONSTRUCTION OR FOR ANY COMMERCIAL PURPOSES. SET-OUT DIMENSIONS OF ALL DESIGN LINES, GRID LINES, CONTROL LINES, RECOVERY MARKS AND BENCH MARKS SHOULD BE VERIFIED AND CONFIRMED AGAINST THE LATEST INFORMATION AT CONSTRUCTION. ASON IS TO BE NOTIFIED IMMEDIATELY OF ANY ERROR OR DISCREPANCY AND THE MATTER RESOLVED PRIOR TO THE COMMENCEMENT OR CONTINUATION OF ANY WORK. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN/DATA.
REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THIS NOTE BEING INCLUDED IN A FULL, UNALTERED AND UNABRIDGED FORM IS PROHIBITED AND MAY RESULT IN LEGAL ACTION BEING TAKEN AGAINST YOU. BY USING THIS PLAN/DATA YOU AGREE TO BE BOUND BY THE LIMITATIONS WHICH APPLY TO THE INFORMATION CONTAINED IN THE PLAN/WITHIN THE ACCOMPANYING DATA.

Legend

- Sign Stand
- Site Gate
- Work Site



Designer

Full Name: Jayden Lam
Role: Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1050253
Signature:

Date: 15/08/2025

Approver

Full Name: Jae Jeon
Role: Senior Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1055002
Signature:

Date: 15/08/2025

TGS General Notes

- ALL PUBLIC ROADS WILL HAVE A SPEED LIMIT OF 50KM/H UNLESS IDENTIFIED OTHERWISE
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DESIGNED: Jayden Lam	PAPER SIZE: A3
CHECKED BY: Jae Jeon	DATE: 15/08/2025
APPROVED BY: Jae Jeon	SCALE: 1:1500

CLIENT: Gibb Group

PROJECT: P1812

805-817 Mamre Road, Kemps Creek

DOCUMENT INFORMATION

Traffic Guidance Scheme

Construction Access

DRAWING STATUS: Issue III

FILE NAME: AG1812-03v03

SHEET: AG05

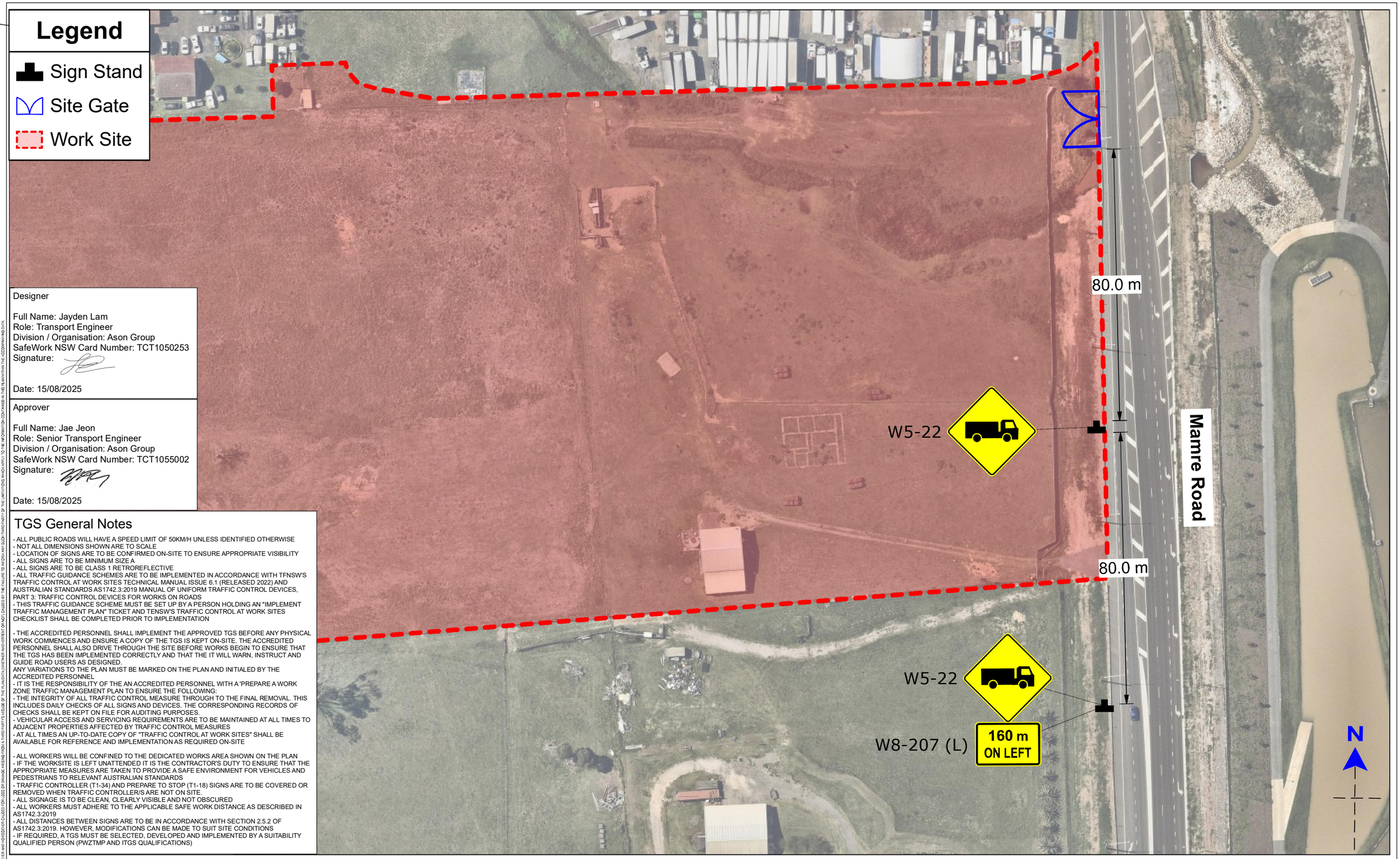
asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

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Legend

- Sign Stand
- Site Gate
- Work Site



Designer

Full Name: Jayden Lam
Role: Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1050253
Signature:

Date: 15/08/2025

Approver

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1	11/04/25	TGS	JL	JJ	JJ

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DESIGNED: Jayden Lam	PAPER SIZE: A3
CHECKED BY: Jae Jeon	DATE: 15/08/2025
APPROVED BY: Jae Jeon	SCALE: 1:1500

CLIENT
Gibb Group

PROJECT
P1812
805-817 Mamre Road, Kemps Creek

DOCUMENT INFORMATION
Traffic Guidance Scheme
Construction Access

DRAWING STATUS: Issue III
FILE NAME: AG1812-03v03
SHEET: AG06

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

Appendix D. Site Access Plans

GDA 2020

GibbGroup.

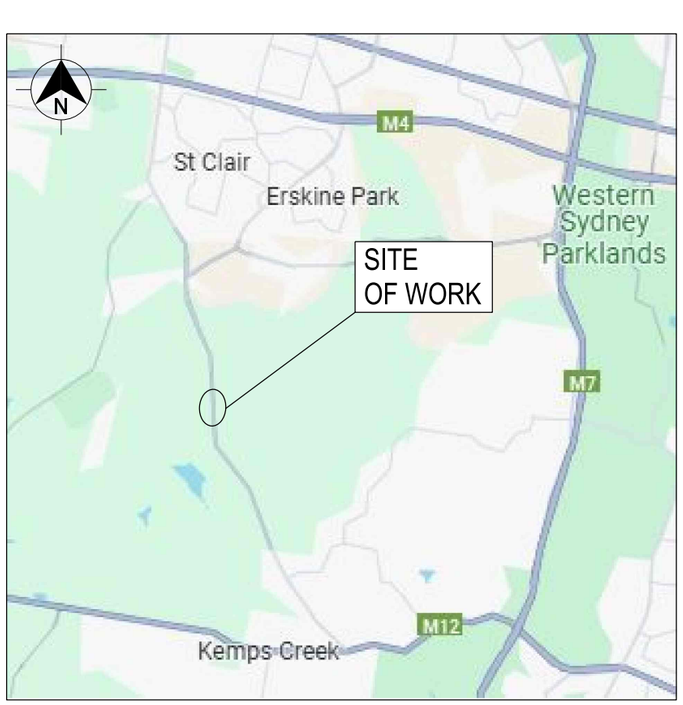
PENRITH CITY COUNCIL

MR 536 MAMRE ROAD

CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

ROAD DESIGN

CONCEPT DESIGN



LOCALITY PLAN

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SHEET CODE INDEX

CODE	NAME
GN	GENERAL
RW	ROAD ALIGNMENT, DETAIL, LONGITUDINAL, CROSS SECTIONS
MS	MISCELLANEOUS PLANS - TURN PATHS

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
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REV.	DESCRIPTION	APPROVED	DATE

SCALES ON A3 DRAWING:

NOT TO SCALE

CO-ORDINATE SYSTEM: GDA 2020 MGA ZONE 56

HEIGHT DATUM: AHD

	TITLE	NAME	DATE
DRAWN BY	SHEILA MONTGOMERY	25/06/2025
DRG CHECK	AMY PAVLOVIC	30/06/2025
DESIGN BY	DONGCHAN KIM	30/06/2025
DESIGN CHECK	TERRY LANCE	30/06/2025
DESIGN MGR	AMY PAVLOVIC	30/06/2025
PROJECT MGR	ANDREW MUTTIAH	30/06/2025

DRAWING/DESIGN PREPARED BY:

MU GROUP
TRANSPORT AND INFRASTRUCTURE
GADIGAL COUNTRY
LEVEL 4, 23-33 MARY STREET,
SURRY HILLS NSW 2010
T (02) 9016 7272 www.mugroup.com.au

CLIENT:

GibbGroup.

PENRITH CITY COUNCIL
MR536 MAMRE ROAD
CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

A3

COVER SHEET AND INDEX

PROJECT NUMBER:			PART
24-06-CD-0001			-
ISSUE STATUS:	TINSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	GN-0001	1

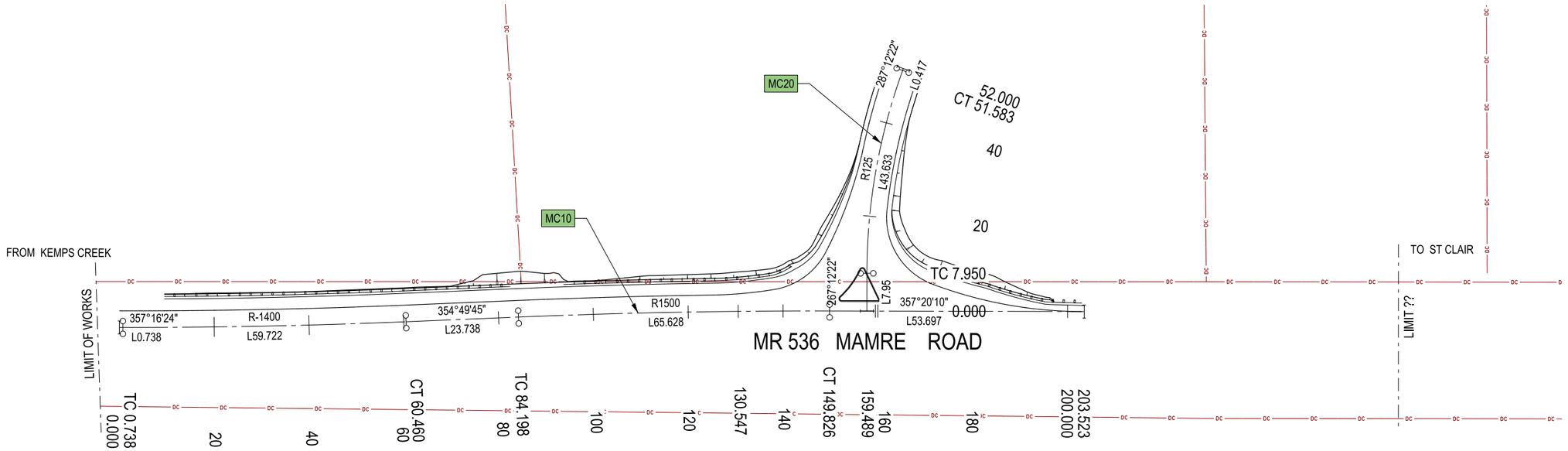
LEGEND

MC?? — DESIGN CONTROL CALLOUT

MASTER CONTROL

DC — DIGITISED CADASTRAL

GDA 2020



MR536 MAMRE ROAD - MASTER ALIGNMENT MC10

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	294693.799	6253113.266	43.627	357°16'24.38"			
TC	0.738	294693.764	6253114.003	43.606	357°16'24.38"			
IP 2	30.599	294692.343	6253143.835	42.807		R = -1400.000	59.722	2°26'38.95"
CT	60.460	294689.651	6253173.579	42.085	354°49'45.43"			
TC	84.198	294687.512	6253197.220	41.566	354°49'45.43"			
IP 3	117.012	294684.554	6253229.906	40.957		R = 1500.000	65.628	2°30'24.55"
CT	149.826	294683.029	6253262.690	40.653	357°20'09.98"			
IP 4	203.523	294680.533	6253316.329	40.574	357°20'09.98"			

CONSTRUCTION ACCESS ROAD - MASTER ALIGNMENT MC20

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	294682.663	6253270.553	40.637	267°12'22.42"			
TC	7.950	294674.723	6253270.165	40.439	267°12'22.42"			
IP 2	29.766	294652.708	6253269.091	39.896		R = 125.000	43.633	19°59'59.68"
CT	51.583	294631.654	6253275.611	39.437	287°12'22.10"			
IP 3	52.000	294631.255	6253275.734	39.433	287°12'22.10"			

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
150mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION: Z:\P24_06_GG_805WAD_CD - D Area - D Area\02 Concept Design\Drawings - CAR | NAME: P24-06-CAR-03-RW-ALIGNMENT PLAN.dgn MODEL: Plan Sheet 01 | Last Plotted: 1/07/2025 3:44:52 PM | Last Saved: 01/07/2025 11:24 AM By: SheilaMontgomery

REV.	DESCRIPTION	APPROVED	DATE

SCALES ON A3 DRAWING:

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SCALE 1:1000m

CO-ORDINATE SYSTEM: GDA 2020 MGA ZONE 56

HEIGHT DATUM: AHD

TITLE	NAME	DATE
DRAWN BY	SHEILA MONTGOMERY	25/06/2025
DRG CHECK	AMY PAVLOVIC	30/06/2025
DESIGN BY	DONGCHAN KIM	30/06/2025
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DRAWING/DESIGN PREPARED BY:

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TRANSPORT AND INFRASTRUCTURE

GADIGAL COUNTRY
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CLIENT:

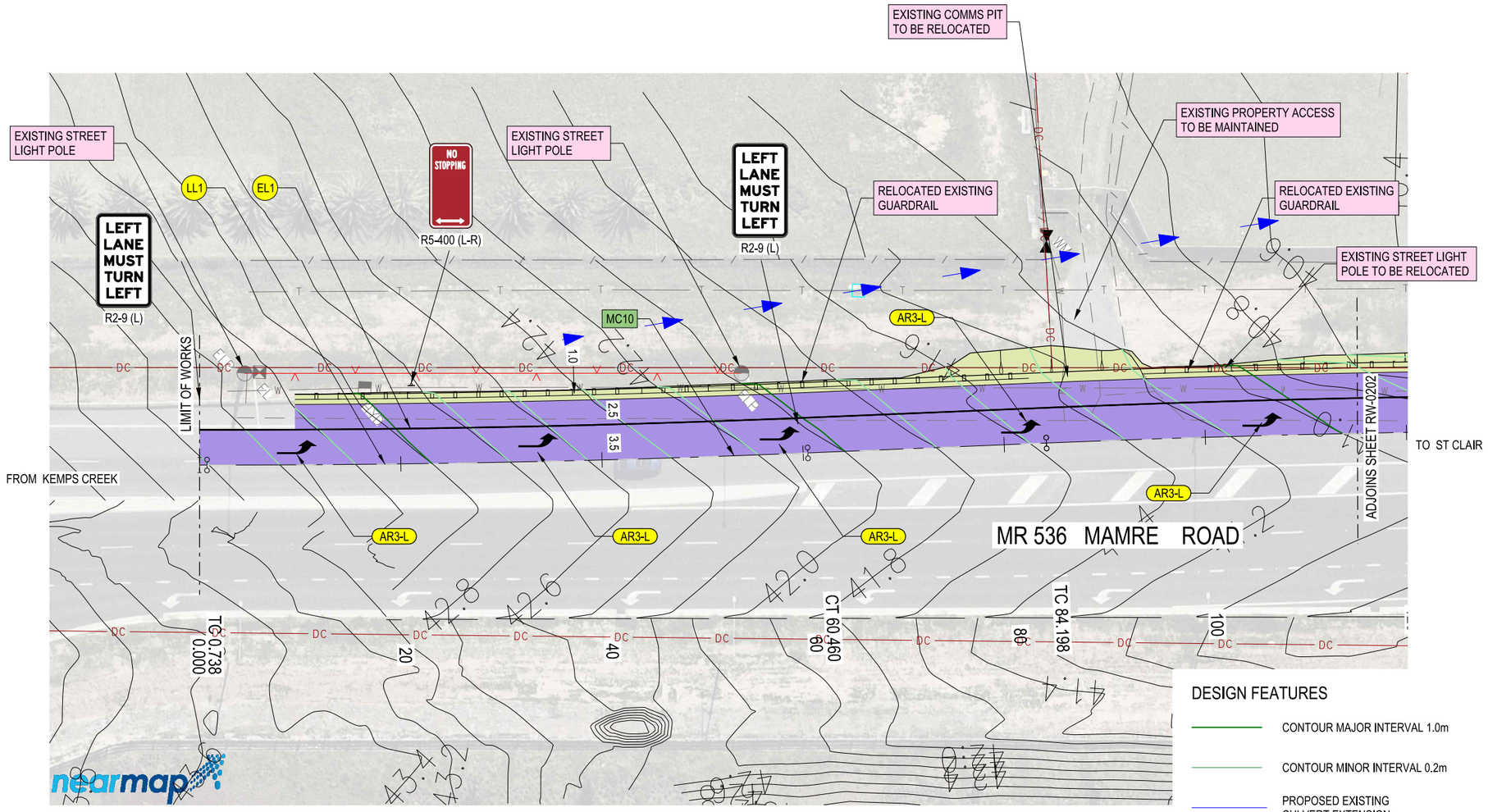
GibbGroup.

A3

PENRITH CITY COUNCIL
MR536 MAMRE ROAD
CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

ALIGNMENT PLAN AND DETAILS

PROJECT NUMBER:			PART
24-06-CD-0001			-
ISSUE STATUS:	TINSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	RW-0101	1



LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED TO MATCH TfNSW NEW DESIGN PAVEMENT PROFILE
- BATTERS AND VERGES
- CONCRETE - RAISED ISLANDS AND KERBS
- DC — DIGITISED BOUNDARY
- RELOCATED GUARDRAIL

GDA 2020

NOTES

1. THIS PLAN HAS BEEN DRAWN TO SCALE AND IN COLOUR. ANY REPRODUCTION OF THIS PLAN WILL NEED TO BE DRAWN IN COLOUR AND TO THE STATED SCALE TO ENSURE THAT ALL RELEVANT NOTES AND ENHANCEMENTS ARE CORRECT.
2. UTILITIES SHOWN ARE ACCURATE AT TIME OF DESIGN. A QUALITY LEVEL B (QL-B) UTILITY SURVEY WAS PREVIOUSLY UNDERTAKEN ON THE PROJECT. SOME UTILITIES MAY BE RELOCATED PRIOR TO CONSTRUCTION.
3. CONSTRUCTING AUTHORITY IS TO CONFIRM THE LOCATION OF ALL SERVICES, DRAINAGE WORKS AND UNDERGROUND INFRASTRUCTURE PRIOR TO COMMENCING WORK. CONSTRUCTING AUTHORITY IS TO ENSURE ADOPTED METHOD OF CONSTRUCTION AND PROPOSED WORKS, INCLUDING CLEARNACES TO OVERHEAD POWER LINES.
4. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TfNSW QA SPECIFICATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
5. SIGNPOSTING LOCATION AND ORIENTATION TO BE INSTALLED IN ACCORDANCE WITH AS1742.2 AND TfNSW SUPPLEMENTS.
6. EXISTING SIGNS TO BE REMOVED OR RELOCATED HAVE BEEN IDENTIFIED ONLY. EXISTING SIGNS WHICH ARE NOT NOTED ARE TO REMAIN UNLESS APPROVED BY THE PRINCIPALS REPRESENTATIVE.
7. FOR SIGN POST AND FOOTING DETAILS REFER TO TfNSW ACCEPTANCE DOCUMENT FOR FRANGIBLE SIGN POST PRODUCT.
8. ALL REDUNDANT LINEMARKING TO BE REMOVED. REINSTATE EXISTING LINEMARKING AFFECTED BY PAVEMENT RE-SHEETING.
9. LINEMARKING AND RETRO REFLECTIVE PAVEMENT MARKERS (RRPM) TO BE INSTALLED IN ACCORDANCE WITH TfNSW DELINEATION GUIDELINES.
10. THE EXTENT OF PAVEMENT TYPES INDICATED HAS BEEN ADVISED BY THE PROJECT MANAGER. CONFIRMATION SHALL BE REQUIRED ON SITE BY AUTHORISED PERSON DURING CONSTRUCTION.

EXISTING UTILITIES

- W — EXISTING WATER MAIN
- T — EXISTING UNDERGOUND COMMS
- OA — EXISTING OVERHEAD COMMS
- EXISTING OVERHEAD POWER
- EXISTING ELECTRICAL - LIGHT POLE
- EXISTING ELECTRICAL - POWER POLE
- EXISTING ELECTRICAL - LIGHTING COLUMN
- EXISTING ELECTRICAL DUCT

PROPOSED UTILITIES

- W — PROPOSED POTABLE WATER MAIN
- RWM — PROPOSED RECYCLED WATERMAIN
- WATER - HYDRANT
- WATER - STOP VALVE
- WATER - VERTICAL BEND
- ELECTRICAL - HIGH VOLTAGE TRENCHING
- ELECTRICAL - LOW VOLTAGE TRENCHING
- ELECTRICAL - NEW LIGHT POLE

PROPOSED UTILITIES CONT.

- ELECTRICAL - NEW PRIVATE POWER POLE
- ELECTRICAL - NEW PILLAR
- TC — PROPOSED TELSTRA AND XENITH COMMS ALIGNMENT
- EXISTING UTILITIES TO BE MADE REDUNDANT

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 1.0m
- CONTOUR MINOR INTERVAL 0.2m
- PROPOSED EXISTING CULVERT EXTENSION
- DRAINAGE HEADWALL
- TYPE SA / SF KERB SYSTEM

EXISTING FEATURES

- CONTOUR MAJOR INTERVAL 1.0m
- CONTOUR MINOR INTERVAL 0.2m
- EXISTING STORMWATER CONCENTRATED FLOW

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AERIAL IMAGERY UNDER LICENCE TO MU GROUP BY NEARMAP

DRAWING FILE LOCATION: Z:\P24_06_GG_805WAD_CD - D Area - D Area\02 Concept Design\Drawings - CAR\ NAME: P24-06-CAR-04-RW-DETAIL PLAN.dgn MODEL: Plan Sheet 01 Last Plotted: 1/07/2025 3:44:56 PM Last Saved: 01/07/2025 11:24 AM By: SheilaMontgomery

REV.	DESCRIPTION	APPROVED	DATE

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SCALE 1:500m

CO-ORDINATE SYSTEM: GDA 2020 MGA ZONE 56
HEIGHT DATUM: AHD

TITLE	NAME	DATE
DRAWN BY	SHEILA MONTGOMERY	25/06/2025
DRG CHECK	AMY PAVLOVIC	30/06/2025
DESIGN BY	DONGCHAN KIM	30/06/2025
DESIGN CHECK	TERRY LANCE	30/06/2025
DESIGN MGR	AMY PAVLOVIC	30/06/2025
PROJECT MGR	ANDREW MUTTIAH	30/06/2025

DRAWING/DESIGN PREPARED BY:

MU GROUP TRANSPORT AND INFRASTRUCTURE

GADIGAL COUNTRY
LEVEL 4, 23-33 MARY STREET,
SURRY HILLS NSW 2010
T (02) 9016 7272 www.mugroup.com.au

CLIENT:

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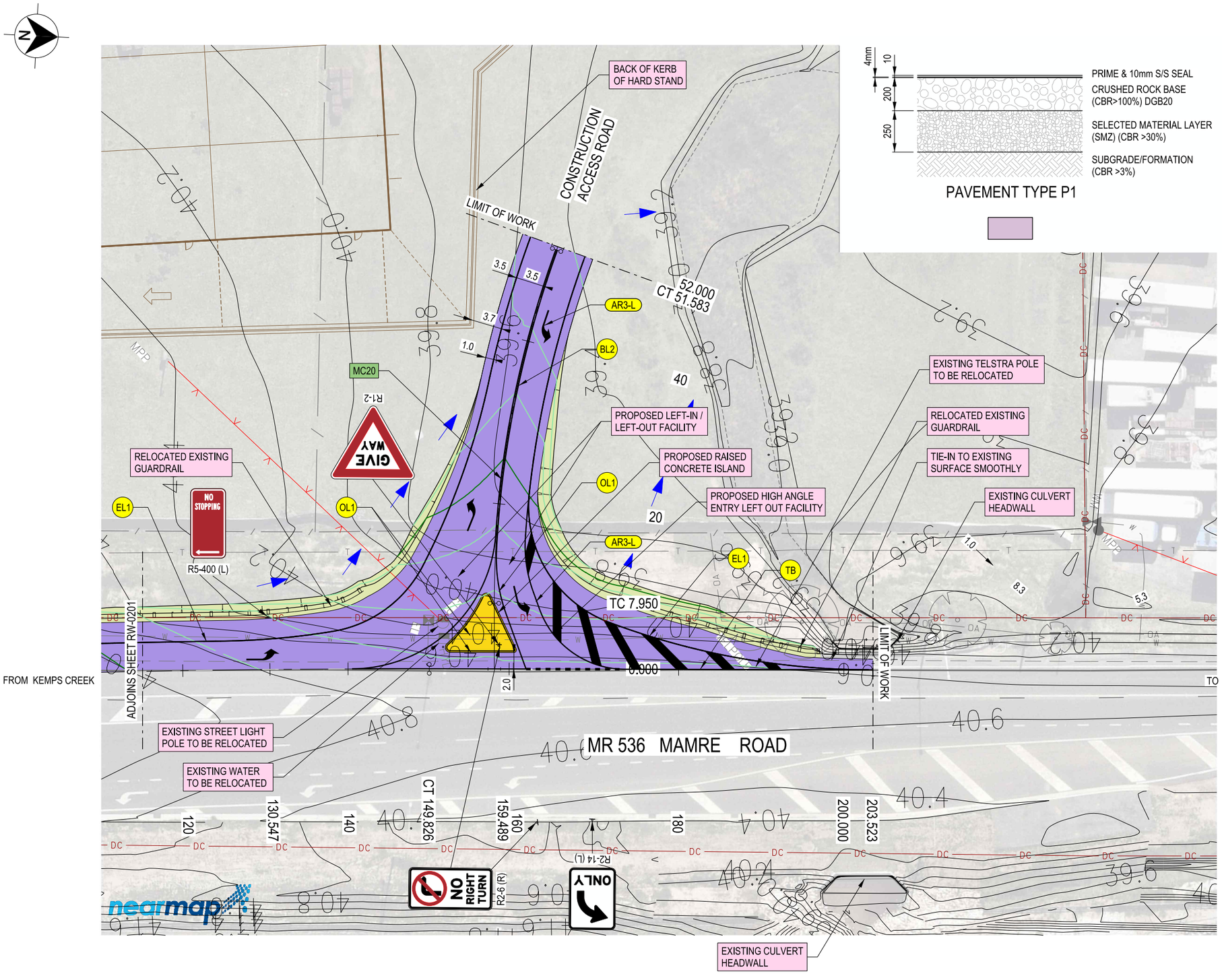
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PENRITH CITY COUNCIL
MR536 MAMRE ROAD
CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

GENERAL ARRANGEMENT PLAN

PROJECT NUMBER:			PART
24-06-CD-0001			-
ISSUE STATUS:	TfNSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	RW-0201	1

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50mm ON A3 SIZE ORIGINAL



PAVEMENT TYPE P1

LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED TO MATCH TfNSW NEW DESIGN PAVEMENT PROFILE
- BATTERS AND VERGES
- CONCRETE - RAISED ISLANDS AND KERBS
- DC — DIGITISED BOUNDARY
- RELOCATED GUARDRAIL

GDA 2020

REFER TO SHEET RW-0201 FOR FULL LEGEND.

NOTES

1. THIS PLAN HAS BEEN DRAWN TO SCALE AND IN COLOUR. ANY REPRODUCTION OF THIS PLAN WILL NEED TO BE DRAWN IN COLOUR AND TO THE STATED SCALE TO ENSURE THAT ALL RELEVANT NOTES AND ENHANCEMENTS ARE CORRECT.
2. UTILITIES SHOWN ARE ACCURATE AT TIME OF DESIGN. A QUALITY LEVEL B (QL-B) UTILITY SURVEY WAS PREVIOUSLY UNDERTAKEN ON THE PROJECT. SOME UTILITIES MAY BE RELOCATED PRIOR TO CONSTRUCTION.
3. CONSTRUCTING AUTHORITY IS TO CONFIRM THE LOCATION OF ALL SERVICES, DRAINAGE WORKS AND UNDERGROUND INFRASTRUCTURE PRIOR TO COMMENCING WORK. CONSTRUCTING AUTHORITY IS TO ENSURE ADOPTED METHOD OF CONSTRUCTION AND PROPOSED WORKS, INCLUDING CLEARNACES TO OVERHEAD POWER LINES.
4. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TfNSW QA SPECIFICATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
5. SIGNPOSTING LOCATION AND ORIENTATION TO BE INSTALLED IN ACCORDANCE WITH AS1742.2 AND TfNSW SUPPLEMENTS.
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REV.	DESCRIPTION	APPROVED	DATE

SCALES ON A3 DRAWING:

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SCALE 1:500m

CO-ORDINATE SYSTEM: GDA 2020 MGA ZONE 56

HEIGHT DATUM: AHD

TITLE	NAME	DATE
DRAWN BY	SHEILA MONTGOMERY	25/06/2025
DRG CHECK	AMY PAVLOVIC	30/06/2025
DESIGN BY	DONGCHAN KIM	30/06/2025
DESIGN CHECK	TERRY LANCE	30/06/2025
DESIGN MGR	AMY PAVLOVIC	30/06/2025
PROJECT MGR	ANDREW MUTTIAH	30/06/2025

DRAWING/DESIGN PREPARED BY:
MU GROUP TRANSPORT AND INFRASTRUCTURE
GADIGAL COUNTRY
LEVEL 4, 23-33 MARY STREET,
SURRY HILLS NSW 2010
T (02) 9016 7272 www.mugroup.com.au

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PENRITH CITY COUNCIL
MR536 MAMRE ROAD
CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

GENERAL ARRANGEMENT PLAN

A3

PROJECT NUMBER:			PART
24-06-CD-0001			-
ISSUE STATUS:	TfNSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	RW-0202	1

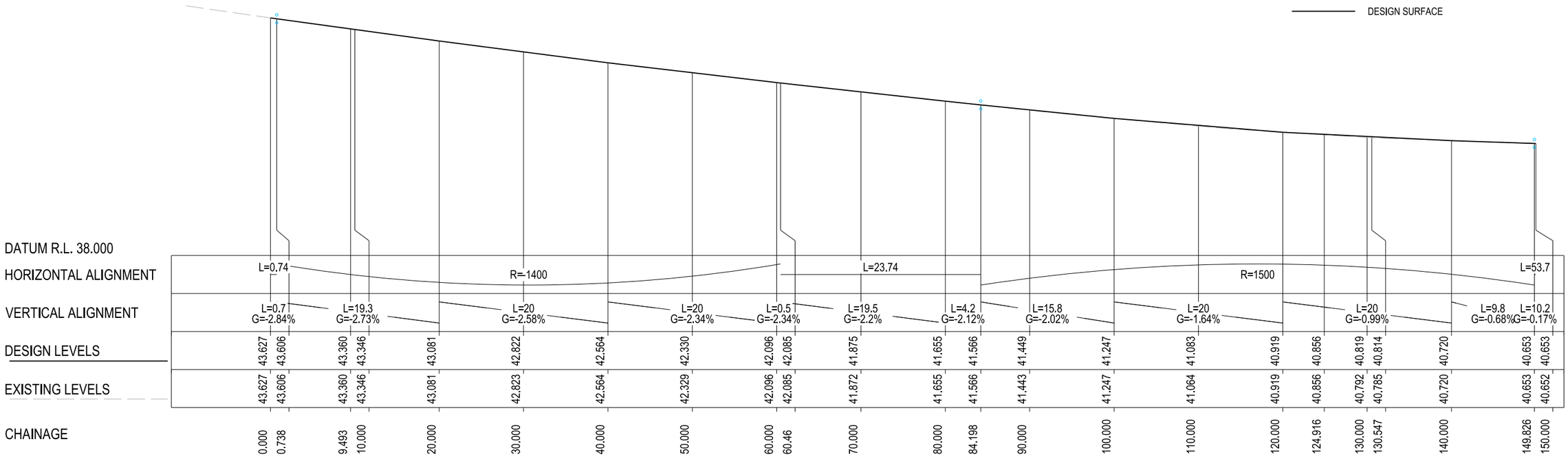
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50mm ON A3 SIZE ORIGINAL

LEGEND

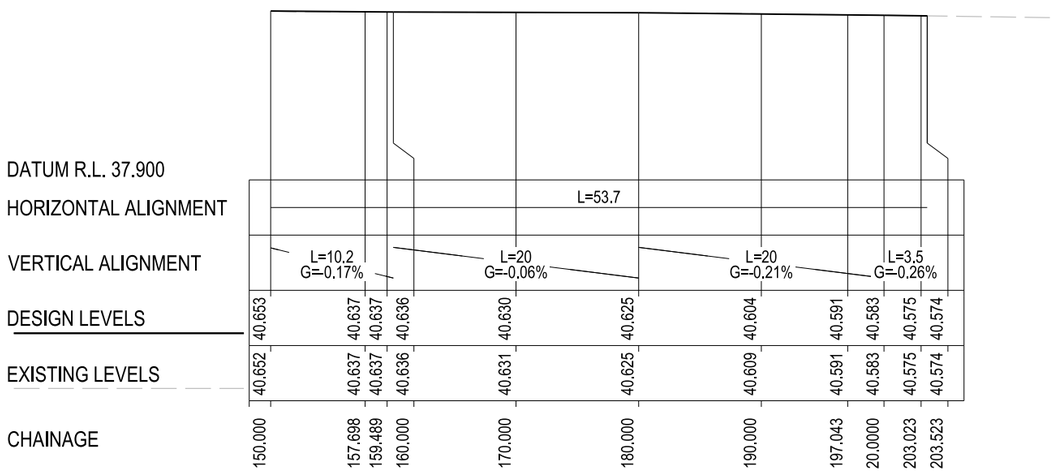
EXISTING SURFACE

DESIGN SURFACE

GDA 2020



LONGITUDINAL SECTION ALONG CONTROL LINE MC10
MAMRE ROAD



LONGITUDINAL SECTION ALONG CONTROL LINE MC10
MAMRE ROAD

NOT FOR CONSTRUCTION

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REV.	DESCRIPTION	APPROVED	DATE

SCALES ON A3 DRAWING:

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HORIZONTAL SCALE 1:500m
0 1 2 3 4
VERTICAL SCALE 1:100m

CO-ORDINATE SYSTEM: GDA 2020 MGA ZONE 56

HEIGHT DATUM: AHD

TITLE	NAME	DATE
DRAWN BY	SHEILA MONTGOMERY	25/06/2025
DRG CHECK	AMY PAVLOVIC	30/06/2025
DESIGN BY	DONGCHAN KIM	30/06/2025
DESIGN CHECK	TERRY LANCE	30/06/2025
DESIGN MGR	AMY PAVLOVIC	30/06/2025
PROJECT MGR	ANDREW MUTTIAH	30/06/2025

DRAWING/DESIGN PREPARED BY:

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GADIGAL COUNTRY
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A3

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CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

LONGITUDINAL SECTION - MC10 - CH. 0.000 TO 203.523

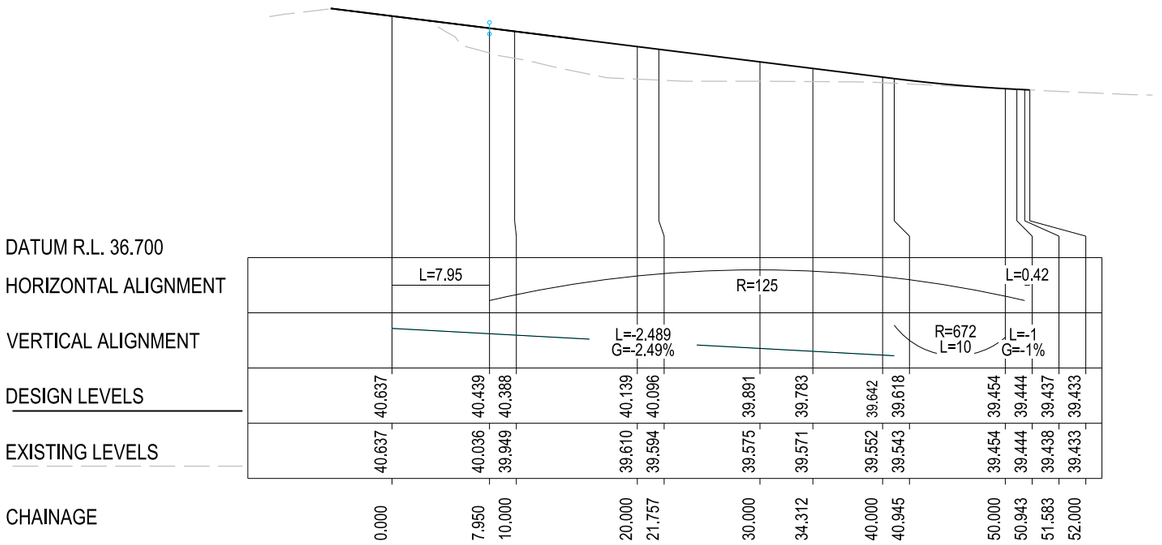
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24-06-CD-0001			-
ISSUE STATUS:	TINSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	RW-0301	1

LEGEND

EXISTING SURFACE

DESIGN SURFACE

GDA 2020



LONGITUDINAL SECTION ALONG CONTROL LINE MC20
CONSTRUCTION ACCESS ROAD

NOT FOR CONSTRUCTION

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150mm ON A3 SIZE ORIGINAL
0 10 20 30 40

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REV.	DESCRIPTION	APPROVED	DATE

SCALES ON A3 DRAWING:

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HORIZONTAL SCALE 1:500m

0 1 2 3 4
VERTICAL SCALE 1:100m

CO-ORDINATE SYSTEM:	HEIGHT DATUM:
GDA 2020 MGA ZONE 56	AHD

TITLE	NAME	DATE
DRAWN BY	SHEILA MONTGOMERY	25/06/2025
DRG CHECK	AMY PAVLOVIC	30/06/2025
DESIGN BY	DONGCHAN KIM	30/06/2025
DESIGN CHECK	TERRY LANCE	30/06/2025
DESIGN MGR	AMY PAVLOVIC	30/06/2025
PROJECT MGR	ANDREW MUTTIAH	30/06/2025

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LONGITUDINAL SECTION - MC20 - CH. 0.000 TO 52.000

PROJECT NUMBER:			PART
24-06-CD-0001			-
ISSUE STATUS:	TINSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	RW-0302	1

PRELIMINARY DRAWING - FOR DISCUSSION PURPOSES ONLY

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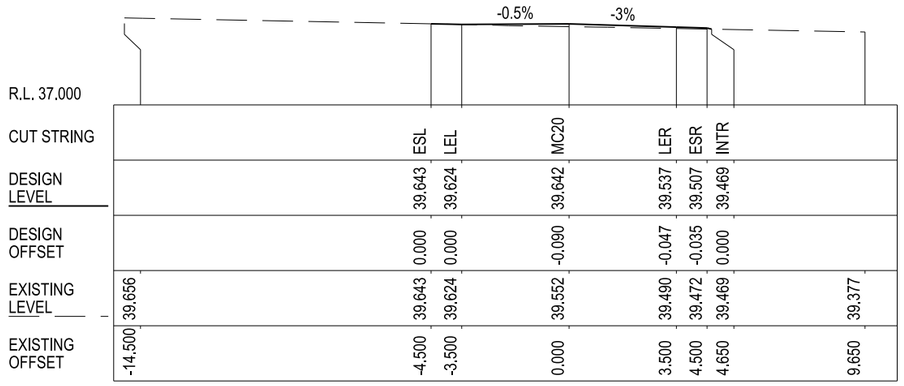
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LEGEND

DESIGN SURFACE

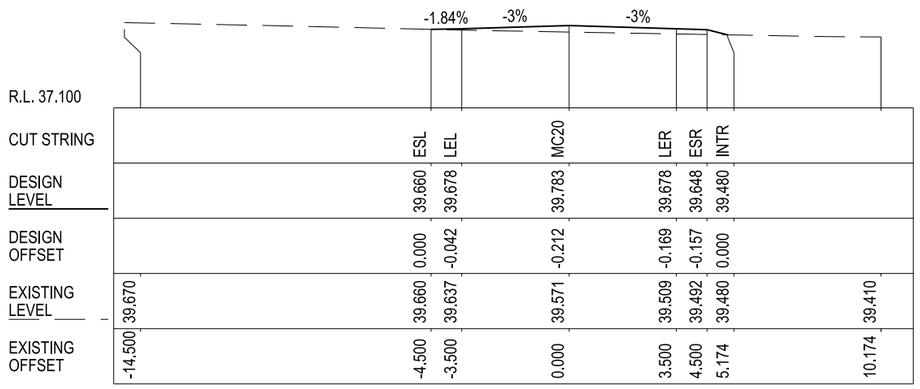
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GDA 2020



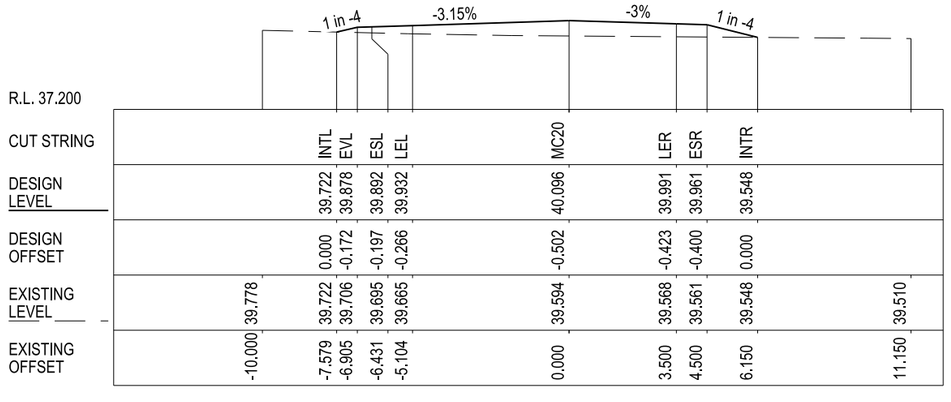
R.L. 37.000									
CUT STRING			ESL	LEL	MC20	LER	ESR	INTR	
DESIGN LEVEL			39.643	39.624	39.642	39.537	39.507	39.469	
DESIGN OFFSET			0.000	0.000	-0.090	-0.047	-0.035	0.000	
EXISTING LEVEL	39.656		39.643	39.624	39.552	39.490	39.472	39.469	39.377
EXISTING OFFSET	-14.500		-4.500	-3.500	0.000	3.500	4.500	4.650	9.650

CH 40.000



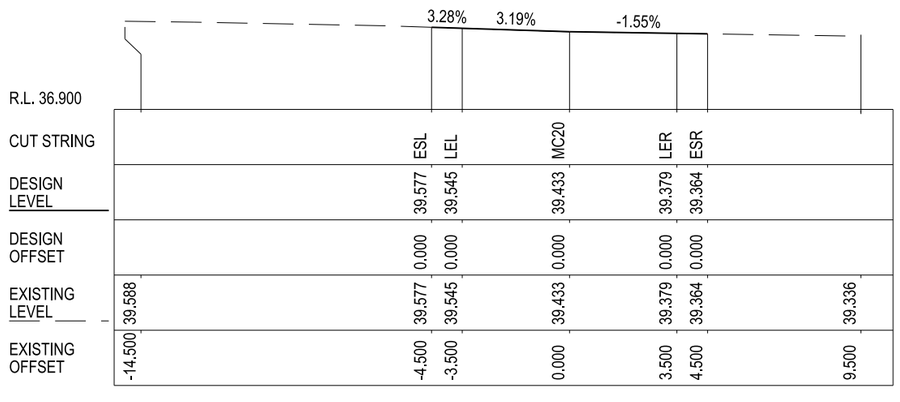
R.L. 37.100									
CUT STRING			ESL	LEL	MC20	LER	ESR	INTR	
DESIGN LEVEL			39.660	39.678	39.783	39.678	39.648	39.480	
DESIGN OFFSET			0.000	-0.042	-0.212	-0.169	-0.157	0.000	
EXISTING LEVEL	39.670		39.660	39.637	39.571	39.509	39.492	39.480	39.410
EXISTING OFFSET	-14.500		-4.500	-3.500	0.000	3.500	4.500	5.174	10.174

CH 34.312



R.L. 37.200										
CUT STRING			INTL	EVL	ESL	LEL	MC20	LER	ESR	INTR
DESIGN LEVEL			39.722	39.878	39.892	39.932	40.096	39.991	39.961	39.548
DESIGN OFFSET			0.000	-0.172	-0.197	-0.266	-0.502	-0.423	-0.400	0.000
EXISTING LEVEL		39.778	39.722	39.706	39.695	39.665	39.594	39.568	39.561	39.548	39.510
EXISTING OFFSET	-10.000		-7.579	-6.905	-6.431	-5.104	0.000	3.500	4.500	6.150	11.150

CH 21.757



R.L. 36.900							
CUT STRING		ESL	LEL	MC20	LER	ESR	
DESIGN LEVEL		39.577	39.545	39.433	39.379	39.364	
DESIGN OFFSET		0.000	0.000	0.000	0.000	0.000	
EXISTING LEVEL	39.588	39.577	39.545	39.433	39.379	39.364	39.336
EXISTING OFFSET	-14.500	-4.500	-3.500	0.000	3.500	4.500	9.500

CH 52.000

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REV.	DESCRIPTION	APPROVED	DATE

SCALES ON A3 DRAWING:

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SCALE 1:200m

CO-ORDINATE SYSTEM: GDA 2020 MGA ZONE 56

HEIGHT DATUM: AHD

TITLE	NAME	DATE
DRAWN BY	SHEILA MONTGOMERY	25/06/2025
DRG CHECK	AMY PAVLOVIC	30/06/2025
DESIGN BY	DONGCHAN KIM	30/06/2025
DESIGN CHECK	TERRY LANCE	30/06/2025
DESIGN MGR	AMY PAVLOVIC	30/06/2025
PROJECT MGR	ANDREW MUTTIAH	30/06/2025

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MR536 MAMRE ROAD
CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

A3

CROSS SECTIONS - MC20 - CH. 21.757 TO 52.000

PROJECT NUMBER:			PART
24-06-CD-0001			-
ISSUE STATUS:	TINSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	RW-0401	1

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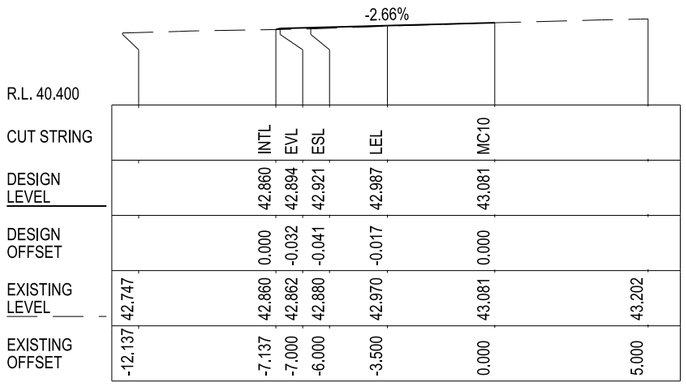
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LEGEND

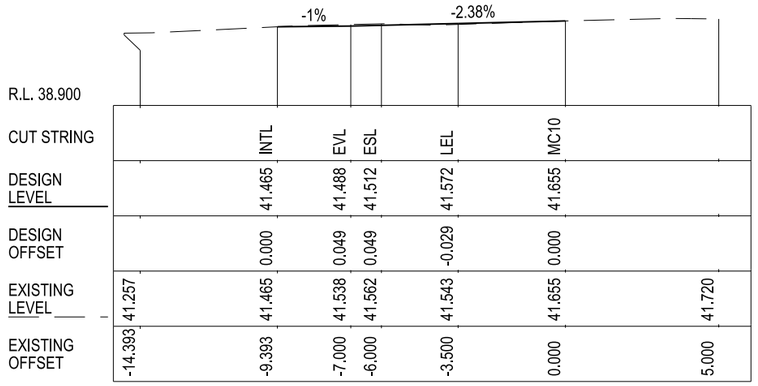
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EXISTING SURFACE

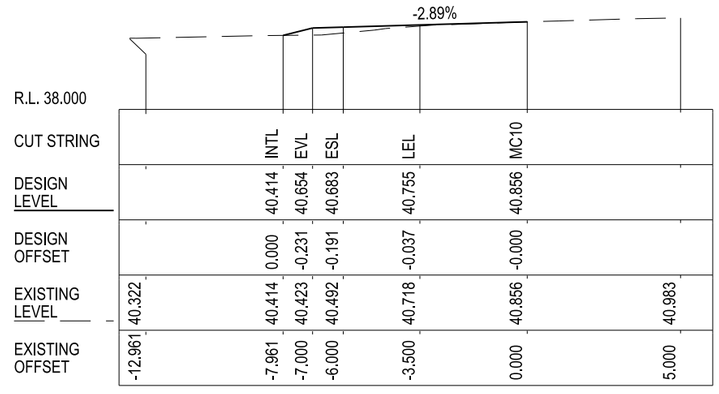
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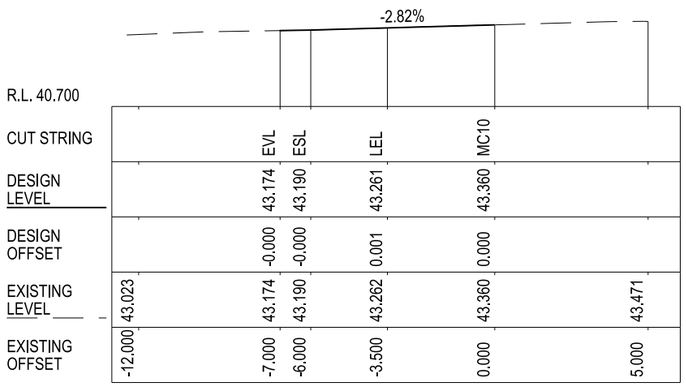
CH 20.000



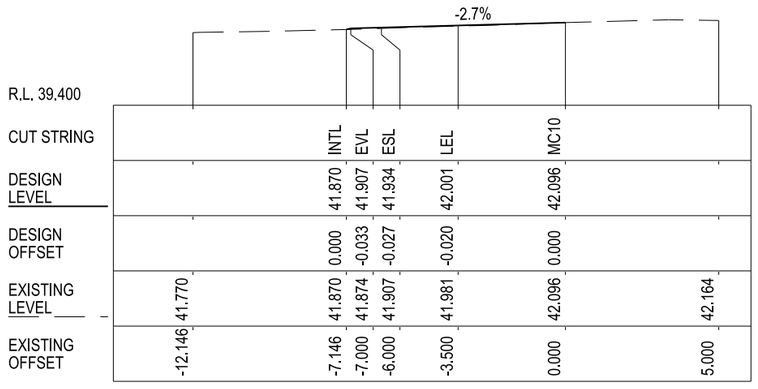
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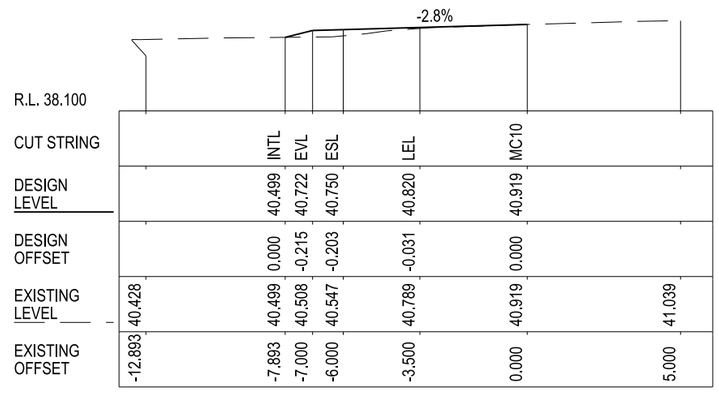
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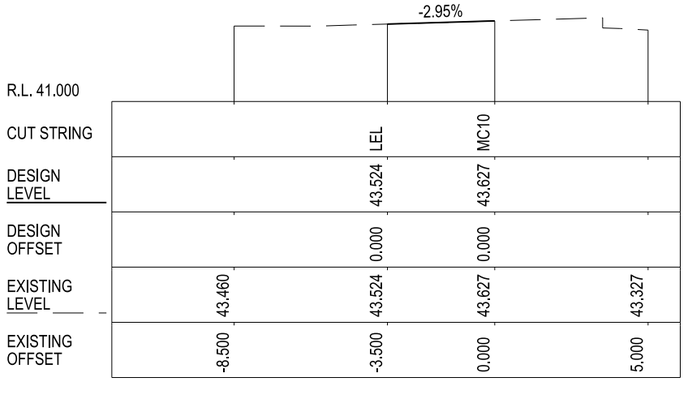
CH 9.493



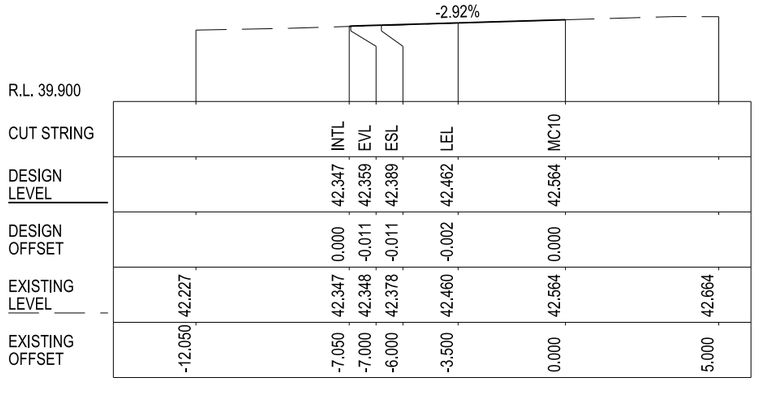
CH 60.000



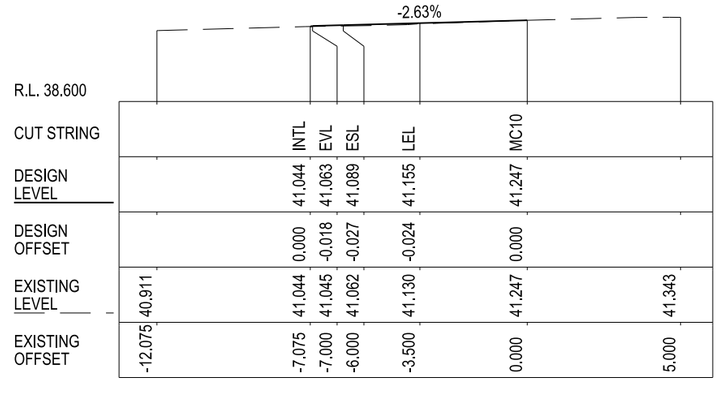
CH 120.000



CH 0.000



CH 40.000



CH 100.000

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REV.	DESCRIPTION	APPROVED	DATE

SCALES ON A3 DRAWING:

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SCALE 1:200m

CO-ORDINATE SYSTEM: GDA 2020 MGA ZONE 56

HEIGHT DATUM: AHD

TITLE	NAME	DATE
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PENRITH CITY COUNCIL
MR536 MAMRE ROAD
CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

A3

CROSS SECTIONS - MC30 - CH. 00.000 TO 124.916

PROJECT NUMBER:			PART
24-06-CD-0001			-
ISSUE STATUS:	TINSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	RW-0402	1

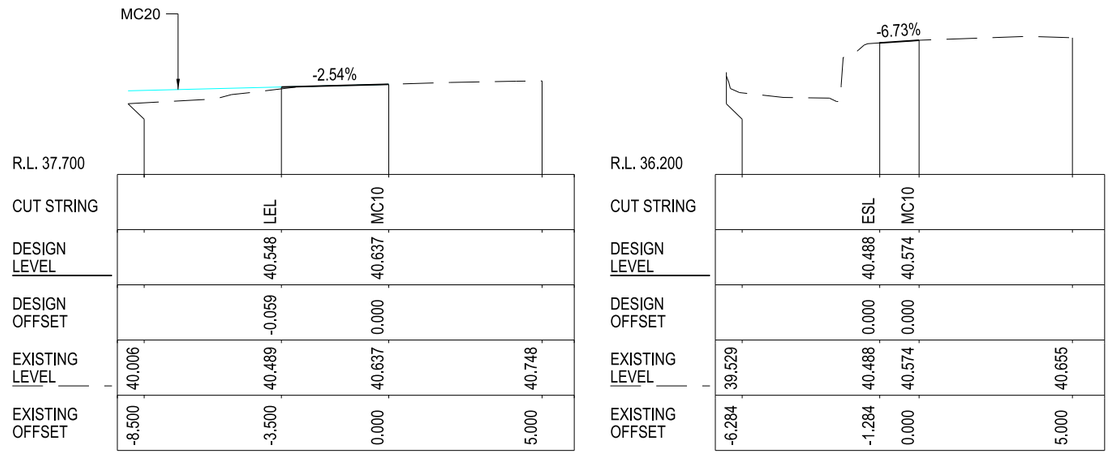
PRELIMINARY DRAWING - FOR DISCUSSION PURPOSES ONLY

LEGEND

DESIGN SURFACE

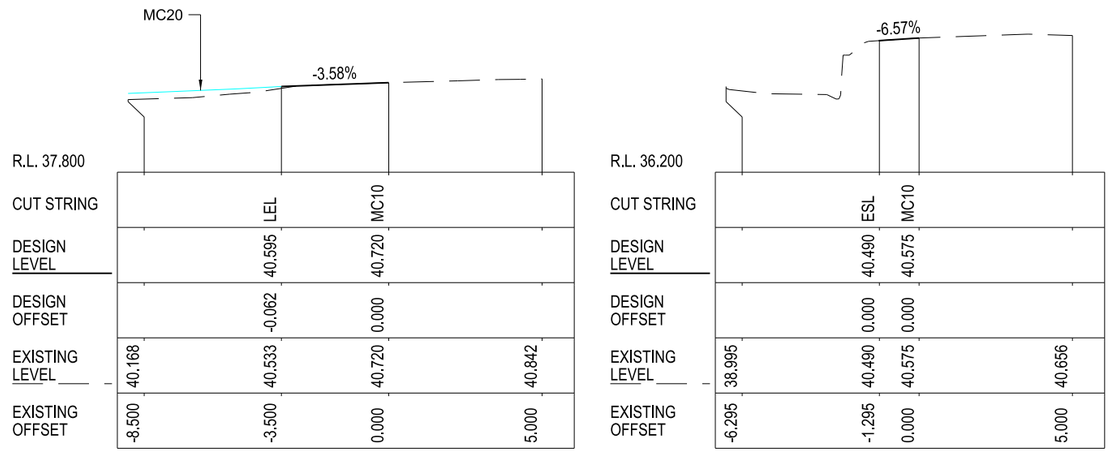
EXISTING SURFACE

GDA 2020



CH 157.698

CH 203.523



CH 140.000

CH 203.023

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION: Z:\P24_06_GG_805WAD_CD - D Area - D Area\02 Concept Design\Drawings - CAR\ NAME: P24-06-CAR-06-RW-CROSS SECTIONS.dgn MODEL: Sheet 03 Last Plotted: 1/07/2025 3:45:06 PM Last Saved: 01/07/2025 11:24 AM By: ShellaMontgomery

REV.	DESCRIPTION	APPROVED	DATE

SCALES ON A3 DRAWING:

0 2 4 6 8

SCALE 1:200m

CO-ORDINATE SYSTEM: GDA 2020 MGA ZONE 56

HEIGHT DATUM: AHD

TITLE	NAME	DATE
DRAWN BY	SHEILA MONTGOMERY	25/06/2025
DRG CHECK	AMY PAVLOVIC	30/06/2025
DESIGN BY	DONGCHAN KIM	30/06/2025
DESIGN CHECK	TERRY LANCE	30/06/2025
DESIGN MGR	AMY PAVLOVIC	30/06/2025
PROJECT MGR	ANDREW MUTTIAH	30/06/2025

DRAWING/DESIGN PREPARED BY:

MU GROUP TRANSPORT AND INFRASTRUCTURE

GADIGAL COUNTRY
LEVEL 4, 23-33 MARY STREET,
SURRY HILLS NSW 2010
T (02) 9016 7272 www.mugroup.com.au

CLIENT:

GibbGroup.

PENRITH CITY COUNCIL
MR536 MAMRE ROAD
CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

A3

CROSS SECTIONS - MC30 - CH. 140.000 TO 203.523

PROJECT NUMBER:			PART
24-06-CD-0001			-
ISSUE STATUS:	TINSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	RW-0403	1

PRELIMINARY DRAWING - FOR DISCUSSION PURPOSES ONLY

GDA 2020

CONSTRUCTION ACCESS

52.000
CT 51.583

40

MC20

20

FROM KEMPS CREEK

TO ST CLAIR

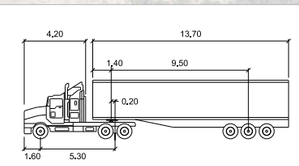
TC 7.950

0.000

MR 536 MAMRE ROAD

120 130.547 140 CT 149.826 159.489 160 180 200.000 203.523

DC



PM S 19M

	meters		
Tractor Width	: 2,50	Lock to Lock TIme	: 6,0
Trailer Width	: 2,50	Steering Angle	: 27,8
Tractor Track	: 2,50	Articulating Angle	: 70,0
Trailer Track	: 2,50		

DESIGN VEHICLE - PM S 19m

nearmap

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50mm ON A3 SIZE ORIGINAL

0 10 20 30 40 50

DRAWING FILE LOCATION: Z:\P24_06_GG_805WAD_CD - D Area - D Area\02 Concept Design\Drawings - CAR\ NAME: P24-06-CAR-12-MS-TURNPATHS.dgn MODEL: Plan Sheet 02 Last Plotted: 1/07/2025 3:45:08 PM Last Saved: 01/07/2025 11:24 AM By: SheilaMontgomery

REV.	DESCRIPTION	APPROVED	DATE

SCALES ON A3 DRAWING:

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SCALE 1:500m

CO-ORDINATE SYSTEM: GDA 2020 MGA ZONE 56

HEIGHT DATUM: AHD

TITLE	NAME	DATE
DRAWN BY	SHEILA MONTGOMERY	25/06/2025
DRG CHECK	AMY PAVLOVIC	30/06/2025
DESIGN BY	DONGCHAN KIM	30/06/2025
DESIGN CHECK	TERRY LANCE	30/06/2025
DESIGN MGR	AMY PAVLOVIC	30/06/2025
PROJECT MGR	ANDREW MUTTIAH	30/06/2025

DRAWING/DESIGN PREPARED BY:

MU GROUP
TRANSPORT AND INFRASTRUCTURE
GADIGAL COUNTRY
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SURRY HILLS NSW 2010
T (02) 9016 7272 www.mugroup.com.au

CLIENT:

GibbGroup.

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MR536 MAMRE ROAD
CONSTRUCTION ACCESS TO 805 MAMRE ROAD, KEMPS CREEK

A3

VEHICLE TURNPATHS PLAN

PROJECT NUMBER:			PART
24-06-CD-0001			-
ISSUE STATUS:	TfNSW REGISTRATION No.	SHEET No.	ISSUE
CONCEPT DESIGN	DS2024/000808	MS-0101	1

Appendix E. Verification Checklist

TGS verification checklist

TGS Verification must be undertaken after selecting or designing a TGS as a confirmation of appropriateness prior to approval for use. A PWZTMP or TGS qualified person must undertake this verification.

Completed by:				
Name:	Jayden Lam	**Signature:**		
Qualification	Traffic Engineer TCT0031686			
TGS details:				
TMP Reference:	P1812r05v15 CTMP_805-817 Mamre Road, Kemps Creek, Issue XV	**TGS Reference:**	AG1812-03v01	
Date:	28/04/2025	**Review type**	☐ Site Inspection	☑ Desktop Review
Sources used for desktop review	Nearmap, Dated 23/02/2025			
Site details				
Street name:	Mamre Road	**Confirmed posted speed limits:**	80km/h	
Street name:		**Confirmed posted speed limits:**		
Street name:		**Confirmed posted speed limits:**		
List unique site-specific Hazards / Risks identified on site. **E.g., utilities, infrastructure, vegetation, schools,**				
The temporary left in, left out access arrangement is proposed on Mamre Road which is classified as a state road, noting that it is the only site frontage.				

TGS details					
Have the below been addressed on the TGS for this location?					
Traffic volumes	☑ Yes	☐ No	☐ N/A	**Details**	Traffic volumes have been assessed for Mamre Road and the Site. The expected construction traffic for the works are 49 movements during the AM peak and 51 movements during the PM peak which is within the approved operational volumes (refer to **Section 3.3**).
Predicted queue length	☑ Yes	☐ No	☐ N/A	**Details**	Vehicles will not be required to stop before entering the Site, therefore, there will be no queuing on Mamre Road. There is ample distance between the access and site compound which can cater for any potential queuing internally.
Shoulder widths	☑ Yes	☐ No	☐ N/A	**Details**	Mamre Road is an approved route for vehicles up to and including 26m B-doubles. Therefore, sufficient shoulder widths.
Sight distances	☑ Yes	☐ No	☐ N/A	**Details**	Straight road with no obstructions and good sight distance and no on-street parking. Left in, left out arrangement on Mamre Road.
Existing infrastructure	☑ Yes	☐ No	☐ N/A	**Details**	No trees, poles, or other infrastructure
Transport services	☑ Yes	☐ No	☐ N/A	**Details**	There is no bus stop directly fronting the Site and will not be affected by the construction works.
Pedestrian generators	☑ Yes	☐ No	☐ N/A	**Details**	Pedestrians are given right of way as far as possible.
Appropriate site access	☑ Yes	☐ No	☐ N/A	**Details**	Appropriate site access for largest vehicle.
Appropriate escape route for traffic controllers	☑ Yes	☐ No	☐ N/A	**Details**	An escape route will be provided for traffic controllers as necessary during all stages of construction.

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:

Appendix F. Consultation with Penrith City Council

Outlook

RE: 805 Mamre Road Draft Engineering Standards/Guidelines

From John Skaf <John.Skaf@penrith.city>
Date Tue 27/1/2026 8:32 PM
To Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Cc Trent Delahunty <trent.delahunty@gibbgroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>; Jayden Lam <Jayden.Lam@asongroup.com.au>

1 attachment (22 MB)
Appendix B_C3(a)_CTMP_Issue XIII_26.01.15.pdf;

Hi Nick,

Thank you for consulting with Council and providing the attached CTMP prepared By Ason Group, project 1812, Revision no. XIII, dated 15.12.2025. Council has no objections to the CTMP.

Kind Regards,

John Skaf
Senior Engineer - Major Developments
Engineering Services

E John.Skaf@penrith.city
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PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

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From: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Sent: Thursday, 15 January 2026 4:12 PM
To: John Skaf <John.Skaf@penrith.city>
Cc: Trent Delahunty <trent.delahunty@gibbgroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>; Jayden Lam <Jayden.Lam@asongroup.com.au>
Subject: RE: 805 Mamre Road Draft Engineering Standards/Guidelines

Hi John,

Happy New Year, I hope you enjoyed your break.

Further to your endorsement on 21 August 2025 as highlighted in this colour below, we have updated the CTMP per latest programme and approved conditions of consent dated 11 December 2025, please find below link to the CTMP Revision 13 with TfNSW endorsement received of this Revision 13 on 15/01/2026 (refer page 79/97).

In accordance with condition of consent B1 (b)Please find below link for your final consultation records.
Appendix B_C3(a)_CTMP_Issue XIII_26.01.15.pdf

Kind Regards,

GibbGroup.

Nick Papanicolaou
Senior Project Manager
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+61 3 8808 6888
nick.papanicolaou@gibbgroup.com.au

gibbgroup.com.au

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From: John Skaf <John.Skaf@penrith.city>
Sent: Thursday, August 21, 2025 7:51 AM
To: Trent Delahunty <trent.delahunty@gibbgroup.com.au>
Cc: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Subject: RE: 805 Mamre Road Draft Engineering Standards/Guidelines

Good morning Trent and Nick,

My sincere apologies I couldn't respond to your e-mails earlier. The draft update of the Engineering Construction Specification is still under review by some internal stakeholders; however it is not far from being finalised. I have cut out snippets of some changes made to the specification which mostly relate to your development, as below:

5.1.2 Sub-Base Course

The sub-base material shall satisfy the requirements for a class "DGS" material as specified in ~~RMS~~ TfNSW Specification 3051 "Granular Base and Subbase Materials for Surfaced Road Pavements".

Materials classified under ~~RMS~~ TfNSW Specification 3071 "Selected Material for Formation" are not permitted for sub-base course layers.

5.1.2.1 Use of Sandstone as Sub-Base Course

The use of sandstone as a sub-base material will only be permitted for residential subdivisions. The use of sandstone as a pavement layer for industrial subdivisions and developments is not permitted.

If the use of sandstone as a sub-base material is to be considered, then the sub-base shall consist of crushed or ripped sandstone, 75mm nominal size, derived from a well cemented, medium grained quartz sandstone free from overburden, clay seams, shale and other deleterious material, excessively friable materials and flat or elongated pieces.

5.2.3 Asphaltic Concrete (AC)

All new roads and widening of existing roads are to have a wearing surface consisting of minimum 50mm of Asphaltic Concrete on a single coat hot bitumen flush seal. The AC layers shall be determined by the class of road in accordance with the following minimum depths:

- For local roads, one ~~25~~ 30mm layer of AC 10 and the final ~~25~~ 30mm layer of RM10 ("Residential mix")
- For collector roads, two ~~25~~ 30mm layers of AC10.
- For roundabouts, one 75mm layer of AC14, polymer-modified.
- For industrial roads, one ~~50~~ 75mm layer of AC14.
- For industrial cul-de-sacs or roundabouts, one 75mm layer of AC14 SBS polymer-modified bitumen.

Laying, spreading, jointing and compaction of the asphaltic concrete shall be in accordance with the requirements of ~~RMS~~ TfNSW Specification R116 – "Specifications for Supplying and Laying Asphaltic Concrete".

Concrete anchors or bulkheads shall be used on RCP pipelines with a grade of ≥15% at every second joint.

6.11 Pipe Repairs

Cracked or damaged pipes will not be accepted and must be removed and replaced. Under exceptional circumstances pipe repairs may be permitted by written direction from Council.

Repairs to any damaged pipelines must be approved in writing by Penrith City Council prior to any repair work being commissioned or commencing, and must be completed prior to the first layer of AC.

With regards to the revised CTMP, thank you for adding comments that limits the use of Bakers Lane.

If you have any questions, please feel free to contact me.

Kind Regards,

John Skaf
Senior Engineer - Major Developments
Engineering Services

E John.Skaf@penrith.city

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PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

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From: Trent Delahunty <trent.delahunty@gibbgroup.com.au>
Sent: Tuesday, 12 August 2025 8:09 AM
To: John Skaf <John.Skaf@penrith.city>
Cc: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Subject: Re: 805 Mamre Road Draft Engineering Standards/Guidelines

John,
Thanks again for the SWC discussion last week.
Are you able to forward the draft guidelines for our review and consideration in any documentation updates.
Thanks

Trent Delahunty
Senior Development Manager
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+61 3 8808 6888

trent.delahunty@gibbgroup.com.au

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From: Trent Delahunty <trent.delahunty@gibbgroup.com.au>
Sent: Friday, 8 August 2025 12:13 PM
To: John Skaf <John.Skaf@penrith.city>
Cc: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Subject: Re: 805 Mamre Road - CTMP

Thanks John,
Greatly appreciated.
We will update with those comments.
On another note, are you in a position to issue the revised draft Engineering Standards/Guidelines that we discussed?
Regards

Trent Delahunty
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+61 3 8808 6888

trent.delahunty@gibbgroup.com.au

gibbgroup.com.au

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From: John Skaf <John.Skaf@penrith.city>
Sent: Friday, 8 August 2025 11:58 AM
To: Trent Delahunty <trent.delahunty@gibbgroup.com.au>
Cc: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Subject: RE: 805 Mamre Road - CTMP

Hi Trent,

That you for providing the CTMP to Council for review and comments. Noting that the site fronts on to Mamre Road i.e. a state road managed by TfNSW and the advice provided by TfNSW endorsing the CTMP with conditions, Council in principle raises no objections to the attached CTMP. However, can you please include in the report that heavy vehicles coming from the north or leaving towards the south are not permitted to use Bakers Lanes.

Kind Regards,

John Skaf
Senior Engineer - Major Developments

E John.Skaf@penrith.city
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PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

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CITY COUNCIL

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From: Trent Delahunty <trent.delahunty@gibbgroup.com.au>
Sent: Tuesday, 29 July 2025 10:10 AM
To: John Skaf <John.Skaf@penrith.city>
Cc: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Subject: Re: 805 Mamre Road - CTMP

John,
We have received our draft Conditions of Consent and have had the CTMP endorsed by TfNSW.
We are required to prepare our CTMP in consultation with Penrith Council.
Please find attached our proposed CTMP for consultation and attached are the TfNSW comments and endorsement.
We look forward to your comments. Please forward to relevant traffic division accordingly.
Regards

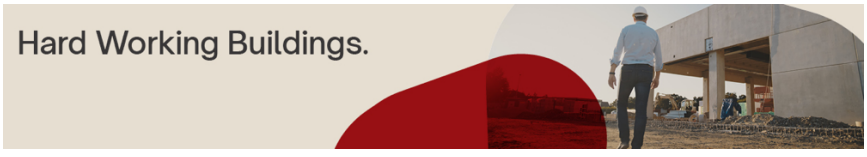
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From: John Skaf <John.Skaf@penrith.city>
Sent: Tuesday, 29 July 2025 7:50 AM
To: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>

Cc: Trent Delahunty <trent.delahunty@gibbgroup.com.au>
Subject: RE: 805 Mamre Road - Civil Designs - Pavement Designs

Good morning Nick,

My apologies I haven't been able to respond to you earlier. That's great news that your close to receiving the approval for your project.

I'm available Thursday at 9:30am if that's a suitable time to you?

Kind Regards,

John Skaf
Senior Engineer - Major Developments
Engineering Services

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From: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Sent: Monday, 21 July 2025 11:42 AM
To: John Skaf <John.Skaf@penrith.city>
Cc: Trent Delahunty <trent.delahunty@gibbgroup.com.au>
Subject: RE: 805 Mamre Road - Civil Designs - Pavement Designs

Hi John,
Hope you're doing well since the last time we spoke.

Thank you for assisting with the lighting charges for our project and also for your comments in our recent RTS.

As we are nearing receiving conditions for our project, we would like to discuss the pavement design and requirements with you so that we can progress our Civil documentation forward.

Could you please advise your availability for this week?

GibbGroup.

Nick Papanicolaou
Senior Project Manager
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Appendix G. Consultation with TfNSW

From: Patrick Wu <Patrick.Wu@transport.nsw.gov.au>
Sent: Thursday, 15 January 2026 1:37 PM
To: Jae Jeon <jae.jeon@asongroup.com.au>; Trent Delahunty <trent.delahunty@gibbgroup.com.au>; Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>; Development Applications <Developments.CJP@transport.nsw.gov.au>
Cc: Pahee Rathan <Pahee.RATHAN@transport.nsw.gov.au>; Joekarl Diaz <joekarl.diaz@mugroup.com.au>; Andrew Muttiah <andrew.muttiah@mugroup.com.au>; Ben Yu <Ben.Yu@transport.nsw.gov.au>; Jayden Lam <Jayden.Lam@asongroup.com.au>
Subject: Re: 805 Mamre Road - 5 Cell Culvert arrangement

Hi Jae,

Thank you for your patience and for your call earlier regarding the timing of the WAD process.

Following our internal review, Transport for NSW (TfNSW), Coordinator-General Division has reviewed the CTMP and **endorse the proposed temporary construction arrangements**, subject to the following conditions:

- **Endorsement is for the earthworks stage only (prior to TCAR works)**
- **Access must be via existing arrangements and in a left in/left out manner. No changes to the road layout or barriers permitted.**
- **Updated CTMP addressing comments to TGSs must be resubmitted at a later date for subsequent stages**
- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
- Access to be maintained for residents, businesses and emergency vehicles at all times.
- No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- Access to the site should be at the farthest point from the intersection as practicable to reduce additional conflicting vehicle manoeuvres.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area.
- Any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained with the work area and not on the carriageway. When a work zone is not in use, the area/lane must be opened up to allow for normal trafficable conditions
- Should TfNSW Network and Asset Management, Network Operations, CJP Operations, Network and Safety or other TfNSW business area determine that that more information is to be provided for review and acceptance, including other TCS locations, this information must be submitted prior to the CTMP being implemented, or otherwise agreed upon.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742

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

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.
Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to "Development CTMP CJP" <development.CTMP.CJP@transport.nsw.gov.au> and Developments.CJP@transport.nsw.gov.au for further review and endorsement.

Kind regards

Patrick Wu *He/Him*
Precinct Manager, Precinct Operations
Operations Planning
Coordinator-General Division

Transport for NSW

M: 0439035796 **Email:** patrick.wu@transport.nsw.gov.au

transport.nsw.gov.au

Transport for NSW

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

Please consider the environment before printing this email.

OFFICIAL

Appendix H. Consultation with DPHI

Department of Planning, Housing and Infrastructure

Our ref: Warehouse and Distribution Centre – 805-817 Mamre Road (SSD-30871587)

Mr Matthew Thiselton
National Development Director
The Trustee for 805 Mamre NSW Logistics Property Trust
Suite 401, 24-30 Springfield Avenue
Potts Point NSW 2011

25 July 2025

Subject: Request for Additional Information

Dear Mr Thiselton

I refer to additional information for the Warehouse and Distribution Centre – 805-817 Mamre Road (SSD-30871587). The public authority advice received by the Department of Planning, Housing and Infrastructure (the Department) in relation to your response to previous submissions is now available on the NSW Planning Portal. After careful consideration, the Department is requesting that you provide additional information relating to the public authority advice and the issues included in **Attachment 1** to this letter.

You are requested to provide the information, or notification that the information will not be provided, to the Department by **Tuesday 30 September 2025**. If you cannot meet this deadline or do not intend to provide the additional information, please advise the Department via the NSW planning portal.

If you have any questions, please contact Media Hakim, Industry Assessments, at the Department on (02) 9995 5684 or via media.hakim@dpie.nsw.gov.au.

Yours sincerely,

Lindsey Blecher
Team Leader
Industry Assessments
as delegate of the Planning Secretary

Attachment 1

The Department requests a response to the following issues:

Architectural Design

1. Although changes have been proposed to integrate the office component with the warehouse built form, these changes are not clearly reflected in the 3D views within the Architectural Design Statement or architectural plans. As a result, it is not possible to adequately assess the extent or effectiveness of the proposed integration. Please update the 3D views and relevant documentation to clearly demonstrate how the office and warehouse components have been architecturally integrated.
2. Regarding the proposed interface of Warehouse 2 with the Open Space Edge Road, while some safety and surveillance measures have been incorporated, the design provides limited opportunity for active or passive surveillance. In particular, the absence of windows, doors, or other openings addressing the frontage does not support pedestrian-scale engagement or casual surveillance of the public domain, as encouraged by the MRP DCP. Additionally, although the proposed 2.1 m high palisade fence may allow visual permeability, it still presents a barrier between the warehouse and the Open Space Edge Road. Please review this interface and consider incorporating additional design measures — such as windows, entrances, or more transparent treatments — to better align with the DCP's objective for buildings to overlook and activate adjacent public spaces.

Fire Access

3. The updated Architectural Plans (Attachment B) do not adequately address the previously raised comments regarding fire access. The plans must clearly demonstrate that continuous fire access is provided around Warehouse 1 and Warehouse 2, including access width in accordance with relevant fire safety requirements. Additionally, details of interim fire access arrangements should be provided in the event that access via the future road connections is not available at the time the warehouses become operational.

Traffic

4. Please clarify why the updated CTMP continues to reference the original Traffic Management and Accessibility Plan (TMAP) (Ason Group Ref: 1812r01v07), particularly in relation to traffic generation volumes. Given that a TMAP Addendum with revised traffic generation has been submitted, please clarify this inconsistency and update the CTMP accordingly.

Revised BDAR waiver

5. Please ensure that the relevant documentation confirming the approved revised BDAR waiver is included in the additional information package.

NSW Department of Planning, Housing and Infrastructure

Mamre Road Warehouse & Distribution (SSD 30871587)
Construction Traffic Management Plan
Comments Table

PA	SSD-38071587-PA-6
Report	'Construction Traffic Management Plan, 805-817 Mamre Road, Kemps Creek' by Ason Group, Revision XIII, 15 December 2025.

Date	Contributor	Description
28 January 2026	Leanne Mariani	Review of Construction Traffic Management Plan, Revision XIII, 15 December 2025

Part A – Conditions of Approval

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
1	B1	**TRAFFIC AND ACCESS** **Construction Traffic Management** Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:	Refer to CTMP, Revision XIII, 15 December 2025 (1812r05v13). See comments below.			**CLOSED**
2	B1	(a) be prepared by a suitably qualified and experienced person(s),	Section 2.1 and Appendix J provides CVs of Ason Group representatives. The CTMP has been prepared and received by appropriately qualified and experienced traffic engineers from Ason Group. The author and plan reviewer are accredited SafeWork NSW for Work Zone Traffic Management Plan. **No further comment.**			**CLOSED**
3	B1	(b) be prepared in consultation with Council and TfNSW;	Table 2 and Table 3 lists consultation with Penrith City Council (PCC) and Transport for NSW (TfNSW) Appendix F provides evidence of email correspondence and consultation with Penrith City Council (PCC). See subsequent email evidence provided by applicant (email from PCC, dated 29 January 2026 confirming endorsement of CTMP, Revision XIII, 15 Dec 2025) - located in PA item in Planning Portal.			

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
			<u>DPHI Comment 3.1:</u> **Please update the CTMP (Appendix F) to include the email from PCC (as referenced above).** Appendix G provides evidence of email correspondence and consultation with Transport for NSW (TfNSW). See subsequent email evidence provided by TfNSW to DPHI dated 30 Jan 2026, confirming review of CTMP, Revision XIII, 15 Dec 2025) – located in PA item in Planning Portal.			
4	B1	(c) incorporate any traffic safety outcomes and actions from the Mamre Road Precinct (MRP) working group;	Table 1 – the response for Condition B1 (c) states: "This report will be updated to incorporate any traffic safety actions merging from consultation with the MRP working group, as required." Information could not be located within the CTMP to demonstrate that traffic safety outcomes or actions from the MPRWG have been considered and included in the CTMP, as required by Condition B1(c). Appendix I provides a summarised commentary email from SLR Consulting of takeaways and learning of the Mamre Road Precinct Working Group (MRPWG), but this does not demonstrate how safety outcome and actions have been incorporated into the CTMP. **<u>DPHI Comment 4.1</u>** **Please provide information to address the requirements of condition B1(c).** **This information may include evidence of participation in the MRP working group and resulting outcomes, but importantly details within the body of the plan to demonstrate specific/ relevant MRP working group traffic safety matters that have been considered or addressed to date (Refer also to DPHI Comment 5.1 and 10.1).**			
5	B1	(d) detail the measures that are to be implemented to ensure road safety and network efficiency during construction, including management of cumulative construction traffic from other concurrent construction works within the Mamre Road Precinct and the Mamre Road Upgrade Stage 2 works;	Table 1 – the response for Condition B1 (d) states: "To address traffic safety and road network efficiency, refer to Appendix C for relevant Traffic Guidance Schemes (TGS) and **Section 2.5** for access protocols which are to be implemented."			

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
			Information could not be located within the CTMP to demonstrate that traffic safety outcomes or actions from the MPRWG have been considered and included in the CTMP, as required by Condition B1(c). Appendix K includes correspondence from TfNSW to DPHI (15 July 2025), which is TfNSW's concurrence of the development during the assessment phase of the application. This correspondence does not address the requirements of condition B1(d). Section 2.5 "Temporary Traffic Management Measures" and Appendix C "Traffic Guidance Scheme" refers to traffic management and access methods/ protocols but not specific measures relating to Mamre Road Precinct and the Mamre Road Upgrade Stage 2. **<u>DPHI Comment 5.1</u>** **Please provide information to address the requirements of condition B1(d). This information must address cumulative impacts relating to concurrent construction works within the Mamre Road Precinct and the Mamre Road Upgrade Stage 2 works. (Refer also to DPHI Comment 4.1 and 10.1).**			
6	B1	(e) detail heavy vehicle routes, access and parking arrangements;	Refer to Sections 2.3, 2.4, 3.5 and 3.6. Section 2.3 outlines site access arrangements & plans. Section 2.4 covers the heavy vehicle/ truck routes with plans. Section 3.5 addressed vehicle management. Section 3.6 discusses worker/ heavy vehicle parking arrangement onsite. **No further comment.**			**<u>CLOSED</u>**
7	B1	(f) detail the number of construction vehicle movements and demonstrate how the movements will be managed in the context of road changes in the vicinity of the site;	Section 3.2 addresses estimated cumulative vehicle movements are provided for workers, plant, equipment and haulage. **No further comment.**			**<u>CLOSED</u>**

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
8	B1	(g) include a Driver Code of Conduct to:	Appendix A provides the Driver Code of Conduct. Refer also to Sections 3.5 and 3.10. Section 3.5 covers vehicle management and references the Code of Conduct for drivers. Section 3.10 addressed driver awareness and refers to the Driver Code of Conduct. See further comments (i) – (v) below: **No further comment.**			**CLOSED**
9	B1	(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; (iv) inform truck drivers of the site access arrangements, turning restrictions and use of specified routes; and (v) detail the compliance actions that would be implemented for any vehicles that deviate from approved routes and turning restrictions.	Appendix A provides the Driver Code of Conduct (DCoC). (i) The objectives of DCoC outlines measures to minimise traffic impacts to surrounding network including monitoring, management and reporting. (ii) Minimisation of conflicts with other road users is addressed in the DCoC via procedures and statements of responsibilities. (iii) Road traffic noise mitigation is a key objective of the DCoC. (iv) Driver responsibilities are clearly defined and stipulated to address site access, restrictions and truck routes. (v) Site Team Responsibilities are detailed in the DCoC to include compliance with the code. **No further comment.**			**CLOSED**
10	B1	(h) include a consultation strategy for liaising with and managing the cumulative impacts of other developments in the MRP;	Table 1 – the response for Condition B1 (h) states: " Attendance at Mamre Road Precinct Working Group to liaise with all stakeholders and manage the cumulative impacts of other developments in the MRP." Section 1.4 refers to stakeholder notification for TFNSW, Penrith City Council (PCC) and the Transport Management Centre. Information could not be located within the CTMP regarding a consultation strategy for liaison and management of cumulative impacts of other developments in the Mamre Road Precinct (MRP).			

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
			DPHI Comment 10.1: **Please provide information to address the requirements of condition B1(d).** **Please provide a consultation strategy to demonstration how cumulative impacts with other development in the MRP will be managed (Refer also to DPHI Comment 4.1 and 5.1).**			
11	B1	(i) include a program to monitor the effectiveness of these measures; and	Section 4 covers monitoring and review of the CTMP including a monitoring procedure flowchart (Figure 8). **No further comment.**			**CLOSED**
12	B1	(j) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes	Section 1.4 outlines stakeholder engagement information and notification process. **No further comment.**			**CLOSED**
13	B2	The applicant must: (a) not commence construction until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and	Table 1 – the response for Condition B2 (a) states: "Appointed contractor is to ensure that the CTMP is approved prior to commencement of construction." Applicant to take note of the requirements of this condition. **No further comment.**			**CLOSED**
14	B2	(b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.	Table 1 – the response for Condition B2 (b) states: "Appointed contractor is to ensure that the latest approved version of the CTMP is implemented." Applicant to take note of the requirements of this condition. **No further comment.**			**CLOSED**
15	B3	Prior to the commencement of any construction works (including earthworks) on proposed Lot 5 (as shown in **Figure 5** in **Appendix 1)**, the Applicant must obtain the following to the satisfaction of the Planning Secretary: (a) a written agreement with TfNSW regarding the coordination of these construction works and the Mamre Road Upgrade Stage 2 (MRUS2) works.	Table 1 – the response for Condition B3 (a) references Appendix K. This appendix includes a letter from TfNSW to DPHI (dated 15 July 2025) and is a response to a request for further information during the assessment phase of the applicant. This documentation does not satisfy the requirements of condition B3(a). Applicant to take note of the requirements of this condition.			**CLOSED**

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
			No further comment.			
16	B4	Any construction, including earthworks on proposed Lot 5 must be undertaken in accordance with the agreement in Condition B3, unless otherwise agreed with the Planning Secretary	Table 1 – the response for Condition B4 states: "Appointed contractor is to ensure that the construction works for proposed Lot 5 is in line with the agreements with TfNSW." Applicant to take note of the requirements of this condition. **No further comment.**			**CLOSED**
17	B5 to B18	Conditions B5 to B18 include requirements for the" temporary construction access road interim access road internal estate roads parking	Applicant to note the requirements of these conditions of approval (B5-B18) as several requirements must be undertaken to the satisfaction of the Planning Secretary. **No further comment.**			**CLOSED**
18	C1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	Refer to CTMP, Revision XIII, 15 December 2025 (1812r05v13). See comments below:			**CLOSED**
19	C1	(a) a condition compliance table for that plan;	Refer to Table 1 'Relevant Conditions of Consent'. **No further comment.**			**CLOSED**
20	C1	(b) detailed baseline data where required;	Baseline data is also detailed throughout Section 3 'Taffic Management'. Specifically Section 3.1 'Approved Volumes' which provides baseline traffic data and approved traffic generation volumes. **No further comment.**			**CLOSED**
21	C1	(c) 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;	(i) Statutory requirements are documented throughout the CTMP including Section 2.1 'Overview of Works' and Section 1.1.3 'Consultation with TfNSW'. Statutory requirements are also specifically covered in the Traffic Guidance Scheme (TGS) documentation. (ii) Section 4 'Monitoring and Review' includes performance measures and criteria and the Risk Assessment in Appendix B. (iii) Section 4 also provides information on performance monitoring and again the Risk Assessment Tool.			**CLOSED**

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
			No further comment.			
22	C1	(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Refer to Section 3 'Traffic Management' which outlines measure to comply with statutory requirements including requirements of Traffic Guidance Schemes (TGS) and statutory requirements set by TfNSW. Refer also to Section 4 'Monitoring and Review' as discussed in comment 16 above. **No further comment.**			**CLOSED**
23	C1	(e) 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 (d) above;	Refer to Section 4 'Monitoring and Review' as also discussed in comment 16 &18 above. (i) Section 4.1 provides the monitoring program procedure flow chart and Table 23 provides an indicative contingency plan. (ii) Refer again to all parts of Section 4 as discussed in 16 above. **No further comment.**			**CLOSED**
24	C1	(f) 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 which discusses the Contingency Plan and is outlined Table 23. **No further comment.**			**CLOSED**
25	C1	(g) a program to investigate and implement ways to improve the environmental performance of the development over time;	Refer to Section 4 'Monitoring and Review' as discussed in 16 & 18 above and Section 4.1 which provides the monitoring procedure flowchart (Figure 8) **No further comment.**			**CLOSED**
26	C1	(h) a protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii) complaint; (iii) failure to comply with statutory requirements; and	Refer to Section 4 'Monitoring and Review' as discussed in comments 16, 18-20 above. (i) Non-compliance and incident management is also covered in Table 21 and Section 4.2.1 'Incident Management'. (ii) Section 4.2.1 also addresses complaint management. (iii) Section 4 and specifically 4.2.1 covers management of non-compliance with statutory requirements. Refer also to 'Risk Assessment and Communication Tool' in Appendix B.			**CLOSED**

Comment No.	Condition	Requirement	DPHI Comment	Proponent Response	DPHI comment	Status
			No further comment.			
27	C1	(i) a protocol for periodic review of the plan.	Refer to Section 4 'Monitoring and Review' and Table 21 'Monitoring and Review of CTMP'. **No further comment.**			**CLOSED**
28	A6	**Traffic and Access** Prior to the commencement of operation of the development, the interim site access and associated road widening works on Mamre Road (as shown in Figure 2 in Appendix 1), must be constructed and commissioned to the satisfaction of the relevant Roads Authority.	Applicant to take note of the requirements of this condition. **No further comment.**			**CLOSED**
29	A7	The largest vehicle permitted to access the site via the interim site access road shown in **Figure 1** is a 30 metre Performance Based Standards (PBS) Level 2 Type B vehicle.	Applicant to take note of the requirements of this condition. **No further comment.**			**CLOSED**
30		**Additional Comments:** Section 1.3 'Site Context'	Section 1.3 'Site Context' **DPHI Comment 30.1:** **Please update section 1.3 to remove out of date references to the status of the SSD (and throughout the document) i.e. the application has been approved.**			
31		Section 1.4.4 'Consultation with DPHI'	Section 1.4.4 'Consultation with DPHI' **DPHI Comment 31.1:** **Please update this section to provide clarity that the communication from DPHI dated 25 July 2025 (as provided in Appendix H), was a request to provide additional information regarding the Traffic Management and Accessibility Plan, during the assessment phase of the original State Significant Development Application.**			

Appendix I. Mamre Road Precinct Working Group Meeting Minutes

From: Stephen Shoesmith <sshoesmith@slrconsulting.com>
Sent: Wednesday, 2 July 2025 3:29 PM
To: Trent Delahunty <trent.delahunty@gibbgroup.com.au>
Cc: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>; Brendyn Rheinberger <brheinberger@slrconsulting.com>
Subject: RE: 805 Mamre Road - Updated CTMP

Hi Trent

Our traffic team who is regularly involved with the Working Group have pulled this summary together.

Thanks
Steve

Key Takeaways

- Incident-Driven Improvements: Reported traffic incidents highlighted the need for better contractor management and precinct-wide communication, with cameras and police presence as effective short-term safety measures.
- Effective Traffic Controls: Signage, VMS boards, fines, bans, and camera monitoring have improved traffic management but require consistent enforcement.
- Standardisation: All current Developer Representatives updated the Driver's code of conduct following feedback from DPHI to facilitate consistent driver behaviour and safety across the precinct. Consideration should be given to producing a site specific not templatised version of a DCoC.
- Infrastructure Progress: Activation of a signalised intersection and approvals support ongoing road upgrades, enhancing site access and traffic flow.
- Collaboration with Authorities: Coordination with council, TfNSW, and police is essential for infrastructure changes and enforcement. Enforcement of site entry and exit arrangements is required.
- Contractor Management: Communication of traffic management expectations should be clearly communicated to contractors and their sub-contractors. Developer Representatives held workshops with DPHI Compliance and contractors to reinforce this.
- Driver Education: Speed and inexperience contribute to incidents, necessitating enhanced driver training and awareness campaigns, including sub-contractor compliance with Driver's code of conduct.
- Monitoring and Accountability: Regular camera footage reviews and violation reporting (e.g., stop sign incidents) ensure accountability and compliance.
- Informal Access Investigation: DPHI's concerns about informal access at Abbotts Road require further investigation and clearer communication.
- Management Plan Updates: A DPHI investigation triggered site management plan reviews, potentially leading to updates and working group discussions.
- Traffic Management Success: Limited issues reported indicate effective traffic management, with signalised intersections and road upgrades facilitating smooth operations.
- Positioning: It is recommended that site boom gates and access point controls be located well within the site to ensure traffic flows are not inhibited or dust/mud are not tracked onto public roads.

Learnings

- Contractor and Communication Gaps: A U-turn incident underscored the need for improved contractor management and precinct-wide communication to prevent violations.
- Short-Term Safety Measures: Cameras, police presence, and robust incident reporting (e.g., site bans) are critical for immediate traffic safety improvements.
- Standardised Rules and Training: Consistent Road rules, regular toolbox talks, and driver training programs are essential to mitigate risks from speed and inexperience.
- Authority Collaboration: Ongoing coordination with council, TfNSW, and police strengthens infrastructure changes and enforcement, with approved plans critical for upgrades.
- Continuous Monitoring: Regular camera footage and proactive awareness campaigns enhance compliance and control effectiveness.
- Management Plan Evolution: Regular site management plan reviews and updates address emerging issues, supported by collaborative discussions with stakeholders.
- Infrastructure Utilisation: Signalised intersections and approved road streamline construction-phase traffic management. Noting that upgrade approvals take time.
- Driver Thresholds and Driver's code of conduct: Establishing thresholds for frequent drivers and adopting contemporary Driver's code of conduct as a standard can improve long-term traffic management.
- Informal Access Resolution: Improved communication with DPHI and updates on internal road networks are needed to address informal access concerns.
- Proactive Enforcement: Reporting violations to police and maintaining clear communication pathways for offender management enhance site compliance.

Stephen Shoesmith ***(he/him/his)***
BEnvM, MEnvM, Lead Auditor (EMS, C-478261 Exp: July 2025)
Principal Consultant - Environmental Approvals, Closure & Management
Newcastle Office Manager

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10 Kings Road, New Lambton, NSW, Australia 2305



SLR acknowledges the traditional custodians of Country and recognises their continuing stewardship and connection to land, water and community. We pay our respect to Aboriginal and Torres Strait Islander cultures; and to Elders past and present.

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Minutes

Mamre Road Precinct Working Group
Meeting Minutes: January 2026

Date:	**Time:**	**Location:**
20 January 2026	10.00 am–11.00 am	MS Teams
Attendees	**Developer Representatives (DRs)** **PG** – Philip Grech (Barings) **ACa –** Alasdair Cameron (ESR) **RH –** Richard Harris (Fife) **RB** – Rebecca Bestic (Fife) **SA –** Steven Avramov (GPT) **ACh –** Alexandra Chung (Mirvac) **TD** – Trent Delahunty (Gibb) **TL** – Trevor Lee (Stockland) **SW –** Samantha Wilson (Frasers) **MG** – Mark Griffiths (IFM Investors) **BP** – Ben Prior (ProCom Group) **Developer Representatives - Observers** **ML** – Mark Linfoot (Stockland)	**SLR Representatives** **AH** – April Hudson **BR** – Brendyn Rheinberger **CS** – Charlie Seventekin **ED** – Esther Diffey **SS** – Stephanie Skordas **SW** – Sean Wilson **Environment Representatives (ERs)** **AG** – Alex Gale **RP** – Richard Peterson **BB** – Ben Bracken **SC** – Shannon Chisholm
Apologies	**GM –** Grace Macdonald (ESR) **CD** – Caitlin D'arcy (ESR) **AQ** – Andrew Quade (Mirvac) **CH** – Chris Hansen (GPT) **SP** – Susan Paul (Mirvac) **MS** – Matthew Stewart (Icon) **SO** – Stephen O'connor (Barings) **JC** – Jacob Clark (Dexus) **NP** – Nick Papanicolaou (Gibb) **AG –** Ahmad Ghalayini (Frasers) **GPT** – Grant Taylor (GPT) **PV** – Patricia Vasilevska (GPT) **DH** – Darren Hunt (GPT) **SF** – Steven Foster (Mirvac) **ML** – Michael Leerdam (Frasers) **KD** – Kym Dracopoulos (Mirvac) **CV –** Carl Vincent (ER) **MP** – Maurice Pignatelli (ER)	
Chairperson	**SS –** Stephen Shoesmith (SLR)	

Reference	Discussion	Resolutions
1. Introductions		
1a	• Acknowledgements to all in attendance. • Apologies noted.	None
2. Agency Correspondence, Department Discussions and Follow Ups		
2a	• Chairperson raised that no comments, complaints or specific items were raised from the Department for this meeting. • No other feedback from the Department noted by DRs.	None
3. Water: Recent Events, Observations, Measures, Actions		
3a	**Rainfall Events Discussion and Observations:** • ACa (ESR) noted clean-up operations this week following rain event on weekend. • ACh (Mirvac) noted clean-up operations following rain event. • RH (Fife) noted no off-site discharge occurred, all contained in basins. • PG (Barings) noted no issues following rain event. • SA (GPT) noted no off-site discharged occurred. • No observations noted from DRs regarding ingress from other developments during latest rainfall event.	None
4. Traffic: Recent Events, Observations, Measures, Actions		
4a	**Traffic Events Discussion and Observations:** • RH (Fife) noted Arlington Road shutdown from 22 December until September / October 2026. Right hand turn input to allow turning right off Mamre Road. • Chairperson raised the agenda item of the inclusion of a bus stop on Mamre Road: • ACh (Mirvac) noted Mamre Road Stage 2 upgrade has provisions for a bus stop on Mamre Road, however timing is uncertain. • No upcoming large construction projects that are likely to result in traffic issues noted.	None
5. Dust: Recent Events, Observations, Measures, Actions		
5a	**Dust Events Discussion and Observations:** • RB (Fife) noted that 2 of 7 SiteHive units failed, potentially due to wet weather. Replaced by an older version which appears to be more robust. • No alerts or alarms noted.	None
5b	**ER Notes on Management Actions:** • RP (ER for Westgate (ProCom Group)) noted dust complaint from serial complainer received prior to Christmas. Met with certifier and response provided.	None

Reference	Discussion	Resolutions
	• BB (ER for Access Logistics Park (Barings)) noted issue with submitting dust gauges on time. Issue resolved this month.	
5c	**Cumulative Dust Project** • Chairperson noted DRs have made a decision on likely successful candidate for the Project, however scope refinement require prior to engagement. • PG (Barings) noted scope refinements include modelling output confirmation. Wanted to flag that this scope is acceptable with DPHI prior to commencing.	DRs to provide outline of scope requirements required.
6. Other: Recent Events, Observations, Measures, Actions		
6a	**Illegal dumping**: • SA (GPT) noted illegal dumping before Christmas break on road verge in front of Yiribana East. Cameras installed. Flagged with Council for removal. • ACm (ESR) noted illegal dumping. Culprit found and removed quickly.	None
6b	**Street Racing:** • ACh (Mirvac) noted less street racing observed due to more police presence on site.	None
7. **Project Schedules and Planning**		
7a	• Chairperson noted emails to provide upcoming works schedule from AH (SLR). • ACa (ESR) noted Stage 2 bulk earthworks starting in February. • TD (Gibb) noted 805 Mamre Road have engaged Western Earthmoving and established RP as ER, as endorsed by DPHI. Will soon progress into full BEW mode.	None
8. **Engagement and Complaints Summary**		
8a	• SS (SLR) noted complaints about letter reports fenced in, resolved in 24 hours. Planning to have a stall at an event to promote the project. Will provide update at next meeting.	None
9. **ER Reports, Observations and Recommendations**		
9a	• AG (Frasers) noted some dust issues which have been successfully managed, with no exceedances on real-time monitors to date. Keeping in mind adjacent project sites as performance throws out sediment basins and calculations. • BB (Barings) nothing to note. • RP noted CV on leave rest of month. Nothing from inspections.	None
10. Management Plan Status Updates		
10a	• PG (Barings) noted out of hours approval application for services crossing across Mamre Road submitted. Waiting on Department approval. OOH approval and TfNSW approvals obtained.	None

Reference	Discussion	Resolutions
	• TD (Gibb) noted CEMP with DPHI for review, comments came back yesterday. All appears to be in order, waiting on CPHR feedback. • ACa (ESR) noted Stage 2 CEMP approved last week. • RB (Fife) noted Stage 3 CEMP with DPHI for review.	
11. Action Plan Review		
11a	• Chairperson noted a number of items open, six items relating to engagement of consultant for Cumulative Dust Project. These items will be closed out once contract awarded.	None
12. General Business		
12a	• Chairperson noted AH coordinating the consolidation of developer contacts, and seeking works schedules.	None
13. Meeting Close		
13a	• Next Meeting: 17 February 2026	Meeting date to be set during weekly meetings.

Agenda

Mamre Road Precinct Working Group Action Plan

Action	Date Originated	Responsibility	Estimated Timing	Status
Action: SLR to review Cumulative Model against the WG scope requirements on air quality. Produce simple document for developers to confirm schedule timings and inputs.	24/09/2025 – REF2024_26	SLR	Commenced and Ongoing	Awaiting award of consultant
Action: Working Group to progress commissioning of a suitably qualified air quality consultant to deliver cumulative dust monitoring program and TARP (per Supplementary Workshop resolution).	20/08/2025 – REF2024_30	Working Group / SLR (coordination)	Commenced and Ongoing	Awaiting award of consultant
Action: DPHI to supply corrective actions taken for previous dust complaints to inform contractor practices.	20/08/2025 – REF2024_25	DPHI	SLR to Follow-Up	Ongoing
Action: SLR to coordinate ongoing engagement with DPHI regarding cumulative dust management.	20/08/2025 – REF2024_26	SLR	Complete and Ongoing	Ongoing
Action: Developer Representatives to provide inputs into RWDI cumulative modelling, with results to be discussed at the next WG meeting.	20/08/2025 – REF2024_28	Developer Representatives	Commenced and Ongoing	Ongoing
Action: Developer Representatives and ERs to ensure contextual notes are included in monthly reports where exceedances occur or in general.	20/08/2025 – REF2024_29	Developer Representatives and ERs	Ongoing	Ongoing
Action: Strategic discussions on approval pathways for road upgrades.	15/05/2024 – REF2024_10	Developer Representatives	Ongoing	Ongoing As Required
Action: Developer Representative (Steven Avramov) committed to providing the close out report, its outcomes and learnings to the broader WG when available.	REF2024_23	Developer Representative	Commenced and Ongoing	Ongoing

Agenda

Mamre Road Precinct Working Group Action Plan – Completed Actions

Action	Date Originated	Status
Action: Define the Rainfall Event Level	12/04/2024 – REF2024_1	Complete Report finalised
Action: Develop checklists for site management of rainfall events at all stages (pre, during and post). These reports will also aim at defining management strategies and communication processes.	12/04/2024 – REF2024_2	Complete Checklist Finalised
Action: Define a communication process between developers and agencies during large scale weather events	12/04/2024 – REF2024_3	Complete Process included in Checklist
Action: Arrange TfNSW Road Safety Group Presentation at the next meeting	12/04/2024 – REF2024_4	Complete TfNSW Attended Meeting
Action: Facilitate a meeting between developers, DPHI, TfNSW and PCC regarding the Abbotts Road intersection	12/04/2024 – REF2024_5	Complete Meeting Held
Action: Develop checklists for site management of dust during adverse weather conditions	12/04/2024 – REF2024_6	Complete Checklist Finalised
Action: Engage with DPHI regarding a compliant referral process	12/04/2024 – REF2024_7	Complete Initial engagement and Ongoing engagement prior to meetings
Action: Engage with DPHI regarding CEMPs and OEMPs with regard to the MRPWG Outcomes.	12/04/2024 – REF2024_8	Complete Initial engagement and agenda item included in meetings
Action: Prepare a Mamre Road / Abbotts Road Strategy for review by the working group.	24/04/2024 – REF2024_9	Closed Signalised Intersection in place
Action: SLR to engage Sydney Water to discuss the potential external cause of dust build up on identified roadway.	12/06/2024-REF2024_11	Complete Meeting held
Action: Seek further information from DPHI regarding more details on the informal access concerns.	04/12/2024- REF2024_15	COMPLETE Information obtained from DPHI. Aerial shows a pre-existing

Agenda

Action	Date Originated	Status
		driveway not used by the Developer Representatives
Action: Developer Representatives to utilise the end of year checklist again for 2024.	04/12/2024- REF2024_17	COMPLETE End of year Checklists completed and shared across the MRPWG
Action: Engage with DPHI regarding attendance at MRPWG meetings on regular basis.	04/12/2024- REF2024_16	COMPLETE Engagement completed
Action: Developer Representatives to issue Toolbox Talks addressing dust mitigation in general and for specific conditions. TBT to include proactive awareness across sites and communication by all workers of any observations to aid in the collective management of sites dust emissions.	04/12/2024- REF2024_18	COMPLETE Toolbox Talks issued
Action: SLR to contact BAPS regarding dust tracking.	REF2024_19	CLOSED Engagement with BAPS is undertaken on a project specific basis
Action: Working group environmental representatives (ERs) to formally note the illegal parking and street races in their monthly reporting.	REF2024_20	CLOSED ERs formally noted and reported
Action: Working group representatives (Philip Grech) to follow up with an Oakdale East project regarding their successful weed treatment management and investigate its potential feasibility for the precinct sites.	REF2024_21	COMPLETE Engagement completed and findings shared
Action: SLR to engage DPHI for further information, in relation to a complaint. Once received the issue/complaint will be addressed in the weekly WG meetings with core group representatives. Thes result of this will be supplemented into this month's meeting minutes.	REF2024_22	COMPLETE Engagement made and complaint addressed with WG
Action: SLR to investigate methods for sharing AQ monitoring data so results can be assessed for identifying and mitigating AQ issues.	17/07/2024-REF2024_13	SUPERCEEDED
Action: Developer Representative (ICON) to engage directly with DPHI regarding their DA and dust management.	20/08/2025 – REF2024_27	COMPLETE Engagement made

Agenda

Action	Date Originated	Status
Action: Working group representatives to arrange a meeting with the Independent Community Commissioner for the Western Sydney Aerotropolis and for Orchard Hills. Update to be provided when applicable.	12/06/2024-REF2024_12	CLOSED Engagement made, no interest from party
Action: SLR transport advisory team to contact DPHI to raise the continuing issue of street racing with DPHI in an effort to increase pressure on council.	REF2024_24	CLOSED Engagement made, no additional help available.

Appendix J. CV

James Laidler

Principal Transport Engineer

Email: james.laidler@asongroup.com.au

Phone: 0421 209 996

James is a Principal Transport Engineer with over 12 years of experience in the transport planning and transport construction industries. During this time, James has been involved in numerous projects for both private organisations and government agencies, including CPB Samsung John Holland Joint Venture (WestConnex M4 Extension Joint Venture) and The Hills Shire Council.

Past projects have ranged in size from detailed design advice in relation to intersection upgrades, the preparation of reviews and Due Diligence advice, to the preparation of Construction and Operational Traffic Management Plans, Traffic Guidance Schemes, Pre-and post-construction Design Statements, and State Significant Development Applications.

James has undertaken internal road safety inspections, post major road works and has experience dealing with the Transport Management Centre to obtain Road Occupancy Licenses.

Typical land uses that James provides traffic management advice includes (but is not limited to), Industrial Estates, State and Private Schools, Residential and Intermodal developments.

James has been trained in and works with transport planning models and control plans, and this experience allows him to give specialist advice on transport planning and construction issues. These models and programs include AutoCAD Vehicle Tracking, SIDRA and Rapid plan.

QUALIFICATIONS & EDUCATION

- BE Civil Engineering (University of Technology, Sydney)
- Diploma in Engineering Practice (University of Technology, Sydney)
- Registered Design and Building Practitioner
- SafeWork NSW 'Prepare a Work Zone Traffic Management Plan'
- WorkCover Occupational Health and Safety Construction Induction Card.
- Conduct Road Safety Audits

PROFESSIONAL BACKGROUND

- 2024 – current: Ason Group
Principal Transport Engineer
- 2021 – 2024: Ason Group
Senior Traffic Engineer
- 2017 – 2021: Ason Group
Traffic Engineer
- 2016 – 2017: CPB Samsung John Holland Joint Venture (WestConnex M4 East)
Traffic Engineer
- 2012 – 2016 The Hills Shire Council

KEY SKILLS

- Construction Traffic Management Plans
- State Significant Development Applications
- Master Planning & Feasibility Studies
- Traffic Guidance Schemes (Rapid Plan & AutoCAD)
- Operational Traffic Management Plans
- Sustainable Transport Planning
- Green Travel Plans & Transport Access Guides
- Transportation Modelling Analysis (SIDRA)
- Construction Certificate Design Statements
- Operational Certificate Design Statements
- Road Safety Assessments
- Australian Standards (AS 1158, AS1742.3 & AS2890) Compliance
- Traffic Control at Worksites Manual Compliance
- Austroads Guide to Temporary Traffic Management Compliance

James Laidler
Principal Transport Engineer
Email: james.laidler@asongroup.com.au
Phone: 0421 209 996

KEY PROJECTS

CONSTRUCTION

McPhillamys Gold Mine, Bathurst | Regis Resources

James was the Project Director for the Preparation of a Construction and Traffic Impact Assessment (combined CTMP and TIA) for the construction of a 90km pipeline between Lithgow and Blayney. This included detailed site investigations to support the numerous Traffic Guidance Schemes and detour routes required.

Amazon Warehouse, Kemps Creek | Goodman Property

James led several elements relating to the construction and operational traffic management within the Oakdale West Industrial Estate, including the preparation of numerous Construction Traffic Management Plan(s) for construction of warehouses, including Amazon's largest warehouse development in the Southern Hemisphere (at the time).

Moorebank Intermodal Terminal Facility | LOGOS & Qube

James has been leading a number of projects within the Moorebank IMT facility since 2018. These projects include (but are not limited to), preparation, review, and assessments of both MPE and MPW CTMP's and OTMP's.

168 Walker Street, North Sydney | Aqualand

James has been assisting and/or leading in several aspects of the multistorey residential development at 168 Walker St, North Sydney. James assisted in the development of numerous MODs for the Site prior to leading the construction and operational management aspects of the Site (including but not limited to CTMP's, OTMP,).

Coffs Harbour Cultural & Civic Space | Aqualand

James was the Project lead to develop the Construction Traffic Management Plan for the proposed cultural and civil space within the city centre.

EVENT MANAGEMENT

Penrith Beach, Season 2 (Summer 2024-2025) | NSW Department of Planning, Housing and Infrastructure.

James was the Project Manager for the reopening of Penrith Beach for the 2024-2025 season for the NSW Department of Planning, Housing and Infrastructure. The Event Traffic Management Plan prepared outlines a tiered traffic control approach based on expected volumes, including speed reductions, traffic controllers, and on-site parking. This included safe access, supports shuttle services, and complies with NSW transport and safety standards to minimise disruption during the beach's reopening.

ROAD SAFETY AUDITS

Yiribana East Logistics Estate, Kemps Creek | GPT

James assisted in the existing road audit focussed on the detailed pre-construction design review of a new intersection between a collector road and Private access road. Any and all safety issues were considered in the refinement of the design, and prior to the construction phase.

1080-1094 Mamre Rd, Kemps Creek | Gibb Group

James assisted in identifying potential safety issues with the proposed subdivision and internal road network. This included an interim access road and connection to Mamre Road.

Loreto Normanhurst, Pennant Hills Road, Normanhurst | Loreto Normanhurst

James assisted in the existing road audit focussed on Osborne Road, including connections to Pennant Hills Road. This included emphasis on detailed review of pedestrian routes; given proximity to the Loreto Normanhurst and Normanhurst Public School.

James Laidler
Principal Transport Engineer
Email: james.laidler@asongroup.com.au
Phone: 0421 209 996

Mt Pleasant Avenue, Normanhurst | Loreto Normanhurst

Similar to the above, James assisted in preparing an existing road safety audit for Mt Pleasant Avenue, including connections to Pennant Hills Road.

SCHOOLS

Oran Park Public School | SINSW

James assisted in delivering a review of design and safety implications of a new school Kiss and Ride, including a review of mode share targets to encourage use of public and active transport modes, and consultation with the School, Council and TfNSW. Under James' management, the team prepared a School Travel Plan (STP) with necessary recommendations to better communicate with school Principal, parents, and citizens within the catchment area as to how the STP implementation would improve safety and comfort for students and staff travelling to/from school.

Edmondson Park Public School | Colliers

James was the Lead Travel Plan Coordinator (TPC), in charge of the review and updates of STP implementation strategies, and to assess against the benchmark surveys of mode share within 1 year of school operation. The STP implementation evaluation and reassessment of the mode share targets involved detailed hands-up surveys from students and electronic surveys (SurveyMonkey) for the staff and requiring a meeting with the School's Principal every term.

Gregory Hills Public School | SINSW & Lipman

Similar description for STP preparation and TPC role as explained for the Oran Park and Edmondson Park. Furthermore, James undertook a safety review of potential wombat crossing design and locations for the roads envisaged to attract pedestrians to/from school and the Construction Traffic Management of the construction of the School.

Hastings Secondary School | SINSW

James led the team to develop a comprehensive School Travel Plan (STP) with necessary recommendations to improve safety and comfort for students and staff travelling to/from school. This included assisting in several Transport Working Groups (TWG's) which works with key stakeholders within the catchment area as to how the STP implementation would benefit all involved.

INDUSTRIAL

Raymond Avenue, Matraville | Hale

James was the Project Lead in the development of a Sate Significant Development Application (SSDA) Transport Assessment (TA) for a multistorey warehouse, including supporting modelling, construction, and design advice. Subsequently, James also led the Project Team to develop a Comprehensive CTMP, GTP and OTMP in response to variation conditions of consent and undertook a separate NHVR application on behalf of the builder to allow special vehicles accessing the Site during critical construction stages.

RESIDENTIAL

35-61 & 95-97 Waterloo Road Residential Development | Goodman Property

James was Project Manager in the development of an SSDA TA for the development of a mixed-use development including 10 'build-to-rent' buildings for 1,249 dwellings and in excess of 14,000m^2 GFA for commercial, retail and communal uses.

The Project included detailed modelling to manage the transport related issues through the approval process. The project is located within a highly congested network, subject to considerable change through new infrastructure.

Due to the complexity of the location of this Site, this also required significant engagement with TfNSW, Council and was detailed within the Design Review Panel

Jae Jeon

Senior Traffic Engineer

Email: jae.jeon@asongroup.com.au

Phone: 0403 939 158

Jae is a Senior Traffic Engineer with over 7 years of experience in the transport planning industry. Jae has been involved in numerous projects for both private organisations and government agencies including Lane Cove Council and Willoughby City Council.

Jae has experience in all stages of projects ranging from due diligence advice, detailed design advice in relation to intersection upgrades, preparation of traffic advice to accompany Development Applications & State Significant Development Applications, preparation of Construction and Operational Traffic Management Plans to address Conditions of Consent, preparation of Traffic Guidance Schemes and Pre & Post Construction Design Statements.

Jae has worked on a wide range of land uses including but not limited to commercial estates, industrial estates, data centres, hospitals, private schools and residential developments.

Jae has expert knowledge in transport modelling (SIDRA) and design programs (AutoCAD) allowing him to provide targeted and specialist advice on transport engineering, design and modelling issues.

QUALIFICATIONS & EDUCATION

- BE Civil Engineering (University of Sydney)
- SafeWork NSW 'Prepare a Work Zone Traffic Management Plan'
- WorkCover Occupational Health and Safety Construction Induction Card.

PROFESSIONAL BACKGROUND

- 2024 – current: Ason Group
Senior Traffic Engineer
- 2022 - 2024: Stantec
Senior Traffic Engineer
- 2019 - 2022: ptc.
Traffic Engineer
- 2019: Willoughby City Council
Traffic Engineer
- 2018: Lane Cove Council

KEY SKILLS

- State Significant Development Applications
- Master Planning & Feasibility Studies
- Construction Traffic Management Plans
- Traffic Guidance Schemes (Rapid Plan & AutoCAD)
- Operational Traffic Management Plans
- Sustainable Transport Planning
- (Green Travel Plans & Transport Access Guides)
- Transportation Modelling Analysis (SIDRA)
- Construction Certificate Design Statements
- Operational Certificate Design Statements
- Australian Standards (AS2890 & AS 1158) Compliance

KEY PROJECTS

SCHOOLS

- Pymble Ladies College
- Santa Sabina College
- St Philip's Christian College
- Sydney Grammar School

RESIDENTIAL

- Anambah Urban Release Area
- Brimbin Urban Release Area
- Charmhaven Residential Subdivision
- Tamworth Residential Subdivision

INDUSTRIAL

- Oakdale East Estate, Kemps Creek | Goodman
- Gow Street, Padstow | Stockland
- Newton Road, Wetherill Park | Centuria
- The Yards Industrial Estate | Frasers

HOSPITALS

- Cessnock Hospital
- Griffith Hospital
- Nepean Hospital
- Minchinbury Hospital

Jayden Lam

Traffic Engineer – Ason Group

Email: jayden.lam@asongroup.com.au
Phone: +61 2 9083 6601

Jayden has a Bachelor of Civil Engineering and has 2 years of experience working in the transport and traffic engineering industry.

During this time, Jayden has been involved in a range of projects including residential, commercial, retail, mixed-use, childcare, and industrial developments.

Jayden has had experience in preparing Transport Assessment documentation including Traffic Management Plans for Construction and Operational Services, as well as Construction and Occupation Certifications. Additionally, he has been trained in AutoCAD (Vehicle Tracking) and SIDRA modelling to provide construction and planning advice.

QUALIFICATIONS & EDUCATION

- Bachelor of Engineering (Honours) in Civil Engineering (The University of New South Wales)
- SafeWork NSW 'Prepare a Work Zone Traffic Management Plan'

PROFESSIONAL BACKGROUND

- APR 2023 – Current: Ason Group, Traffic Engineer
- NOV 2021 – MAR 2023: Varga Traffic Planning, Graduate Traffic Engineer

KEY SKILLS

- Transport Assessments
- Construction Traffic Management Plans
- Operational Traffic Management Plans
- Transport Design – car parking design and compliance
- Transportation Modelling Analysis (SIDRA)
- AutoCAD (Vehicle Tracking)
- Australian Standards (AS2890) Compliance

KEY PROJECTS & EXPERIENCE

Residential, Commercial & Mixed-Use Developments

- *23-34 Victoria Street, Burwood*
  Design advice and recommendations for internal parking scheme, swept path analysis and preparation of Traffic and Parking Assessment Report to accompany a section 4.55 application for a new residential mixed-use development.
- *12 Lyonpark Road & 68 Waterloo Road, Macquarie Park*
  Swept path analysis, SIDRA intersection modelling and preparation of Traffic and Parking Assessment Report for a new mixed-use commercial development.

Industrial Developments

- *21 Lamb Street, Glendenning*
  Swept path analysis and preparation of Traffic and Parking Assessment Report for an industrial warehouse and self-storage facility.
- *34-36 South Street, Rydalmere*
  Provide design advice for internal parking scheme, swept path analysis and parking accumulation studies for an industrial subdivision.

Other Notable Projects

- *Wollondilly Anglican College, Tahmoor*
  Swept path analysis and preparation of accompanying report for a proposed vehicular access driveway and bus shelter for an existing School.
- *BaptistCare Maranoa Retirement Village, Alstonville*
  Swept path analysis and preparation of Traffic and Parking Assessment Report for the expansion of an Aged Care Facility.
- *39 Derby Street, Rooty Hill*
  Swept path analysis, SIDRA intersection modelling and preparation of Traffic and Parking Assessment Report for a new childcare centre.

Appendix K. Consultation with TfNSW for coordination with MRUS2 works

Transport for NSW

15 July 2025

TfNSW Reference: SYD24-00016/05
DPHI Reference: SSD-30871587

Ms. Kirsten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Media Hakim

REQUEST FOR FURTHER ADVICE - WAREHOUSE AND DISTRIBUTION CENTRE
805 MAMRE ROAD, KEMPS CREEK

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (TfNSW) an opportunity to provide advice in accordance with clauses 2.119 and 2.122 of the *State Environment Planning Policy (Transport and Infrastructure) 2021* and concurrence in accordance with clause 2.35 of the *State Environmental Planning Policy (Industry and Employment) 2021*, and section 138 of the *Roads Act 1993* for the state significant development (**SSD-30871587**) located at 805 Mamre Road, Kemps Creek.

TfNSW has reviewed the submitted information and advises that the TfNSW reiterates the previous comments made in our response dated 8 May 2025, and noting that the Mamre Road Upgrade Stage 2 project (**MRUS2**) is committed to be delivered by 2029, TfNSW are of the view that the proposed road works and infrastructure will adequately mitigate the traffic and road safety impacts of the development and TfNSW do not require any further capacity analysis of Mamre Road.

As such, TfNSW provides concurrence for the development in accordance with clause 2.35 of the *State Environmental Planning Policy (Industry & Employment) 2021* and section 138 of *Roads Act 1993* for SSD 30871587 subject to the Department's approval and TfNSW conditions provided in **TAB A** being included in any Development Consent issued.

For more information regarding the above matter, please contact Nav Prasad, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning, Planning Passenger and Integration Division

TAB A -TfNSW advisory comments and recommended conditions of consent

Interim access arrangement and roadworks

Comment:
The development proposes a temporary construction vehicle left in left out arrangement to access the site during construction and upon completion of the development an interim access arrangement for via a left in left out from Mamre Road that will remain in place until access can be provided from the internal DCP road network. Whilst TfNSW do not raise objection to the proposed access arrangements, to ensure that the construction activities of the development does not delay the construction of the Mamre Road Upgrade Stage 2 project TfNSW requires that these works are completed prior to Q4 2026.

The revised architectural plans and revised landscape plans indicate that a 5-cell culvert will be constructed in accordance with TfNSW advice to the applicant, however the civil works package plans prepared by AT&L and the drainage culvert extension plans prepared by MU Group show a 3- cell culvert. TfNSW recommends that the plan sets be updated showing a 5-cell culvert as to remove any inconsistency across the plans.

TfNSW condition:

- The proposed left turn deceleration lane on Mamre Road shall be designed to the satisfaction of TfNSW with a 90km/h design speed limit and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with Austroads. The certified copies of the civil design plans shall be submitted to TfNSW for review and approval prior to the release of the Construction Certificate and commencement of any road works.
- The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work, and as required by the various public utility authorities and/or their agents.
- Once the temporary access road is no longer required for the development, the developer will carry out the works to remove the deceleration lane as instructed by TfNSW and at no cost to TfNSW.
- The developer is required to enter a Works Authorisation Deed (**WAD**) for the abovementioned works. Please note that the WAD will need to be executed prior to TfNSW assessment of the detailed civil design plans.
- A plan checking fee and lodgement of a performance bond are required from the applicant prior to the release of the approved road design plans by TfNSW. The bond shall include the cost of the works to remove the deceleration lane.
- Any infrastructure (e.g., batter, retaining wall, drainage basins etc.) that is required to support the development, or access shall not be located within land zoned as SP2.
- Any land required for the construction of the interim access road shall be dedicated as public road at no cost to TfNSW.
- TfNSW requires the interim access to be completed and open to traffic by Q4 2026 with the temporary construction vehicle access decommissioned and removed.

Construction Pedestrian and Traffic Management Plan (CPTMP)

Comment:
The development site is located within the Mamre Road Precinct where several construction projects, including major road upgrades and other private developments, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and reduce road safety for road users including vulnerable users groups such as pedestrians and cyclists particularly during commuter peak periods.

TfNSW Condition
Prior to the issue of any construction certificate, the applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:

- To mitigate the impact of construction traffic and reduce interaction with other projects, all construction vehicle access to the site in shall be provided via a left in and left out arrangement in Mamre Road.
- Proposed haulage routes and construction vehicle access arrangements.
- Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can be accommodated within the context of road changes in the surrounding area.
- Identify any potential impacts to general traffic, cyclists, pedestrians, and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works.;
- Identify the cumulative construction activities of the development and other projects within or around the development site.
- Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP.

- Construction program and construction methodology, including any construction staging to show that the road works can be completed and open to traffic by Q4 2026.
- Consultation strategy for liaison with surrounding stakeholders, including Sydney Metro and other developments under construction.
- Details of crane arrangements including location of any crane(s) and crane movement plan.
- Proposed construction hours.
- A detailed plan of any proposed hoarding and/or scaffolding.
- Provide the direct contact details to businesses and residents impacted by the construction work and TfNSW via development.ctmp.cjp@transport.nsw.gov.au to resolve issues during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction; and
- Submit a copy of the final plan to TfNSW for endorsement via development.ctmp.cjp@transport.nsw.gov.au.

Appendix C Erosion and Sediment Control Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

OVER–ARCHING
EROSION AND SEDIMENT CONTROL PLAN

FINAL

CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL — CPESC®
ALYSSA JANE THOMSON
7271

DRAWING SCHEDULE

DRAWING NUMBER	DRAWING TITLE
25000110_P01_ESCP000	EROSION & SEDIMENT CONTROL PLAN (ESCP) – LOCALITY PLAN & DRAWING SCHEDULE
25000110_P01_ESCP100	ESCP – GENERAL REQUIREMENTS – 1 OF 2
25000110_P01_ESCP101	ESCP – GENERAL REQUIREMENTS – 2 OF 2
25000110_P01_ESCP102	ESCP – STABILISATION REQUIREMENTS & ACCESS CONTROL TABLES
25000110_P01_ESCP200	ESCP STAGE 0 (CONSTRUCTION PHASE 0) – BOUNDARY CONTROL INSTALLATION
25000110_P01_ESCP201	ESCP STAGE 1 (CONSTRUCTION PHASE 1) – SITE ESTABLISHMENT
25000110_P01_ESCP202	ESCP STAGE 2 (CONSTRUCTION PHASES 2 & 3) – BULK EARTHWORKS
25000110_P01_ESCP203	ESCP STAGE 3 (CONSTRUCTION PHASE 4) – MAJOR CIVIL DRAINAGE WORKS
25000110_P01_ESCP204	ESCP STAGE 4 (CONSTRUCTION PHASE 5) – ROAD & INFRASTRUCTURE CONSTRUCTION
25000110_P01_ESCP205	ESCP STAGE 5 (CONSTRUCTION PHASE 6) – FINAL CONSTRUCTION & DECOMMISSIONING
25000110_P01_ESCP300	ESCP – SEDIMENT BASIN & DIVERSION DRAIN SIZING TABLES & FIGURES
25000110_P01_ESCP301	ESCP – SEDIMENT BASIN CONSTRUCTION & MAINTENANCE INSTRUCTIONS
25000110_P01_ESCP302	ESCP – TYPICAL SEDIMENT BASIN LAYOUTS & SECTIONS
25000110_P01_ESCP303	ESCP – TYPICAL EMERGENCY SPILLWAY DETAILS
25000110_P01_ESCP304	ESCP – SEDIMENT BASIN OUTLET STRUCTURE DETAILS & PHOTOS
25000110_P01_ESCP305	ESCP – IECA STANDARD DRAWINGS & MULCH/EARTH BUND DETAIL
25000110_P01_ESCP306	ESCP – BLUE BOOK STANDARD DRAWINGS
25000110_P01_ESCP307	ESCP – BLUE BOOK STANDARD DRAWINGS
25000110_P01_ESCP308	ESCP – BLUE BOOK STANDARD DRAWINGS
25000110_P01_ESCP400	PESCP – RIPARIAN/CULVERT WORKS – OVER–ARCHING STAGING & GENERAL INSTRUCTIONS
25000110_P01_ESCP401	PESCP – RIPARIAN/CULVERT WORKS – TEMPORARY CHANNEL CD2 STAGED PLANS & INSTRUCTIONS
25000110_P01_ESCP402	PESCP – RIPARIAN/CULVERT WORKS – TEMPORARY CHANNEL CD3 STAGED PLANS & INSTRUCTIONS
25000110_P01_ESCP403	PESCP – RIPARIAN/CULVERT WORKS – TEMPORARY CHANNEL CD4 STAGED PLANS & INSTRUCTIONS
25000110_P01_ESCP404	PESCP – RIPARIAN/CULVERT WORKS – FINAL DIVERSION STAGED PLANS & INSTRUCTIONS
25000110_P01_ESCP500	ESCP DESIGN CALCULATIONS – 1 OF 2
25000110_P01_ESCP501	ESCP DESIGN CALCULATIONS – 2 OF 2



LOCALITY PLAN
N.T.S.

DOCUMENT CERTIFICATION

This plan has been developed based on agreed requirements as understood by SEEC at the time of engagement. It applies only to a specific task on the nominated lands. Other interpretations should not be made, including changes in scale or application to other projects. Changes to the project scope or extent might impact on the validity of this plan. This plan is not to be updated or modified except by consultation with SEEC.

Any recommendations contained in this plan are based on an honest appraisal of the opportunities and constraints that existed at the site at the time of investigation, or as advised to us. Such recommendations are potentially subject to the limited scope and resources available.

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
01	18/07/25	A.T.	A.T.	AM/BJ	FINAL – ISSUE FOR APPROVAL
C	26/06/25	A.T.	A.T.	AM/BJ	DRAFT – FURTHER UPDATES AND ADDITIONAL PLANS
B	19/06/25	A.T.	A.T.	A.M.	DRAFT – ADDITIONAL PLANS AND UPDATES
00	12/05/25	A.T.	A.T.	A.M.	FINAL – ISSUE FOR APPROVAL
A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS

DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	N.T.S.

FINAL

North

CLIENT: GibbGroup. / WEM CIVIL

SEEC
Suites 7 & 8, 68-70 Station Street
PO Box 1098, Bowral NSW 2576.
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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: EROSION & SEDIMENT CONTROL PLAN (ESCP) – LOCALITY PLAN & DRAWING SCHEDULE

PROJECT NO.	SUB–PR NO.	DRAWING NO.	REV
25000110	P01	ESCP000	02

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EROSION AND SEDIMENT CONTROL PLAN – GENERAL REQUIREMENTS

GENERAL/BACKGROUND

This is an over-arcing Erosion and Sediment Control Plan (ESCP) that describes the on-ground erosion and sediment controls required for WEM Civil's works on 805 Mamre Road, Kemps Creek Industrial Development Project in NSW. This ESCP has been prepared to accord with the guidelines and principles in the NSW Blue Book (Landcom, 2004), the Wianamatta-South Creek Stormwater Management Targets (DPE, 2022) and to comply with the relevant Conditions of Consent for the project.

This ESCP has been prepared by a Certified Professional in Erosion and Sediment Control (CPESC) and will be finalised in consultation with CPHR, Sydney Water, Council and any other relevant regulatory authorities (and their comments addressed within the plan). This ESCP will be independently reviewed and verified by the ER prior to submission to the Planning Secretary in accordance with the Conditions of Consent.

This ESCP must be read in conjunction with the relevant specifications and design drawings.

This ESCP includes staged plans detailing the major erosion and sediment controls required for each major construction stage. This ESCP is to be updated and/or site specific progressive Erosion and Sediment Control Plans (PESCPs) prepared as works progress to ensure the installed controls are applicable to the inherent risk and the nature of the works underway.

The site lies on both the Blacktown (front of site) and South Creek (back of site) Soil Landscapes.

EROSION HAZARD ASSESSMENT

The Site erosion hazard is determined by the Revised Universal Soil Loss Equation (RUSLE) as follows:

A = R x K x LS x P x C

A	=	Computed soil loss (t/ha/yr)
R	=	Rainfall erosivity factor (2,500 based on Appendix B of the Blue Book)
K	=	Soil erodibility factor (0.05 adopted value based on South Creek from Appendix C of the Blue Book)
LS	=	Slope length and gradient factor (LS of 0.41 adopted based on 80m, 2%)
P	=	Soil conservation factor (1.3 adopted)
C	=	Ground cover factor (1 adopted)

Based on the above data, the potential soil loss for the site is approximately 66t/ha/yr.

The total disturbed area is approximately 11.44ha which equates to a potential soil loss of 755t/yr.

Therefore, sediment basin/s are required for the site to comply with Blue Book standard as the potential catchment soil loss is >200 t/yr.

Refer to ESCP200-205 for the locations of the onsite erosion and sediment control measures and refer to Table 4 on ESCP300 for the sediment basin minimum sizing requirements and design details. Also refer to the 'Sediment Basin Design Assumptions' below.

DESIGN ASSUMPTIONS

- The Wianamatta-South Creek Stormwater Management Targets (DPE, 2022) requires 80% of the average annual runoff volume achieves 50mg/L Total Suspended Solids (TSS) or less and pH in the range (6.5-8.5). The standard Blue Book sediment basin design and other standard erosion and sediment control measures are estimated to achieve approximately 60% hydrological effectiveness. Therefore, in order to achieve 80% hydrological effectiveness, a High Efficiency Sediment (HES) basin is to be implemented for the management of the site construction water.
- Sediment basin/s have been designed as Type B basin/s in accordance with IECA (2018) to satisfy the typical expectations of the local governing agencies and to meet the Wianamatta-South Creek Stormwater Management Targets.
- It is assumed that the sediment basin/s will be in place and operate as a construction stage sediment basin/s for <12 months.
- Refer to Table 4 on ESCP300 for all additional basin design assumptions and details and sizing specifications.

GENERAL INSTRUCTIONS

1. This plan is to be read in conjunction with other relevant environmental documentation for the project.
2. An Environmental Representative for WEM is to be appointed for the project to assist with the implementation of this ESCP and all necessary erosion and sediment control measures.
3. Weather forecasts are to be monitored daily and the site prepared to minimise erosion, control drainage, and maximize sediment capture during rain events. Erosion and sediment controls removed or damaged during construction are to be repaired or reinstated prior to forecast rain.
4. Works are to be undertaken in stages to comply with the ESCP staging plans on ESCP200-205. Numbered instructions on these plans indicate the order that works are to be undertaken (i.e. 1 then 2, then 3 etc).
5. HOLD POINTS - To ensure all of the required erosion and sediment control measures are in place as required, works must not proceed beyond each stage or each HOLD POINT (as noted on ESCP200-205 and ESCP400-404) prior to the release of the HOLD POINT (as granted by CPESC, client and regulator approval).
6. Erosion and sediment controls are to be implemented as part of initial site works for each stage, except as noted in this plan.
7. Minimise disturbance at any one time to only what is necessary for safe and efficient construction. Do not disturb new areas when rain is imminent unless appropriate controls can be implemented prior to rain occurring.
8. Undertake dust suppression as required to minimise dust rise.
9. Regular site inspections are to be conducted by the WEM site environment manager (WEM Environmental Representative) of temporary controls and general site conditions and records of all such inspections are to be retained onsite. Inspections are to be undertaken:
   - 9.1. At least weekly during normal construction hours; and
   - 9.2. Prior to forecast rainfall (>50% chance of 5mm or more in 24 hours); and
   - 9.3. Daily during rain events (if safe to do so); and
   - 9.4. Within 24 hours of the cessation of a rain event that causes runoff (if safe to do so); and
   - 9.5. Prior to any site shutdown greater than 48 hours.
10. Maintenance, repairs, clean out and modifications of erosion and sediment control measures are to be undertaken as required to ensure controls are in good working order and all site areas are suitably protected.
11. Pit protection is to be provided for all onsite active stormwater pits and stormwater inlets (once installed). Install pit protection around (sediment fence or gravel bag/coir log bund) or within (silt wardens) all active onsite stormwater pits. Refer to Blue Book Standard Drawings SD 6-11 and SD 6-12 on ESCP308 and IECA Standard Drawing GB-01 on ESCP305. Note - locations are not shown and are to be confirmed onsite as works progress.
12. Dirty water surface runoff from warehouse lots is to be directed into the main site sediment basin SB1 for treatment.
    - 12.1. Suitable erosion and sediment control devices must be provided on the warehouse lots (once builders are on lots) by the relevant contractors to control runoff and minimise excess erosion and sediment generation. Details are to be provided on separate ESCPs specific to the warehouse lots (by the relevant contractors). These will include:
      - 12.1.1. Pit protections and suitable sediment control devices at the discharge points from the warehouse lots to capture excess sediments prior to leaving the lots and entering the sites main stormwater system.
      - 12.1.2. Suitable on lot concrete/waste/chemical management devices (e.g. concrete washout pits, bunded areas) for the management of concrete and other waste materials/substances/chemicals to ensure unsuitable products do not enter the stormwater system and SB1.
13. Undertake progressive stabilisation of lands as works are completed in each area (rather than waiting until the completion of works).
    - 13.1. Final rehabilitation is to achieve the C-factors (ground cover) detailed below (also refer to Tables 1 & 2):
      - 13.1.1. C-factor of 0.1 (>= 60% ground cover) within 20 days; and
      - 13.1.2. C-factor of 0.05 (at least 70% ground cover) within 2 months/at completion of works.
    - 13.2. Areas to be revegetated are to be topsoiled first. Refer to Blue Book Standard Drawing SD 4-2 on ESCP306.
    - 13.3. Appropriate seedbed preparation should be carried out when revegetating lands (See Blue Book Standard Drawing SD 7-1 on ESCP308).
14. As areas are completed (i.e. at least 90% of any finished area has at least 70% final ground cover), temporary sediment and drainage controls can be decommissioned and removed.
15. This plan is to be updated as required to ensure it is relevant to the on-ground works being undertaken.

SEDIMENT BASIN CONSTRUCTION, OPERATION AND MAINTENANCE

- Sediment basin sizing specifications including the spillway/chute/dissipater/s are provided on Table 4 on ESCP300.
- Refer to the notes and instructions on ESCP301 for sediment basin construction, operation and maintenance requirements.
- The sediment basin is to be maintained and all water treated/magaged by the early works civil contractor (WEM).
- Refer to ESCP302-304 for sediment basin details, IECA standard drawings and photo examples.
- Ensure the sediment basin spillway invert level is above the 2yr ARI flood level.
- If groundwater is encountered during the basin construction, construction works are to be put on hold and the design is to be re-assessed. The basin may need to be formed as a partially raised basin to avoid groundwater interception.

DIRTY WATER TREATMENT AND DISCHARGE REQUIREMENTS

- All onsite dirty water is to be directed into the Temporary Sediment Basin SB1 (Type B HES basin) or into alternative sediment controls/bunding as specified on this plan to achieve the Wianamatta-South Creek Construction phase stormwater quality targets.
  - Auto-dosing devices are to be set up at the inlet to the sediment basin/s in accordance with the operation and maintenance requirements on ESCP301 for this purpose.
- Onsite dirty water accumulating onsite within the civil drainage works, the storage pond/wetland/permanent basin construction works, sumps, other excavations or within low points can be pumped to the temporary sediment basin for treatment or treated in-situ. However, water can only be pumped to the Temporary Sediment Basin SB1 when there is sufficient capacity and during a dry period when rainfall isn't occurring or likely to occur.
- Any active discharge of water from the project (i.e. where water is moved offsite via direct action such as pumping rather than flowing off the project as a result of heavy rainfall) is to achieve:
  - 50 mg/L or less TSS (Total Suspended Solids); and
  - pH 6.5 to 8.5; and
  - no visible trace of oil or grease.
- A 'Permit to Pump' is required for all pumping activities including pumping water on or offsite to avoid uncontrolled discharge. Approval to discharge/pump and the Permit to Pump authorisation is to be completed by the project appointed Environmental Representative.
- For dirty water accumulating in any sort of excavation, sump or other ponded water body on the project that cannot be directed into the Temporary Sediment Basin SB1, the above targets can be achieved by using gypsum (superfine agricultural gypsum) at a rate of approximately 30kg/100m^3 of stormwater. Alternative flocculating agents can only be used if governing approval has been granted. Refer to manufacturers guidelines for dosage details.
  - Ensure that flocculant/coagulant is thoroughly mixed/diluted with water prior to spreading evenly over the entire pond surface for proper treatment of water. Dirty water from the basin/s can be used for mixing the flocculant/coagulant.
- If the water is going to be used within the construction site for dust-suppression purposes and will drain back into the sediment capture system it does not require treatment for sediment (pH, however, must still be between 6.5 - 8.5).

SOIL STRIPPING AND STOCKPILING

- Ideally, strip topsoil when it is moist, not too wet or too dry.
- Take care when stripping topsoil not to strip subsoil with the topsoil profile. Topsoil and subsoils should be managed separately.
- Wherever possible, stockpiles are to be established and maintained in accordance with Standard Drawing SD 4-1 on ESCP306.
- As much as is feasible, mulched vegetation, topsoil and subsoil (if applicable) are to be stockpiled separately.
- Sediment fencing is to be installed around the lower edge of stockpiles as per Standard Drawing SD 4-1 and SD 6-8, unless the stockpile is immediately adjacent to a suitable alternative control such as a sediment basin.
- A diversion drain/bund is to be installed on the high side of stockpiles if run-on from upslope lands could impact on the stockpile.
- Stockpiles are not to be positioned within 5m of possible concentrated water flow (includes road gutters and table drains).
- Stockpiles are to be sited at least 50m from any watercourse, natural drainage line or creek and at least 2m from any trees to be retained.
- Stockpiles will not be located on flood prone lands below the 2year flood level.
- Stockpiles will be positioned within the approved project construction boundary and away from protected areas (e.g. native vegetation).
- Inactive stockpile faces are to be provided with at least 60% cover (i.e. RUSLE C-factor of 0.1) within 10 days of formation. Stabilisation of stockpiles can be achieved by seeding and spraying with a soil stabiliser (e.g. Vital P47), covering with geotextile or matting or equivalent (note seeding is not required for stockpiles if they will be in place for less than 3 months or if they have an existing seedbank).
- Stockpiles of topsoil or mulch should be constructed to no more than 2 meters in height wherever possible (note this only applies to topsoil and mulch).
- Stockpiles should be formed to be no steeper than 2:1 (H:V) wherever possible.

DUST SUPPRESSION

- Dust suppression is to be be carried out whenever necessary to minimise sediment becoming air borne due to wind erosion.
- An appropriate water source for dust suppression and/or dust suppressant management system must be identified prior to starting construction works.
- Ensure dust suppression is carried out in a manner to avoid water runoff, erosion or ponding on surfaces (i.e. apply in a gentle manner at appropriate rates and monitor regularly).
- Temporary stabilisers (e.g. Vital Bon-Matt P47), geotextile, jute matting or equivalent can be used in non-trafficked areas to assist with dust control.

SALINITY CONSIDERATIONS

To minimise the risk of salinity occurring during the construction phase of works the following measures are to be implemented:

- Topsoil is to be tested prior to revegetation to confirm treatment requirements.
- Ensure topsoil is spread over areas to be revegetated to at least 75mm.
- Watering of newly revegetated areas is to be minimised to only what is necessary for plants to thrive. Avoid over-watering which could exacerbate catchment salinity.
- The floor and walls of each sediment basin is to be well compacted to minimise infiltration.
- Swale/diversion drains are to be gypsum-dusted and lined with matting as noted to promote flow and reduce ponding and erosion.
- Avoid ponding water across the site in areas where shale or clay fill materials have been placed.
- Rehabilitation and revegetation of completed earthworks is to be undertaken progressively as each area is finished.

The above list outlines general strategies for minimising the potential salinity risk during construction. Specific measures are to be in accordance with the projects salinity management procedures.

NOTES CONTINUE ON THE FOLLOWING PAGE

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02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
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PROJECT TITLE

805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE

ESCP
GENERAL REQUIREMENTS (1 OF 2)

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP100	02

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GENERAL REQUIREMENTS CONTINUED

PASSIVELY IRRIGATED STREET TREES

- Passively irrigated street trees and their irrigation systems are to be installed as late in the construction program as possible (ideally until after construction works are complete and surfaces stabilised) to minimise sediments entering and damaging the irrigation system and harming the trees. Once these trees and their irrigation systems are installed, the following measures are to be implemented to protect these devices.
  - Block the kerbside inlets to these systems (Strataflow Inlet Grates) by placing temporary impermeable covers over the inlet openings (e.g. road plates OR black plastic/fabric lining with sandbag or coir log bunds to hold/seal down); and
  - Ensure all internal irrigation pit openings are sealed off with the permanent sewer grade screw lids.
- HOLD POINT – These controls are to be maintained until the completion of works and all surfaces stabilised (as confirmed by CPESC, client and regulator).

RAINFALL/WIND PREPARATION PROCEDURE

- The weather forecast is to be monitored regularly (at least daily and hourly when rainfall is imminent) by the WEM site environmental manager (or their Environmental Representative).
- Prior to forecast rainfall (> 50% chance of 5mm or more over 24 hours), potential flooding and site closure of more than 2 days, the following will occur:
  - The WEM site environment manager (or their Environmental Representative) is to inspect the condition of all erosion and sediment controls and action any urgent repair, maintenance or improvement works. They are to keep a record all findings (including details of actions and their close outs).
  - Ensure the sediment basin and other sediment control devices have capacities available.
  - Slope breaks/contour berms will be pushed up or cut in across large, exposed areas to slow down flows and minimise erosion. Slope lengths are to be restricted to 80m intervals across all exposed surfaces prior to and during rainfall. Diversion bunds/drains, low flow earth banks (Standard Drawing SD 5-5) or sandbags/equivalent should be installed prior to rainfall event to achieve this where required.
    - Note that slope breaks/contour berms are not required to be in place during active construction works when rainfall is not forecast/ocurring.
    - Grade/drain the slope breaks with a very slight fall towards the perimeter diversion drains (longitudinal drains).
    - Indicative locations of slope breaks are shown on ESCP201-205 (where required). However, as works progress locations for slopes breaks will likely change and may interact with access roads, benches etc.. Locations and temporary drainage measures are to be updated on progressive ESCPs to ensure flows are controlled in all locations for all stages.
  - All exposed surfaces of high risk areas (i.e. steep slopes (>5%), batters, surfaces not draining to sediment basins and works in/near waterways and flow areas) will be stabilised with temporary ground covers (i.e. A soil binder (e.g. Vital P47/stonewall), geotextile or black plastic (securely pinned) or equivalent).
  - Check dams are to be provided within all drainage devices including roadside table drains at max. 80m intervals.
  - For the Riparian/Culvert works (refer to ESCP400-404):
    - Cover in-stream exposed soil or loose surfaces with geofabric, jute matting, black plastic or equivalent securely held in place; and
    - Ensure temporary bunding is provided around exposed work areas (as specified); and
    - Remove loose material, soil, equipment or debris from the work area.
    - Also refer to any additional requirements on these plans (ESCP400-404).
- Prior to forecast high rainfall (> 70% chance of 10mm or more over 24 hours) and site closure of more than 2 days, the following will occur in addition to the above:
  - Windrows/bunds are to be provided along the top edge of fill batters to protect fill batters. Locations and details are to be confirmed onsite as works progress and documented on site specific progressive ESCPs. They are not required for initial stripping works. They are to be formed as compacted earth berms (min. 600mm high) along the top edge of fill platforms prior to rainfall and site closure (>2 days). They are not required during dry weather. Additional windrows and geofabric lined batter chutes at regular intervals may need to be provided as the works progress - locations and details are to be provided on site specific progressive ESCPs.
  - All exposed stockpile surfaces will be covered/stabilised with temporary ground covers (i.e. A soil binder (e.g. Vital P47/stonewall), geotextile or black plastic (securely pinned) or equivalent).
- Prior to forecast extreme winds and extended site closure or more than 4 days, the following will occur in addition to the above:
  - All exposed stockpile surfaces will be covered/stabilised with temporary ground covers (i.e. A soil binder (e.g. Vital P47/stonewall), geotextile or black plastic (securely pinned) or equivalent).

STABILISATION

- Undertake progressive stabilisation of disturbed ground surfaces as they are completed rather than at the end of the works program (Refer to Tables 1 and 2).
- Final stabilisation is to achieve the C-factors (ground cover) detailed in Tables 1 and 2.
- Final rehabilitation is to be in accordance with the landscaping/rehabilitation plans.
- Areas to be revegetated are to be topsoiled first. Topsoil is to be spread evenly to at least 75mm. Refer to Standard Drawing (SD 4-2) for instructions regarding topsoil replacement.
- Topsoil is to be tested prior to revegetation to confirm treatment (amelioration/fertilization) requirements including testing for dispersion, pH, trace nutrients, EC and CeC.
- Appropriate seedbed preparation should be carried out when revegetating lands (See Standard Drawing (SD 7-1)).
- As much as possible, avoid handling topsoils when they are too wet or too dry. This helps preserve soil structure.
- Avoid blending fresh mulch with topsoil, as this leads to de-nitrification.
- To help preserve soil structure, avoid excessive compaction of topsoils.
- Gypsum should be applied to subsoils (as clay breaker) at around 0.5kg/m^2 for general surfaces and batters. Rates to be confirmed prior to revegetation with soil testing.
- All flow area subsoils (drainage lines, waterways, diversion drains, channels, basins, spillways) should be gypsum treated at a rate of 1.5kg/m^2.
- Topsoils should be ameliorated with lime to adjust pH if field testing shows pH is below 6.
- Topsoils would most likely benefit from an application of NPK fertilizer plus trace elements (S, Ca and Mo). Soil testing prior to re-spreading can confirm the appropriate rate.
- Permanent drains are to be stabilised in accordance with engineering design but must achieve the C-factors (ground cover) detailed in Table 1. Soil testing of subsoils and topsoils is to be undertaking to potential soil treatment/stabilisation requirements.
- Temporary diversion drains/bunds are to be stabilised to achieve the C-factors as detailed in Tables 1 and 2 and as per Table 5 specifications using seeding + Vital P47 + jute mesh/matting or alternatively geotextile fabric, rock or TRM. Subsoils are to be treated first by lightly ripping gypsum into the surface at a rate of approx. 1.5kg/m^2. Refer to the plans for specific details. Also refer to Standard Drawings (SD 5-6 and SD 5-7).
- Refer to the 'Soil Stripping and Stockpiling' notes for stabilisation requirements on stockpiles. Also refer to Tables 1 and 2 and Standard Drawing (SD 4-1).
- Sediment basin inlets/outlets are to be stabilised in accordance with permanent engineering design (where applicable) or with geotextile underlay and rock in accordance with recommendations for 'High Flow' areas on Table 1 and as detailed on the plan. Subsoils are to be treated first by lightly ripping gypsum into the surface at a rate of approx. 1.5kg/m^2.
- Highly trafficked areas such as laydown/storage areas, haul roads/access tracks and site compounds will be formed in accordance with engineering specifications and stabilised where necessary and as much as practicable to minimise erosion and provide a trafficable and stable surface.
  - Stabilisation of these areas will be achieved and maintained with suitable trafficable measures (e.g. with heavy bound DGB (cement stabilised), aggregate, crushed rock, road base or equivalent).
  - These formations are to be regularly monitored for signs of deterioration and re-grading/re-surfacing works will be undertaken as necessary to maintain trafficable and stable conditions.
- As surfaces are stabilised (at least 90% of any finished area has at least 70% ground cover) and permanent drainage measures are installed, temporary erosion and sediment control devices and water management structures can be removed (e.g. diversion drains).
- Temporary stabilisation of exposed surfaces on high risk areas (i.e. steep slopes (>5%), batters, surfaces not draining to sediment basins and works in/near waterways) is to be undertaken prior to rainfall (>50% chance of rainfall > 5mm). Stabilise exposed surfaces by spraying with a soil binder or covering with jute matting/geofabric/black plastic.
- In addition to the above temporary stabilisation of high risk surfaces, any exposed surfaces within flood prone lands are to be temporarily stabilised prior to a potential flood event. Stabilise exposed surfaces by spraying with a soil binder or covering with jute matting/geofabric/black plastic.
- All exposed lands where works are not actively occurring (for 20 days or more) are to be temporarily stabilised with a temporary ground cover (i.e. a soil binder (e.g. Vital Stonewall), matting, geofabric or equivalent).
- Wherever possible, re-use cleared/mulched vegetation for either temporary or permanent stabilisation of disturbed areas.

SITE INSPECTION, MONITORING AND MAINTENANCE

- Regular site inspections are to be conducted by the WEM site environment manager (WEM Environmental Representative) as outlined within the 'General Instructions' on ESCP100.
- Fortnightly inspections are to be conducted by the site appointed ER in accordance with the Conditions of Consent.
- In accordance with the Conditions of Consent the appointed CPESC will conduct monthly Audits of the erosion and sediment controls for the duration of the earthworks and for a further 12 months following completion of construction works to ensure the controls remain effective in achieving the construction phase stormwater quality targets in the Technical Guidance. Monthly Audit reports are to be reviewed and verified by the ER and submitted to the Planning Secretary within 7 days of completing the Audit.
- Records of the site inspections/audits are to be kept for the duration of construction and for a minimum of 12 months following the completion of construction works.
- The appointed ER shall make a written statement to the Planning Secretary confirming the erosion and sediment controls are commissioned and operational, prior to the commencement of earthworks and other construction activities for the development. The ER must also verify that the disturbed areas have been adequately stabilised at the completion of earthworks
- Additional erosion and sediment controls will be installed and existing controls repaired/upgraded/maintained as necessary to ensure satisfactory outcomes in keeping with the project conditions and best-practice Blue Book guidelines.
- Sediment or rocks tracked from the site will be removed from public roads as soon as possible (e.g. with street sweepers).
- After rainfall, sediment accumulated in trapping devices (e.g. basin, sediment fence) will be removed to a secure location where it can't wash or blow offsite (preferably to an active stockpile).
- Weather conditions will be monitored onsite and daily rainfall will be recorded. A rainfall gauge will be installed at the site compound.
- Safe storage areas for wastes, fuels, excess concrete and other potential contaminants are to be delineated by the site manager.
- Adequate supplies of erosion control measures (e.g. geofabric rolls, jute matting, hydraulic soil binders, water treatment products/equipment) are to be maintained in the site compound for rapid deployment as required.

TRAINING AND AWARENESS

- Key site personnel (e.g. Environmental staff, Engineers, supervisors and HSE staff) involved in the implementation and operation of erosion and sediment controls must understand the requirements of this ESCP and principles of erosion and sediment control.
  - Suitable training in erosion and sediment control is to be provided by the project appointed CPESC to key personnel who have not had previous dedicated erosion and sediment control training to ensure this.
- Basic training and awareness regarding erosion and sediment control principals and onsite erosion and sediment control measures is to be provided to all site personnel within site inductions and in the form of toolbox talks. This can be performed by WEM or where necessary by the project CPESC.

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PROJECT TITLE
805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE
ESCP
GENERAL REQUIREMENTS (2 OF 2)

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
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TABLE 1 – STABILISATION REQUIREMENTS AND TREATMENT METHODS

DURING CONSTRUCTION – TEMPORARY STABILISATION
(During periods of inactivity when works are on hold)

LANDS	STABILISATION REQUIREMENT	TIMEFRAMES	TREATMENT METHODS – PRODUCTS	REMARKS
High Risk Areas Soil Loss Class 6 or above lands (where applicable)	C-factor = 0.1 (60% grass cover or equivalent ground cover [1])	Applies prior to rainfall and after 10 working days of inactivity (even though works might continue later)	Soil binder (i.e. Vital P47/stonewall or equivalent [1])	- Stabilise all exposed soils by spraying surfaces with Vital P47/stonewall or equivalent [1]. - Vital dilution rate = 1:10 (Vital:Water). - Application rate = 1L / m^2 of diluted Vital mixture. - Re-apply/maintain as necessary to ensure the required cover is provided.
			Geotextile, jute matting, black plastic (securely pinned) or equivalent [1]	- Cover all exposed soils. - Re-apply/maintain as necessary to ensure the required cover is provided.
All lands (including waterways and stockpiles)	C-factor = 0.15 (50% grass cover or equivalent ground cover [1])	Applies after 20 working days of inactivity (even though works might continue later)	Soil binder (i.e. Vital P47/stonewall or equivalent [1])	- Spray all stockpile surfaces with Vital P47/stonewall or equivalent [1]. - Vital dilution rate = 1:10 (Vital:Water). - Application rate = 1L / m^2 of diluted Vital mixture. - Re-apply/maintain as necessary (approx. every 3-6 months without suitable vegetation cover) to ensure the required cover is provided.
			Geotextile, jute matting, black plastic (securely pinned) or equivalent [1]	- Cover all exposed soils. - Re-apply/maintain as necessary to ensure the required cover is provided.

TABLE 3 LIMITATIONS TO ACCESS DURING CONSTRUCTION

LAND USE	LIMITATION	REMARKS
Construction areas	Limited to 5 (preferably 2) metres from the edge of any essential construction activity as shown on the engineering plans	All site workers should clearly recognise these areas that, where appropriate, are identified with barrier fencing (upslope) and sediment fencing (downslope) or similar materials.
Access areas	Limited to a maximum width of 5 metres	The site manager will determine and mark the location of these zones on site. They can vary in position so as to best conserve existing vegetation and protect downstream areas while being considerate of the needs of efficient works activities. All site workers will clearly recognise these boundaries
Remaining lands, including revegetation areas	Entry prohibited except for essential management works	Thinning of growth might be necessary, for example, for fire risk reduction or weed removal. All thinning activities additional to the agreed scope must be approved prior to commencement.

TABLE 2 – STABILISATION REQUIREMENTS AND TREATMENT METHODS CONTINUED

POST CONSTRUCTION

LANDS	STABILISATION REQUIREMENT	TIMEFRAMES	TREATMENT METHODS – PRODUCTS	REMARKS
Waterways, drainage lines and concentrated flow areas	C-factor = 0.05 (70% grass cover or equivalent ground cover [1])	Applies after 10 working days from completion of formation and before they are allowed to carry concentrated flows	Refer to the drain specifications detailed on the plan for specific lining/stabilisation requirements. Example treatment methods are shown below.	
			Temporary lining – Geotextile (i.e. Bidim A24 or equivalent [1])	- Complete any subsoil treatment before laying the matting. - Install matting in accordance with SD 5-7. - Re-apply/maintain as necessary to ensure the required cover is provided.
			Jute mesh, seeding and soil binder (i.e. Vital P47/stonewall or equivalent [1]) - Low flows	- Complete subsoil treatment (e.g. gypsum lightly ripped into surgrade at a rate of 15tonnes/ha). Testing to confirm treatment rates. - Place topsoil to a depth of at least 75mm. - Complete any fertilisation and seeding before laying the matting. - Install matting in accordance with SD 5-7. - Spray all surfaces with Vital P47/stonewall or equivalent [1] - Vital dilution rate = 1:10 (Vital:Water). - Application rate = 1L / m^2 of diluted Vital mixture. - Re-apply/maintain as necessary to ensure the required cover is permanently maintained.
			Jute matting (~350gsm) and seeding or equivalent [1] - Low to moderate flows	- Complete subsoil treatment (e.g. gypsum lightly ripped into surgrade at a rate of 15tonnes/ha). Testing to confirm treatment rates. - Place topsoil to a depth of at least 75mm. - Complete any fertilisation and seeding before laying the matting. - Install matting in accordance with SD 5-7. - Re-apply/maintain as necessary to ensure the required cover is permanently maintained.
			Turf reinforcement matting (TRM) (e.g. TerraMat or equivalent [1]) - Moderate flows	- Complete subsoil treatment (e.g. gypsum lightly ripped into surgrade at a rate of 15tonnes/ha). Testing to confirm treatment rates. - Place topsoil to a depth of at least 75mm. - Complete any fertilisation and seeding before laying the matting. - Install matting in accordance with SD 5-7. - Re-apply/maintain as necessary to ensure the required cover is permanently maintained.
			Rock lining - High flows	- Complete subsoil treatment (e.g. gypsum lightly ripped into surgrade at a rate of 15tonnes/ha). Testing to confirm treatment rates. - Install geotextile underlay (if specified) in accordance with SD 5-7. - Install rock armouring (to the depth and size as specified on the plan). - Re-apply/maintain as necessary to ensure the required cover is provided.
Stockpiles	C-factor = 0.10 (60% grass cover or equivalent ground cover [1])	Applies after 10 working days from completion of formation	Seeding and soil binder (i.e. Vital P47/stonewall or equivalent [1])	- Apply seed to all stockpile surfaces (Note: seeding may not be required if existing seedbed is present). - Spray all stockpile surfaces with Vital P47/stonewall or equivalent [1]. - Vital dilution rate = 1:10 (Vital:Water). - Application rate = 1L / m^2 of diluted Vital mixture. - Re-apply/maintain as necessary to ensure the required cover is permanently maintained.
			Geotextile, jute matting, black plastic (securely pinned) or equivalent [1]	- Cover all exposed soils. - Re-apply/maintain as necessary to ensure the required cover is provided.
General Surfaces	C-factor = 0.10 / 0.05 (60% / 70% grass cover or equivalent ground cover [1])	C-factor = 0.1 applies after 10 working days from completion of formation and C-factor = 0.05 applies within a further 60 days	Topsoil, seeding and soil binder (i.e. Vital P47/stonewall or equivalent [1])	- Refer to SD 7-1. - Complete subsoil treatment (e.g. gypsum lightly ripped into surgrade at a rate of 5tonnes/ha). Testing to confirm treatment rates. - Place gypsum treated topsoil to a depth of at least 75mm. - Apply any fertilisers required. - Apply seed to all surfaces (Note: seeding may not be required if existing seedbed is present). - Spray all surfaces with Vital P47/stonewall or equivalent [1]. - Vital dilution rate = 1:10 (Vital:Water). - Application rate = 1L / m^2 of diluted Vital mixture. - Re-apply/maintain as necessary to ensure the required cover is permanently maintained.
			Hydromulch or equivalent [1]	- Refer to SD 7-1. - Complete subsoil treatment (i.e. gypsum lightly ripped into surgrade at a rate of 5tonnes/ha). - Place topsoil to a depth of at least 75mm. - Apply hydromulch to soil surfaces. - Re-apply/maintain as necessary to ensure the required cover is permanently maintained.

[1] – Equivalent cover/product must achieve the equivalent C-factor with proven reasearch/documentation to verify this.

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
01	18/07/25	A.T.	A.T.	AM/BJ	FINAL – ISSUE FOR APPROVAL
C	26/06/25	A.T.	A.T.	AM/BJ	DRAFT – FURTHER UPDATES AND ADDITIONAL PLANS
B	19/06/25	A.T.	A.T.	A.M.	DRAFT – ADDITIONAL PLANS AND UPDATES
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A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS

DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	N/A

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PROJECT TITLE
805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE
ESCP
STABILISATION REQUIREMENTS
& ACCESS CONTROL TABLES

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP102	02

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ESCP STAGE 0 – EROSION AND SEDIMENT CONTROL INSTRUCTIONS

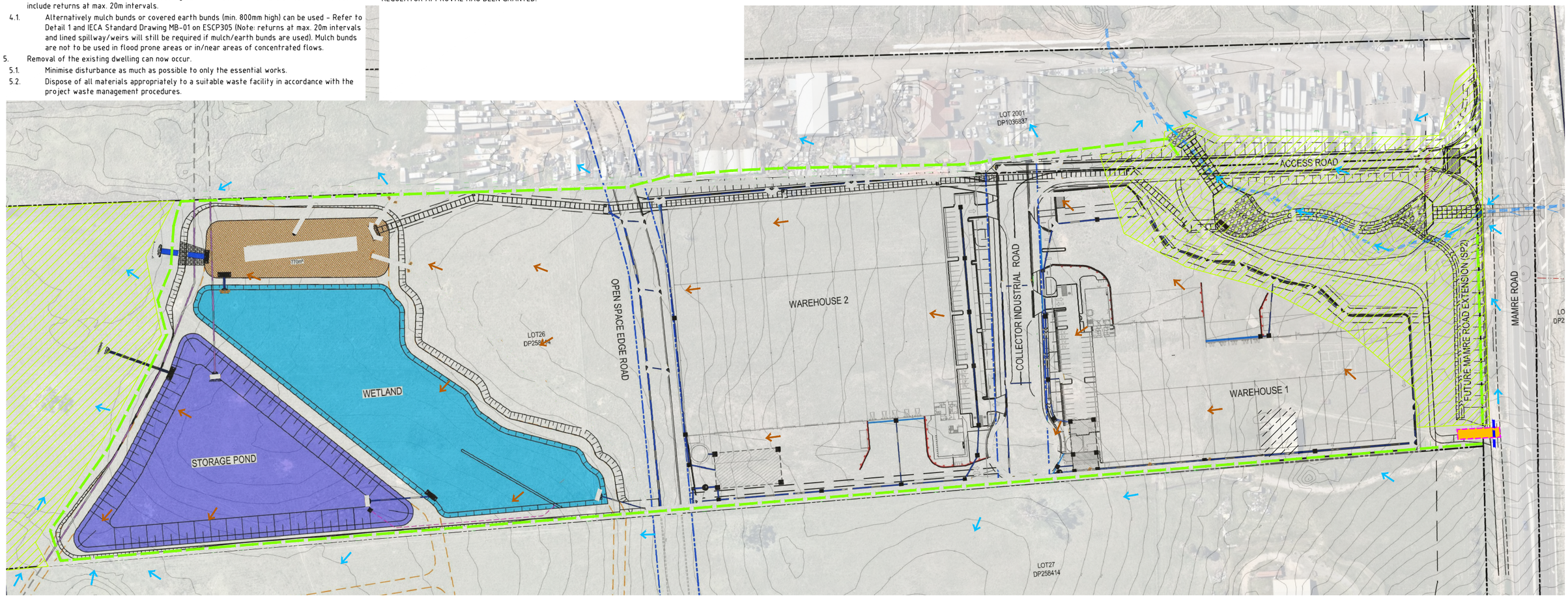
CONSTRUCTION PHASE 0 – BOUNDARY CONTROL INSTALLATION: Activities include boundary control installation, boundary fencing, sediment fencing, survey control, removal of existing dwelling

1. There is to be no major ground disturbance during this stage. Essential disturbance required to install boundary controls and to undertake survey control is permitted but is to be minimised as much as possible. Minimise site access to only what is required for safe and efficient construction.
2. Install/maintain flagging, fencing or similar to delineate Project limits and No-Go Areas.
3. Utilise the existing driveway for the initial site access and install a temporary stabilised site access in accordance with Blue Book Standard Drawing SD 6-14 on ESCP308 or as sealed/paved surfaces with rumble grid in the location/s shown and anywhere else where construction vehicles travel from unsealed construction areas onto sealed public roads.
4. Install sediment fencing downslope of the work areas as indicated on this plan and in accordance with Blue Book Standard Drawing SD 6-8 on ESCP307. Ensure all sediment fences include returns at max. 20m intervals.
   - 4.1. Alternatively mulch bunds or covered earth bunds (min. 800mm high) can be used – Refer to Detail 1 and IECA Standard Drawing MB-01 on ESCP305 (Note: returns at max. 20m intervals and lined spillway/weirs will still be required if mulch/earth bunds are used). Mulch bunds are not to be used in flood prone areas or in/near areas of concentrated flows.
5. Removal of the existing dwelling can now occur.
   - 5.1. Minimise disturbance as much as possible to only the essential works.
   - 5.2. Dispose of all materials appropriately to a suitable waste facility in accordance with the project waste management procedures.

The following measures are to be undertaken progressively as required throughout this phase of works:

6. Sweep public roads as required to remove tracked sediment or rocks. If required, vehicles leaving the site are to be washed/hosed down as necessary to remove excess sediment. Ensure runoff from vehicle washdown is directed into the onsite sediment control system.
7. Dust suppression is to be undertaken as required to control dust rise.
8. Refer to 'Dirty Water Treatment and Discharge Requirements' notes on ESCP100 for the management and treatment of all onsite dirty water. This applies to all dirty water accumulating onsite within sumps, other excavations or within low points.

HOLD POINT – WORKS ARE NOT TO PROCEED BEYOND THIS POINT UNTIL ALL OF THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE AS PER THIS ESCP AND CPESC, CLIENT AND REGULATOR APPROVAL HAS BEEN GRANTED.



LEGEND:

- EXISTING/NATURAL DRAINAGE FLOW LINE
- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
- FUTURE ON LOT BASIN (EXACT LOCATION AND DETAILS TBC)
- STABILISED SITE ACCESS (SD 6-14)
- SEDIMENT FENCE (SD 6-8) OR MULCH/EARTH BUND (DETAIL 1 ON ESCP305) WITH RETURNS PROVIDED AT MAX. 20m INTERVALS
- CLEAN WATER DIVERSION (TABLE 2)
- DIRTY WATER DIVERSION (TABLE 2)
- TEMPORARY CHANNEL DIVERSION (REFER TO DETAILED PESCP ON ESCP400-)
- NEW DRAINAGE FLOW LINE
- STABILISED/COVERED EARTH BUND (MIN. 800mm HIGH) UNLESS NOTED OTHERWISE
- STOCKPILE AREA (SD 4-1) (INDICATIVE LOCATION)
- LINED SPILLWAY AND DISSIPATER OUTLET/INLET (ROCK AND GEOTEXTILE UNDERLAY)
- SITE COMPOUND (SURFACES MAINTAINED STABLE)
- NO GO AREA – DO NOT DISTURB (SURFACES TO REMAIN STABILISED)
- TEMPORARY WATERWAY CROSSING (SD 5-1) (INDICATIVE LOCATION)
- IMPERMEABLE BUND
- CONTOUR BERM/BUND (TO BREAK UP SLOPES) INSTALLED PRIOR TO RAINFALL AND SITE SHUTDOWN (INDICATIVE LOCATIONS ONLY)
- HAUL ROAD INDICATIVE LOCATIONS (SURFACES MAINTAINED STABLE)
- CLEAN PIPE (TO ENGINEERING DETAIL)
- EXCAVATED WORKS
- HIGH RISK SURFACES TO BE TEMPORARILY STABILISED PRIOR TO RAINFALL
- COMPLETED WORKS – SURFACES STABLE

REFER TO ESCP304-308 FOR STANDARD DRAWINGS (SD)

MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

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Scale: 1:1000 (A1 SHEET)

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A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS

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DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	1:1000

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: ESCP STAGE 0 (CONSTRUCTION PHASE 0) BOUNDARY CONTROL INSTALLATION

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP200	02

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ESCP STAGE 1- EROSION AND SEDIMENT CONTROL INSTRUCTIONS

CONSTRUCTION PHASE 1 – SITE ESTABLISHMENT: Activities include installation of major perimeter erosion and sediment controls (Temporary Sediment Basin (HES Basin), temporary channel diversion, clean and dirty water diversions), stockpile formation and installation of site compound.

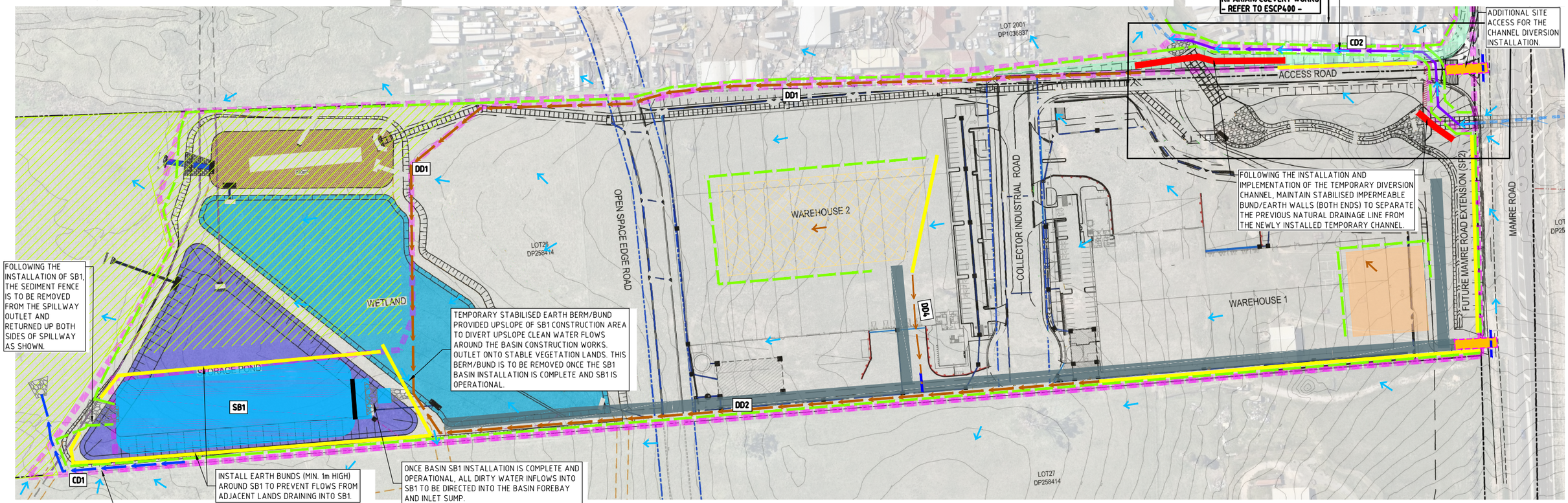
HOLD POINT – This stage of works must not commence until the HOLD POINT has been released to ensure all of the required erosion and sediment control measures are in place as per the Stage 0 ESCP on ESCP200.

1. Ground disturbance works during this stage are to be limited to the installation of erosion and sediment controls only (i.e. for the clean water diversion/s, sediment basin, dirty water diversion/s and site compound). Minimise disturbance to only what is required for safe and efficient construction of these controls and stage disturbance as much as possible.
2. Install/maintain flagging, fencing or similar to delineate Project limits and No-Go Areas.
3. Maintain the existing stabilised site access and install additional temporary stabilised site access point/s to the channel diversion works and anywhere else where construction vehicles travel from unsealed construction areas onto sealed public roads as required. Maintain/install in accordance with Blue Book Standard Drawing SD 6-14 on ESCP308 or as sealed/paved surfaces with rumble grid in the location/s shown.
4. Maintain/install sediment fencing downslope of the work areas as indicated on this plan and in accordance with Blue Book Standard Drawing SD 6-8 on ESCP307. Ensure all sediment fences include returns at max. 20m intervals.
   - 4.1. Alternatively mulch bunds or covered earth bunds (min. 800mm high) can be used – Refer to Detail 1 and IECA Standard Drawing MB-01 on ESCP305 (Note: returns at max. 20m intervals and lined spillway/weirs will still be required if mulch/earth bunds are used). Mulch bunds are not to be used in flood prone areas or in/near areas of concentrated flows.
5. Stockpile area/s are to be established in accordance with Blue Book Standard Drawing SD 4-1 on ESCP306 in the location/s shown and/or as directed by the site construction manager. Ensure they are not located within 5m of a concentrated flow path and are away from the drip line of trees.
   - 5.1. Inactive stockpiles (in place for >10days) are to be stabilised by spraying with a biodegradable soil polymer or covering with jute matting, geofabric or an equivalent ground cover to achieve at least 60% cover.
6. The compound area and temporary haul road (access tracks) are to be formed in accordance with engineering detail to ensure surfaces are stable and trafficable. As required, to achieve this use road base, heavily bound cement stabilised DBG, aggregate/gravel (or equivalent) and grade/shape formations.
7. Install clean water diversions in the locations shown. Unless noted otherwise refer to Table 5 – Typical Diversion Drain Sizing and Lining details on ESCP300 for min. sizing and lining requirements.
   - 7.1. For the management of the natural drainage line flows a temporary channel diversion (CD2) will be required. Works will also need be staged and additional controls required to ensure erosion and sediment control is managed appropriately and clean and dirty water is separated at all times. Refer to separate detailed PESCP (on ESCP400-404) for this area which includes HOLD POINTS, staging/stabilisation requirements and the clean water diversion channel sizing and lining specifications.
8. Install stabilised/covered earth bunds (min. 800mm high) in the locations shown to control clean and dirty water and direct upslope clean water around the work area. Stabilised/covered earth bunds to be stabilised with a biodegradable soil polymer or covering with geofabric, jute matting or an equivalent ground cover.
   - 8.1. Where required, lined batter chutes or stable drainage connections will be provided to take flows into perimeter longitudinal drainage devices. To be detailed on progressive ESCPs.
9. Install the temporary sediment basin (including inlet structure and outlet spillway) in the location shown.
   - 9.1. Refer to Table 4 on ESCP300 and to ESCP301-304 for sediment basin construction details, standard drawings and photo examples.
10. Construct/form dirty water diversion drains in the locations shown to direct dirty water to sediment basins and sediment traps. Refer to Table 5 – Typical Diversion Drain Sizing and Lining details on ESCP300 for min. sizing and lining requirements.
11. If temporary waterway crossings for access across drainage lines/diversion drains are required they are to beinstalled in accordance with Blue Book SD 5-1 on ESCP306. Locations are not shown and are to be determined onsite and details updated on PESCPs. Waterway crossings and pipes to be sized to engineering detail.

HOLD POINT – WORKS ARE NOT TO PROCEED BEYOND THIS POINT UNTIL ALL OF THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE AS PER THIS ESCP AND CPESC, CLIENT AND REGULATOR APPROVAL HAS BEEN GRANTED.

The following measures are to be undertaken progressively as required throughout this phase of works:

12. Ensure temporary diversions/flow paths are established/installed where required prior to rainfall (>50% chance of rainfall >5mm) and site shutdown to ensure flows are directed into sumps or sediment traps/basins or contained within onsite excavations. Locations are not shown and are to be determined onsite by the site construction manager.
13. Temporary stabilisation of exposed surfaces on high risk areas (i.e. steep slopes (>5%), batters, surfaces not draining to sediment basins and works in/near waterways) is to be undertaken prior to rainfall (>50% chance of rainfall > 5mm). Stabilise exposed surfaces by spraying with a soil binder or covering with jute matting/geofabric/black plastic.
14. Sweep public roads as required to remove tracked sediment or rocks. If required, vehicles leaving the site are to be washed/hosed down as necessary to remove excess sediment. Ensure runoff from vehicle washdown is directed into the onsite sediment control system.
15. Haul roads and compound areas are to be maintained stable and trafficable – undertake works as necessary to achieve this.
16. Dust suppression via water carts is to be undertaken as required to control dust rise.
17. Refer to 'Dirty Water Treatment and Discharge Requirements' notes on ESCP100 for the management and treatment of all onsite dirty water. This applies to all dirty water accumulating onsite within the sediment basin/s, storage pond, wetland, sumps, other excavations or within low points.



LEGEND:

- EXISTING/NATURAL DRAINAGE FLOW LINE
- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
- FUTURE ON LOT BASIN (EXACT LOCATION AND DETAILS TBC)
- STABILISED SITE ACCESS (SD 6-14)
- SEDIMENT FENCE (SD 6-8) OR MULCH/EARTH BUND (DETAIL 1 ON ESCP305) WITH RETURNS PROVIDED AT MAX. 20m INTERVALS
- CLEAN WATER DIVERSION (TABLE 2)
- DIRTY WATER DIVERSION (TABLE 2)
- TEMPORARY CHANNEL DIVERSION (REFER TO DETAILED PESCP ON ESCP400-)
- NEW DRAINAGE FLOW LINE
- STABILISED/COVERED EARTH BUND (MIN. 800mm HIGH) UNLESS NOTED OTHERWISE
- STOCKPILE AREA (SD 4-1) (INDICATIVE LOCATION)
- LINED SPILLWAY AND DISSIPATER OUTLET/INLET (ROCK AND GEOTEXTILE UNDERLAY)
- SITE COMPOUND (SURFACES MAINTAINED STABLE)
- NO GO AREA – DO NOT DISTURB (SURFACES TO REMAIN STABILISED)
- TEMPORARY WATERWAY CROSSING (SD 5-1) (INDICATIVE LOCATION)
- IMPERMEABLE BUND
- CONTOUR BERM/BUND (TO BREAK UP SLOPES) INSTALLED PRIOR TO RAINFALL AND SITE SHUTDOWN (INDICATIVE LOCATIONS ONLY)
- HAUL ROAD INDICATIVE LOCATIONS (SURFACES MAINTAINED STABLE)
- CLEAN PIPE (TO ENGINEERING DETAIL)
- EXCAVATED WORKS
- HIGH RISK SURFACES TO BE TEMPORARILY STABILISED PRIOR TO RAINFALL
- COMPLETED WORKS – SURFACES STABLE

REFER TO ESCP304-308 FOR STANDARD DRAWINGS (SD)

MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

NOTE: UNDERLYING AERIAL SOURCED FROM NEARMAP (APRIL, 2025). UNDERLYING CONTOURS AND DESIGN PROVIDED BY WEM.

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DRAWING STATUS

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DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	1:1000

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: ESCP STAGE 1 (CONSTRUCTION PHASE 1) SITE ESTABLISHMENT

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP201	02

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ESCP STAGE 2 – EROSION AND SEDIMENT CONTROL INSTRUCTIONS

CONSTRUCTION PHASES 2 & 3 – BULK EARTHWORKS: Activities include topsoil stripping, cut/fill works, other earthworks, formation of the Construction Access Road (CAR), relocating services, initial installation of utilities and initial earthworks for the permanent sediment basin, storage pond and wetland.

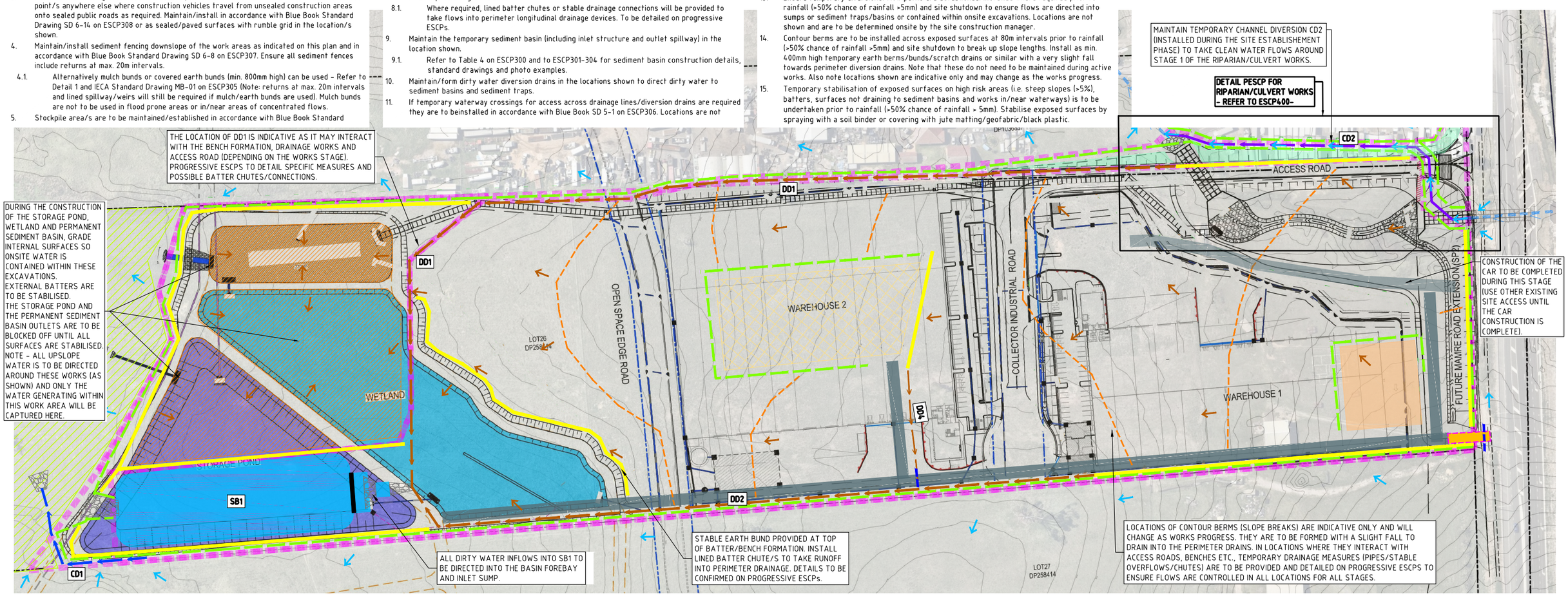
HOLD POINT – This stage of works must not commence until the HOLD POINT has been released to ensure all of the required erosion and sediment control measures are in place and conditions met as per the Stage 1 ESCP on ESCP201.

1. Minimise disturbance to only what is required for safe and efficient construction and stage disturbance as much as possible.
2. Install/maintain flagging, fencing or similar to delineate Project limits and No-Go Areas.
3. Maintain the existing stabilised site access point/s and install additional stabilised site access point/s anywhere else where construction vehicles travel from unsealed construction areas onto sealed public roads as required. Maintain/install in accordance with Blue Book Standard Drawing SD 6-14 on ESCP308 or as sealed/paved surfaces with rumble grid in the location/s shown.
4. Maintain/install sediment fencing downslope of the work areas as indicated on this plan and in accordance with Blue Book Standard Drawing SD 6-8 on ESCP307. Ensure all sediment fences include returns at max. 20m intervals.
   - 4.1. Alternatively mulch bunds or covered earth bunds (min. 800mm high) can be used – Refer to Detail 1 and IECA Standard Drawing MB-01 on ESCP305 (Note: returns at max. 20m intervals and lined spillway/weirs will still be required if mulch/earth bunds are used). Mulch bunds are not to be used in flood prone areas or in/near areas of concentrated flows.
5. Stockpile area/s are to be maintained/established in accordance with Blue Book Standard Drawing SD 4-1 on ESCP306 in the location/s shown and/or as directed by the site construction manager. Ensure they are not located within 5m of a concentrated flow path and are away from the drip line of trees.
   - 5.1. Inactive stockpiles (in place for >10days) are to be stabilised by spraying with a biodegradable soil polymer or covering with jute matting, geofabric or an equivalent ground cover to achieve at least 60% cover.
6. Any additional/new haul roads (access tracks) are to be formed in accordance with engineering detail to ensure surfaces are stable and trafficable. As required, to achieve this use road base, heavily bound cement stabilised DBG, aggregate/gravel (or equivalent) and grade/shape formations.
7. Maintain clean water diversions (including temporary channel diversion) in the locations shown.
8. Install stabilised/covered earth bunds (min. 800mm high) in the locations shown to control clean and dirty water and direct upslope clean water around the work area. Stabilised/covered earth bunds to be stabilised with a biodegradable soil polymer or covering with geofabric, jute matting or an equivalent ground cover.
   - 8.1. Where required, lined batter chutes or stable drainage connections will be provided to take flows into perimeter longitudinal drainage devices. To be detailed on progressive ESCPs.
9. Maintain the temporary sediment basin (including inlet structure and outlet spillway) in the location shown.
   - 9.1. Refer to Table 4 on ESCP300 and to ESCP301-304 for sediment basin construction details, standard drawings and photo examples.
10. Maintain/form dirty water diversion drains in the locations shown to direct dirty water to sediment basins and sediment traps.
11. If temporary waterway crossings for access across drainage lines/diversion drains are required they are to beinstalled in accordance with Blue Book SD 5-1 on ESCP306. Locations are not shown and are to be determined onsite and details updated on PESCPs. Waterway crossings and pipes to be sized to engineering detail.
12. Topsoil stripping, bulk earthworks and construction of the CAR can commence in accordance with engineering detail once all of the required erosion and sediment control measures are in place as above and as per the Stage 1 ESCP on ESCP201 and the hold point has been released.

HOLD POINT – WORKS ARE NOT TO PROCEED BEYOND THIS POINT UNTIL ALL OF THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE AS PER THIS ESCP AND CPESC, CLIENT AND REGULATOR APPROVAL HAS BEEN GRANTED.

The following measures are to be undertaken progressively as required throughout this phase of works:

13. Ensure temporary diversions/flow paths are established/installed where required prior to rainfall (>50% chance of rainfall >5mm) and site shutdown to ensure flows are directed into sumps or sediment traps/basins or contained within onsite excavations. Locations are not shown and are to be determined onsite by the site construction manager.
14. Contour berms are to be installed across exposed surfaces at 80m intervals prior to rainfall (>50% chance of rainfall >5mm) and site shutdown to break up slope lengths. Install as min. 400mm high temporary earth berms/bunds/scratch drains or similar with a very slight fall towards perimeter diversion drains. Note that these do not need to be maintained during active works. Also note locations shown are indicative only and may change as the works progress.
15. Temporary stabilisation of exposed surfaces on high risk areas (i.e. steep slopes (>5%), batters, surfaces not draining to sediment basins and works in/near waterways) is to be undertaken prior to rainfall (>50% chance of rainfall > 5mm). Stabilise exposed surfaces by spraying with a soil binder or covering with jute matting/geofabric/black plastic.
16. Sweep public roads as required to remove tracked sediment or rocks. If required, vehicles leaving the site are to be washed/hosed down as necessary to remove excess sediment. Ensure runoff from vehicle washdown is directed into the onsite sediment control system.
17. Haul roads and compound areas are to be maintained stable and trafficable – undertake works as necessary to achieve this.
18. Dust suppression via water carts is to be undertaken as required to control dust rise.
19. Refer to 'Dirty Water Treatment and Discharge Requirements' notes on ESCP100 for the management and treatment of all onsite dirty water. This applies to all dirty water accumulating onsite within the sediment basin/s, storage pond, wetland, sumps, other excavations or within low points.



LEGEND:

- EXISTING/NATURAL DRAINAGE FLOW LINE
- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
- FUTURE ON LOT BASIN (EXACT LOCATION AND DETAILS TBC)
- STABILISED SITE ACCESS (SD 6-14)
- SEDIMENT FENCE (SD 6-8) OR MULCH/EARTH BUND (DETAIL 1 ON ESCP305) WITH RETURNS PROVIDED AT MAX. 20m INTERVALS
- CLEAN WATER DIVERSION (TABLE 2)
- DIRTY WATER DIVERSION (TABLE 2)
- TEMPORARY CHANNEL DIVERSION (REFER TO DETAILED PESCP ON ESCP400-)
- NEW DRAINAGE FLOW LINE
- STABILISED/COVERED EARTH BUND (MIN. 800mm HIGH) UNLESS NOTED OTHERWISE
- STOCKPILE AREA (SD 4-1) (INDICATIVE LOCATION)
- LINED SPILLWAY AND DISSIPATER OUTLET/INLET (ROCK AND GEOTEXTILE UNDERLAY)
- SITE COMPOUND (SURFACES MAINTAINED STABLE)
- NO GO AREA – DO NOT DISTURB (SURFACES TO REMAIN STABILISED)
- TEMPORARY WATERWAY CROSSING (SD 5-1) (INDICATIVE LOCATION)
- IMPERMEABLE BUND
- CONTOUR BERM/BUND (TO BREAK UP SLOPES) INSTALLED PRIOR TO RAINFALL AND SITE SHUTDOWN (INDICATIVE LOCATIONS ONLY)
- HAUL ROAD INDICATIVE LOCATIONS (SURFACES MAINTAINED STABLE)
- CLEAN PIPE (TO ENGINEERING DETAIL)
- EXCAVATED WORKS
- HIGH RISK SURFACES TO BE TEMPORARILY STABILISED PRIOR TO RAINFALL
- COMPLETED WORKS – SURFACES STABLE

REFER TO ESCP304-308 FOR STANDARD DRAWINGS (SD)

MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

NOTE: UNDERLYING AERIAL SOURCED FROM NEARMAP (APRIL, 2025). UNDERLYING CONTOURS AND DESIGN PROVIDED BY WEM.

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0 10 20 30 40 50m

Scale: 1:1000 (A1 SHEET)

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
01	18/07/25	A.T.	A.T.	AM/BJ	FINAL – ISSUE FOR APPROVAL
C	26/06/25	A.T.	A.T.	AM/BJ	DRAFT – FURTHER UPDATES AND ADDITIONAL PLANS
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00	12/05/25	A.T.	A.T.	A.M.	FINAL – ISSUE FOR APPROVAL
A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS

DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	1:1000

FINAL

North

CLIENT: GibbGroup. WEM CIVIL

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: ESCP STAGE 2 (CONSTRUCTION PHASES 2 & 3) BULK EARTHWORKS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP202	02

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ESCP STAGE 3 – EROSION AND SEDIMENT CONTROL INSTRUCTIONS

CONSTRUCTION PHASE 4 – MAJOR CIVIL DRAINAGE WORKS: Activities include construction of the main box culvert drainage, Stage 1 or the riparian works (culvert under Access Road and the riparian channel), construction of the permanent sediment basin, wetland/ storage pond (partial construction) (Builders on Warehouse 1 & 2).

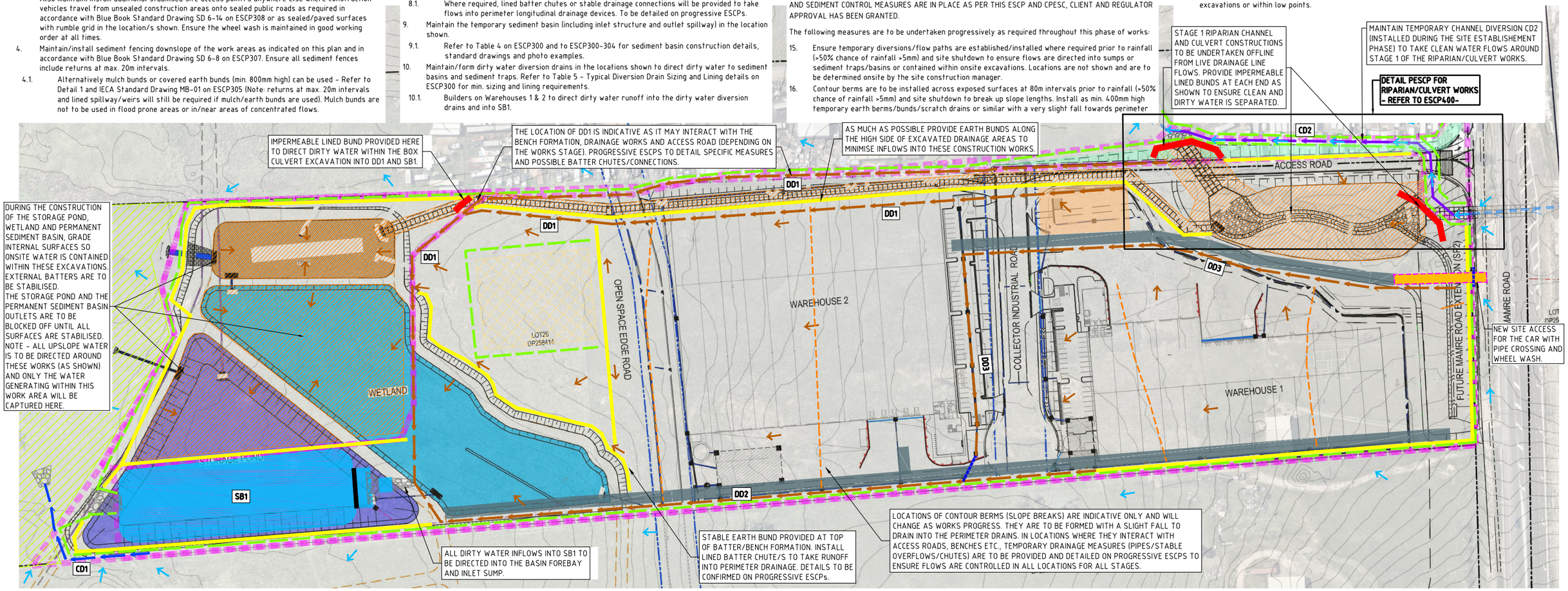
HOLD POINT – This stage of works must not commence until the HOLD POINT has been released to ensure all of the required erosion and sediment control measures are in place and conditions met as per the Stage 2 ESCP on ESCP202.

1. Minimise disturbance to only what is required for safe and efficient construction and stage disturbance as much as possible.
2. Install/maintain flagging, fencing or similar to delineate Project limits and No-Go Areas.
3. Install the new main stabilised site access point with wheel wash and pipe crossing onto the CAR. Also maintain/install additional stabilised site access point/s anywhere else where construction vehicles travel from unsealed construction areas onto sealed public roads as required in accordance with Blue Book Standard Drawing SD 6-14 on ESCP308 or as sealed/paved surfaces with rumble grid in the location/s shown. Ensure the wheel wash is maintained in good working order at all times.
4. Maintain/install sediment fencing downslope of the work areas as indicated on this plan and in accordance with Blue Book Standard Drawing SD 6-8 on ESCP307. Ensure all sediment fences include returns at max. 20m intervals.
   - 4.1. Alternatively mulch bunds or covered earth bunds (min. 800mm high) can be used – Refer to Detail 1 and IECA Standard Drawing MB-01 on ESCP305 (Note: returns at max. 20m intervals and lined spillway/weirs will still be required if mulch/earth bunds are used). Mulch bunds are not to be used in flood prone areas or in/near areas of concentrated flows.
5. The new stockpile area is to be established and all stockpile areas maintained in accordance with Blue Book Standard Drawing SD 4-1 on ESCP306 in the location/s shown and/or as directed by the site construction manager. Ensure they are not located within 5m of a concentrated flow path and are away from the drip line of trees.
   - 5.1. Inactive stockpiles (in place for >10days) are to be stabilised by spraying with a biodegradable soil polymer or covering with jute matting, geofabric or an equivalent ground cover to achieve at least 60% cover.
6. Any additional haul road (access tracks) are to be formed in accordance with engineering detail to ensure surfaces are stable and trafficable. As required, to achieve this use road base, heavily bound cement stabilised DBG, aggregate/gravel (or equivalent) and grade/shape formations.
7. Maintain clean water diversions (including temporary channel diversion) in the locations shown.
8. Install stabilised/covered earth bunds (min. 800mm high) in the locations shown to control clean and dirty water and direct upslope clean water around the work area. Stabilised/covered earth bunds to be stabilised with a biodegradable soil polymer or covering with geofabric, jute matting or an equivalent ground cover.
   - 8.1. Where required, lined batter chutes or stable drainage connections will be provided to take flows into perimeter longitudinal drainage devices. To be detailed on progressive ESCPs.
9. Maintain the temporary sediment basin (including inlet structure and outlet spillway) in the location shown.
   - 9.1. Refer to Table 4 on ESCP300 and to ESCP300-304 for sediment basin construction details, standard drawings and photo examples.
10. Maintain/form dirty water diversion drains in the locations shown to direct dirty water to sediment basins and sediment traps. Refer to Table 5 – Typical Diversion Drain Sizing and Lining details on ESCP300 for min. sizing and lining requirements.
    - 10.1. Builders on Warehouses 1 & 2 to direct dirty water runoff into the dirty water diversion drains and into SB1.
11. Suitable erosion and sediment control devices and ESCPs must be provided for the warehouse lots by the relevant contractors to control runoff and minimise excess erosion and sediment generation. Refer to the requirements within the 'General Instructions' on ESCP100 for additional details.
12. If temporary waterway crossings for access across drainage lines/diversion drains are required they are to beinstalled in accordance with Blue Book SD 5-1 on ESCP306. Locations are not shown and are to be determined onsite and details updated on PESCPs. Waterway crossings and pipes to be sized to engineering detail.
13. Install and maintain lined impermeable bunds at the ends of the drainage work excavations in the locations shown. Line with geofabric, black plastic (or equivalent) securely held/pinned down.
14. Civil drainage works can commence in accordance with engineering detail once all of the required erosion and sediment control measures are in place as above and as per the Stage 2 ESCP on ESCP202 and the hold point has been released.

HOLD POINT – WORKS ARE NOT TO PROCEED BEYOND THIS POINT UNTIL ALL OF THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE AS PER THIS ESCP AND CPESC, CLIENT AND REGULATOR APPROVAL HAS BEEN GRANTED.

The following measures are to be undertaken progressively as required throughout this phase of works:

15. Ensure temporary diversions/flow paths are established/installed where required prior to rainfall (>50% chance of rainfall >5mm) and site shutdown to ensure flows are directed into sumps or sediment traps/basins or contained within onsite excavations. Locations are not shown and are to be determined onsite by the site construction manager.
16. Contour berms are to be installed across exposed surfaces at 80m intervals prior to rainfall (>50% chance of rainfall >5mm) and site shutdown to break up slope lengths. Install as min. 400mm high temporary earth berms/bunds/scratch drains or similar with a very slight fall towards perimeter diversion drains. Note that these do not need to be maintained during active works. Also note locations shown are indicative only and may change as the works progress.
17. Temporary stabilisation of exposed surfaces on high risk areas (i.e. steep slopes (>5%), batters, surfaces not draining to sediment basins and works in/near waterways) is to be undertaken prior to rainfall (>50% chance of rainfall > 5mm). Stabilise exposed surfaces by spraying with a soil binder or covering with jute matting/geofabric/black plastic.
18. Sweep public roads as required to remove tracked sediment or rocks. If required, vehicles leaving the site are to be washed/hosed down as necessary to remove excess sediment. Ensure runoff from vehicle washdown is directed into the onsite sediment control system.
19. Haul roads and compound areas are to be maintained stable and trafficable – undertake works as necessary to achieve this.
20. Dust suppression via water carts is to be undertaken as required to control dust rise.
21. Refer to 'Dirty Water Treatment and Discharge Requirements' notes on ESCP100 for the management and treatment of all onsite dirty water. This applies to all dirty water accumulating onsite within the sediment basin/s, civil drainage works, storage pond, wetland, sumps, other excavations or within low points.



LEGEND:

- EXISTING/NATURAL DRAINAGE FLOW LINE
- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
- FUTURE ON LOT BASIN (EXACT LOCATION AND DETAILS TBC)
- STABILISED SITE ACCESS (SD 6-14)
- SEDIMENT FENCE (SD 6-8) OR MULCH/EARTH BUND (DETAIL 1 ON ESCP305) WITH RETURNS PROVIDED AT MAX. 20m INTERVALS
- CLEAN WATER DIVERSION (TABLE 2)
- DIRTY WATER DIVERSION (TABLE 2)
- TEMPORARY CHANNEL DIVERSION (REFER TO DETAILED PESCP ON ESCP400-)
- NEW DRAINAGE FLOW LINE
- STABILISED/COVERED EARTH BUND (MIN. 800mm HIGH) UNLESS NOTED OTHERWISE
- STOCKPILE AREA (SD 4-1) (INDICATIVE LOCATION)
- LINED SPILLWAY AND DISSIPATER OUTLET/INLET (ROCK AND GEOTEXTILE UNDERLAY)
- SITE COMPOUND (SURFACES MAINTAINED STABLE)
- NO GO AREA – DO NOT DISTURB (SURFACES TO REMAIN STABILISED)
- TEMPORARY WATERWAY CROSSING (SD 5-1) (INDICATIVE LOCATION)
- IMPERMEABLE BUND
- CONTOUR BERM/BUND (TO BREAK UP SLOPES) INSTALLED PRIOR TO RAINFALL AND SITE SHUTDOWN (INDICATIVE LOCATIONS ONLY)
- HAUL ROAD INDICATIVE LOCATIONS (SURFACES MAINTAINED STABLE)
- CLEAN PIPE (TO ENGINEERING DETAIL)
- EXCAVATED WORKS
- HIGH RISK SURFACES TO BE TEMPORARILY STABILISED PRIOR TO RAINFALL
- COMPLETED WORKS – SURFACES STABLE

REFER TO ESCP304-308 FOR STANDARD DRAWINGS (SD)

MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

NOTE: UNDERLYING AERIAL SOURCED FROM NEARMAP (APRIL, 2025). UNDERLYING CONTOURS AND DESIGN PROVIDED BY WEM.

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Scale: 1:1000 (A1 SHEET)

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
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C	26/06/25	A.T.	A.T.	AM/BJ	DRAFT – FURTHER UPDATES AND ADDITIONAL PLANS
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A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS

DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	1:1000

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CLIENT: GibbGroup. WEM CIVIL

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: ESCP STAGE 3 (CONSTRUCTION PHASE 4) MAJOR CIVIL DRAINAGE WORKS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP203	02

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ESCP STAGE 4 – EROSION AND SEDIMENT CONTROL INSTRUCTIONS

CONSTRUCTION PHASE 5 – ROAD AND INFRASTRUCTURE CONSTRUCTION: Activities include diversion of upslope drainage, road construction works (construction of Access Road, Open Space Edge Road and Collector Road), construction of Sydney Water infrastructure and completion of remaining drainage and most other site works including rehabilitation and stabilisation works (including for the permanent sediment basin and Warehouses 1 & 2).

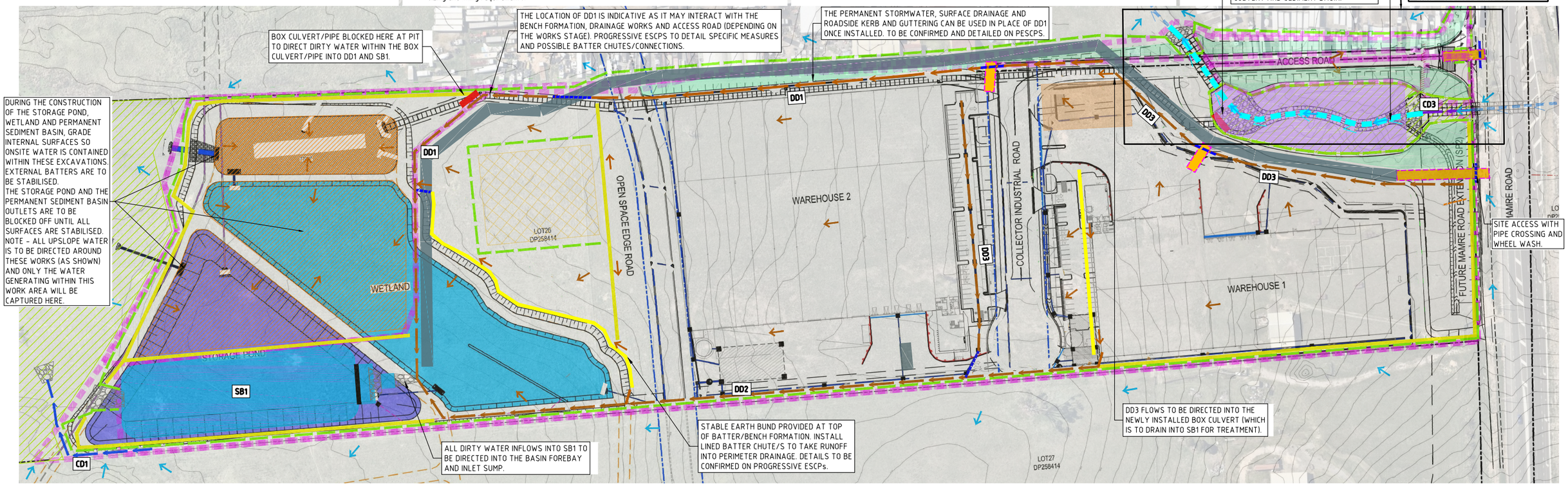
HOLD POINT – This stage of works must not commence until the HOLD POINT has been released to ensure all of the required erosion and sediment control measures are in place and conditions met as per the Stage 3 ESCP on ESCP203.

1. Minimise disturbance to only what is required for safe and efficient construction and stage disturbance as much as possible.
2. Install/maintain flagging, fencing or similar to delineate Project limits and No-Go Areas.
3. Maintain the existing stabilised site access point/s and install additional temporary stabilised site access point/s to the channel diversion works and anywhere else where construction vehicles travel from unsealed construction areas onto sealed public roads as required. Maintain/install in accordance with Blue Book Standard Drawing SD 6-14 on ESCP308 or as sealed/paved surfaces with rumble grid in the location/s shown.
4. Maintain/install sediment fencing downslope of the work areas as indicated on this plan and in accordance with Blue Book Standard Drawing SD 6-8 on ESCP307. Ensure all sediment fences include returns at max. 20m intervals.
   - 4.1. Alternatively mulch bunds or covered earth bunds (min. 800mm high) can be used – Refer to Detail 1 and IECA Standard Drawing MB-01 on ESCP305 (Note: returns at max. 20m intervals and lined spillway/weirs will still be required if mulch/earth bunds are used). Mulch bunds are not to be used in flood prone areas or in/near areas of concentrated flows.
5. Stockpile area/s are to be maintained/established in accordance with Blue Book Standard Drawing SD 4-1 on ESCP306 in the location/s shown and/or as directed by the site construction manager. Ensure they are not located within 5m of a concentrated flow path and are away from the drip line of trees.
   - 5.1. Inactive stockpiles (in place for >10days) are to be stabilised by spraying with a biodegradable soil polymer or covering with jute matting, geofabric or an equivalent ground cover to achieve at least 60% cover.
6. Any additional temporary haul road (access tracks) are to be formed in accordance with engineering detail to ensure surfaces are stable and trafficable. As required, to achieve this use road base, heavily bound cement stabilised DBG, aggregate/gravel (or equivalent) and grade/shape formations.
7. Maintain clean water diversions in the locations shown. Unless noted otherwise refer to Table 5 – Typical Diversion Drain Sizing and Lining details on ESCP300 for min. sizing and lining requirements.
   - 7.1. For the management of the natural drainage line flows, flows are to be diverted into the newly constructed riparian waterway and triple cell culvert and temporary diversion CD3. To complete this diversion, works will need to be staged and additional controls required to ensure erosion and sediment control is managed appropriately and clean and dirty water is separated at all times. Refer to separate detailed PESCP (on ESCP400-404) for this area which includes HOLD POINTS, staging/stabilisation requirements and the clean water diversion channel sizing and lining specifications.
   - 7.2. Block off the new outlet from the riparian channel into the new box culvert/pipe (as shown) so drainage line flows do not enter the box culvert and sediment basin.
8. Install stabilised/covered earth bunds (min. 800mm high) in the locations shown to control clean and dirty water and direct upslope clean water around the work area. Stabilised/covered earth bunds to be stabilised with a biodegradable soil polymer or covering with geofabric, jute matting or an equivalent ground cover.
   - 8.1. Where required, lined batter chutes or stable drainage connections will be provided to take flows into perimeter longitudinal drainage devices. To be detailed on progressive ESCPs.
9. Maintain the temporary sediment basin (including inlet structure and outlet spillway) in the location shown.
   - 9.1. Refer to Table 4 on ESCP300 and to ESCP301-304 for sediment basin construction details, standard drawings and photo examples.
10. Maintain/form dirty water diversion drains in the locations shown to direct dirty water to sediment basins and sediment traps. Refer to Table 5 – Typical Diversion Drain Sizing and Lining details on ESCP300 for min. sizing and lining requirements.
    - 10.1. Block off the box culvert pipe at the downstream end pit (as shown) to direct box culvert flows into DD1 and into SB1.
    - 10.2. Builders on Warehouses 1 & 2 to direct dirty water runoff into the dirty water diversion drains or into the permanent stormwater drainage and into SB1.
11. Suitable erosion and sediment control devices and ESCPs must be maintained/provided for the warehouse lots by the relevant contractors to control runoff and minimise excess erosion and sediment generation. Refer to the requirements within the 'General Instructions' on ESCP100 for additional details.
12. Passively irrigated street trees and their irrigation systems are to be protected (once installed) in accordance with the requirements on ESCP101.
    - 12.1. Note – delay installing these trees until the end of works as much as possible.
13. If temporary waterway crossings for access across drainage lines/diversion drains are required they are to beinstalled in accordance with Blue Book SD 5-1 on ESCP306. Locations are not shown and are to be determined onsite and details updated on PESCPs. Waterway crossings and pipes to be sized to engineering detail.
14. HOLD POINT – Road and infrastructure construction works can commence once all of the required erosion and sediment control measures are in place as per this plan and the Stage 3 ESCP on ESCP203 and the hold point has been released.
15. All construction works are to be completed for the site including the permanent stormwater drainage operations, warehouse lot construction works and all surfaces stabilised/rehabilitated to ensure the required C-factors are achieved as noted on ESCP102 (this excludes the final works areas as shown on the Stage 5 ESCP on ESCP205).

HOLD POINT – WORKS ARE NOT TO PROCEED BEYOND THIS POINT UNTIL ALL OF THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE AS PER THIS ESCP AND CPESC, CLIENT AND REGULATOR APPROVAL HAS BEEN GRANTED.

The following measures are to be undertaken progressively as required throughout this phase of works:

16. Ensure temporary diversions/flow paths are established/installed where required prior to rainfall (>50% chance of rainfall >5mm) and site shutdown to ensure flows are directed into sumps or sediment traps/basins or contained within onsite excavations. Locations are not shown and are to be determined onsite by the site construction manager.
17. Contour berms are to be installed across exposed surfaces at 80m intervals prior to rainfall (>50% chance of rainfall >5mm) and site shutdown to break up slope lengths. Install as min. 400mm high temporary earth berms/bunds/scratch drains or similar with a very slight fall towards perimeter diversion drains. Note that these do not need to be maintained during active works. Also note locations shown are indicative only and may change as the works progress.
18. Temporary stabilisation of exposed surfaces on high risk areas (i.e. steep slopes (>5%), batters, surfaces not draining to sediment basins and works in/near waterways) is to be undertaken prior to rainfall (>50% chance of rainfall > 5mm). Stabilise exposed surfaces by spraying with a soil binder or covering with jute matting/geofabric/black plastic.
19. Sweep public roads as required to remove tracked sediment or rocks. If required, vehicles leaving the site are to be washed/hosed down as necessary to remove excess sediment. Ensure runoff from vehicle washdown is directed into the onsite sediment control system.
20. Haul roads and compound areas are to be maintained stable and trafficable – undertake works as necessary to achieve this.
21. Dust suppression via water carts is to be undertaken as required to control dust rise.
22. Refer to 'Dirty Water Treatment and Discharge Requirements' notes on ESCP100 for the management and treatment of all onsite dirty water. This applies to all dirty water accumulating onsite within the sediment basin/s, storage pond, wetland, sumps, other excavations or within low points.



LEGEND:

- EXISTING/NATURAL DRAINAGE FLOW LINE
- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
- FUTURE ON LOT BASIN (EXACT LOCATION AND DETAILS TBC)
- STABILISED SITE ACCESS (SD 6-14)
- SEDIMENT FENCE (SD 6-8) OR MULCH/EARTH BUND (DETAIL 1 ON ESCP305) WITH RETURNS PROVIDED AT MAX. 20m INTERVALS
- CLEAN WATER DIVERSION (TABLE 2)
- DIRTY WATER DIVERSION (TABLE 2)
- TEMPORARY CHANNEL DIVERSION (REFER TO DETAILED PESCP ON ESCP400-)
- NEW DRAINAGE FLOW LINE
- STABILISED/COVERED EARTH BUND (MIN. 800mm HIGH) UNLESS NOTED OTHERWISE
- STOCKPILE AREA (SD 4-1) (INDICATIVE LOCATION)
- LINED SPILLWAY AND DISSIPATER OUTLET/INLET (ROCK AND GEOTEXTILE UNDERLAY)
- SITE COMPOUND (SURFACES MAINTAINED STABLE)
- NO GO AREA – DO NOT DISTURB (SURFACES TO REMAIN STABILISED)
- TEMPORARY WATERWAY CROSSING (SD 5-1) (INDICATIVE LOCATION)
- IMPERMEABLE BUND
- CONTOUR BERM/BUND (TO BREAK UP SLOPES) INSTALLED PRIOR TO RAINFALL AND SITE SHUTDOWN (INDICATIVE LOCATIONS ONLY)
- HAUL ROAD INDICATIVE LOCATIONS (SURFACES MAINTAINED STABLE)
- CLEAN PIPE (TO ENGINEERING DETAIL)
- EXCAVATED WORKS
- HIGH RISK SURFACES TO BE TEMPORARILY STABILISED PRIOR TO RAINFALL
- COMPLETED WORKS – SURFACES STABLE

REFER TO ESCP304-308 FOR STANDARD DRAWINGS (SD)

MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

NOTE: UNDERLYING AERIAL SOURCED FROM NEARMAP (APRIL, 2025). UNDERLYING CONTOURS AND DESIGN PROVIDED BY WEM.

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DRAWING STATUS

DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	1:1000

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CLIENT: GibbGroup. WEM CIVIL

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: ESCP STAGE 4 (CONSTRUCTION PHASE 5) ROAD & INFRASTRUCTURE CONST.

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP204	02

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ESCP STAGE 5 – EROSION AND SEDIMENT CONTROL INSTRUCTIONS

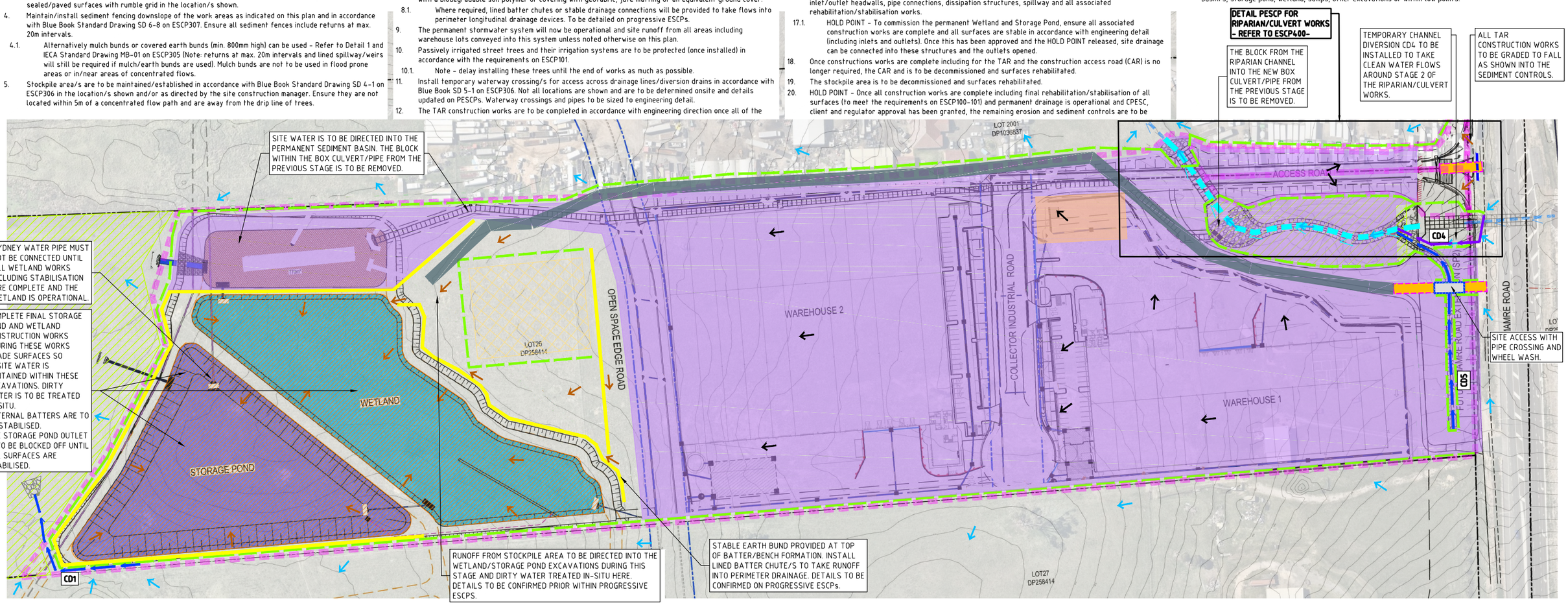
CONSTRUCTION PHASE 6 – FINAL CONSTRUCTION & DECOMMISSIONING WORKS: Activities include construction of the TAR (permanent site entry), final riparian culvert construction works, commissioning the permanent sediment basin, decommissioning of the temporary sediment basin (and dirty water diversions), final works for the storage pond/wetland and decommissioning of the CAR.

HOLD POINT – This stage of works must not commence until the HOLD POINT has been released to ensure all of the required erosion and sediment control measures are in place and conditions met as per the Stage 4 ESCP on ESCP204.

1. Minimise disturbance to only what is required for safe and efficient construction and stage disturbance as much as possible.
2. Install/maintain flagging, fencing or similar to delineate Project limits and No-Go Areas.
3. Maintain the existing stabilised site access point/s and install additional temporary stabilised site access point/s anywhere else where construction vehicles travel from unsealed construction areas onto sealed public roads as required. Maintain/install in accordance with Blue Book Standard Drawing SD 6-14 or as sealed/paved surfaces with rumble grid in the location/s shown.
4. Maintain/install sediment fencing downslope of the work areas as indicated on this plan and in accordance with Blue Book Standard Drawing SD 6-8 on ESCP307. Ensure all sediment fences include returns at max. 20m intervals.
   - 4.1. Alternatively mulch bunds or covered earth bunds (min. 800mm high) can be used – Refer to Detail 1 and IECA Standard Drawing MB-01 on ESCP305 (Note: returns at max. 20m intervals and lined spillway/weirs will still be required if mulch/earth bunds are used). Mulch bunds are not to be used in flood prone areas or in/near areas of concentrated flows.
5. Stockpile area/s are to be maintained/established in accordance with Blue Book Standard Drawing SD 4-1 on ESCP306 in the location/s shown and/or as directed by the site construction manager. Ensure they are not located within 5m of a concentrated flow path and are away from the drip line of trees.
   - 5.1. Inactive stockpiles (in place for >10days) are to be stabilised by spraying with a biodegradable soil polymer or covering with jute matting, geofabric or an equivalent ground cover to achieve at least 60% cover.
6. Any additional temporary haul road (access tracks) are to be formed in accordance with engineering detail to ensure surfaces are stable and trafficable. As required, to achieve this use road base, heavily bound cement stabilised DBG, aggregate/gravel (or equivalent) and grade/shape formations.
7. Maintain/install clean water diversions in the locations shown. Unless noted otherwise refer to Table 5 – Typical Drain/Bund Sizing and Lining details on ESCP300 for min. sizing and lining requirements.
   - 7.1. For the management of upstream drainage line flows during the final riparian culvert works, a temporary channel diversion (CD4) will be required. Works will also need be staged and additional controls required to ensure erosion and sediment control is managed appropriately and clean and dirty water is separated at all times. Refer to separate detailed PESCP (on ESCP400-404) for this area which includes HOLD POINTS, staging/stabilisation requirements and the clean water diversion channel sizing and lining specifications.
8. Install stabilised/covered earth bunds (min. 800mm high) in the locations shown to control clean and dirty water and direct upslope clean water around the work area. Stabilised/covered earth bunds to be stabilised with a biodegradable soil polymer or covering with geofabric, jute matting or an equivalent ground cover.
   - 8.1. Where required, lined batter chutes or stable drainage connections will be provided to take flows into perimeter longitudinal drainage devices. To be detailed on progressive ESCPs.
9. The permanent stormwater system will now be operational and site runoff from all areas including warehouse lots conveyed into this system unless noted otherwise on this plan.
10. Passively irrigated street trees and their irrigation systems are to be protected (once installed) in accordance with the requirements on ESCP101.
    - 10.1. Note – delay installing these trees until the end of works as much as possible.
11. Install temporary waterway crossing/s for access across drainage lines/diversion drains in accordance with Blue Book SD 5-1 on ESCP306. Not all locations are shown and are to be determined onsite and details updated on PESCPs. Waterway crossings and pipes to be sized to engineering detail.
12. The TAR construction works are to be completed in accordance with engineering direction once all of the required erosion and sediment control measures are in place as per this plan.
13. The final riparian culvert works (triple cell culvert works) are to be completed in accordance with engineering direction and the detailed PESCP on ESCP400-404. Ensure the HOLD POINT/S within this PESCP are implemented.
14. HOLD POINT– Once the triple cell culvert works are complete (including stabilisation of all surfaces and inlets/outlets) and the HOLD POINT released, drainage line flows are to be directed into the triple cell culvert (as per the requirements on PESCP400-404).
15. HOLD POINT – To commission the permanent sediment basin, ensure all permanent basin construction works are complete and all surfaces are stable in accordance with engineering detail (including inlets and outlets). Once this has been approved and the HOLD POINT released, site drainage can be connected into the permanent sediment basin.
    - 15.1. The temporary blocks/bunds within the box culvert pipe (as shown on ESCP204) can be removed and flows directed into the permanent basin as per the final design.
16. The temporary diversion drains and temporary sediment basin SB1 are to be decommissioned once the permanent sediment basin is operational.
17. Complete all remaining construction works associated with the Wetland and Storage Pond including inlet/outlet headwalls, pipe connections, dissipation structures, spillway and all associated rehabilitation/stabilisation works.
    - 17.1. HOLD POINT – To commission the permanent Wetland and Storage Pond, ensure all associated construction works are complete and all surfaces are stable in accordance with engineering detail (including inlets and outlets). Once this has been approved and the HOLD POINT released, site drainage can be connected into these structures and the outlets opened.
18. Once constructions works are complete including for the TAR and the construction access road (CAR) is no longer required, the CAR and is to be decommissioned and surfaces rehabilitated.
19. The stockpile area is to be decommissioned and surfaces rehabilitated.
20. HOLD POINT – Once all construction works are complete including final rehabilitation/stabilisation of all surfaces (to meet the requirements on ESCP100-101) and permanent drainage is operational and CPESC, client and regulator approval has been granted, the remaining erosion and sediment controls are to be removed.

The following measures are to be undertaken progressively as required throughout this phase of works:

21. Ensure temporary diversions/flow paths are established/installed where required prior to rainfall (>50% chance of rainfall >5mm) and site shutdown to ensure flows are directed into sumps or sediment traps/basins or contained within onsite excavations. Locations are not shown and are to be determined onsite by the site construction manager.
22. Sweep public roads as required to remove tracked sediment or rocks. If required, vehicles leaving the site are to be washed/hosed down as necessary to remove excess sediment. Ensure runoff from vehicle washdown is directed into the onsite sediment control system.
23. Haul roads and compound areas are to be maintained stable and trafficable – undertake works as necessary to achieve this.
24. Dust suppression via water carts is to be undertaken as required to control dust rise.
25. Refer to 'Dirty Water Treatment and Discharge Requirements' notes on ESCP100 for the management and treatment of all onsite dirty water. This applies to all dirty water accumulating onsite within the sediment basin/s, storage pond, wetland, sumps, other excavations or within low points.



LEGEND:

- EXISTING/NATURAL DRAINAGE FLOW LINE
- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
- FUTURE ON LOT BASIN (EXACT LOCATION AND DETAILS TBC)
- STABILISED SITE ACCESS (SD 6-14)
- SEDIMENT FENCE (SD 6-8) OR MULCH/EARTH BUND (DETAIL 1 ON ESCP305) WITH RETURNS PROVIDED AT MAX. 20m INTERVALS
- CLEAN WATER DIVERSION (TABLE 2)
- DIRTY WATER DIVERSION (TABLE 2)
- TEMPORARY CHANNEL DIVERSION (REFER TO DETAILED PESCP ON ESCP400-)
- NEW DRAINAGE FLOW LINE
- STABILISED/COVERED EARTH BUND (MIN. 800mm HIGH) UNLESS NOTED OTHERWISE
- STOCKPILE AREA (SD 4-1) (INDICATIVE LOCATION)
- LINED SPILLWAY AND DISSIPATER OUTLET/INLET (ROCK AND GEOTEXTILE UNDERLAY)
- SITE COMPOUND (SURFACES MAINTAINED STABLE)
- NO GO AREA – DO NOT DISTURB (SURFACES TO REMAIN STABILISED)
- TEMPORARY WATERWAY CROSSING (SD 5-1) (INDICATIVE LOCATION)
- IMPERMEABLE BUND
- CONTOUR BERM/BUND (TO BREAK UP SLOPES) INSTALLED PRIOR TO RAINFALL AND SITE SHUTDOWN (INDICATIVE LOCATIONS ONLY)
- HAUL ROAD INDICATIVE LOCATIONS (SURFACES MAINTAINED STABLE)
- CLEAN PIPE (TO ENGINEERING DETAIL)
- EXCAVATED WORKS
- HIGH RISK SURFACES TO BE TEMPORARILY STABILISED PRIOR TO RAINFALL
- COMPLETED WORKS – SURFACES STABLE

REFER TO ESCP304-308 FOR STANDARD DRAWINGS (SD)

MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

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DRAWING STATUS

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DRAWN BY	A.T.
FINAL APPROVAL	A.M.
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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: ESCP STAGE 5 (CONSTRUCTION PHASE 6) FINAL CONST. & DECOMMISSIONING

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP205	02

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TABLE 4 - SEDIMENT BASIN SIZING SCHEDULE

BASIN ID	Catchment area (ha)	LS	Soil loss (t/ha/yr)	Adopted Sediment Basin Type	Refer to Figures on ESCP302							Spillway Dimensions (Refer to Figure 1 below)						Chute Dimensions (Refer to Figure 1 below)					Energy Dissipater (Refer to Figure 9 on ESCP304)						Additional Comments
					Average settling zone surface area (As) (m^2)	[3] Approx. width of basin (m)	[3] Approx. length of basin (m) [4]	[2] Min. Depth of Settling (Ds) zone (m)	Sediment basin settling volume (m^3)	Sediment basin storage (soil) volume (m^3)	Total sediment basin volume (m^3) (does not include forebay)	Q50[1] (m3/s)	Min. Weir Crest Width (b) (m)	Min. Weir Top Width (T) (m)	Flow Depth (y) (m)	Critical Velocity (m/s)	Weir Depth Inc. 300mm freeboard (D) (m)	Min. Chute Base Width (b) (m)	Min. Chute Top Width (T) (m)	ChuteDepth Inc. min. 150mm freeboard (D) (m)	d_{50} (mm)	d_{50} thickness (mm)	Base Width (W_1) (m)	Base Width (W_2) (m)	Unit Flow Rate ($m^3/s/m$)	Length (L) (m)	d_{50} (mm)	d_{50} thickness (mm)	
SB1	9.2	0.41	66	B	4730.3	39.7	119.1	0.80	3784.2	234	4018.2	3.51	6.2	9.2	0.45	1.67	0.75	6.2	8.4	0.55	400	800	9	9.6	0.37	3	400	800	SB1 sizing is based on the largest catchment reporting to the sediment basin during all stages of works.

TABLE NOTES:
(1) ASSUMES SEDIMENT BASINS AND SPILLWAYS ARE IN PLACE FOR <12 MONTHS.
(2) TOTAL BASIN DEPTH MUST BE DEEPER TO INCLUDE THE SEDIMENT STORAGE VOLUME.
(3) AT SPILLWAY LEVEL.
(4) DOES NOT INCLUDE LENGTH OF FOREBAY.

ALL BASIN DESIGNS ARE IN ACCORDANCE WITH IECA (2008).

NOTES:
- SB1 CAN UTILISE FINAL DESIGN SPILLWAY & CHUTE DETAILS WHERE FEASIBLE ASSUMING THEY PROVIDE GREATER CAPACITY FOR EXPECTED FLOW RATES.
- CATCHMENT AREA IS THE LARGEST CATCHMENT THAT CAN REPORT TO EACH BASIN
- R FACTOR IS 2500 FOR ALL BASINS
- K FACTOR IS 0.05 FOR ALL BASINS
- P FACTOR IS 1.3 FOR ALL BASINS
- C FACTOR IS 1 FOR ALL BASINS
- JAR TEST SETTLEMENT RATE OF 100mm AFTER 15min (Ks = 12,000) HAS BEEN USED FOR ALL TYPE B BASIN CALCULATIONS.
- BASIN STORAGE (SOIL) VOLUME HAS BEEN DESIGNED FOR 6 MONTHS.

NOTES:
- CHUTES ASSUMED TO BE AT A LONGITUDINAL GRADE OF 1 IN 3.
- ROCK SIZE OF CHUTE LINING BASED ON IECA 2008 WITH A SAFETY FACTOR OF 1.2, SPECIFIC GRAVITY OF ROCK = 2.4 WITH A SIZE DISTRIBUTION OF d50/d90 = 0.5.
- MONITOR ALL ROCK OUTLET STRUCTURES OVER SEVERAL STORMS EVENTS AND ANY SUBSEQUENT LARGE EVENTS TO CONFIRM THAT THE ROCK LINING IS PERFORMING AS EXPECTED. IF SIGNS OF SCOUR OR MOVEMENT IS OBSERVED CONTACT THE DESIGNERS FOR FURTHER ADVICE.
- SEEC HAVE ONLY UNDERTAKEN HYDRAULIC CALCULATIONS FOR THE CONSTRUCTION OF SEDIMENT BASINS, WEIRS, CHUTES AND DISSIPATER OUTLETS.
- REFER TO ESCP500&501 FOR BASIN SIZING AND DRAIN DESIGN CALCULATIONS.

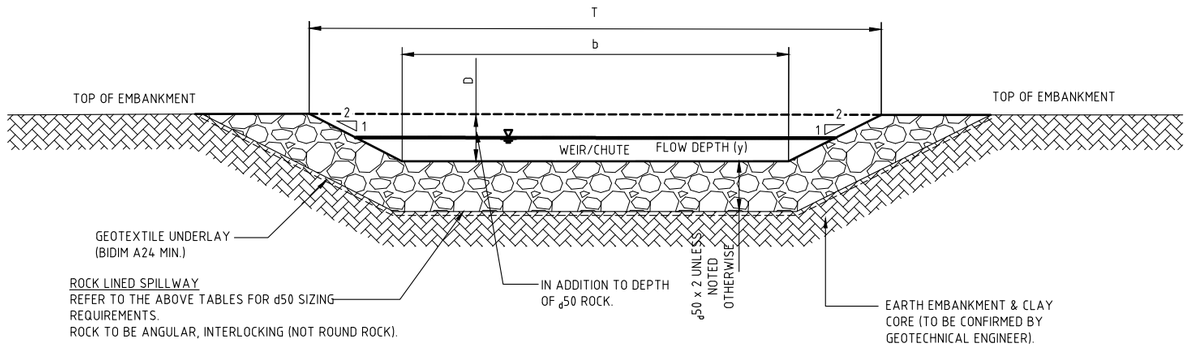


FIGURE 1: TYPICAL PROFILE OF TRAPEZOIDAL SPILLWAY AND CHUTE.

TABLE 5 - TYPICAL DIVERSION (DRAIN/BUND) SIZING AND LINING

TEMPORARY DIVERSIONS DD1, DD2, DD3, CD1 AND CD5 ARE TO BE CONSTRUCTED TO THE DETAILS BELOW (DRAINAGE LINE CHANNEL DIVERSIONS (CD2, CD3 AND CD4) SIZING AND LINING SPECIFICATIONS ARE PROVIDED SEPARATELY ON ESCP400-404). ALTERNATIVELY WHERE APPLICABLE AND FEASIBLE INSTALL PERMANENT DRAINAGE (INCLUDING LINING/STABILISATION) AS EARLY WORKS SIZED TO ENGINEERING DETAIL.

DRAIN	DD1	DD2	DD3	CD1	CD2/CD3/CD4	CD5
CHANNEL/BUND DEPTH (D) (m)	0.5	0.5	0.5	1.0	1.5 [1]	[3]
CHANNEL BASE WIDTH (B) (m)	2.0	2.0	1.0	2.5	5.4 [2]	[3]
SIDE SLOPES (H:V)	3	3	3	3	2	[3]
ASSUMED DRAIN SLOPE (%)	1.5	1.5	1.5	1.2	0.5-1.2	[3]

[1] CD2/CD3/CD4 MUST BE CONSTRUCTED AS A CHANNEL
[2] MAXIMUM THE RADIUS OF THE CHANNEL/DRAIN WIDTH AT DRAIN TURING POINTS TO MINIMISE BANK SCOUR/EROSION
[3] TO PERMANENT DESIGN

DRAIN SLOPE ARE ASSUMED (BASED ON AVERAGE SLOPES) AND TO BE CONFIRMED ONSITE DURING DRAIN PREPARATION WORKS.

LINING

ALL DRAINS - GYPSUM TREAT GROUND SURFACES AT 1.5kg/m^2 AND:

LINING - DD1/DD2/DD3
- APPLY TOPSOIL + JUTE MESH/MATTING (MIN. 500gsm)+ SOIL BINDER (E.G. VITAL HR) + SEEDING; OR
- FOR TEMPORARY (< 3 MONTH LIFE) LINE WITH GEOFABRIC (BIDIM A34 MIN.).

LINING - CD1
- APPLY TOPSOIL + TURF/GRASS LINING
- TURF/GRASS CAN BE TURF ROLLS OR ESTABLISHED VIA JUTE MESH/MATTING (MIN. 500gsm)+ SOIL BINDER (E.G. VITAL HR) + SEEDING. HOWEVER, NOTE THAT THERE WILL BE AN ESTABLISHMENT PERIOD UNTIL THE GRASS COVERAGE IS ACHIEVED WHERE THERE IS A RISK OF SCOUR AND REPAIRS MAY BE REQUIRED.

LINING - CD2/CD3/CD4
- 200Φ ROCK WITH BIDIM A49 UNDERLAY

LINING - CD5
- TO PERMANENT DESIGN (ALTERNATIVELY FOR TEMPORARY LINING, LINE AS PER DD1/DD2/DD3 REQUIREMENTS)

REFER TO SD 5-6 AND 5-7 ON ESCP307 FOR TYPICAL CONSTRUCTION DETAILS.

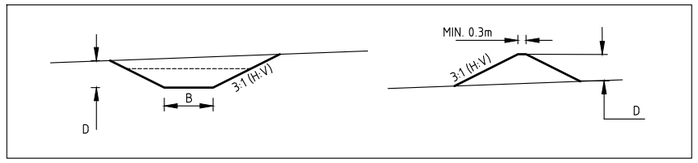


FIGURE 2: CLEAN/DIRTY WATER DIVERSION DRAIN/BUND

NOTES FOR DRAINS:
- REFER TO FIGURE 2.
- DRAIN SIZING BASED ON AVERAGE SLOPE AS INDICATED IN TABLE 2. ACTUAL SLOPES MAY VARY REQUIRING ALTERATIONS TO THE NOMINATED DRAINS.
- DRAIN SIZES ARE MINIMUM AND CAN BE INCREASED IN LINE WITH THE PERMANENT DRAIN DESIGN AND LINING.
- DRAINS SIZED ASSUMING ESTABLISHED VEGETATION UNLESS NOTED OTHERWISE
- DRAINS ARE AT RISK OF SCOUR DURING ESTABLISHMENT PHASE AND THERE IS A CHANCE THAT MAINTENANCE AND REPAIR WORKS MAY BE REQUIRED -
  - IF PERMANENT DRAINAGE LINING IS NOT YET ESTABLISHED SPRAY DRAINS WITH A BIODEGRADABLE SOIL POLYMER (OR EQUIVALENT GROUND COVER SUITABLE FOR THE Q2 DESIGN VELOCITY) PRIOR TO FORECAST RAINFALL.
- MONITOR DIVERSION DRAIN STRUCTURES AND MATERIALS OVER THE DURING OF THE PROJECT TO ENSURE THAT THE LINING (E.G. ROCK, MATTING, VEGETATION) IS PERFORMING AS EXPECTED. IF ANY SIGNS OF SCOUR OR MOVEMENT IS OBSERVED, CONTACT THE DESIGNERS AND CPESC FOR FURTHER ADVICE ON REPAIRS/MODIFICATIONS/MAINTENANCE.

SOIL PREPARATION PRIOR TO LINING DRAINS (WITH VEGETATION)
- PLACE TOPSOIL OVER ENTIRE DRAIN SURFACE TO MINIMUM DEPTH OF 75MM.
- SEED IS TO BE A COMBINATION OF SUITABLE NATIVE PERENNIALS PLUS A NON-INVASIVE COVER CROPS SUCH AS RYEGRASS OR MILLET.
- BINDER SPRAY (E.G. VITAL STONEWALL) DRAINS TO PROVIDE GROUNDCOVER UNTIL SEED GERMINATES. BINDER SPRAY IS TO BE APPLIED AT MAX. 10% DILUTION.
- WATERING -
  - REGULAR WATERING IS REQUIRED WHERE RAINFALL IS INSUFFICIENT; AND
  - ENSURE WATER IS APPLIED GENTLY (NOT WITH PRESSURE SPRAY).
- ENSURE FULL DEPTH 'D' IS AVAILABLE AFTER DRAIN HAS BEEN LINED WITH TOPSOIL AND VEGETATION.

HYDRAULIC ASPECTS REVIEWED BY
William (Bill) Johnson RPEQ No. 6728

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
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PROJECT TITLE
805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE
ESCP
SEDIMENT BASIN & DIVERSION DRAIN SIZING TABLES & FIGURES

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP300	02

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INSTRUCTIONS FOR BASIN CONSTRUCTION

1. Monitor weather forecasts and schedule basin construction for a period of relatively dry weather.
2. Peg out or use tape to delineate the proposed areas of disturbance for basin construction.
3. Install a sediment fence, mulch bund or coir log filter immediately downslope of the proposed basin construction area as a short-term backup control. Alternatively, a bund can be formed at the downslope edge of the basin construction area by pushing topsoil and vegetation into a windrow.
4. Clear vegetation and strip topsoil from sediment basin and embankment footprint. Stockpiles are to be located and formed as per ESCP100.
5. Undertake dust suppression as required.

MATERIALS -

6. Using competent earth-fill material (assessed by the project geotechnical engineer), form the basin wall (including cut-off trench if required) in layers and compact each progressively.
7. Geotextile fabric: heavy duty, neddle-punched, non-woven cloth, minimum 'bidim' A24 or equivalent.

CONSTRUCTION -

8. Notwithstanding any description contained with approved plans or specifications, the Contractor shall be responsible for satisfying themselves as to the nature and extent of the specified works and ensuring they have all the required approvals prior to carrying out works. This shall include means of access, extent of clearing, nature of materials to be excavated, type and size of mechanical plant required, location and suitability of water supply for construction and testing purposes, and any other likely matters affecting the construction of the works.
9. Refer to approved plans for location, dimensions, and construction details. If there are any questions or problems with the location, dimensions, or method of installation, contact the engineer or responsible on-site officer for assistance.
10. Before starting any clearing or construction, ensure all the necessary materials and components are on the site to avoid delays in completing the sediment basins once work begins.
11. The area to be covered by the embankment, borrow pits and incidental works, together with an area extending beyond the limits of each for a distance not exceeding five (5) metres all around must be cleared of all trees, shrubs, stumps, roots, dead timber and rubbish and disposed of in a suitable manner. Delay clearing the main basin area until the embankment is complete.
12. Ensure all holes made by grubbing within the embankment footprint are filled with sound material (to be assessed by the project geotechnical engineer), adequately compacted, and finished flush with the natural surface.

CUT OFF TRENCH -

13. Project geotechnical engineer to advise if any basin embankment requires a cut-off trench.
14. Project geotechnical engineer to advise depth, location and extent of any cut-off trench.
15. Project geotechnical engineer to advise cut-off wall material, construction methodology and compaction requirements.

EMBANKMENT-

16. Scarify areas on which fill is to be placed before placing fill.
17. Ensure all fill material used to form the embankment meets the specifications certified by the project geotechnical engineer.
18. Where specified, construct the embankment to an elevation 10% higher than the design height to allow for settling; otherwise finished dimensions of the embankment after spreading of topsoil must conform to the drawing with a tolerance of 75mm from specified dimensions.
19. Ensure debris and other unsuitable building waste is not placed within the earth embankment.
20. Embankment construction method (e.g. moisture content and compaction method and limits) to be advised by the project geotechnical engineer.
21. After completion of the embankment all loose uncompacted earth-fill material on the upstream and downstream batter must be removed prior to spreading topsoil.
22. Topsoil and re-vegetate/stabilise all exposed earth.

ESTABLISHING SETTLING POND-

23. The area to covered by the stored water outside of the limits of the borrow pits must be cleared of rubbish. Trees must be cut down stump high and removed from the immediate vicinity of works.
24. Establish all required inflow chutes and inlet baffles, if specified, to enable water to discharge into the basin in a manner that will not cause soil erosion or the re-suspension of settled sediment. If pipes are used for basin inlets, ensure they have at least 5% (1 in 20) grade on them to minimise the risk of sediment accumulating in the pipe.
25. Ensure dirty water from the upstream catchment reports to the basin forebay.
26. Install a sediment storage level marker post with a cross member set to just below the top of the sediment storage zone (as specified on Table 4 ESCP300). Use at least a 75mm wide post firmly set into the basin floor.
27. Install internal settling pond baffle (75% weave shade cloth and pool noodle) across the full width of the sediment basins where the required 3:1 length:width ratio cannot be achieved.
28. Install all appropriate measures to minimise safety risk to onsite personnel and the public caused by the presence of the settling pond. Avoid steep, smooth internal slopes. Appropriately fence the settling pond and post warning signs if unsupervised public access is likely or there is considered to be an unacceptable risk to the public.

SPILLWAY-

29. Shape the spillway (weir, chute and energy dissipater), line with geofabric and rock to the dimensions noted in Table 4 on ESCP300. The fabric must extend all the way to the edge of the work area, onto undisturbed or natural ground.
30. Spillway outlet made up of spillway crest, chute and energy dissipater. Refer to Table 4 on ESCP300 for rock sizes and dimensions and to the details on ESCP302-303.

ADDITIONAL INSTRUCTIONS -

31. For Type B basins, install a level spreader (100-200mm above emergency spillway level) between Forebay Chamber and the Main Chamber of the basin. Check it is level (survey pickup).
32. Check that the basin capacity achieves the required surface area and volumes as shown in the basin sizing Table 4 on ESCP300.

MAINTENANCE OF SEDIMENT BASINS

1. Inspection the sediment basin during the following periods:
   - 1.1. During construction to determine whether machinery, falling trees, or construction activity has damaged any components of the sediment basins. If damage has occurred, repair sediment basin immediately;
   - 1.2. After each runoff event inspect the erosion damage at flow entry and exit points. If damage has occurred, make the necessary repairs immediately;
   - 1.3. At least weekly during the nominated wet season (if any) otherwsie at least fortnightly;
   - 1.4. Prior to, and immediately after, periods of 'stop work' or site 'shutdown'.
2. Clean out accumulated sediment when it reaches the sediment storage marker board/post, and restore the original storage volume. Place sediment in a disposal area or, if appropriate, mix with dry soil on site.
3. Do not dispose sediment in a manner that will create an erosion or pollution hazard.
4. Check all visible pipe connections for leaks, and repair as necessary.
5. Check fill material in the dam/embankment for excessive settlement, slumping of the slopes or piping between the conduit and the embankment; make all necessary repairs immediately.
6. Remove all trash and other debris from the basin (including any risers, decant arms etc).
7. Submerged inflow pipes must be inspected and de-silted (as required) after each inflow event.

DE-WATERING

Type B Sediment Basin -

- Type B settling ponds must be de-watered prior to a rain event that is likely to produce runoff; however, during dry conditions water may be retained in the settling pond for usage on the construction site (i.e. dust suppression). Ensure the required water quality criteria is achieved prior to discharge - refer below.

DIRTY WATER TREATMENT AND DISCHARGE REQUIREMENTS

- Refer to the 'Dirty Water Treatment and Discharge Requirements' on ESCP100.

DE-SILTING PROCEDURES

- An appropriately marked (e.g. painted) de-silting marker post must be installed in the sediment basins to indicate the top of the sediment storage zone. The sediment basins must be de-silted if the next storm is likely to cause the settled sediment to rise above this marker point, or if the settled sediment has exceeded 90% of the nominated sediment storage volume.

REMOVAL OF SEDIMENT BASIN

1. When grading and construction works in the drainage area above a temporary sediment basin is completed and the disturbed areas are adequately stabilised, the sediment basin must be removed or otherwise incorporated into the permanent stormwater drainage system. In either case, sediment should be cleared and properly disposed of and the basin area stabilised.
2. Before starting any maintenance work on the basin or spillway, install all necessary short-term sediment control measures downstream of the sediment basin.
3. All water and sediment must be removed from the basin prior to the embankments removal. Dispose of sediment and water in a manner that will not create an erosion or pollution hazard.
4. Bring the disturbed area to a proper grade, then smooth, compact, and stabilise and/or revegetate as required to establish a stable land surface.

AUTODOSER

1. Autodosers to be provided by others.
2. Autodosers to achieve settling rate 100mm in 15 minutes.
3. Consult with and refer to manufacturers recommendations regarding set up and operation of the dosing unit.
4. Autodoser and supply of flocculent to be provided on level pad 4m x 4m within 10m of dosing plant.
5. All weather access track to be provided to dosing unit.

SAFETY

Construction sites are often located in publicly accessible areas. In most cases it is not reasonable to expect a parent or guardian of a child to be aware of the safety risks associated with a neighbouring construction site. Thus fencing of a sediment basin maybe warranted even if the basins are located adjacent to other permanent water bodies such as a stream, lake, or wetland.

Responsibility of safety issues on a construction site ultimately rests with the site manager; however, each person working on a site has a duty of care in accordance with the state's work place safety legislation. Similarly, designers of sediment basins have a duty of care to investigate the safety requirements of the site on which the basin is to be constructed.

Install all appropriate measures to minimise safety risk to on-site personnel and the public caused by the presence of the settling pond. Avoid steep, smooth internal slopes as much as possible. Appropriately fence the settling pond and post warning signs if unsupervised public access is likely or there is considered to be an unacceptable risk to the public.

If the basins internal banks are steeper than 1:5 (V:H), and the basin will not be fenced, then a suitable method of egress during wet weather needs to be installed. Examples include a ladder, steps cut into the bank, or at least one bank turfed for a width of at least 2m from the top of bank to the toe of bank.

NOTE: A geotechnical engineer is required to design, review, approve and certify all earthworks associated with sediment basins, embankments, weirs, chutes and dissipater outlet construction. SEEC have only provide hydraulic calculations for the construction of sediment basins, weirs, chutes and dissipater outlets.

HYDRAULIC ASPECTS REVIEWED BY
William (Bill) Johnson RPEQ No. 6728

ALL BASIN DESIGNS ARE IN ACCORDANCE WITH IECA (2008).

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
01	18/07/25	A.T.	A.T.	AM/BJ	FINAL – ISSUE FOR APPROVAL
C	26/06/25	A.T.	A.T.	AM/BJ	DRAFT – FURTHER UPDATES AND ADDITIONAL PLANS
B	19/06/25	A.T.	A.T.	A.M.	DRAFT – ADDITIONAL PLANS AND UPDATES
00	12/05/25	A.T.	A.T.	A.M.	FINAL – ISSUE FOR APPROVAL
A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS

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SCALE: (on A1 Original)	N/A

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PROJECT TITLE

805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE

ESCP
SEDIMENT BASIN CONTRUCTION
& MAINTENANCE INSTRUCTIONS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP301	02

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TYPICAL SEDIMENT BASIN LAYOUTS

ALL BASIN DESIGNS ARE IN ACCORDANCE WITH IECA (2008).

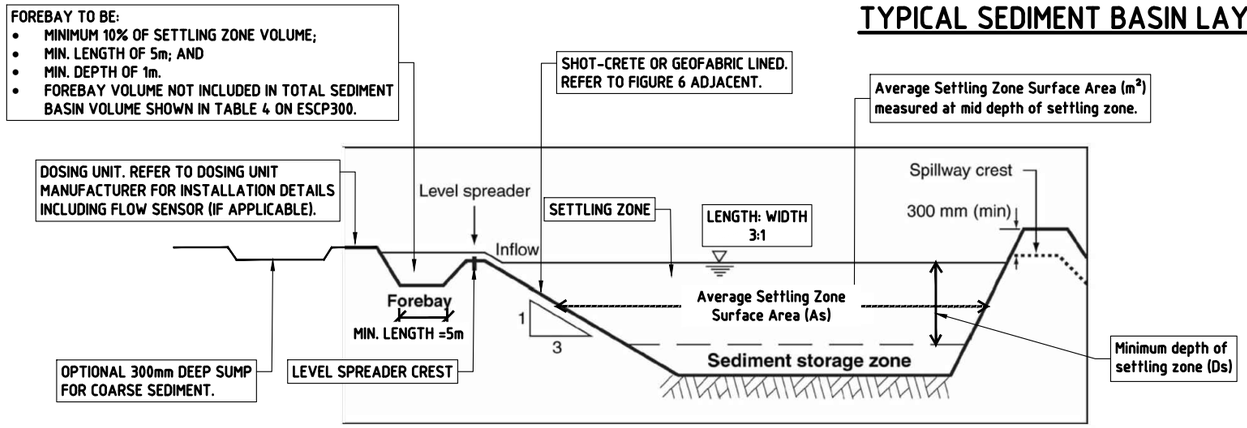


FIGURE 3: TYPICAL LONG-SECTION OF A TYPE B SEDIMENT BASIN (FROM IECA, 2018).

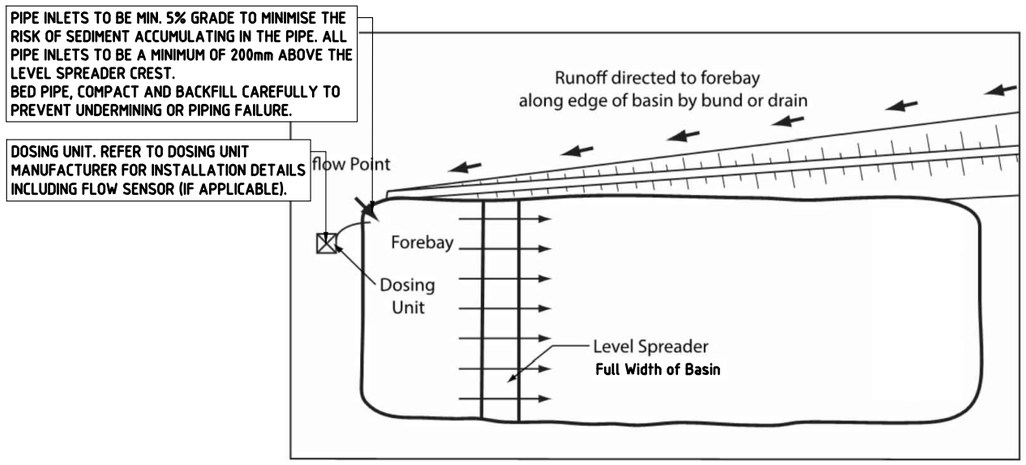


FIGURE 5: ENSURE ALL INFLOWS TO TYPE B SEDIMENT BASIN ARE INTO THE FOREBAY (FROM IECA, 2018).

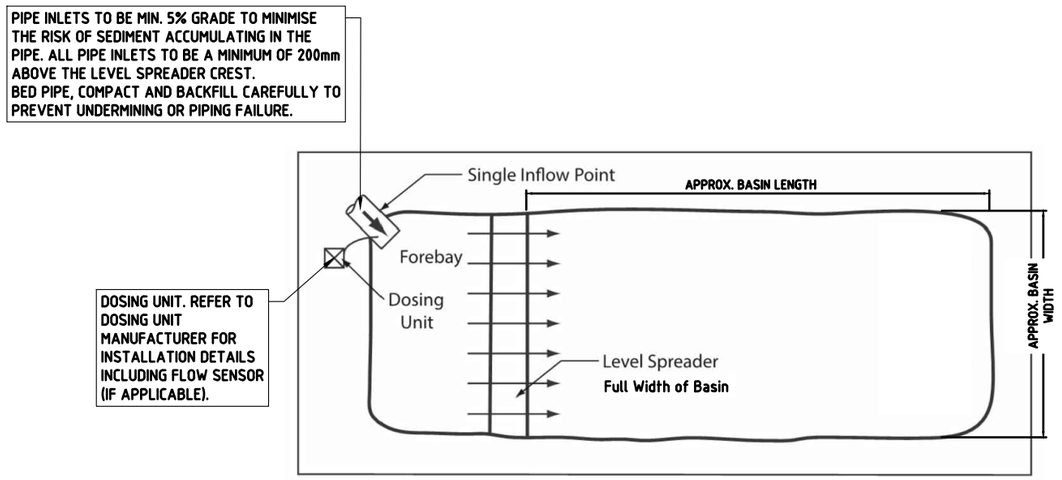


FIGURE 4: SINGLE INFLOW TO TYPE B SEDIMENT BASIN (FROM IECA, 2018).

NOTE: ALL INFLOWS MUST BE DIRECTED INTO THE SEDIMENT FOREBAY FOR TYPE A and B BASINS.

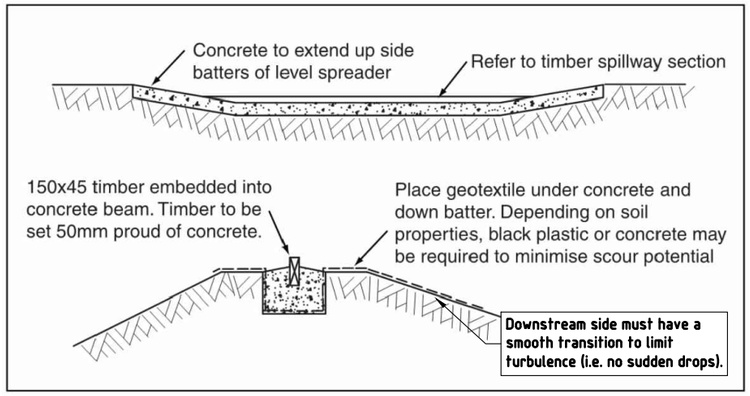
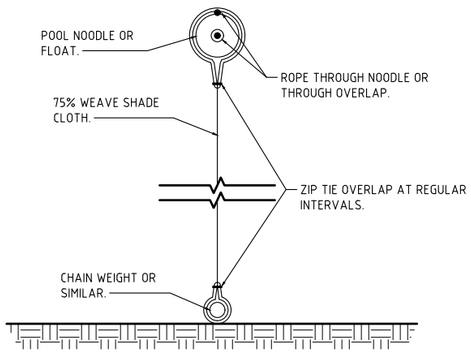
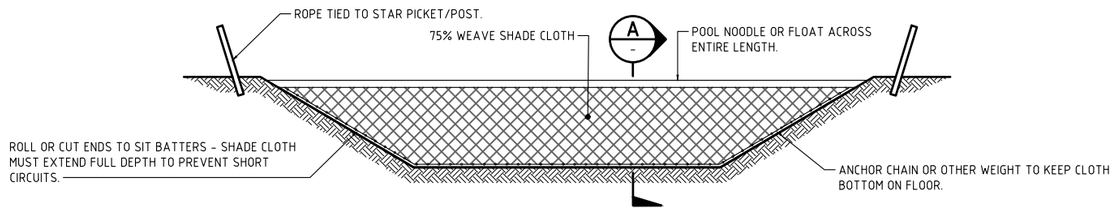


FIGURE 6: TYPICAL DETAIL FOR TYPE B SEDIMENT BASIN LEVEL SPREADER BETWEEN FOREBAY AND MAIN CHAMBER (FROM IECA, 2018). ALL SEE PHOTO 1.



PERMEABLE BAFFLE SECTION - A

NOT TO SCALE



PERMEABLE BAFFLE SECTION

NOT TO SCALE

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
01	18/07/25	A.T.	A.T.	AM/BJ	FINAL – ISSUE FOR APPROVAL
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DRAWING STATUS

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PROJECT TITLE

805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE

ESCP
TYPICAL SEDIMENT BASIN LAYOUTS & SECTIONS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP302	02

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CONSTRUCTION

1. THE SPILLWAY MUST BE EXCAVATED AS SHOWN ON THE PLANS, AND THE EXCAVATED MATERIAL IF CLASSIFIED AS SUITABLE, MUST BE USED IN THE EMBANKMENT, AND IF NOT SUITABLE IT MUST BE DISPOSED OF INTO SPOIL HEAPS.

2. ENSURE EXCAVATED DIMENSIONS ALLOW ADEQUATE BOXING-OUT SUCH THAT THE SPECIFIED ELEVATIONS, GRADES, CHUTE WIDTH, AND ENTRANCE AND EXIT SLOPES FOR THE EMERGENCY SPILLWAY WILL BE ACHIEVED AFTER PLACEMENT OF THE ROCK OR OTHER SCOUR PROTECTION MEASURES AS SPECIFIED IN THE PLANS.

3. PLACE SPECIFIED SCOUR PROTECTION MEASURES ON THE EMERGENCY SPILLWAY. ENSURE THE FINISHED GRADE BLENDS WITH THE SURROUNDING AREA TO ALLOW A SMOOTH FLOW TRANSITION FROM SPILLWAY TO DOWNSTREAM CHANNEL.

4. IF A SYNTHETIC FILTER FABRIC UNDERLAY IS SPECIFIED, PLACE THE FILTER FABRIC DIRECTLY ON THE PREPARED FOUNDATION. IF MORE THAN 1 SHEET OF FILTER FABRIC IS REQUIRED, OVERLAP THE EDGES BY AT LEAST 300mm AND PLACE ANCHOR PINS AT MINIMUM 1m SPACING ALONG THE OVERLAP. BURY THE UPSTREAM END OF THE FABRIC A MINIMUM 300mm BELOW GROUND AND WHERE NECESSARY, BURY THE LOWER END OF THE FABRIC OR OVERLAP A MINIMUM 300mm OVER THE NEXT DOWNSTREAM SECTION AS REQUIRED. ENSURE THE FILTER FABRIC EXTENDS AT LEAST 1000mm UPSTREAM OF THE SPILLWAY CREST.

5. TAKE CARE NOT TO DAMAGE THE FABRIC DURING OR AFTER PLACEMENT. IF DAMAGE OCCURS, REMOVE THE ROCK AND REPAIR THE SHEET BY ADDING ANOTHER LAYER OF FABRIC WITH A MINIMUM OVERLAP OF 300mm AROUND THE DAMAGED AREA. IF EXTENSIVE DAMAGE IS SUSPECTED, REMOVE AND REPLACE THE ENTIRE SHEET.

6. WHERE LARGE ROCK IS USED, OR MACHINE PLACEMENT IS DIFFICULT, A MINIMUM 100mm LAYER OF FINE GRAVEL, AGGREGATE, OR SAND MAY BE NEEDED TO PROTECT THE FABRIC.

7. PLACEMENT OF ROCK SHOULD FOLLOW IMMEDIATELY AFTER PLACEMENT OF THE FILTER FABRIC. PLACE ROCK SO THAT IT FORMS A DENSE, WELL-GRADED MASS OF ROCK WITH A MINIMUM OF VOIDS. THE DESIRED DISTRIBUTION OF ROCK THROUGHOUT THE MASS MAY BE OBTAINED BY SELECTIVE LOADING AT THE QUARRY AND CONTROLLED DUMPING DURING FINAL PLACEMENT.

8. THE FINISHED SLOPE SHOULD BE FREE OF POCKETS OF SMALL ROCK OR CLUSTERS OF LARGE ROCKS. HAND PLACING MAY BE NECESSARY TO ACHIEVE THE PROPER DISTRIBUTION OF ROCK SIZES TO PRODUCE A RELATIVELY SMOOTH, UNIFORM SURFACE. THE FINISHED GRADE OF THE ROCK SHOULD BLEND WITH THE SURROUNDING AREA. NO OVERFALL OR PROTRUSION OF ROCK SHOULD BE APPARENT.

9. ENSURE THAT THE FINAL ARRANGEMENT OF THE SPILLWAY CREST WILL NOT PROMOTE EXCESSIVE FLOW THROUGH THE ROCK SUCH THAT THE WATER CAN BE RETAINED WITHIN THE SETTLING BASIN AN ELEVATION NO LESS THAN 50mm ABOVE OR BELOW THE NOMINATED SPILLWAY CREST ELEVATION.

MAINTENANCE

1. DURING THE CONSTRUCTION PERIOD, INSPECT THE SPILLWAY PRIOR TO FORECAST RAINFALL, DAILY DURING EXTENDED PERIODS OF RAINFALL, AFTER SIGNIFICANT RUNOFF PRODUCING STORM EVENTS, OR OTHERWISE ON A WEEKLY BASIS. MAKE REPAIRS AS NECESSARY.

2. CHECK FOR MOVEMENT OF, OR DAMAGE TO, THE SPILLWAY'S LINING, INCLUDING SURFACE CRACKING.

3. CHECK FOR SOIL SCOUR ADJACENT THE SPILLWAY. INVESTIGATE THE CAUSE OF ANY SCOUR, AND REPAIR AS NECESSARY.

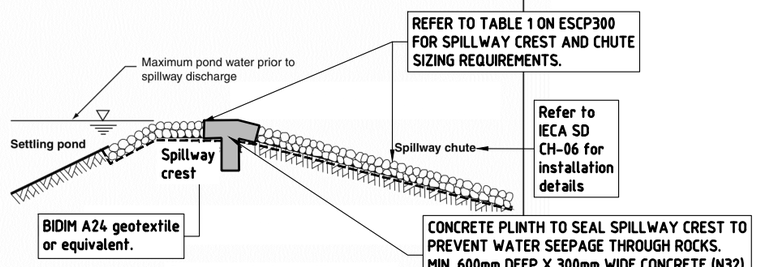
4. WHEN MAKING REPAIRS, ALWAYS RESTORE THE SPILLWAY TO ITS ORIGINAL CONFIGURATION UNLESS AN AMENDED LAYOUT IS REQUIRED.

REMOVAL

1. TEMPORARY SPILLWAYS SHOULD BE REMOVED WHEN AN ALTERNATIVE, STABLE, DRAINAGE SYSTEM IS AVAILABLE.

2. REMOVE ALL MATERIALS AND DEPOSITED SEDIMENT, AND DISPOSE OF IN A SUITABLE MANNER THAT WILL NOT CAUSE AN EROSION OR POLLUTION HAZARD.

3. GRADE THE AREA IN PREPARATION FOR STABILISATION, THEN STABILISE THE AREA AS SPECIFIED IN THE APPROVED PLAN.



Drawn:	Date:		
GMW	Dec-09	Emergency Spillways	ES-1

Catchments & Creeks Pty Ltd

FIGURE 7: EMERGENCY SPILLWAY - CROSS-SECTION AND STANDARD INSTRUCTIONS (FROM IECA, 2018).

MATERIALS

ROCK: HARD, ANGULAR, DURABLE, WEATHER RESISTANT AND EVENLY GRADED WITH 50% BY WEIGHT LARGER THAN THE SPECIFIED NOMINAL ROCK SIZE AND SUFFICIENT SMALL ROCK TO FILL THE VOIDS BETWEEN THE LARGER ROCK. THE DIAMETER OF THE LARGEST ROCK SIZE SHOULD BE NO LARGER THAN 1.5 TIMES THE NOMINAL ROCK SIZE. SPECIFIC GRAVITY TO BE AT LEAST 2.5.

GEOTEXTILE FABRIC: HEAVY-DUTY, NEEDLE-PUNCHED, NON-WOVEN FILTER CLOTH, MINIMUM BIDIM A24 OR EQUIVALENT.

INSTALLATION (CHUTE FORMATION)

1. REFER TO APPROVED PLANS FOR LOCATION AND CONSTRUCTION DETAILS. IF THERE ARE QUESTIONS OR PROBLEMS WITH THE LOCATION OR METHOD OF INSTALLATION, CONTACT THE ENGINEER OR RESPONSIBLE ON-SITE OFFICER FOR ASSISTANCE.

2. ENSURE ALL NECESSARY SOIL TESTING (e.g. SOIL pH, NUTRIENT LEVELS) AND ANALYSIS HAS BEEN COMPLETED, AND REQUIRED SOIL ADJUSTMENTS PERFORMED PRIOR TO PLANTING.

3. CLEAR THE LOCATION FOR THE CHUTE CLEARING ONLY WHAT IS NEEDED TO PROVIDE ACCESS FOR PERSONNEL AND EQUIPMENT FOR INSTALLATION.

4. REMOVE ROOTS, STUMPS, AND OTHER DEBRIS AND DISPOSE OF THEM PROPERLY.

5. CONSTRUCT THE SUBGRADE TO THE ELEVATIONS SHOWN ON THE PLANS. REMOVE ALL UNSUITABLE MATERIAL AND REPLACE WITH STABLE MATERIAL TO ACHIEVE THE DESIRED FOUNDATIONS.

6. IF THE CHUTE IS TEMPORARY, THEN COMPACT THE SUBGRADE TO A FIRM CONSISTENCY. IF THE CHUTE IS INTENDED TO BE PERMANENT, THEN COMPACT AND FINISH THE SUBGRADE AS SPECIFIED WITHIN THE DESIGN PLANS.

7. AVOID COMPACTING THE SUBGRADE TO A CONDITION THAT WOULD PREVENT THE TURF FROM BONDING WITH THE SUBGRADE.

8. ENSURE THE SIDES OF THE CHUTE ARE NO STEEPER THAN A 1.5:1 (H:V) SLOPE.

9. ENSURE THE COMPLETED CHUTE HAS SUFFICIENT DEEP ALONG ITS FULL LENGTH.

10. ENSURE THE CHUTE IS STRAIGHT FROM ITS CREST TO THE TOE OF THE CHUTE.

11. ON FILL SLOPES, ENSURE THAT THE SOIL IS ADEQUATELY COMPACTED FOR A WIDTH OF AT LEAST ONE METRE EACH SIDE OF THE CHUTE TO MINIMISE THE RISK OF SOIL EROSION, OTHERWISE PROTECT THE SOIL WITH SUITABLE SCOUR PROTECTION MEASURES SUCH AS TURF OR EROSION CONTROL MATS.

12. PLACE AND SECURE THE TURF AS DIRECTED.

13. INSTALL AN APPROPRIATE OUTLET STRUCTURE (ENERGY DISSIPATER) AT THE BASE OF THE CHUTE (REFER TO SEPARATE SPECIFICATIONS).

14. ENSURE WATER LEAVING THE CHUTE AND THE OUTLET STRUCTURE WILL FLOW FREELY WITHOUT CAUSING UNDESIRABLE PONDING OR SCOUR.

15. APPROPRIATELY STABILISE ALL DISTURBED AREAS IMMEDIATELY AFTER CONSTRUCTION.

INSTALLATION (ROCK PLACEMENT)

1. OVER-CUT THE CHANNEL TO A DEPTH EQUAL TO THE SPECIFIED DEPTH OF ROCK PLACEMENT SUCH THAT THE FINISHED ROCK SURFACE WILL BE AT THE ELEVATION OF THE SURROUNDING LAND.

2. ROCK MUST BE PLACED WITHIN THE CHANNEL AS SPECIFIED WITHIN THE APPROVED PLANS, INCLUDING THE PLACEMENT OF ANY SPECIFIED FILTER LAYER.

3. IF DETAILS ARE NOT PROVIDED ON THE ROCK PLACEMENT, THEN THE PRIMARY ARMOUR ROCK MUST BE EITHER PLACED ON:
(i) A FILTER BED FORMED FROM A LAYER OF SPECIFIED SMALLER ROCK (ROCK FILTER LAYER);
(ii) AN EARTH BED LINED WITH FILTER CLOTH;
(iii) AN EARTH BED NOT LINED IN FILTER CLOTH, BUT ONLY IF ALL VOIDS BETWEEN THE ARMOUR ROCK ARE TO BE FILLED WITH SOIL AND POCKET PLANTED IMMEDIATELY AFTER PLACEMENT OF THE ROCK.

4. IF A ROCK/AGGREGATE FILTER LAYER IS SPECIFIED, THEN PLACE THE FILTER LAYER IMMEDIATELY AFTER THE FOUNDATIONS ARE PREPARED. SPREAD THE FILTER ROCK IN A UNIFORM LAYER TO THE SPECIFIED DEPTH BUT A MINIMUM OF 150mm. WHERE MORE THAN ONE LAYER OF FILTER MATERIAL HAS BEEN SPECIFIED, SPREAD EACH LAYER SUCH THAT MINIMAL MIXING OCCURS BETWEEN EACH LAYER OF ROCK.

5. IF A GEOTEXTILE (FILTER CLOTH) UNDERLAY IS SPECIFIED, PLACE THE FABRIC DIRECTLY ON THE PREPARED FOUNDATION. IF MORE THAN ONE SHEET OF FABRIC IS REQUIRED TO OVER THE AREA, OVERLAP THE EDGE OF EACH SHEET AT LEAST 300mm AND PLACE ANCHOR PINS AT MINIMUM 1m SPACING ALONG THE OVERLAP.

6. ENSURE THE GEOTEXTILE FABRIC IS PROTECTED FROM PUNCHING OR TEARING DURING INSTALLATION OF THE FABRIC AND THE ROCK. REPAIR ANY DAMAGE BY REMOVING THE ROCK AND PLACING WITH ANOTHER PIECE OF FILTER CLOTH OVER THE DAMAGED AREA OVERLAPPING THE EXISTING FABRIC A MINIMUM OF 300mm.

7. WHERE NECESSARY, A MINIMUM 100mm LAYER OF FINE GRAVEL, AGGREGATE OR SAND SHOULD BE PLACED OVER THE FABRIC TO PROTECT IT FROM DAMAGE.

8. PLACEMENT OF ROCK SHOULD FOLLOW IMMEDIATELY AFTER PLACEMENT OF THE FILTER LAYER. PLACE ROCK SO THAT IT FORMS A DENSE, WELL-GRADED MASS OF ROCK WITH A MINIMUM OF VOIDS.

9. PLACE ROCK TO ITS FULL THICKNESS IN ONE OPERATION. DO NOT PLACE ROCK BY DUMPING THROUGH CHUTES OR OTHER METHODS THAT CAUSE SEGREGATION OF ROCK SIZES.

10. THE FINISHED SURFACE SHOULD BE FREE OF POCKETS OF SMALL ROCK OR CLUSTERS OF LARGE ROCKS. HAND PLACING MAY BE NECESSARY TO ACHIEVE THE PROPER DISTRIBUTION OF ROCK SIZES TO PRODUCE A RELATIVELY SMOOTH, UNIFORM SURFACE. THE FINISHED GRADE OF THE ROCK SHOULD BLEND WITH THE SURROUNDING AREA. NO OVERFALL OR PROTRUSION OF ROCK SHOULD BE APPARENT.

11. IMMEDIATELY UPON COMPLETION OF THE CHANNEL, VEGETATE ALL DISTURBED AREAS OR OTHERWISE PROTECT THEM AGAINST SOIL EROSION.

12. WHERE SPECIFIED, FILL ALL VOIDS WITH SOIL AND VEGETATE THE ROCK SURFACE IN ACCORDANCE WITH THE APPROVED PLAN.

MAINTENANCE

1. DURING THE CONSTRUCTION PERIOD, INSPECT ALL CHUTES PRIOR TO FORECAST RAINFALL, DAILY DURING EXTENDED PERIODS OF RAINFALL, AFTER SIGNIFICANT RUNOFF PRODUCING STORM EVENTS, OR OTHERWISE ON A WEEKLY BASIS. MAKE REPAIRS AS NECESSARY.

2. CHECK FOR SCOUR OR DISLODGED ROCK. REPAIR DAMAGED AREAS IMMEDIATELY.

3. CLOSELY INSPECT THE OUTER EDGES OF THE ROCK PROTECTION. ENSURE WATER ENTRY INTO THE CHANNEL OR CHUTE IS NOT CAUSING EROSION ALONG THE EDGE OF THE ROCK PROTECTION.

4. INVESTIGATE THE CAUSE OF ANY SCOUR, AND REPAIR AS NECESSARY.

5. CAREFULLY CHECK THE STABILITY OF THE ROCK LOOKING FOR INDICATIONS OF PIPING, SCOUR HOLES, OR BANK FAILURES.

6. REPLACE ANY DISPLACED ROCK WITH ROCK OF A SIGNIFICANTLY (MINIMUM 110%) LARGER SIZE THAN THE DISPLACED ROCK.

7. ENSURE SEDIMENT IS NOT PARTIALLY BLOCKING FLOW ENTRY INTO THE CHUTE. WHERE NECESSARY, REMOVE ANY DEPOSITED MATERIAL TO ALLOW FREE DRAINAGE.

8. DISPOSE OF ANY SEDIMENT IN A MANNER THAT WILL NOT CREATE AN EROSION OR POLLUTION HAZARD.

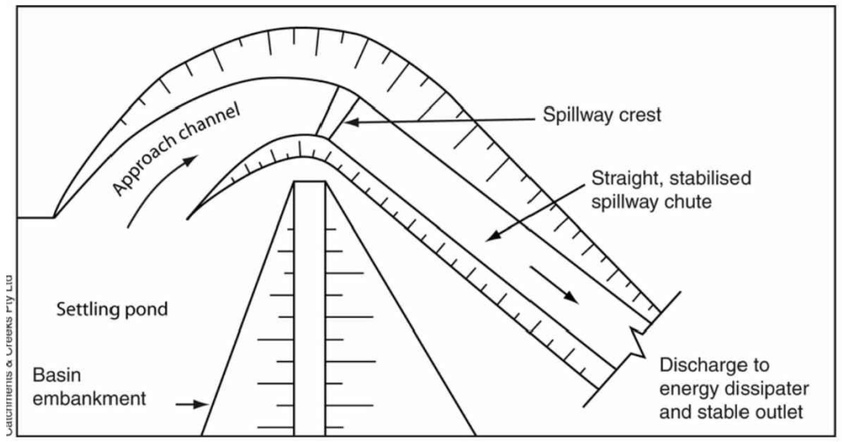
9. WHEN MAKING REPAIRS, ALWAYS RESTORE THE CHUTE TO ITS ORIGINAL CONFIGURATION UNLESS AN AMENDED LAYOUT IS REQUIRED.

Drawn:	Date:		
GMW	May-10	Chutes - Rock Linings	CH-06

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FIGURE 8: CHUTE LINING NOTES (FROM IECA, 2018).
ALL BASIN DESIGNS ARE IN ACCORDANCE WITH IECA (2008).

TYPICAL EMERGENCY SPILLWAY DETAILS



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A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS	
DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	N/A

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PROJECT TITLE

805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE

ESCP
TYPICAL EMERGENCY SPILLWAY DETAILS

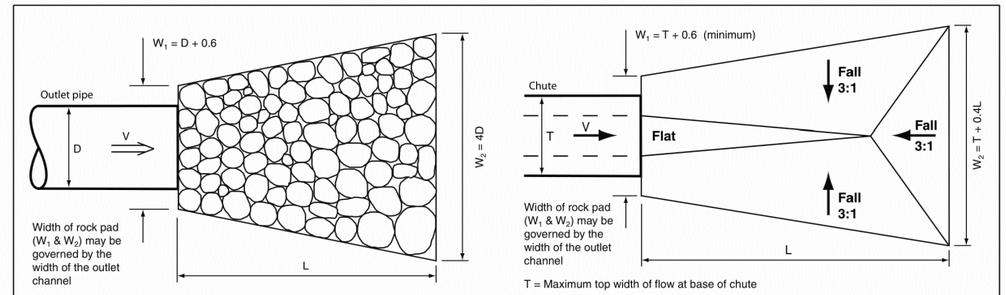
PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
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TYPICAL OUTLET (ENERGY DISSIPATER) DETAILS

ALL BASIN DESIGNS ARE IN ACCORDANCE WITH IECA (2008).



Notes:

1. Drawings applicable to temporary drainage chutes and slope drains.
2. Rock pad outlet structures for slope drains usually are not required to be recessed below natural ground level as is the case for chute outlets (see Figure B).

Drawn:	Date:		
GMW	Dec-09		OS-01

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FIGURE 9: OUTLET SCOUR PROTECTION (FROM IECA, 2008).

NOTE: Consult project geotechnical engineer to determine appropriate measures to minimise the risk of piping failure (i.e. seepage collars) if a low flow outlet pipe is adopted.

MATERIALS (ROCK PADS)

ROCK: HARD, ANGULAR, DURABLE, WEATHER RESISTANT AND EVENLY GRADED WITH 50% BY WEIGHT LARGER THAN THE SPECIFIED NOMINAL ROCK SIZE AND SUFFICIENT SMALL ROCK TO FILL THE VOIDS BETWEEN THE LARGER ROCK. THE DIAMETER OF THE LARGEST ROCK SIZE SHOULD BE NO LARGER THAN 1.5 TIMES THE NOMINAL ROCK SIZE. SPECIFIC GRAVITY TO BE AT LEAST 2.5.

GEOTEXTILE FABRIC: HEAVY-DUTY, NEEDLE-PUNCHED, NON-WOVEN FILTER CLOTH, MINIMUM BIDIM A24 OR EQUIVALENT.

INSTALLATION (ROCK PADS)

1. REFER TO APPROVED PLANS FOR LOCATION AND CONSTRUCTION DETAILS. IF THERE ARE QUESTIONS OR PROBLEMS WITH THE LOCATION, DIMENSIONS OR METHOD OF INSTALLATION CONTACT THE ENGINEER OR RESPONSIBLE ON-SITE OFFICER FOR ASSISTANCE.

2. THE DIMENSIONS OF THE OUTLET STRUCTURE MUST ALIGN WITH THE DOMINANT FLOW DIRECTION.

3. EXCAVATE THE OUTLET PAD FOOTPRINT TO THE SPECIFIED DIMENSION SUCH THE WHEN THE ROCK IS PLACED IN THE EXCAVATED PIT THE TOP OF THE ROCKS WILL BE LEVEL WITH THE SURROUNDING GROUND, UNLESS OTHERWISE DIRECTED.

4. IF THE EXCAVATED SOILS ARE DISPERSIVE, OVER-EXCAVATED THE ROCK PAD BY AT LEAST 300mm AND BACKFILL WITH STABLE, NON-DISPERSIVE MATERIAL.

5. LINE THE EXCAVATED PIT WITH GEOTEXTILE FILTER CLOTH, PREFERABLY USING A SINGLE SHEET. IF JOINTS ARE REQUIRED, OVERLAP THE FABRIC AT LEAST 300mm.

6. ENSURE THE FILTER CLOTH IS PROTECTED FROM PUNCHING OR TEARING DURING INSTALLATION OF THE FABRIC AND THE ROCK. REPAIR ANY DAMAGE BY REMOVING THE ROCK AND PLACING WITH ANOTHER PIECE OF FILTER CLOTH OVER THE DAMAGED AREA OVERLAPPING THE EXISTING FABRIC A MINIMUM OF 300mm.

7. ENSURE THERE ARE AT LEAST TWO LAYERS OF ROCKS. WHERE NECESSARY, REPOSITION THE LARGER ROCKS TO ENSURE TWO LAYERS OF ROCKS ARE ACHIEVED WITHOUT ELEVATING THE UPPER SURFACE ABOVE THE PIPE INVERT.

8. ENSURE THE ROCK IS PLACED IN A MANNER THAT WILL ALLOW WATER TO DISCHARGE FREELY FROM THE PIPE.

9. ENSURE THE UPPER SURFACE OF THE ROCK PAD DOES NOT CAUSE WATER TO BE DEFLECTED AROUND THE EDGE OF THE ROCK PAD.

10. IMMEDIATELY AFTER CONSTRUCTION, APPROPRIATELY STABILISE ALL DISTURBED AREAS.

MAINTENANCE

1. WHILE CONSTRUCTION WORKS CONTINUE ON THE SITE, INSPECT THE OUTLET STRUCTURE PRIOR TO FORECAST RAINFALL, DAILY DURING EXTENDED PERIODS OF RAINFALL, AFTER SIGNIFICANT RUNOFF PRODUCING RAINFALL, AND ON AT LEAST A WEEKLY BASIS.

2. REPLACE ANY DISPLACED ROCK WITH ROCK OF A SIGNIFICANTLY (MINIMUM 110%) LARGER SIZE THAN THE DISPLACED ROCK.

REMOVAL

1. TEMPORARY OUTLET STRUCTURES SHOULD BE COMPLETELY REMOVED, OR WHERE APPROPRIATE, REHABILITATED SO AS NOT TO CAUSE ONGOING ENVIRONMENTAL NUISANCE OR HARM.

2. FOLLOWING REMOVAL OF THE DEVICE, THE DISTURBED AREA MUST BE APPROPRIATELY REHABILITATED SO AS NOT TO CAUSE ONGOING ENVIRONMENTAL NUISANCE OR HARM.

3. REMOVE MATERIALS AND COLLECTED SEDIMENT AND DISPOSE OF IN A SUITABLE MANNER THAT WILL NOT CAUSE AN EROSION OR POLLUTION HAZARD.

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GMW	Dec-09		OS-02

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FIGURE 10: INLET SCOUR PROTECTION NOTES (FROM IECA, 2008).



PHOTO 1: TYPE B SEDIMENT BASIN EXAMPLE, SHOWING FOREBAY CHAMBER, LEVEL SPREADER, MAIN CHAMBER WITH BAFFLE AND EMERGENCY SPILLWAY.



PHOTO 2: TYPE B SEDIMENT BASIN EXAMPLE, SHOWING FOREBAY CHAMBER, LEVEL SPREADER, MAIN CHAMBER AND DOSING UNIT.

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PROJECT TITLE

805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE

ESCP
SEDIMENT BASIN OUTLET
STRUCTURE DETAILS & PHOTOS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP304	02

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MATERIALS
GEO LOGS: MANUFACTURED FROM 100% JUTE, COIR (COCONUT FIBRE) OR A COMBINATION OF BOTH.

STAKES: MINIMUM 50 X 50mm X 0.9m HARDWOOD. STAKE LENGTH AND WIDTH MAY NEED TO VARY SLIGHTLY DEPENDING ON THE GROUND CONDITIONS.

INSTALLATION
1. REFER TO APPROVED PLANS FOR LOCATION AND INSTALLATION DETAILS. IF THERE ARE QUESTIONS OR PROBLEMS WITH THE LOCATION, DIMENSIONS OR METHOD OF INSTALLATION CONTACT THE ENGINEER OR RESPONSIBLE ON-SITE OFFICER FOR ASSISTANCE.

2. PRIOR TO INSTALLATION ON CHANNEL/RIVER BANKS, PLACE A SUITABLE EROSION CONTROL MAT OVER ANY AREA WHERE THE LOGS ARE TO BE PLACED ABOVE AN EXPOSED SOIL.

3. WHEN PLACED ACROSS THE INVERT OF DRAINAGE CHANNELS, ENSURE THE LOGS ARE PLACED SUCH THAT:
(i) THE CREST OF THE DOWNSTREAM LOG IS LEVEL WITH THE CHANNEL INVERT AT THE IMMEDIATE UPSTREAM SOCK (IF ANY).
(ii) EACH LOG CHECK DAM EXTENDS UP THE CHANNEL BANKS SUCH THAT THE CREST OF THE CHECK DAM AT ITS LOWEST POINT IS LOWER THAN GROUND LEVEL AT EITHER END OF THE CHECK DAM.

4. WHEN PLACED ALONG A CHANNEL/RIVER BANK, DO NOT RECESS THE LOG MORE THAN 1/3 THE LOG DIAMETER INTO THE BANK.

5. ENSURE THE LOGS ARE PLACED TIGHTLY, END TO END.

6. WHERE PRACTICAL, THE EXTREME ENDS OF A ROW OF LOGS SHOULD BE ROTATED UP THE BANK AND SECURED WELL WITH STAKES.

7. SECURE THE LOGS BY DRIVING THE STAKES BETWEEN THE OUTER NETTING AND THE CORE MATERIAL EACH SIDE OF THE LOGS AND SECURED INTO THE GROUND, NOT THROUGH THE CENTRE OF THE LOG.

8. ENSURE THE SPACING OF STAKES (ONE ON EITHER SIDE) DOES NOT EXCEED AN INTERVAL OF 1m.

9. ONCE DRIVEN INTO THE GROUND, THE STAKES SHOULD IDEALLY SIT AT LEAST TWO-THIRDS BELOW THE GROUND AND ONE-THIRD ABOVE, AND IDEALLY SIT FLUSH WITH THE TOP OF THE LOG.

10. WHERE DIRECTED, INTERLACE COIR ROPE, GALVANISED WIRE, OR PLASTIC TREE TIES BETWEEN THE STAKES TO PROVIDE ADDITIONAL ANCHORAGE.

11. FILL AND SHAPE BEHIND THE LOGS IF REQUIRED.

12. IF STREAM FLOWS ARE LIKELY TO OVERTOP THE LOGS, THEN TAKE APPROPRIATE STEPS TO PREVENT HIGH VELOCITY FLOW ALONG THE LANDWARD SIDE OF THE LOGS. THIS CAN BE ACHIEVED WITH THE PLACEMENT OF ROCK CHECKS AT A SPACING NOT EXCEEDING 3m, OR THE PLACEMENT OF LOGS LATERALLY UP THE CHANNEL BANK.

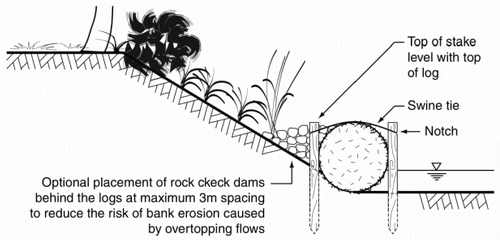
MAINTENANCE
1. WHILE ON-SITE WORKS CONTINUE, INSPECT ALL GEO LOGS PRIOR TO FORECAST RAIN, DAILY DURING EXTENDED PERIODS OF RAINFALL, AFTER SIGNIFICANT RUNOFF PRODUCING STORMS OR OTHERWISE AT WEEKLY INTERVALS.

2. REPAIR OR REPLACE DISPLACED LOGS THAT ARE LIKELY TO CAUSE EROSION PROBLEMS.

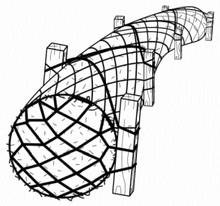
POST INSTALLATION MONITORING
1. MONITORING OF WORKS CAN INVOLVE SEVERAL DIFFERENT TECHNIQUES, SUCH AS PHOTO POINT MONITORING, AERIAL PHOTOGRAPHIC MONITORING, MEASURING PLANT SURVIVAL AND GROWTH, AND FLORA AND FAUNA SURVEYING.

2. INSPECT AND MAINTAIN GEO LOGS AFTER EACH HIGH FLOW EVENT FOR THE FIRST YEAR. MAINTENANCE MAY INVOLVE RESECURING LOGS, REPLACING LOGS, AND REPAIRING BREAKS IN THE NETTING.

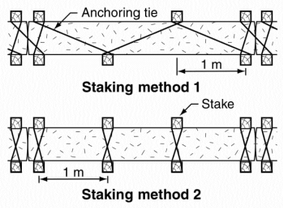
3. ANY NON-BIODEGRADABLE OR POTENTIALLY HAZARDOUS MATERIALS (INCLUDING HARDWOOD STAKES AND SYNTHETIC TWINE OR NETTING) SHOULD BE REMOVED ONCE WORKS HAVE REACHED THE END OF THEIR LIFE.



(a) Typical placement of geo log at toe of stream bank



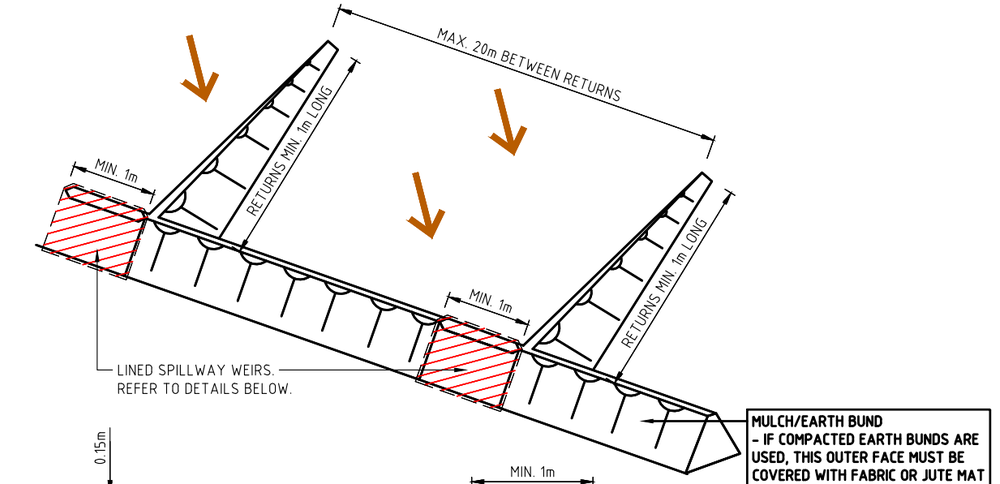
(b) Typical anchorage of geo log



(c) Methods of stake placement

Drawn:	Date:		
GMW	May-10	Geo Logs (coir logs)	Log-01

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DETAIL 1 - TYPICAL MULCH/EARTH BUND

MATERIALS
(i) MULCH MUST COMPLY WITH THE REQUIREMENTS OF AS4454.

(ii) MAXIMUM SOLUBLE SALT CONCENTRATION OF 5dS/m.

(iii) MOISTURE CONTENT OF 30 TO 50% PRIOR TO APPLICATION.

INSTALLATION
1. REFER TO APPROVED PLANS FOR LOCATION AND EXTENT. IF THERE ARE QUESTIONS OR PROBLEMS WITH THE LOCATION, EXTENT, MATERIAL TYPE, OR METHOD OF INSTALLATION CONTACT THE ENGINEER OR RESPONSIBLE ON-SITE OFFICER FOR ASSISTANCE.

2. WHEN SELECTING THE LOCATION OF A MULCH FILTER BERM, TO THE MAXIMUM DEGREE PRACTICAL, ENSURE THE BERM IS LOCATED:

(i) TOTALLY WITHIN THE PROPERTY BOUNDARIES;

(ii) ALONG A LINE OF CONSTANT ELEVATION (PREFERRED, BUT NOT ALWAYS PRACTICAL);

(iii) AT LEAST 1m, IDEALLY 3m, FROM THE TOE OF A FILL EMBANKMENT;

(iv) AWAY FROM AREAS OF CONCENTRATED FLOW.

3. ENSURE THE BERM IS INSTALLED IN A MANNER THAT AVOIDS THE CONCENTRATION OF FLOW ALONG THE BERM, OR THE UNDESIRABLE DISCHARGE OF WATER AROUND THE END OF THE BERM.

4. ENSURE THE BERM HAS BEEN PLACED SUCH THAT PONDING UP-SLOPE OF THE BERM IS MAXIMISED.

5. ENSURE BOTH ENDS OF THE BERM ARE ADEQUATELY TURNED UP THE SLOPE TO PREVENT FLOW BYPASSING PRIOR TO WATER PASSING OVER THE BERM.

6. ENSURE 100% CONTACT WITH THE SOIL SURFACE.

7. WHERE SPECIFIED, TAKE APPROPRIATE STEPS TO VEGETATE THE BERM.

MAINTENANCE
1. DURING THE CONSTRUCTION PERIOD, INSPECT ALL BERMS AT LEAST WEEKLY AND AFTER ANY SIGNIFICANT RAIN. MAKE NECESSARY REPAIRS IMMEDIATELY.

2. REPAIR OR REPLACE ANY DAMAGED SECTIONS.

3. WHEN MAKING REPAIRS, ALWAYS RESTORE THE SYSTEM TO ITS ORIGINAL CONFIGURATION UNLESS AN AMENDED LAYOUT IS REQUIRED OR SPECIFIED.

4. REMOVE ACCUMULATED SEDIMENT IF THE SEDIMENT DEPOSIT EXCEEDS A DEPTH OF 100mm OR 1/3 THE HEIGHT OF THE BERM.

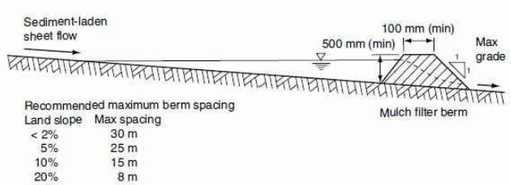
5. DISPOSE OF SEDIMENT IN A SUITABLE MANNER THAT WILL NOT CAUSE AN EROSION OR POLLUTION HAZARD.

REMOVAL (IF REQUIRED)

1. WHEN DISTURBED AREAS UP-SLOPE OF THE BERM ARE SUFFICIENTLY STABILISED TO RESTRAIN EROSION, THE BERM MAYBE REMOVED.

2. REMOVE ANY COLLECTED SEDIMENT AND DISPOSE OF IN A SUITABLE MANNER THAT WILL NOT CAUSE AN EROSION OR POLLUTION HAZARD.

3. REHABILITATE/REVEGETATE THE DISTURBED GROUND AS NECESSARY TO MINIMISE THE EROSION HAZARD.



Recommended maximum berm spacing

Land slope	Max spacing
< 2%	30 m
5%	25 m
10%	15 m
20%	8 m

Figure 1 - Typical placement of mulch filter berm

Drawn:	Date:		
GMW	Apr-10	Mulch Filter Berms	MB-01

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INSTALLATION

THE FOLLOWING A GENERAL INSTALLATION REQUIREMENTS. OPERATORS SHOULD OBTAIN INSTALLATION INSTRUCTIONS FROM THE GULLY BAG MANUFACTURER OR DISTRIBUTER.

1. REFER TO APPROVED PLANS FOR LOCATION AND INSTALLATION DETAILS. IF THERE ARE QUESTIONS OR PROBLEMS WITH THE LOCATION, DIMENSIONS, OR METHOD OF INSTALLATION, CONTACT THE ENGINEER OR RESPONSIBLE ON-SITE OFFICER FOR ASSISTANCE.

2. ENSURE THAT THE INSTALLATION OF THE SEDIMENT TRAP WILL NOT CAUSE UNDESIRABLE SAFETY OR FLOODING ISSUES.

3. INSTALL SEDIMENT TRAP IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

4. ENSURE THAT NO SEDIMENT-LADEN INFLOW IS ALLOWED TO BYPASS THE GULLY BAG UNTIL THE BAG IS EITHER FULL OF SEDIMENT, OR THE INFLOW EXCEEDS THE HYDRAULIC CAPACITY OF THE BAG.

5. INSTALL APPROPRIATE SEDIMENT AND/OR FLOW CONTROLS ON THE SIDE-ENTRY SLOT (IF ANY).

6. TAKE ALL NECESSARY MEASURE TO MINIMISE THE SAFETY RISK CAUSED BY THE STRUCTURE.

MAINTENANCE

1. INSPECT ALL SEDIMENT TRAPS DAILY AND IMMEDIATELY AFTER RUNOFF-PRODUCING RAINFALL. MAKE REPAIRS AS NEEDED.

2. REMOVE AND REPLACE THE GULLY BAG WHEN IT IS EITHER FULL OF SEDIMENT, OR IS LIKELY TO BE FULL OF SEDIMENT BEFORE THE NEXT INSPECTION, OR THE HYDRAULIC CAPACITY OF THE FILTER BAG IS EXCESSIVELY REDUCED.

3. DISPOSE OF THE SEDIMENT AND FILTER BAG IN A SUITABLE MANNER THAT WILL NOT CAUSE AN EROSION OR POLLUTION HAZARD.

4. ENSURE SEDIMENT DOES NOT ENTER THE STORMWATER DRAIN DURING DE-SILTING OPERATIONS AND MAINTENANCE OF THE TRAP.

5. SEDIMENT ON THE ROAD MUST BE REMOVED IMMEDIATELY IF IT REPRESENTS A SAFETY HAZARD.

REMOVAL

1. WHEN THE UP-SLOPE DRAINAGE AREA HAS BEEN STABILISED, REMOVE ALL MATERIALS INCLUDED DEPOSITED SEDIMENT AND DISPOSE OF IN A SUITABLE MANNER THAT WILL NOT CAUSE AN EROSION OR POLLUTION HAZARD.

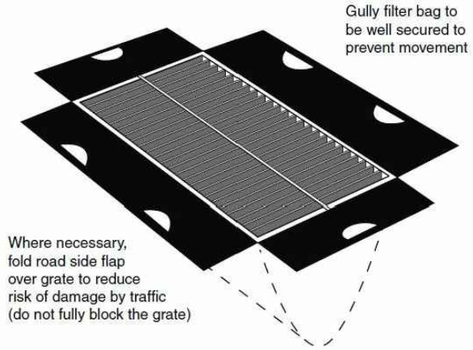


Figure 1 - Gully filter bag

Drawn:	Date:		
GMW	Dec-09	Gully Filter Bag	GB-01

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PROJECT TITLE
805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE
ESCP
IECA STANDARD DRAWINGS
& MULCH/EARTH BUND DETAIL

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
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A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

FINAL

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DESIGN BY A.T.
DRAWN BY A.T.
FINAL APPROVAL A.M.

SCALE: N/A
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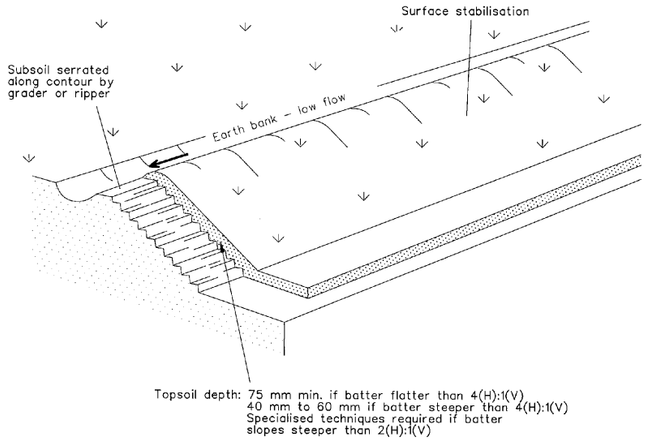
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KEMPS CREEK
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DRAWING TITLE

ESCP
BLUE BOOK STANDARD
DRAWINGS

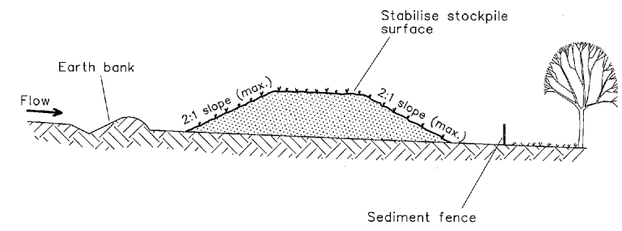
PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP306	02



Construction Notes

1. Scarify the ground surface along the line of the contour to a depth of 50 mm to 100 mm to break up any hardsetting surfaces and to provide a good bond between the respread material and subsoil.
2. Add soil ameliorants as required by the ESCP or SWMP.
3. Rip to a depth of 300 mm if compacted layers occur.
4. Where possible, replace topsoil to a depth of 40 to 60 mm on lands where the slope exceeds 4(H):1(V) and to at least 75 mm on lower gradients.

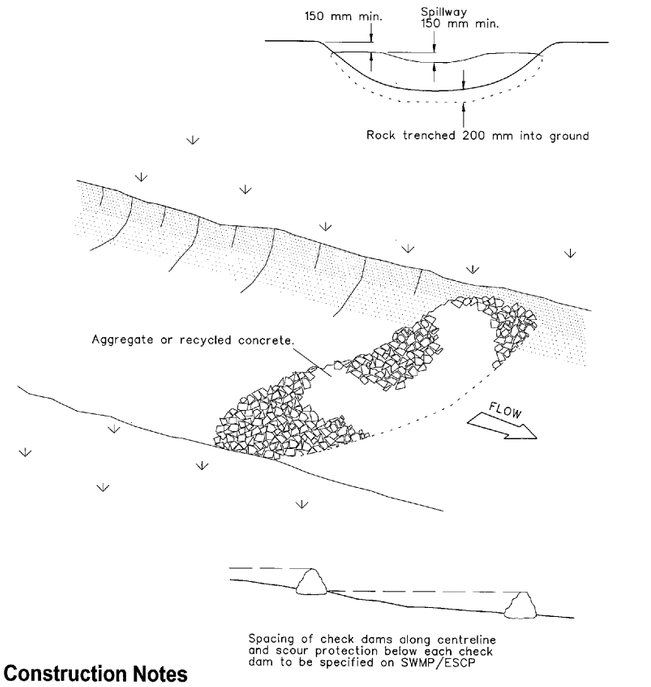
REPLACING TOPSOIL **SD 4-2**



Construction Notes

1. Place stockpiles more than 2 (preferably 5) metres from existing vegetation, concentrated water flow, roads and hazard areas.
2. Construct on the contour as low, flat, elongated mounds.
3. Where there is sufficient area, topsoil stockpiles shall be less than 2 metres in height.
4. Where they are to be in place for more than 10 days, stabilise following the approved ESCP or SWMP to reduce the C-factor to less than 0.10.
5. Construct earth banks (Standard Drawing 5-5) on the upslope side to divert water around stockpiles and sediment fences (Standard Drawing 6-8) 1 to 2 metres downslope.

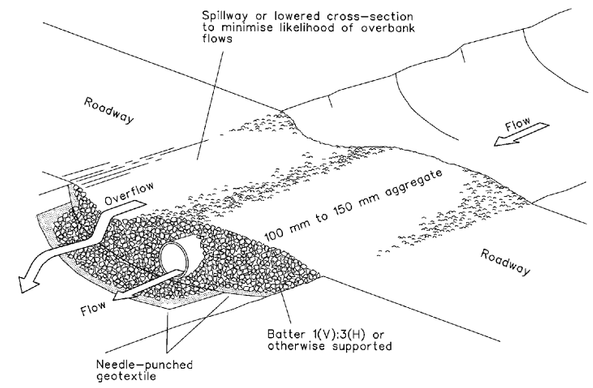
STOCKPILES **SD 4-1**



Construction Notes

1. Check dams can be built with various materials, including rocks, logs, sandbags and straw bales. The maintenance program should ensure their integrity is retained, especially where constructed with straw bales. In the case of bales, this might require their replacement each two to four months.
2. Trench the check dam 200 mm into the ground across its whole width. Where rock is used, fill the trenches to at least 100 mm above the ground surface to reduce the risk of undercutting.
3. Normally, their maximum height should not exceed 600 mm above the gully floor. The centre should act as a spillway, being at least 150 mm lower than the outer edges.
4. Space the dams so the toe of the upstream dam is level with the spillway of the next downstream dam.

ROCK CHECK DAM **SD 5-4**



Construction Notes

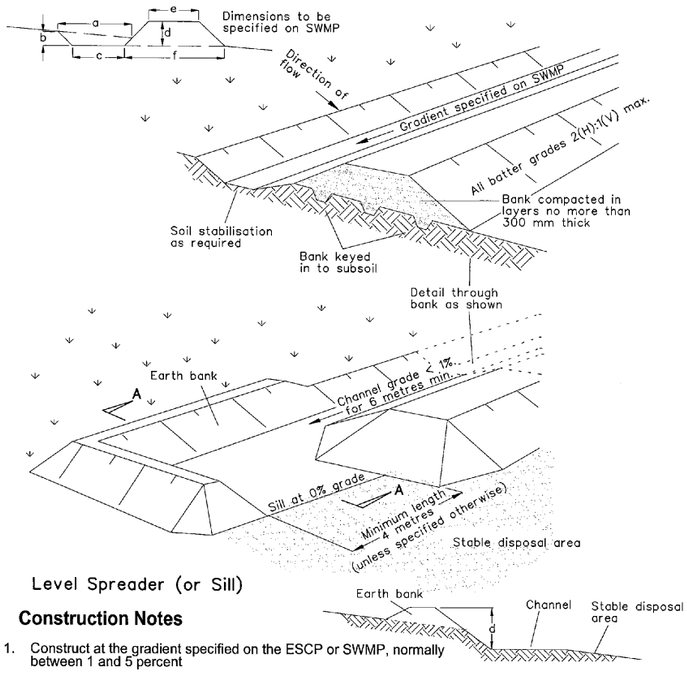
1. Prohibit all traffic until the access way is constructed.
2. Strip any topsoil and place a needle-punched textile over the base of the crossing.
3. Place clean, rigid, non polluting aggregate or gravel in the 100 mm to 150 mm size class over the fabric to a minimum depth of 200 mm.
4. Provide a 3-metre wide carriageway with sufficient length of culvert pipe to allow less than a 3(H): 1 (V) slope on side batters.
5. Install a lower section to act as an emergency spillway in greater than design storm events.
6. Ensure that culvert outlets extend beyond the toe of fill embankments.

TEMPORARY WATERWAY CROSSING **SD 5-1**

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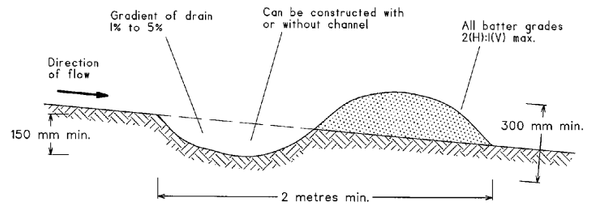


Level Spreader (or Sill)

Construction Notes

1. Construct at the gradient specified on the ESCP or SWMP, normally between 1 and 5 percent
2. Avoid removing trees and shrubs if possible - work around them.
3. Ensure the structures are free of projections or other irregularities that could impede water flow.
4. Build the drains with circular, parabolic or trapezoidal cross sections, not V-shaped, at the dimensions shown on the SWMP.
5. Ensure the banks are properly compacted to prevent failure.
6. Complete permanent or temporary stabilisation within 10 days of construction following Table 5.2 in Landcom (2004).
7. Where discharging to erodible lands, ensure they outlet through a properly constructed level spreader.
8. Construct the level spreader at the gradient specified on the ESCP or SWMP, normally less than 1 percent or level.
9. Where possible, ensure they discharge waters onto either stabilised or undisturbed disposal sites within the same subcatchment area from which the water originated. Approval might be required to discharge into other subcatchments.

EARTH BANK (HIGH FLOWS) **SD 5-6**

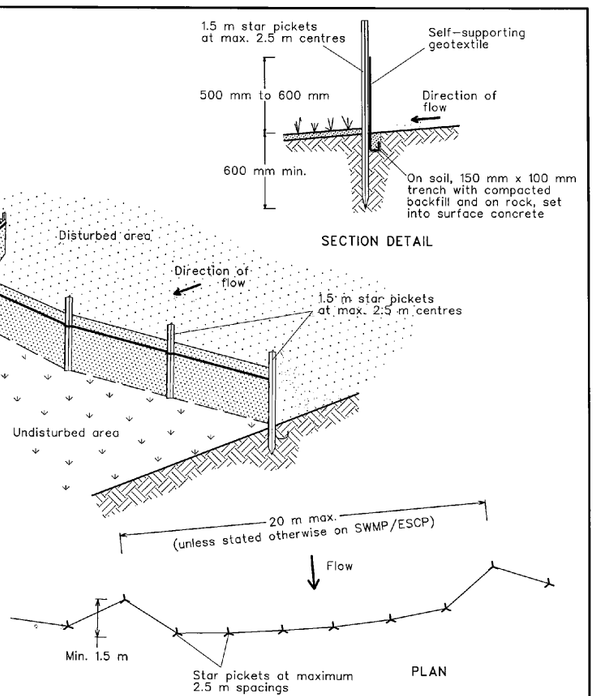


NOTE: Only to be used as temporary bank where maximum upslope length is 80 metres.

Construction Notes

1. Build with gradients between 1 percent and 5 percent.
2. Avoid removing trees and shrubs if possible - work around them.
3. Ensure the structures are free of projections or other irregularities that could impede water flow.
4. Build the drains with circular, parabolic or trapezoidal cross sections, not V shaped.
5. Ensure the banks are properly compacted to prevent failure.
6. Complete permanent or temporary stabilisation within 10 days of construction.

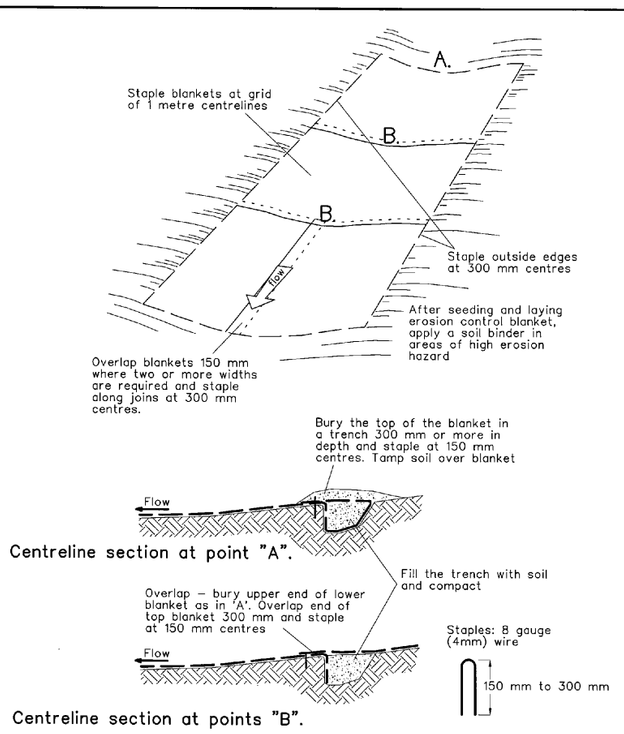
EARTH BANK (LOW FLOW) **SD 5-5**



Construction Notes

1. Construct sediment fences as close as possible to being parallel to the contours of the site, but with small returns as shown in the drawing to limit the catchment area of any one section. The catchment area should be small enough to limit water flow if concentrated at one point to 50 litres per second in the design storm event, usually the 10-year event.
2. Cut a 150-mm deep trench along the upslope line of the fence for the bottom of the fabric to be entrenched.
3. Drive 1.5 metre long star pickets into ground at 2.5 metre intervals (max) at the downslope edge of the trench. Ensure any star pickets are fitted with safety caps.
4. Fix self-supporting geotextile to the upslope side of the posts ensuring it goes to the base of the trench. Fix the geotextile with wire ties or as recommended by the manufacturer. Only use geotextile specifically produced for sediment fencing. The use of shade cloth for this purpose is not satisfactory.
5. Join sections of fabric at a support post with a 150-mm overlap.
6. Backfill the trench over the base of the fabric and compact it thoroughly over the geotextile.

SEDIMENT FENCE **SD 6-8**



Construction Notes

1. Remove any rocks, clods, sticks or grass from the surface before laying matting
2. Ensure that topsoil is at least 75 mm deep.
3. Complete fertilising and seeding before laying the matting.
4. Ensure fabric will be continuously in contact with the soil by grading the surface carefully first.
5. Lay the fabric in "shingle-fashion", with the end of each upstream roll overlapping those downstream. Ensure each roll is anchored properly at its upslope end (Standard Drawing 5-7b).
6. Ensure that the full width of flow in the channel is covered by the matting up to the design storm event, usually in the 10-year ARI time of concentration storm event.
7. Divert water from the structure until vegetation is stabilised properly.

RECP : CONCENTRATED FLOW **SD 5-7**

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02	04/08/25	A.T.	A.M.	FINAL	GENERAL AMENDMENTS
01	18/07/25	A.T.	A.T.	AM/BJ	FINAL – ISSUE FOR APPROVAL
C	26/06/25	A.T.	A.T.	AM/BJ	DRAFT – FURTHER UPDATES AND ADDITIONAL PLANS
B	19/06/25	A.T.	A.M.	AM.	DRAFT – ADDITIONAL PLANS AND UPDATES
00	12/05/25	A.T.	A.T.	A.M.	FINAL – ISSUE FOR APPROVAL
A	06/05/25	A.T.	A.M.	A.M.	DRAFT – ISSUE FOR REVIEW

FINAL

DRAWING STATUS
DESIGN BY A.T.
DRAWN BY A.T.
FINAL APPROVAL A.M.
SCALE: N/A
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PROJECT TITLE
805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

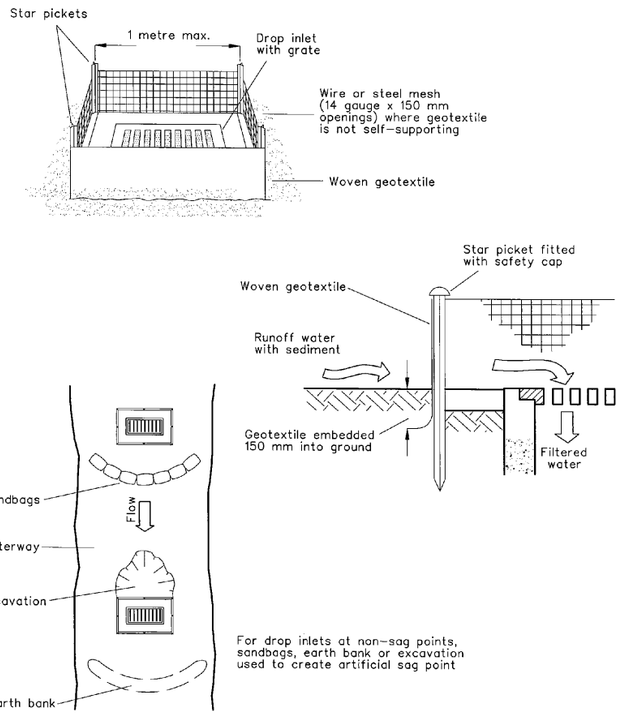
DRAWING TITLE
ESCP
BLUE BOOK STANDARD DRAWINGS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
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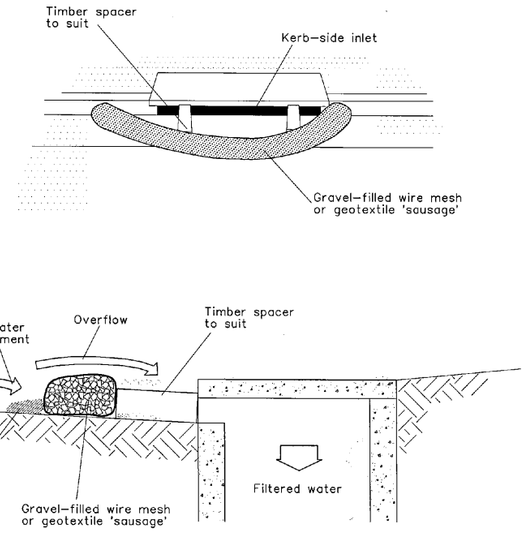
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Construction Notes

1. Fabricate a sediment barrier made from geotextile or straw bales.
2. Follow Standard Drawing 6-7 and Standard Drawing 6-8 for installation procedures for the straw bales or geofabric. Reduce the picket spacing to 1 metre centres.
3. In waterways, artificial sag points can be created with sandbags or earth banks as shown in the drawing.
4. Do not cover the inlet with geotextile unless the design is adequate to allow for all waters to bypass it.

GEOTEXTILE INLET FILTER — SD 6-12

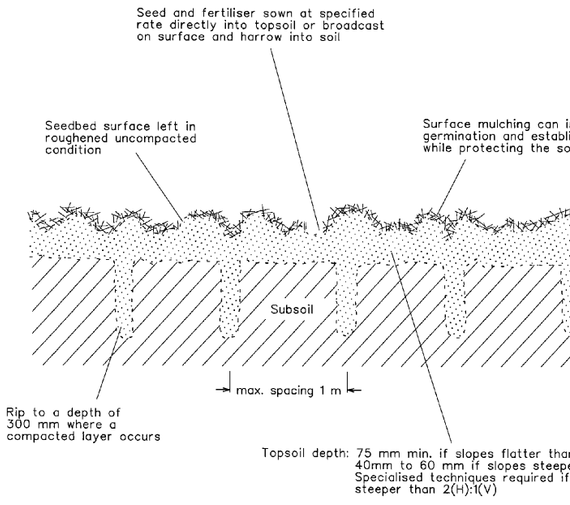


NOTE: This practice only to be used where specified in an approved SWMP/ESCP.

Construction Notes

1. Install filters to kerb inlets only at sag points.
2. Fabricate a sleeve made from geotextile or wire mesh longer than the length of the inlet pit and fill it with 25 mm to 50 mm gravel.
3. Form an elliptical cross-section about 150 mm high x 400 mm wide.
4. Place the filter at the opening leaving at least a 100-mm space between it and the kerb inlet. Maintain the opening with spacer blocks.
5. Form a seal with the kerb to prevent sediment bypassing the filter.
6. Sandbags filled with gravel can substitute for the mesh or geotextile providing they are placed so that they firmly abut each other and sediment-laden waters cannot pass between.

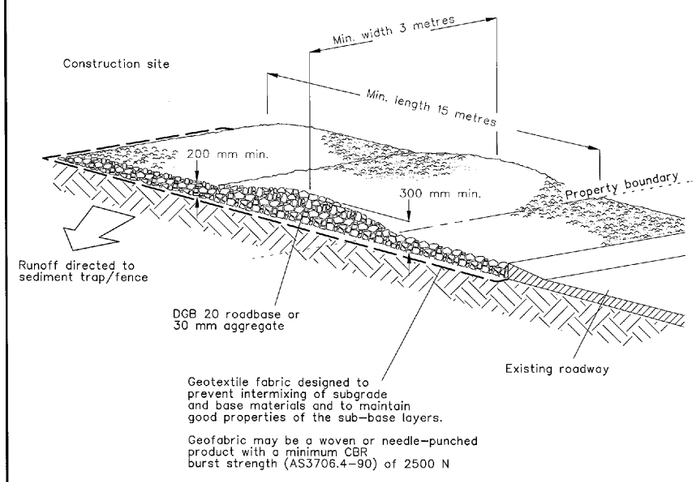
MESH AND GRAVEL INLET FILTER — SD 6-11



Construction Notes

1. Loosen compacted soil before sowing any seed. If necessary, rip the soil to a depth of 300 mm. Avoid rotary hoe cultivation.
2. Work the ground only as much as necessary to achieve the desired tilth and prepare a good seedbed.
3. Avoid cultivation in very wet or very dry conditions.
4. Cultivate on or close to the contour where possible, not up and down the slope.

SEEDBED PREPARATION — SD 7-1



Construction Notes

1. Strip the topsoil, level the site and compact the subgrade.
2. Cover the area with needle-punched geotextile.
3. Construct a 200-mm thick pad over the geotextile using road base or 30-mm aggregate.
4. Ensure the structure is at least 15 metres long or to building alignment and at least 3 metres wide.
5. Where a sediment fence joins onto the stabilised access, construct a hump in the stabilised access to divert water to the sediment fence

STABILISED SITE ACCESS — SD 6-14

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
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B	19/06/25	A.T.	A.T.	A.M.	DRAFT – ADDITIONAL PLANS AND UPDATES
00	12/05/25	A.T.	A.T.	A.M.	FINAL – ISSUE FOR APPROVAL
A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

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DRAWN BY: A.T.
FINAL APPROVAL: A.M.
SCALE: N/A (on A1 Original)

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CLIENT: GibbGroup.

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: ESCP BLUE BOOK STANDARD DRAWINGS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP308	02

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RIPARIAN/CULVERT WORKS

BACKGROUND

This is a Progressive Erosion and Sediment Control Plan (PESCP) that describes the on-ground erosion and sediment controls required for the Riparian/Culvert Works and associated diversions for WEM Civil's works on 805 Mamre Road, Kemps Creek Industrial Development Project in NSW. This ESCP has been prepared to accord with the guidelines and principles in the NSW Blue Book (Landcom, 2004) and the Wianamatta-South Creek Stormwater Management Targets (DPE, 2022).

This ESCP is to be updated and/or site specific progressive Erosion and Sediment Control Plans (PESCPs) prepared as works progress to ensure the installed controls are applicable to the inherent risk and the nature of the works underway.

This PESCP is to be implemented under and read in conjunction with the main site Erosion and Sediment Control Plan (ESCP200-205). Refer to ESCP100-102 for general requirements and to ESCP305-308 for standard drawings.

This PESCP must be read in conjunction with the relevant specifications and design drawings.

The main site ESCP and the details on this page show the locations of where upstream flows will be conveyed during the various construction phases and main ESCP stages. Plans ESCP401-404 of this ESCP provide details of how the diversion works are to occur including HOLD POINTS and staging/stabilisation requirements. Diversion drain sizing and lining specifications for the temporary diversions CD2, CD2 and CD4 are shown within Table 5 on ESCP300.

GENERAL INSTRUCTIONS

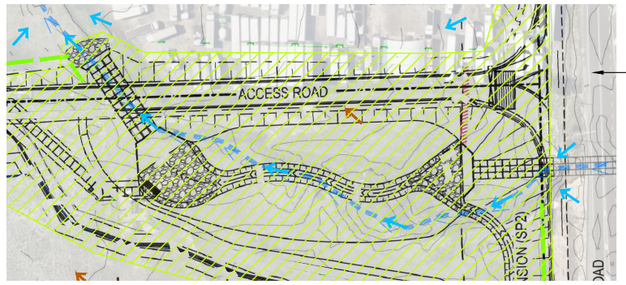
1. This plan is to be read in conjunction with other relevant environmental documentation for the project.
2. Weather forecasts are to be monitored daily and the site prepared to minimise erosion, control drainage, and maximize sediment capture during rain events. Erosion and sediment controls removed or damaged during construction are to be repaired or reinstated prior to forecast rain.
3. Works are to be undertaken in stages to comply with the PESCP staging plans on ESCP400-404. Numbered instructions on these plans indicate the order that works are to be undertaken (i.e. 1 then 2, then 3 etc).
4. HOLD POINTS – To ensure all of the required erosion and sediment control measures are in place as required, works must not proceed beyond each stage or each HOLD POINT (as noted on ESCP400-404) prior to the release of the HOLD POINT (as granted by CPESC, client and regulator approval).
5. Schedule all in-stream works for a period of low flows, nil rainfall and nil flooding.
6. Undertake work in stages to minimise disturbance and complete as quickly as possible.
7. Works are to be undertaken carefully in a manner to minimise disturbance and avoid stirring up and disturbing creek bed surfaces as much as possible.
8. Utilise bog mats (or similar) for initial access/works until access tracks or temporary waterway crossings are formed.
9. Clean water is to be diverted around the works (or separated) at all times using CLEAN impermeable bunding, lined temporary channels, pipes, pumps or similar.
10. Clean impermeable bunding is to be provided around the immediate work area/s.
11. If rainfall (>50% chance of rainfall > 5mm) or potential flooding are likely and are imminent during the work period and prior to site shutdown, implement the following:
    - 11.1. Cover in-stream exposed soil or loose surfaces with geofabric, jute matting, black plastic, rock or equivalent; and
    - 11.2. Ensure temporary bunding is provided around exposed work areas; and
    - 11.3. Remove loose material, soil, equipment or debris from the work area.
12. Sweep public roads as required to remove tracked sediment or rocks. If required, vehicles leaving the site are to be washed/hosed down as necessary to remove excess sediment. Ensure runoff from vehicle washdown is directed into the onsite sediment control system.
13. Dust suppression is to be undertaken as required to control dust rise.
14. Refer to 'Dirty Water Treatment and Discharge Requirements' notes on ESCP100 for the management and treatment of all onsite dirty water. This applies to all dirty water accumulating onsite within sumps, other excavations or within low points.
15. Monitor diversion drain structures and the rock lining over the during of the project to ensure that the rock is performing as expected. If any signs of rock scour or movement is observed, contact the designers and CPESC for further advice on repairs/modifications/maintenance.

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0 10 20 30 40 50m
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CONSTRUCTION PHASE 0 (ESCP STAGE 0)

DRAINAGE LINE FLOWS MAINTAINED IN EXISTING/NATURAL CHANNEL



NO CHANNEL/INSTREAM WORKS

CONSTRUCTION PHASE 1 (ESCP STAGE 1)

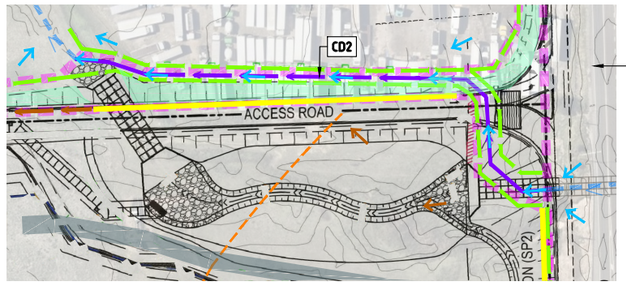
DRAINAGE LINE FLOWS DIVERTED INTO TEMPORARY CHANNEL DIVERSION CD2



CD2 INSTALLATION AND IMPLEMENTATION (REFER TO ESCP401)

CONSTRUCTION PHASES 2 & 3 (ESCP STAGE 2)

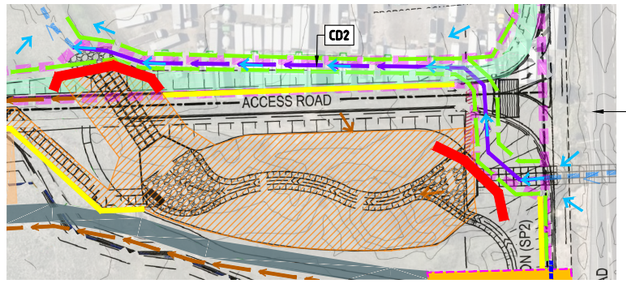
DRAINAGE LINE FLOWS MAINTAINED IN TEMPORARY CHANNEL DIVERSION CD2



CD2 TO BE MAINTAINED AND PROTECTED – NO TEMPORARY CHANNEL WORKS REQUIRED DURING THIS PHASE – BULK EARTHWORKS TO OCCUR

CONSTRUCTION PHASE 4 (ESCP STAGE 3)

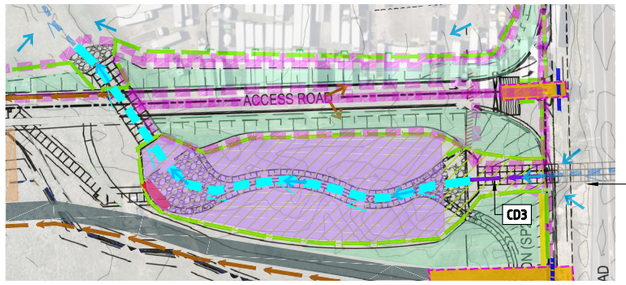
DRAINAGE LINE FLOWS MAINTAINED IN TEMPORARY CHANNEL DIVERSION CD2



CD2 TO BE MAINTAINED AND PROTECTED – NO TEMPORARY CHANNEL WORKS REQUIRED DURING THIS PHASE – STAGE 1 RIPARIAN WORKS AND CULVERT CONSTRUCTION TO BE UNDERTAKEN

CONSTRUCTION PHASE 5 (ESCP STAGE 4)

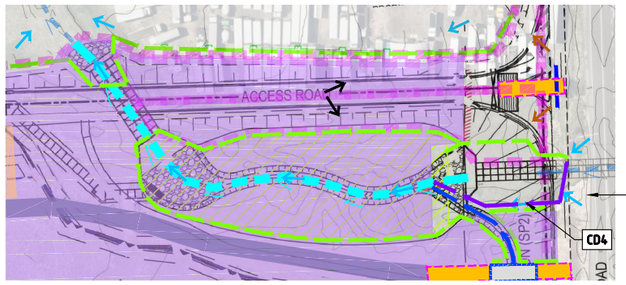
DRAINAGE LINE FLOWS DIVERTED INTO THE NEWLY CONSTRUCTION RIPARIAN CHANNEL AND CULVERT VIA CD3



CD3 INSTALLATION AND FLOWS DIVERTED INTO THE NEWLY CONSTRUCTED RIPARIAN CHANNEL AND CULVERT (REFER TO ESCP402)

CONSTRUCTION PHASE 6 (ESCP STAGE 5)

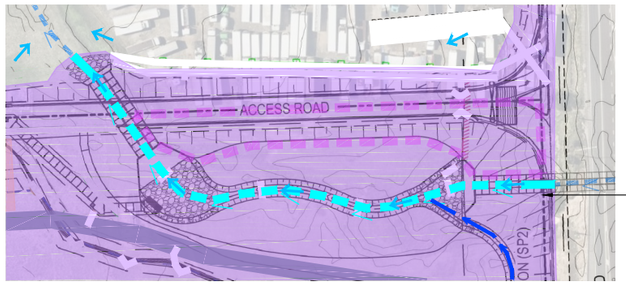
DRAINAGE LINE FLOWS DIVERTED INTO TEMPORARY CHANNEL DIVERSION CD4



CD4 INSTALLATION AND IMPLENTATION (REFER TO ESCP403) – STAGE 2 RIPARIAN AND CULVERT WORKS TO BE UNDERTAKEN

WORKS COMPLETE AND RIPARIAN CHANNEL AND BOTH CULVERTS OPERATIONAL

DRAINAGE LINE FLOWS DIVERTED INTO THE PERMANENT RIPARIAN CHANNEL AND BOTH CULVERTS



WORKS COMPLETE AND FLOWS DIVERTED INTO THE NEWLY CONSTRUCTED CULVERT (REFER TO ESCP404)

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
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DRAWING STATUS

DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	1:1000

FINAL

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: PESCP – RIPARIAN/CULVERT WORKS OVER-ARCHING STAGING & GENERAL INSTRUCTIONS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP400	02

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PESCP – TEMPORARY DIVERSION CD2

EROSION AND SEDIMENT CONTROL INSTRUCTIONS

CD2 CHANNEL DIVERSION WORKS – STAGE 1

1. Schedule works for a period of low flows, nil-low rainfall and nil flooding and complete works as quickly as possible.
2. Install a temporary stabilised site access point to the channel diversion works and anywhere else where construction vehicles travel from unsealed construction areas onto sealed public roads as required. Maintain/install in accordance with Blue Book Standard Drawing SD 6-14 on ESCP308 or as sealed/paved surfaces with rumble grid in the location/s shown.
3. Install sediment fence in the location/s shown to protect the live clean water flow line from the works. Install in accordance with Blue Book SD 6-8 on ESCP307. Ensure all sediment fences include returns at max. 20m intervals.
4. Retain existing earth/ground in a stable condition in the locations shown (at both ends) to separate the excavated works from the live channel and flows.
5. Construct and line/stabilise the main section of the temporary diversion channel CD2 entirely offline from the existing/natural active flow line.
   - 5.1. Refer to Table 5 on ESCP300 for sizing and lining specifications and ensure the stabilisation requirements within Tables 1 and 2 on ESCP102 are met.
   - 5.2. Maximum the radius of the channel/drain width at drain turning points and tie in points to minimise bank scour/erosion.
6. HOLD POINT – CPESC, client and regulator approval must be granted and the HOLD POINT released to ensure the temporary channel diversion is suitable to take flows.

CD2 CHANNEL DIVERSION WORKS – STAGE 2

Once the main section of CD2 is constructed and lined/stable, and the HOLD POINT has been released the tie-in works are to be undertaken as follows:

7. Schedule all in-stream works (including tie-in works) for a period of low flows, no rainfall and nil flooding and complete works as quickly as possible.
8. Install CLEAN impermeable bunds at both ends (up and downstream) of the channel diversion and set up a pump diversion to temporarily divert upslope drainage line flows around the works.
   - 8.1. The clean impermeable bunds are to be formed as minimum dual width sandbag bund walls wrapped in black plastic, sand filled bulka bags, bladder bags or equivalent. To be confirmed onsite.
   - 8.2. The bund height is to be determined onsite to suit ground conditions and is to be sufficient to retain/hold back flows and enable pumping. It is to be min. 600mm high (but potentially larger).
   - 8.3. The pump diversion is to be sized and installed in accordance with engineering specification suitable to take base flow conditions.
9. Ensure the impermeable bunds are watertight to hold back and separate clean and dirty water and the pump diversion is adequately diverting baseline flows around the works. Once these are in place, tie-in works are to occur.
10. Construct and line/stabilise the tie-ins of CD2 including channel dissipation and armouring.
    - 10.1. Refer to Table 5 on ESCP300 for sizing and lining specifications and ensure the stabilisation requirements within Tables 1 and 2 on ESCP102 are met.
    - 10.2. Maximum the radius of the channel/drain width at drain turning points and tie in points to minimise bank scour/erosion.
11. HOLD POINT – CPESC, client and regulator approval must be granted and the HOLD POINT released to ensure the temporary channel diversion (including tie-ins) are suitable to take flows.

CD2 CHANNEL DIVERSION WORKS – STAGE 3

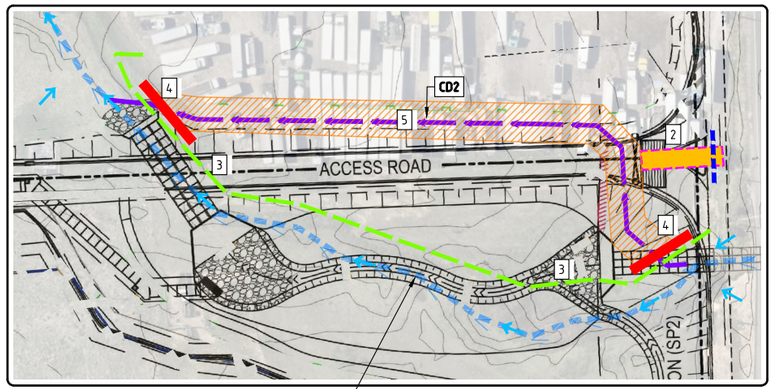
Once both the tie-ins and the main section of CD2 are constructed and lined/stable, and the HOLD POINT/S have been released, drainage line flows are to be diverted into the temporary channel diversion CD2 as follows:

12. Schedule all in-stream works for a period of low flows, no rainfall and nil flooding and complete works as quickly as possible.
13. Remove the in-stream impermeable bund from the upstream end first and allow drainage line flows to enter the new channel diversion. Quickly assess and once flow conditions appear stable, remove the downstream impermeable bund. If flow conditions are not stable reinstate the up and downstream impermeable bunds and re-assess and undertake necessary modifications.
14. Install new lined impermeable bunds both up and downstream to divert drainage line flows into CD2 as follows:
    - 14.2. Install new temporary clean impermeable bunds in the locations shown, formed as dual width sandbag bund walls wrapped in black plastic, sand filled bulka bags, bladder bags or equivalent. These will enable earth bund walls to be formed behind.
      - 14.2.1. The bund height is to be determined onsite to suit ground conditions and is to be sufficient to retain/hold back flows. It is to be min. 600mm high (but potentially larger).
    - 14.3. Construct and line earth bund wall sections (to engineering detail) to form the longer term diversion and to ensure drainage line flows are separated from the main site works area (to engineering detail).

HOLD POINT – MAIN CONSTRUCTION WORKS FOR THE FIRST STAGE OF THE PERMANENT RIPARIAN/CULVERT CONSTRUCTION WORKS AND OTHER CONSTRUCTION WORKS (PHASES 2, 3 & 4 ON ESCPs202-203) ARE NOT TO PROCEED BEYOND THIS POINT UNTIL THE CD2 CHANNEL DIVERSION IS COMPLETE INCLUDING LINING/STABILISATION, DRAINAGE LINE FLOWS HAVE SUCCESSFULLY BEEN DIVERTED AND ALL OF THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE AS PER THIS ESCP AND ESCP202 AND CPESC, CLIENT AND REGULATOR APPROVAL HAS BEEN GRANTED.

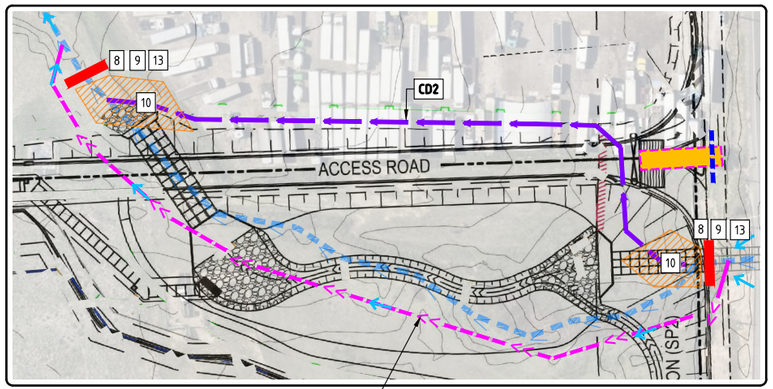
CD2 CHANNEL DIVERSION WORKS – STAGE 1

MAIN SECTION OF CHANNEL DIVERSION CD2 CONSTRUCTED OFFLINE



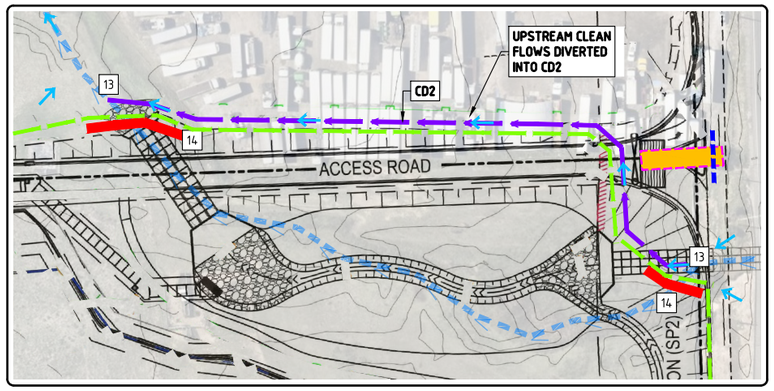
CD2 CHANNEL DIVERSION WORKS – STAGE 2

TIE-INS OF CHANNEL DIVERSION CD2 CONSTRUCTED WHILST FLOWS TEMPORARILY PUMPED AROUND



CD2 CHANNEL DIVERSION WORKS – STAGE 3

DRAINAGE LINE FLOWS DIVERTED INTO TEMPORARY CHANNEL DIVERSION CD2



LEGEND:

- EXISTING/NATURAL DRAINAGE FLOW LINE
- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
- FUTURE ON LOT BASIN (EXACT LOCATION AND DETAILS TBC)
- STABILISED SITE ACCESS (SD 6-14)
- SEDIMENT FENCE (SD 6-8) OR MULCH/EARTH BUND (DETAIL 1 ON ESCP305) WITH RETURNS PROVIDED AT MAX. 20m INTERVALS
- CLEAN WATER DIVERSION (TABLE 2)
- DIRTY WATER DIVERSION (TABLE 2)
- TEMPORARY CHANNEL DIVERSION (REFER TO DETAILED PESCP ON ESCP400-)
- TEMPORARY PUMP DIVERSION (TO ENGINEERING DETAIL)
- NEW DRAINAGE FLOW LINE
- STABILISED/COVERED EARTH BUND (MIN. 800mm HIGH) UNLESS NOTED OTHERWISE
- STOCKPILE AREA (SD 4-1) (INDICATIVE LOCATION)
- LINED SPILLWAY AND DISSIPATER OUTLET/INLET (ROCK AND GEOTEXTILE UNDERLAY)
- SITE COMPOUND (SURFACES MAINTAINED STABLE)
- NO GO AREA - DO NOT DISTURB (SURFACES TO REMAIN STABILISED)
- TEMPORARY WATERWAY CROSSING (SD 5-1) (INDICATIVE LOCATION)
- IMPERMEABLE BUND WALL / COFFERDAM
- CONTOUR BERM/BUND/SCRATCH DRAIN (TO BREAK UP SLOPES) INSTALLED PRIOR TO RAINFALL AND SITE SHUTDOWN
- HAUL ROAD INDICATIVE LOCATIONS (SURFACES MAINTAINED STABLE)
- CLEAN PIPE (TO ENGINEERING DETAIL)
- EXCAVATED WORKS / DIVERSION CONSTRUCTION WORKS
- HIGH RISK SURFACES TO BE TEMPORARILY STABILISED PRIOR TO RAINFALL
- COMPLETED WORKS - SURFACES STABLE

REFER TO ESCP304-308 FOR STANDARD DRAWINGS (SD)

MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

NOTE: UNDERLYING AERIAL SOURCED FROM NEARMAP (APRIL, 2025). UNDERLYING CONTOURS AND DESIGN PROVIDED BY WEM.

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0 8 16 24 32 40m

Scale: 1:800 (A1 SHEET)

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
01	18/07/25	A.T.	A.T.	AM/BJ	FINAL – ISSUE FOR APPROVAL
C	26/06/25	A.T.	A.T.	AM/BJ	DRAFT – FURTHER UPDATES AND ADDITIONAL PLANS
B	19/06/25	A.T.	A.T.	A.M.	DRAFT – ADDITIONAL PLANS AND UPDATES
00	12/05/25	A.T.	A.T.	A.M.	FINAL – ISSUE FOR APPROVAL
A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS	
DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	1:800

FINAL

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: PESCP – RIPARIAN/CULVERT WORKS TEMPORARY CHANNEL CD2 STAGED PLANS AND INSTRUCTIONS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP401	02

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Plot Date: Monday, August 4, 2025 2:28:28 PM CAD File Name: C:\Users\aburnus\Desktop\WORKING PROJECTS\25000110 805 Mamre Road Kemps Creek\Drawings\25000110_P01_ESCP(2)_REV 02.dwg

PESCP – TEMPORARY DIVERSION CD3

EROSION AND SEDIMENT CONTROL INSTRUCTIONS

HOLD POINT – Once the permanent riparian channel and downstream triple cell culvert works have been completed, including inlets/outlets and dissipation devices and stabilisation/lining and CPESC, client and regulator approval has been granted and the HOLD POINT released, Temporary Diversion CD3 can be installed and drainage line flows can be diverted into CD3 and the newly installed riparian channel and downstream culvert.

CD3 CHANNEL DIVERSION WORKS – STAGE 1

1. Schedule works for a period of low flows, nil-low rainfall and nil flooding and complete works as quickly as possible.
2. Install sediment fence in the location/s shown to protect the live clean water flow line from the works. Install in accordance with Blue Book SD 6-8 on ESCP307. Ensure all sediment fences include returns at max. 20m intervals.
3. Retain existing earth/ground in a stable condition or install CLEAN impermeable bunds in the locations shown (at both ends) to separate the excavated works from the live channel and flows.
   - 3.1. The clean impermeable bunds are to be formed as minimum dual width sandbag bund walls wrapped in black plastic, sand filled bulka bags, bladder bags or equivalent. To be confirmed onsite.
   - 3.2. The bund height is to be determined onsite to suit ground conditions and is to be sufficient to retain/hold back flows and enable pumping. It is to be min. 600mm high (but potentially larger).
4. Ensure the impermeable bunds are watertight to hold back and separate clean and dirty water. Once these are in place, CD3 constructions works are to occur.
5. Construct and line/stabilise the main section of the temporary diversion channel CD3 entirely offline from the upstream active flow line.
   - 5.1. Refer to Table 5 on ESCP300 for sizing and lining specifications and ensure the stabilisation requirements within Tables 1 and 2 on ESCP102 are met.
   - 5.2. Maximum the radius of the channel/drain width at drain turning points and tie in points to minimise bank scour/erosion.
6. HOLD POINT – CPESC, client and regulator approval must be granted and the HOLD POINT released to ensure the temporary channel diversion is suitable to take flows.

CD3 CHANNEL DIVERSION WORKS – STAGE 2

Once the main section of CD3 is constructed and lined/stable, and the HOLD POINT has been released the tie-in works are to be undertaken as follows:

7. Schedule all in-stream works (including tie-in works) for a period of low flows, no rainfall and nil flooding and complete works as quickly as possible.
8. Install CLEAN impermeable bunds at both ends (up and downstream) of the channel diversion and set up a pump diversion to temporarily divert upslope drainage line flows around the works.
   - 8.2. The clean impermeable bunds are to be formed as minimum dual width sandbag bund walls wrapped in black plastic, sand filled bulka bags, bladder bags or equivalent. To be confirmed onsite.
   - 8.3. The bund height is to be determined onsite to suit ground conditions and is to be sufficient to retain/hold back flows and enable pumping. It is to be min. 600mm high (but potentially larger).
   - 8.4. The pump diversion is to be sized and installed in accordance with engineering specification suitable to take base flow conditions.
9. Ensure the impermeable bunds are watertight to hold back and separate clean and dirty water and the pump diversion is adequately diverting baseline flows around the works. Once these are in place, tie-in works are to occur.
10. Construct and line/stabilise the tie-ins of CD3 including channel dissipation and armouring.
    - 10.1. Refer to Table 5 on ESCP300 for sizing and lining specifications and ensure the stabilisation requirements within Tables 1 and 2 on ESCP102 are met.
    - 10.2. Maximum the radius of the channel/drain width at drain turning points and tie in points to minimise bank scour/erosion.
11. HOLD POINT – CPESC, client and regulator approval must be granted and the HOLD POINT released to ensure the temporary channel diversion (including tie-ins) are suitable to take flows.

CD3 CHANNEL DIVERSION WORKS – STAGE 3

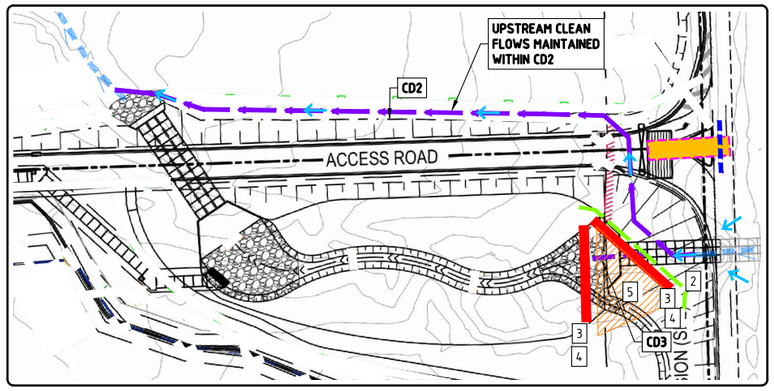
Once both the tie-ins and the main section of CD3 are constructed and lined/stable, and the HOLD POINT/S have been released, drainage line flows are to be diverted into the temporary channel diversion CD3 as follows:

12. Schedule all in-stream works for a period of low flows, no rainfall and nil flooding and complete works as quickly as possible.
13. Block off (seal) the box culvert outlet from the riparian channel so that drainage line flows will not enter the box culvert.
14. Remove the in-stream impermeable bund from the upstream end first and allow drainage line flows to enter the new channel diversion. Quickly assess and once flow conditions appear stable, remove the downstream impermeable bund. If flow conditions are not stable reinstate the up and downstream impermeable bunds and re-assess and undertake necessary modifications.
15. Block off and backfill the now redundant temporary channel CD2 and divert drainage line flows into CD3 as follows:
    - 15.1. Install new temporary clean impermeable bund in the location shown, formed as minimum dual width sandbag bund wall/s wrapped in black plastic, sand filled bulka bags, bladder bags or equivalent. To be confirmed onsite. These will enable CD2 backfilling works to occur behind.
      - 15.1.1. The bund height is to be determined onsite to suit ground conditions and is to be sufficient to retain/hold back flows. It is to be min. 600mm high (but potentially larger).
    - 15.2. Behind this temporary bund commence CD2 backfilling works (to engineering detail) and line the surfaces adjacent to CD3 (as per CD3 lining requirements) to ensure drainage line flow areas are stable and clean flows are separated from the redundant CD2 and the works area.
    - 15.3. Complete remaining backfilling works.

HOLD POINT – MAIN CONSTRUCTION WORKS FOR THE NEXT STAGE OF THE CONSTRUCTION WORKS (PHASE 5 ON ESCP204) ARE NOT TO PROCEED BEYOND THIS POINT UNTIL THE CD3 CHANNEL DIVERSION IS COMPLETE INCLUDING LINING/STABILISATION, DRAINAGE LINE FLOWS HAVE SUCCESSFULLY BEEN DIVERTED AND ALL OF THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE AS PER THIS ESCP AND ESCP204 AND CPESC, CLIENT AND REGULATOR APPROVAL HAS BEEN GRANTED.

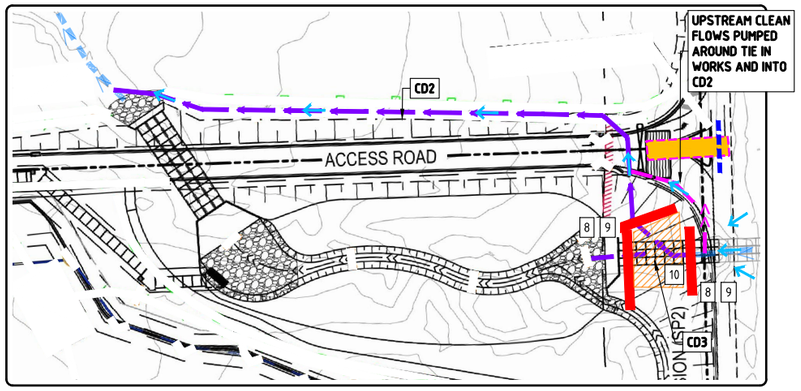
CD3 CHANNEL DIVERSION WORKS – STAGE 1

MAIN SECTION OF CHANNEL DIVERSION CD3 CONSTRUCTED OFFLINE



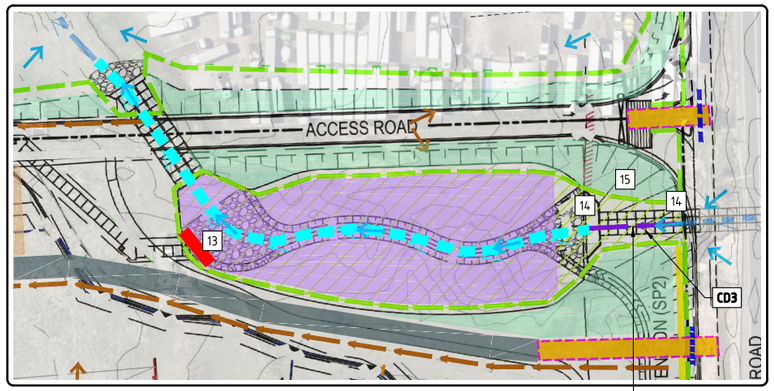
CD3 CHANNEL DIVERSION WORKS – STAGE 2

TIE-INS OF CHANNEL DIVERSION CD3 CONSTRUCTED WHILST FLOWS TEMPORARILY PUMPED AROUND



CD3 CHANNEL DIVERSION WORKS – STAGE 3

DRAINAGE LINE FLOWS DIVERTED INTO TEMPORARY CHANNEL DIVERSION CD3 AND THE NEW RIPARIAN CHANNEL AND CULVERT



LEGEND:

- EXISTING/NATURAL DRAINAGE FLOW LINE
- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
- FUTURE ON LOT BASIN (EXACT LOCATION AND DETAILS TBC)
- STABILISED SITE ACCESS (SD 6-14)
- SEDIMENT FENCE (SD 6-8) OR MULCH/EARTH BUND (DETAIL 1 ON ESCP305) WITH RETURNS PROVIDED AT MAX. 20m INTERVALS
- CLEAN WATER DIVERSION (TABLE 2)
- DIRTY WATER DIVERSION (TABLE 2)
- TEMPORARY CHANNEL DIVERSION (REFER TO DETAILED PESCP ON ESCP400-)
- TEMPORARY PUMP DIVERSION (TO ENGINEERING DETAIL)
- NEW DRAINAGE FLOW LINE
- STABILISED/COVERED EARTH BUND (MIN. 800mm HIGH) UNLESS NOTED OTHERWISE
- STOCKPILE AREA (SD 4-1) (INDICATIVE LOCATION)
- LINED SPILLWAY AND DISSIPATER OUTLET/INLET (ROCK AND GEOTEXTILE UNDERLAY)
- SITE COMPOUND (SURFACES MAINTAINED STABLE)
- NO GO AREA – DO NOT DISTURB (SURFACES TO REMAIN STABILISED)
- TEMPORARY WATERWAY CROSSING (SD 5-1) (INDICATIVE LOCATION)
- IMPERMEABLE BUND WALL / COFFERDAM
- CONTOUR BERM/BUND/SCRATCH DRAIN (TO BREAK UP SLOPES) INSTALLED PRIOR TO RAINFALL AND SITE SHUTDOWN
- HAUL ROAD INDICATIVE LOCATIONS (SURFACES MAINTAINED STABLE)
- CLEAN PIPE (TO ENGINEERING DETAIL)
- EXCAVATED WORKS / DIVERSION CONSTRUCTION WORKS
- HIGH RISK SURFACES TO BE TEMPORARILY STABILISED PRIOR TO RAINFALL
- COMPLETED WORKS – SURFACES STABLE

REFER TO ESCP304-308 FOR STANDARD DRAWINGS (SD)

MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

NOTE: UNDERLYING AERIAL SOURCED FROM NEARMAP (APRIL, 2025). UNDERLYING CONTOURS AND DESIGN PROVIDED BY WEM.

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REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
01	18/07/25	A.T.	A.T.	AM/BJ	FINAL – ISSUE FOR APPROVAL
C	26/06/25	A.T.	A.T.	AM/BJ	DRAFT – FURTHER UPDATES AND ADDITIONAL PLANS
B	19/06/25	A.T.	A.T.	A.M.	DRAFT – ADDITIONAL PLANS AND UPDATES
00	12/05/25	A.T.	A.T.	A.M.	FINAL – ISSUE FOR APPROVAL
A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS

DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.

SCALE: (on A1 Original) 1:800

FINAL

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: PESCP – RIPARIAN/CULVERT WORKS TEMPORARY CHANNEL CD3 STAGED PLANS & INSTRUCTIONS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP402	02

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PESCP – TEMPORARY DIVERSION CD4

EROSION AND SEDIMENT CONTROL INSTRUCTIONS

CD4 CHANNEL DIVERSION WORKS – STAGE 1

1. Schedule works for a period of low flows, nil-low rainfall and nil flooding and complete works as quickly as possible.
2. Install sediment fence in the location/s shown to protect the live clean water flow line from the works. Install in accordance with Blue Book SD 6-8 on ESCP307. Ensure all sediment fences include returns at max. 20m intervals.
3. Retain existing earth/ground in a stable condition or install CLEAN impermeable bunds in the locations shown (at both ends) to separate the excavated works from the live channel and flows.
   - 3.1. The clean impermeable bunds are to be formed as minimum dual width sandbag bund walls wrapped in black plastic, sand filled bulka bags, bladder bags or equivalent. To be confirmed onsite.
   - 3.2. The bund height is to be determined onsite to suit ground conditions and is to be sufficient to retain/hold back flows and enable pumping. It is to be min. 600mm high (but potentially larger).
4. Ensure the impermeable bunds are watertight to hold back and separate clean and dirty water. Once these are in place, CD4 constructions works are to occur.
5. Construct and line/stabilise the main section of the temporary diversion channel CD4 entirely offline from the upstream active flow line.
   - 5.1. Refer to Table 5 on ESCP300 for sizing and lining specifications and ensure the stabilisation requirements within Tables 1 and 2 on ESCP102 are met.
   - 5.2. Maximum the radius of the channel/drain width at drain turning points and tie in points to minimise bank scour/erosion.
6. HOLD POINT – CPESC, client and regulator approval must be granted and the HOLD POINT released to ensure the temporary channel diversion is suitable to take flows.

CD4 CHANNEL DIVERSION WORKS – STAGE 2

Once the main section of CD4 is constructed and lined/stable, and the HOLD POINT has been released the tie-in works are to be undertaken as follows:

7. Schedule all in-stream works (including tie-in works) for a period of low flows, no rainfall and nil flooding and complete works as quickly as possible.
8. Install CLEAN impermeable bunds at both ends (up and downstream) of the channel diversion and set up a pump diversion to temporarily divert upslope drainage line flows around the works.
   - 8.2. The clean impermeable bunds are to be formed as minimum dual width sandbag bund walls wrapped in black plastic, sand filled bulka bags, bladder bags or equivalent. To be confirmed onsite.
   - 8.3. The bund height is to be determined onsite to suit ground conditions and is to be sufficient to retain/hold back flows and enable pumping. It is to be min. 600mm high (but potentially larger).
   - 8.4. The pump diversion is to be sized and installed in accordance with engineering specification suitable to take base flow conditions.
9. Ensure the impermeable bunds are watertight to hold back and separate clean and dirty water and the pump diversion is adequately diverting baseline flows around the works. Once these are in place, tie-in works are to occur.
10. Construct and line/stabilise the tie-ins of CD4 including channel dissipation and armouring.
    - 10.1. Refer to Table 5 on ESCP300 for sizing and lining specifications and ensure the stabilisation requirements within Tables 1 and 2 on ESCP102 are met.
    - 10.2. Maximum the radius of the channel/drain width at drain turning points and tie in points to minimise bank scour/erosion.
11. HOLD POINT – CPESC, client and regulator approval must be granted and the HOLD POINT released to ensure the temporary channel diversion (including tie-ins) are suitable to take flows.

CD4 CHANNEL DIVERSION WORKS – STAGE 3

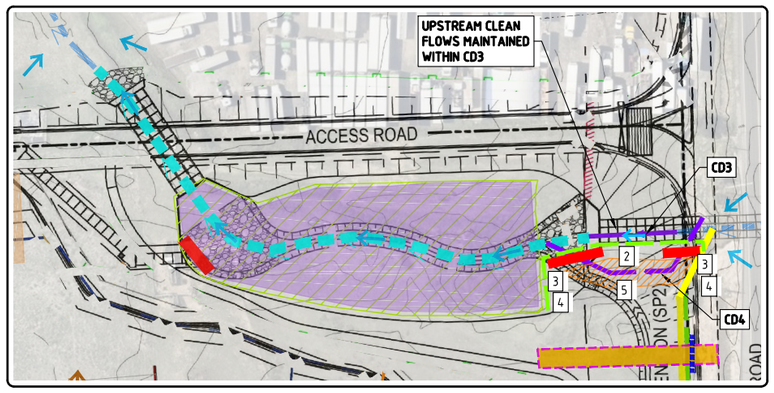
Once both the tie-ins and the main section of CD4 are constructed and lined/stable, and the HOLD POINT/S have been released, drainage line flows are to be diverted into the temporary channel diversion CD4 as follows:

12. Schedule all in-stream works for a period of low flows, no rainfall and nil flooding and complete works as quickly as possible.
13. Remove the in-stream impermeable bund from the upstream end first and allow drainage line flows to enter the new channel diversion. Quickly assess and once flow conditions appear stable, remove the downstream impermeable bund. If flow conditions are not stable reinstate the up and downstream impermeable bunds and re-assess and undertake necessary modifications.
14. Install lined impermeable bund (cofferdam) around the culvert works area in the location shown to complete the diversion of drainage line flows into CD4 and to separate clean flows from the culvert works area as follows:
    - 14.1. Form as minimum dual width sandbag bund walls wrapped in black plastic, sand filled bulka bags, bladder bags, sheet piling or equivalent. The bund/wall is to be min. 1.2 m high (but potentially larger). Details and sizing must be confirmed onsite (to engineering detail) prior to any works.

HOLD POINT – MAIN CONSTRUCTION WORKS FOR THE NEXT STAGE OF THE CONSTRUCTION WORKS INCLUDING THE STAGE 2 CULVERT CONSTRUCTION (PHASE 6 ON ESCP205) ARE NOT TO PROCEED BEYOND THIS POINT UNTIL THE CD4 CHANNEL DIVERSION IS COMPLETE INCLUDING LINING/STABILISATION, DRAINAGE LINE FLOWS HAVE SUCCESSFULLY BEEN DIVERTED, THE BUND/COFFERDAM WALL IS IN PLACE AND ALL OF THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE AS PER THIS ESCP AND ESCP205 AND CPESC, CLIENT AND REGULATOR APPROVAL HAS BEEN GRANTED.

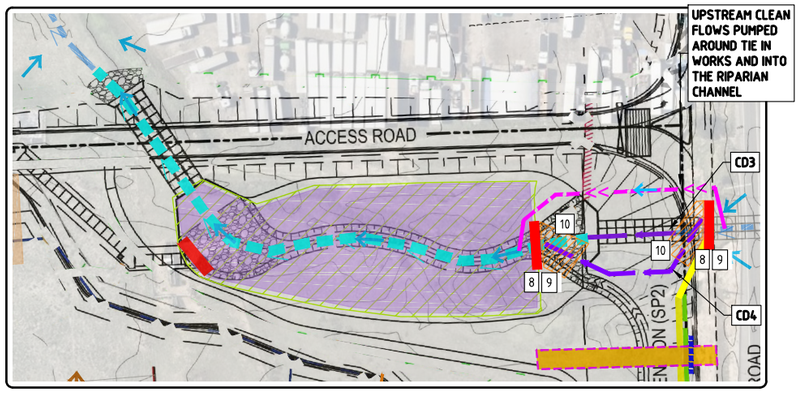
CD4 CHANNEL DIVERSION WORKS – STAGE 1

MAIN SECTION OF CHANNEL DIVERSION CD4 CONSTRUCTED OFFLINE



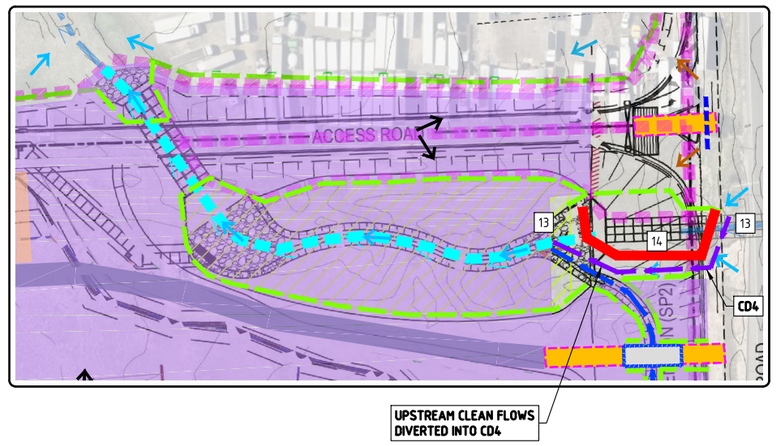
CD4 CHANNEL DIVERSION WORKS – STAGE 2

TIE-INS OF CHANNEL DIVERSION CD4 CONSTRUCTED WHILST FLOWS TEMPORARILY PUMPED AROUND



CD4 CHANNEL DIVERSION WORKS – STAGE 3

DRAINAGE LINE FLOWS DIVERTED INTO TEMPORARY CHANNEL DIVERSION CD4



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0 8 16 24 32 40m
Scale: 1:800 (A1 SHEET)

LEGEND:

- EXISTING/NATURAL DRAINAGE FLOW LINE
- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
- FUTURE ON LOT BASIN (EXACT LOCATION AND DETAILS TBC)
- STABILISED SITE ACCESS (SD 6-14)
- SEDIMENT FENCE (SD 6-8) OR MULCH/EARTH BUND (DETAIL 1 ON ESCP305) WITH RETURNS PROVIDED AT MAX. 20m INTERVALS
- CLEAN WATER DIVERSION (TABLE 2)
- DIRTY WATER DIVERSION (TABLE 2)
- TEMPORARY CHANNEL DIVERSION (REFER TO DETAILED PESCP ON ESCP400-)
- TEMPORARY PUMP DIVERSION (TO ENGINEERING DETAIL)
- NEW DRAINAGE FLOW LINE
- STABILISED/COVERED EARTH BUND (MIN. 800mm HIGH) UNLESS NOTED OTHERWISE
- STOCKPILE AREA (SD 4-1) (INDICATIVE LOCATION)
- LINED SPILLWAY AND DISSIPATER OUTLET/INLET (ROCK AND GEOTEXTILE UNDERLAY)
- SITE COMPOUND (SURFACES MAINTAINED STABLE)
- NO GO AREA – DO NOT DISTURB (SURFACES TO REMAIN STABILISED)
- TEMPORARY WATERWAY CROSSING (SD 5-1) (INDICATIVE LOCATION)
- IMPERMEABLE BUND WALL / COFFERDAM
- CONTOUR BERM/BUND/SCRATCH DRAIN (TO BREAK UP SLOPES) INSTALLED PRIOR TO RAINFALL AND SITE SHUTDOWN
- HAUL ROAD INDICATIVE LOCATIONS (SURFACES MAINTAINED STABLE)
- CLEAN PIPE (TO ENGINEERING DETAIL)
- EXCAVATED WORKS / DIVERSION CONSTRUCTION WORKS
- HIGH RISK SURFACES TO BE TEMPORARILY STABILISED PRIOR TO RAINFALL
- COMPLETED WORKS – SURFACES STABLE

REFER TO ESCP304-308 FOR STANDARD DRAWINGS (SD)

MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

NOTE: UNDERLYING AERIAL SOURCED FROM NEARMAP (APRIL, 2025). UNDERLYING CONTOURS AND DESIGN PROVIDED BY WEM.

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DRAWING STATUS

DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	1:800

FINAL

North

CLIENT: GibbGroup. / WEM CIVIL

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PROJECT TITLE: 805 MAMRE ROAD KEMPS CREEK INDUSTRIAL DEVELOPMENT

DRAWING TITLE: PESCP – RIPARIAN/CULVERT WORKS TEMPORARY CHANNEL CD4 STAGED PLANS & INSTRUCTIONS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP403	02

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PESCP – DIVERTING FLOWS INTO NEW RIPARIAN CHANNEL/CULVERT

EROSION AND SEDIMENT CONTROL INSTRUCTIONS

HOLD POINT – Once Stage 2 of the culvert construction works are complete and the triple cell culvert (including its inlet/outlet dissipation structures) are in place and all surfaces are stable/lined and CPESC, client and regulator approval has been granted and the HOLD POINT released, drainage line flows can be diverted into the newly installed upstream triple cell culvert and riparian channel as follows.

CHANNEL DIVERSION WORKS – STAGE 1

1. Schedule works for a period of low flows, nil rainfall and nil flooding and complete works as quickly as possible.
2. Install CLEAN impermeable bunds at both ends (up and downstream) of the channel diversion and set up a pump diversion to temporarily divert upslope drainage line flows around the works.
   - 2.1. The clean impermeable bunds are to be formed as minimum dual width sandbag bund walls wrapped in black plastic, sand filled bulka bags, bladder bags or equivalent. To be confirmed onsite.
   - 2.2. The bund height is to be determined onsite to suit ground conditions and is to be sufficient to retain/hold back flows and enable pumping. It is to be min. 600mm high (but potentially larger).
   - 2.3. The pump diversion is to be sized and installed in accordance with engineering specification suitable to take base flow conditions.
3. Ensure the impermeable bunds are watertight to hold back and separate clean and dirty water and the pump diversion is adequately diverting baseline flows around the works. Once these are in place, works can progress.
4. Remove the impermeable bund/cofferdam that was in place around the Stage 2 culvert works, taking care not to disturb surfaces or stir up sediments
5. Line and stabilise any remaining surfaces disturbed as a result of the impermeable bund/cofferdam in accordance with permanent engineering design.
6. HOLD POINT – CPESC, client and regulator approval must be granted and the HOLD POINT released to ensure the all drainage line and channel surfaces are stable and suitable to take flows.

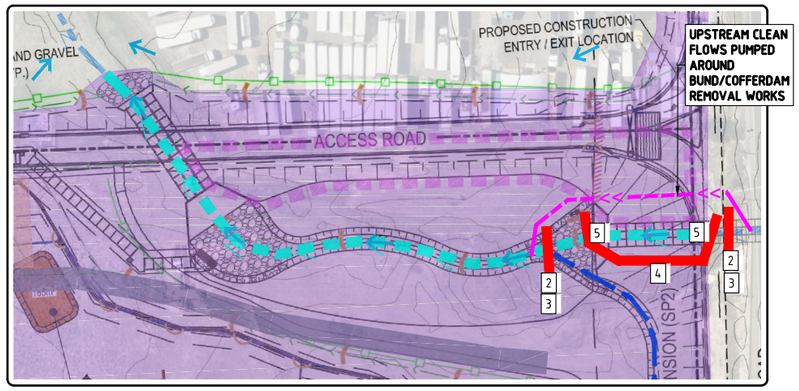
CHANNEL DIVERSION WORKS – STAGE 2

Once the impermeable bund/cofferdam has been removed and all surfaces adequately stabilised drainage line flows can be diverted into the newly installed culvert and riparian channel . Works are to be undertaken as follows:

7. Schedule all in-stream works (including tie-in works) for a period of low flows, no rainfall and nil flooding and complete works as quickly as possible.
8. Remove the in-stream impermeable bund from the upstream end first and allow drainage line flows to enter the new culvert. Quickly assess and once flow conditions appear stable, remove the downstream impermeable bund. If flow conditions are not stable reinstate the up and downstream impermeable bunds and re-assess and undertake necessary modifications.

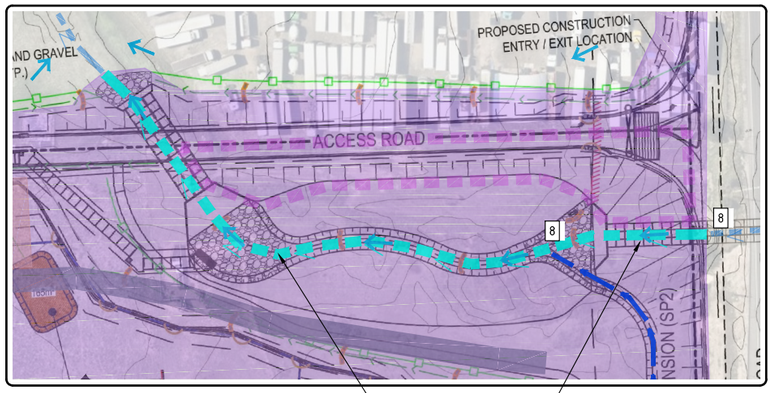
CHANNEL DIVERSION WORKS – STAGE 1

MAIN SECTION OF CHANNEL DIVERSION CD4 CONSTRUCTED OFFLINE



CHANNEL DIVERSION WORKS – STAGE 2

TIE-INS OF CHANNEL DIVERSION CD4 CONSTRUCTED WHILST FLOWS TEMPORARILY PUMPED AROUND



UPSTREAM CLEAN FLOWS DIVERTED INTO THE NEWLY CONSTRUCTED CULVERTS AND RIPARIAN CHANNEL

LEGEND:

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- CATCHMENT BOUNDARY
- CLEAN WATER FLOW DIRECTION
- DIRTY WATER FLOW DIRECTION
- TEMPORARY SEDIMENT BASIN (SEE TABLE 4 & BASIN DETAILS ON ESCP300-304)
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MINIMISE DISTURBANCE TO ONLY WHAT IS REQUIRED FOR SAFE AND EFFICIENT CONSTRUCTION.

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0 8 16 24 32 40m

Scale: 1:800 (A1 SHEET)

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DRAWING TITLE: PESCP – RIPARIAN/CULVERT WORKS FINAL DIVERSION STAGED PLANS & INSTRUCTIONS

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP404	02

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TEMPORARY SEDIMENT BASIN SB1 DESIGN CALCULATIONS

5. Sediment Basin Type B

	Sub-catchment or Name of Structure						Notes
Basin Name	BASIN						Must be same as site area on Worksheet 1
Catchment Area (ha)	9.2						Total catchment area - autofilled from Worksheet 1
Peak Flow Calculation	**Q = C x I x A / 360**						
Peak 1 year flow - Q1 (m^3/s)	0.901						Peak Q1 flow
0.5 x Q1 flow (m^3/s)	0.451						Half Q1 flow
Settling Zone Dimensions							
Length to width ratio (X : 1)	3	3	3	3	3	3	3:1 recommended
Batter slope (1 in X)	2	2	2	2	2	2	Table B4 (IECA). Max 1V:2H. If accessible by publlic < 1V:5H
Option 1B	Calculates minimum settling pond surface area (As) and depth (Ds)						
Jar test settlement rate after 15 mins (mm)	100	100	100	100	100	100	See Table B17, pg B.26. Jar test as per Pg B.83 (IECA, 2018)
Sediment settlement coeff. - Ks (s/m)	12000	12000	12000	12000	12000	12000	Refer Table B17, page B.26 (IECA, 2018)
Minimum surface area - As (m^2)	5406.0	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	Minimum required 'average' surface area as per Eqn B19
Minimum settling depth - Ds (m)	0.50	0.50	0.50	0.50	0.50	0.50	Refer to Table B17, page B.26 (IECA, 2018)
Settling Volume (m3)	2703.00	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
Critical settling zone length - L_s (m)	90	90	90	90	90	90	Refer to Table B17, page B.26 (IECA, 2018)
Approx. width of basin - Ws (m)	42.4	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	Average only - confirm with earthworks design software
Approx. length of basin (m)	127.3	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	Average only - confirm with earthworks design software
Check Ls is less than critical	Need Large Basin. Use method below	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	Supernatant veocity will not resuspend settled sediment if basin length is less than Ls. Use Large Basin design if length > Ls
Large Basin Design - 1B	Large basins require a different sizing based on reducing supernatant velocity. If above method does not satisfy Ls requirements use method below						
Large basin - Ds (m)	0.80						The depth Ds or width Ws must be increased to limit the supernatant velocity for large basins. Refer Equation B20 (IECA)
Large basin ave width - Ws (m)	43.0						
Large basin ave length (m)	129.00						Assumes 3:1 length to width ratio
Check flow velocity (m/s)	0.013						Must be less than 0.015m/s
Check residence time (mins)	164.2						Time for flow to travel full length of basin
Check max settling depth of particles (m)	0.82						Must settle full depth of settling zone Ds
Average Surface Area (m2)	5547.00						Average surface area
Settling Volume (m3)	4437.60						Resultant Settling Volume
Check velocity and residence time	OK						
Option 2B	Calculates minimum settling pond surface area (As) and depth (Ds)						
Minimum Depth - D_F (m)	0.70						Must be at least 0.6m
Minimum settling depth - Ds (m)	0.80						DS must be equal or greater than DF
Jar test settlement rate after 15 mins (mm)	100	100	100	100	100	100	See Table B17, pg B.26. Jar test as per Pg B.83 (IECA, 2018)
Sediment settlement coeff. - Ks (s/m)	12000	12000	12000	12000	12000	12000	Refer Table B17, page B.26 (IECA, 2018)
Minimum surface area - As (m^2)	4730.3						Minimum required 'average' surface area as per Eqn B26
Settling Volume (m3)	3784.2						Resultant Settling Volume
Approx. width of basin - Ws (m)	39.71						Assumes length to width ratio in row 10
Approx. length of basin (m)	119.12						
Width at base of settling zone (m)	38.11						
Ave width of minimum floc depth - W_{SF} (m)	39.91						W_{SF} in IECA Eqn B27
Check flow velocity D_F (m/s)	0.0161						
Check flow velocity D_S (m/s)	0.0142						Must be less than 0.015m/s
Check residence time D_F (mins)	123.7						Time for flow to travel full length of basin
Check residence time D_S (mins)	140.0						
Check settling depth of particles (D_F velocity) (m)	0.62						Settling depth of particles must be no less than 600mm
ADOPTED BASIN DESIGN	Option 2B	Option 2B	Option 2B	Option 2B	Option 2B	Option 2B	Select adopted basin type
Adopted Settling Volume (m3)	3784.20						Resultant Settling Volume
Adopted Settling Area (m2)	4730.25						Average surface area
Depth of settling zone - Ds (m)	0.80						
Sediment Storage Zone (SS)							
Soil loss (t/ha/yr)	66.2						Calculated on worksheet 1
Sediment density (t / m^3)	1.3	1.3	1.3	1.3	1.3	1.3	Generally saturated sediment has a density of 1.3 t / m3
Soil loss (m^3/ha/yr)	50.9	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	Based on sediment density above
Put an X here for 30% of water zone							Fill in one or the other - either an X or nominate the number of months. Refer to Page B.40 (IECA, 2018)
Storage (soil) zone design (months)	6	6	6	6	6	6	
Basin storage (soil) volume (m^3)	234.0						Refer to Page B.40 (IECA). Adopts disturbed area from Worksheet 1

Summary of Type B Basin Dimensions

Basin Name	BASIN						
Adopted basin type	Option 2B	Option 2B	Option 2B	Option 2B	Option 2B	Option 2B	
Settling zone surface area - As (m^2)	4730.3						
Depth of settling zone - Ds (m)	0.80						
Settling zone volume - Vs (m^3)	3784.2						
Basin storage (soil) volume (m^3)	234.0						30% of V_{SS} or x months storage. See pg B.40 (IECA, 2018)
Total basin volume to spillway level (m^3)	4018.2	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	

DRAINAGE DESIGN CALCULATIONS

2. Flow Calculations

Peak flow is given by the Rational Formula: $Qy = 0.00278 \times C_{10} \times F_Y \times I_{y,\,tc} \times A$

where:
- Q_y is peak flow rate (m^3/sec) of average recurrence interval (ARI) of "Y" yea
- C_{10} is the runoff coefficient (dimensionless) for ARI of 10 years.
- F_y is a frequency factor for "Y" years.
- A is the catchment area in hectares (ha)
- $I_{y,\,tc}$ is the average rainfall intensity (mm/hr) for an ARI of "Y" years and a design duration of "tc" (minutes or hours)

Time of concentration (t_c) = $0.76 \times (A/100)^{0.38}$ hrs

Note: For urban catchments the

Structure Details

Name	DD1	DD2	DD3	CD1	CD2,CD3,CD4	6	7	8	9	10
Catchment Area (ha)	4.24	4.23	2.56	35	127.1					
Place an x here to halve tc										
Time of concentration (tc)	14	14	11	31	50					

Rainfall Intensities

1-year, tc										
2-year, tc										
5-year, tc										
10-year, tc	109	109	122	71	54.1					
20-year, tc										
50-year, tc										
100-year, tc										
C10 runoff coefficient	0.89	0.89	0.89	0.83	0.89					

Frequency Factors

FF, 1-year	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
FF, 2-year	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
FF, 5-year	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
FF, 10-year	1	1	1	1	1	1	1	1	1	1
FF, 20-year	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
FF, 50-year	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
FF, 100-year	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2

Flow Calculations

1-year, tc (m^3/s)										
2-year, tc (m^3/s)										
5-year, tc (m^3/s)										
10-year, tc (m^3/s)	1.143	1.141	0.773	5.734	17.013					
20-year, tc (m^3/s)										
50-year, tc (m^3/s)										
100-year, tc (m^3/s)										

Drain Design Criteria

Design ARI event (select):	10	10	10	10	10	20	10	100	100	100
Catchment Flow, Q (m^3/s)	1.143	1.141	0.773	5.734	17.013					

Drain Sizing

Drain slope, %	1.5	1.5	1.5	1.2	×					
Mannings coff.	0.0275	0.0275	0.0275	0.035	×					
Channel base width (m)	2	2	1	3.5	×					
Side slope (X) (1:X) = (V:H)	3	3	3	3	×					
Channel depth (m)	0.45	0.45	0.45	0.8	×					
Channel freeboard (m)	0.15	0.15	0.15	0.15	×					
Flow depth (m)	0.3	0.3	0.3	0.65	×					
Max. Drain Flow Capacity, Q (m^3/s)	1.42582	1.42582	0.85869	6.65906	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Flow Velocity (m/s)	1.63887	1.63887	1.50647	1.87976	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Is this drain size sufficient?	YES	YES	YES	YES	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

× REFER TO ESCP501 FOR CD2/CD3/CD4 DESIGN/SIZING CALCULATIONS

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PROJECT TITLE

805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE

ESCP
DESIGN CALCULATIONS
1 OF 2

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP500	02

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CD2, CD3 & CD4 DESIGN/SIZING CALCULATIONS

NORMAL DEPTH CALCS
- INPUT BASE WIDTH, SIDE SLOPE, GRADE, MANNINGS n AND FLOW RATE
  ALTER NORMAL DEPTH UNTIL THE DESIRED FLOW RATE IS ACHIEVED

1.2 Grade in %

1 IN **83.33333333**

CRITICAL DEPTH CALCS
- FROM NORMAL DEPTH CALCS INPUT FLOW RATE. CONTINUE ALTERING THE WATER DEPTH UNTIL A^3/B = Q^2/g. AT THIS POINT THE WATER DEPTH EQUALS THE CRITICAL DEPTH.

BASE WIDTH	5.4	(m)	SIDE SLOPE; 1 V IN	2	(z)	Solve for Q	17 m3/s
GRADE; 1 IN	200		SIDE SLOPE; 1 V IN	2	(z)	Solve for V	1 m/s
			MANNINGS n	0.035			

Flow

Velocity

Critical Depth

NORMAL DEPTH CALULATIONS

0.1

Q=(AR^2/3)*S^0.5/n

NORMAL DEPTH 1.1915 (m)

V = **1.83325** (m/s)
Q = **17.001** (m^3/s)

Fr = 0.6128271
v2/2g 0.1712947

A = 9.2736736 (m^2)
P = 10.728651 (m)
R = 0.864384 (m)
S = 0.005

Energy 1.3628172 m
TOP WIDTH 10.1661 (m)

CRITICAL DEPTH CALCULATIONS

Q^3/B=Q^2/g

CRITICAL DEPTH 0.2453
FLOW RATE = 2

A^3/B = **0.473**
Q^2/g = **0.4077**

Fr = 0.92845
Vcrit = 1.38388 (m/s)
V/Vcrit 1.32471

A = 1.44519 (m^2)
P = 6.49717 (m)
R = 0.22243 (m)
S = 0.005
TOP WIDTH 6.38134 (m)

Fr = 0.92845

ALTERNATE METHOD

Yc = (4zTE - 3b + SQRT(16z^2H^2 + 16zHb + 9b^2))/(10z)

VELOCITY HEAD = 0.1713
TOTAL ENERGY (TE) = 1.3628

CRITICAL DEPTH = 0.9769

Adopt
5.4m wide x 1 in 2 side slopes
1.35m deep
d50 rock = 250mm

134.4320541

Q10 Catchment flow (Rational Method) - 17.0m3/s
Existing culvetrs - 3 x 1800 x 900 - surface area = 4.86m2 @ 3m/s = 14.6m3/s
Final design -5 x 1800 x 900 - surface area = 8.1m2 @ 3m/s = 24.3m3/s
Assume final culverts designed for greater than Q10 - probably Q20 or Q50

Mean Boundary Shear Stress = **42.39803** n/m2
Max Shear at the deepest part of the channel = **58.44418** n/m3

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
02	04/08/25	A.T.	A.T.	A.M.	FINAL – GENERAL AMENDMENTS
01	18/07/25	A.T.	A.T.	AM/BJ	FINAL – ISSUE FOR APPROVAL
C	26/06/25	A.T.	A.T.	AM/BJ	DRAFT – FURTHER UPDATES AND ADDITIONAL PLANS
B	19/06/25	A.T.	A.T.	A.M.	DRAFT – ADDITIONAL PLANS AND UPDATES
00	12/05/25	A.T.	A.T.	A.M.	FINAL – ISSUE FOR APPROVAL
A	06/05/25	A.T.	A.T.	A.M.	DRAFT – ISSUE FOR REVIEW

DRAWING STATUS

DESIGN BY	A.T.
DRAWN BY	A.T.
FINAL APPROVAL	A.M.
SCALE: (on A1 Original)	N/A

FINAL

North

CLIENT

GibbGroup.
WEM CIVIL

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PROJECT TITLE
805 MAMRE ROAD
KEMPS CREEK
INDUSTRIAL DEVELOPMENT

DRAWING TITLE
ESCP
DESIGN CALCULATIONS
2 OF 2

PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
25000110	P01	ESCP501	02

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Appendix D Construction Air Quality Management Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

REPORT

WAREHOUSE AND DISTRIBUTION CENTRE

805-817 MAMRE ROAD, KEMPS CREEK, NSW

CONSTRUCTION AIR QUALITY MANAGEMENT PLAN
RWDI # 2200333
24 February 2026

SUBMITTED TO

805 Mamre NSW PTY LTD

C/-
Gibb Group

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RWDI Australia Pty Ltd operates a Quality Management System which complies with the requirements of AS/NZS ISO 9001:2015 for the provision of consultancy services in acoustic engineering and air quality; and the sale, service, support and installation of acoustic monitoring and related systems and technologies.
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DOCUMENT CONTROL

Version	Status	Date	Prepared By	Reviewed By
A	Draft	12 May 2025	RMR	ANCH
B	Final	22 May 2025	RMR	ANCH
C	Update with Executive Summary	30 June 2025	RMR	DAL
D	Update with comments from ER	11 July 2025	RMR	DAL
E	Minor Changes to align with Updated AQIA report	16 September 2025	RMR	DAL
F	Update	25 November 2025	ANUC	RMR
G	Final Update – CoCs	17 December 2025	ANUC	RMR
H	Addition of Appendix B	24 February 2026	ANUC	RMR

NOTE

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RWDI

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

QUALITY ASSURANCE

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

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EXECUATIVE SUMMARY

This Construction Air Quality Management Plan (CAQMP) has been prepared by RWDI Australia Pty Ltd which forms part of the Construction Environmental Management Plan (CEMP) developed for the proposed warehouses and distribution facilities located at 805-817 Mamre Road, Kemps Creek (the Project). The Project is located in Kemps Creek, New South Wales 2178, within the Penrith Local Government Area (LGA).

This CAQMP has been prepared in accordance with Condition B60 of SSD-30871587 whish states,

"Construction Air Quality Management Plan -

Condition B60: Prior to the commencement of earthworks and construction of each warehouse building in the development, the Applicant must prepare a Construction Air Quality Management Plan (CAQMP) to the satisfaction of the Planning Secretary. The CAQMP must form part of the CEMP required by conditions C2. The CAQMP must:

a) be prepared by a suitably qualified and experienced person(s);
b) be prepared in consultation with owners of adjoining residential properties (including those still occupied for residential use in the MRP), include evidence of this consultation, details of any issues raised and how the plan has responded to any issues raised during consultation;
c) detail and rank all emissions from all sources during construction of the development, including particulate emissions;
d) describe a program that is capable of evaluating the performance of the construction and determining compliance with key criteria, including installation of real-time air quality monitors consistent with the locations identified in **Figure 7** in **Appendix 5**;
e) include provisions to integrate on-site monitoring and management measures with any precinct-wide cumulative construction air quality monitoring program established by the Mamre Road Precinct Working Group;
f) identify the locations of the real-time air quality monitors;
g) identify the control measures that will be implemented for each emission source;
h) nominate the following for each of the proposed controls:
    i. key criteria;
    ii. monitoring method; and
    iii. locations, frequency and duration of monitoring;
i) outline procedures that will be implemented in relation to:
    i. record keeping;
    ii. reporting to the Environmental Representative required under condition A38;
    iii. complaints register;
    iv. response procedures; and
    v. compliance monitoring;
j) include a Trigger Action Response Plan (TARP) that must include:
    i. the objectives of the TARP;
    ii. triggers for:
        - continuously monitored PM_{10} concentrations;
        - meteorological conditions;
        - visible dust plumes;

- on-site activities that have the potential for elevated dust emissions;

iii. a procedure to identify likely dust-generating sources;
iv. source-specific actions to reduce dust generation rates;
v. a procedure to determine the effectiveness of the implemented actions;
vi. a procedure to implement additional controls if required, to ensure the development complies with the conditions of this consent; and
vii. a procedure to record evidence / observations of the effectiveness of the implemented actions to manage the triggers, and evidence to demonstrate that the objectives of the TARP have been achieved; and

k. detail contingency measures to be implemented to reduce any exceedances of relevant performance indicators or criteria and include a timetable for implementation.

Condition B61 - The Applicant must:

a) not commence earthworks until the CAQMP required by condition B60 is approved by the Planning Secretary; and
b) implement the most recent version of the CAQMP approved by the Planning Secretary for the duration of earthworks and construction."

In accordance with condition B60. (a) which states, “The CAQMP must be prepared by a suitably qualified and experienced person(s)" this CAQMP has been prepared by a suitably qualified and experienced person whose CV is attached to this CAQMP as Appendix A.

In accordance with condition B60. (b) which states, “be prepared in consultation with owners of adjoining residential properties (including those still occupied for residential use in the MRP), include evidence of this consultation, details of any issues raised and how the plan has responded to any issues raised during consultation” this CAQMP has been prepared to include MRP consultation in Section 7.3.

In accordance with condition B60. (c) which states, “The CAQMP must detail and rank all emissions from all sources during construction of the development, including particulate emissions" this CAQMP has been prepared to detail and rank emissions in Section 3.6

In accordance with condition B60. (d) which states, “The CAQMP must describe a program that is capable of evaluating the performance of the construction and determining compliance with key criteria, including installation of real-time air quality monitors consistent with the locations identified in **Figure 7** in **Appendix 5**" this CAQMP has been prepared to describe a program in Section 6.1 and 6.2.

In accordance with condition B60. (e) which states, “include provisions to integrate on-site monitoring and management measures with any precinct-wide cumulative construction air quality monitoring program established by the Mamre Road Precinct Working Group” this CAQMP has been prepared including a TARP in Section 6.4 and include provisions to integrate on-site monitoring with precinct-wide cumulative air quality program.

In accordance with condition B60. (f) which states, “The CAQMP must identify the locations of the real-time air quality monitors " this CAQMP has been prepared to identify the monitoring locations in Section 6.2

In accordance with condition B60. (g) which states, “The CAQMP must identify the control measures that will be implemented for each emission source" this CAQMP has been prepared identifying these control measures in Section 6.3

In accordance with condition B60. (h) which states, “The CAQMP must nominate the following for each of the proposed controls: (i) key criteria; (ii) monitoring method; (iii) locations, frequency and duration of monitoring" this CAQMP has been prepared to nominate the emission controls in Section 6.

In accordance with condition B60. (i) which states, “The CAQMP must outline procedures that will be implemented in relation to: (i) record keeping; (ii) reporting to the Environmental Representative required under condition A41; (iii) complaints register; (iv) response procedures; (v) compliance monitoring" this CAQMP has been prepared outlining these procedures in Section 7.

In accordance with condition B60.(j) which states, “The CAQMP must include a Trigger Action Response Plan (TARP) that must include: (i) the objectives of the TARP; (ii) triggers for: • continuously monitored PM_{10} concentrations; • meteorological conditions; • visible dust plumes; • on-site activities that have the potential for elevated dust emissions; (iii) a procedure to identify likely dust-generating sources; (iv) source-specific actions to reduce dust generation rates; (v) a procedure to determine the effectiveness of the implemented actions; (vi) a procedure to implement additional controls if required, to ensure the development complies with the conditions of this consent; and (vii) a procedure to record evidence / observations of the effectiveness of the implemented actions to manage the triggers, and evidence to demonstrate that the objectives of the TARP have been achieved; " this CAQMP has been prepared including a TARP in Section 6.4

In accordance with condition B60. (k) which states, “detail contingency measures to be implemented to reduce any exceedances of relevant performance indicators or criteria and include a timetable for implementation" this CAQMP has been prepared including contingency measures in Section 6.4.

In accordance with Condition B61. (a) and (b) which states, "The Applicant must not commence earthworks until the CAQMP required by condition B60 is approved by the Planning Secretary; and implement the most recent version of the CAQMP approved by the Planning Secretary for the duration of earthworks and construction." this CAQMP has been prepared to be implemented for the duration of earthworks and construction.

1 INTRODUCTION

RWDI Australia Pty Ltd (RWDI) has been commissioned by Gibb Group (the client) on behalf of 805 Mamre NSW Pty Limited to prepare a Construction Air Quality Management Plan (CAQMP) which forms part of the Construction Environmental Management Plan (CEMP) developed for the proposed warehouses and distribution facilities located at 805-817 Mamre Road, Kemps Creek (the Project). The Project is located in Kemps Creek, New South Wales 2178, within the Penrith Local Government Area (LGA).

The overall area of the Site is approximately 20.83 ha, but the net developable area is only 49,888 m^2., and the development will comprise of warehouses and offices. This CAQMP identifies the potential sources of emissions of air pollutants associated with the proposed construction activities and provides measures to control each of those potential sources.

As part of the State Significant Development (SSD-30871587) Application, an Air Quality Impact Assessment (AQIA) was performed (RWDI, 2025), which includes all the construction activities that have been quantitatively assessed using the air dispersion model AERMOD. The results of dispersion modelling indicate that the Sensitive receptor R01 will be most affected by the proposed construction activities (earthworks) during the Q4-2025 and Q1-2026. Air quality impacts at R01 can be reduced by following the below recommendations:

- Real-time monitoring of ambient air quality be performed throughout the construction period to allow for effective site management and assist in minimising the potential for adverse air quality impacts at the sensitive receptors.
- A TARP based on 1-hour average PM_{10} concentrations and wind directions with a range of actions to minimise the potential for adverse effects at the sensitive receptors be adopted.
- Following construction mitigation measures and additional TARP in Section 7.

During Q2-2026 and Q3-2026, the proposed construction activities (construction of warehouses) will have minimal impact on the sensitive receptors, however the concurrent construction activities in the MRP during this period will have most impact on the receptors. Therefore, it is still recommended that mitigation measures are still followed for entire construction activities. The AQIA determined that with the implementation of appropriate controls, the risk of impacts associated with fugitive dust emissions from the construction of the development would be minimized.

This CAQMP addresses the relevant requirements of the Project Approvals, including the Environmental Impact Statement (EIS), Response to Submissions (RtS) and Development Application's (DA's) Conditions of Consent (CoCs), and all applicable guidelines and standards specified to the management of air quality during construction of the Project. The CAQMP has been prepared by RWDI, a specialist air quality consultant with extensive experience in the preparation of emissions inventories, complex dispersion modelling, construction dust assessments, odour assessments, traffic emission assessments, and regional air quality analysis.

1.1 Objectives and Target

The main objective of this CAQMP is to minimise emissions of air pollutants from the construction of this Project. This plan provides methods to measure and reduce the air quality impact during the construction of the Project, for all contractor and consultant partners working on this Project.

The following high-level objectives and targets are set for the Project for the management of air quality impacts during construction and are summarised in Table 1-1 below.

Table 1-1: Proposed Objectives and Targets for the Management of Air Quality

Objectives	Target	Time Frame	Responsibility
Ensure impacts from dust emissions during Construction are minimised	No visible dust leaving the site. Any emissions of visible dust investigated immediately. Review controls applied and increased controls or modify activities.	Entire Construction Activities	Site Supervisor or Contractor's Environmental Manager (EM)
Ensure compliance with relevant CoCs, applicable legislative and other requirements	No written warnings or infringement notices	Entire Construction Activities	Site Supervisor or Contractor's Environmental Manager (EM)
Ensure that reasonable mitigation measures are implemented to manage impacts on surrounding residents and commercial Stakeholders	No exceedances of dust and air quality criteria	Entire Construction Activities	Site Supervisor or Contractor's Environmental Manager (EM)
Establish and maintain awareness of the importance of ensuring that air quality impacts associated with the Project are avoided, where possible, or minimised	All Project and workforce personnel to complete an environmental induction, which will include information on the importance of minimising air quality impacts	Entire Construction Activities	Site Supervisor or Contractor's Environmental Manager (EM)

ENVIRONMENTAL REQUIREMENTS

The key relevant legislation, guidelines and other relevant documentation and Project Approval Consent of Conditions (CoCs), as they relate to air quality impacts during construction of the development are discussed in the below sections.

2

2.1 Legislation

Legislation and regulatory requirements for management of air quality for this Project is summarized below in Table 2-1 below:

Table 2-1: Legislation and Guidelines

Legislation	Description	Relevance to this CAQMP
Environmental Planning and Assessment Act 1979 (EP&A Act)	The EP&A Act primarily deals with land-use planning and development assessment. Local Councils can regulate the development that is expected to have air quality impacts through appropriate zoning, development standards and development consent conditions.	The CoCs and appropriate obligations can be incorporated into this plan.
Protection of the Environment Operations Act 1997 (POEO Act)	The POEO Act aims to achieve the protection, restoration and enables the making of environmental policies to protect environment.	All plant during construction would be operated in a proper and efficient manner such that air pollution is prevented which also includes construction activities to prevent dust pollution.
Protection of the Environment Operations (Clean Air) Regulation 2022	Includes provisions to regulate emissions to air in NSW including standards for air impurities emitted from activities and plant	Relevant requirements of the Regulations have been incorporated into this plan

2.2 Guidelines and Relevant Documents

This CAQMP has been completed with reference to relevant guidelines and policies, namely:

- Environmental Protection Authority (EPA) guideline entitled “Approved Methods for the Modelling and Assessment of Air Pollutants in NSW” (NSW EPA, Modelling 2022);
- Environmental Protection Authority (EPA) guideline entitled “Approved Methods for the sampling and analysis of Air Pollutants in NSW” (NSW EPA, Sampling 2022);
- Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) “Guidance on the Assessment of Dust from Demolition and Construction” (EPUK & IAQM, 2024);

- Local Government Air Quality Toolkit – "Construction sites Guidance note" (NSW LGAQ 2024);
- National Environment Protection Measures for Ambient Air Quality (NEPC, 2021); and
- Technical Notes - Assessment and management of odour from stationary sources in NSW (NSW EPA, 2006);

2.3 Project Approval Conditions

This CAQMP forms part of CEMP and the conditions that apply to air quality will be discussed in this section. The final CoCs issued for this Project (SSD-30871587) have been discussed and listed in below Table 2-2:

Table 2-2: Final Consent of Conditions – Air Quality

CoC	Consent Condition	Where addressed
Operation of Plant and Equipment **A37**	All plant and equipment used on site, or to monitor the performance of the development, must be: (a) maintained in a proper and efficient condition; and (b) operated in a proper and efficient manner.	Section 6
Dust Minimization **B58**	The Applicant must take all reasonable steps to minimize dust generated during all works authorized by this consent.	This CAQMP
Construction Activities **B59**	During construction, the Applicant must ensure that: (a) exposed surfaces and stockpiles are suppressed by regular watering or other alternative suppression method; (b) all trucks entering or leaving the site with loads have their loads covered. (c) trucks associated with the development do not track dirt onto the public road network; (d) public roads used by these trucks are kept clean; and (e) land stabilization works are carried out progressively on site to minimize exposed surfaces. (f) works are undertaken in accordance with the methodologies outlined in the Construction Air Quality Management Plan required by condition B60	Section 6
Construction Air Quality Management Plan (CAQMP) **B60**	Prior to the commencement of operation, the Applicant must prepare a Construction Air Quality Management Plan (CAQMP) to the satisfaction of the Planning Secretary. The CAQMP must form part of the CEMP required by condition C2 and must:	This CAQMP
	(a) be prepared by a suitably qualified and experienced person(s);	Section 1
	(b) be prepared in consultation with owners of adjoining residential properties (including those still occupied for residential use in the MRP), include evidence of this consultation, details of any issues raised and how the plan has responded to any issues raised during consultation	Section 7.3 . The community consultation letter and

CoC	Consent Condition	Where addressed
		record of correspondence has been attached as Appendix B
	(c) detail and rank all emissions, including particulate emissions, from all sources during construction of the development;	Section 3.6
	(d) describe a program that is capable of evaluating the performance of the construction and determining compliance with key criteria, including installation of real-time air quality monitors consistent with the locations identified in Figure 7 in Appendix 5;	Section 6.1
	(e) include provisions to integrate on-site monitoring and management measures with any precinct-wide cumulative construction air quality monitoring program established by the Mamre Road Precinct Working Group;	Section 6.2
	(f) identify the locations of the real-time air quality monitors;	Section 6.2
	(g) identify the control measures that will be implemented for each emission source;	Section 6.3
	(h) nominate the following for each of the proposed controls: (i) key criteria; (ii) monitoring method; and (iii) location, frequency and duration of monitoring;	Section 6
	(i) outline procedures that will be implemented in relation to: (i) record keeping; (ii) reporting to the Environmental Representative required under Condition A38; (iii) complaints register; (iv) response procedures; (v) compliance monitoring; and	Section 7
	(j) include a Trigger Action Response Plan (TARP) that must include: (i) the objectives of the TARP; (ii) triggers for: • continuously monitored PM_{10} concentrations; • meteorological conditions;	Section 6.4

CoC	Consent Condition	Where addressed
	• visible dust plumes; • on-site activities that have the potential for elevated dust emissions; (iii) a procedure to identify likely dust-generating sources; (iv) source-specific actions to reduce dust generation rates; (v) a procedure to determine the effectiveness of the implemented actions; (vi) a procedure to implement additional controls if required, to ensure the development complies with the conditions of this consent; and (vii) a procedure to record evidence / observations of the effectiveness of the implemented actions to manage the triggers, and evidence to demonstrate that the objectives of the TARP have been achieved; and	
	(k) detail contingency measures to be implemented to reduce any exceedances of relevant performance indicators or criteria and include a timetable for implementation.	Section 6.4
Management Plan requirements **B61**	The Applicant must: (a) not commence construction until the CAQMP required by condition B60 is approved by the Planning Secretary; and	This CAQMP
	(b) implement the most recent version of the CAQMP approved by the Planning Secretary for the duration of development;	This CAQMP

CoC	Consent Condition	Where addressed
Independent Air Quality Audit **B62**	Within three months of the commencement of earthworks and every three months thereafter until the completion of earthworks, the Applicant must commission and pay the full cost of an Independent Air Quality Audit (IAQA) to review the air quality performance of the development. The IAQA must: (a) be undertaken by a suitably qualified (i.e. CAQP and/or CEnv), experienced and independent expert whose appointment has been endorsed by the Planning Secretary; (b) analyse the performance of the CAQMP, including the TARP; (c) audit the performance of the CAQMP, including the TARP in achieving its objectives; (d) identify any deficiencies in the CAQMP including the TARP in achieving its objectives and propose changes to improve the performance of the CAQMP to achieve those objectives; (e) review the air quality monitoring and mitigation requirements and air quality monitoring data for the audit period; (f) analyse any incidents, non-compliances and complaints that occurred or were made during the audit period; and (g) if necessary, recommend and prioritise measures to improve the air quality controls on-site for subsequent stages of the earthworks program, such that sensitive receivers would be protected against adverse air quality impacts from the development.	Facility will engage the IAQA
Independent Air Quality Audit **B63**	Within 6 weeks of the completion of the IAQA required by Condition B62, or as otherwise agreed by the Planning Secretary, the Applicant must submit a copy of the audit report to the Planning Secretary with a response to any recommendations contained in the audit report. The response must include a timeframe for implementing the recommendations of the IAQA.	IAQA will submit the report
Management Plant Requirements **C1**	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	Section 6
	(a) a condition compliance table for that plan;	This Table 2-2
	(b) detailed baseline data, where relevant;	Section 3.6
	(c) details of: (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions); (ii) any relevant limits or performance measures and criteria; and (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Section 2 and 6

CoC	Consent Condition	Where addressed
	(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Section 6
	(e) 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 (d) above;	Section 6.2
	(f) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Section 6.4
	(g) a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 7
	(h) a protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii) complaint; (iii) failure to comply with statutory requirements; and	Section 7
	(i) a protocol for periodic review of the plan	Section 7

SITE DESCRIPTION & PROPOSED WORKS

3.1 Development Layout

3

The Site is located at Kemps Creek, within the Penrith Local Government Area. The site is currently vacant, predominantly cleared and awaiting redevelopment for employment purposes. The overall area of the Site is approximately 20.83 ha, but the net developable area is only 49,888 m^2. The Site forms part of the Mamre Road Precinct, which sits within both the Western Sydney Employment Area and the Western Sydney Aerotropolis.

Land surrounding the Site is generally rural in nature, comprising a variety of rural dwellings, rural land, farm dams and scattered vegetation. Specific land uses close to the Site are:

- Adjoining the Site at its northern boundary is a site of similar shape at 783-797 Mamre Road, Kemps Creek. It is largely vacant and is improved by a single dwelling house close to the Mamre Road frontage. This site is currently the subject of a development application to the Council for warehouse and distribution facilities.
- Opposite the Site, across on the eastern side of Mamre Road is the Aspect Industrial Estate which was granted development consent in May 2022 (SSD-10448) and is currently the subject of warehouse construction with bulk earthworks largely completed.
- Adjoining the Site to the south is 819-831 Mamre Road, which is improved by a dwelling house and agricultural shed close to the Mamre Road frontage. The remainder of the site is grassed and mostly void of vegetation.
- To the west of the Site, immediately adjoining its boundary is the Twin Creeks Golf Club golf green. Further west is the Twin Creeks Residential Estate. The nearest dwelling is approximately 1 km from the proposed development area.

The area is now transitioning to industrial uses with numerous approved industrial developments being constructed across the Mamre Road Precinct. This includes the Aspect Industrial Estate to the west of the Site and Westlink Industrial Estate to the south.

Mamre Road is a major arterial road and is planned to be upgraded in the near future in two stages. Investigations for the concept design for Stage 1 (M4 to Erskine Park Road) started in early 2020. Stage 2 will deliver the upgrade in the vicinity of the Site (Erskine Park Road to Kerrs Road); however, a definitive timeline is currently not known.

Of the many current projects being constructed in the area, the Western Sydney Airport and Aerotropolis will result in increased traffic movements and introduce aircraft movements in the area. This in turn will impact the airshed in this region.

The location and context of the Site is shown in Figure 3-1. The proposed development site (the Site) is bounded by Mamre Road to the east.

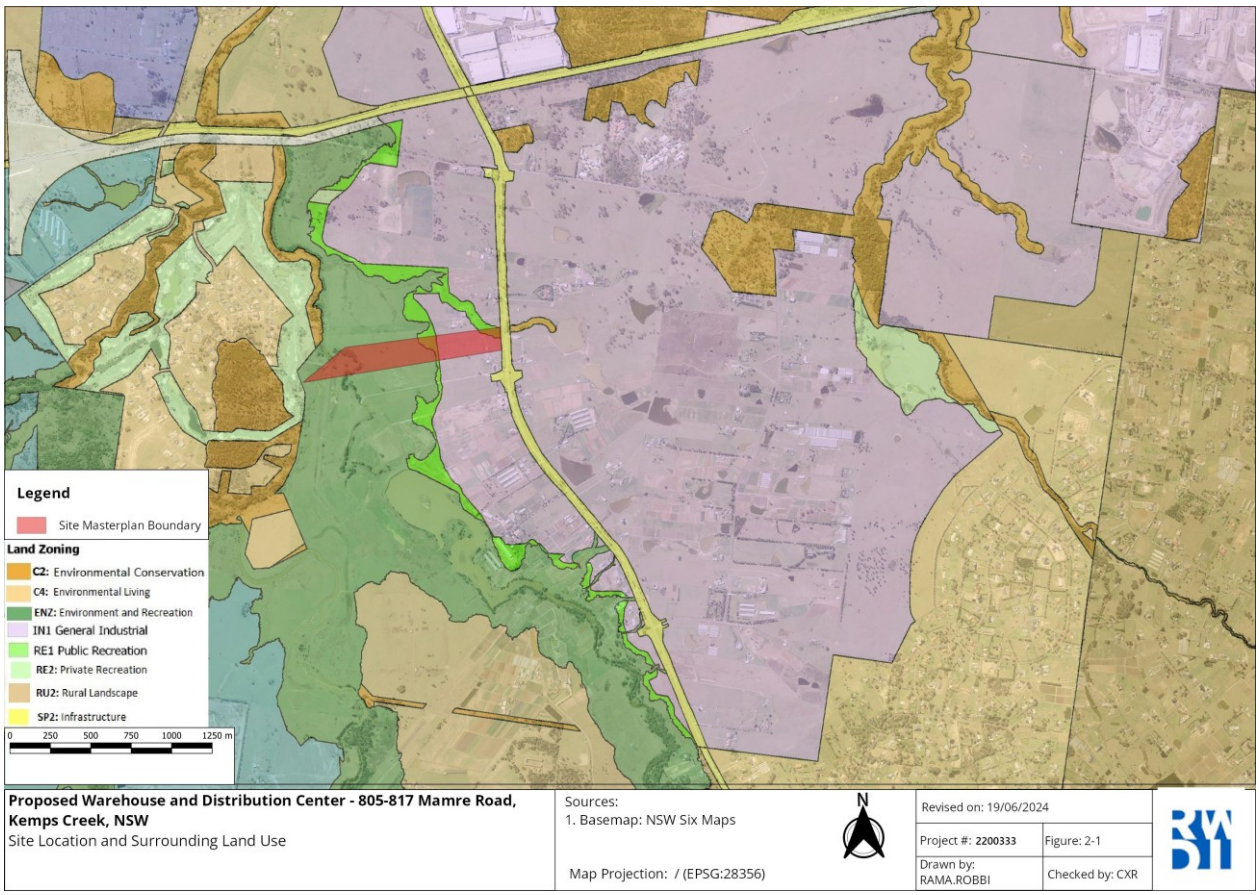


Figure 3-1: Site Location and Surrounding Landuse

3.2 Proposed Construction Works

The SSDA, seeks approval for the construction and operation of a warehouse and distribution centre at 805-817 Mamre Road, Kemps Creek. Specifically, the development sought consent for the following:

- Staged site preparation works comprising:
  - demolition of all existing infrastructure on Lot 26 in DP258414;
  - clearing of existing vegetation on the proposed development areas;
  - bulk earthworks including 'cut and fill' to create flat development platforms for the proposed buildings (approximately 49,488 m^3), and topsoiling, grassing and site stabilisation works; and
  - re-establishment of the riparian corridor.
- Connection to required site utility infrastructure;
- Integrated water cycle management infrastructure;
- Staged road construction including:
  - interim connection to Mamre Road via a private access road shared between both existing lots; and
  - construction of the internal Collector Industrial Road.
- Staged construction and use of a warehouse (Warehouse 1) of approximately 8,900 sqm within proposed Lot 1 for logistics and warehousing purposes including:
  - associated office floorspace at 420 sqm;
  - vehicle loading and parking areas;

- signage; and
- hours of operation of 24 hours a day, 7 days a week.

- Staged construction and use of a warehouse (Warehouse 2) of approximately 15,500 sqm within proposed Lot 2 for logistics and warehousing purposes including:
  - associated office floorspace at 550sqm;
  - vehicle loading and parking areas;
  - signage; and
  - hours of operation of 24 hours a day, 7 days a week.
- Construction of interim Mamre Road widening works to facilitate temporary access to the development, in accordance with TfNSW specifications and processes.

The layout of the proposed development is shown in Figure 3-2.

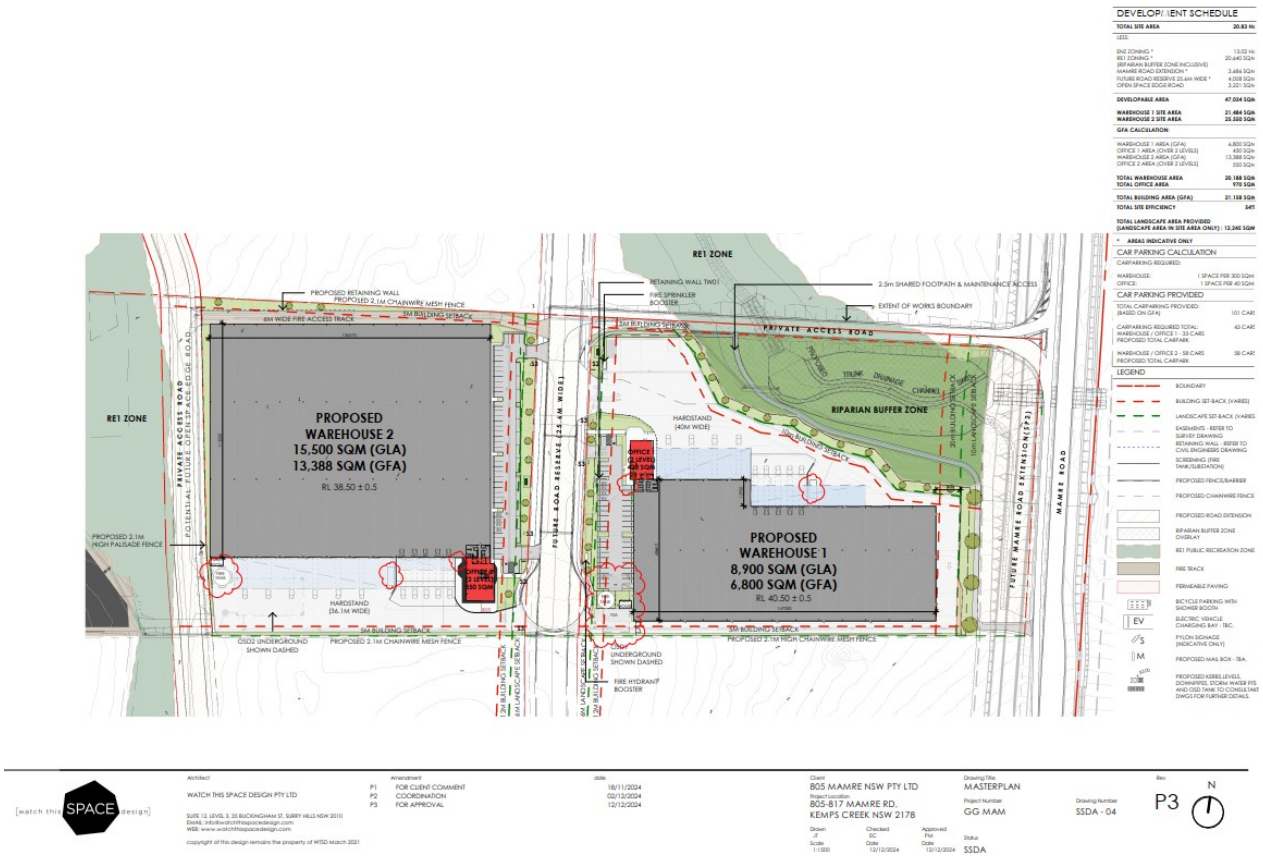


Figure 3-2: Concept Master Plan Layout

3.3 Indicative Timeline of Works

RWDI has been advised that the timeline of works is based on the following program:

- Early Works, Bulk Earthworks and Civil Start on site: March 2026 (Q4-2025 for the start of earthworks);
- Built Form: June 2026 (Q2-2026 will have earthworks and Q3-2026 warehouse construction); and
- Project Completion: March 2027 (Q2-2026 and Q1-2027 will be warehouse construction activities).

3.4 Hours of Construction

Construction is permitted between the hours of 7.00am and 6.00pm, Monday to Friday, and 8.00am to 1.00pm on Saturdays. No construction activities will be performed on Sundays or on public holidays

3.5 Potential Sources of Air Emissions During Construction

Air emissions are likely during the construction of the warehouses, and the below listed activities have the potential to impact the air quality:

- general earthworks including material tracked onto the Mamre road and excavation, particularly during site establishment;
- vegetation clearing and grubbing;
- demolition of existing structures and pavements;
- topsoil/material handling, including stockpiling, material loading and material haulage;
- wind erosion of exposed areas and temporary stockpiles;
- movement of plant and equipment on the site and heavy vehicles on unpaved areas; and,
- construction of hardstand areas, roads, and warehouses and offices:

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

- Larger dozers (D10 and D11s);
- Larger excavators;
- Excavators with a hammer attachment, given the presence of rock which will need to be excavated through;
- Vibration compaction rollers;
- Sheep's foot rollers;
- Mini dump trucks and front loader dumpers;
- Onsite rock crushers; and
- Electrical generators and water pumps

During the construction activities, which include the movement of material and truck movements along haul roads (wheel-generated dust), there is likely to be short-term periods of elevated dust levels. Estimates of daily vehicle movements have been provided by Ason Group (dated 15/12/2025) on behalf of the client, broken into four stages. Table 3-1 provides the estimated daily vehicle movements per stage. These are an estimate only and the actual number of truck movements will be managed according to on-site requirements.

Table 3-1: Total Daily Movements (6 am to 6 pm)

Stage	Total Vehicle Movements per Day		Approximate Duration
	Light Vehicles	Articulated Vehicles/Truck + Dog Combination	
Early works - mobilisation, demolition, remediation, services relocation, erosion and sedimentation control	30	30	2 - 3 months (19/11/2025 – 04/02/2026)
Bulk Earthworks	64	12	2 months (23/03/2026 – 02/06/2026)
Construction access road works	64	12	2 months (03/03/2026 – 02/06/2026)
Civil Construction Works	170	238	8 months (02/06/2026 – 25/01/2027)
Warehouse Build	220	228	9 months (02/06/2026 – 15/03/2027)
Temporary access road works (Mamre Road intersection)	125	80	6 months (03/08/2026 – 30/02/2027)
Decommission Works of CAR	152	80	1 month (04/02/2027 – 17/03/2027)

Project construction activities that could result in odour emissions (or gases more generally) include:

- excavations of organic or contaminated materials;
- connection to site utility infrastructure;
- sealing works / asphalt; and
- road line marking.

3.6 Quantification of Potential Emissions to the Atmosphere

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

Emissions during the construction of the proposal have been estimated in the AQIA prepared by RWDI (RWDI, 2024) using the United States Environmental Protection Agency (USEPA) developed document (USEPA, AP42), section 13.2.3. These factors are appropriate for adoption in Australia and are routinely adopted in the assessment of operations of a similar nature.

Emissions of Total Suspended Particulates (TSP), particulate matter with an aerodynamic diameter of <10 microns (PM_{10}), and $PM_{2.5}$ have been calculated without the inclusion of controls. The following Figure 3-3 presents the anticipated uncontrolled maximum emissions per day during the construction activity.

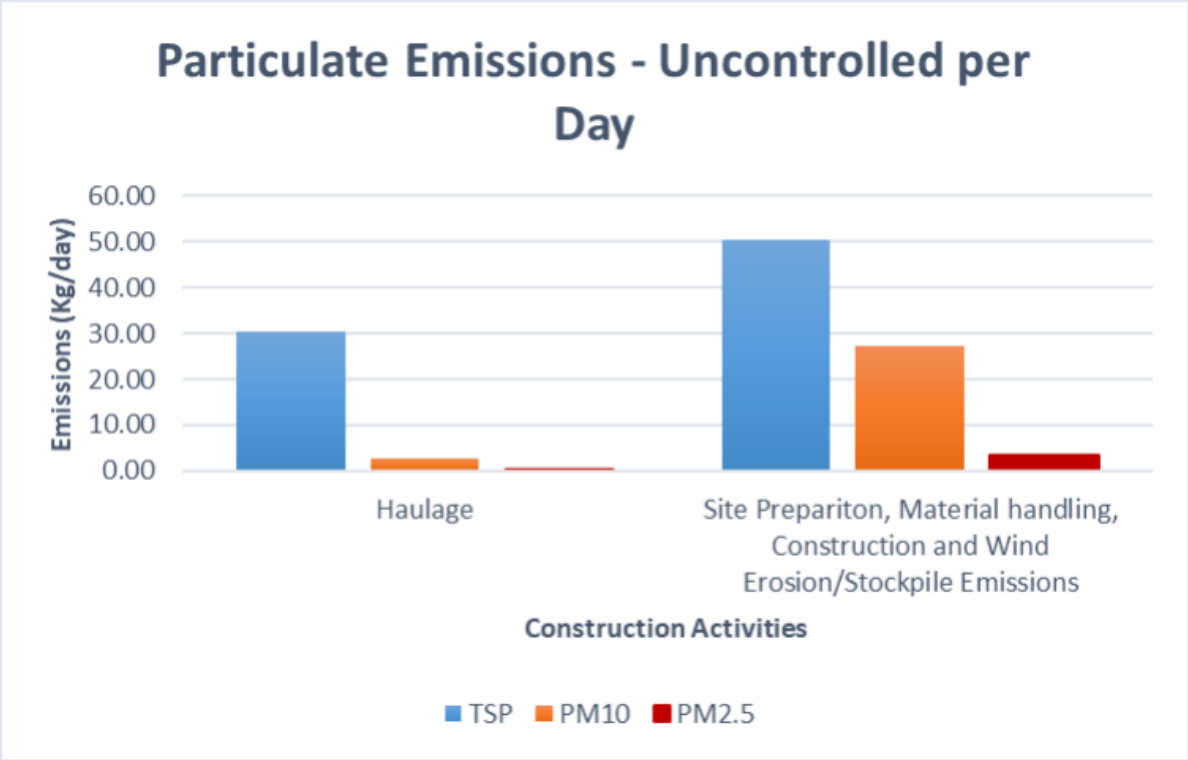


Figure 3-3: Maximum Uncontrolled Particulate Emissions per Day During Construction Activities

As seen in Figure 3-3, emissions of particulate matter are dominated by wind erosion and materials handling activities, and these needs to be appropriately controlled. Emissions from haulage activities should also be controlled throughout the duration of construction.

The following emission controls have then been identified and applied to the sources of emissions to determine the likely reductions which could result through the implementation of those measures (as per requirement outlined in Condition B60 of the Consent conditions).

- Watercarts and handheld water sprays on site to minimise dust generation on haul roads, exposed areas and during materials handling activities (50% emission control efficiency);
- Speed limits for vehicles on-site to reduce the potential for wheel generated dust;
- Progressive stripping of site ahead of workface to limit the amount of exposed surface to minimise the area of exposed surface available for wind erosion;

- Dust suppressant/hydromulching to areas where final level achieved to minimise the area of exposed surface available for wind erosion (70% emission control efficiency); and
- Trucks wash at exit and loads covered will ensure that wheel generated dust will be minimized.

Justifiable emission control efficiency is available in the literature (NPI Emission Estimation Technique Manual, Version 3.1, 2012), are noted and have been applied. The application of the emission control measures results in reductions of 64%, 67% and 72% for all three particulate size fractions, i.e. TSP, PM_{10} and $PM_{2.5}$ respectively. The following Figure 3-4 presents the anticipated controlled maximum emissions per day during the construction activity.

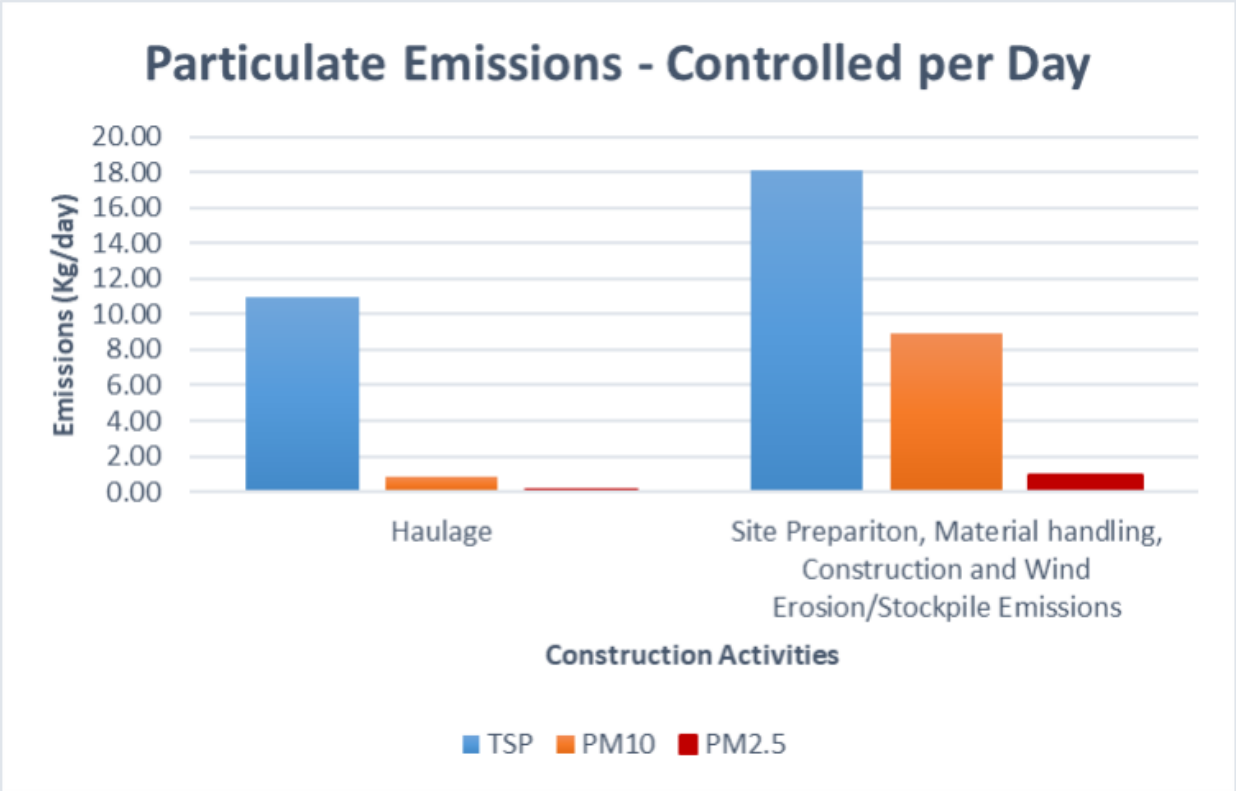


Figure 3-4: Maximum Controlled Particulate Emissions per Day During Construction Activities

3.7 Factors Affecting Emissions and Impacts

The potential for impacts of construction on air quality and odour will depend primarily on:

- the existing air quality environment and location of the receivers
- the nature, extent, and magnitude of the construction activities (and emissions).

Several environmental factors also have the potential to affect the likelihood of dust emissions during construction. These include:

- wind direction – determines whether dust and PM are transported in the direction of receivers;
- wind speed – governs the potential suspension and dispersion of dust and particulate matter;
- soil type – more erodible soil types have a higher dust emission potential;
- soil moisture – increased soil moisture reduces soil or dust erosion potential;

- rainfall or dew – rainfall or heavy dew that wets the surface of the soil and reduces the risk of dust generation;
- evaporation – dries out the surface of the soil and leads to increased risk of dust generation; and
- exposed surfaces – during construction non-vegetated surfaces will be exposed prior to revegetation, which is a key factor influencing dust emissions.

AIR QUALITY CRITERIA

4.1 Introduction

The Environmental Protection Authority (EPA) developed a guideline ("the Approved Methods") that sets out applicable impact assessment criteria for several air pollutants (NSW EPA, 2022).

4

4.2 Impact Assessment Criteria

Air quality criteria are benchmarks set to protect the general health and amenity of the community in relation to air quality. The criteria presented in the Approved Methods (NSW EPA, 2022) are consistent with the *National Environment Protection Council's, National Environment Protection (Ambient Air Quality) Measure (NEPC, 2021)*.

Table 4-1 summarises the air quality goals for particulate matter that are relevant to this study. The air quality goals relate to the total concentrations of dust and particulate matter in the air and not just that from the Project. Therefore, some consideration of background levels needs to be made when using these goals to assess impacts.

Table 4-1: Impact assessment criteria – Particulate Matter

Pollutant	Averaging period	Impact Criteria
Total suspended particulates (TSP)	Annual	90 µg/m³
Particulate matter ≤10 µm (PM_{10})	Annual	25 µg/m³
	24-hour	50 µg/m³
Particulate matter ≤2.5 µm ($PM_{2.5}$)	Annual	8 µg/m³
	24-hour	25 µg/m³
Particulates as Dust Deposition	Annual Maximum Incremental	2 g/m²/month
	Annual Maximum Cumulative	4 g/m²/month

EXISTING ENVIRONMENT

5.1 Local Meteorology

Meteorological conditions strongly influence air quality. Most significantly, wind speed, wind direction, temperature, relative humidity and rainfall affect the dispersion of air pollutants. The following sub-sections discuss the local meteorology near the Project Site and identify a representative set of meteorological data for use in the dispersion modelling to be undertaken for this assessment.

Long-Term Climate

5.1.1 Long-term meteorological data for the area surrounding the Site is available from the Horsley Park Equestrian Centre AWS operated by the Bureau of Meteorology (BoM). The Horsley Park Equestrian Centre AWS is located approximately 5.69 km east of the Site and records observations of meteorological data including wind speed, wind direction, temperature, humidity and rainfall.

Long-term climate statistics are presented in Table 5-1. Temperature data recorded at the Horsley Park Equestrian Centre AWS indicates that January is the hottest month of the year, with a mean daily maximum temperature of 29.9°C. July is the coolest month with a mean daily minimum temperature of 5.9°C. February is the wettest month with an average rainfall of 123 mm falling over 8 days. There are, on average, 77 rain days per year, delivering 780 mm of rain.

Table 5-1: Climate Averages for Horsley Park Equestrian Centre AWS

Obs.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
9 am Mean Observations													
Temp (°C)	22.0	21.5	19.4	17.5	13.8	11.1	10.3	12.0	15.6	18.1	19.2	20.9	16.8
Hum (%)	73	77	81	76	77	80	78	70	65	61	70	71	73
3 pm Mean Observations													
Temp (°C)	28.2	27.1	25.3	22.2	19.2	16.6	16.1	17.8	20.8	22.5	24.2	26.5	22.2
Hum (%)	49	53	54	53	52	55	50	42	42	45	50	48	49
Daily Minimum and Maximum Temperatures													
Min (°C)	17.9	17.8	16.1	12.9	9.1	7.1	5.9	6.4	9.3	11.9	14.3	16.1	12.1
Max (°C)	29.9	28.6	26.7	23.9	20.6	17.6	17.4	19.1	22.3	24.7	26.3	28.3	23.8
Rainfall													
Rain (mm)	75.2	123.2	94.5	69.2	44.7	68.6	53.0	38.0	38.3	64.3	77.4	64.2	780.3
Rain (days)	7.9	7.5	8.9	6.7	5.2	6.1	5.5	4.0	5.0	6.1	7.0	7.1	77.0

Wind

The dispersion of dust emissions is primarily influenced by the wind speed and direction.

Figure 5-1 presents the annual wind roses for 9am and 3pm from the Horsley Park Equestrian Centre AWS (from 1997 to 2013). The wind-rose diagram indicates a notable emphasis of north-westerly, westerly, and south-westerly winds at 9am and easterly and south-easterly winds at 3pm.

5.1.2

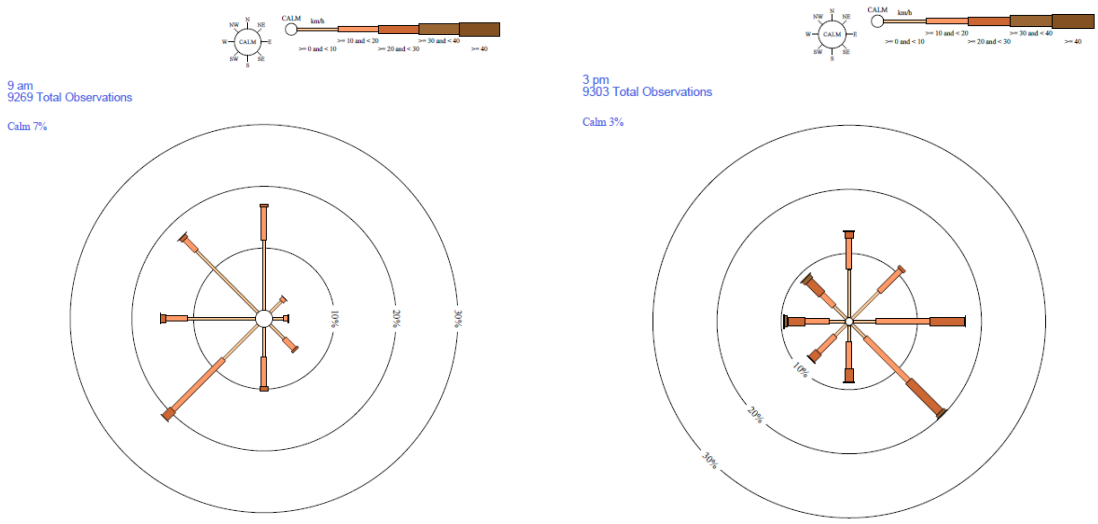


Figure 5-1: Horsley Park Equestrian Centre AWS 9am and 3pm Annual Wind Roses – Wind Speed in km/h (04 Sep 1997 to 10 Aug 2023)

Observations of wind speed and direction from the Office of Environment and Heritage (OEH) air quality monitoring station (AQMS) at St. Mary's have also been observed to represent typical wind patterns in the area surrounding the Site. The St. Mary's AQMS is located approximately 5.45 kilometres north-west from the centre of the Site. The St. Mary's AQMS is located on residential property off Mamre Road, St. Marys. It is situated in the centre of the Hawkesbury basin in a semi-rural area.

Based on the representative data averaged for the period 2019 to 2023, Figure 5-2 present annual and seasonal wind roses for the St. Mary's AQMS. As can be seen, winds from the south-southwest and north-northwest are most common in the annual wind roses.

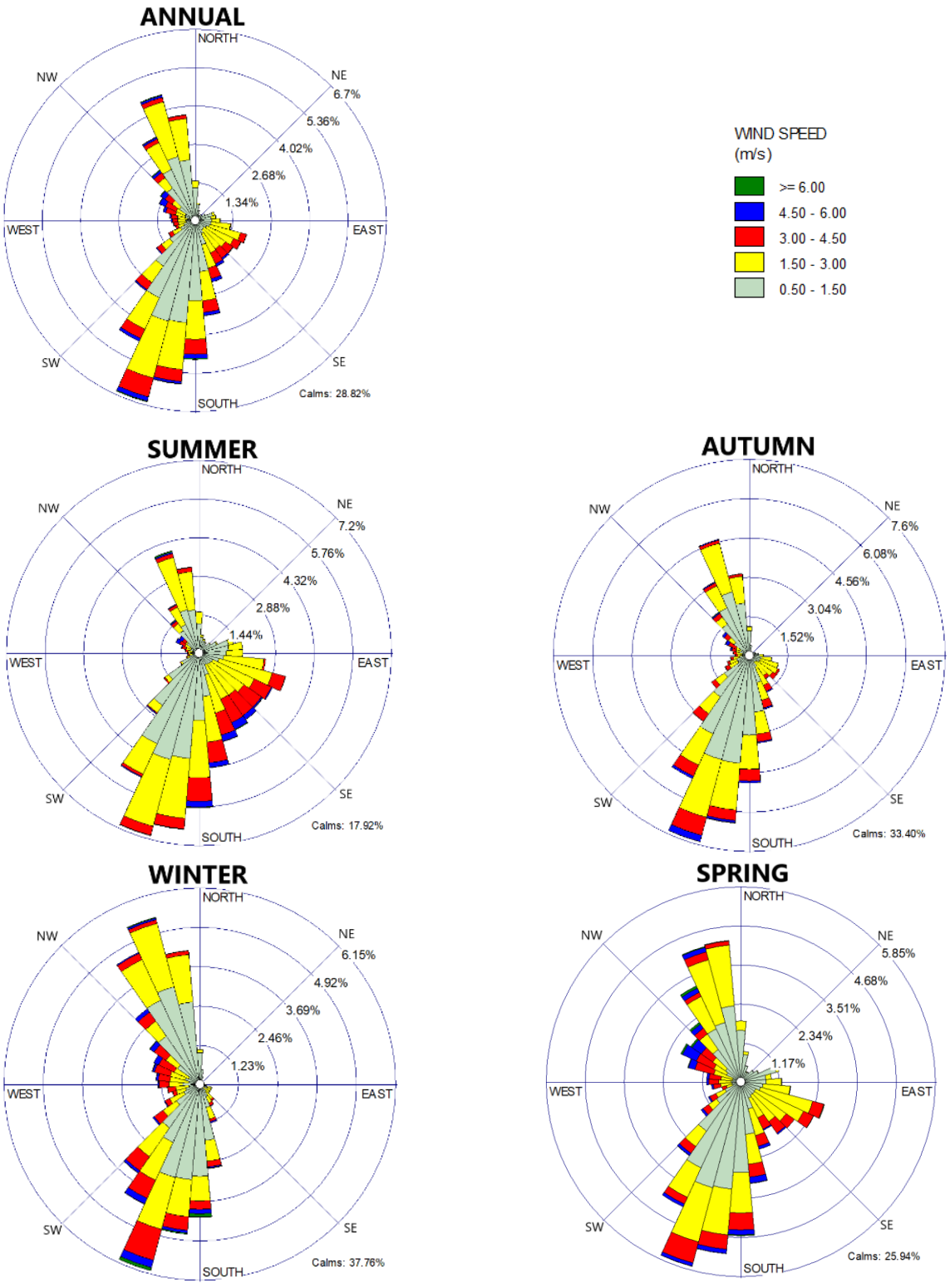


Figure 5-2: St. Mary's AQMS Wind Roses, 2019 – 2023

5.2 Local Ambient Air Quality

The air quality of the area surrounding the development site was characterised in the SSD-30871587 Application through the use of observations collected at St. Mary's AQMS. Daily Particulate matter (PM_{10} and $PM_{2.5}$) observed at St. Mary's AQMS during 2019 to 2023 are presented in Figure 5-3 and Figure 5-4 respectively. Data from the year 2022 were adopted in the SSD-30871587 Application as these were considered to be representative of the longer-term period. These data indicate that, during 2022, concentrations of both PM_{10} and $PM_{2.5}$ were below the air quality criteria, although examination of data from more recent years indicates that concentrations can be elevated on occasion. The elevated levels were caused by significant bushfires and dust storms in NSW.

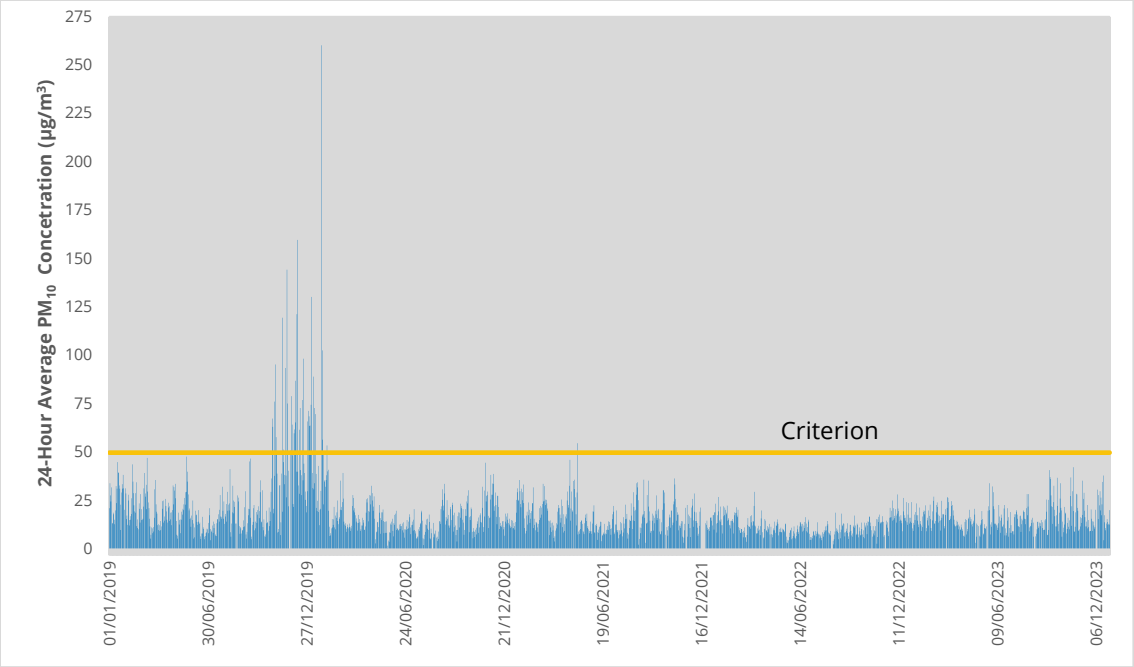


Figure 5-3: 24–Hour Average PM_{10} Concentrations at St. Mary's AQMS

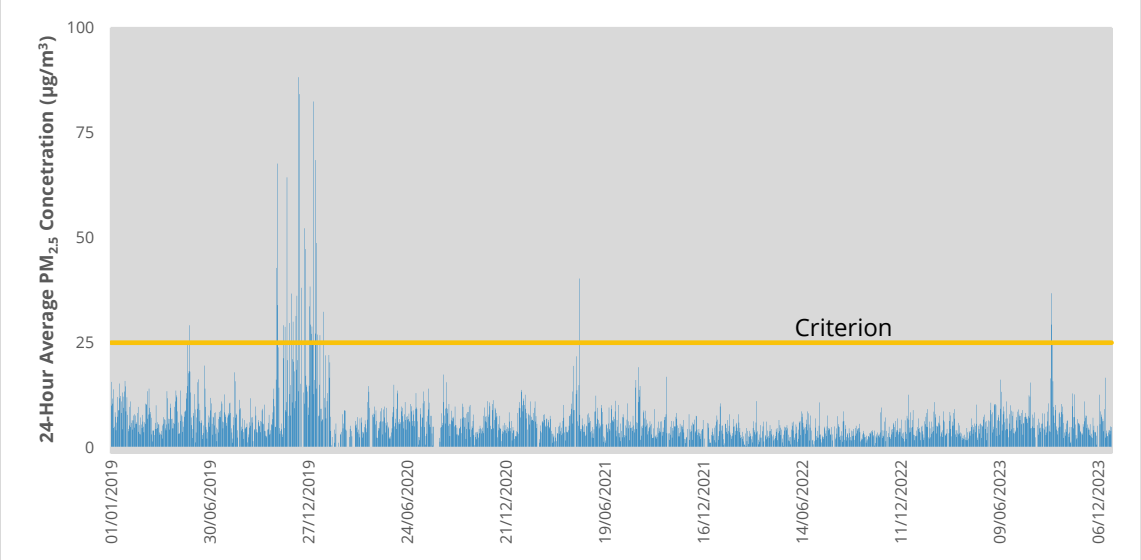


Figure 5-4: 24–Hour Average $PM_{2.5}$ Concentrations at St. Mary's AQMS

AIR QUALITY MANAGEMENT

6

Construction associated with the Project has the potential to impact air quality in areas within, and adjacent to, the construction footprint. The air quality management measures to be adopted during the construction of the development have been determined through the quantification of emissions and the identification of the major emissions sources. To avoid, mitigate and/or minimise these potential impacts, a range of control measures can be implemented.

6.1 Key Performance Indicators

As previously outlined, the key objectives of the CAQMP are to prevent visible emissions of dust from the development site and to ensure that impacts to air quality are minimized and within the scope permitted by the Approval. To achieve these objectives, the key performance indicators (KPIs) associated with the management of air quality are indicated below:

- visible dust limited to on-site;
- air quality maintained in line with regional air quality goals;
- aim for zero dust complaints;
- all complaints from the community and stakeholders are managed in a timely manner;
- Site personnel are educated on best practices to avoid dust being generated from the site;
- No odour detected from the site operations;
- Maintenance of all plant and equipment used on site in a proper and efficient condition; and
- prompt contingency measures are implemented to control air quality.

6.2 Monitoring Program

Awareness must be given to all site personnel to minimize dust on the site for the health and safety of working personnel and the surrounding community. It is recommended that the Project utilises a Trigger Action Response Plan (TARP) supported by a PM_{10} real-time air quality monitor to manage impacts at receptors.

Real-time dust monitoring equipment (similar to Site Hive which can be used for combined real time noise and vibration and dust monitoring) will be installed near the location as shown in Figure 6-1. PM_{10} will be continuously monitored, and results will be available immediately through the online system and will be analysed with consideration of the criteria stipulated in Section 4.2. Continuous PM_{10} data will be used as a real-time management tool to ensure appropriate air quality controls are being implemented to keep PM_{10} levels within criteria. Real-time PM_{10} monitoring will be used as an additional management tool to the proactive management controls. Air quality compliance monitoring will be undertaken at the sampling frequency stipulated in Table 6-1.

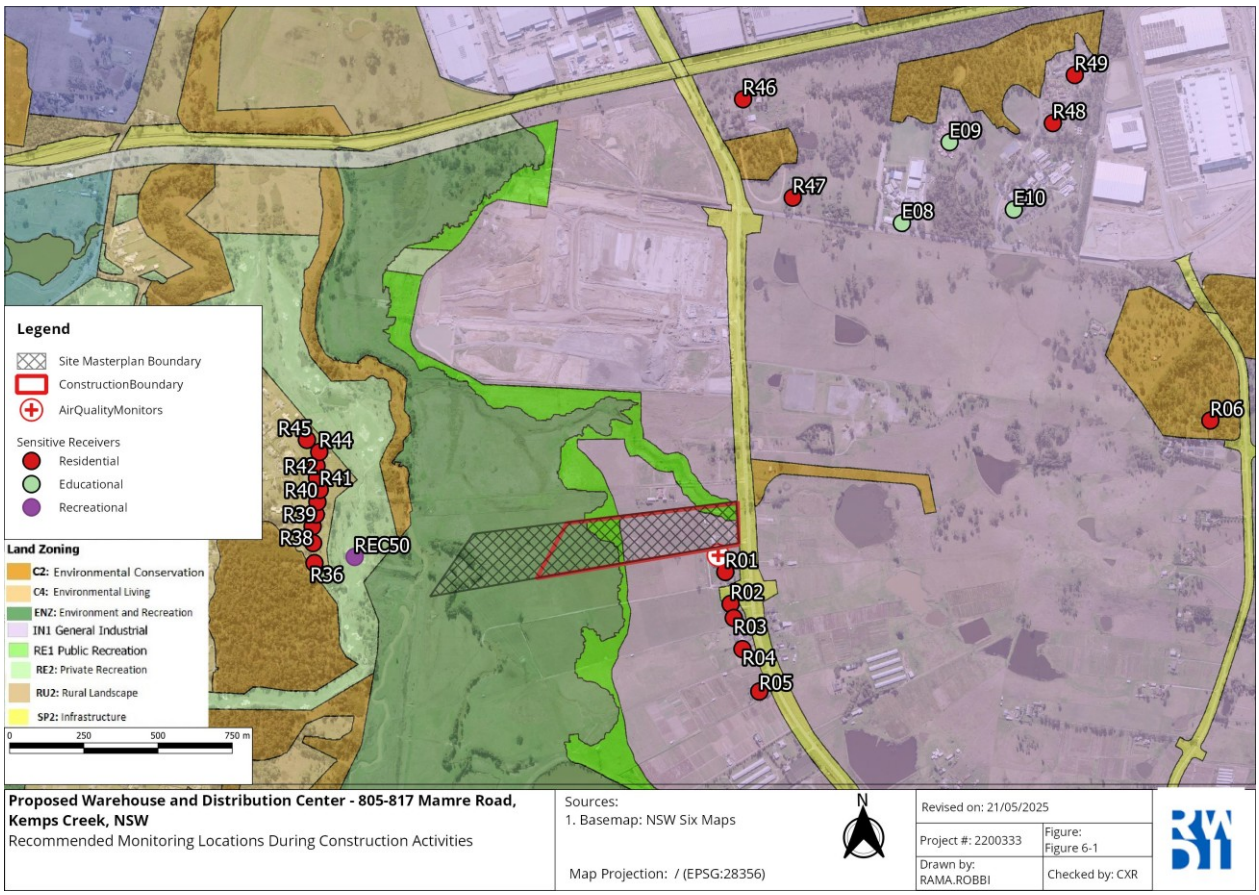


Figure 6-1: Recommended Monitoring Locations

Table 6-1: Location and frequency of monitoring

Monitoring Location	Pollutant	Sampling Frequency	Australian Standard/Measurement Technique
As per Figure 6-1	PM_{10}	Continuous	Australian Standard 3580.9.8: Determination of suspended particulate matter – PM_{10} continuous direct mass method using a tapered element oscillating microbalance analyser/Tapered element oscillating microbalance (TEOM)

It is recommended that the following additional features and functionality are included in managing the air quality impacts from the Project:

- Raise alarms in response to trigger levels based on real time PM_{10} monitoring results.
- Include alarms and/or notifications that are informed by meteorological forecasts.
- Produce a Daily Report that includes as a minimum:
    - estimates of 24-hour average PM_{10} levels against the criteria
    - estimates of project contribution as well as alarms raised, and actions taken
- All monitoring results are provided to the Environmental Representative (ER) monthly to facilitate the preparation of the ER monthly report to DPHI.

- All monitoring records to be kept in a legible form and produced to any authorised officer of DPHI, EPA or Penrith council who asks to see them.

A trigger action response plan (TARP) has been prepared to assist with the management of air quality emissions. The monitoring program (Table 6-2) will be used in combination with real-time PM_{10} monitoring, meteorological conditions and nearby regional air quality stations operated by NSW EPA to inform air quality emission management actions at the Project Site. Daily observations of any identified visible dust emissions from the Project will be made by the site supervisor, or their delegate in a logbook, including the intensity of the observations, wind speed estimates (or observations from Horsley Park Automatic Weather Station[1]), rainfall, any known regional impacts (e.g. bushfires or regional dust events[2]) and any observable triggers of dust emissions from the site. High wind speed and low rainfall (usually occur during mid-winter to mid-spring periods) have a great potential for fugitive dust emissions during construction.

There are other construction activities that may also be ongoing simultaneously with the construction of the Project site that is likely to result in cumulative air quality impacts. Based on 5-year wind roses (Figure 5-2), south-south-westerly and north-north-westerly winds that carry fugitive dust from the surrounding construction sites to the Project site and can occur less than 7% of the time. The daily observation of the visible dust will provide details about any dust-generating activities from the project site and therefore can be used to determine the actual air quality impact from the Project Site.

Table 6-2: Monitoring and Inspection Program

Monitoring method	Record	Responsibility	Frequency	Criterion
Visual observations during daily site surveillance to ascertain the effectiveness of implemented dust and air quality controls, including any observed dust plumes originating from the work site and/or activities observed outside of the Project that may impact on dust levels and records any presence of odour.	Work Records - recording daily activities and High winds - where wind in excess of 20 km/h, work may be halted if causing dust concerns.	Environmental Specialist	Daily	Daily recorded observations of visible dust on the site - supervisor (or delegate)

[1] http://www.bom.gov.au/climate/dwo/IDCJDW2062.latest.shtml

[2] https://www.airquality.nsw.gov.au/north-west-sydney/st-marys

Monitoring method	Record	Responsibility	Frequency	Criterion
Suspended particle monitoring (PM_{10} concentration in $\mu g/m^3$)	Real time monitoring of PM_{10} concentration and follow TARP as per Table 6-4	Environmental Specialist	Continuous	As per Table 4-1
Meteorological data including daily rainfall, hourly temperature, relative humidity, wind (direction and speed) and barometric pressure.	Daily wind and rainfall records from closest BoM station	Environmental Specialist	Daily	High Wind speed (> 20 kmph) and low rainfall.
Weekly, fortnightly and monthly site inspections to ascertain the effectiveness of implemented controls, including any observed dust plumes originating from the work site and/or activities observed outside of the Project that may impact on dust levels near sensitive receivers.	Weekly, fortnightly and monthly inspection record	Environmental Specialist	Weekly, fortnightly and monthly	No Visible dust leaving the site.

6.3 Emission Control Measures

Most of the recommended measures are routinely employed as 'good practice' on construction sites. If mitigation measures prove impracticable, they should be read as guidelines as opposed to requirements.

As the construction activities will be short-term and variable in nature, the impacts on local air quality will also be short-term and will depend significantly upon the meteorological conditions during the construction period. Regular consultation with potentially affected receptors should be carried out to assess the effectiveness of the implemented dust mitigation measures and to identify whether any additional controls (e.g., modifying or

ceasing activities when the wind is blowing towards the nearest residences) are required. The emission control measures to be employed at the development site during construction are outlined in below Table 6-3.

Table 6-3: Air Quality Management Measures

Control	Source	Responsibility	Timing
Identified through review of AQIA and Erosion Sediment Control Plan (ESCP)			
Control Measures: • Measures to reduce potential dust generation, such as the use of water carts, dust screens and surface treatments, needs to be implemented within Project Site. • Unsealed access roads within the Project Site should be maintained and managed to reduce dust generation. • Storage of materials that have the potential to result in dust generation should be minimised within Project Site. • All materials should be stored or stockpiled at suitable locations and stockpiles must be maintained at sizes that allow them to be covered, if necessary, to control emissions of dust. • Stockpile surfaces should be dampened slightly to prevent dust from becoming airborne but should not be wet to the extent that run-off occurs. • Dust suppression via water carts is to be carried out whenever necessary to minimise sediment becoming air borne due to wind erosion. An appropriate water source for dust suppression and/or dust suppressant management system must be identified prior to starting construction works. • Ensure dust suppression is carried out in a manner to avoid water runoff, erosion or ponding on surfaces (i.e. apply in a gentle manner at appropriate rates and monitor regularly). • Temporary stabilisers (e.g. Vital Bon-Matt P47), geotextile, jute matting or equivalent can be used in non-trafficked areas to assist with dust control. • During extended periods of inactivity, all stockpiles should be covered, regardless of prevailing weather conditions.	Section 7.1 of AQIA	Site Supervisor	As required and ongoing throughout the Construction activities

Control	Source	Responsibility	Timing
Identified through review of NSW LGAQ 2024 and EPUK & IAQM 2024			
• Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	EPUK & IAQM 2024	Site Supervisor	Construction
• Make the complaints log available to the ER and DPHI when asked. • Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book. • Undertake daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the ER and DPHI when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary. • Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. • Impose and signpost 25 km/h maximum speed limits on surfaced and 15 km/h on unsurfaced haul routes and work areas to minimise dust generated from vehicle movements (if long haul routes are required these speeds may be increased with suitable additional control measures provided). • Ensure all vehicles switch off engines when stationary – no idling vehicles. • Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.	EPUK & IAQM 2024	Site Supervisor	Construction
General Construction Activities: • Ensure an adequate water supply on the Site for effective dust/PM suppression/mitigation, using non-potable water where possible and appropriate. • Ensure equipment is readily available on Site to clean any dry spillages and clean up spillages as	EPUK & IAQM 2024	Site Supervisor	Construction

Control	Source	Responsibility	Timing
soon as reasonably practicable after the event using wet cleaning methods. • Avoid scabbling (roughening of concrete surfaces) if possible. • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case appropriate additional control measures shall be implemented. • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery. • For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.			
Track out: • Use water-assisted dust sweeper(s) on the access and local roads, as necessary. • Avoid dry sweeping of large areas. • Ensure vehicles entering and leaving the Site are covered to prevent escape of materials during transport. • Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. • Implement a wheel washing system and pipe crossing onto the construction access road and additional stabilised site access point/s anywhere else where construction vehicles travel from unsealed construction areas onto sealed public roads as required (with rumble grids to dislodge accumulated dust and mud prior to leaving the Site as per ESCP). • Access gates to be located at least 10 m from receptors where possible.	EPUK & IAQM 2024	Site Supervisor	Construction

Control	Source	Responsibility	Timing
Odour Emission: • Refuelling of plant and equipment will be sited as far from sensitive receptors as practical and limited to diesel to prevent odour impacts. • applying surface coatings with significant solvent emissions; they should be applied in stages to reduce peak emission • Temporary sewage collection (i.e. use of Portaloo's) will be sited to provide an adequate buffer to sensitive receivers and would be operated to ensure no offensive odour (cleaned and emptied on a regular basis). Sewage would be disposed at a suitable licenced disposal facility; • Laying of asphalt pavement will be undertaken infrequently and over short durations. An adequate buffer to sensitive receivers and will be operated to ensure no offensive odour impacts; • Excavation works in potentially contaminated soils should be managed to ensure that they are not conducted during windy conditions to minimise odorous emissions.	NSW LGAQ 2024	Site Supervisor	Construction

6.4 Contingency Management Plan

If the mitigation measures listed above in this CAQMP are not effective in managing air quality impacts, the responses outlined in Table 6-5 will be implemented. These responses will manage any unpredicted impacts and their consequences. As identified in AQIA, the Trigger, Action, and Response Plan (TARP) provides an outline of remedial actions and responses for dealing with significant dust generating activities. Weather observations for wind will be observed from:

- Horsley Park Equestrian Centre AWS, located approximately 5.0 km east of the Site and records observations of several meteorological parameters including wind speed, wind direction, temperature, humidity, and rainfall.
- Badgerys's Park AWS, located approximately 8.0 km south-west of the Site and records observations of several meteorological parameters including wind speed, wind direction, temperature, humidity, and rainfall.
- St. Mary's AQMS, located approximately 6.0 km north-west of the Site, also capable of providing wind observations.

A 1-hour average time period has been selected as a practical time-step for identifying sustained elevated dust concentrations that could potentially result in an exceedance of the NSW EPA 24-hour average PM_{10} criterion, while providing sufficient time for additional mitigation measures to be implemented at the Project to reduce dust emissions before such an exceedance occurs.

During hot, dry and windy conditions, a pre-start/ toolbox talk weather conditions are discussed and planned so that adequate resources are available (water carts) and activities can be changed or programmed to minimize dust impacts. This needs to be a commitment to stopping work in the event of excessive dust generated.

Table 6-4 presents recommended 1-hour average PM_{10} concentrations and actions. Based on the air quality categories mentioned in the NSW Health advice[3] will be used as the trigger levels for 1-hour PM_{10} concentrations. The upper trigger has been conservatively lowered to 200 µg/m^3.

Table 6-4: TARP PM_{10} and Wind Speed Trigger Levels and Responses

Level	Trigger Criteria (1-hour average PM_{10} Trigger Level)	Action Response	Responsibility	Implementation Timing
Alert	≥50 µg/m^3 but < 100 µg/m^3 Or Wind speed < 2m/s Or Visible dust leaving the Site	• Review operations via a visual inspection of dust emissions from current activities to ensure all standard dust mitigation measures are being appropriately implemented. • Deployment of additional water sprays, water trucks etc • Determine if any other construction activities near the project area are key contributors (e.g., based on wind direction and wind speed). • Continue to closely monitor PM_{10} concentrations being recorded.	Site Supervisor	Entire Construction Activities
Action I	≥100 µg/m^3 but <200 µg/m^3 Or Wind speed < 2m/s Or Visible dust leaving the Site	• Increase watering rates on haul roads where appropriate. • Reduce speed of equipment / vehicles. • Determine if background concentrations may be the key contributor to high concentrations being recorded (e.g., based on wind	Site Supervisor	Entire Construction Activities

[3] https://www.airquality.nsw.gov.au/health-advice/air-quality-categories#:~:text=In%20New%20South%20Wales%2C%20five%20colour%20indicators,pollutants%20we%20monitor%20at%20our%20monitoring%20locations.

Level	Trigger Criteria (1-hour average PM_{10} Trigger Level)	Action Response	Responsibility	Implementation Timing
		direction, information on regional events such as bush fires or dust storms, etc). • Continue to closely monitor PM_{10} concentrations being recorded. • Undertake an investigation of the dust generating activities, and if necessary, temporarily halt the dust generating activities		
Action II	≥200 µg/m^3 Or Wind speed < 2m/s Or Visible dust leaving the Site	• Review planned operations considering exposed areas. • Cease any non-critical dust-producing activities or relocate relevant activities where possible away from sensitive receptors, or to less exposed locations. • Continue to closely monitor PM_{10} concentrations being recorded.	Site Supervisor	Entire Construction Activities

A 1-hour averaging period has been selected as a practical time-step for identifying adverse meteorological conditions that could potentially result in an exceedance of the facility's air quality objectives, while providing sufficient time for additional mitigation measures to be implemented to reduce dust emissions before such an exceedance occurs. Table 6-5 outlines the Additional Air Quality Trigger Action Response Plan.

Table 6-5: Additional Air Quality Trigger Response Plan

Source	Trigger Criteria	Action Response	Responsibility	Implementation Timing
Weather Forecast	Predicted/observed wind speeds >10 km/h	• Review operations via a visual inspection of dust emissions from current	Site Supervisor	Entire Construction Activities

Source	Trigger Criteria	Action Response	Responsibility	Implementation Timing
		activities to ensure all standard dust mitigation measures are being appropriately implemented. • Continue to closely monitor wind speed and direction being recorded at Horsley Park Equestrian AWS.		
	Predicted/observed wind speeds >15 km/h; and wind gusts ≥20 km/h	• Notifications to Site crews. • Complete visual inspections. • Increase watering rates on haul roads and exposed areas where appropriate. • Reduce speed of equipment / vehicles. • Consider holding off on potentially dust generating activities. • Note changed state and continue to closely monitor for visible dust generation.	Site Supervisor	Entire Construction Activities
	Predicted/observed wind speeds >20 km/h; and wind gusts ≥25 km/h	• Notifications to Site crews. • Review planned operations considering exposed areas. • Cease any dust-producing activities or relocate relevant activities away from sensitive receptors or to less exposed locations. • Minimize vehicular movements on unsealed surfaces. • Restrict earthworks and loading of trucks.	Site Supervisor	Entire Construction Activities

Source	Trigger Criteria	Action Response	Responsibility	Implementation Timing
		• If dust generation is not reduced, reschedule the work to another time.		
Visual Observations	Mud Tracking on roads / access points.	• Sweep street immediately if mud is observed tracking on public roads and review adequacy of dust controls.	Site Supervisor	Entire Construction Activities
	Dust being generated on Site as result of active works	• Monitor the activity for on-site dust generation to observe whether dust is migrating off-site. • Increase frequency of water application. • Review Dust Controls.	Site Supervisor	Entire Construction Activities
	Dust being generated on Site with no active works	• Apply ground cover as soon as practical. • Notify the Site Manger and access opportunity for preventative actions	Site Supervisor	Entire Construction Activities
	Release of dust from premises as result of active works (where there is no incident or wind speed less than 20 km/hr).	• Cease works and review work methodology and explore alternative methods. • Increase rate of frequency of watering. • Review Dust Controls.	Site Supervisor	Entire Construction Activities
Plant Inspections	Continuous visible vehicle / plant / equipment emissions for longer than 10 seconds.	• Turn off vehicle / plant / equipment. • Quarantine until maintenance service is completed.	Site Supervisor	Entire Construction Activities
Community Compliant Relevant	Any Compliant	• Record the complaint in a logbook. • Review the dust generating activity and access the preventive maintenance	Site Supervisor	Entire Construction Activities

Source	Trigger Criteria	Action Response	Responsibility	Implementation Timing
to Air Quality		(water application, additional ground cover)		
Incidents / Non-compliance	Release of dust from the premises	• Procedures for non-compliance and notifications needs to be completed as per CEMP	Site Supervisor	Entire Construction Activities

To include provisions for integrating on-site monitoring and management measures with the precinct-wide cumulative construction air quality monitoring program established by the Mamre Road Precinct (MRP) Working Group, the following provisions will be incorporated into a project's environmental management framework to ensure seamless integration:

- Establish a protocol for real-time or regular sharing of all on-site air quality monitoring data with the Mamre Road Precinct (MRP) Working Group (or its designated data management system). This ensures a comprehensive, real-time understanding of air quality across the entire precinct.
- Ensure on-site air quality monitoring systems (AQMS) adhere to the parameters, standards, and monitoring locations specified by the precinct-wide program. This ensures data consistency and comparability.
- Cumulative Impact Assessment: Include a requirement for regular analysis of combined on-site and precinct-wide data to assess cumulative air quality impacts. The findings of this assessment should inform adaptive management strategies.
- Coordinated Management Measures: Develop a mechanism for coordinating air quality management and mitigation responses (e.g., dust suppression, timing of high-emission activities) between individual sites and the Working Group in response to cumulative data.
- Trigger Action Response Plan (TARP): Integrate the on-site TARP with the precinct-wide TARP. This ensures that when agreed cumulative air quality thresholds are approached or exceeded, both site-specific and precinct-wide actions are triggered in a coordinated and timely manner.
- Regular Reporting and Review: Mandate regular reporting of on-site monitoring data and management measures to the Working Group. This ensures compliance with regulatory requirements and facilitates ongoing review and improvement of the overall program.
- Communication Plan: Establish a clear communication plan to facilitate effective information flow between the site environmental representative/manager and the Mamre Road Precinct Working Group regarding air quality issues, data, and corrective actions.

6.5 Community Consultation and Complaints

The client will develop a Community Consultation and Complaints Handling Strategy (CCCHS), which outlines key stakeholders and the engagement strategies to be adopted prior to and during construction works. Consultation with the surrounding community will be undertaken and the local community will be notified of the up-and-coming works and provided with contact details to raise any concerns they may have with the project team. A community letter has been issued to surrounding residents, attached as Appendix B. Community feedback and complaints relating to local air quality will be dealt with in accordance with the Project CCCHS.

6.6 Training

All employees, contractors and utility staff working on site will undergo site induction training that would include air quality and odour impact management issues. The induction training will address elements related to air quality and odour management including:

- typical construction activities that may impact air quality and odour;
- air quality and odour mitigation and management measures;
- incident response, management and reporting;
- community complaints response and reporting (attached in Appendix B); and
- specific responsibilities to minimise air quality impacts on sensitive receivers.

6.7 Independent Air Quality Audits

As per B62 of COCs, within three months of the commencement of earthworks and every three months thereafter until the completion of earthworks, an Independent Air Quality Audit (IAQA) must be performed to review the air quality performance of the development. The IAQA must, include the following activities and be undertaken by a suitably qualified (i.e. CAQP and/or CEnv), experienced and independent expert whose appointment has been endorsed by the Planning Secretary;

- analyse the performance of the CAQMP, including the TARP;
- audit the performance of the CAQMP, including the TARP in achieving its objectives;
- identify any deficiencies in the CAQMP including the TARP in achieving its objectives and propose changes to improve the performance of the CAQMP to achieve those objectives;
- review the air quality monitoring and mitigation requirements and air quality monitoring data for the audit period;
- analyse any incidents, non-compliances and complaints that occurred or were made during the audit period; and
- if necessary, recommend and prioritise measures to improve the air quality controls on-site for subsequent stages of the earthworks program, such that sensitive receivers would be protected against adverse air quality impacts from the development.

Within 6 weeks of the completion of the IAQA required by Condition B62, a copy of the audit report must be submitted to the Planning Secretary with a response to any recommendations contained in the audit report. The response must include a timeframe for implementing the recommendations of the IAQA.

This CAQMP must also be updated to include all the recommendations.

7 REVIEW AND IMPROVEMENT

A review of the CEMP, sub-plans and monitoring programs will be undertaken during construction. These reviews will be completed to determine the efficiency of the monitoring program and any required changes necessary to ensure compliance. This review is to be undertaken by the Contractor HSEQ Manager, in consultation with the Contractor Project Manager and the Client Representative, on an annual basis commencing one year after the commencement of construction. An Environmental Review Report recommending measures to improve the environmental performance of the Project will be produced by the review.

Continuous improvement of this Program will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets which includes:

- Identify areas of opportunity for improvement of environmental management and performance
- Determine the cause of non-conformances and deficiencies
- Develop and implement a plan of corrective and preventive action to address any non-conformances
- Verify and document corrective and preventative actions

7.1 Update and Amendment

Revision of the CAQMP would be performed as per CoCs (as relevant to air quality management). This CAQMP will be reviewed and updated following the IAQA (if recommended by the Audit) as well as in accordance with Conditions C8 and C9. The Project will annually review the adequacy of the environmental mitigation measures within this CEMP and Sub-Plans (including this CAQMP) as well as the effectiveness of their implementation to determine whether they are still applicable to the activities being carried out onsite. Updates and amendments to this CAQMP must first be approved by the Environmental Representative and then may be required to be submitted to the Planning Secretary for approval via the Planning Portal website.

A copy of the updated Program and changes will be distributed to all relevant stakeholders and the changes will be implemented immediately.

7.2 Non-Compliance, Corrective and Preventive Action

Potential non-compliances with the CoC will be followed as per section 5.5 of CEMP. Environmental inspection and observation results are interpreted to identify actual and potential nonconformances and events that may result in nuisance, environmental harm and unacceptable loss of amenity or community complaints. The Environmental Representative and/or a public authority may also raise a noncompliance or improvement notice.

Non-compliances are to be investigated to determine the root cause and any corrective and/or preventative actions arising from the investigation. This investigation is to be documented in a Non-Compliance Report prepared by, or for, the Contractor Project Manager and is to include any corrective and/or preventative actions. The Non-Compliance Report is to be provided to the Client and the Environmental Representative within five days of the non-compliance. Where non-compliances are identified during regular inspections, corrective actions are raised, tracked and closed out through the inspection records. An appropriate register will be used to assign, track and close out corrective actions.

7.3 Complaints Handling Procedure

Community Consultation and Complaints Handling Procedure (CCCHP) has been prepared for this project and has been included in the CEMP. This procedure outlines measures to enable effective communication with the community and assist the Project team in delivering the Project with minimal disruption.

A range of communications channels may be used to communicate with the community including:

- stakeholder (including the Mamre Road Precinct (MRP) Working Group) and resident meetings and briefings via video conference or in person
- the Project website – **TBC**
- the Project hotline – **TBC**
- the Project email – **TBC**
- letterbox notifications
- door knocking
- media announcements
- consultation register.

The Client will participate in the existing Mamre Road Precinct (MRP) Working Group, with other relevant development consent holders in the MRP. Participation will commence within three months of the commencement of construction and will be ongoing until all components of the Project are constructed and operational. The purpose of the MRP Working Group is to consult and coordinate construction works within the MRP to assist with managing and mitigating potential cumulative environmental impacts.

The implementation of the procedure will assist the team to deliver the Project with minimal disruption to the community. For any complaint received relating to air quality impacts from the construction activities, the measures outlined in CCCHP and Table 7-1 will be undertaken.

Table 7-1: Air Quality Complaints Handling Measures

Control	Responsibility	Timing
Review and follow up all the complaints regarding dust within 24 hours of receipt. Development of proposed response and issue within 48 hours by the Project team.	Site Supervisor	As required and ongoing throughout the Construction activities
All details will be captured and logged in the Complaints Register, and all responses will be shared with the Project team.	Site Supervisor	All records to be compiled in the Complaint Register
Perform a site inspection, noting all dust-producing activities taking place and the mitigation methods being used. If the complaint was related to an event in the recent past, if possible, note any dust or odour producing activities that were underway at that time and initiate any remedial action necessary	Project Engineer	Records of inspection to be recorded and maintained

Control	Responsibility	Timing
It is important to verify if another source of dust other than the construction activities of the project is causing the complaint and collect appropriate evidence of this (photos and/or videos as appropriate). Once investigations have been completed, contact the complainant to explain any problems found and remedial actions taken	Project Engineer	Records of inspection to be recorded and maintained

7.4 Recordkeeping

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

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

REFERENCES

BoM (Bureau of Meteorology), 2024: Climate Averages Australia. Accessible at: http://www.bom.gov.au/climate/data/

8

EPUK (Environmental Protection UK) & IAQM (Institute of Air Quality Management), 2024: "Guidance on the Assessment of Dust from Demolition and Construction, January 2024 (Version 2.2)". Accessible at: https://iaqm.co.uk/wp-content/uploads/2013/02/Construction-Dust-Guidance-Jan-2024.pdf

NEPC (National Environment Protection Council), 2021: "National Environment Protection Council's (NEPC), National Environment Protection (Ambient Air Quality) Measure. Variation to the Ambient Air Quality NEPM – 2021". Accessible at: https://www.nepc.gov.au/nepms/ambient-air-quality

NSW EPA (New South Wales Environmental Protection Authority), 2022: "Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (2022)". Accessible at: https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/air/22p3963-approved-methods-for-modelling-and-assessment-of-air-pollutants.pdf?la=en&hash=79991C3AD2F7A1FAEC34EBAA857E7D0CCDDD1B24

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NSW LGAQ (New South Wales Local Government Air Quality Toolkit), 2024: "Construction sites guidance note". Accessible at: https://www.epa.nsw.gov.au/sites/default/files/240180-local-government-air-quality-toolkit-construction-sites-guidance-note.pdf

NSW DEC (New South Wales Department of Environment and Conservation), 2006: "Technical Framework: Assessment and Management of Odour from Stationary Sources in NSW. Accessible at: https://www.environment.nsw.gov.au/resources/air/20060440framework.pdf

STATEMENT OF LIMITATIONS

9

This report entitled *"Warehouse And Distribution Centre at 805-817 Mamre Road, Kemps Creek, NSW – Construction Air Quality Management Plan, 24 February 2026*", was prepared by RWDI Australia Pty Ltd ("RWDI") for Gibb Group ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the Project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

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

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

APPENDIX A - CV

RAMA ROBBI, CAQP, LEED® AP, BD+C

SENIOR SCIENTIST/ENGINEER | AIR QUALITY

T: 604-730-5688 X 3240 | Rama.Robbi@rwdi.com

Rama is a Senior Engineer and Certified Air quality professional (CAQP) with considerable experience in developing air contaminant and greenhouse gas emission inventories to support regulatory assessments and air quality planning across various cities around the world. Rama has more than ten years of experience in air quality, GHG emissions, and sustainable design. Rama has completed ISO 14064-3 training course and applicable AEPA Verifier Training.

Selected Project Experience

Industrial / Data Centre / Mining

- Rio Tinto, Crocodile and Turtle Mining, Madagascar - Air Quality/Dust Impact Assessment
- City West Building, Pyrmont, Sydney, NSW – Air Quality Impact Assessment from roadway sources using GRAL
- Pelican Point Fuel Storage, South Adelaide – Construction and Operational Air quality/Odour Impact Assessment
- Sandstone Quarry Expansion, Glenorie, NSW – Air Quality Impact Assessment
- Boral Concrete Plant Modifications, Moorebank and Camden, NSW – AirQuality Impact Assessment
- Bitcoin Database Storage, Alberta – Air Quality Assessment
- Solid Waste Incinerator, New York, USA – Air Quality Modelling, Impact Assessment and permitting with USEPA.

Healthcare, Commercial and Education

- Columbia University, New York, USA – Air Quality Modelling, Permitting and Compliance Assessment of Power Plant.
- New York Presbyterian Hospitals, New York, USA – Air Quality Modelling, Permitting and Compliance Assessment of Power Plant.

Employment History

March 2022-Present
Senior Scientist/Engineer Air Quality, Building Performance & Sustainability, RWDI

2011-2021
Senior Project Engineer, Head of Design and Operations, Environmental and Energy Solutions Inc.

2007-2009
Project Engineer, Infosys Technologies Ltd

Education

Master of Science (Civil Engineering), Manhattan College, New York

Bachelor of Science (Civil Engineering), Banaras Hindu University, India

Affiliations

LEED Certified – Buildings Design and Construction LEED AP BD+C

Q.H.S.E. Certified Environmental Management System (EMS) Auditor ISO 14001-2015

Certified Energy Management System (EnMS) ISO 50001-2018

Certified Occupational Health & Safety Management (OSHA) ISO 45001-2018

Certified ICBS005: Climate Change: Financial Risks and Opportunities



APPENDIX B - NEIGHBOUR CONSULTATION – CONSTRUCTION AIR QUALITY MANAGEMENT

805 Mamre NSW Pty Ltd
Suite 11.03, 1 O'Connell Street
Sydney NSW 2000
ACN: 665 235 441

GibbGroup.

Neighbour Consultation – Construction Air Quality Management
SSD-30871587 | 805–817 Mamre Road, Kemps Creek

In accordance with **Condition B50(f)** of the Development Consent, consultation has been undertaken with nearby receivers identified as potentially impacted by construction air quality impacts. Copies of the **Construction Air Quality Management Plan (CAQMP)** were distributed to the following receivers as detailed below.

Receiver	Address	Consultation Undertaken
	799 Mamre Road, Kemps Creek, NSW	CAQMP issued via email and hardcopy to the occupant on **16/02/26.** Occupant response received on **17/02/26.**
R01	819 Mamre Road, Kemps Creek, NSW	CAQMP issued via email to the resident on **16/02/26.** Resident response received on **17/02/26.** Resident response received on **17/02/26.**
R02	833A Mamre Road, Kemps Creek, NSW	CAQMP physically provided to the resident on **16/02/26**. Resident response received on **17/02/26.**
R03	833B Mamre Road, Kemps Creek, NSW	Resident unavailable; CAQMP left in letterbox on **16/02/26**. Resident response received on **17/02/26.**
R04	845A Mamre Road, Kemps Creek, NSW	Resident unavailable; CAQMP left in letterbox on **16/02/26**.
R05	845 Mamre Road, Kemps Creek, NSW	Resident unavailable; CAQMP left in letterbox on **16/02/26** and owner advised via phone call.
R06	53A Aldington Road, Kemps Creek, NSW	CAQMP physically provided to the resident on **16/02/26**.
R36	31 Medina Avenue, Luddenham, NSW	Resident unavailable; CAQMP left at the front door on **16/02/26**.
R38	27 Medina Avenue, Luddenham, NSW	Resident unavailable; CAQMP left at the front door on **16/02/26**.
R39	25 Medina Avenue, Luddenham, NSW	CAQMP physically provided to the resident on **16/02/26**.
R40	23 Medina Avenue, Luddenham, NSW	CAQMP physically provided to the resident on **16/02/26**.

805 Mamre NSW Pty Ltd
Suite 11.03, 1 O'Connell Street
Sydney NSW 2000
ACN: 665 235 441

R41	21 Medina Avenue, Luddenham, NSW	CAQMP physically provided to the resident on **16/02/26**.
R42	19 Medina Avenue, Luddenham, NSW	Resident unavailable; CAQMP left in letterbox on **16/02/26**.
R44	15 Medina Avenue, Luddenham, NSW	CAQMP physically provided to the resident on **16/02/26**.
R45	13 Medina Avenue, Luddenham, NSW	CAQMP physically provided to the resident on **16/02/26**.
R46	654–674 Mamre Road, Kemps Creek, NSW	Resident unavailable; CAQMP left in letterbox on **16/02/26**.
R47	676–702 Mamre Road, Kemps Creek, NSW	CAQMP physically provided to the resident on **16/02/26**.
R48	10785 Bakers Lane, Kemps Creek, NSW	CAQMP physically provided to the school reception on **16/02/26**.
R49	3/85 Bakers Lane, Kemps Creek, NSW	CAQMP physically provided to the retirement village reception on **16/02/26**.

Ongoing Consultation

Any feedback received from consulted receivers will be reviewed and, where appropriate, incorporated into the final CAQMP prior to implementation.

Gibb Group
On behalf of 805 Mamre NSW Pty Limited

805 Mamre NSW Pty Ltd
Suite 11.03, 1 O'Connell Street
Sydney NSW 2000
ACN: 665 235 441

16 February 2026

Neighbour Consultation – Construction Air Quality Management
SSD-30871587 | 805–817 Mamre Road, Kemps Creek

Dear Neighbour,

We are writing to advise that Development Consent **SSD-30871587** for the Warehouse and Distribution Centre at **805–817 Mamre Road, Kemps Creek** was granted by the NSW Department of Planning, Housing and Infrastructure on **11/12/25**.

In accordance with the development consent, we are undertaking consultation with nearby and identified sensitive receivers in relation to construction impacts, specifically:

- **Condition B60(b)** – Construction Air Quality Management Plan (CAQMP).

Purpose of this consultation
The purpose of this consultation is to provide you with the relevant management plan and invite any feedback you may wish to provide regarding construction air quality prior to finalisation and implementation of this plan.

Documents for review
The following documents are provided for your information and comment:

- **Construction Air Quality Management Plan (CAQMP)** – Rev G, dated 17/12/25

These plans form part of the approved Construction Environmental Management Plan and outline the mitigation measures, monitoring, consultation procedures and complaint handling processes that will be implemented during construction.

Project information
For your reference, additional information is available at the following links:

- **Project site location:** https://805mamre.com.au/
- **Development consent (SSD-30871587):** https://www.planningportal.nsw.gov.au/major-projects/projects/warehouse-and-distribution-centre-805-817-mamre-road
- **CAQMP document:** https://805mamre.com.au/planning/

Providing feedback
If you have any comments, questions, or specific matters you would like us to consider (for example, particular sensitivities, preferred contact arrangements, or requests for notification of certain activities), we would appreciate receiving your feedback by **20/02/26**.

All feedback received will be considered and, where relevant, addressed in the finalisation and implementation of the management plans in accordance with the development consent.

805 Mamre NSW Pty Ltd
Suite 11.03, 1 O'Connell Street
Sydney NSW 2000
ACN: 665 235 441

Ongoing communication
We are committed to managing construction impacts responsibly and to maintaining open communication with our neighbours throughout the construction phase. Advance notification will be provided for any high-impact activities, and we will respond promptly to any issues raised.

If you would like to discuss the project or the enclosed documents, please contact:

Nick Papanicolaou
Senior Project Manager – Gibb Group
Email: nick.papanicolaou@gibbgroup.com.au
Phone: 0449 104 378

We appreciate your time in reviewing this information and welcome your feedback.

Yours sincerely,

Gibb Group
On behalf of 805 Mamre NSW Pty Limited

Nick Papanicolaou

From: Alin Naamo <alinn@fr8services.com.au>
Sent: Tuesday, 17 February 2026 4:58 PM
To: Nick Papanicolaou; Andrew Mamo
Cc: Edwin Vanegas; Trent Delahunty; Tony Laba; Chris Suwahjo
Subject: RE: RE: 805 Mamre Road, Kemps Creek - Construction Noise and Vibration Management Plan

Hi Nick

All Good

Alin Naamo
FR8 Services – CEO
799 Mamre Rd, Kemps Creek, NSW 2178
M: 0477 778 777 | E: alinn@fr8services.com.au

From: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Sent: Tuesday, 17 February 2026 12:22 PM
To: Andrew Mamo <andrewm@fr8services.com.au>
Cc: Edwin Vanegas <edwin@fivecanons.com.au>; Trent Delahunty <trent.delahunty@gibbgroup.com.au>; Tony Laba <TLaba@wem.com.au>; Chris Suwahjo <csuwahjo@wem.com.au>; Alin Naamo <alinn@fr8services.com.au>
Subject: RE: RE: 805 Mamre Road, Kemps Creek - Construction Noise and Vibration Management Plan

Hi Andrew,

As discussed on site yesterday, I provided the attached letters, Construction Air Quality Management Plan (CAQMP) and Construction Noise and Vibration Management Plan (CNVMP).

Could you please confirm if you have any concerns or comments?

Kind Regards,

Nick Papanicolaou
Senior Project Manager
+61 449 104 378
+61 3 8808 6888
nick.papanicolaou@gibbgroup.com.au

gibbgroup.com.au

Nick Papanicolaou

From: Joe Tassone <joetassone1970@gmail.com>
Sent: Tuesday, 17 February 2026 2:31 PM
To: Nick Papanicolaou
Cc: Matthew Thiselton; Trent Delahunty
Subject: Re: 805 Mamre Road, Kemps Creek - Commencement of Works & consultation during works

Hi Nick,

Yes, I confirm I've received the documents from Matthew.

Thanks for keeping me updated.

Regards

Joe Tassone

Mobile
0414746431 |
Email joetassone1970@gmail.com

On Tue, 17 Feb 2026 at 1:56 pm, Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au> wrote:

> Thank you, Matt, for the introduction.
>
> Hi Joe,
>
> Please confirm receipt of the documents at your convenience, and feel free to reach out should you have any questions.
>
> During the construction works, please don't hesitate to contact me if you have any concerns at all.
>
> I look forward to your response at your earliest convenience.
>
> Kind Regards,

Appendix E Construction Noise and Vibration Management Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

REPORT

WAREHOUSE AND DISTRIBUTION CENTRE

805 – 817 MAMRE ROAD, KEMPS CREEK

CONSTRUCTION NOISE AND VIBRATION MANAGEMENT PLAN
RWDI # 2105533
24 February 2026

SUBMITTED TO

Nick Papanicolaou
Senior Project Manager
Nick.Papanicolaou@gibbgroup.com.au

SUBMITTED BY

RWDI Australia Pty Ltd (RWDI)
Suite 602, Level 6, 80 William Street, Woolloomoolloo, NSW 2011
ABN: 86 641 303 871

Gibb Group
1 O'Connell St, Sydney NSW 2000

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DOCUMENT CONTROL

Version	Status	Date	Prepared By	Reviewed By
A	Draft	1 May 2025	KN	RL
B	Draft	2 June 2025	KN	RL
C	Draft	11 July 2025	KN	RL
D	Draft	7 November 2025	KN	RL
E	Final	17 December 2025	KN	RL
F	Addition of Appendix B	24 February 2026	KN	RL

NOTE

All materials specified by RWDI Australia Pty Ltd (RWDI) have been selected solely on the basis of acoustic performance. Any other properties of these materials, such as fire rating, chemical properties etc. should be checked with the suppliers or other specialised bodies for fitness for a given purpose.

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RWDI

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

AAAC

This firm is a member firm of the Association of Australasian Acoustical Consultants and the work here reported has been carried out in accordance with the terms of that membership.

QUALITY ASSURANCE

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

GLOSSARY OF ACOUSTIC TERMS

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

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

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

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

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

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

ABL – The Assessment Background Level is the single figure background level representing each assessment period (daytime, evening and night time) for each day. It is determined by calculating the 10th percentile (lowest 10th percent) background level (L_{A90}) for each period.

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

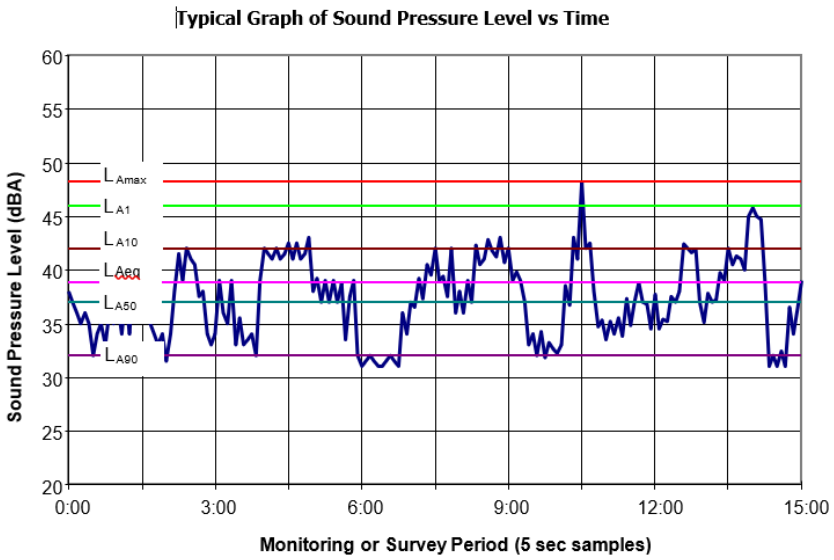


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1 INTRODUCTION

RWDI Australia Pty Ltd (RWDI) was engaged by Gibb Group (the client) to prepare a Construction Noise and Vibration Management Plan (CNVMP) to address the potential noise and vibration impacts associated with the construction works of two proposed warehouse and distribution facilities located at 805-817 Mamre Road, Kemps Creek.

The CNVMP is required as part of Condition of Consent #B50 and shall be submitted to and approved by the Planning Secretary prior to the issue of the Construction Certificate.

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

1.1 Objectives

The objectives of the CNVMP are as follows:

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

1.2 SSD Conditions

This Construction Noise and Vibration Management Plan has been prepared as per condition B50. and C1. of SSD-30871587, with responses in **Table 1-1** below.

Table 1-1: SSD Conditions of Consent

SSD-30871587	Section
B50. The Applicant must prepare a Construction Noise and Vibration Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must form part of a CEMP in accordance with condition C2 and must:	
(a) be prepared by a suitably qualified and experienced noise expert;	This CNMP has been prepared by a suitably qualified and experienced noise expert whose CV is attached as **Appendix A.**
(b) describe procedures for achieving the noise management levels in the EPA's Interim Construction Noise Guideline (DECC, 2009) (as may be updated or replaced from time to time);	This CNVMP has been prepared describing these procedures in **Section 7.**
(c) include noise management and mitigation measures, including any described in Appendix 2, and in the '805-817 Mamre Road Kemps Creek Noise Impact	The noise management and mitigation measures in this CNVMP are consistent with that in the Noise Impact Assessment prepared by RWDI, and Appendix 2 in the SSD-30871587. Noise

Assessment', prepared by RWDI and dated 28 August 2025	management and mitigation measures in **Section 7.3.**
(d) describe the measures to be implemented to manage high noise generating works such as piling, in close proximity to sensitive receivers;	This CNVMP has been prepared describing these measures in **Section 7.3.**
(e) include strategies that have been developed with the community, including nearby residents, for managing high noise generating works;	This CNVMP has been prepared including these strategies in **Section 7.2.4.**
(f) include strategies that have been developed in consultation with the directly adjoining properties for managing vibration such as any alternative construction methods with lower source vibration levels and provision for respite periods;	This CNVMP has been prepared including these strategies in **Section 7.2.1** and **Section 7.6.** The community consultation letter and record of correspondence has been attached as **Appendix B.**
(g) describe the community consultation undertaken to develop the strategies in condition B50(e) and (f); and	This CNVMP has been prepared describing the community consultation and developed strategies in **Section 7.2.**
(h) include a complaints management system that would be implemented for the duration of the earthworks and construction.	This CNVMP has been prepared including a complaints system in **Section 7.2.2.**
C1. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	
(a) a condition compliance table for that plan;	This table.
(b) detailed baseline data where required;	Background noise levels have been established in **Section 3.2.**
(c) 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;*	Reference documentation in **Section 1.3.** Construction noise and vibration criteria presented in **Section 4** and **Section 5** respectively.
(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Noise and vibration mitigation measures described in **Section 7.3** and **Section 7.4** respectively.
(e) a program to monitor and report on the: *(i) impacts and environmental performance of the development; and*	Construction noise and vibration monitoring programs discussed in **Section 7.5** and **Section 7.6** respectively.

(ii) effectiveness of the management measures set out pursuant to paragraph (d) above;	
(f) 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;	Discussed in **Section 7.5** and **Section 7.6.**
(g) a program to investigate and implement ways to improve the environmental performance of the development over time;	Discussed in **Section 7.1.**
(h) a protocol for managing and reporting any: *(i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);* *(ii) complaint;* *(iii) failure to comply with statutory requirements; and* *(iv) a protocol for periodic review of the plan.*	(i) **Section 7.2.2** (ii) **Section 7.2.2** iii) **Section 7.57.6** iv) **Section 7.1**

1.3 Reference Documentation

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

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

2 SITE DESCRIPTION & PROPOSED WORKS

2.1 Site Location

The site is currently vacant, predominately cleared and awaiting redevelopment for employment purposes. **Figure 2-1** presents the proposed site layout. The overall area of the site is approximately 20.83 ha however the net developable area is only 49,888 m^2. The site is part of the Mamre Road Precinct of the Western Sydney Employment Area.

The existing site and surrounding receivers are currently zoned IN1 (General Industrial). However, a number of the neighbouring lots still currently have residential dwellings. It is expected that these receivers would no longer exist once the Precinct is finalised. Outside of the precinct, the nearest residential receivers are located approximately 1,200 m west (zoned E4 – Medinah Avenue, Luddenham) and approximately 1,300 m south-east (zoned RU2 – 949-965 Mamre Road, Kemps Creek).

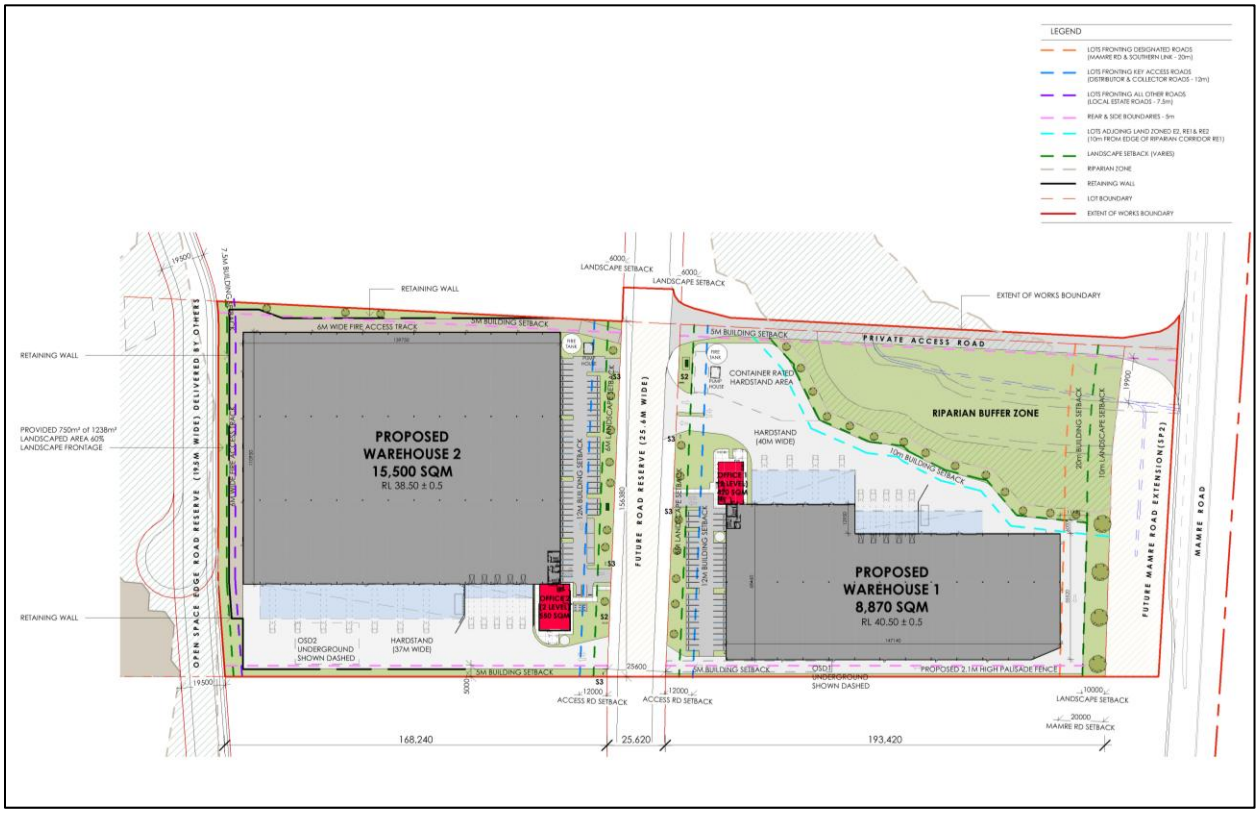


Figure 2-1: Proposed Site Layout

2.2 Proposed Construction Works

The SSDA, seeks approval for the construction and operation of a warehouse and distribution centre at 805-817 Mamre Road, Kemps Creek. Specifically, the development sought consent for the following:

- Staged site preparation works comprising:
  - Demolition of all existing infrastructure on Lot 26 in DP258414;
  - Clearing of existing vegetation on the proposed development areas;
  - Bulk earthworks including 'cut and fill' to create flat development platforms for the proposed buildings, and topsoiling, grassing and site stabilisation works;
  - Re-establishment of the riparian corridor.
- Connection to required site utility infrastructure;
- Integrated water cycle management infrastructure;
- Staged road construction including:
  - Interim connection to Mamre Road via a private access road shared between both existing lots; and
  - Construction of the internal Collector Industrial Road.
- Staged construction and use of a warehouse (Warehouse 1) of approximately 8,900sqm within proposed Lot 1 for logistics and warehousing purposes including:
  - Associated office floorspace at 420sqm
  - Vehicle loading and parking areas
  - Signage; and
  - Hours of operation of 24 hours a day, 7 days a week;
- Staged construction and use of a warehouse (Warehouse 2) of approximately 15,500sqm within proposed Lot 2 for logistics and warehousing purposes including:
  - Associated office floorspace at 550sqm
  - Vehicle loading and parking areas
  - Signage: and
  - Hours of operation of 24 hours a day, 7 days a week; and
- Construction of interim Mamre Road widening works to facilitate temporary access to the development, in accordance with TfNSW specifications and processes.

2.3 Indicative Timeline of Works

A summary of the timeline of works is provided in **Table 2-1.**

Table 2-1: Construction Phasing Summary

Phase	Description	Period
1	Early works - mobilisation, demolition, remediation, services relocation, erosion and sedimentation control	19/11/2025 - 04/02/2026
2	Bulk earthworks	23/03/2026 - 02/06/2026
3	Construction access road works	30/03/2026 - 02/06/2026
4	Civil works	02/06/2026 - 25/01/2027

Phase	Description	Period
	Warehouse build	02/06/2026 - 15/03/2027
5	Temporary access road works (Mamre Road intersection)	03/08/2026 - 03/02/2027
6	Decommission Works of CAR	04/02/2027 - 17/03/2027

2.4 Construction Generated Traffic

Estimates of daily vehicle movements have been provided by Ason Group on behalf of the client, broken into four stages. **Table 2-2** provides the estimated daily vehicle movements per stage. These are an estimate only and the actual number of truck movements will be managed according to on-site requirements.

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

Stage	Approximate Total Vehicle Movements per Day		Average Workers on Site per Stage (max on site at any time)
	Light Vehicles	Articulated Vehicles/ Truck + Dog Combination	
Demolition and Earthworks	54	10	20
Temporary Left in and Left Out Construction	64	12	20
Civil Road Works	140	100	80
Intersection Works	170	100	50

3 SENSITIVE RECEIVERS

3.1 Sensitive Receivers

For the purposes of this assessment, it has been assumed that the existing residential dwellings at the neighbouring lots would be present for the construction and operation of the development and assessed accordingly.

Table 3-1 presents the nearby surrounding receivers from the site and **Figure 3-1** presents the location of the nearest sensitive receivers relative to the site.

Table 3-1: Nearest Sensitive Receivers

Receiver ID	Address	Zoning
R01	819-831 Mamre Road, Kemps Creek	IN1
R02	833A Mamre Road, Kemps Creek	IN1
R03	833B Mamre Road, Kemps Creek	IN1
R04	845-857B Mamre Road, Kemps Creek	IN1
R05	845-857A Mamre Road, Kemps Creek	IN1
R06	859-869 Mamre Road, Kemps Creek	IN1
R07	949-965 Mamre Road, Kemps Creek	RU2
R08	29 Medinah Avenue, Luddenham	E4
R09	27 Medinah Avenue, Luddenham	E4
R10	25 Medinah Avenue, Luddenham	E4
R11	930-966 Mamre Road, Kemps Creek	IN1

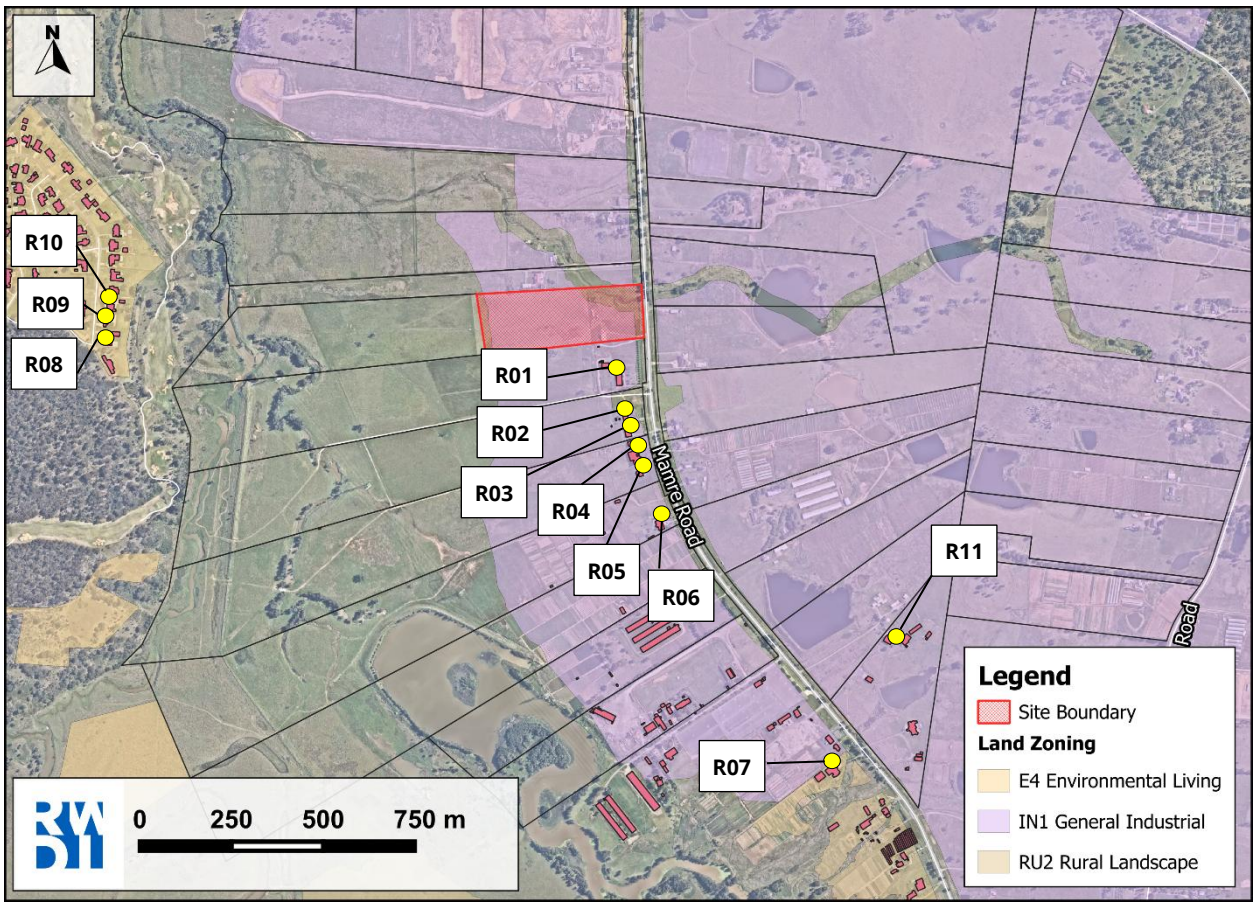


Figure 3-1: Nearest Sensitive Receivers

3.2 Established Ambient Background Levels

Attended and unattended noise monitoring was conducted to quantify the acoustic ambient environment surrounding the site (as indicated in **Figure 3-2**).

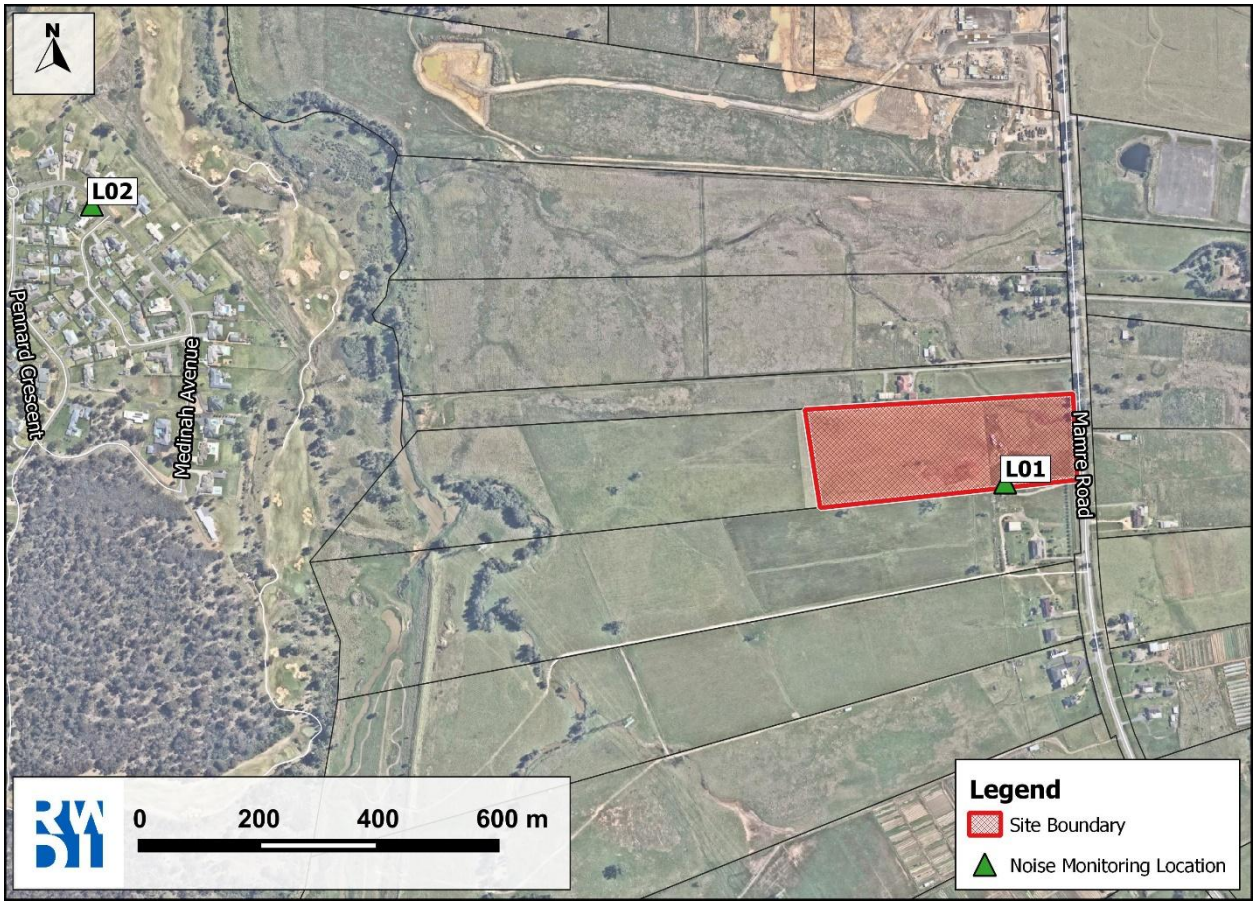


Figure 3-2: Noise Monitoring Locations

Noise monitoring was completed in accordance with Australian Standard AS 1055-2018 "*Acoustics - Description and measurement of environmental noise*". All acoustic instrumentation utilised complies with AS IEC 61672.1-2004 *"Electroacoustics - Sound level meters – Specifications".*

Unattended noise monitoring was conducted by RWDI between 27 October and 15 November 2021. The measured data was processed according to the *NPfI* requirements. **Table 3-2** presents the Rating Background Level (RBL) for the daytime, evening, and night-time periods. RBL data affected by adverse meteorological conditions or extraneous noise was removed from the data prior to processing.

RWDI has also reviewed approved development applications at nearby sites for further information. SSDA-9522 was approved in December 2020 and was for a Warehouse, Logistics and Industrial Facilities Hub located 500 m north of the Project. Unattended noise monitoring was conducted by Acoustic Works (*Report 1018022 R01P Mamre Road Kemps Creek ENV.docx*, May 2019) between 11 April and 19 April 2018. A noise monitor was installed at 8 Medinah Avenue, Luddenham.

Table 3-2: Summary of Unattended Noise Monitoring Data, dBA

Location	Source	Monitoring Period	RBL		
			Day	Evening	Night
L01	RWDI, 2021	27/10/2021 – 15/11/2021	41	38	33
L02	Acoustic Works, 2018	11/04/2018-19/04/2018	36	33	28

Note: Periods are defined in accordance with the NSW EPA *Noise Policy for Industry*; Day (7.00am-6.00pm or 8.00am-6.00pm Sundays), evening (6.00pm-10.00pm) and night shoulder (10.00pm-12.00am).

4 CONSTRUCTION NOISE CRITERIA

4.1 Interim Construction Noise Guideline (DECC, 2009)

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

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

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

Table 4-1: **Interim Construction Noise Guideline Criteria**

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

Based on the above, **Table 4-2** presents the applicable noise management levels for construction activities at surrounding residential receivers that have been adopted for all applications.

Table 4-2: Construction NMLs for Residential Receivers, $L_{Aeq,15min}$ dBA – Standard Hours[1]

Receiver ID	Day NML
R01 – R07	51
R08 – R11	46

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

5 CONSTRUCTION VIBRATION CRITERIA

5.1 Human Comfort

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

Table 5-1 sets out VDV values as specified within ATG. Given that works will only occur during the day period, only these goals are provided. For a particular receiver type, where levels are predicted to lie between the values in **Table 5-1**, the impacts are considered to be minor with a low probability of adverse comment expected.

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

Type of Receiver	Day (7am-10pm)	
	Preferred	Maximum
Residences	0.20	0.40

5.2 Building Damage

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

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

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

Note 1: Values referred to are at the base of the building.
Note 2: The values refer to the peak component particle velocity.
Note 3: At frequencies < 4 Hz, a maximum displacement of 0.6mm (zero to peak) should not be exceeded.

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

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

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

6 ASSESSMENT OF IMPACTS

6.1 Construction Noise Impacts

6.1.1 Noise Modelling Methodology

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

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

6.1.2 Construction Stages and Noise Sources

Based on the proposed construction works summarised in **Section 2.2**, the construction activities and equipment set out in **Table 6-1** have been considered in this assessment as a conservative worst-case scenario. These noise levels are taken from RWDI's internal database and external assessments of similar subject sites.

Table 6-1: Construction Activity Staging

Equipment	Quantity	L_W per Equipment	Total L_W
Stage 1 – *Early works*			
Tub Grinder	1	116	117
Grader	1	110	
Excavator 30 T	1	104	
Roller/Compactor	1	104	
Stage 2 – *Bulk earthworks*			
Piling Rig	1	111	113
Excavator 30 T	2	104	
Haul Truck	3	105	
Stage 3 – *Civil works*			
Mobile Crane	1	98	116
Haul Truck	2	105	
Concrete Truck	2	107	
Concrete Pump	1	110	

Equipment	Quantity	L_W per Equipment	Total L_W
Concrete Agitator	2	105	
Excavator 30 T	2	104	
Stage 4 – *Construction access road works and Temporary access road works (Mamre Road intersection)*			
Grader	1	110	113
Excavator 30 T	1	104	
Roller/Compactor	1	104	
Spray Seal Truck	1	106	
Asphalt Paver	1	105	
Stage 5 – *Warehouse build*			
Tower Crane	2	98	113
Power Tools at Heights	4	105	
Truck Deliveries	4	102	
Stage 6 – *Fit-Out*			
Power Tools at Heights	4	105	113
Truck Deliveries	4	102	

6.1.3 Predicted Construction Noise Impacts

The predicted noise levels for a worst case 15-minute period for each of the construction phases are shown in **Table 6-2**. Predictions indicate that noise from some of the construction activities could exceed the NMLs at receivers R01 - R05 by up to 16 dB. No receivers are expected to experience noise levels above the 75 dBA "Highly affected" threshold. Exceedances of the NMLs are mainly expected at isolated residential receivers within the MRP on land zoned IN1. These receivers may no longer be inhabited due to potential redevelopment for industrial development. It is the responsibly of the Contractor to confirm if these receivers are remaining.

Table 6-2: Predicted Construction Noise Levels – $L_{Aeq,15min}$ dBA

Receiver	NML (dBA)	Predicted Noise Levels, dBA					
		Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
R01	51	**68**	**63**	**67**	**64**	**64**	**64**
R02	51	**60**	**56**	**59**	**56**	**56**	**56**
R03	51	**59**	**54**	**57**	**55**	**55**	**54**
R04	51	**55**	50	**54**	51	51	51
R05	51	**52**	48	51	49	48	48

Receiver	NML (dBA)	Predicted Noise Levels, dBA					
		Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
R06	51	48	43	47	44	44	43
R07	51	30	26	29	26	26	26
R08	46	43	38	41	39	39	38
R09	46	43	38	41	39	39	38
R10	46	43	38	42	39	39	38
R11	46	30	25	28	26	25	25

6.2 Off-Site Traffic Noise Impacts

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

The NSW Government's '*Mamre Road Upgrade Options Report – Kerrs Road to M4 Motorway*', dated November 2017 forecasted that the daily traffic volume on Mamre Road would be approximately 18,000 vehicles per day in 2023.

A Construction Traffic Management Plan was prepared by Ason Group, dated 30/04/2025. During Warehouse 1 &2 Built Form Works, construction activity is expected to be supported by a total of 448 vehicle movements per day, 228 of which would be heavy vehicles. This represents the worst-case scenario for off-site traffic noise levels.

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

Table 6-3 presents the relative increase in traffic noise levels on Mamre Road due to the construction traffic.

Table 6-3: Predicted increase in traffic noise levels on Mamre Road due to Construction Traffic

Case	Traffic Volumes		
	Light Vehicles	Heavy Vehicles	Total
Existing Volumes	15,300	2700	18,000
Peak Construction Generated	220	228	448
New Volumes	15,520	2,928	18,448
dB Increase			0.1

6.3 Construction Vibration Impacts

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

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

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

The recommended minimum working distances for vibration intensive activities from the *CNVS* are presented in **Table 6-4**. Based on the distances to the nearest inhabited receivers (100 m), no adverse vibration impacts are expected.

Table 6-4 Recommended Minimum Working Distances from Vibration Intensive Equipment

Plant Item	Approx. Size / Weight / Model	Minimum Distance	
		Cosmetic Damage (BS 7385)	Human Response (NSW EPA Guideline)
Vibratory Roller	1-2 tonnes	5 m	15 m to 20 m
	2-4 tonnes	6 m	20 m
	4-6 tonnes	12 m	40 m
	7-13 tonnes	15 m	100 m
	13-18 tonnes	20 m	100 m
	> 18 tonnes	25 m	100 m
Small Hydraulic Hammer	300 kg (5 to 12t excavator)	2 m	7 m
Medium Hydraulic Hammer	900 kg (12 to 18t excavator)	7 m	23 m
Large Hydraulic Hammer	1600 kg (18 to 34t excavator)	22 m	73 m
Pile Driver – Vibratory	Sheet Piles	2 m to 20 m	20 m
Piling Rig – Bored	≤ 800 mm	2 m (nominal)	4 m
Piling Rig – Hammer	12 t down force	15 m	50 m
Jackhammer	Handheld	1 m (nominal)	Avoid contact with structure

7 MITIGATION MEASURES

7.1 Mamre Road Precinct Working Group

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

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

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

7.2 Community Consultation

In addition to the mitigation measures outlined in **Section 7.3** and **Section 7.4**, community consultation with local residents will be employed to assist in the alleviation of community concerns. A community letter has been issued to surrounding residents, attached as **Appendix B**, providing an update on the project and details of the complaint channels. A number of communication activities will be undertaken and include the following with respect to noise:

7.2.1 Ongoing Community Consultation

In addition to the mitigation measures outlined in this section, ongoing consultation with nearby residents will be undertaken throughout the construction program. This includes:

- Residential receiver at 819 Mamre Road: Prior consultation was undertaken with the residential property at 819 Mamre Road during the assessment phase. Details of this consultation are documented in Section 5.1.1 of the Environmental Impact Statement (Rev H). Further engagement will continue with this property.
- Residents at 15–31 Medinah Avenue, Luddenham: These receivers, located west of the site, will also be considered for targeted consultation, particularly in relation to high-noise construction activities.

Consultation measures will include timely letterbox drops prior to high-impact works, provision of up-to-date project information, and clear complaint channels. Feedback received will be documented and considered in

ongoing construction planning. Any resulting updates to mitigation strategies will be reflected in future revisions of this CNVMP.

This commitment addresses SSD Condition B52(f) and (g), ensuring strategies are developed in consultation with the community and that the consultation process itself is clearly documented.

To support community consultation and complaints handling, real-time directional noise monitoring will be used where feasible to identify dominant sources of noise and verify if elevated levels are attributable to the site. This approach allows for more targeted responses to complaints and helps distinguish site-generated noise from cumulative or background sources across the Mamre Road Precinct.

7.2.2 Complaints Channels

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

Table 7-1: Project Contact Point Template

Channel	Details
Contact Person	Nick Papanicolaou
Mailing Address	Suite 3, Level 11 1 O'Connell Street Sydney NSW 2000
Phone Number	0449 104 378
Email	nick.papanicolaou@gibbgroup.com.au
Website	gibbgroup.com.au

7.2.3 Unplanned Out-of-Hours Work Notification Letter

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

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

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

7.2.4 High Impact Noise Generating Work Notification Letter

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

7.3 Noise Mitigation Measures

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

- All works to be confined to within the approved work hours, if outside hours work is required additional assessment of noise impacts shall be undertaken.
- All plant to be well maintained and fitted with noise mufflers, engine hoods etc.
- Construction timetabling to minimise noise impacts, including time and duration restrictions and respite periods.
- Maximising the offset distance between noisy plant items and sensitive receivers.
- Avoiding using noisy plant simultaneously and/or close together, adjacent to sensitive receivers, where practicable.
- Where possible, plant and equipment with a low sound power level should be selected while still maintaining efficiency of function.
- Orienting equipment away from sensitive receivers, where practicable.
- Carrying out loading and unloading away from sensitive receivers, where practicable.
- Avoid unnecessarily dropping materials from a height.
- Selecting plant and equipment based on noise emission levels.
- Using spotters, “smart” reversing alarms, or “squawker” type reversing alarms in place of traditional tonal reversing alarms.
- Appointing a community liaison officer and consulting with local residents and businesses about scheduling activities to minimise noise impacts.
- Provide details of noisy works to residents/businesses prior to commencement including letterbox drops.
- Maintaining a suitable Complaint Register. Should noise complaints be received, they should be immediately investigated and where appropriate, noise monitoring should be undertaken at the locations concerned to determine compliance with the determined construction noise limits. Reasonable and feasible measures would then need to be implemented to reduce any noise impacts.
- Attended noise and vibration monitoring to be undertaken periodically throughout the works, notionally at the commencement of significant/noisy work stages/activities.
- The results of such noise and vibration measurements could be used to confirm mitigation and update models if deemed necessary.
- Education and training of site staff is necessary for satisfactory implementation of noise mitigation measures. Site inductions to address:
    - Ensuring work occurs within approved hours;
    - Locating noisy equipment away from sensitive receivers;
    - Ensuring plant and equipment is well maintained and not making excessive noise; and
    - Turning off machinery when not in use.
- High impact noisy activities (including rock hammering and pile trimming) would only be undertaken
    - between the approved hours Monday to Friday;
    - between the approved hours Saturday; and
    - in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block.

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

Table 7-2: Noise Mitigation Measures

Management Measure	Anticipated Noise Reduction, dBA
Administrative Controls	
Operate during approved hours	N/A
Undertake regular noise monitoring to determine the impact of operating plant on sensitive receivers	N/A
Appropriate training of on-site staff	N/A
Undertake community consultation and respond to complaints in accordance with established project procedures	N/A
Turning off machinery when not in use	0-5
Respite periods	N/A
Engineering Controls	
Screen or enclosure for stationary equipment	10-15
Maximising the offset distance between noisy plant items and sensitive receivers	3-6
Avoiding using noisy plant simultaneously and / or close together, adjacent to sensitive receivers	2-3
Orienting equipment away from sensitive receivers	3-5
Carrying out loading and unloading away from sensitive receivers	3-5
Using noise source controls, such as the use of residential class mufflers, to reduce noise from all plant and equipment.	5-10
Selecting site access points and roads as far as reasonably practicable away from sensitive receivers	3-6
Using spotters, closed circuit television monitors, "smart" reversing alarms, or "squawker" type reversing alarms in place of traditional reversing alarms	2-5
Employ non-noise-generating structures such as site offices, storage sheds, stockpiles, and tanks as noise barriers	5-10

7.4 Vibration Mitigation Measures

It is recommended that property condition/dilapidation surveys are conducted prior to the use of vibration intensive activities such as piling or compaction.

Furthermore, attended vibration monitoring shall be undertaken if such works are operated within 20m of any occupied building.

Attended measurements, where practical are to be undertaken for at least 1hr, preferably inside the receiver. This will allow both the levels to assess building damage to be measured (typically at the base of the building) and the levels to assess human comfort (typically within the residence and at the middle of the floor). This approach will also provide a transfer function to be developed between the outside and inside measurements and minimise the need to conduct internal measurements in the future (if necessary).

7.5 Construction Noise Monitoring

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

Mamre Road Precinct is under significant development and noise monitoring conducted at the impacted receivers may not be able to verify the noise contribution from the site due to cumulative/extraneous noise. As such, it is recommended that noise monitoring be conducted within site extents and be assessed against a higher noise limit, accounting for the additional attenuation due to distance. A real-time noise monitor should be located at a position which best captures the noise generating activity in the direction of the most affected receivers. Based on the construction program,

Figure 7-1 presents a potential location for real-time noise monitoring. The location is positioned to best capture potential noise impacts to sensitive receivers located to the south of the site.



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

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

- **Amber** alert: when the noise level at the receiver exceeds the relevant NMLs, detailed in **Table 4-2.**
- **Red** alert: when the noise level at the receiver exceeds the high affected threshold of 75 dBA.

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

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

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

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

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

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

7.6 Construction Vibration Monitoring

Attended vibration monitoring is to be undertaken if works are undertaken within 20 m of any buildings. As a minimum, typical peak and rms vibration velocity levels associated with particular plant items / processes should be measured in all 3 orthogonal directions. Where possible, extraneous events should be excluded from the results, or highlighted in accompanying notes. This can be conducted using vibration loggers which would practically be located as close to the foundation of the building as possible, facing the vibration source. In addition, attended measurements are to be undertaken to confirm the event being measured and to conduct specific VDV / rms / peak velocity measurements to confirm a transfer function from outside to inside. These measurements are to confirm that the VDV goals are being achieved and as such need to be conducted in the middle of the floor within the typically worst impacted receiver. Given the difficulty in obtaining such approval for such measurements and inconvenience to the occupants, up to 1hr for these attended measurements would be sufficient.

In all cases, monitoring must be conducted with equipment that holds current calibration certificates and that can simultaneously measure in all three orthogonal directions and measure the dominant frequency. The time of day, duration and weather shall be noted as well as the contribution from construction activities. Vibration monitoring of vibration intensive construction activities will be conducted by a competent person at the beginning stages of demolition at locations representative of nearby receivers. The results of measurements will be documented along with comparison with management levels, any recommendations for mitigation or remodelling. Any mitigation will be determined in consultation with Gibb Group. In the event of appreciable vibration levels arising, measures would be put in place to reduce vibration to within acceptable levels. Such measures may include alternate piling and compaction methods.

8 DISCUSSION AND CONCLUSION

RWDI has prepared a construction noise and vibration management plan for the construction activities associated with the proposed warehouse and distribution facilities located at 805-817 Mamre Road, Kemps Creek. This construction noise and vibration management plan for the Project is in accordance with relevant guidelines and standards, based on information provided by the Contractor.

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

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

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

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

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

9 STATEMENT OF LIMITATIONS

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

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

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

APPENDIX A

REMI LARMANDIEU, ME, MEM, CPEng, MAAS, NER, MIEAust, RPEQ

NAV & AQ TEAM LEADER APAC | ASSOCIATE PRINCIPAL

T: +61 406 827 782 | Remi.Larmandieu@rwdi.com

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

Selected Project Experience

Transportation Noise

- Tuggerah to Doyalson - M1 Pacific Motorway Upgrades
- Tenterfield Heavy Vehicle BypassReview of Environmental Factors (REF)
- Garfield Road West REF
- NorthConnex Post-Compliance Noise Assessment
- M5 Widening Post-Compliance Noise Assessment
- Nowra Bridge – Operational Noise Impact (tender)
- Warringah Freeway Upgrade – Operational Noise Mitigation Review
- Noise Abatement Program - TfNSW

Industrial Noise

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

Environmental / Infrastructure

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

Residential / Commercial/Mixed Use

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

Hospital and Aged Care

- North Shore Hospital Redevelopment
- Port Macquarie Base Hospital Redevelopment

Employment History

2020-Present
Senior Engineer, RWDI

2019-2020
Project Engineer, Wilkinson Murray

2014-2019
Project Engineer, Acoustic Logic Consultancy

2013
Acoustic Engineer, GHD Pty Ltd

2011-2013
Project Engineer, Acoustic Logic Consultancy

Education

Postgraduate Master of Engineering Management, University of Wollongong

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

Higher National Degree in Mechanical and Manufacturing Sciences

Affiliations

Member of the Australian Acoustical Society (MAAS)

Chartered Professional Engineer (Australia) - Mechanical

Registered Professional Engineer (Queensland #33162)



APPENDIX B

805 Mamre NSW Pty Ltd
Suite 11.03, 1 O'Connell Street
Sydney NSW 2000
ACN: 665 235 441

GibbGroup.

Neighbour Consultation – Construction Noise and Vibration Management
SSD-30871587 | 805–817 Mamre Road, Kemps Creek

In accordance with **Condition B50(f)** of the Development Consent, consultation has been undertaken with nearby receivers identified as potentially impacted by construction noise and vibration. Copies of the **Construction Noise and Vibration Management Plan (CNVMP)** were distributed to the following residents as detailed below.

Receiver	Address	Consultation Undertaken
	799 Mamre Road, Kemps Creek, NSW	CAQMP issued via email and hardcopy to the occupant on **16/02/26.** Occupant response received on **17/02/26.**
R01	819–831 Mamre Road, Kemps Creek	CNVMP issued via email to the resident on **16/02/26.** Resident response received on **17/02/26.**
R02	833A Mamre Road, Kemps Creek	CNVMP physically provided to the resident on **16/02/26**. Resident response received on **17/02/26.**
R03	833B Mamre Road, Kemps Creek	Resident unavailable; CNVMP left in letterbox on **16/02/26**. Resident response received on **17/02/26.**
R04	845–857B Mamre Road, Kemps Creek	Resident unavailable; CNVMP left in letterbox on **16/02/26**.
R05	845–857A Mamre Road, Kemps Creek	Resident unavailable; CNVMP left in letterbox on **16/02/26** and owner advised via phone call.
R06	859–869 Mamre Road, Kemps Creek	Resident unavailable; CNVMP left in letterbox on **16/02/26**.
R07	949–965 Mamre Road, Kemps Creek	CNVMP physically provided to the resident on **16/02/26**.
R08	29 Medinah Avenue, Luddenham	CNVMP physically provided to the resident on **16/02/26**.
R09	27 Medinah Avenue, Luddenham	CNVMP physically provided to the resident on **16/02/26**.
R10	25 Medinah Avenue, Luddenham	CNVMP physically provided to the resident on **16/02/26**.
R11	930–966 Mamre Road, Kemps Creek	CNVMP to be issued.

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Suite 11.03, 1 O'Connell Street
Sydney NSW 2000
ACN: 665 235 441

Ongoing Consultation

Any feedback received from consulted receivers will be reviewed and, where appropriate, incorporated into the final CNVMP prior to implementation. Consultation with Receiver R11 will be completed prior to commencement of relevant works.

Gibb Group
On behalf of 805 Mamre NSW Pty Limited

805 Mamre NSW Pty Ltd
Suite 11.03, 1 O'Connell Street
Sydney NSW 2000
ACN: 665 235 441

16 February 2026

Neighbour Consultation – Construction Noise and Vibration Management
SSD-30871587 | 805–817 Mamre Road, Kemps Creek

Dear Neighbour,

We are writing to advise that Development Consent **SSD-30871587** for the Warehouse and Distribution Centre at **805–817 Mamre Road, Kemps Creek** was granted by the NSW Department of Planning, Housing and Infrastructure on **11/12/25**.

In accordance with the development consent, we are undertaking consultation with nearby and identified sensitive receivers in relation to construction impacts, specifically:

- **Condition B50(f)** – Construction Noise and Vibration Management Plan (CNVMP); and

Purpose of this consultation
The purpose of this consultation is to provide you with the relevant management plans and invite any feedback you may wish to provide regarding construction noise and vibration prior to finalisation and implementation of this plan.

Documents for review
The following documents are provided for your information and comment:

- **Construction Noise and Vibration Management Plan (CNVMP)** – Rev E, dated 17/12/25

These plans form part of the approved Construction Environmental Management Plan and outline the mitigation measures, monitoring, consultation procedures and complaint handling processes that will be implemented during construction.

Project information
For your reference, additional information is available at the following links:

- **Project site location:** https://805mamre.com.au/
- **Development consent (SSD-30871587):** https://www.planningportal.nsw.gov.au/major-projects/projects/warehouse-and-distribution-centre-805-817-mamre-road
- **CNVMP documents:** https://805mamre.com.au/planning/

Providing feedback
If you have any comments, questions, or specific matters you would like us to consider (for example, particular sensitivities, preferred contact arrangements, or requests for notification of certain activities), we would appreciate receiving your feedback by **20/02/26**.

All feedback received will be considered and, where relevant, addressed in the finalisation and implementation of the management plans in accordance with the development consent.

805 Mamre NSW Pty Ltd
Suite 11.03, 1 O'Connell Street
Sydney NSW 2000
ACN: 665 235 441

Ongoing communication
We are committed to managing construction impacts responsibly and to maintaining open communication with our neighbours throughout the construction phase. Advance notification will be provided for any high-impact activities, and we will respond promptly to any issues raised.

If you would like to discuss the project or the enclosed documents, please contact:

Nick Papanicolaou
Senior Project Manager – Gibb Group
Email: nick.papanicolaou@gibbgroup.com.au
Phone: 0449 104 378

We appreciate your time in reviewing this information and welcome your feedback.

Yours sincerely,

Gibb Group
On behalf of 805 Mamre NSW Pty Limited

Nick Papanicolaou

From: Alin Naamo <alinn@fr8services.com.au>
Sent: Tuesday, 17 February 2026 4:58 PM
To: Nick Papanicolaou; Andrew Mamo
Cc: Edwin Vanegas; Trent Delahunty; Tony Laba; Chris Suwahjo
Subject: RE: RE: 805 Mamre Road, Kemps Creek - Construction Noise and Vibration Management Plan

Hi Nick

All Good

Alin Naamo
FR8 Services – CEO
799 Mamre Rd, Kemps Creek, NSW 2178
M: 0477 778 777 | E: alinn@fr8services.com.au

From: Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au>
Sent: Tuesday, 17 February 2026 12:22 PM
To: Andrew Mamo <andrewm@fr8services.com.au>
Cc: Edwin Vanegas <edwin@fivecanons.com.au>; Trent Delahunty <trent.delahunty@gibbgroup.com.au>; Tony Laba <TLaba@wem.com.au>; Chris Suwahjo <csuwahjo@wem.com.au>; Alin Naamo <alinn@fr8services.com.au>
Subject: RE: RE: 805 Mamre Road, Kemps Creek - Construction Noise and Vibration Management Plan

Hi Andrew,

As discussed on site yesterday, I provided the attached letters, Construction Air Quality Management Plan (CAQMP) and Construction Noise and Vibration Management Plan (CNVMP).

Could you please confirm if you have any concerns or comments?

Kind Regards,

Nick Papanicolaou
Senior Project Manager
+61 449 104 378
+61 3 8808 6888
nick.papanicolaou@gibbgroup.com.au

gibbgroup.com.au

Nick Papanicolaou

From: Joe Tassone <joetassone1970@gmail.com>
Sent: Tuesday, 17 February 2026 2:31 PM
To: Nick Papanicolaou
Cc: Matthew Thiselton; Trent Delahunty
Subject: Re: 805 Mamre Road, Kemps Creek - Commencement of Works & consultation during works

Hi Nick,

Yes, I confirm I've received the documents from Matthew.

Thanks for keeping me updated.

Regards

Joe Tassone

Mobile
0414746431 |
Email joetassone1970@gmail.com

On Tue, 17 Feb 2026 at 1:56 pm, Nick Papanicolaou <nick.papanicolaou@gibbgroup.com.au> wrote:

> Thank you, Matt, for the introduction.
>
> Hi Joe,
>
> Please confirm receipt of the documents at your convenience, and feel free to reach out should you have any questions.
>
> During the construction works, please don't hesitate to contact me if you have any concerns at all.
>
> I look forward to your response at your earliest convenience.
>
> Kind Regards,

Appendix F Aboriginal Cultural Heritage Management Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

805-817 Mamre Road, Kemps Creek

Aboriginal Cultural Heritage Management Plan

Prepared for Gibb Group

December 2025

artefact

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2	13 November 2025	Nick Papanicolaou	Nick Papanicolaou	18 November 2025	External	Draft 2
3	19 November 2025	RAPs	Ryan Taddeucci	17 December	External	Draft 2
	19 November 2025	Heritage NSW	Ryan Tadduecci	16 December	External	Draft 2
	18 December 2025	Rebecca Bryant	Sam Higgs	18 December	Internal	Final

Last saved:	18 December 2025
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EXECUTIVE SUMMARY

Executive Summary

This Aboriginal Cultural Heritage Management Plan (ACHMP) has been prepared for 805-817 Mamre Road, Kemps Creek in accordance with Condition B67 of SSD – 30871587, and in consultation with the Registered Aboriginal Parties (RAPs). It has also addressed the comments provided by James Cole, Senior Assessments Officer, Heritage NSW, on the 16th December 2025.The consultation records with the RAPs and Heritage NSW are available in Appendix 1.

The ACHMP has been prepared by suitably qualified experts (archaeologist/heritage advisor) whose CVs have been attached in Appendix 2

1.0 INTRODUCTION

1.1 Background

The study area is comprised of 21 hectares (ha) of Lot 26 DP258414 (805-817 Mamre Road) and Lot 2001 DP1036837 (799-803 Mamre Road) Kemps Creek NSW, 2178 (Figure 1). The study area is located within the Parish of Melville and County of Cumberland and is bounded by adjoining farmland to the north and south, Mamre Road to the east, and Twin Creeks golf course to the west.

The proposal is for the development of two warehouses with a combined footprint of approximately 25,000 square metres (sqm), both to be constructed in the eastern portion of the study area. The proposal was declared a State Significant Development (SSD-30871587) on 4 November 2021. An Aboriginal Cultural Heritage Assessment Report (ACHAR) was prepared by Artefact (finalised 2023) to address the Planning Secretary's Environmental Assessment Requirements (SEARs) for the project.

1.2 Purpose

This Aboriginal Cultural Heritage Management Plan (ACHMP) has been prepared in response to draft Conditions of Approval for the project (Table 1).

Table 1: Draft Conditions of Approval

Number	Condition	Addressed in the Report
B70.	Before the commencement of any clearing or construction works for the development, the Applicant must prepare an ACHMP for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must: (a) be prepared by a suitably qualified and experienced expert in consultation with the Registered Aboriginal Parties and Heritage NSW; (b) include a description of the measures (and associated methodologies) that would be implemented for: (i) the long-term management of any Aboriginal heritage items or material collected during the previous test excavations; (ii) ensuring workers on site receive suitable heritage inductions prior to carrying out any development on site, and that records are kept of these inductions; (iii) ongoing consultation with RAPs, during the implementation of the ACHMP; (c) include a contingency plan and reporting procedure including: (i) an Unexpected Heritage Finds and Human Remains Procedure prepared in relation to Aboriginal cultural heritage, with these measures to be prepared in accordance with the guidelines and standards specified by Heritage NSW, be implemented for the duration of the project and to include the requirement to register any newly identified Aboriginal objects or sites in the AHIMS database. (d) include a program to monitor and report on the effectiveness of these measures and any heritage impacts of the project.	a) Section 2 b) (i) Section 41 b) (ii) Section 4.2 b) (iii) Sections 2 and 4.3.2 c) (i) Section 4.3 d) Section 4
B71.	The Applicant must: (a) not commence construction until the ACHMP is approved by the Planning Secretary; and (b) implement the most recent version of the ACHMP approved by the Planning Secretary for the duration of the development.	Section 4.5
B72.	If any unexpected item or object of Aboriginal heritage significance is identified on site: (a) all work in the immediate vicinity of the suspected Aboriginal item or object must cease immediately; (b) a 10 m wide buffer area around the suspected item or object must be cordoned off; and (c) Heritage NSW must be contacted immediately.	Section 4.3
B73.	Work in the immediate vicinity of the Aboriginal item or object may only recommence in accordance with the provisions of Part 6 of the National Parks and Wildlife Act 1974.	Section 4.3

1.3 Statutory context

Three Acts afford protection to cultural heritage and archaeology in NSW:

- *National Parks and Wildlife Act 1974 (NPW Act)*
- *Heritage Act 1977 (Heritage Act)*
- *Environmental Planning and Assessment Act 1979 (EP&A Act).*

Historical archaeological sites in NSW are protected by the Heritage Act 1977. Sections 139-145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain historical archaeological relics, unless in accordance with an excavation permit or with the conditions of approval for a State Significant Development. If an archaeological site or object is damaged or disturbed prosecution may result.

The National Parks and Wildlife Act 1974 (NPW Act), administered by Heritage NSW provides statutory protection for all Aboriginal 'objects' (consisting of any material evidence of the Aboriginal occupation of NSW), and for 'Aboriginal Places' (any place declared to be an Aboriginal place under section 84 of the NPW Act). The protection provided to Aboriginal objects applies irrespective of the level of their significance or issues of land tenure.

1.3.1 Identified historic heritage items

A search of relevant statutory heritage registers was undertaken to determine whether there are any known heritage items within or immediately surrounding the project area. No heritage items were identified within the study area, or within a 500 metre buffer. The location of heritage items in relation to the project area is shown in Figure 2.

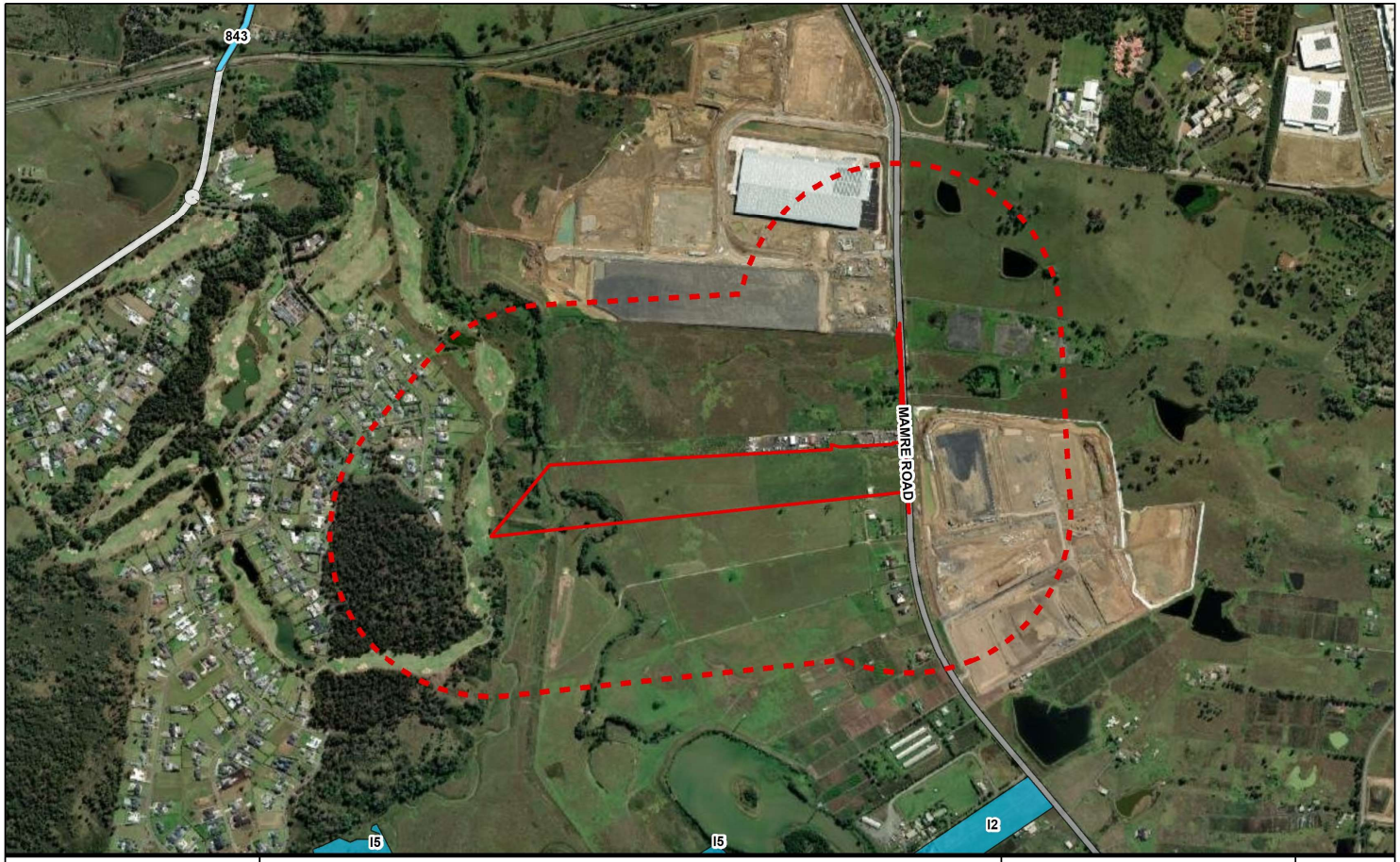
1.3.2 Identified Aboriginal heritage sites

The project area contains a single low density subsurface artefact scatter, 805 Mamre AS 01 (AHIMS ID 45-5-5632), and one Potential Archaeological Deposit (PAD), 805Mamre-PAD03 (Figure 3). The remainder of the project area is considered unlikely to contain Aboriginal objects. Therefore, the encountering of Aboriginal objects beyond the extent of these two sites would constitute an unexpected find.

Figure 1: Study area

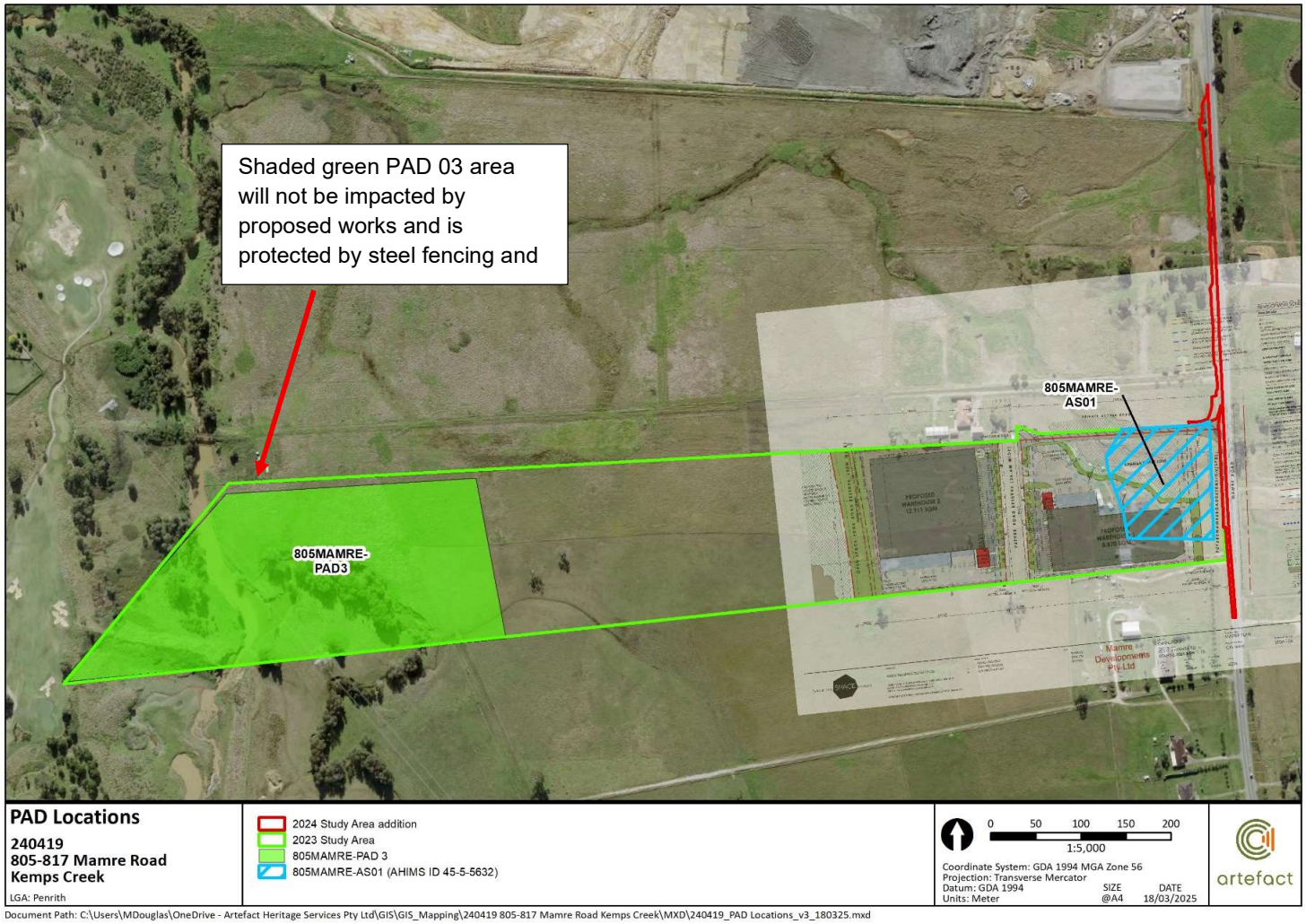


Figure 2: Heritage Items map – showing no heritage items within 500m of the project area



Document Path: C:\Users\MDouglas\OneDrive - Artefact Heritage Services Pty Ltd\GIS\GIS_Mapping\250029 805 Mamre Road Unexpected Finds\MXD\250029_Heritageltems_v1_270329.mxd

Figure 3: Location of identified Aboriginal sites within the project area. The PAD area shaded in green will NOT be impacted



2.0 CONSULTATION

This section describes consultation with Registered Aboriginal Parties (RAPs) that has been undertaken in preparation of this ACHMP.

2.1 Consultation undertaken during preparation of the EIS

Aboriginal community consultation was initiated during preparation of the EIS and has been completed in accordance with the Consultation Requirements (OEH 2010). Consultation completed with the RAPs throughout the EIS assessment process is outlined in the ACHAR. If there are unexpected find during the proposed works then they will be consulted further.

Consultation and collaboration with the RAPs was integral to the assessment and will continue to be undertaken during the ongoing management of Aboriginal cultural heritage for the project. The following groups are registered as RAPs for the project:

- Deerubbin Local Aboriginal Land Council
- A1 Indigenous Services
- Waawaar Awaa Aboriginal Corporation
- Kamilaroi Yankuntjatjara Working Group
- Wurrumay Pty Ltd
- Julia-Anne Narayan
- Murra Bidgee Mullangari Aboriginal Corporation
- Tocomwall
- Didge Ngunawal Clan
- Goobah Developments
- Clive Freeman
- Aragung Aboriginal Cultural Heritage Site Assessments
- Gilay Consultants
- Widescope Indigenous Group
- Amanda Hickey Cultural Services
- Wori Wooilywa
- Corroboree Aboriginal Corporation
- Butucarbin Aboriginal Corporation
- Muragadi Heritage Indigenous Corporation
- Warragil Cultural Services
- Darug Custodian Aboriginal Corporation

2.2 Consultation undertaken during preparation of the current ACHMP

A draft of the ACHMP was issued to Heritage NSW and the RAPs for review on 19 November 2025. Comments were requested by 17 December 2025. Only one response was received from the RAPs. It was from Phil Khan from Kamilaroi-Yankuntjatjara Working Group, who agreed and supported the ACHMP. His comment is in the Table 2 below.

Table 2: Responses to draft ACHMP

Person	Group	Comments	Action
Phil Khan	Kamilaroi-Yankuntjatjara Working Group	Thank you for your ACHMP for 805-817 Mamre Rd, Kemps Creek, we agree and support your ACHMP	

2.3 Triggers for consultation during construction

Further consultation with RAPs would be undertaken under the following circumstances:

- Following the identification of unexpected finds which are confirmed to be Aboriginal objects.
- Following the identification of Aboriginal human remains.

3.0 HISTORICAL CONTEXT

3.1 Aboriginal context

The study area is located near the boundaries of two Aboriginal language groups, Dharawal and Gundungurra (Tindale 1974). The Dharawal include the area from the south side of Botany Bay and Port Hacking to north of the Shoalhaven River and inland to Campbelltown, Camden and Bargo. They are thought to have ranged further north into the Liverpool region. The Gundungurra are described as occupying the southern rim of the Cumberland Plain, west of the Georges River, including a boundary area with the Dharawal in the Camden and Bargo locality. However, the boundaries defined today can only be used as indicative (Attenbrow 2010).

In the early 1800s, relationships between the Aboriginal people of the area and the European settlers were in general amicable. Karskens (2010) notes several examples of close relationships between landowners and local Aboriginal people. However, relations between Aboriginal people and colonists did not remain amicable. A sustained drought during 1814 and 1815, and continued disenfranchisement of Aboriginal people from the land led to tensions between farmers and Aboriginal people who remained in the southwest of Sydney. Aboriginal people were accused of stealing corn and potatoes and spearing cattle. Several farmers were killed on their properties (Gapps 2018).

In 1816, tensions culminated in the Appin massacre when Aboriginal people were pursued by a detachment led by Captain James Wallis. Fourteen Aboriginal people of the Dharawal nation were shot or driven over a cliff to their deaths by the soldiers. The bodies of two of the Aboriginal men were strung up at the site (Karskens 2015).

Overall, the devastation of the Aboriginal culture did not come about solely through war with the British, but instead through disease and forced removal from traditional lands. It is thought that during the 1789 smallpox epidemic over half of the Aboriginal people of the Sydney region died. This loss of life meant that some of the Aboriginal groups who lived away from the coastal settlement of Sydney may have disappeared entirely before Europeans could observe them or record their clan names (Karskens 2010: 452).

Descendants of the Gundungurra and Dharawal groups continue to live across the southern margin of the Cumberland Plain along with Aboriginal people from other areas of NSW.

3.2 Regional history

Following European arrival to New South Wales, the road to the west across the Blue Mountains had become a significant travel route as the Bathurst Plains were opened up for pastoralists by Governor Brisbane from 1821. In 1805 and 1806, James Meehan undertook a survey of South Creek to determine the suitability of the region for land grants. The earliest land grant in the region occurred at Bringelly in 1805, when Nicholas Bayly, Ezekiel Wood, and Richard Fitzgerald were allotted acreages east of Mamre Road at the intersection of South Creek and Badgerys Creek. In November 1813, John Blaxland was granted 6,710 acres which he duly name ‘Luddenham’. Much of the area was cleared of local timber, either to create open paddocks for grazing, or for commercial resale (Liverpool City Council, 2016).

Until the Second World War, west and southwest Sydney remained largely undeveloped farmland as the lack of public transport, such as the railway, kept it in isolation. The city of Sydney became unmanageably crowded, causing slums to develop in places such as Alexandria and Newtown (Dictionary of Sydney, 2008). As a demand for housing grew, residential development in western and

southwest Sydney spiked, with families subject to the inner-city slum clearance programs as an effort to control the cities. Low-income migrant families new to Australia also looked to the cheaper housing outside the city to resettle (Dictionary of Sydney, 2008). Between the 1940s and 1960s, approximately 2.5 million migrants settled in Sydney's western and southwestern suburbs, such that in Liverpool, the population increased from 12,642 in 1947 to 68,959 in 1966 (Dictionary of Sydney, 2008).

Continued infrastructural development in the area has reflected the increase in the population and housing. In 1989, Penrith City Council drafted a local residential development plan for Mount Vernon in which the rural area would be subdivided and settled (Penrith City Local Council, 2016). Today, western and southwest Sydney remain more affordable than the metropolitan area for immigrants, first home buyers and those with low socio-economic status (Dictionary of Sydney, 2008).

3.3 Kemps Creek: 1805-1826

The name of the suburb Kemps Creek is taken from Anthony Fenn Kemp (1773-1868), who was a Captain and merchant from England. After travelling to the United States and Americas, he came to Australia in 1795. He was granted two adjoining properties in this district. The largest, granted in 1820 was of 500 acres within the Parish of Melville, and was named Mt Vernon - presumably after George Washington's home in Virginia, USA. The second, granted in 1810, was 300 acres and is in both the Parishes of Melville and Cabramatta, straddling Elizabeth Drive and Mamre Road. Subsequently, Kemp leased his land on the corner of King Street and George Street, where he built a shop and sold goods at a high price (Australian Dictionary of Biography, 1967). However, in 1816, Kemp sold his land and left New South Wales for Tasmania. Kemps Creek township, located outside of the Penrith LGA, is situated on Kemp's former estate (Penrith City Local History n.d.)

The first land grants within the area had been granted to Richard Fitzgerald and Nicholas Bayly. Fitzgerald received 300 acres in 1805, and Bayly received 550 acres in 1810. These grants extended across the east and west sides of Mamre Road, bordered on the west by South Creek. Historic evidence suggests that from 1810, Bayly had been utilising Fitzgerald's land (Penrith City Local History n.d.). It is unlikely that construction of significant structures occurred within the area at this time but land clearance and stumping for animal grazing probably took place. It is likely that orchard and garden areas associated with Bayly Park were located on the western side of Mamre Road. A fence along the boundary between Richard Fitzgerald and Nicholas Bayly's land grants was likely constructed as well as paddock fences within Bayly Park and Restitution Farm.

Kemps Creek has long been associated with timber felling and later farming. Early attempts at broadacre farming of wheat were defeated by wheat rust disease. The area was considered favourable for stone fruit orchards and some smaller market gardening (Liverpool City Council 2008). The suburb has remained a rural environment, predominated by cattle and pastoral concerns. Penrith City Council gives the area of Kemps Creek as 2,098 hectares with a population of only 552 people, representing a population density of only .75 persons per hectare (Penrith City Local History). It is therefore unlikely that significant construction or ground disturbance will have taken place across the study area. Soil disturbances are likely to have been limited to tilling, ploughing and the impacts of livestock trampling and vehicle access.

Today, Kemps Creek is a key place of research for the University of Sydney and Western Sydney University.

3.4 The study area

Similarly to the rest of Kemps Creek, the study area has remained largely undeveloped farmland. A review of historical aerials demonstrates that there was no residential development on the study area

until the mid-1980s, where a farmhouse and driveway are visible on the northern edge. During the 1990s and 2000s, the property on the north edge is no longer visible, however dwellings can be seen along the eastern edge of Lot 26 DP 258414.

4.0 ARCHAEOLOGICAL MANAGEMENT

4.1 Long term management of Aboriginal objects

Artefacts retrieved from the test excavations completed within 805 Mamre AS 01 (AHIMS ID 45-5-5632) would be reburied at the location marked in Figure 6 after the completion of the SWC which is expected at the end of 2026 in a manner consistent with Requirement 26 of the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010b) detailed in dot points below. However, the RAPS will be notified prior to the artefact reburial and may wish the artefacts to be reburied in a more traditional method. For example, wrapped in paper bark. If this is the case. This will be confirmed with Heritage NSW i

- A full catalogue, including photographic and drawn records for diagnostic stone artefacts, must be made.
- The catalogue must be in printed form but may also include an electronic database in the form of a table containing all records.
- All stone artefacts must be either individually bagged or bagged in appropriate and identifiable units (e.g. excavation or collection units) that can be referenced back to the catalogue.
- The stone artefacts must be stored in good quality, double-bagged plastic zip-lock bags.
- The bags must be externally labelled using permanent marker, and an 'independent' label on robust material (e.g. tyvek) written with permanent marker must be placed inside each bag.
- The collection must be placed in a suitable impervious and permanent container, which must be labelled as above, or engraved.

The site card for (AHIMS ID 45-5-5632) Aboriginal Heritage Information Management System must be updated after the reburial of the artefacts to included the location.

4.2 Heritage Induction

All staff should complete a heritage induction which will outline the Aboriginal history of the area and guidance on identifying Aboriginal artefacts in the field. This is required for contractors to fulfill the Unexpected Finds Procedure as well as an outline of the legislative framework and penalties for harming Aboriginal sites without applicable consent.

The heritage induction should be delivered by a representative of the Registered Aboriginal Parties or an archaeologist to the direct Head Contractor team at start of the project. The induction of the Head Contractor team would include a PowerPoint presentation that would be recorded. The Head Contractor would then induct all subcontractors and trades utilising the PowerPoint presentation and recording as part of the site induction process.

4.3 Unexpected finds procedure

4.3.1 Historical Archaeology

Historical archaeology is likely to take the form of historical footings or infrastructure and associated historical relics such as complete or broken glass bottles and ceramic items, animal bone and other domestic items. In the even that such items are identified the following steps must be followed:

- The Environmental Advisor – Richard Peterson (0429 227 775) must be advised
- All ground disturbing work within at least 10m of the remains must cease.
- The finds must not be moved.
- The find must be appropriately protected from potential harm
- A qualified archaeologist must be engaged to:
    - Assess of the identified find(s)
    - Determine the significance of the identified find(s). The significance of unexpected finds will be assessed against the seven heritage criteria as outlined in the NSW Heritage Manual, including historical, associative, aesthetic or technical, social, research potential, rarity, and representativeness criterion. The aim of assessing significance to identify if an unexpected find is of local or state significance.
- Depending on the possible significance of the relics, an archaeological assessment and management strategy may be required before further works can continue in that area
- Works may only recommence with the written approval of Heritage NSW

Figure 4: Example of historical relics



Figure 5: Example of historical footings



4.3.2 Aboriginal objects

Due to the small number and low level of heritage significance of the artefacts identified in the Site 805 Mamre AS 01 (AHIMS ID 45-5-5632), no further test or salvage excavation is proposed. SSD-30871587 functions as consent to harm 805 Mamre AS 01 (AHIMS ID 45-5-5632) without mitigation. 805 Mamre-PAD03 must not be harmed. The PAD 3 area has been protected by a steel fence that has been erected . It also is clearly marked by signage and will remain in place for the duration of the proposed works. Works across the remainder of the project area will be managed under an unexpected finds procedure, as outlined below:

- A heritage induction for all contractors and site staff to provide an identification guide for Aboriginal objects
- Should Aboriginal objects be identified during ground disturbing works outside 805 Mamre AS 01 (AHIMS ID 45-5-5632), the following protocol should be enacted:
    - All work must immediately cease in, and around, the location of the unexpected find (10m) and protect it from harm (fencing/ signage)
    - The Environmental Advisor – Richard Peterson (0429 227 775) must be advised

- The contractor supervisor must notify NSW Heritage 9873 8500 Heritagemailbox@environment.nsw.gov.au
- The contractor supervisor must notify Deerubbin Local Aboriginal Land Council (02) 472 5600
- The contractor supervisor must notify the Project archaeologist (Artefact Heritage) 9518 8411
- Should the find be an Aboriginal object, further consultation with RAPs, assessment and approval may be required before works can continue in that area.
- The Aboriginal objects must be registered on the Aboriginal Heritage information Management System (AHIMS) database.

4.3.3 Human Remains

In the event that skeletal remains are encountered which may be human remains, the following steps must be followed:

- All ground-disturbing works within 20m of the remains will cease immediately following the discovery. The discoverer of the remains will notify machinery operators in the area to ensure work is halted
- The remains will not be moved or removed from the area or disturbed in any other way
- The area will be secured by use of protective barriers to ensure no harm can occur to the remains
- The Environmental Advisor – Richard Peterson (0429 227 775) must be advised
- A qualified Forensic Anthropologist or archaeologist must be engaged to assist in the identification of human remains
- If it is determined that the suspected remains are not human, work can recommence
- If it is determined that the remains are human, or are likely to be human remains, NSW Police must be notified
- The NSW Police and NSW Coroner will determine if the suspected human remains are human and if they represent a crime scene. If the human remains are determined to represent a criminal act, the NSW Police and NSW Coroner will direct proceedings, including deciding when works may continue.
- If NSW Police and NSW Coroner determine that the suspected human remains fall under the legislative requirements of either the *National Parks and Wildlife Act 1974 or Heritage Act 1977*, Heritage NSW will be responsible for determining the next course of action, including deciding when works may continue.
- If it emerges that the remains are ancestral Aboriginal remains, the Registered Aboriginal Parties and Local Aboriginal Land Council must be notified
- Works must not recommence until the relevant authority has provided written approval and/or permit

4.4 Notifications to the Planning Secretary

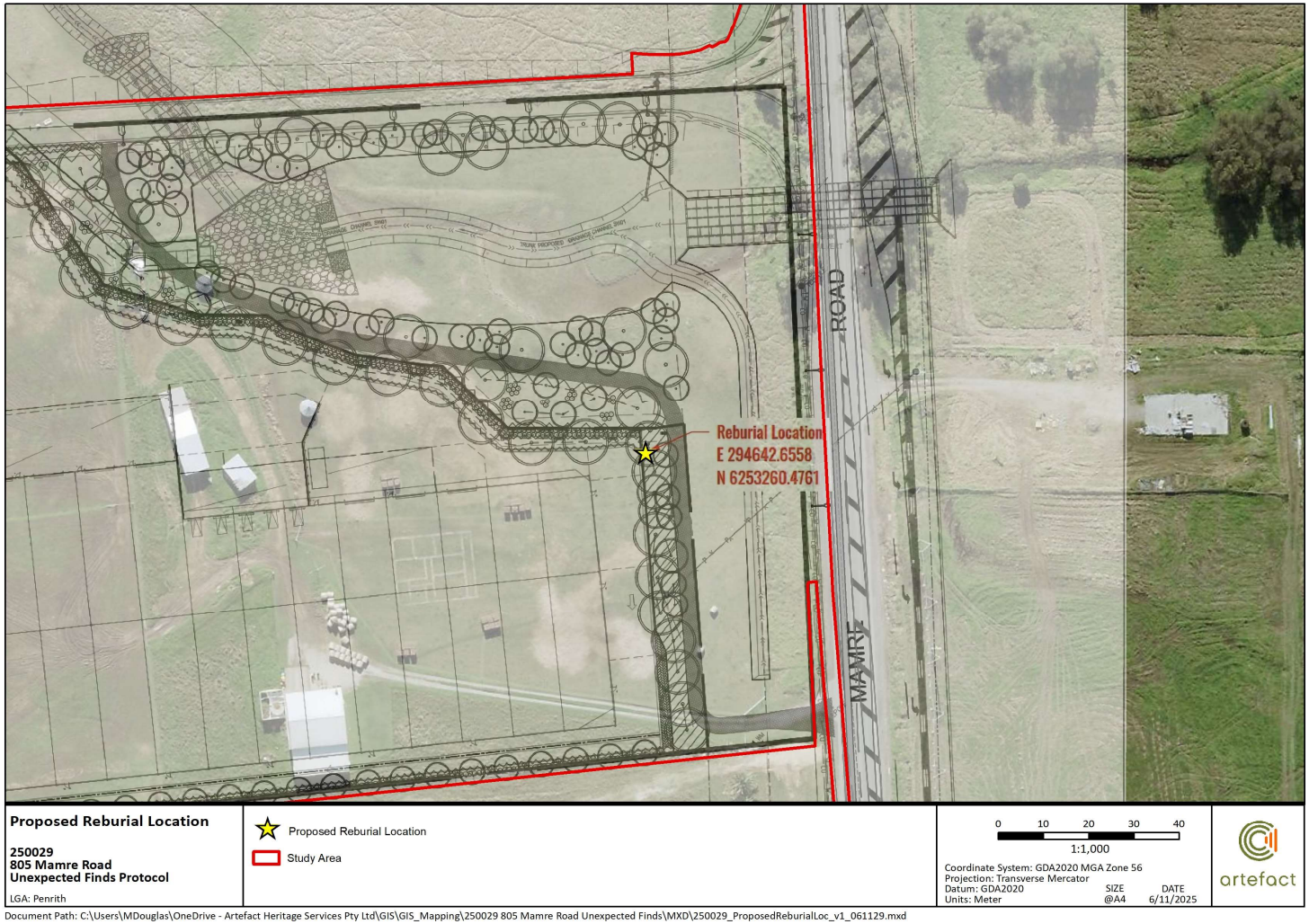
In the event that the Applicant becomes aware of non-compliance with the Conditions of Approval, a non-compliance notification must be submitted to the Planning Secretary in writing via the Major Projects website within seven days of the applicant becoming aware of the non-compliance. Any non-compliance notification must comply with the requirements outlined in Condition C13 of the Conditions of Approval. A non-compliance which has been identified as an incident does not need to also be notified as a non-compliance.

4.5 ACHMP revision

Where unexpected finds are identified, this report will be updated. Additional consultation will be completed and documented in Section 2.0. The document history and status table on Page ii will be updated to reflect the modifications to this document. The actions and results of investigation into unexpected finds will be documented in a new section of this report. Revised management or mitigation measures will be added to this section of the report.

Additionally, as stated in Condition C8 of the Conditions of Approval, if identified as part of the Condition C9 review process or considered necessary to improve the environmental performance of the development, the strategies, plans and programs required under this ACHMP must be revised to the satisfaction of the Planning Secretary. Where revisions are required, the revised ACHMP must be submitted to the Planning Secretary for approval within six weeks of the review required under Condition C9, or such other timing as agreed by the Planning Secretary.

Figure 6: Proposed location of artefact reburial



5.0 REFERENCES

Attenbrow, V. 2010. *Sydney's Aboriginal Past*. University of NSW Press, Sydney.

Gapps, S. 2018. The Sydney Wars. NewSouth Publishing, Sydney.

Karskens, G. 2010. *The Colony*. Allen and Unwin, Sydney

Karskens, G. 2015. Appin Massacre. The Dictionary of Sydney. https://dictionaryofsydney.org/entry/appin_massacre accessed 18 January 2022

Liverpool City Council. 2008. History of Our Suburbs. Kemps Creek. Retrieved from Web Archive: https://web.archive.org/web/20080725115015/http://www.liverpool.nsw.gov.au/LCC/INTERNET/trimDownloadDocument.aspx?number=056391.2007

Penrith City Local History, n.d. 'Kemps Creek'. Accessed 18 January 2022, https://penrithhistory.com/suburb-profiles/kemps-creek/

Tindale, N. B. 1974. Aboriginal Tribes of Australia. Their Terrain, Environmental Controls, Distribution Limits, and Proper Names. ANU Press, Canberra

APPENDIX 1: CONSULTATION RECORDS

Outlook

805-817 Mamre Road, Kemps Creek - Aboriginal Cultural Heritage Management Plan

From Aboriginal Heritage Team <consultation@artefact.net.au>

Date Wed 19-November-2025 10:01 AM

To Stephanie Moore <Stephanie.moore@artefact.net.au>; Samantha Higgs <Samantha.Higgs@artefact.net.au>

Bcc Warragil_c.s@hotmail.com <Warragil_c.s@hotmail.com>; amandahickey@live.com.au <amandahickey@live.com.au>; goobahchts@gmail.com <goobahchts@gmail.com>; cal.slater61@gmail.com <cal.slater61@gmail.com>; cazadirect@live.com <cazadirect@live.com>; clive.freeman@y7mail.com <clive.freeman@y7mail.com>; woriwooilywa@gmail.com <woriwooilywa@gmail.com>; murrabidgeemullangari@yahoo.com.au <murrabidgeemullangari@yahoo.com.au>; james.eastwood@y7mail.com <james.eastwood@y7mail.com>; butuheritage@gmail.com <butuheritage@gmail.com>; muragadi@yahoo.com.au <muragadi@yahoo.com.au>; juliaannnarayan2018@gmail.com <juliaannnarayan2018@gmail.com>; justinecoplin@optusnet.com.au <justinecoplin@optusnet.com.au>; wurrumay@hotmail.com <wurrumay@hotmail.com>; didgengunawalclan@yahoo.com.au <didgengunawalclan@yahoo.com.au>; corroboreecorp@bigpond.com <corroboreecorp@bigpond.com>; philipkhan.acn@live.com.au <philipkhan.acn@live.com.au>; Waawaar.awaa@gmail.com <Waawaar.awaa@gmail.com>; scott@tocomwall.com.au <scott@tocomwall.com.au>; srandall@deerubbin.org.au <srandall@deerubbin.org.au>

1 attachment (2 MB)

CHMP_250029_805 Mamre Road, Kemps Creek_DRAFT_251119.pdf;

Good morning,

Thank you for your continued involvement as a registered stakeholder for the 805-817 Mamre Road project. Artefact Heritage and Environment (Artefact) are writing on behalf of Gibb Group (the Proponent) to revitalise consultation following our last project update issued on 20 December 2024.

Since our last correspondence, the Aboriginal Cultural Heritage Assessment Report was lodged to the Department of Planning. A referral from Heritage NSW was issued on 15 July 2025, accessible via this link: https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=PAE-87117956%2120250714T234301.346%20GMT

The referral from Heritage NSW recommended that:

1. All reasonable steps be taken to avoid harm to Aboriginal objects, except as authorised by the State Significant Development Consent (SSD-30871587)
2. The Registered Aboriginal Parties (RAPs) by continuously provided with an opportunity to consult on the Aboriginal heritage requirements of the project
3. Arrangements be made for the long-term management of Aboriginal objects retrieved during the test excavation program (December 2021). The recovered Aboriginal objects are currently stored at the Artefact office in Pyrmont.
4. An Aboriginal Cultural Heritage Management Plan (ACHMP) be prepared in consultation with the RAPs.

In accordance with the recommendations of the Heritage NSW referral, Artefact has prepared a draft ACHMP (attached) which includes a proposed plan for the long-term management of Aboriginal objects retrieved during the test excavation program. If you have any comments on the attached document, could you please provide a submission by **17 December 2025**.

If you have any questions, please do not hesitate to contact Artefact Heritage on 02 9518 8411, or by email at consultation@artefact.net.au.

Yours sincerely,

Aboriginal Heritage Team

ARTEFACT HERITAGE AND ENVIRONMENT
Address: Suite 56, Jones Bay Wharf, 26 32 Pirrama Rd, Pyrmont NSW 2009.
Web: https://www.artefact.net.au/

Artefact acknowledges Aboriginal and Torres Strait Islander peoples as the traditional owners and custodians of the lands and waters of Australia. We acknowledge the Gadigal and Wangal people of Pirrama (Pyrmont) where our Sydney office is located, the Awabakal, Worimi and Wonnaruaof the Hunter Region where our Mulubinba (Newcastle) office is located and the Wiradyuri of the Central West where our Bathurst office is located. We pay our respects to them, their culture and their Elders past and present. We thank them for sustaining and caring for Country for millennia.



Read Artefact's email disclaimer

Delete Report Move to Reply Reply all Forward Share to Te

Re: 805-817 Mamre Road, Kemps Creek - Aboriginal Cultural Heritage Management Plan

PK

Phil Khan<philipkhan.acn@live.com.au>

To: Aboriginal Heritage Team

Wed 03/12/2025 10:51

Outlook-t413st5l
28 KB

Start reply with: Thank you for your confirmation. Thank you! Great, thank you so much!

Hi,

Thank you for your ACHMP for 805-817 Mamre Rd, Kemps Creek, we agree and support your ACHMP.

Kinds Regards
Phil Khan
P 0451068480
Email: philipkhan.acn@live.com.au
ABN 26 637 314 384



From: Aboriginal Heritage Team <consultation@artefact.net.au>
Sent: Wednesday, November 19, 2025 10:01 AM
To: Stephanie Moore <Stephanie.moore@artefact.net.au>; Samantha Higgs <Samantha.Higgs@artefact.net.au>
Subject: 805-817 Mamre Road, Kemps Creek - Aboriginal Cultural Heritage Management Plan

Good morning,

Thank you for your continued involvement as a registered stakeholder for the 805-817 Mamre Road project. Artefact Heritage and Environment (Artefact) are writing on behalf of Gibb Group (the Proponent) to revitalise consultation following our last project update issued on 20 December 2024.

Since our last correspondence, the Aboriginal Cultural Heritage Assessment Report was lodged to the Department of Planning. A referral from Heritage NSW was issued on 15 July 2025,

Outlook

805-817 Mamre Road, Kemps Creek (SSD-30871587) - Aboriginal Cultural Heritage Management Plan

From Aboriginal Heritage Team <consultation@artefact.net.au>
Date Wed 19-November-2025 10:11 AM
To Heritagemailbox <heritagemailbox@environment.nsw.gov.au>
Cc Samantha Higgs <Samantha.Higgs@artefact.net.au>; Stephanie Moore <Stephanie.moore@artefact.net.au>

1 attachment (2 MB)
CHMP_250029_805 Mamre Road, Kemps Creek_DRAFT_251119 with email to RAPs.pdf;

Good morning,

I am writing on behalf of Gibb Group (the Proponent) to provide a copy of the draft Aboriginal Cultural Heritage Management Plan (ACHMP - attached) to address the Heritage NSW referral comments issued by Heritage NSW for SSD-30871587 on 15 July 2025 (HMS ID 11006). In accordance with the referral recommendations, the ACHMP includes a proposed plan for the long-term management of Aboriginal objects retrieved during the test excavation program. The ACHMP also includes evidence of issue to the RAPs as an appendix.

If you have any comments or advice on the attached document, could you please provide a submission by **17 December 2025**. The ACHMP will be updated to reflect feedback received from Heritage NSW and the RAPs at the close of the submission period.

If you have any questions, please do not hesitate to contact Artefact Heritage on 02 9518 8411, or by email at consultation@artefact.net.au.

Yours sincerely,

Aboriginal Heritage Team

ARTEFACT HERITAGE AND ENVIRONMENT
Address: Suite 56, Jones Bay Wharf, 26 32 Pirrama Rd, Pyrmont NSW 2009.
Web: https://www.artefact.net.au/



Artefact acknowledges Aboriginal and Torres Strait Islander peoples as the traditional owners and custodians of the lands and waters of Australia. We acknowledge the Gadigal and Wangal people of Pirrama (Pyrmont) where our Sydney office is located, the Awabakal, Worimi and Wonnaruaof the Hunter Region where our Mulubinba (Newcastle) office is located and the Wiradyuri of the Central West where our Bathurst office is located. We pay our respects to them, their culture and their Elders past and present. We thank them for sustaining and caring for Country for millennia.

Rebecca Bryant

From: Samantha Higgs
Sent: Tuesday, 16 December 2025 4:08 PM
To: Rebecca Bryant
Subject: Fw: 805-817 Mamre Road, Kemps Creek (SSD-30871587) - Aboriginal Cultural Heritage Management Plan

Samantha Higgs
Team Leader

M T W T F
✓ 💻 ✓ 💻 ✓

ARTEFACT HERITAGE AND ENVIRONMENT
Telephone: 0295188411 | **Mobile:** 0414 741 597
Address: Suite 56, Jones Bay Wharf, 26-32 Pirrama Rd, Pyrmont NSW 2009
Web: https://www.artefact.net.au/

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Read Artefact's email disclaimer

From: James Cole <james.cole@dcceew.nsw.gov.au>
Sent: 16 December 2025 13:30
To: Aboriginal Heritage Team <consultation@artefact.net.au>
Cc: Samantha Higgs <Samantha.Higgs@artefact.net.au>; Stephanie Moore <Stephanie.moore@artefact.net.au>
Subject: RE: 805-817 Mamre Road, Kemps Creek (SSD-30871587) - Aboriginal Cultural Heritage Management Plan

Some people who received this message don't often get email from james.cole@dcceew.nsw.gov.au. Learn why this is important

Good afternoon,

Thank you for contacting us regarding this matter. Heritage NSW understands that the Aboriginal Cultural Heritage Management Plan (ACHMP) covers the proposed works at 805-817 Mamre Road, Kemps Creek, currently being assessed as SSD-30871587. Based on the information provided, it is noted that:

- The proposal has not yet been determined, and that the draft ACHMP has been provided to Heritage NSW for consultation in anticipation of the project approval.
- The study area includes one artefact site identified as 805 Mamre AS 01 (AHIMS ID 45-5-5632), and one Potential Archaeological Deposit, identified as 805 Mamre PAD 03.
- Section 1.2 of the ACHMP indicates that the document has been prepared to respond to draft conditions of approval B70 to B73, while Appendix 1 indicates that the document was prepared to respond to the recommendations of Heritage NSW's last submission on the project (HMS 11006).

- The draft ACHMP is currently with the Registered Aboriginal Parties for review, and does not include the results of Aboriginal consultation.

Heritage NSW is unable to provide confirmation on the adequacy of the ACHMP prior to project determination and receipt of feedback from the Registered Aboriginal Parties (RAPs), however we have completed a preliminary review of the document, and request the following information and updates:

1. Please update Section 2 and Appendix 1 of the ACHMP to provide the outcomes of consultation with RAPs and include evidence of any responses received. This can comprise of copies of dated email records with all relevant email addresses shown and/or delivery / read receipts of the correspondence and may be provided separately to Heritage NSW for our review / records.
2. Please clarify the recommendations or conditions that the ACHMP has been prepared to manage, and ensure that these are appropriately addressed and reflected throughout the document.
3. Please update Section 4.1 to:
    a. clarify at what stage of the project reburial of 805 Mamre AS 01 (AHIMS ID 45-5-5632) is proposed to occur.
    b. include a requirement that the Aboriginal Heritage Information Management System (AHIMS) site card for 805 Mamre AS 01 (AHIMS ID 45-5-5632) is updated following the completion of reburial.
4. Please update Section 4.3.2 of the ACHMP to:
    a. include a requirement that any identified Aboriginal objects are registered on the Aboriginal Heritage Information Management System (AHIMS).
    b. provide additional detail on proposed process for consultation with the RAPs or government agencies, assessment, and seeking approval should any unexpected finds be made during works.
5. Following project approval, Heritage NSW recommends that the ACHMP be reviewed and revised (where required) in the context of the conditions of consent, noting that changes may be required to ensure compliance with conditions.

Following revision of the ACHMP to address the above comments (where required), please resubmit the ACHMP to Heritage NSW for review.

If you have any queries, please don't hesitate to let us know.

Kind regards,

James

James Cole *(he/him)*
Senior Assessments Officer - Major Projects
Heritage NSW
Department of Climate Change,
Energy, the Environment and Water

T (02) 9873 8500 **E** James.Cole@dcceew.nsw.gov.au

dcceew.nsw.gov.au

4PSQ Level 17 Mailroom
12 Darcy St
Parramatta NSW 2150

Working days Monday to Friday, 08:00am - 04:00pm

Season's greetings from Heritage NSW.
Please note that Heritage NSW will be closed from Thursday 25 December 2025 to Friday 9 January 2026.

I acknowledge the traditional custodians of the land and pay respects to Elders past and present. I also acknowledge all the Aboriginal and Torres Strait Islander staff working with NSW Government at this time.

Please consider the environment before printing this email.

From: Aboriginal Heritage Team <consultation@artefact.net.au>
Sent: Wednesday, 19 November 2025 10:11 AM
To: OEH HD Heritage Mailbox <HERITAGEMailbox@environment.nsw.gov.au>
Cc: Samantha Higgs <Samantha.Higgs@artefact.net.au>; Stephanie Moore <Stephanie.moore@artefact.net.au>
Subject: 805-817 Mamre Road, Kemps Creek (SSD-30871587) - Aboriginal Cultural Heritage Management Plan

Good morning,

I am writing on behalf of Gibb Group (the Proponent) to provide a copy of the draft Aboriginal Cultural Heritage Management Plan (ACHMP - attached) to address the Heritage NSW referral comments issued by Heritage NSW for SSD-30871587 on 15 July 2025 (HMS ID 11006). In accordance with the referral recommendations, the ACHMP includes a proposed plan for the long-term management of Aboriginal objects retrieved during the test excavation program. The ACHMP also includes evidence of issue to the RAPs as an appendix.

If you have any comments or advice on the attached document, could you please provide a submission by **17 December 2025**. The ACHMP will be updated to reflect feedback received from Heritage NSW and the RAPs at the close of the submission period.
If you have any questions, please do not hesitate to contact Artefact Heritage on 02 9518 8411, or by email at consultation@artefact.net.au.
Yours sincerely,

Aboriginal Heritage Team

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Read Artefact's email disclaimer

APPENDIX 2: CURRICULAM VITAE



REBECCA BRYANT
SENIOR HERITAGE CONSULTANT, ARTEFACT HERITAGE
SYDNEY OFFICE

Years of experience
Rebecca has 13 years' professional experience in archaeology and heritage management.

Qualifications
- Master of Research (Aboriginal lithics), University of Sydney
- Bachelor of Science (Archaeology/Palaeoanthropology), University of New England

Skills
- Aboriginal cultural heritage assessments and management plans, archaeological technical reports
- Archaeological excavations
- Artefact identification, cataloguing, analysis and interpretation
- GIS mapping and data visualisation
- Research, analysis and interpretation of data
- Analysis of stone artefacts and geological material though portable X-ray fluorescence (pXRF)

Memberships and professional affiliations
- Australian Archaeological Association, Member

Experience
Rebecca has over 13 years' experience working as archaeologist and Aboriginal cultural heritage consultant. She has prepared and authored Aboriginal cultural heritage assessments, management plans, and archaeological technical reports. Rebecca is also currently also involved in a long-term research project between the University of New England and Australian Museum which aims to better understand Aboriginal trade and exchange systems within the Sydney Basin. She has co-authored publications on this project. Prior to her career in archaeology and cultural heritage, Rebecca worked for an international environmental organisation in Sydney and Southeast Asia with management roles in finance and corporate partnership.

Selected Recent Project Experience

- Western Sydney University test excavations, 2025
- Hunter Vally Renewable Energy Zone (REZ), Aboriginal Cultural Heritage Assessment Report and Archaeological Technical Report 2024 (Ausgrid)
- Western Sydney University Agri Tech Precinct, Aboriginal Cultural Heritage Assessment and Archaeological Technical Report 2024 (WSP)
- Rouse Road Archaeological Salvage Excavation 2025 (Altus Group on behalf of Blacktown Council)
- New Eileen O'Connor School Tuggerah, Aboriginal Cultural Heritage Assessment Report and Archaeological Technical Report 2024 (Trustee of the Roman Catholic for Dioceses of Broken Bay)
- Transmission lines and maintenance works Sugarloaf State Conservation Area NSW, Aboriginal Cultural Heritage Assessment Report and Archaeological Technical Report 2024, (Ausgrid)
- Wilsons Beach Currarong, Aboriginal Cultural Heritage Assessment Report and Archaeological Technical Report 2023 (Crown Lands Department of Planning and Environment)
- 40 Memorial Avenue Bella Vista, Aboriginal Cultural Heritage Assessment Report, 2023, (The Orion Group on behalf of Landen Property Group)
- Yarran Road, Jerrawangala National Park, Aboriginal Cultural Heritage Assessment Report and Archaeological Technical Report 2023, (National Parks and Wildlife Services)
- 13L Narromine Road and Jannali Road Dubbo, Aboriginal Cultural Heritage Assessment Report and Archaeological Technical Report 2023 (Bathla Group)
- 160 Cranbourne Street Rouse Hill, Aboriginal Cultural Heritage Assessment Report and Archaeological Technical Report, 2019 (Allam Developments)
- 238-258 Captain Cook Drive, Aboriginal Cultural Heritage Management Plan 2019 (Dicker Data Limited)

- Royal Sydney Golf Club, Aboriginal Cultural Heritage Assessment Report and Archaeological Technical Report 2019 (Royal Sydney Golf Club)
- 211 Pacific Highway, St Leaonards. Aboriginal Cultural Heritage Assessment Report, 2019 (Stanton Dahl Architects)

Professional history

- 2024-Present: Artefact Heritage and Environment, Senior Heritage Consultant
- 2022-2024: Apex Archaeology, Archaeologist, Senior Heritage Consultant
- 2018-2022: Coast History and Heritage, Archaeologist, Heritage Consultant
- 2018-2019: The University of Sydney, Archaeologist
- 2017-2018: Kelleher Nightingale Consulting, Field Archaeologist
- 2012-2016: University of New England (based at the Australian Museum), Archaeologist/Technical Officer
- 1999-2011: World Wide Fund for Nature (Sydney and Singapore), Finance and Corporate Partnerships

Publications

Attenbrow, V, Bryant, R, Corkill, T, & Pogson R 2019 , 'Geological sources and chronological change in ground-edged artefacts of the Hawkesbury region, the Sydney Basin: A Macdonald River case study', *Journal of Archaeological Science*, vol. 24, no. 3, pp. 631-639.



RYAN TADDEUCCI
ABORIGINAL HERITAGE TEAM LEAD, ARTEFACT HERITAGE

Years of experience
Ryan has over 10 years' professional experience in archaeology and heritage management.

Qualifications
- Graduate Certificate (Maritime Archaeology), Flinders University, 2020
- Master of Museum Studies, University of Queensland, 2015
- Bachelor of Arts (Honours - Archaeology), University of Queensland, 2011

Skills
- Aboriginal heritage legislation, compliance, approval pathways, and technical advice
- Artefact identification, cataloguing, analysis, and interpretation
- GIS mapping and data visualisation.
- Research, analysis, and interpretation of data
- Development of archaeologically and cultural appropriate methodology for Aboriginal heritage investigations.

Experience
Ryan has over 10 years of experience working in Aboriginal heritage, historical archaeology and cultural heritage management in New South Wales, Queensland, Victoria, Tasmania and Western Australia. He has extensive experience preparing Aboriginal technical reports and cultural heritage assessment reports to support Environmental Impact Statements, Reviews of Environmental Factors and Aboriginal Heritage Impact Permits. Ryan also has maritime heritage experience, having worked on several maritime projects in South Australia, Victoria and New South Wales. He has developed strong analytical and research skills and well as comprehensive knowledge of heritage legislation, compliance, and approval pathways.

Projects
- Moorebank Intermodal Precinct West, Aboriginal archaeological salvage methodology and repatriation program, 2023 (Logos Australia Group)
- Little Manly, Ancestral remains salvage project, 2022-2023 (Northern Beaches Council)
- Cobbitty-Bringelly South Creek West Release Area, Aboriginal Cultural Heritage Assessment Report 2022 – 2023 (Boyuan Bringelly Pty Ltd)
- Shoalhaven Hydro – Main Works Project, Aboriginal Cultural Heritage Assessment Report 2022 (Origin Energy)
- Yanco-Delta Windfarm Project, Aboriginal Cultural Heritage Assessment Report 2022 (Virya Energy Pty Ltd)
- Victorian Murray Flood Plain Restoration Project, Due Diligence and Complex Assessment 2021-2022 (Lower Murray Water)
- Narromine to Narrabri, Aboriginal Cultural Heritage Assessment Report 2021-2022 (ARTC Inland Rail)
- Hillsborough Road Upgrade, PACHCI Stage 2 and Stage 3 2021-2022 (TfNSW)
- La Perouse Museum Upgrade, Aboriginal Cultural Heritage Assessment Report 2021 (Tanner Kibble Denton Architects on behalf of Randwick City Council)
- Kamay Ferry Wharves Project Upgrade, PACHCI Stage 2 Report, Combined Aboriginal and non-Aboriginal test excavation methodology, EPBC referral, archaeological survey 2020 (Arup)
- Excavation of unidentified Rye shipwreck 2020 (Heritage Victoria)
- Barangaroo Boat Conservation 2020 (Sydney Metro)

- Nowra Bridge Project, PACHCI Stage 3 Aboriginal Archaeological Test Excavation Report 2019 (Transport for NSW)
- Oakdale West, Aboriginal Archaeological Test Excavation Report 2019 (Goodman Group)
- Parramatta RSL, Aboriginal Archaeological Test Excavation Report and Post-Excavation Analysis Report 2018 (Paynter Dixon)
- Package F Schofields, Aboriginal Archaeological Salvage Excavation Report 2018 (Blacktown City Council)
- Sydney Olympic Park Redevelopment, Historical Archaeological Assessment, Statement of Heritage Impact Preparation, Aboriginal Cultural Heritage Assessment Report 2018 (Austino Property Group)

Professional history

- 2022-Present: Artefact Heritage, Aboriginal Heritage Team Leader
- 2021-2022: Jacobs, Senior Archaeologist
- 2020-2021: Extent Heritage, Senior Archaeologist
- 2016-2020: Artefact Heritage, Senior Heritage Consultant
- 2015-2016: Commissariat Museum, Curator
- 2015-2016: UQ Anthropology Museum, Museum Assistant
- 2015-2016: Queensland Museum, Museum Assistant
- 2015-2016: Everick, Archaeologist
- 2012-2014: Archae-aus, Assistant Archaeologist

Appendix G Unexpected Contaminated Finds Procedure

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

GEO-LOGIX PTY LTD
ABN 86 116 892 936

Unit 2309
4 Daydream Street
Warriewood, NSW 2102

P 02 9979 1722
F 02 9979 1222
W www.geo-logix.com.au

31 October 2025

805 Mamre NSW Pty Ltd ATF 805 Mamre Logistics Property Trust
C/- Nick Papanicolaou
Senior Project Manager
Gibb Group Development Management Pty Ltd
Suite 401, 24-30 Springfield Avenue
Potts Point NSW 2011

SUBJECT: **Unexpected Finds Protocol for Environmental Contamination**

SITE: **805 Mamre Road, Kemps Creek NSW 2178**

Dear Nick,

Geo-Logix was engaged by 805 Mamre NSW Pty Ltd (the client) to prepare an Unexpected Finds Protocol (UFP) for Environmental Contamination for the site at 805 Mamre Road, Kemps Creek NSW 2178 (Figure 1), as required in condition B99 of the NSW Government Department of Planning and Environment Instrument of Consent.

The purpose of this UFP is to provide a framework for management of unexpected contaminants which may be encountered during excavation and/or construction works. As required under condition B78, any material identified as contaminated through this UFP must be disposed off-site, with the disposal location and results of testing submitted to the Planning Secretary, prior to its removal from the site.

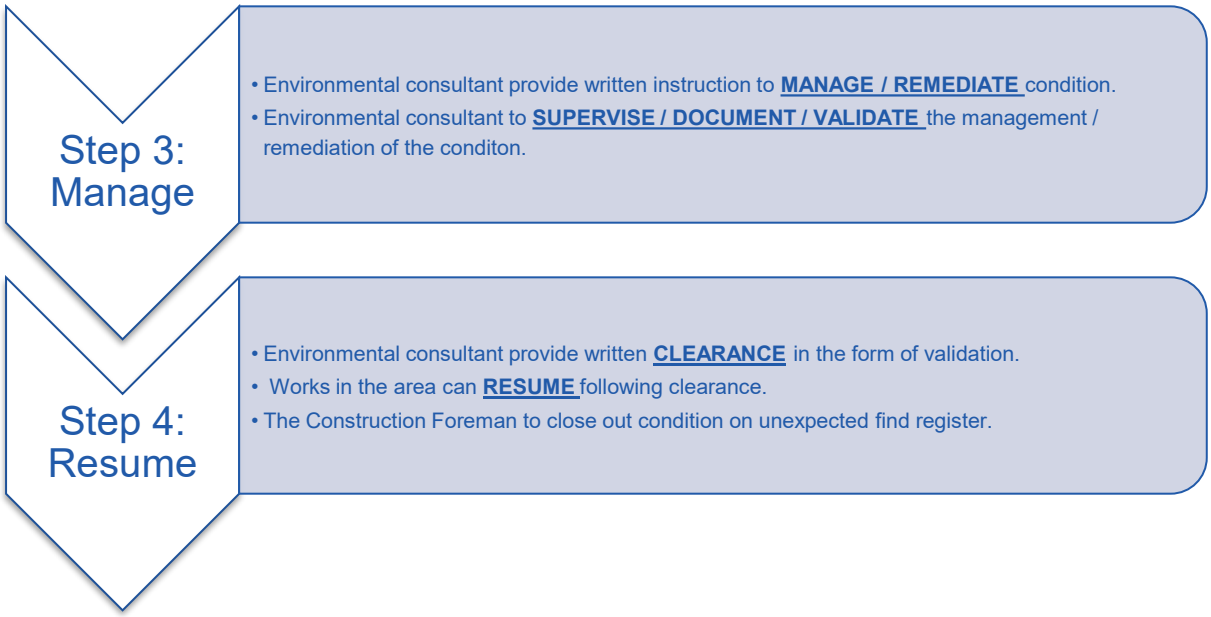
Following the identification of suspected contamination, the following steps are to be taken:

Step 1: Isolate

- Works in the affected area are to cease - **NOTIFY CONSTRUCTION FOREMAN**
- **ISOLATE** affected area - contain emissions (dust, water).
- The Construction Foreman is to record the unexpected find in the unexpected finds register.
- The Construction Foreman is to promptly **NOTIFY PROJECT MANAGER.**

Step 2: Assess

- Project Manager is to **NOTIFY ENVIRONMENTAL CONSULTANT.**
- Environmental consiltant attend site to **ASSESS CONDITION.**



Further details on the potential for site contamination and the roles and responsibilities for site personnel in implementing the UFP are outlined below.

1. SITE INFORMATION, SETTING AND HISTORY

The site at 805 Mamre Road covers an area of approximately 217,000 m^2. The site includes an elongated block extending from Mamre Road in the east to the confluence of two creeks in the west. The site extends into portions of the neighbouring lot to the north and includes the road verge along Mamre Road as shown in Figure 1.

The site has a history of agricultural use. The majority of the site has been used for pasture; a residence is located in the east. A drainage line crosses the northeast of the site, where this is intercepted by a small dam. In the fast western portion of the site, Kemps Creek and South Creek converge.

Environmental investigations by Geo-Logix (2021, 2024) found that fill had been used to fill and/or modify dams on site. Investigations along the Mamre Road verge found anthropogenic materials in and on fill: polystyrene, plastic, and metal fragments. The investigation detected no contamination exceeding site assessment criteria. It was concluded in both the 2024 and 2021 investigations that the site was suitable for the proposed commercial or industrial use with no further environmental investigation required.

2. COMMON UNEXPECTED FINDS

Examples of potentially contaminated materials include:

- Fibro cement sheeting, pipes, telecommunication pits, fibrous material or other suspected asbestos containing materials (ACM);
- Soils or water with an oily sheen;
- Soils or fill with dark stains or unusual colours;
- Materials with unnatural odours (e.g. fuel, tar, solvent odours);
- Unexpected man-made inclusions (e.g. industrial waste, or rubbish);

- Unusual slurries, powdery or cemented residues, crystalline substances, black micaceous material or ores;
- Buried drums, tanks, machinery or vehicle parts; and
- Underground fuel storage tanks.

We recommend that earthworks are undertaken in a careful manner with spotters to quickly alert plant operators if an unexpected substance/material is uncovered. This practice minimises the contamination being tracked across the site or offsite and will reduce mixing of contaminated materials with clean soils.

3. ROLES AND RESPONSIBILITIES

With respect to unexpected finds the hierarchy or responsibility is defined below:

1) Property Owner/Project Manager

2) Construction Foreman

3) Construction Workers

Specific responsibilities in relation to environmental management of an unexpected find are:

Property Owner/Project Manager

- Investigating serious incidents, complaints, non-conformances, and ensuring necessary corrective actions are implemented to protect health and the environment during construction and future operation of the site;
- Communicate environmental obligations and the UFP to the Construction Foreman; and
- Contact Geo-Logix when required in relation to an unexpected find.

Construction Foreman – Civil Contractor

- Post the Unexpected Finds Protocol poster (Attachment A) in a prominent location in or near the site office;
- Induct all site workers to the UFP;
- Keep a UFP induction register (Attachment B);
- Isolate unexpected find with barricading;
- Notify Project Manager of unexpected finds;
- Keep record of unexpected finds (unexpected find register, Attachment C); and
- Assist Environmental Consultant if required to rectify the unexpected find.

Contractors / Subcontractors

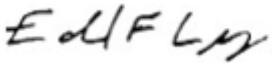
- Immediately notify the Construction Foreman of any asbestos find or other unexpected find; and
- Seek direction from the Construction Forman re isolating work area.

We trust this UFP provides a clear methodology for the management of bonded asbestos and other potential unexpected finds.

Please feel free to contact Geo-Logix directly (02) 9979 1722 should you have any further questions regarding this letter.

Yours sincerely,





Catriona Bisits
BA, BSc, MSc Earth Science
Environmental Geologist

Edward Lilly
BSc Civil Engineering, MIEAust
Associate Engineer

Attachments

Figure 1: Site Map

Attachment A: Unexpected Finds Protocol Poster

Attachment B: Induction Register

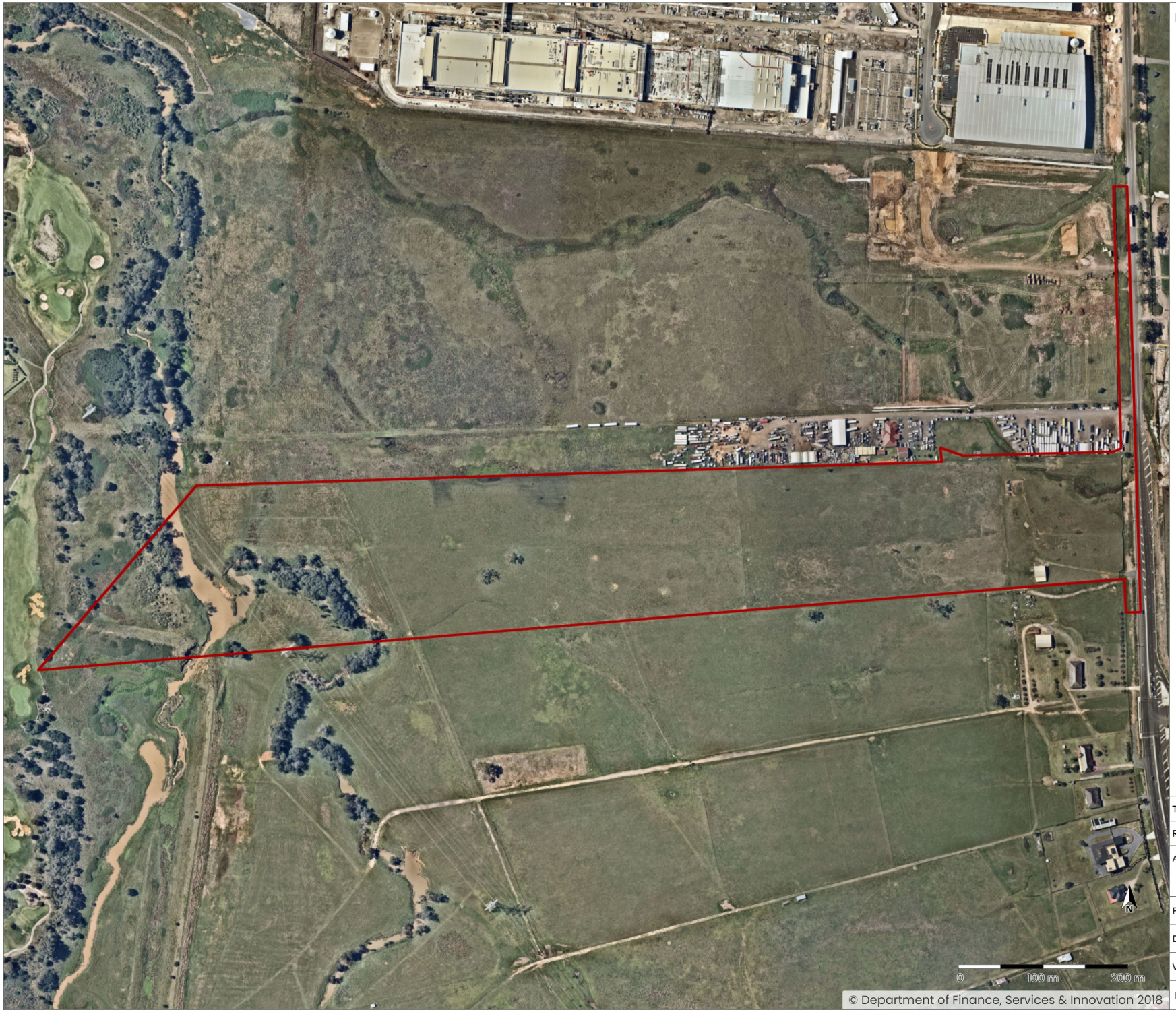
Attachment C: Unexpected Finds Register

References

Geo-Logix (2021), Preliminary and Detailed Site Investigation Report: Part 799-803 and 805-817 Mamre Road, Kemps Creek NSW 2178. Ref: 210107RptFinal_24Aug23.

Geo-Logix (2024), Detailed Site Investigation: Verge adjacent to 805 Mamre Road, Kemps Creek, NSW 2178. Ref: 2401062LtrRpt01FinalV01_24Oct24.

FIGURES



Legend

Site Boundary

Geo-Logix
environment • geotech

Produced by: **Datanest.earth**

Title:	SITE MAP		
Report:	Unexpected Finds Protocol		
Address:	805 Mamre Road, Kemps Creek NSW, Australia		
Proj No:	2401062	Figure No.:	1
Date:	18-03-2025	Size:	A4
Version:	final	Scale:	1:6000
Projection: Web Mercator			

ATTACHMENT A

Unexpected Finds

Look out for these contamination indicators:

- Fibro cement sheeting, pipes, telecommunication pits, fibrous material or other suspected asbestos containing materials (ACM);
- Soils or water with an oily sheen;
- Soils or fill with dark stains or unusual colours;
- Materials with unnatural odours (e.g. fuel, tar, solvent odours);
- Unexpected man-made inclusions (e.g. industrial waste, or rubbish);
- Unusual slurries, powdery or cemented residues, crystalline substances, black micaceous material or ores;
- Buried drums, tanks, machinery or vehicle parts; and
- Underground fuel storage tanks.

Geo-Logix recommend that earthworks are undertaken in a careful manner with spotters to quickly alert plant operators if an unexpected substance is uncovered. This will minimise the risk of contamination being spread or mixed with clean materials.

Where contamination is identified, follow these Steps:

Step 1: Isolate

- Works in the affected area are to cease - NOTIFY CONSTRUCTION FOREMAN.
- ISOLATE affected area - contain emissions (dust, water).
- The Construction Foreman is to record the unexpected find in the unexpected finds register.
- The Construction Foreman is to promptly NOTIFY PROJECT MANAGER.

Step 2: Assess

- Project Manager is to NOTIFY ENVIRONMENTAL CONSULTANT.
- Environmental consiltant attend site to ASSESS CONDITION.

Step 3: Manage

- Environmental consultant provide written instruction to MANAGE / REMEDIATE condition.
- Environmental consultant to SUPERVISE / DOCUMENT / VALIDATE the management / remediation of the conditon.

Step 4: Resume

- Environemntal consultant provide written CLEARANCE in the form of validation.
- Works in the area can RESUME following clearance.
- The Construction Foreman to close out condition on unexpected find register.

Geo-Logix

This sheet is to be posted at the site office.

ATTACHMENT B

Unexpected Finds Protocol Induction Register

805 Mamre Road, Kemps Creek NSW 2178

Date Inducted	Inductee			Inducted By	
	Inductee Name	Company Name	Company Contact Details	Name	Company Name

Unexpected Finds Protocol Induction Register

805 Mamre Road, Kemps Creek NSW 2178

Date Inducted	Inductee			Inducted By	
	Inductee Name	Company Name	Company Contact Details	Name	Company Name

Unexpected Finds Protocol Induction Register

805 Mamre Road, Kemps Creek NSW 2178

Date Inducted	Inductee			Inducted By	
	Inductee Name	Company Name	Company Contact Details	Name	Company Name

ATTACHMENT C

Unexpected Find Register

805 Mamre Road, Kemps Creek NSW 2178

Date	Unexpected Contamination Find	Location on site	Actions Taken to Resolve	Personnel Involved

Unexpected Find Register

805 Mamre Road, Kemps Creek NSW 2178

Date	Unexpected Contamination Find	Location on site	Actions Taken to Resolve	Personnel Involved

Unexpected Find Register

805 Mamre Road, Kemps Creek NSW 2178

Date	Unexpected Contamination Find	Location on site	Actions Taken to Resolve	Personnel Involved

Appendix H Construction Flood Emergency Response Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

Warehouse and Distribution Centre – 805-817 Mamre Road SSD30871587

Flood Emergency Response Plan
Construction Phase

805 Mamre NSW Pty Ltd.

cc Gibb Group Development Management
Suite 3, Level 11, 1 O'Connell St, Sydney

Prepared by:

SLR Consulting Australia

SLR Project No.: 630.031304

16 December 2025

Revision: v0.4

Making Sustainability Happen

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
0.2	21 November 2024	Paul Delaney	Peter Cupitt	Paul Delaney
0.3	8 December 2025	Paul Delaney	Peter Cupitt	Paul Delaney
0.4	16 December 2025	Paul Delaney	Peter Cupitt	Paul Delaney
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with 805 Mamre NSW Pty Ltd. (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

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

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Appendices

Appendix A Consultation with SES

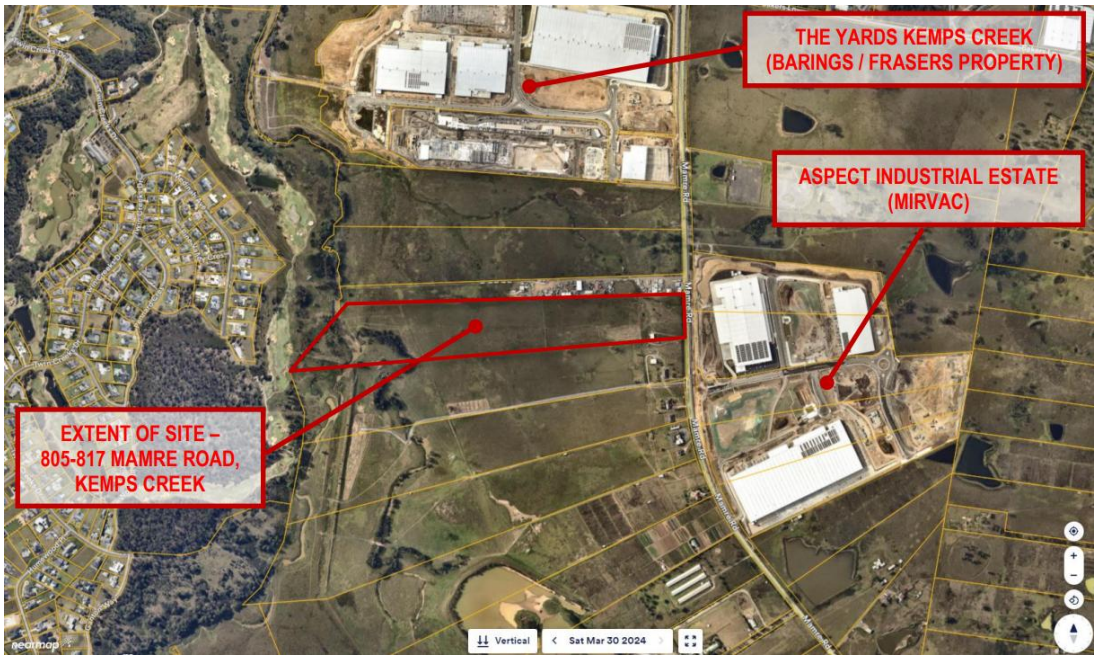
1.0 Introduction

1.1 Subject Property

The proposed development includes a logistics warehouse and distribution centre located at Kemps Creek within the Penrith local government area (LGA) , and within the broader Mamre Road Precinct located within the Western Sydney Employment Area (WSEA)).

The subject site (The Site) is located at 805-817 Mamre Road, Kemps Creek.

Figure 1: Locality Plan



1.2 Purpose

This Construction Flood Emergency Response Plan (CFERP) is specifically for the construction phase of the development, including:

- Bulk earthworks and civil works
- Building construction

The FERP provides a plan of action that informs what measures should be taken once the threat of a flood is determined to be imminent. This includes requirements for evacuation or taking refuge on site as appropriate. It includes planning for extreme events which are greater than those used to derive the Flood Planning Level ie events greater than the 1% Annual Exceedance Probability (AEP) flood (formerly referred to as 100 year flood).

This site-specific CFERP is intended to identify requirements which are specific to the subject property, which supplement the general requirements of the Penrith City Local Flood Emergency Sub-Plan endorsed by the Penrith Local Emergency Management committee on 8th February 2022, administered by the NSW State Emergency Service (SES).

The FERP has been developed in consultation with the NSW State Emergency Service (SES) (See Appendix A)

1.3 Consent

The requirement for a CFERP is included in the development consent for SSD 30871587 conditions B43 and B44 reproduced in the compliance table below.

Table 1: SSD-30871587 Condition Compliance Table

Condition	Where Addressed in this Document
B43. Prior to the commencement of construction of the development, the Applicant must prepare a Construction Flood Emergency Response Plan. The Plan must form part of the CEMP required by condition C2 and must:	
a) be prepared by a suitably qualified and experienced person(s);	Section 8
b) be prepared in consultation with NSW State Emergency Services (SES);	Section 6 ***<in progress>***
c) address the provisions of the Floodplain Risk Management Manual (DPE, 2023) and Support for emergency management planning (DPE, 2023); and	Section 3.2
d) include details of: (i) the flood emergency responses for both construction phases of the development;	Sections 5
(ii) predicted flood levels;	Section 4
(iv) flood warning time and flood notification;	Section 4
(v) assembly points and evacuation routes;	Section 5.3 and 5.4
(vi) evacuation and refuge protocol; and	Section 5
(vii) awareness training for employees and contractors	Section 5.3
B44. The Applicant must:	
9a) submit a copy of the Flood Emergency Response Plan required by condition B45 to the Planning Secretary prior to the commencement of construction; and	Noted
(b) implement the most recent version of the Flood Emergency Response Plan for the duration of the construction.	Section 5.1
C1. Management Plans required under this consent must be prepared in accordance with relevant guidelines and include: a) a condition compliance table for that plan; b) detailed baseline data where required; *c) details of:* i) the relevant statutory requirements (including any relevant approval, licence or lease conditions *ii) any relevant limits of performance measures and criteria* iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any mitigation measures d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria e) a program to monitor and report on the: i) impacts and environmental performance of the development; and	a) This table b) Not relevant c) Not relevant d) Not relevant e) Not relevant

Condition	Where Addressed in this Document
ii) effectiveness of the management measures set out pursuant to paragraph (d) above	
f) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible	f) Not relevant
g) a program to investigate and implement ways to improve the environmental performance of the development over time	g) Section 8
h) a protocol for managing and reporting any:	
i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria	h) Not relevant
ii)complaint	
iv) failure to comply with statutory requirements	
i) a protocol for periodic review of the plan	i) Section 8

The CFERP complies with the relevant conditions in the consent.

1.4 Reliance Reports

In preparing this plan, SLR has relied on the following reports, which are provided on the NSW Major Projects website for SSD 30871587.

- Updated Flood Risk Assessment, Costin Roe Consultants (updated 6/6/25)
- Civil Design Report, at&l (dated August 2025)
- Updated Civil Drawings, at&l (updated 9/10/2025)
- Architectural Plans, 'watch this Space design' (updated 1/08/2025)

2.0 Description of Site and Construction Works

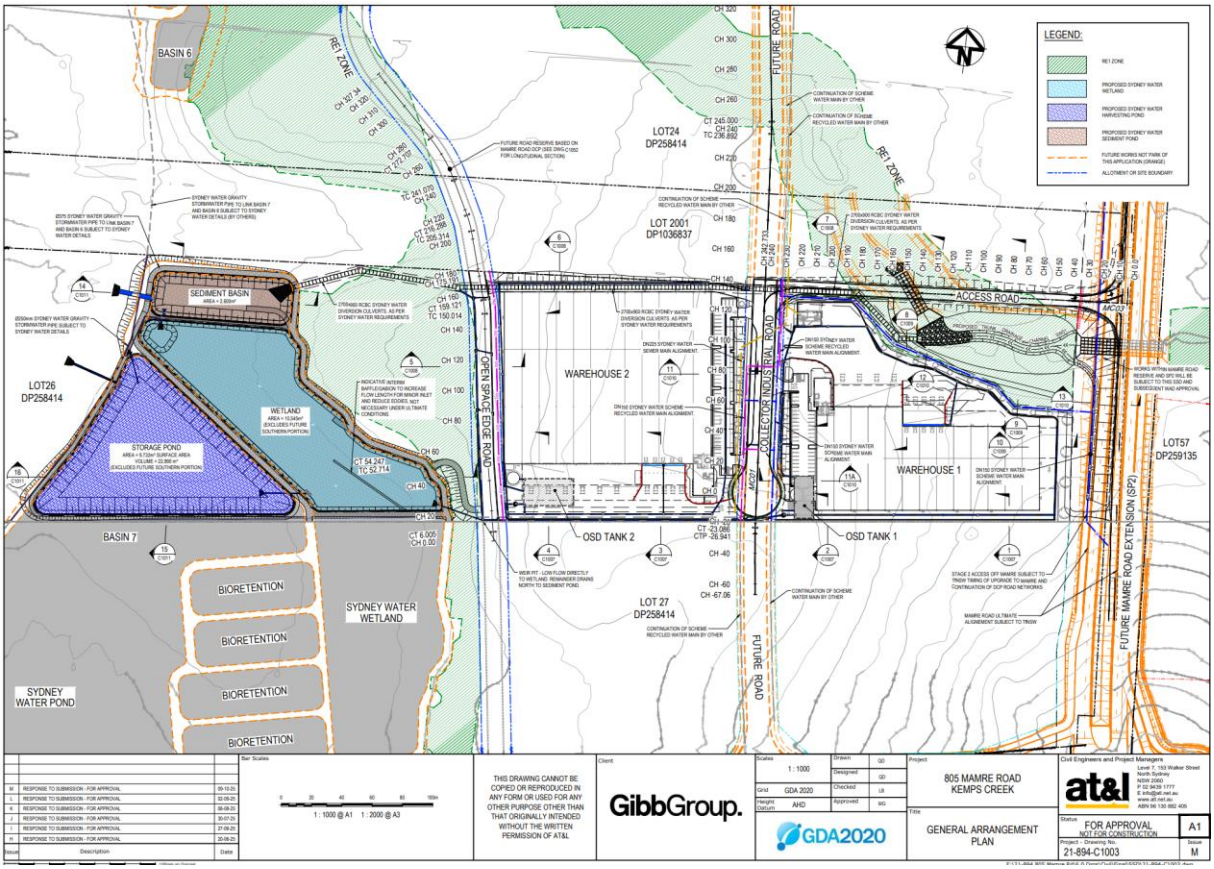
2.1 Existing Site

The site is lightly sloped towards the west where the two creeks, Kemps and South Creek intersect at the rear of the lot. The site slopes at around 1% from the front boundary at approximately RL 41.5 down to Kemps Creek at approx. RL 30.0.

2.2 Proposed Construction Works

The extent of proposed works included within SSD 30871587 are shown on the civil engineering drawings by at&l, of which the Cover Sheet is presented here as **Figure 2**.

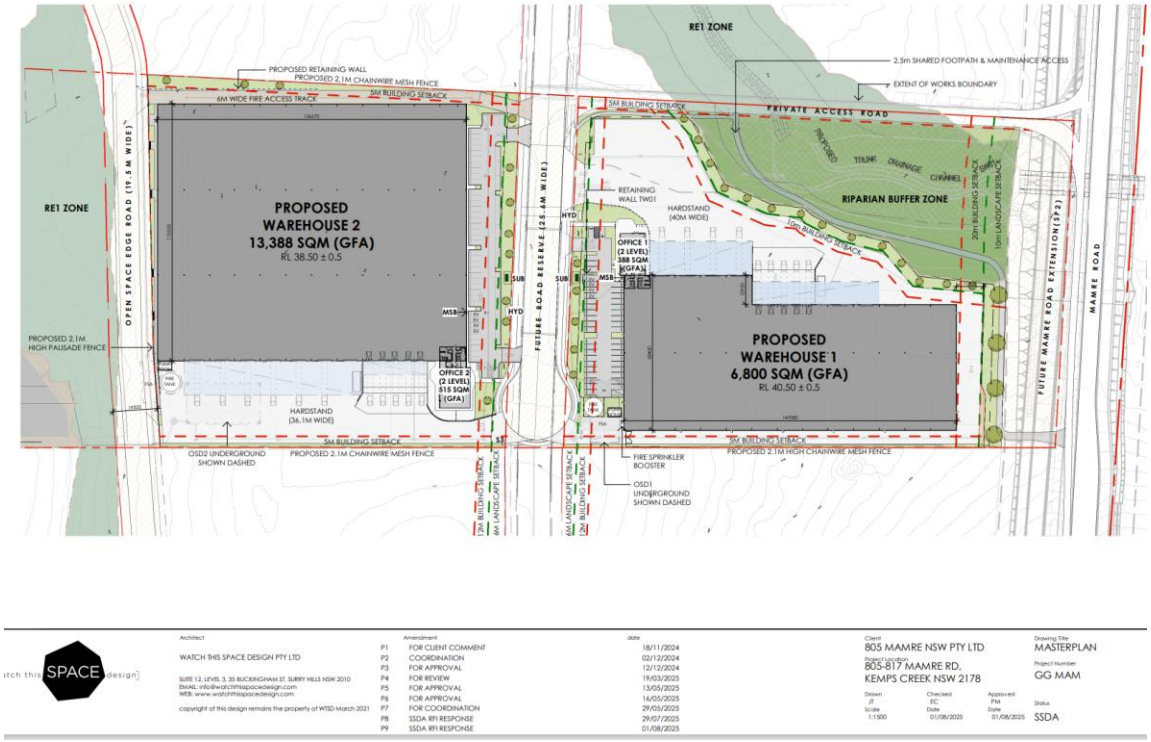
Figure 2 Extent of Construction Works



Construction Works include:

- Storage ponds, wetland and sediment dam;
- Works along creek line in north-east corner of The Site;
- Roadworks on new roads within The Site, temporary access road on Right of Carriageway immediately north of The Site, and intersection with Mamre Road;
- Bulk earthworks and civil works across the Warehouse 1 and Warehouse 2 sites; and
- Construction of the Warehouse 1 and Warehouse 2 buildings and landscaping.

Figure 3 Architectural Masterplan



2.3 Flooding Context

The Site is located within the catchment of Kemps Creek, and is located just upstream of it's confluence with South Creek.

Flooding along Kemp Creek/South Creek typically occurs from extended rainfall across this large catchment. The Flood Risk Assessment (CRC, 2025) indicates that maximum flows occur during rainfall events with a 36 hour duration.

An existing overland flow path traverses the north-eastern corner of the site. Proposed works in this area will formalise these flows into a trunk drainage channel consistent with Sydney Water's strategy. Flooding here occurs as a result of runoff from the local catchment east of Mamre Road. Flows are highest during short intense rainfall events, with the Flood Risk Assessment (CRC, 2025) indicating peak flows occur during rainfall events of 45 minutes duration. These events may flood local roads with little advance warning.

Flood mapping is provided in **Section 4** of this report.

3.0 Policy and Guidelines Framework

3.1 Principles

Key principles that are applied to emergency management in New South Wales are:

- **Prevention**: to eliminate or reduce the level of the risk or severity of emergencies;
- **Preparation**: to enhance capacity of agencies and communities to cope with the consequences of emergencies;
- **Response**: to ensure the immediate consequences of emergencies to communities are minimised; and
- **Recovery**: measures which support individuals and communities affected by emergencies in the reconstruction of physical infrastructure and restoration of physical, emotional, environmental and economic well-being.

3.1.1 Penrith City Local Emergency Sub Plan

The Penrith Flood Emergency Sub Plan is a sub plan of the Penrith Local Emergency Management Plan (EMPLAN). It has been prepared in accordance with the provisions of the *State Emergency Service Act 1989* (NSW) and is endorsed by the Local Emergency Management Committee in accordance with the provisions of the *State Emergency and Rescue Management Act 1989* (NSW).

The plan sets outs Penrith City's local arrangements for prevention, preparation, response and initial recovery for flooding in Penrith City LGA.

Prevention/Mitigation

The NSW Floodplain Development Manual outlines the NSW Government's Flood Prone Lands Policy and provides guidelines including the concept of a Flood Planning Level for use in land-use planning.

Flood risk is further managed by engineering design and flood risk assessment. Specific design features at this site include:

- Filling of warehouse sites to above the 1% AEP flood level;
- Trunk drainage channel to convey overland flows; and
- Second floor office attached to both Warehouses with floor levels above the estimated PMF event.

Preparation

Preparation includes arrangements or plans to deal with an emergency or the effects of an emergency.

- NSW SES develop, review and maintain Flood Sub Plans;
- Develop and review this FERP as required. Local Flood Plans outline the specific arrangements for management of flood events; and
- Awareness training for construction workers at on risks associated with flooding, and the appropriate response.

Response

Information and Warnings to the Community – Triggers to start preparing for a flood event

The Bureau of Meteorology issue public severe weather warnings.

The NSW SES issues three levels of warning in accordance with the Australian Warning System:

- Local Flood Advice;
- Watch
- Emergency Alert (SMS and voice message alerting system);

Road closure information is provided via Council websites; the Road and Maritime Services 'Live Traffic' website www.livetraffic.com or Transport InfoLine 131500 or the 'Hazards Near Me' app.

3.2 Floodplain Risk Management Guideline (LFP, 2022)

NSW SES advocates for the recognition of emergency management considerations through participation in the floodplain risk management program. These actions include:

- NSW SES will provide coordinated and consistent emergency management advice to councils and other agencies in relation to the management of land that is subject to flooding or coastal inundation; and
- NSW SES will provide advice, support and technical resources for NSW SES representatives to contribute effectively to local Floodplain Management Committees.

3.3 Flood risk management guideline EM01

This guideline provides advice on how the flood risk management (FRM) framework and process described in the Flood risk management manual: the policy and manual for the management of flood liable land (the manual; DPE 2023) can consider and support flood emergency management (EM). It outlines how the NSW State Emergency Service (NSW SES) as the combat agency for flood, storm and tsunami, plans for flooding, as well as the key EM principles and strategies it uses when undertaking EM planning for the community.

The guideline states that one of the key information requirements to support NSW SES emergency management planning, is the Flood Emergency Response Classification, or FERCC.

Using this classification parts of The Site are classified as Floodprone while the higher areas can be classified as a '**High Flood Island'**, since it is not inundated by a PMF flood, but can be isolated by flooding along the road egress route.

It is also noted that the time of isolation is short (associated with local overland flooding rather than flooding along South Creek), and that occupants will be able to be safe and self sufficient for the duration of flooding (up to and including the PMF flood event).

4.0 Flood Behaviour

4.1 Flooding Abbreviations/Terminology

FPL – Flood Planning Level – at Penrith this is the 1% AEP flood level plus an additional 0.5m freeboard.

PMF - The Probable Maximum Flood – this is the maximum conceivable flood that could occur at any location.

1% AEP -– this is the event that has a 1% chance of being exceeded each year. It is equivalent to the former terminology '100-year ARI flood' event or 1 in 100 year ARI flood event.

ARI – Average Return Interval – indicates the average time between events

4.2 Chance of extreme flood event during Construction

For a construction period of around 2 years, the probability of a 1% AP flooding event occurring is very low. Similarly the chance of a PMF occurring is extremely low. However, without appropriate flood preparedness, the consequence of extreme flooding events is likely to be very high and potentially fatal.

4.3 Flood Warning Times and Extent of flooding

As mentioned in Section 2 flooding in the overland flow path in the north-east of The Site, and local roads may occur during local flood events - from relatively short duration intense rainfall, whereas high flood levels along South/Kemps Creek will occur from regional flood events typically with longer duration rainfall events.

The Flood Risk Assessment by CRC Consultants estimates flood behaviour for the pre-development and post development scenarios; for both local and regional flood events.

The flood risk during construction will depend on several factors:

- Location of construction activity;
- Stage of construction activity. For example, bulk earthworks will substantially alter site levels so that for early activities the pre-development flood levels are more relevant, and for finalisation of roadworks and buildings the post-development activities are more relevant; and
- The duration and intensity of the rainfall.

Regional flooding affects the western parts of the Subject Site, while Local flooding affects the riparian zone in the north-eastern corner of the sit, as well as inundation of local roads. These are discussed separately in the following sections.

4.3.1 Regional Flooding (South Creek)

The flood levels and extent of flooding are provided in the Flood risk Assessment (CRC,2025) and selected flood mapping is reproduced on the following pages:

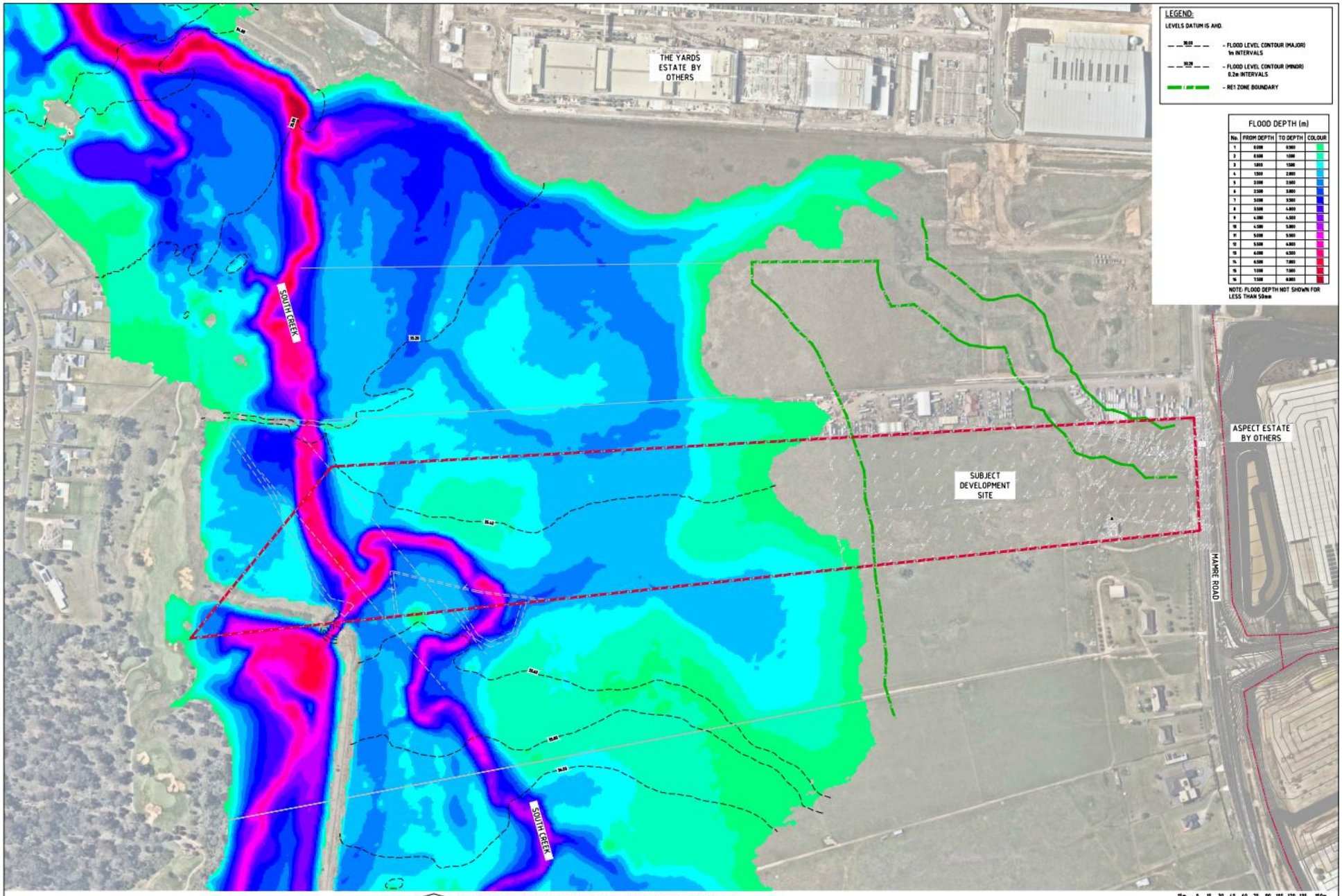
- Regional Flooding - 1% AEP Pre-development and post development scenarios
- Regional Flooding - PMF Pre-development and post development scenarios

The main flood peak in South Creek could occur up to 20-24 hours after the flood producing storm begins. However, a flood warning time of 4 hours is suggested in the FRA representing the approximate time delay following peak rainfall intensity to arrival of the flood peak at The Site.

There are no flood warning gauges along South Creek. Severe weather warnings may provide warnings of imminent severe rainfall, and the need for site occupants to monitor conditions.

The majority of the site will be inundated during a PMF event. However, the proposed building floor levels will not be inundated, and provide an isolated or ‘island’ refuge where site occupants can be safe during an extreme flood event.

Site egress may not be possible during extreme rainfall events, because there may be concurrent rainfall in the local catchment of Mamre Road which causes inundation of roads.



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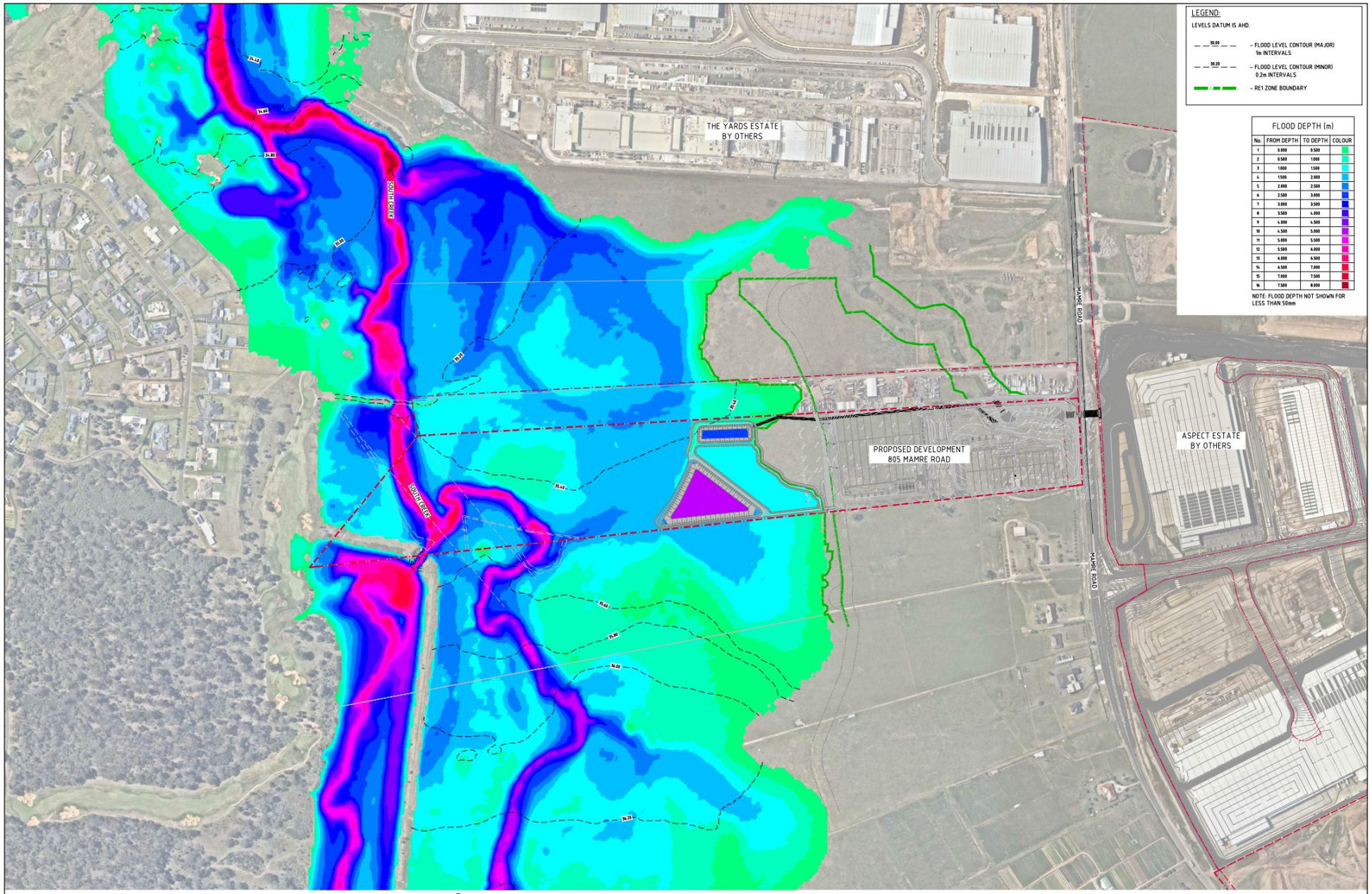
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KEMPS CREEK NSW

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1% AEP POST DEVELOPMENT FLOOD LEVELS AND DEPTHS PLAN - REGIONAL SOUTH CREEK EVENT
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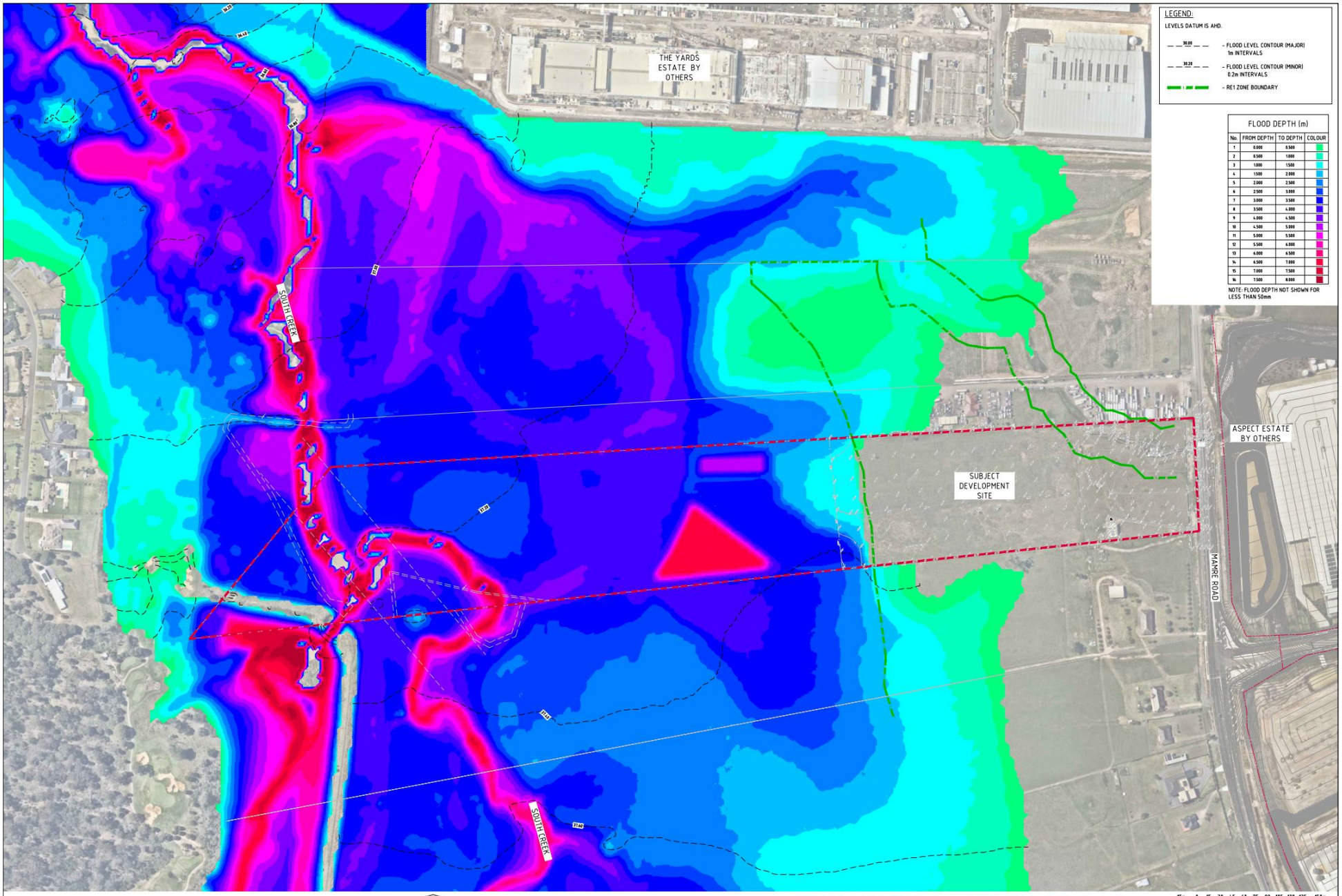
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805-817 MAMRE ROAD
KEMPS CREEK NSW

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PMF PRE DEVELOPMENT LEVELS & DEPTHS- REGIONAL EVENT 36HR DURATION
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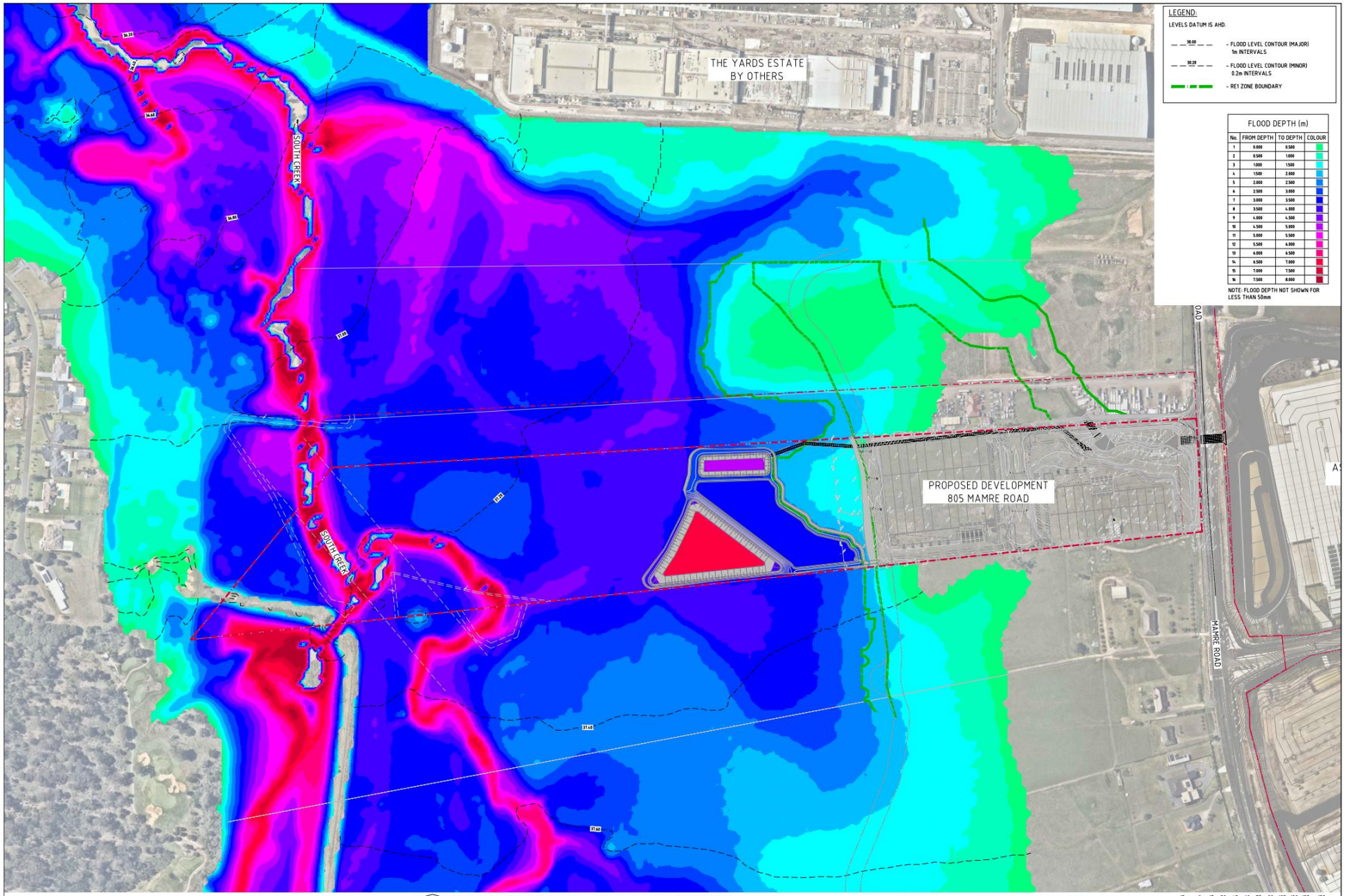
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4.3.2 Local Flooding

The flood levels and extent of flooding during localised flooding events are provided in the Flood Risk Assessment (CRC,2025) and selected flood mapping is reproduced on the following pages:

- Localised Flooding - 1% AEP Pre-development and post development scenarios
- Regional Flooding - PMF Pre-development and post development scenarios

Local flooding typically results from short duration but intense rainfall events in the Mamre Road catchment. The possibility of extreme rainfall may be forecast, but in practical effect there could be **zero warning time** for these localised storms.

The Flood Warden should monitor Bureau of Meteorology Severe weather warnings which may indicate potential for inundation of Mamre Road, but are unlikely to be a reliable predictor of localised rainfall conditions that cause flooding of Mamre Road.

Mamre Road is a potential egress route but is not flood free. Mamre Road can be inundated at several locations in as little as a 50% AEP (1 in 2 year) rainfall event.

The temporary access road along the northern boundary of the Subject Site, and connecting through to Mamre Road is also inundated by localised flooding events.

Since the duration of flooding across Mamre Road is unlikely to exceed 1 hour, the appropriate flood safety response is:

- The Flood Warden to consider evacuating the site early if extreme rainfall has been forecasted and is confident that egress can be completed before heavy rainfall commences; or
- The Flood Warden to consider instructing workers to delay travel (either to or from site) if extreme rainfall is forecast and appears imminent.
- For workers travelling on Mamre Road – **do not cross floodwaters**. Either return to site or stay on Mamre Road (in a position clear of road inundation) until flood waters subside.

Comparison of flood and floor Levels

Proposed floor levels of buildings are shown on the architectural drawings prepared by ‘watch this SPACE design’. Each warehouse has an office with a second floor. The second floor office levels will be at least 3m above adjacent PMF flood levels.

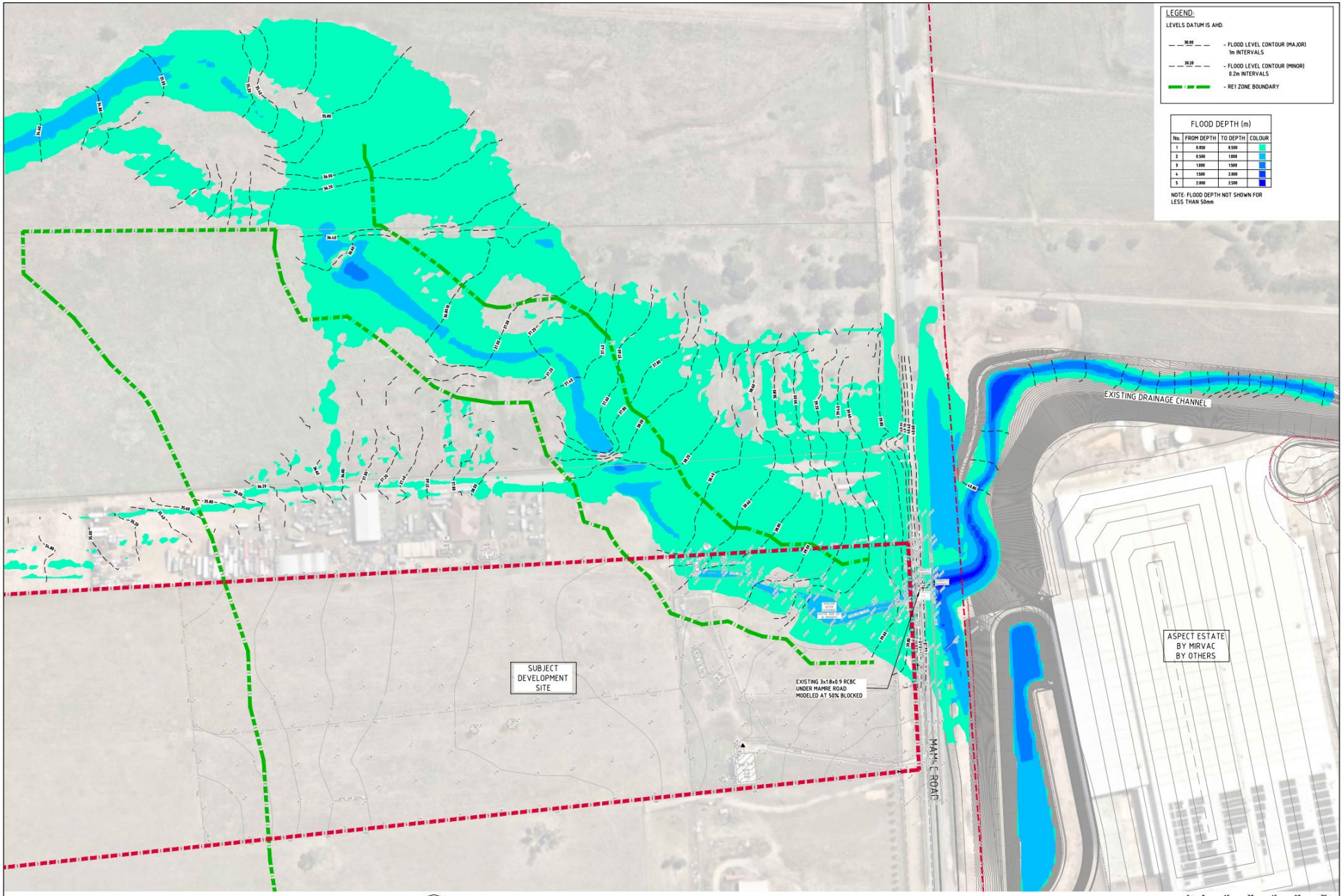
<u>Warehouse 1 – local flooding event</u>

- Warehouse 1 floor level — RL 40.5 ± 0.5m
- Office 1- second floor — 218 Sq.m at RL44.1 ± 0.5m
- Adjacent PMF flood level (local) — RL39.7m AHD

<u>Warehouse 2 – South Creek flooding event</u>

- Warehouse 2 floor level — RL 38.5 ± 0.5m
- Office 2 – second floor — 270 Sq.m at RL42.1 ± 0.5m
- Adjacent PMF flood level (South Creek) — RL 35.8m AHD

Warehouse floor levels have also been designed to be elevated at least 0.5m above the 1% AEP flood levels, and are also higher than the estimated PMF flood levels.



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ISSUED FOR INFORMATION	22.09.21	A
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PROJECT: FLOOD IMPACT ASSESSMENT
805-817 MAMRE ROAD
KEMPS CREEK NSW

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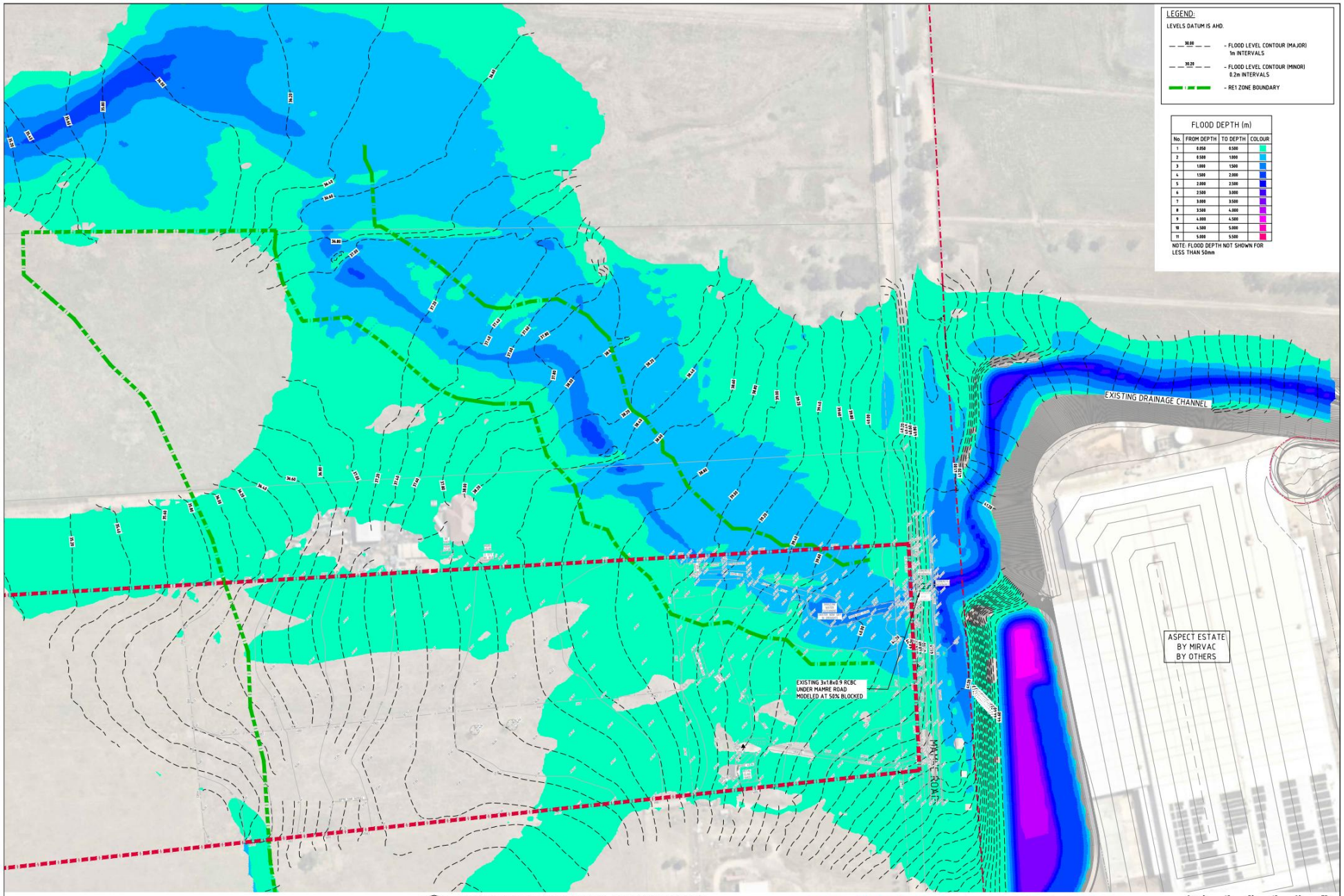
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DRAWING No: C014429.01- F220 ISSUE: E



PMF PRE DEVELOPMENT LEVELS & DEPTHS-45 MIN CRITICAL DURATION
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805-817 MAMRE ROAD
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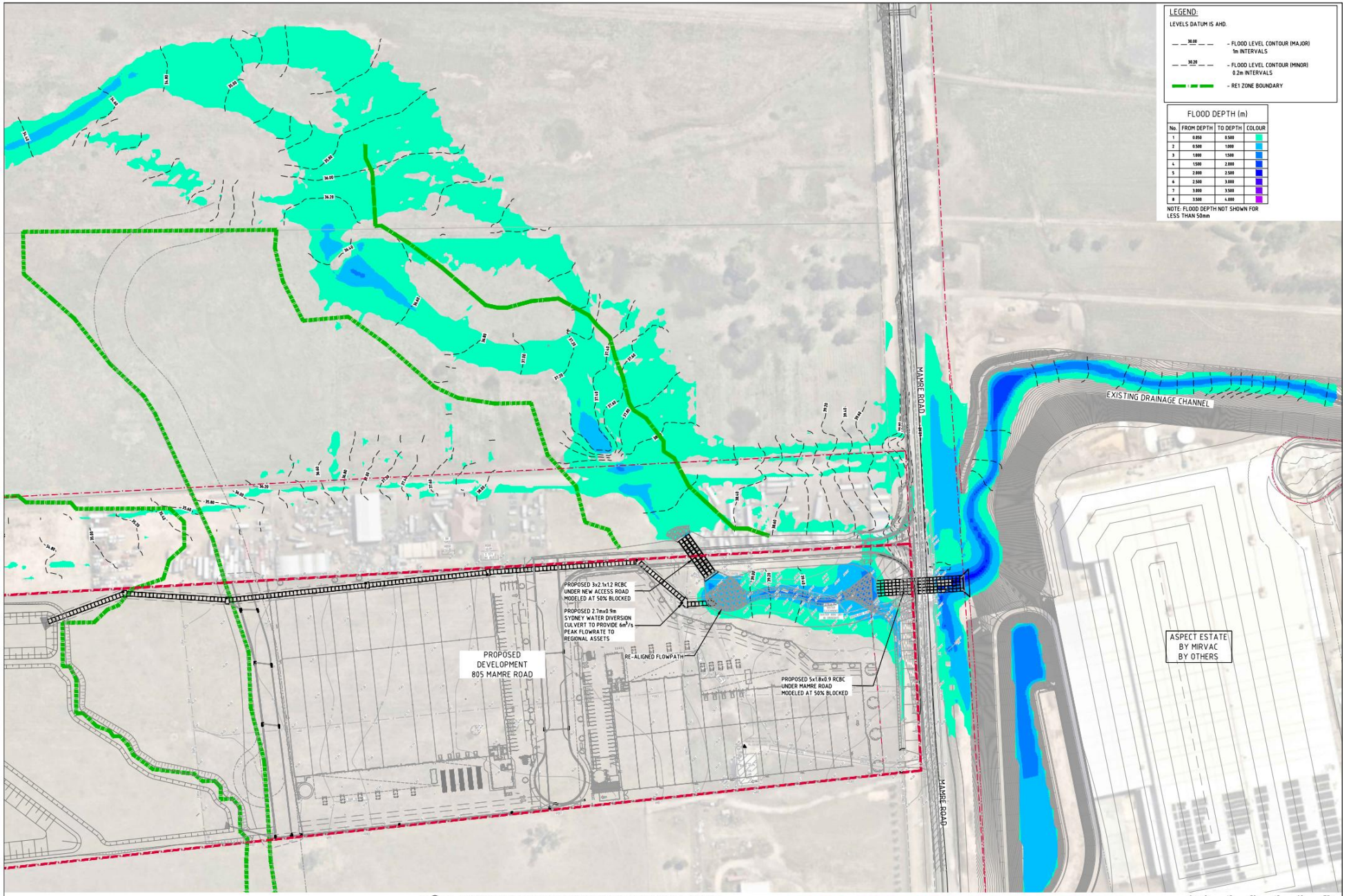
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CLIENT: GibbGroup.

PROJECT: FLOOD IMPACT ASSESSMENT
805-817 MAMRE ROAD
KEMPS CREEK NSW

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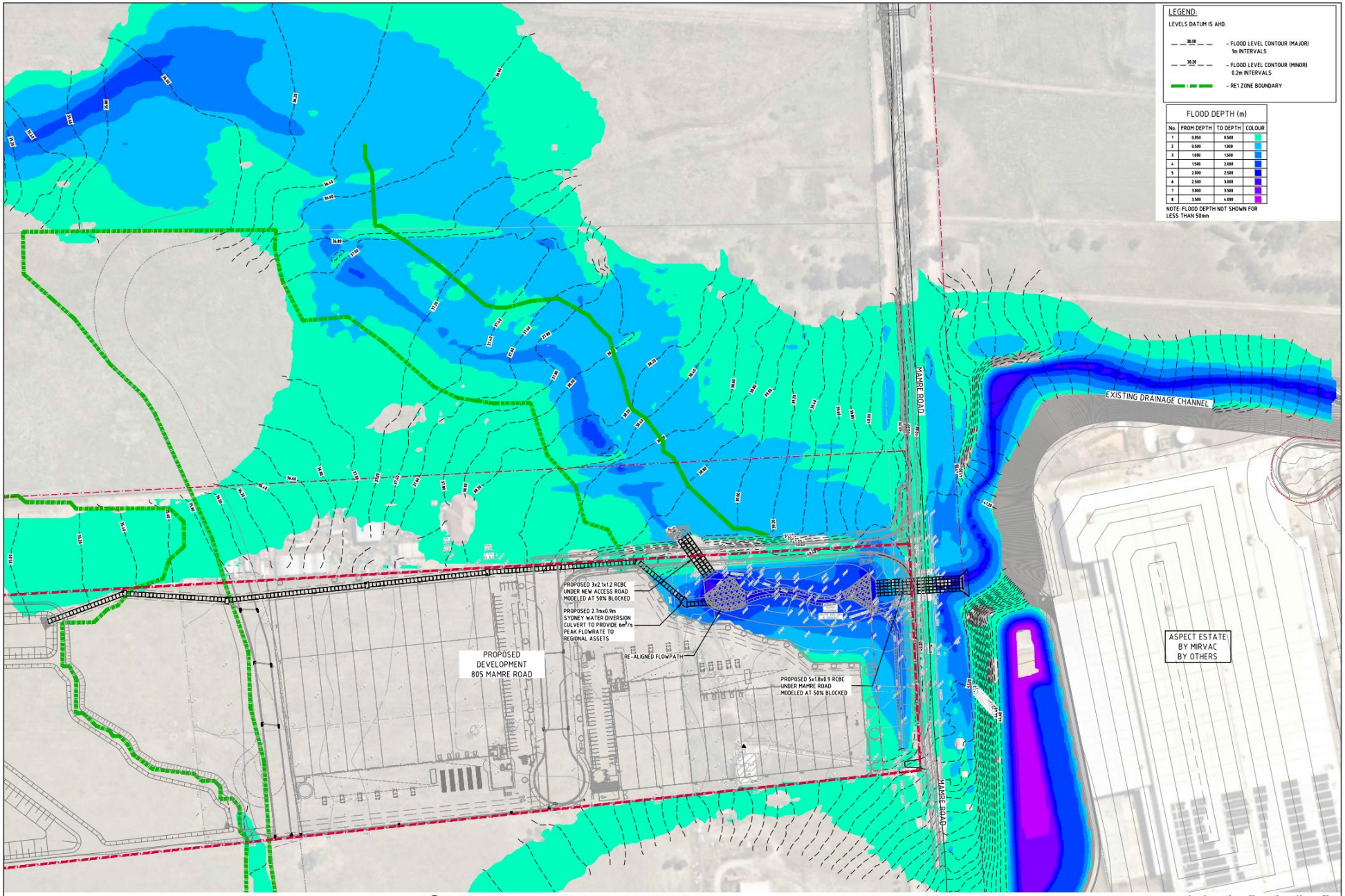
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DRAWING No: C0144291-F320 | ISSUE: I



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AMENDMENTS	DATE	ISSUE
ISSUED FOR INFORMATION	21.03.25	F
ISSUED FOR INFORMATION	25.09.24	E
ISSUED FOR INFORMATION	31.05.24	D
ISSUED FOR INFORMATION	08.06.23	C
ISSUED FOR INFORMATION	17.08.22	B
ISSUED FOR INFORMATION	25.03.22	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR INFORMATION	15.06.25	G

AMENDMENTS	DATE	ISSUE

CLIENT: GibbGroup.

PROJECT: FLOOD IMPACT ASSESSMENT
805-817 MAMRE ROAD
KEMPS CREEK NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE
RC	MC	MAY 24	MW	A0	AS SHOWN

CAD REF: 12142V01-F350

CONSULTANT: Costin Roe Consulting Pty Ltd.
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CRC CIVIL & STRUCTURAL ENGINEERS

DRAWING TITLE: PMF POST DEVELOPMENT FLOOD LEVELS AND DEPTHS - LOCAL EVENT 45 MIN CRITICAL DURATION

DRAWING No: C0144429.01-F350

ISSUE: G

5.0 Flood Emergency Response Plan for Facility – Construction Phase

5.1 Use Approved Version

Always *implement the most recent version of the Flood Emergency Response Plan (for the Construction Phase) that has been approved by the Planning Secretary*.

5.2 Role of Flood Warden

This is a private flood emergency response plan, and the role of Flood Warden is pivotal in monitoring available information and assessing flood risk.

The Flood Warden should be a suitably capable person(s) capable of monitoring information, assessing risk, and effectively communicating the appropriate response to site management and workers.

It is important that a Flood Warden be on site when flooding is possible. Since the site may be cut-off from the external road network by localised flooding, it is recommended that the Flood Warden or a delegate of the Flood Warden be on site at all times during working hours.

5.3 Prevention

Flooding risk during warehouse building construction activities are reduced since the floor levels for both warehouses are not flood-prone during the extreme flood events for local and regional flooding, including the estimated 1% AEP and PMF post-development events. This means that following the completion of bulk earthworks on site the buildings will provide a safe refuge from flooding events.

However, parts of the site which will experience flooding include:

Regional flooding in Storage Pond, Wetland, Sediment Dam – regional flooding may result in flood depths of up to 2.5 to 3.0m in a 1% AEP event, and over 5m in a PMF flood event. Risk is mitigated by longer warning times associated with flood events along South and Kemps Creek.

Local overland flow path – flood depths of up to 1.0m in a 1% AEP event combined with velocities over 1.0m/s make this area highly hazardous for vehicles and pedestrians. Risk is exacerbated by the low warning time.

Local Roads

During local flooding events, local roads may be inundated by flash flooding. This CFERP recommends that local roads not be used to enter or leave the site when:

- Roads are inundated, are likely to be inundated by imminent or forecast extreme rainfall, or doubt exists.

Closing the all or parts of the worksite prior to the start of the day could be considered if there is a high risk of extensive flooding on the site and/or access routes to the site. This decision would need to be made by the Flood Warden, and endorsed by construction contractor management. Conditions which might warrant this decision would include BOM warnings for extreme rainfall and flash flooding.

5.4 Preparation/Training

Site occupants should undergo flood awareness training as part of site induction processes. At a minimum training should include:

- Occupants be made aware of the Flood Emergency Response Plan, and where to find it;
- That the Storage Pond, Wetland, and Sediment Dam are flood-prone during regional flooding events;
- That the riparian zone located in the north-eastern corner of the site is subject to flash flooding with very short to no warning.
- The muster locations relevant at different stages of the construction. These are shown by orange and red dots on **Figure 4** and **Figure 5** and;
- The recommended egress route along Mamre Road, noting the possibility of floodwaters crossing Mamre Road at several locations in events as frequent as a 5% AEP rainfall, and that this overtopping may occur with no practical warning
- The high risks of crossing floodwaters in vehicles or on foot;
- Since the flood response strategy relies heavily on human behaviour, it is important that all occupants understand the importance of complying with instructions from the Flood Warden.

Drills to practice assembly at the Muster point should be carried out annually.

Facility management should ensure that a Flood Warden (or delegate) is present on site at all times when a flood warning is active.

Figure 4 Muster Location – during early earthworks / civilworks (orange dot)

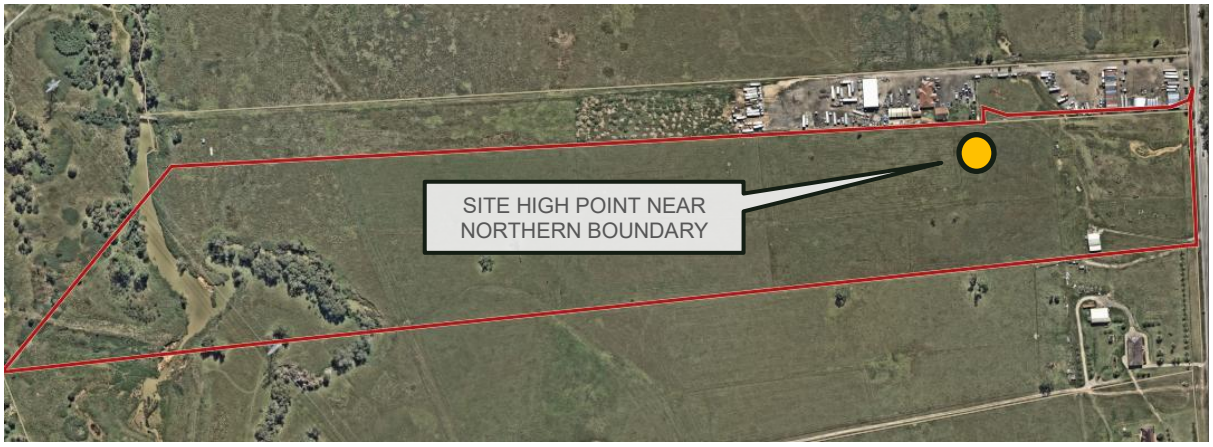
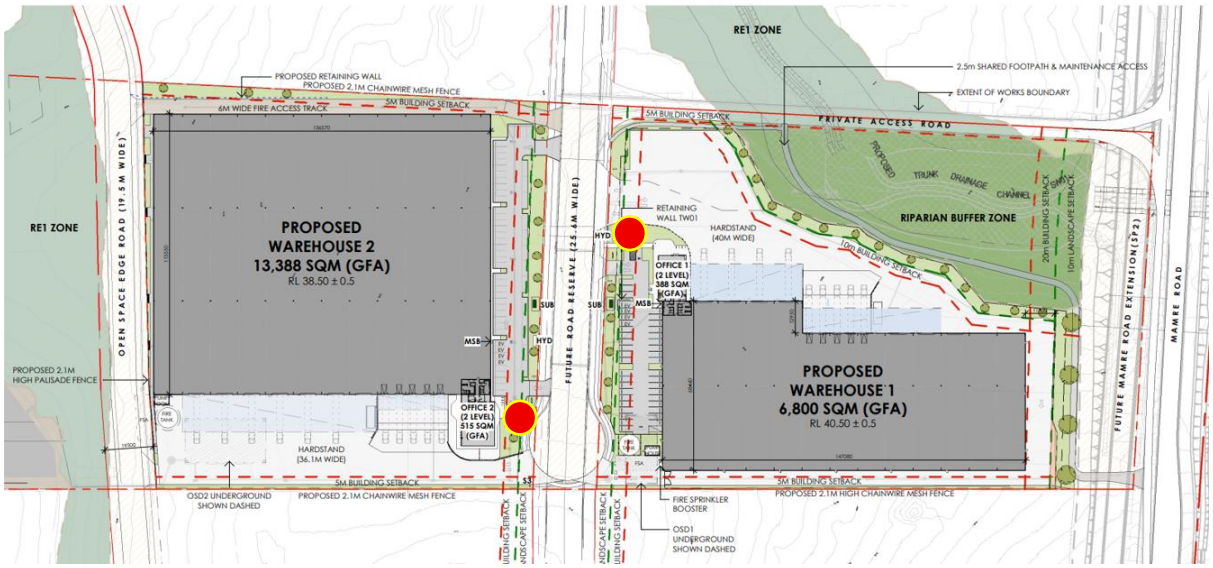


Figure 5 Muster Location – during building works (red dots)



5.5 Response

If a major flood appears likely based on weather forecasts either along South Creek or localised flooding on Mamre Road the situation should be monitored by the Flood Warden, who should advise workers on site accordingly.

- **NSW SES**– www.ses.nsw.gov.au; phone 132 500
- HazardWatch (NSW SES interactive information and warnings website)
- HazardsNearMe app (a tool to receive flood warnings as part of the Australian Warning System)
- **The Bureau (of Meteorology) website** for the latest Flood Forecasts and warnings - bom.gov.au/nsw/; and
- Road Closures at the **Live Traffic website** - livetraffic.com.au.
- Safest Egress Route
- Listen to your local radio station for local warnings, updates and information:

The building provides extensive floor areas not subject to flooding in a PMF event, so evacuation or egress from the facility to avoid 'threat to life' flooding is not necessary.

An egress route is shown on **Figure 6**. This route is unlikely to provide a safe route free of floodwaters across the road in any rainfall event of 5 years ARI or above, since localised overland flows events of short duration can result in overtopping of Mamre Road at several locations. Since this flooding may occur with no practical warning this makes Mamre Road an unreliable egress route once severe rainfall events have commenced or are imminent. If flooding or extreme weather is predicted then the Flood Warden should decide:

- If egress can be safely achieved in advance of flooding; or
- If site workers should take refuge in the Warehouse buildings.

The Flood Warden's decision on whether it is safe to leave the site should be informed by weather warnings and rainfall radar, and road closure information via Council websites, the Road and Maritime Services 'Live Traffic' website www.livetraffic.com or Transport InfoLine 131500. If severe rainfall is imminent then evacuation is not recommended.

If any doubt exists then refuge on site within the buildings is recommended. The threat to life from people unnecessarily crossing flooded roads is far greater than that associated with refuge on site.

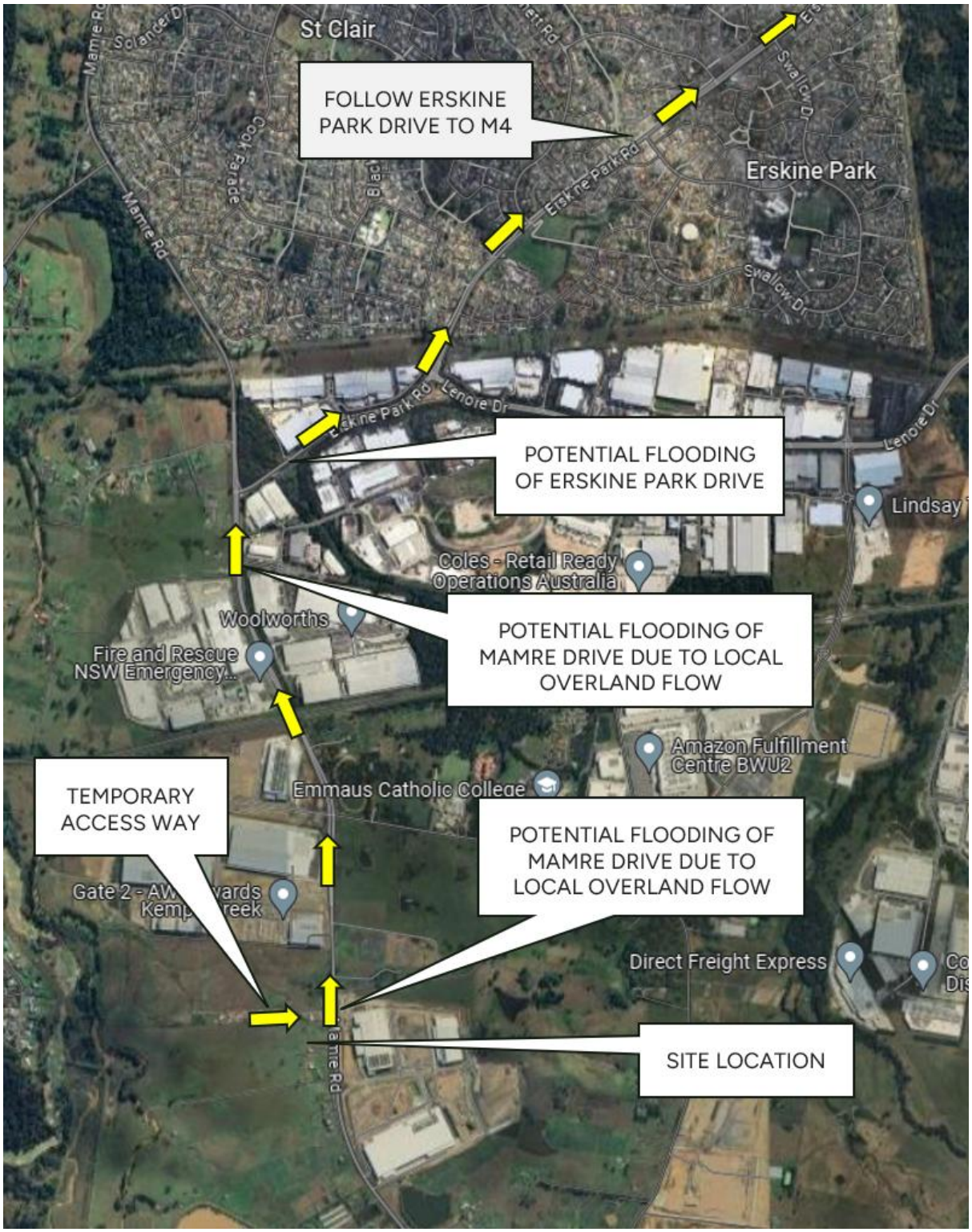
In a flood emergency site occupants should assemble at the Muster Point and take direction from the Flood Warden, who will provide direction on the safest refuge location to wait until floodwaters recede. The Flood Warden should consider requirements in the guidelines, 'Shelter in Place Guidelines for Flash Flooding, NSW government, 2024'.

It is possible that site workers will wish to move cars parked along external roads. The Flood Warden should advise people that this may be possible only if they do enter flood waters to do so.

If site workers take refuge, they should only leave when advised by the Flood Warden that it is safe to do so. The Flood Warden should monitor road closure advice on the livetraffic.com.au website.

The Flood Warden role is very important in informing site workers on the flood risk, and preventing people from leaving site when flooding along local roads has occurred or appears likely. It is important that a Flood Warden be on site during periods of potential flooding, and noting that access to site may be cut off it is recommended that several people be trained to perform this role and delegated this responsibility so that there is always a Flood Warden or delegate on site.

Figure 6: Evacuation Route



Emergency phone contacts:

- Police/Ambulance 000
- SES (for life threatening situations call 000) 132500

Flood Triggers to be considered by Flood Warden in valuating appropriate response

The following triggers may be used as a guide to the Flood Warden in making key decisions during the construction phase of the project:

Trigger A – BOM issues Severe Weather or Severe Thunderstorm warning

If flood producing rain is predicteda BOM severe weather warning for rainfall may indicate to the Flood Warden that flooding may occur. The flood warden should monitor BOM and SES information and assess the risk for flooding occuring.

Response ➔ If the Flood Warden assesses that flooding is reasonably likely, they should communicate the potential for flooding risk to all workers working within the most flood prone areas of the site – Storage Basin, Wetlands, Sediment Dam and overland flow path in north-eastern corner.

Trigger B –Emergency Warning issued by SES

A flood alert would be issued when flooding is expected to occur, and would generally be issued by the SES with 3 hours warning time to peak flood level.

Response ➔ It is important that the Flood Warden take action based on available information from the BOM and SES relating to the possible or likely severity and nature of flooding:

- The Flood Warden should communicate to all workers that flooding is expected.
- The Flood Warden should continue to monitor flood levels (by visual observation of South Creek) as well as monitoring BOM and SES information.
- The Flood Warden should consider early evacuation from the flood prone areas of the site – Storage Basin, Wetlands, Sediment Dam and overland flow path in north-eastern corner – either to the Muster Point or less flood prone areas of the site
- The Flood Warden should consider evacuating the site via the Evacuation Route if there is a high level of confidence that there is adequate time to complete the evacuation action. If doubt exists taking refuge is strongly preferred.

Trigger C – Major Flooding Occurs (Flood level greater than RL 33.8)

A flood level marker should be placed near to the western extent of proposed site works, and be marked with a level of RL 33.8m.

Response ➔ If flood levels in South Creek exceed RL 33.8m, or are rising very rapidly, then the Flood Warden should:

- Evacuate flood prone areas of the site – Storage Basin, Wetlands, Sediment Dam – to the Muster Point. Workers may be redeployed to other parts of the site as advised by the Flood Warden.
- Evacuating the whole site via the Evacuation Route if there is a high level of confidence that there is adequate time to complete the evacuation action. If doubt exists taking refuge on site is strongly preferred. Note that ‘taking refuge’ may include continuing work in site areas which are clearly not at risk of flooding.
- Continue to monitor flood levels as well as communications from BOM and SES, and re-assess the risk to workers (noting that risk may change during the work shifts)

5.6 Recovery

Recovery is the process of returning and recovering construction functions after an emergency.

Recovery operations will be initiated and conducted as outlined in the NSW State EMPLAN and as further detailed in the NSW Recovery Supporting Plan.

Return to site following flooding events should be authorised by the Flood Warden, with regard to communications from the SES.

6.0 Consultation with SES

Correspondence from the NSW SES providing advice on the draft CFERP is provided in Appendix A of this report, along with a response table

7.0 Review and Dissemination of this Plan

7.1 Review

The Flood Risk Management Manual 2023 notes flood risk management plans are 'living documents' which need to be regularly reviewed to ensure they remain appropriate to address the flood risk to the community, can be practically implemented and consider changing information and lessons learnt from any floods since the last review. Accordingly, this CFERP should be reviewed periodically.

In accordance with consent condition C8, a review may also arise from the submission of an incident report, compliance report, audit, approval of modification to the conditions of consent, or a direction of the Planning Secretary. Any revised CFERP arising from Condition C8 must be submitted to the Planning Secretary for approval in accordance with condition C9.

The need for alterations or improvements to the plan should also be reviewed by the Flood Warden annually. If the Flood Warden decides that the CFERP requires review, then the CFERP should be updated by the Flood Warden (and/or a suitably qualified flooding consultant approved by the Flood Warden), and submitted for approval of the Planning Secretary. Annual reviews of the need for updating the CFERP must consider any updated flood information available for Kemps Creek, which may be available from Council.

The need for an update of the CFERP should consider the following factors

- Assess how well site occupants understand the flood risk on site and at nearby roads that flood
- Have there been any changes in predicted flood levels?
- The lessons learnt from the response to any recent flood events
- Incidents or near misses
- Any changes to legislative or best practice requirements

Performance of the CFERP should be reviewed following any major flood events, and if necessary amendments should be made to the CFERP to capture identified improvements.

This CFERP covers the construction phase of the project. An updated plan will be required for the operational phase of site facilities.

7.2 Dissemination

The CFERP should be available to all employees and subcontractors on site.

Flooding should be a site specific risk identified in site inductions.

The Flood Warden must keep a hardcopy of the current (approved) CFERP on site at all times.

8.0 Plan Preparation by Suitably Qualified and Experienced Persons

This CFERP has been prepared by Paul Delaney B. Eng. (Hons) MEA, a Civil Engineer with over 30 years' experience in stormwater management, flood assessment, hydrology and surface water assessments.

9.0 References

Guidelines

- NSW Floodplain Development Manual, 2005
- Floodplain Risk Management Guidelines, OEH 2007
- Flood Risk Management Manual, NSW Department of Planning and Environment, 2022
- Shelter in Place Guidelines for Flash Flooding, NSW government, 2024.
- Support for emergency management planning, Flood risk management guideline EM01, NSW Department of Planning and Environment, June 2023
- SES (2022) - Penrith Local Emergency Management Plan
- Flood Impact Assessment, Aspect Industrial Estate (AIE), Cardno now Stantec (2022) - Final Report, Version 2B.

Site specific

- Updated Flood Risk Assessment, Costin Roe Consultants (updated 6/6/25)
- Civil Design Report, at&l (dated August 2025)
- Updated Civil Drawings, at&l (updated 9/10/2025)
- Architectural Plans, ‘watch this Space design’ (updated 1/08/2025)

Appendix A Consultation with SES

Warehouse and Distribution Centre – 805-817 Mamre Road SSD30871587

Flood Emergency Response Plan
Construction Phase

805 Mamre NSW Pty Ltd.

SLR Project No.: 630.031304

16 December 2025

The SES is thanked for their letter dated 12 December 2025 which provides helpful and constructive advice on the draft CFERP. A response table is provided below.

SES Advice	Response
Remove reference in Section 5.4 to Flood bulletins, SES Penrith City Local Headquarters	Section 5.4 updated
Updating the triggers for response, as the BOM do not provide flood alerts, watches or advise at this location. Any prior indication of potential flood inducing weather would be received by Severe Weather Warnings and/or Severe Thunderstorm Warnings	Section 5.5 updated
Designing the plan to be as straightforward as possible, with clearly defined triggers and actions to prevent confusion or delays during a flood event	The CFERP is intended to provide for straightforward decision making within the context of complex situation and information.
Recommend that the plan is regularly exercised, clearly communicated, and periodically reviewed to ensure it remains current, practical, and effective. We note and appreciate consideration has been made of this in Section 7 of th FERP, however it should also be updated following the construction phase.	Section 7.0 updated to emphasise that the plan is only applicable for the construction phase, and that an updated plan will be required for the operational phase.
Highlight the burden placed on the proposed flood warden on the site, and the associated risk with reliance on a private emergency response plan to manage underlying flood risks.	Section 5.2 added to highlight the importance of the Flood Warden role and that they be a suitably competent person(s).
Recommend ensuring any refuge is consistent with the Shelter in Place guidelines for Flash Flooding	Since the construction phase is short then reasonable practicality is a consideration. Requirement added for the Flood Warden to consider the guidelines.

Our Ref: ID 3523
Your Ref: SSD 30871587

9 December 2025

Nick Papanicolaou
Gibb Group
Suite 3, Level 11
1 O'Connell St
Sydney NSW 2000

email: nick.papanicolaou@gibbgroup.com.au
CC: claire.flashman@ses.nsw.gov.au

Dear Nick,

Flood Emergency Response Plan for 805 Mamre Road, Kemps Creek

Thank you for the opportunity to provide comment on the Flood Emergency Response Plan relating to the State Significant Development Application for a Logistics Warehouse and Distribution Centre located at 805 Mamre Road, Kemps Creek.

The NSW State Emergency Service (NSW SES) is the agency responsible for dealing with floods, storms and tsunami in NSW. This role includes planning for, responding to and coordinating the initial recovery from floods. As such, the NSW SES has an interest in the public safety aspects of the development of flood prone land, particularly the potential for changes to land use to either exacerbate existing flood risk or create new flood risk for communities in NSW.

Flooding issues should be considered in accordance with the requirements of NSW Government's Flood Prone Land Policy as set out in the Flood Risk Management Manual 2023 (the Manual) and supporting guidelines, including the Support for Emergency Management Planning and relevant planning circulars and directions under the *Environmental Planning and Assessment Act, 1979*, including 4.1 Flooding and PS24-001.

In summary, we emphasise NSW SES does not have authority to endorse or approve private Emergency Management Plans, however we provide the following advice:

- Recommend updating the FERP[1], including:
    - removing references in Section 5.4 to "Flood Bulletins", SES Penrith City Local Headquarters.
    - updating the triggers for response, as the Bureau of Meteorology do not provide flood alerts, watches or advice for this location. Any prior indication

[1] SLR. 2025. Warehouse and Distribution Centre – 805-817 Mamre Road SSD30871587 Flood Emergency Response Plan Construction Phase

of potential flood inducing weather would be received by Severe Weather Warnings and/or Severe Thunderstorm Warnings.
    - designing the plan to be as straightforward as possible, with clearly defined triggers and actions to prevent confusion or delays during a flood event.
- Recommend that the plan is regularly exercised, clearly communicated, and periodically reviewed to ensure it remains current, practical, and effective. We note and appreciate consideration has been made of this in section 7.0 of the FERP, however it should also be updated following the construction phase.
- Highlight the burden placed on the proposed flood warden on the site, and the associated risks with reliance on a private emergency response plan to manage underlying flood risks.
- Recommend ensuring any refuge is consistent with the Shelter in Place Guidelines for Flash Flooding[2].

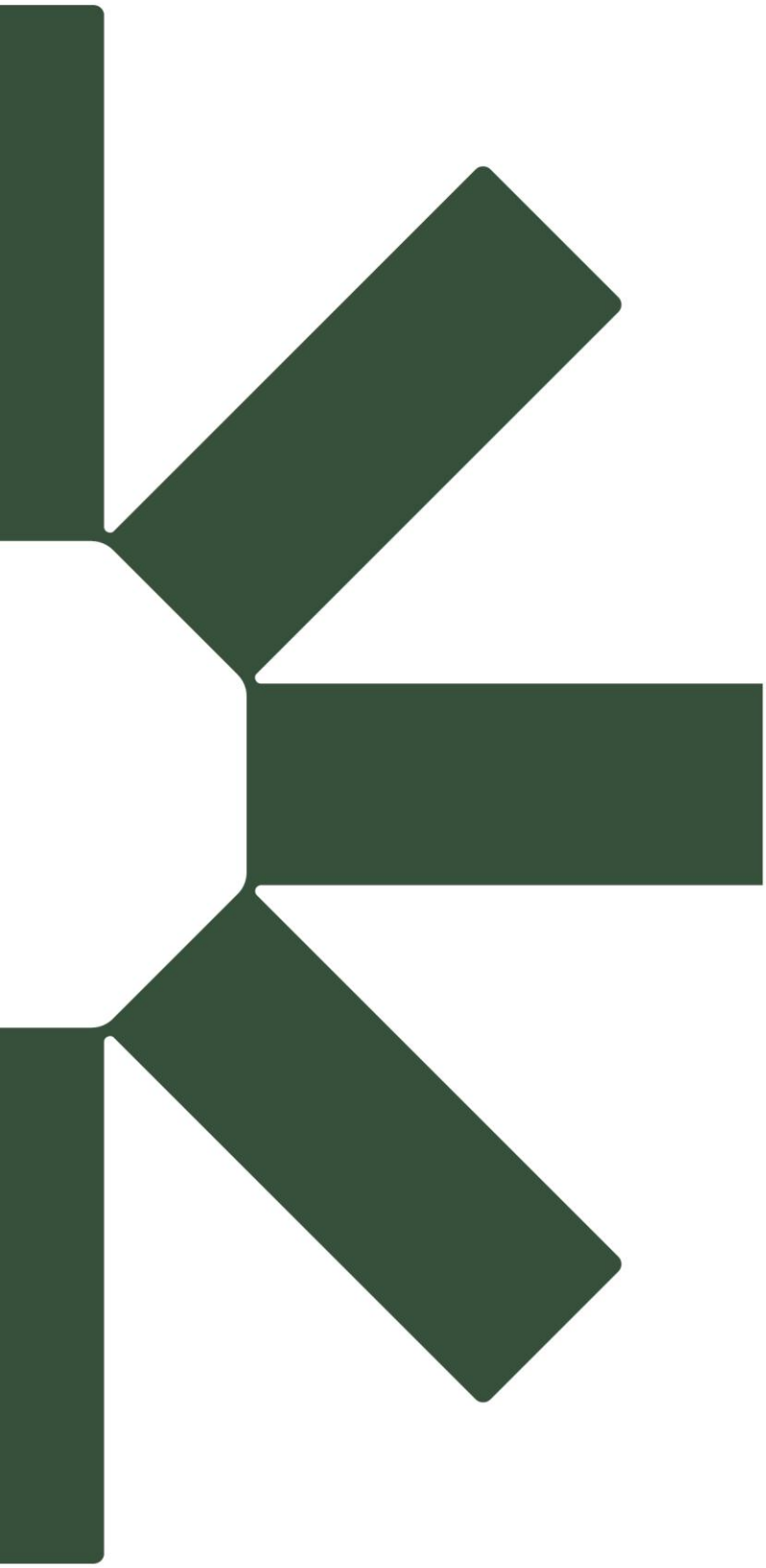
Please feel free to contact our team via email at rra@ses.nsw.gov.au should you wish to discuss any of the matters raised in this correspondence. The NSW SES would also be interested in receiving future correspondence regarding the outcome of this referral via this email address.

Yours sincerely,



Peter Cinque
Senior Manager, Emergency Risk Management
NSW State Emergency Service

[2] NSW Government. 2024. Shelter in Place Guidelines for Flash Flooding



Making Sustainability Happen

Appendix I Dam Dewatering Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

Warehouse and Distribution Centre – 805-817 Mamre Road
Dam Dewatering Plan

SSD30871587

Gibb Group.

Suite 3, Level 11, 1 O'Connell St, Sydney

Prepared by:

SLR Consulting Australia

SLR Project No.: 630.031304

1 December 2025

Revision: v0.3

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
0.2	18 November 2024	Paul Delaney	Peter Cupitt	Paul Delaney
0.3	1 December 2025	Paul Delaney	Peter Cupitt	Paul Delaney
	Click to enter a date.			
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	Click to enter a date.			

Basis of Report

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

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

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

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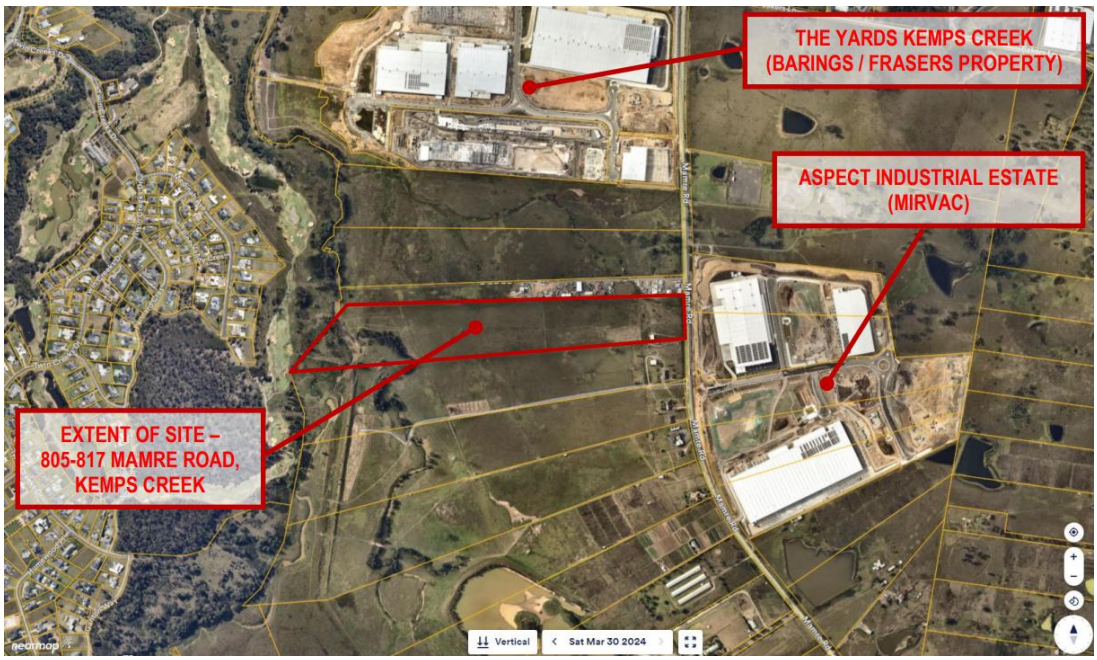
1.0 Introduction

1.1 Subject Property

The proposed development includes a logistics warehouse and distribution centre located at Kemps Creek within the Penrith local government area (LGA), and within the broader Mamre Road Precinct located within the Western Sydney Employment Area (WSEA)).

The subject site (The Site) is located at 805-817 Mamre Road, Kemps Creek.

Figure 1: Locality Plan



Plan extracted from at&l report

1.2 Purpose

This Dam Dewatering Plan (DDP) describes a suitable strategy and associated environmental controls applicable to the dewatering of several small dams along an unnamed tributary of South Creek, which traverses the Subject Site.

The DDP identifies a suitable strategy for dewatering these dams, and also identifies minimum requirements to be complied with if the constructor wishes to proceed with alternative arrangements.

This plan is a sub-plan of the Construction Environmental Management Plan (CEMP) for the development.

1.3 Consent

Condition C3 of the consent for SSD 30871587 requests that a DDP be included in the CEMP. Condition B88 of the consent outlines requirements for the DDP, and condition B32 relating to prevention of pollution is also relevant.

The following condition compliance table demonstrates how the relevant consent requirements are met.

Table 1 Condition Compliance Table

Consent Condition	Compliance
B32. The development must comply with section 120 of the POEO Act, which prohibits the pollution of waters, except as expressly provided for in an EPL.	*Section 3.3 identifies site water quality limits.*
B88. Prior to commencement of construction of the development, the Applicant must prepare a Dam Dewatering Plan. The Dam Dewatering Plan must manage the dewatering of any standing water within the watercourse and must form part of the CEMP required by condition C2. The Applicant must implement the most recent version of the Dam Dewatering Plan for the duration of construction.	Sections 4, 5, and 6 recommend a strategy for dam dewatering.
C1. Management Plans required under this consent must be prepared in accordance with relevant guidelines and include a) a condition compliance table for that plan; b) detailed baseline data where required; *c) details of:* i) the relevant statutory requirements (including any relevant approval, licence or lease conditions *ii) any relevant limits of performance measures and criteria* iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any mitigation measures d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria e) 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 (d) above f) 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 g) a program to investigate and implement ways to improve the environmental performance of the development over time h) a protocol for managing and reporting any: i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria *ii)complaint* *iv) failure to comply with statutory requirements* *i) a protocol for periodic review of the plan*	a) This table b) Not relevant c) Section 3 d) Sections 4,5,and 6 e) Sections 4.1.1 f) Sections 4.1.2 g) Sections 4.1.3 h) Sections 4.1.2 and 4.1.3 i) Section 4.1.3

1.4 Reliance Reports

In preparing this plan, SLR has relied on the following reports, which are provided on the NSW Major Projects website for SSD 30871587.

- Flood Risk Impact Assessment, Costin Roe Consultants (updated 6/06/2025)
- Civil Design Report, at&l (updated August 2025)
- Civil Drawings, at&l (updated 9/10/2025)
- Architectural Plans, 'watch this Space design', updated 1/08/2025
- Watercourse & Biodiversity Assessment, ecologique, 29/08/2023
- Preliminary and Detailed Site Investigation Report, Geo-Logix, 28/04/2023
- Over-arching Erosion and Sediment Control Plan, SEEC, 04/08/25

2.0 Description of Site, Watercourse and Relevant Construction Works

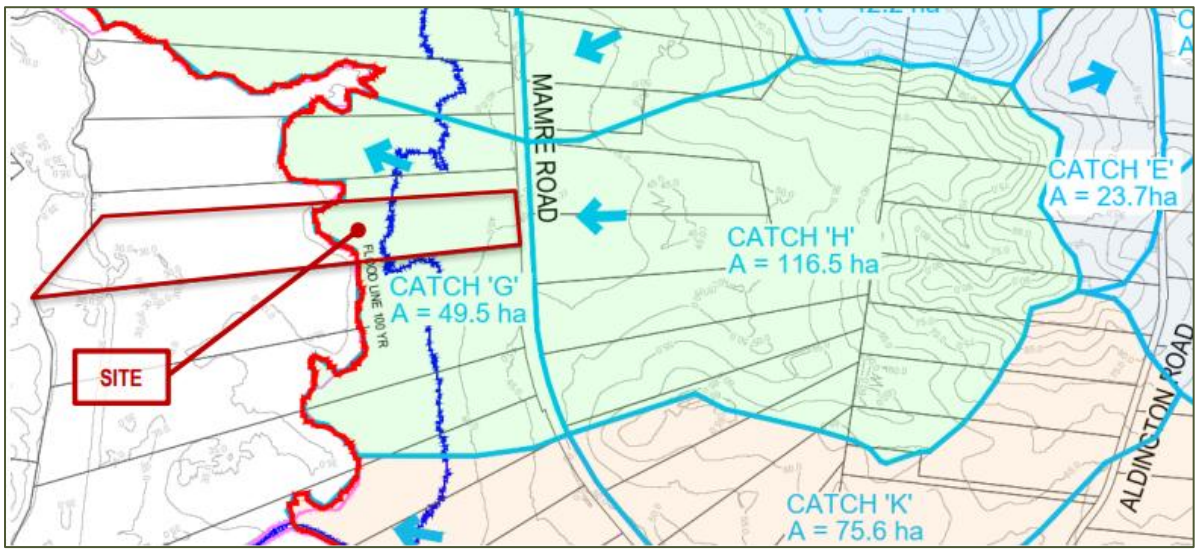
2.1 Existing Site and Watercourse

The overall site is lightly sloped towards the west where the two creeks, Kemps and South Creek intersect at the rear of the lot.

An ephemeral watercourse enters the site from culverts under Mamre Road, flowing approximately 150m through the Subject Site, west and then north-west, before exiting across the northern boundary of the site.

A large catchment upstream of Mamre Road with an area of 116.5 ha reports to the culverts under Mamre Road (as identified in the updated Water and Stormwater Management Plan (at&l, 25/06/2025)). Accordingly, flows along the watercourse to be managed during construction activities may be large and the work areas may become flooded rapidly with little warning during intense rainfall.

Figure 2 Contributing catchment of the Site & 1% AEP flood extent (red)



Extract from at&L stormwater management report

An arial image of the riparian zone within the Subject Site is shown below.

Figure 3 Areal image of riparian zone



Nearmap image 2025

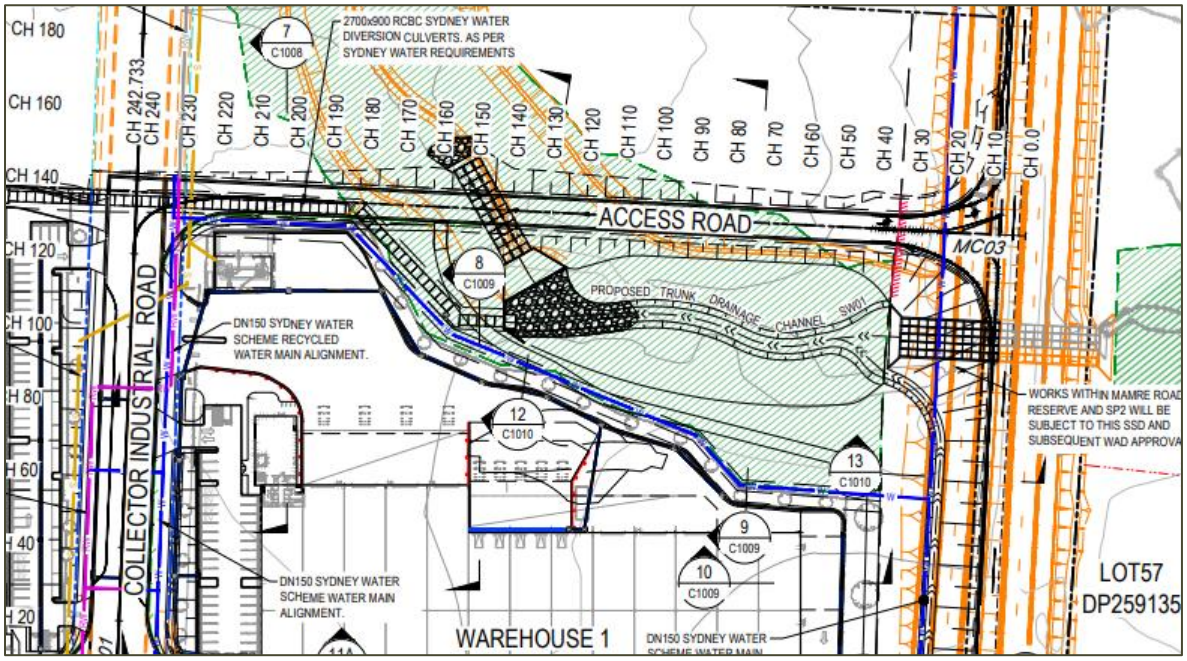
Figure 4 Photo of watercourse looking west from Mamre Road



2.2 Proposed Construction Works

The extent of proposed works included within SSD 30871587 in and around the riparian zone is shown on the civil engineering drawings by at&l, of which an extract is presented below.

Figure 5 Extent of Construction Works



Extract from at&l civil drawing

3.0 Water Quality Values

3.1 Protection of the Environment Operations Act (POEO Act)

The development must comply with section 120 of the POEO Act, which prohibits the pollution of waters.

3.2 ANZG / ANZECC Default Values

The Australian and New Zealand guidelines for fresh and marine water quality 2000, published by the Australian and New Zealand Environment and Conservation Council (ANZECC) and the Agriculture and Resource Management Council of Australia and New Zealand (ARMCANZ) are referred to in this document as 'the ANZECC 2000 Guidelines'.

The ANZG (2018) supersedes ANZECC (2000) and will eventually update default water quality values across Australia. Default water quality values in the Hawkesbury-Nepean River catchment have not been published in ANZG yet.

The Wianamatta-South Creek receiving environment should be considered as a 'slightly modified fresh water system', and a protection level of 95 percent for freshwater ecosystems is considered to be suitable for toxicants. ANZECC 2000 default trigger values for physical and chemical stressors for NSW east flowing lowland rivers are shown below in **Table 2.**

3.3 NSW DPE - Guidelines for Wianamatta-South Creek

Performance guidelines for protecting the instream water quality of Wianamatta-South- Creek, 'Performance criteria for protecting and improving the blue grid in the Wianamatta-South Creek catchment', were published by the NSW Department of Environment & Planning (DPE – now DPHI) , Sept 2022. These guidelines have been derived from the identified water quality objectives to protect aquatic ecosystems, and are included within the Development Control Plan for the Western Sydney Aerotropolis and Mamre Road Precinct. These ambient water quality values are listed in **Table 1** below.

3.4 Recommended Site Water Quality Limits

The DPE ambient water quality values take precedence over the default trigger values provided in ANZECC. The upper limit for water quality concentrations for discharges entering Wianamatta-South Creek during dewatering recommended by SLR are shaded green in **Table 2** .

Table 2 ANZECC Default Water Quality and DPE Values

Parameter	Default Trigger Value for NSW lowland rivers (east flowing) for slightly disturbed ecosystems (ref: ANZECC 2000)	DPE Ambient Water Quality Performance Concentration
Chlorophyll a Chl a (mg/L)	0.003	
Total Phosphorous (TP) (mg/L)	0.025	0.14
Filterable reactive phosphate FRP (mg/L)	0.02	
Total Nitrogen (TN) (mg/L)	0.35	1.72
Oxides of Nitrogen (NO_x) (mg/L)	0.04	
Ammonia (NH_4) (mg/L)	0.02	0.08
Dissolved oxygen DO (daytime % saturation)	85% - 110%	43% – 75%
pH	6.5 – 8.5	6.2 – 7.6
Salinity (µS/cm)	125 – 2200	
Turbidity (NTU)	6-50	50
Total Suspended Solids (TSS)	40mg/L** Professional judgement – and consistent with Badgery's Creek EIS	37

The maximum values for metals should be as per ANZECC trigger concentrations, which are as follows:

- Arsenic – 0.013 mg/L
- Cadmium – 0.0002 mg/L
- Chromium – 0.001 mg/L
- Copper – 0.0014 mg/L

- Lead – 0.0034 mg/L
- Nickel – 0.011 mg/L
- Zinc – 0.008 mg/L
- Mercury – 0.0006 mg/L

4.0 Dam Dewatering Strategy

4.1 Strategy Selection

The several dams along the watercourse are already ‘instream’. However, construction works within the riparian zone to re-align flows include extensive earthworks to reshape the watercourse and potentially remove accumulated silt. Hence there is potential for water quality during construction to be significantly worse than would be indicated by a water sample from the current, undisturbed water bodies.

It is anticipated that diversion of flows around the work area will be carried out during the construction period, and/or that works be scheduled during dry weather.

In developing a suitable dewatering strategy, consideration has been given to the relatively small volume of water, as well the desirability of being able to dewater rapidly so that the construction program can target periods of dry weather for completing riparian works.

The preferred strategy is to:

- Install an effective diversion and/or target dry weather construction
- Carry out ecological salvage (as described in next section)
- Pump out the dams to a temporary ‘turkeys nest’ storage on site, possibly a shallow pond inside a temporary low bund.
- Dewater the temporary storage by;
    a. utilising for site dust suppression, or
    b. dry weather irrigating onto grassed areas at least 60m from the edge of riparian zones, or
    c. tankering for disposal at the Penrith Water Resource Recovery Facility, or
    d. controlled irrigation through infiltration at a rate which aligns with the saturated hydraulic conductivity of the site, and/or

Utilising these methods means no dam water would be discharged directly into the downstream creek lines.

4.1.1 Monitoring

Adoption of the preferred strategy means that no dam water will be discharged directly into the downstream creek lines. If an alternative strategy is adopted which involves treatment of water and direct discharge, then monitoring of the downstream water quality should be carried out, for the full range of water quality analytes identified in Section 3.

4.1.2 Incident Management

Any discharge of water to the downstream watercourse that does not comply with water quality limits described in Section 3 should be reported as an incident, and managed in accordance with the CEMP.

4.1.3 Review of Plan

Following each incident the efficacy of the mitigation measures must be reviewed, and relevant improvements implemented to minimise the risk of further incidents.

4.2 Minimum Requirements

The construction Contractor may utilise an alternative method for programming work in the riparian zone, diverting or otherwise managing flows, and dewatering the dams, subject to meeting the following minimum requirements:

- Comply with any requirements for in-stream works identified in the site ESCP;
- Ensure Ecological Salvage and reporting in accordance with Section 5 of this plan;
- Ensure that any water generated from dewatering of the dams is treated prior to discharge so that it complies with the recommended water quality values in Section 3 of this plan. When discharging take daily water samples and submit for laboratory analysis. (or tanker to a licensed liquid waste facility);
- Report any unplanned discharges associated with storm events, and take samples of water quality during discharge where it is practical and safe to do so; and
- The execution of any works within riparian zones should comply with requirements in:
    - the Construction Flood Emergency Response Plan,
    - safety requirements from the Contractor's safety plan
    - the site Erosion Sediment Control Plan

5.0 Ecological Salvage

It is possible that the dams contain native aquatic fauna, as well as exotic pest species.

5.1 Ecologist Qualifications

A qualified Ecologist must attend the site and capture and relocate any native aquatic fauna present. The ecologists must hold a current Scientific License issued by the environment, Energy and Science group under the National Parks and Wildlife Act, 1974, NSW DPI Fisheries Permit (Section 37 Scientific Collection Permit), and Animal Research Authority (Section 25 of the Animal Research Act 1985).

5.2 Salvage during Dewatering

The salvage and dewatering process must proceed in accordance with the Ecologist's recommendations, and the process may be adaptable in response to site conditions and risks.

Where possible and appropriate to site conditions, a standard **three stage approach** is recommended for dams that hold permanent water, involving:

> **Stage 1** – Initial drawdown of dam levels to 20% to 25% of the initial depth, or as further advised by the Ecologist.
>
> **Stage 2** – Within 24 hours the Ecologist attends the site and attempts salvage of aquatic fauna using appropriate methods such as seine nets, fyke nets or dip netting. The Ecologist shall provide a report to the Site Manager detailing the site conditions, attempts to salvage fauna, and recommendations to mitigate any further impacts. Native fauna will be relocated to a suitable habitat outside of the area of works, to be decided by the Ecologist but possibly including accessible locations within South Creek, or on the Nepean River.
>
> **Stage 3** – Stage 3 involves the Ecologist relocating any remaining native aquatic biota as the dam levels are further lowered. Fauna will be relocated to a suitable habitat outside of the area of works. Once the salvaged native fauna has been relocated, the dam will be inspected by the Ecologist who will make recommendations to prevent harm to any remaining native fauna that may be unexpectedly encountered.

Following completion of Stages 1, 2 and 3 the dam wall should be fully breached to prevent refilling of the dam by rainfall.

For dams which are ephemeral and empty, one visit by the Ecologist may suffice, subject to any recommendations by the Ecologist.

5.3 Pest Species

To prevent the spread of pest species the pump inlet from the dam should include a screen that prevents the spread of pest species .

Pest fish should be collected and euthanized by an appropriately licensed ecologist in accordance with an appropriate ethics approval as part of the scientific collection permit.

5.4 Ecological Reporting

The Ecologist is to provide a report to Gibb Group:

- Describing the dewatering operation
- Documenting appropriate approvals
- Detailing outcomes of the aquatic fauna salvage and relocation
- Provide any further recommendations
- Qualifications and permits held by the Ecologist

6.0 Overall Dewatering Procedure

Dewatering dams by irrigation should involve the following steps and procedures:

Overall process

- Appoint Ecologist and confirm procedures for Ecological salvage
- Carry out a toolbox meeting with all relevant personnel prior to commencement so that they understand the implementation procedures and environmental requirements
- Implement any watercourse diversion measures identified in the site ESCP, and construction of turkeys nest dams
- Carry out initial dewatering to 20% to 25% of initial dam depth (Ecological salvage Stage 1). It will be preferrable to carry out dam dewatering during a period of forecast dry weather.
- Carry out Ecological salvage (ecological salvage Stage 2)
- Complete Ecological salvage Stage 3 and carry out remainder of dewatering. Dam may be progressively breached to prevent refilling.

Pump Set-up

- Locate pumps at least 2m to 3m from dam bank so that excessive sediment from bank isn't sucked up. The pump inlet should be screened with a fine mesh (10mm) to prevent the transport of nuisance weed infestations.

Irrigation (as applicable)

- Check rainfall forecasts. If rainfall greater than 3mm is forecast or appears imminent, then do not commence irrigation.
- Operate pumps/sprinklers for at least 1 hour each morning, unless it's actually raining or heavy rain is forecast;
- A site representative will be at site each day when sprinklers are operating to prvnt an unauthorised discharge. During irrigation periods visually monitor soil moisture in the irrigation area. Keep soils moist but avoid saturating the soil to the extent that water begins to pond at surface or run-off;
- The sprinkler operation time each day will vary, depending on soil moisture present from the preceding day, any rainfall that has occurred, and the evapotranspiration rates (which vary day to day and seasonally). It is anticipated that times will typically be 1 to 2 hours in winter, and 3 to 4 hours in summer;
- Stop irrigating if run-off starts to occur or heavy rainfall is imminent.
- Report any discharges from dams or irrigation areas to Wianamatta-South Creek as an environmental incident, and record the water quality of such discharges.

Completion

- When the dam is empty and unsuitable materials removed, fill in with earthworks as per requirements of the civil engineering design
- SLR recommends that the sediment removed from dams is sampled and analysed to check that the contaminant levels are acceptable for the intended land-use, or require alternative treatment / disposal. Site Auditor review and sign-off may be

required. The contamination investigation by Geo-Logix dated 28/04/2023 did not sample dam sediments

- At the completion of dewatering, the irrigation area should be mowed to remove any excessive grass growth. Clippings should be taken off-site to a licensed landfill as they may be laden with nutrients;

7.0 Plan Preparation by Suitably Qualified and Experienced Persons

This DDP has been prepared by Paul Delaney B. Eng. (Hons) MEA, a Civil Engineer with over 30 years' experience in stormwater management, flood assessment, hydrology and surface water assessments.

8.0 References

Site

Architectural Plans, 'watch this Space design', updated 1/08/2025

Civil Design Report, at&l (updated August 2025)

Civil Drawings, at&l (updated 9/10/2025)

Flood Risk Impact Assessment, Costin Roe Consultants (updated 6/06/2025)

Preliminary and Detailed Site Investigation Report, Geo-Logix,28/04/2023

Watercourse & Biodiversity Assessment, ecologique, 29/08/2023

Over-arching Erosion and Sediment Control Plan, SEEC, 04/08/25

Guidelines

Australian and New Zealand Guidelines for fresh and marine water quality (ANZG, 2018) – www.waterquality.gov.au

Australian and New Zealand Environment and Conservation Council (ANZECC, 2000) - Volume 1 - The Guidelines (Chapters 1-7) - www.environment.nsw.gov.au

Performance criteria for protecting and improving the blue grid in the Wianamatta-South Creek catchment, Environment and Heritage, Department of Planning and Environment, September 2022

Appendix J Vegetation Management Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

Vegetation Management Plan – Riparian Corridor (VMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Prepared for:

Owner: 805 Mamre NSW Pty Ltd
Development Manager: Gibb Group Development Management Pty Ltd

Prepared by:

SLR Consulting Australia

Project Parties:

Superintendent: Gibb Group Project Management Pty Ltd
Developer: Gibb Group Development Management Pty Ltd
Owner: 805 Mamre NSW Pty Ltd

SLR Project No.: 630.031304.00001

14 November 2025

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	14 November 2025	Louis Fleming	Tam Durney	Sean Wilson
02	16 December 2025	Louis Fleming	Tam Durney	Sean Wilson

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Owner: 805 Mamre NSW Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

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

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Acronyms and Abbreviations

AAWSF	Aerotropolis Aviation Wildlife Safeguarding Framework
AC	Advisory Circular
ATSB	Australian Transport Safety Bureau
BC Act	Biodiversity Conservation Act 2016
BDAR	Biodiversity Development Assessment Report
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations 1998
CEMP	Construction Environmental Management Plan
CPCP	Cumberland Plain Conservation Plan
DA	Development Application
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DCP	Development Control Plan
DP	Deposited Plan
DPE	Department of Planning and Environment
DPHI	Department of Planning, Housing and Infrastructure
E	Endangered (threat status)
EIS	Environmental Impact Statement
ENZ	Environment and Recreation (zone)
EP&A Act	Environmental Planning & Assessment Act 1979
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EPA	Environment Protection Authority
ICAO	International Civil Aviation Organization
LGA	Local Government Area
Mi	Migratory (EPBC Act status)
MOS	(CASA) Manual of Standards
NASAG	National Airports Safeguarding Advisory Group
NASF	National Airports Safeguarding Framework
NPWS	National Parks & Wildlife Service
NSW	New South Wales
OEMP	Operational Environmental Management Plan
OEH	Office of Environment and Heritage (NSW)
RE1	Public Recreation (zone)
SEARs	Secretary’s environmental assessment requirements
SEPP	State Environmental Planning Policy
SLR	SLR Consulting Australia Pty Ltd

SSD	State Significant Development
V	Vulnerable (threat status)
WBA	Watercourse & Biodiversity Assessment
WHAMP	Wildlife Hazard Assessment and Management Plan
WIRES	Wildlife Information, Rescue and Education Service
WSA	Western Sydney Airport (airport lessee company)
WSIA	Western Sydney International (Nancy-Bird Walton) Airport

1.0 Introduction

1.1 Background

This Vegetation Management Plan (VMP) has been prepared by SLR Consulting Australia Pty Ltd (SLR) on behalf of Gibb Group for the Warehouse and Distribution Centre Industrial Development. The subject site comprises 805 Mamre Road, Kemps Creek (Lot 26 in DP 25814) and part 799 Mamre Road, Kemps Creek (Lot 2001 in DP 1036837) (SSD 30871587) within the Penrith City Council Local Government Area (LGA). The site area of the proposed development area is 20.84ha (805-817 Mamre Road) and 0.02ha (part 799-803 Mamre Road), totalling 21.04ha



Figure 1 Site Location Plan - Part 799-803 and Part 805-817 Mamre Road, Kemps Creek

The development comprises an industrial logistics warehouse and distribution facility, which will support the future outcomes of the Mamre Road industrial precinct.

This VMP provides the framework to establish, rehabilitate, conserve and maintain the site's riparian corridor and the decommissioned temporary sediment basin footprints. It responds to Conditions B84 and B85 of SSD 30871587, is prepared in accordance with the NSW Natural Resources Access Regulator (NRAR) Guidelines and the Controlled activities – Guidelines for Vegetation Management Plans on Waterfront Land (DCCEEW, 2025) Fact Sheet and is included within the CEMP pursuant to Condition C2.

Additionally, the VMP has been developed with reference to the findings of the Watercourse and Biodiversity Assessment (WBA) prepared by Ecologique (2023), the Environmental Impact Statement (EIS) (Ethos Urban 2023) and the Constriction Environmental Management Plan (CEMP) (SLR 2025). The VMP will be reviewed and updated as necessary, and relevant approvals will be obtained, should there be any changes to the scope of works.

1.2 Purpose and Scope

This Vegetation Management Plan (VMP – Riparian Corridor) sets the intent and high-level coverage for riparian rehabilitation and maintenance for the project, responding to SSD 30871587 Conditions B84 and B85 and prepared in accordance with NRAR riparian guidance and the DCCEEW (2025) VMP fact sheet; it sits under the CEMP per C2 and establishes clear objectives for establishing native riparian vegetation across the corridor and decommissioned basin footprints, meeting statutory obligations, assigning responsibilities, and driving performance through defined indicators and monitoring/reporting.

Table 1: Scope

SSD-30871587	Section
B84. Vegetation Management Plan – Riparian Corridor	
Prior to the commencement of any clearing or construction works, the Applicant must prepare a Vegetation Management Plan (VMP) for the Watercourse area in accordance with the requirements of NSW Natural Resources Access Regulator (NRAR) Guidelines, and the Controlled activities – Guidelines for Vegetation Management Plans on Waterfront Land (DCCEEW, 2025) Fact sheet. The VMP must form part of the CEMP in accordance with condition C2 and detail procedures for the rehabilitation and conservation of native vegetation and habitat and maintenance of the VMP area.	*This Report*
B85. Within six (6) months of the commencement of operation, the Applicant must complete the revegetation of the riparian corridor and temporary sediment basins in accordance with the VMP prepared in accordance with Condition B84. The Applicant must implement the most recent version of the VMP for a maintenance period of up to five years following the completion of the establishment phase of the VMP.	*This Report*
C1. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	
(a) a condition compliance table for that plan;	*Section 1.6*
(b) detailed baseline data where required;	*Section 2*
(c) 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;*	*(i) Section 3* *(ii) Section 5* *(iii) Refer to specialist management plans*
(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	*Section 5 and 6*
(e) 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 (d) above;	*Section 9*

SSD-30871587	Section
(f) 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 CEMP*
(g) a program to investigate and implement ways to improve the environmental performance of the development over time;	*Section 9 and 11*
(h) a protocol for managing and reporting any: *(i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);* *(ii) complaint;* *(iii) failure to comply with statutory requirements; and*	*Refer to CEMP*
(i) a protocol for periodic review of the plan.	*Section 11*

1.3 Implementation and Phasing

This plan has been prepared by suitably qualified personnel and is to be implemented by an experienced landscape/bush-regeneration contractor under oversight of the Project Ecologist and Environmental Manager.

This VMP has been prepared prior to clearing/construction to satisfy Condition B84 During construction, the VMP applies only to interface controls (e.g. demarcation where relevant, hygiene, weed surveillance, and measures to prevent sediment/propagule movement into the riparian works area), with primary construction-phase erosion and sediment controls managed under the CEMP and ESCP, and construction-phase water management (including dam dewatering and discharge controls) managed under the Dam Dewatering Management Plan (as applicable). Revegetation planting and establishment works will commence once final corridor formation and relevant civil works (including decommissioning of temporary sediment basins where applicable) are complete and will be completed within six months of commencement of operation in accordance with Condition B85, followed by the establishment and maintenance requirements of that condition.

1.4 Preparation

This VMP has been prepared by SLR. SLR provides global environmental and advisory solutions from network of offices in Asia-Pacific, Europe, North America, and Africa. Author qualifications are listed in **Table 2** below:

Table 2: Author Qualifications

Name, Role and Division	Qualifications	Experience
Stephen Shoesmith Principal Consultant – Environmental Approvals, Closure & Management	Master of Environmental Management, University of Bath (2016). Bachelor of Environmental Science (Management), University of Newcastle (2007).	Stephen Shoesmith is a Principal Environmental Consultant in the SLR Environmental Assessment & Management (EA&M) team and has over fifteen years of experience in environmental management and compliance (mining) and resource and energy regulation (assessments, post approvals, and policy). Stephen has significant experience in project management, environmental impact assessment of State Significant projects.

Name, Role and Division	Qualifications	Experience
		Stephen has worked as a regulator with the Department of Planning and Environment (DPE) (now Department of Planning, Housing and Infrastructure (DPHI)), which provided him with an insight into agency expectations. Working as a regulator gave Stephen an excellent understanding of the assessment and post approvals processes State Significant projects.
Sean Wilson Principal Consultant – Environmental Approvals, Closure & Management	Master of Urban Planning and Environment	Sean has over 27 years of Town Planning experience and has been working at SLR Consulting since April 2022. Sean has worked on various projects Australia wide including large renewable energy projects for wind and Hydrogen within Victoria and Western Australia including project managing and authoring traffic light and desktop assessments for offshore wind farms in the Gippsland region. Sean has also worked on infrastructure projects for APA, Telstra, North East Link (NELP) & Client assessing planning, environment and heritage risks, Planning Scheme Amendments, CEMP's and obtaining approvals where required for infrastructure works Australia wide. From 2016 to March 2022, Sean worked for Telstra performing land access, heritage, and environment assessments acting as a Lead Co-ordinator and Manager. His role included obtaining permits, licenses, and consents for the NBN project and subsequently for InfraCo Fixed (Telstra) works. At Telstra, Sean has managed or performed roles including writing, reviewing and managing town planning assessment reports for telecommunications works in all States and Territories. He has also applied, managed, and supervised numerous permit applications including Indigenous, ecological, heritage permits, consents, and licences Australia wide
Louis Fleming Senior Consultant - Environmental Approvals, Closure & Management	Master Environmental Risk Assessment and Remediation Bachelor of Environmental Science and Management	Louis is a Senior Consultant with over 7 years of industry experience in the Environmental Assessment & Management teams, with demonstrated expertise in environmental management, compliance, risk assessment, and stakeholder engagement. He has significant site experience in environmental management, compliance, and community/stakeholder engagement. Louis is proficient in remediation and risk assessment through postgraduate work. Currently, he specialises in environmental consulting for post-approvals and compliance, working on a variety of projects across Australia. His skills include project management, contractor management, data management, report writing, and auditing. Louis excels in developing and

Name, Role and Division	Qualifications	Experience
		implementing CEMPs, OEMPs, EMPs, PIRMPs, and a variety of other projects.

1.5 Objectives and Application

The objective of this VMP is to improve ecological health and integrity, maintain and enhance riparian habitat values, and stabilise the bed and banks within the project's mapped second-order watercourse and associated trunk drainage corridor. This includes revegetation of the riparian corridor and the temporary construction sediment basin footprints in accordance with consent B84/B85 and the endorsed landscape design.

Planting must be completed within six (6) months of the commencement of operation (B85), followed by an establishment phase and then a maintenance period of up to five years following completion of the establishment phase (B85). The objectives and approach adopted for this project are summarised in **Table 3**.

Table 3: Objectives

Objectives	Approach
Reinstate native riparian vegetation and maintain ecological health (species composition and structure)	Revegetate the second-order corridor and mapped Vegetated Riparian Zone (VRZ) using the species mixes, densities and zone-based planting shown on the endorsed landscape drawings; protect and, where practical, reuse suitable habitat features consistent with design.
Improve ecological function and connectivity	Increase native cover and structural diversity within the corridor to improve habitat and connectivity to adjacent open space and drainage assets; apply hygiene and targeted weed management to support establishment.
Stabilise bed and banks and protect water quality	Stabilise disturbed soils quickly and maintain groundcover through establishment; implement erosion protection consistent with the approved design at vulnerable locations; sequence works to minimise bare periods; revegetate basin footprints post-decommissioning.
Achieve consent compliance and demonstrable performance	Meet B85 milestones (complete revegetation ≤ six months from commencement of operation; maintain up to five years); monitor against defined performance indicators (survival, weed cover, cover targets, stability).

2.0 Description of the Environment

2.1 Project Location

The site is located at part 799-803 and 805-817 Mamre Road, Kemps Creek within the Penrith City Council (Council) Local Government Area. The site is made up of two allotments:

- Lot 26 in DP258414 contains the proposed warehouses; and
- Part Lot 2001 in DP1036837 contains the interim access road and associated earthworks.

2.2 Site Description

An unnamed tributary of South Creek traverses the north-eastern portion of the site. It is a second-order Strahler watercourse, entering via culverts beneath Mamre Road and flowing northwards to adjoining land. In accordance with NRAR riparian corridor guidance, a VRZ of 20 m either side of top of bank applies and will be re-established in conjunction with the trunk drainage corridor. Corridor extents, planting zones and geometry are to follow the endorsed drainage and landscape drawings.

The majority of the subject site is located on land that has been Biodiversity Certified under the Cumberland Plain Conservation Plan (CPCP). As such, no further assessment of biodiversity impacts is required for these areas. Development on urban capable land must demonstrate consistency with the CPCP Mitigation Measures Guidelines. The proposed development has been reviewed against these guidelines and found to be consistent, noting that most prescribed measures are not applicable to the site.

A portion of the site, approximately 3,737 m², falls outside the CPCP biodiversity certified area and is associated with the proposed widening of Mamre Road. This area was previously addressed through a Biodiversity Development Assessment Report (BDAR) waiver issued in July 2022 and reaffirmed in a subsequent waiver submission in January 2023. These waivers provide sufficient justification that no additional biodiversity assessment is required for this section of the site.

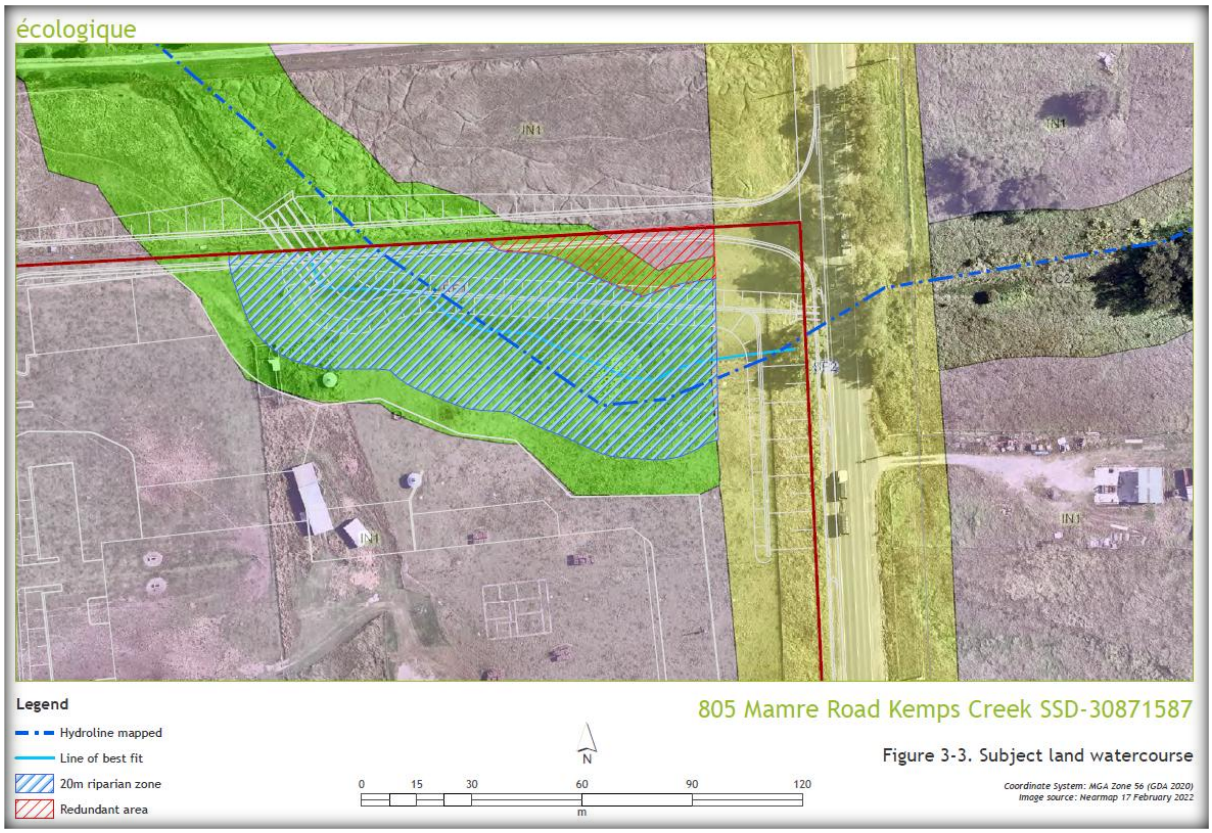


Figure 2 Amended Watercourse route for Mamre Road Widening (Ecologique 2023)

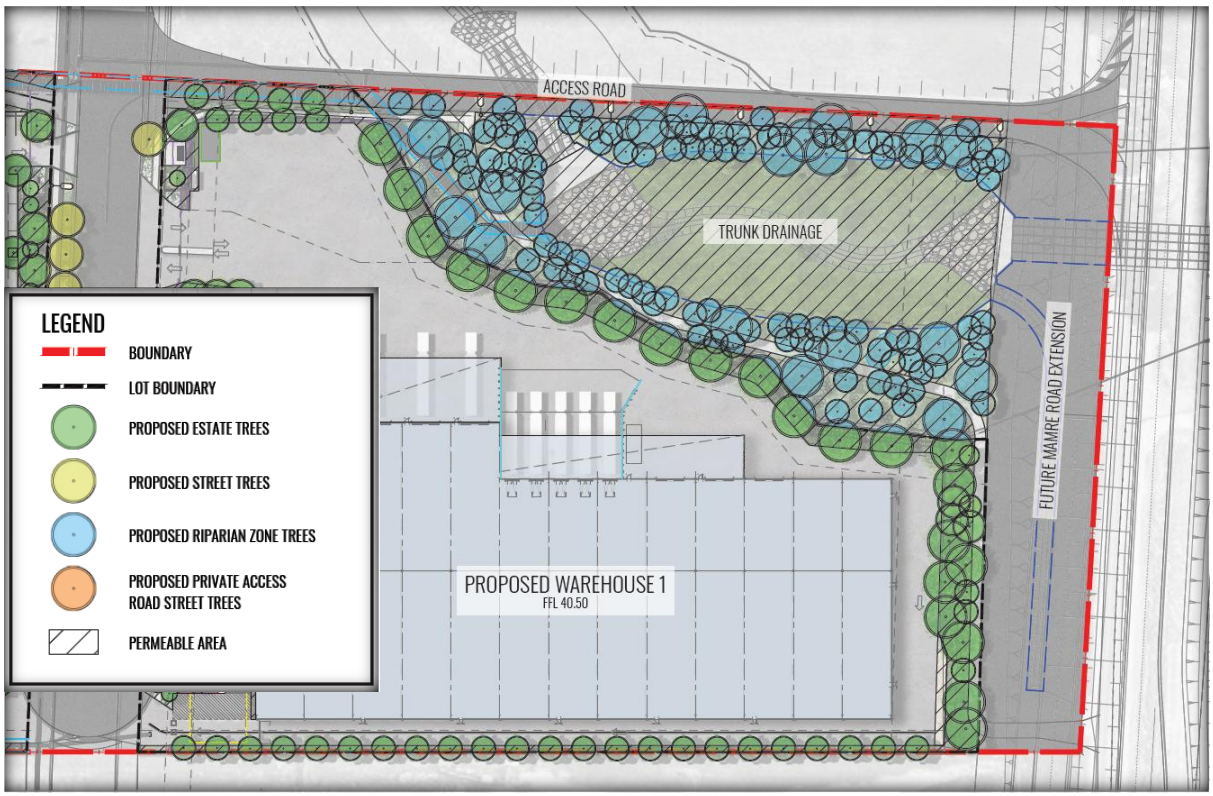


Figure 3 Landscape Masterplan (Riparian Buffer Area section) Geoscapes LDA-01A 2025

2.3 Biodiversity Values

The Watercourse and Biodiversity Assessment (WBA) (Ecologique 2023) concluded that the development is situated largely on land certified as 'urban capable' under the Cumberland Plain Conservation Plan (CPCP), with limited ecological value due to a long history of agricultural use. Vegetation communities within the site are highly modified and lack native structure, with no threatened ecological communities or habitat features present. Habitat assessments confirmed that no threatened flora or fauna species are known or expected to occur on the site, and the area does not serve as a movement corridor or habitat refuge for listed species, refer to **Table 4** below for the detailed Habitat Assessment as per the WBA. The proposed realignment and restoration of the riparian corridor will result in net ecological benefit through revegetation with native riparian species and improved water quality outcomes. Overall, the proposal is consistent with CPCP Mitigation Measures Guidelines, and no significant impacts on vegetation communities or threatened species are anticipated, with appropriate management and mitigation in place.

Table 4: Habitat Summary Table

Scientific Name	Common Name	BC Act	EPBC Act	Habitat Assessment
Artamus cyanopterus cyanopterus	Dusky Woodswallow	V	–	Habitat absent: Prefers dry, open eucalypt forests and woodlands with sparse understorey.
Glossopsitta pusilla	Little Lorikeet	V	–	Habitat absent: Forages in canopy of open Eucalyptus forest and woodland.
Haliaeetus leucogaster	White-bellied Sea-Eagle	V	–	Habitat absent: Requires large open water bodies and tall open forests for nesting.
Hieraaetus morphnoides	Little Eagle	V	–	Habitat absent: Uses open eucalypt forests and riparian woodlands.
Ixobrychus flavicollis	Black Bittern	V	–	Habitat absent: Needs dense wetland vegetation and permanent water.
Lathamus discolor	Swift Parrot	E	–	Habitat absent: Present when Eucalyptus flowering is profuse; not recorded in area.
Ninox strenua	Powerful Owl	V	–	Habitat absent: Requires hollow-bearing trees in wet sclerophyll or rainforest.
Petroica boodang	Scarlet Robin	V	–	Habitat absent: Inhabits open woodlands and grassy paddocks with scattered trees.
Rostratula australis	Australian Painted Snipe	E	E	Habitat absent: Needs shallow freshwater wetlands with dense emergent vegetation.

Scientific Name	Common Name	BC Act	EPBC Act	Habitat Assessment
Stagonopleura guttata	Diamond Firetail	V	–	Habitat absent: Found in grassy woodlands and lightly wooded farmland.
Stictonetta naevosa	Freckled Duck	V	–	Habitat absent: Prefers permanent freshwater swamps with dense aquatic vegetation.
Gastropods				
Meridolum corneovirens	Cumberland Plain Land Snail	E	–	Habitat absent: Needs Cumberland Plain Woodland and ground litter for shelter.
Mammalia				
Falsistrellus tasmaniensis	Eastern False Pipistrelle	V	–	Habitat absent: Prefers moist forest with tall trees; roosts in hollows.
Micronomus norfolkensis	Eastern Coastal Free-tailed Bat	V	–	Habitat absent: Requires caves or cliff crevices for roosting; not present onsite.
Miniopterus australis	Little Bent-winged Bat	V	–	Habitat absent: Prefers dense forest; roosts in caves, tunnels, or drains.
Miniopterus orianae oceanensis	Large Bent-winged Bat	V	–	Habitat absent: Caves and tunnels are primary roosting sites; not onsite.
Myotis macropus	Southern Myotis	V	–	Habitat absent: Roosts near water in trees or man-made structures.
Pteropus poliocephalus	Grey-headed Flying-fox	V	V	Habitat absent: Roosts in large colonies in forests; not near project area.
Saccolaimus flaviventris	Yellow-bellied Sheathtail-bat	V	–	Habitat absent: Roosts in tree hollows and buildings; prefers forest canopies.
Scoteanax rueppellii	Greater Broad-nosed Bat	V	–	Habitat absent: Uses wet forests and rivers; roosts in hollows or buildings.
Migratory Birds				
Apus pacificus	Fork-tailed Swift	–	Mi	Habitat absent: Entirely aerial; no nesting or foraging habitat onsite.
Calidris acuminata	Sharp-tailed Sandpiper	–	Mi	Habitat absent: Prefers wetlands with emergent vegetation; not onsite.
Gallinago hardwickii	Latham's Snipe	–	Mi	Habitat absent: Needs wetlands with dense vegetation; not present.
Pluvialis squatarola	Grey Plover	V	Mi	Habitat absent: Occurs on coastal flats; no suitable habitat onsite.

Scientific Name	Common Name	BC Act	EPBC Act	Habitat Assessment
Tringa nebularia	Common Greenshank	–	Mi	Habitat absent: Needs sheltered coastal or inland wetlands; not onsite.
Flora				
Acacia pubescens	Downy Wattle	V	V	Habitat absent: Found in Ironbark and Cumberland Plain woodlands; not present onsite.
Dillwynia tenuifolia	–	V	–	Habitat absent: Prefers alluvial soils and Ironbark Forests; not present.
Grevillea juniperina subsp. juniperina	Juniper-leaved Grevillea	V	–	Habitat absent: Found in Castlereagh and Cumberland communities; not onsite.
Grevillea parviflora subsp. parviflora	Small-flower Grevillea	V	V	Habitat absent: Found in woodland and dry heath on clay soils; not onsite.
Isotoma fluviatilis subsp. fluviatilis	–	–	X	Habitat absent: Grows in damp alluvial woodland; not suitable onsite.
Macadamia integrifolia	Macadamia Nut	–	V	Habitat absent: Found in rainforest in northern NSW; not applicable.
Marsdenia viridiflora subsp. viridiflora (Bankstown etc. pop.)	–	E2	–	Habitat absent: Occurs in vine thicket and open woodland; not onsite.
Persoonia nutans	Nodding Geebung	E	E	Habitat absent: Requires Castlereagh or Cumberland woodlands; not recorded.
Pimelea spicata	Spiked Rice-flower	E	E	Habitat absent: Occurs in grey box woodland; not suitable habitat onsite.
Pultenaea parviflora	–	E	V	Habitat absent: Found in Castlereagh and Shale Gravel forests; not onsite.

3.0 Legislative Requirements

This VMP is prepared to satisfy SSD 30871587 consent conditions B84, B85 and C1 and is included in the CEMP under C2.

The following legislation has been considered for the riparian revegetation and maintenance works covered by this plan:

- *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- *Biodiversity Conservation Act 2016 (BC Act)*
- *Fisheries Management Act 1994 (FM Act)*
- *Water Management Act 2000 (WM Act)*
- *State Environment Protection Policy (SEPP) Biodiversity and Conservation 2021*
- *Mamre Road Precinct Development Control Plan (DCP)*
- *Pesticides Act 1999*
- *Biosecurity Act 2015*
- *NRAR and DCCEEW Riparian Corridors on Waterfront Land (Fact Sheet, 2025)*
- *DCCEEW Vegetation Management Plans on Waterfront Land (Fact Sheet, 2025)*

4.0 Methodology

4.1 Desktop Assessment

The preparation of this VMP involved a review of site-specific specialist management plans and assessment, along with a review of similar prepared ecological reports for the precinct and guidelines for the preparation of VMP and the requirements of the SSD 30871587.

Note, no site component was undertaken; this assessment is a desktop analysis that relies on the referenced specialist assessments and planning frameworks prepared for the Mamre Road Precinct, which themselves include site inspection/survey and project-specific baseline information. On this basis and noting that NRAR/DCCEEW guidance sets corridor and VMP content expectations (rather than mandating new survey where adequate baseline exists), no additional site investigations are required to finalise this VMP. Implementation-stage verification will occur against the endorsed drawings (e.g. pre-planting baseline photo-points/plots).

The assessment review included the following information:

- Ecologique Watercourse and Biodiversity Assessment (2023).
- Requirements of NSW Natural Resources Access Regulator (NRAR) Guidelines.
- Guidelines for Vegetation Management Plans on Waterfront Land (DCCEEW, 2025).

5.0 Construction and Preliminary Works

This section sets out interfaces only. Construction methods and erosion/sediment controls remain in the CEMP/ESCP. The responsibility for these works lies with site manager.

5.1 Temporary Fencing and Signage

- Install temporary fencing and “no unauthorised access” signage along the boundary where construction adjoins the VMP/VRZ area to prevent inadvertent access.
- Provide controlled access points for VMP works and future maintenance
- Replace temporary fencing with permanent protection or an equivalent barrier at the end of construction to minimise long-term impacts, with maintenance access retained.

5.2 Soil and Water Management

- Erosion and Sediment Controls (ESCP) must be in place before any planting or soil works in the VMP area and maintained per the CEMP.
- Position controls to prevent sediment and weed propagules entering the corridor during construction.
- Any dewatering (if required by the final design) is managed under the Dam Dewatering Plan; aquatic fauna protocols sit with the CFFMP.

5.3 Pre-clearance and Supervision

- Where the endorsed drawings require removal of existing vegetation within the VMP footprint, undertake works under the Project Ecologist’s oversight (and wildlife handler as needed).
- Salvage suitable logs/rock for reuse as habitat in the VRZ where compatible with hydraulic design (final placement to be confirmed with engineering).

5.4 Pest Animal Management

- The landholder/consent holder is responsible for pest control. Engage licensed contractors as needed and coordinate with relevant authorities. Methods must avoid off-target impacts to riparian works.

5.5 Fauna Habitat Enhancement

- Reuse non-exotic woody material from within the development footprint as ground habitat within the VRZ where consistent with designs and under the approval and supervision of a qualified ecologist.

5.6 Vegetation Removal

- Remove only vegetation shown for removal on approved and endorsed drawings/plans. Protect retain vegetation, no stockpiling or plant equipment under protected canopies. Tree felling procedures are to be approved and managed by specialist management plans and a suitably qualified ecologist.

5.7 Soil Preparation Prior to Revegetation

- Implement soil preparation per endorsed specifications (topsoil/compost/ameliorants, ripping/cultivation where specified).

- If investigations identify constraints (e.g., salinity), adjust amelioration and species selection in consultation with the Project Ecologist and in line with the final landscape schedules.
- Maintain hygiene (Arrive Clean, Leave Clean) for all people, machinery and materials entering/exiting the VMP area. For more details refer to the Ecologique Watercourse and Biodiversity Assessment (2023).

6.0 Vegetation Management Works

6.1 VMP Management Zones

The VMP adopts three management zones consistent with the watercourse treatment described in the Watercourse & Biodiversity Assessment and EIS:

- Zone A (low/lower bank) covering the in-channel/ frequently inundated macrophyte band.
- Zone B (upper bank) comprising the higher bank surfaces suitable for graminoids/shrubs/juvenile canopy subject to hydraulic constraints; and
- Zone C (VRZ) adjoining the channel, established as fully structured native riparian vegetation.

Final zone names, widths and cross-sections will match the endorsed drawings. This approach reflects the documented second-order stream and VRZ expectations, the use of NRAR's averaging rule, and the indicative cross-section showing a planted channel and vegetated riparian margins

6.2 Weed Control

Weed management within the VMP area will be delivered in accordance with the Weed Eradication Management Plan (SLR, 2025) (WEMP), supported by the CEMP/ESCP and informed by the Watercourse & Biodiversity Assessment (Ecologique, 2023) and EIS (Ethos Urban, 2023). This VMP sets the interface only.

6.2.1 Biosecurity and Hygiene

To prevent weed and pathogen spread (e.g. Phytophthora), establish a wash-down station at site entry/exit and ensure all clothing, tools, plant and vehicles are free of soil/organic matter on entry and exit. Clean machinery before entering/leaving riparian zones. Maintain "Arrive Clean, Leave Clean" protocols throughout delivery.

Supplier certification. Suppliers must certify that their plant, equipment and materials are weed- and pathogen-free prior to delivery to site. Certification must be provided on request prior to entry. Deliveries without certification are not to access the VMP/VRZ until cleaned/verified

6.2.2 Herbicide

Herbicide will be used only where necessary and strictly in accordance with labels and the NSW Pesticides framework. Where non-selective herbicide is required near waterways, use a glyphosate formulation approved for aquatic/riparian use (e.g., Roundup Biactive®). Avoid broad-leaf selective herbicides adjacent to waterways due to aquatic toxicity. Keep application to active growth periods; keep records as required by the NSW Pesticides Regulation

6.2.3 Method Guidance and Responsibility

All weed identification, treatment typologies (woody, vines/creepers, grasses/herbaceous), herbicide selection and application, sequencing (primary/secondary/maintenance), weed-infested soil handling and disposal, scheduling, and resourcing are to be undertaken in accordance with the WEMP (SLR, 2025) and approved by a qualified bush revegetation/landscape contractor under Site/Environmental Manager supervision.

6.2.4 Monitoring and Inspections

Conduct periodic inspections through construction and revegetation to detect incursions early, guide targeted treatments, and verify hygiene effectiveness. Continue inspection/mapping of priority weeds on a scheduled basis (with emphasis on disturbed and revegetated zones).

6.3 Revegetation

Revegetation will establish a fully structured native riparian community to stabilise bed and banks and improve habitat. All species, stock types, mixes and densities/spacing will be implemented exactly as shown on the endorsed landscape drawings for the three management zones, once available. Plant selection and placement must maintain the endorsed hydraulic cross-sections and any outlet/headwall clearances.

- Provenance: Use local-provenance native stock; no exotics unless explicitly nominated on the endorsed drawings/specs.
- Stabilisation & erosion control: Install mulch/jute/coir only were shown on the endorsed drawings/engineering details and consistent with the ESCP. Mulch may be used as an erosion-control/stabilisation layer on upper banks/within the VRZ where specified. Do not place loose mulch in the low-flow channel or other frequently inundated areas where it could mobilise.
- Habitat features: Where compatible with hydraulic design and maintenance access, reuse felled timber (including hollow sections) and suitable rocks as habitat features in upper bank/VRZ areas as shown on the endorsed drawings or as agreed by the Project Ecologist and civil designer. Do not place habitat features in the low-flow channel, at outlets/headwalls, or in locations that obstruct flow. Materials must be clean and free of soil/weed propagules.
- Irrigation: Provide temporary irrigation only if adopted in the drawings/spec; taper/cease based on monitoring outcomes.
- Inputs & hygiene: Planting media and mulches must be weed- and pathogen-free. Maintain the biosecurity measures in Section 6.2.1.
- Performance/timeframes: Complete revegetation of the riparian corridor and temporary sediment basin footprints within six (6) months of the commencement of operation, and implement the most up-to-date version of this VMP for up to five (5) years following completion of the establishment phase (Condition B85).

7.0 Roles and Responsibilities

Table 5: Personnel Responsible for Environmental Management

Role	Responsibilities
Superintendent (Gibb Group Project Management Pty Ltd)	1. Overall responsibility for compliance with approval requirements. 2. Liaise with the Principal Contractor to keep them informed of the project's progress. 3. Overall Responsibility for compliance with approval requirements.
Contractor's Project Manager	4. Environmental reporting responsibility associated with the development. 5. Ensure the legislative and corporate safety, health and environment management measures and controls are implemented and maintained. 6. Record, notify, investigate and respond to any environmental incidents and, where necessary, develop and implement corrective actions. 7. Responsibility for compliance with approval requirements. 8. Liaise with the Proponent to keep them informed of the project's progress. 9. Consult and engage with any subcontractors or interfacing contractors regarding the environmental management of the Site. 10. Lead and manage the community involvement activities, including liaison with property owners and key stakeholders. 11. Lead the delivery of communication and community engagement strategies and plans. 12. Facilitate meetings, forums and arranging interviews to address concerns from community. 13. Provide advice and participate with the project teams to improve and enhance the delivery of communication services to the community. 14. Build, maintain collaborative and consultative working relationships with internal and external stakeholders. 15. Be available for contact by local residents, key stakeholders and community representatives to answer queries and provide more information or feedback.
Contractor's Site Manager	16. All the responsibilities attributed to the Construction Contractor throughout this VMP. 17. Environmental reporting responsibility associated with the development. 18. Ensuring that the appropriate management response and handling procedures are instigated and carried through in the event of an incident and/or non-compliance. 19. Regularly monitor the implementation of the CSMP to ensure implementation is being carried out in accordance with the document and the terms of this consent. 20. Provide adequate environmental inductions/training to employees and contractors regarding their requirements under this VMP. 21. Participate in risk and hazard identification and control. 22. Participate in incident investigations and management. 23. Participate in health and safety inspections. 24. Be the primary daily contact to the public handling of enquiries / complaints management / interface issues. 25. Maintain the complaints register and make available the complaints register to the Contractors Project Manager on a daily basis.

Role	Responsibilities
	26. Be available for contact by local residents and the community at all reasonable times to answer any questions. 27. Liaise with property owners to co-ordinate access and to deal with specific property related issues arising from the upgrade works.
Project Ecologist	28. Set up monitoring (photo-points/plots) and methods suitable for riparian context. 29. Review/advise on weed methods near waterways and soil constraints (e.g., salinity) and adjust planting/amelioration accordingly. 30. Oversee any vegetation removal within the VMP footprint and placement of habitat features where compatible with hydraulic design. 31. Compile monitoring findings and recommend corrective actions to Site/Environmental Manager.
Bush Regeneration/ Landscape Contractor	32. Deliver weed control and implement planting strictly to endorsed landscape drawings. 33. Install stabilisation only were shown on endorsed details and maintain temporary irrigation if adopted. 34. Keep site records (such as treatments, plant lots, survival counts).
All employees, contractors and subcontractors	35. Ensure familiarity, implementation and compliance with this CSMP and appended management plans. 36. Support the Proponent's commitment to sustainability, environmental management and compliance. 37. Work in a manner that will not harm the environment or impact on surrounding receptors. 38. Report all environmental incidents, non-compliances and complaints to the Project Manager without delay. 39. Immediately notify the Contractor's Project Manager of any hazard or potential hazard that may result in an incident and/or non-compliance, regardless of the nature or scale. 40. Take immediate action (where it is safe to do so) to prevent, stop, contain and/or minimise any adverse impact associated with an incident and/or non-compliance. 41. Report any inappropriate construction practices and/or environmental management practices to the Project Manager without delay.

8.0 Implementation Schedule

Complete revegetation of the riparian corridor and temporary construction sediment basin footprints within six (6) months of the commencement of operation (Condition B85).

The most up-to-date version of this VMP will then be implemented for up to five (5) years following completion of the establishment phase (Condition B85).

8.1 Training

The Site Manager and all personnel working in/near the VMP area must receive a toolbox/induction covering: VMP scope and VRZ boundaries/no-go zones, site access controls, hygiene/biosecurity (Arrive Clean, Leave Clean), roles & reporting, and links to the CEMP/ESCP and other relevant specialist management plans. Keep attendance records and provide refreshers after design updates or any non-compliance.

9.0 Monitoring and Reporting

Monitoring and reporting are required under ConditionsC1(e) and C1(h), with revegetation/maintenance timeframes aligned to B85. NRAR/DCCEEW riparian/VMP guidance informs content but does not set a monitoring frequency. Accordingly, this VMP adopts a best-practice cadence informed by the Ecologique WBA, EIS, and comparable Mamre Precinct examples.

9.1 Monitoring

9.1.1 Responsibilities

- **Qualified bushland management / ecological consultant:** lead monitoring, establish photo-points/plots, collate findings, recommend corrective actions.
- **Contractor's Project Manager:** Program coordination; ensure monitoring is scheduled, resourced and integrated with construction activities.
- **Contractor's Site Manager:** Facilitate safe access to the VMP/VRZ, maintain fencing/signage and hygiene controls, implement and close out corrective actions.

9.1.2 Cadence

- **Baseline:** Prior to planting (set photo-points/plots).
- **Establishment:** At planting completion and at least once during the establishment phase.
- **Maintenance:** Biannual monitoring through the maintenance period (up to five years post-establishment per B85).
- **Event-based:** After significant rainfall/damage consistent with the CEMP/ESCP.

Record each round: photo-points; survival/condition by zone; weed abundance/priority infestations; native cover/structure by zone; bed/bank stability (incl. outlets/headwalls); access/hygiene status; actions raised/closed.

9.2 Reporting

- **After each monitoring visit:** Issue a brief inspection note with photo-point index and action items.
- **Annual summary report:** Prepared by the ecological/bushland management consultant, compiling the year's monitoring rounds (works undertaken, findings, actions completed/outstanding, updated photo-points, recommendations for the next period).
- **Final report:** At the end of the maintenance period (up to five years post-establishment per B85), confirming whether performance criteria have been met and recommending handover/ongoing care (if applicable).

Distribution: Reports will be provided to the Client and ER, and to the approval/asset authority where required (e.g. Penrith City Council, and Sydney Water if relevant to asset acceptance), or as otherwise directed by the consent/ER.

10.0 Environmental Complaints & Incidents

10.1 Complaints

The Complaint Response and Handling Procedures detailed in the Section 3.6 of the CEMP are to be implemented and followed for the VMP.

10.2 Incident Reporting

Environmental incidents can be identified by anyone and are to be reported to the Site or Project Manager immediately. The Site Manager or Project Manager must report environmental incidents to the Superintendent as soon as possible and follow the procedures set out in Section 3.5 of the CEMP.

11.0 Review

Review of the VMP will be undertaken by the Project Manager and will comprise, as a minimum, the following:

- Identification of areas of opportunity for improved environmental performance.
- Analysis of the causes of non-compliances, including those identified in environment inspections and audits.
- Verification of the effectiveness of corrective and preventative actions.
- Highlighting any changes in procedures resulting from process improvement.
- This VMP will also be reviewed and, if necessary, revised in the following circumstances:
- Where there is any change to the scope of the construction activities and/or disturbance footprint.
- Where it is identified that the environmental performance is not meeting the objectives of the CEMP/VMP.
- At the request of a relevant regulatory authority.

This VMP will be reviewed following the completion of each development stage and again after five years from completion of development works within the VMP area. The review is to be undertaken by an ecologist and include a review of the effectiveness of the specified management measures.

This VMP will be reviewed following the completion of each development stage and again after five years from completion of development works within the VMP area. The review is to be undertaken by an ecologist and include a review of the effectiveness of the specified management measures.

Additionally, the VMP will be reviewed in accordance with Condition C8, the VMP (and any other strategies, plans, or programs required under this consent) must be reviewed and the Planning Secretary notified in writing of the outcomes of the review within three months of:

(a) the submission of an incident report under condition C10;

(b) the submission of a Compliance Report under condition C14;

(c) the submission of an audit under condition C16;

(d) the approval of any modification of the conditions of this consent; or

(e) the issue of a direction of the Planning Secretary under condition A2(b) which requires a review.

In accordance with Condition C9, if the review identifies a need to improve the environmental performance of the development, the VMP (or other relevant strategy, plan, or program) must be revised to the satisfaction of the Planning Secretary. Where revisions are required, the revised document must be submitted to the Planning Secretary for approval within six weeks of the review required under Condition C8, or within another timeframe agreed by the Planning Secretary.

12.0 References

Construction Environmental Management Plan (SLR 2025)

Department of Environment (2018) Compliance Reporting Post Approval Requirements

Department of Environment (2022) Undertaking Engagement Guidelines for State Significant Projects.

Department of Planning and Environment (2021) Planning Secretary's Environmental Assessment Requirements

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

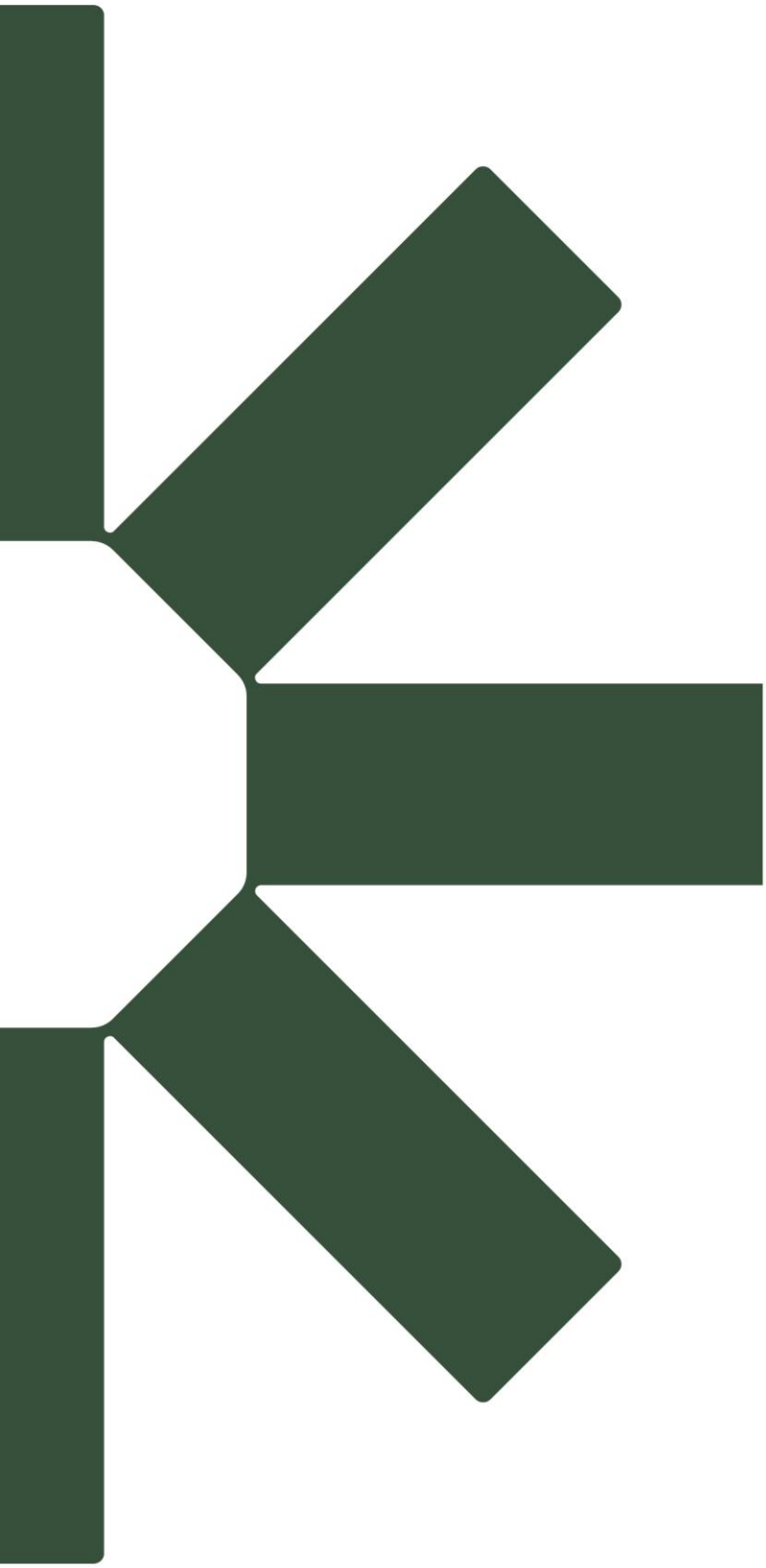
Environmental Impact Statement (Ethos Urban 2023)

Watercourse & Biodiversity Assessment (Ecologique 2023)

NRAR and DCCEEW (2025) Riparian Corridors on Waterfront Land

DCCEEW (2025) Vegetation Management Plans on Waterfront Land

DPIE (2021) Western Sydney Employment Area - Mamre Road Precinct Development Control Plan



Making Sustainability Happen

Appendix K Wildlife Management Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

Wildlife Hazard Assessment and Management Plan (WHAMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Prepared for:

Owner: 805 Mamre NSW Pty Ltd
Development Manager: Gibb Group Development Management Pty Ltd

Prepared by:

SLR Consulting Australia

Project Parties:

Superintendent: Gibb Group Project Management Pty Ltd
Developer: Gibb Group Development Management Pty Ltd
Owner: 805 Mamre NSW Pty Ltd

SLR Project No.: 630.031304.00001

20 February 2026

Revision: 05

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	6 November 2025	Louis Fleming	Sean Wilson	Stephen Shoesmith
02	14 November 2025	Louis Fleming	Sean Wilson	Stephen Shoesmith
03	5 December 2025	Louis Fleming	Sean Wilson	Stephen Shoesmith
04	16 December 2025	Louis Fleming	Sean Wilson	Stephen Shoesmith
05	20 February 2026	Sean Wilson	Louis Fleming	Sean Wilson

Basis of Report

This Management Plan has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Owner: 805 Mamre NSW Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This Management Plan is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

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

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Acronyms and Abbreviations

DA	Development Application
DPE	Department of Planning and Environment
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning & Assessment Act 1979
EPA	Environment Protection Authority
LGA	Local Government Area
NSW	New South Wales
SEARs	Secretary's environmental assessment requirements
SLR	SLR Consulting Australia Pty Ltd
SSD	State Significant Development
WHAMP	Wildlife Hazard Assessment and Management Plan

1.0 Introduction

1.1 Background

This Wildlife Hazard Assessment Management Plan (WHAMP) has been prepared by SLR Consulting Australia Pty Ltd (SLR) on behalf of Gibb Group for the proposed Warehouse and Distribution Centre Industrial Development located on part Lot 26 in DP258414 and part Lot 2001 in DP1036837(Part 799-803) and part 805-817 Mamre Road, Kemps Creek (SSD 30871587) within the Penrith City Council Local Government Area (LGA). The site area of the proposed development area is 20.84ha (805-817 Mamre Road) and 0.02ha (part 799-803 Mamre Road), totalling 21.04ha.

Figure 1: Site Location Plan - Part 799-803 and Part 805-817 Mamre Road, Kemps Creek



The proposed development comprises an industrial logistics warehouse and distribution facility, which will support the future outcomes of the Mamre Road industrial precinct (see **Figure 1**).

This management plan has been prepared to ensure appropriate management practices are followed during the site's redevelopment in accordance with mitigation measures presented within the current specialist technical reports and best practice measures as follows;

- Outlines strategies and actions to mitigate impact on fauna and airport disruptions during project activities.

- Clearly defines the responsibilities of all personnel involved in implementing environmental protection measures.
- Identifies any regulatory approvals and relevant planning context for the site
- Details the communication protocols and consultation requirements with stakeholders, authorities, and community groups.
- Establishes a monitoring framework and reporting schedule to track compliance and assess the effectiveness of management measures.

The WHAMP defines the environmental management framework for Fauna protection of the Project. The Wildlife Hazard Assessment Management Plan (WHAMP) has been developed with reference to the findings of the Watercourse and Biodiversity Assessment (WBA) prepared by Ecologique (2023), the Environmental Impact Statement (EIS) (Ethos Urban 2023) and the Construction Environmental Management Plan (CEMP) (SLR 2024).

The WHAMP is in alignment with the NSW Department of Planning, Industry and Environment's *Code of Practice for Injured, Sick and Orphaned Protected Fauna* (2011), the Aviation Safeguarding Guidelines, and the Western Sydney Aerotropolis Development Control Plan 2022. The WHAMP will be reviewed and updated as necessary, and relevant approvals will be obtained, should there be any changes to the scope of works.

1.2 Purpose and Scope

This WHAMP outlines the environmental procedures and controls to be implemented during construction and operation of the project for its employees, contractors, and subcontractors. It addresses specific planning permit conditions and aligns with the *Guidelines for the Preparation of Environmental Management Plans* and Development Consent requirements (State Significant Development (SSD) 30871587).

Key objectives of the WHAMP include:

- Identify high-risk species likely to be attracted to the site based on habitat type, site design and existing ecological records.
- Mitigate aviation risks by implementing appropriate passive management measures, trigger-based responses, and regular monitoring aligned with national and international aviation guidelines.
- Integrate compliance obligations with the relevant planning instruments, including the Western Sydney Aerotropolis DCP, SEPP (Parkland City) and airport safeguarding frameworks.
- Establish clear roles and responsibilities across site managers and contractors to ensure a shared understanding of WHAMP implementation throughout all stages of development.
- Enable adaptive management through performance indicators and incident-based reviews to ensure improvement in hazard control and regulatory compliance.

Table 1: Scope

SSD-30871587	Section
B82. Wildlife Hazard Assessment Management Plan	
Prior to the commencement of construction of the development, the Applicant must prepare a Wildlife Hazard Assessment and Management Plan that responds to the requirements of the MRP DCP to the satisfaction of the Planning Secretary. The Plan must form part of the CEMP and OEMP required by	*This Report*

SSD-30871587	Section
conditions C2 and C5. The Applicant must implement the Wildlife Management Plan for the duration of construction and operation.	
Mamre Road Precinct Development Control Plan 2021 (MRP DCP 2021)	
To comply with Condition B82, this WHAMP incorporates all relevant wildlife-hazard controls from the Mamre Road Precinct DCP 2021, including ;	*Noted*
Mamre Road Precinct DCP 2021 – Wildlife Hazard Requirements	*Sections 4, 6.1 & 7*
Development must not attract wildlife that may create a safety hazard to the operation of Western Sydney International Airport. (MRP DCP 2021 – Section 2.11, Wildlife Hazards)	*Sections 4, 6.1 & 7*
An Aviation Safeguarding Assessment must evaluate wildlife likely to be present on or around the site, including species type, behaviour, numbers, seasonal patterns, and the potential for flocking. (Section 2.11, Control 1)	*Sections 4 & 6*
All waste bins must have fixed lids, and any bulk or communal waste storage areas must be fully enclosed so that birds and flying-foxes cannot access the contents. (Section 2.11, Controls 8–9)	*Section 6.1*
Any stormwater detention within the 8-kilometre wildlife buffer must be designed to fully drain within 48 hours following a rainfall event to prevent waterbird attraction. (Section 2.11, Control 10)	*Section 6.1*
Waterbodies such as dams larger than 0.1 hectares or with a capacity greater than 3 megalitres, and located within 3 kilometres of airport approach and departure paths, must incorporate wildlife-strike mitigation measures if retained. (Section 2.3, Control 17)	*Sections 4 & 6*
Landscape design for the development must avoid plant species and arrangements that attract hazardous wildlife. Landscaping must be consistent with the low-risk species identified in Appendix C of the MRP DCP 2021.	*Section 6.1*
Construction and operational site management must avoid creating unintended wildlife attractants, including standing water, food waste, temporary habitat structures, or poor housekeeping practices. (MRP DCP construction-phase fauna controls)	*Sections 6 & 7*
B89 Waste must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties. External bins must be provided with fixed lids to help prevent wildlife attraction.	*Sections 6.1, 7.2.1, 7.2.2, 7.2.3*
C1. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	
(a) a condition compliance table for that plan;	*This Table, Section 1.6*
(b) detailed baseline data where required;	*Section 4*
(c) 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;*	*(i) Section 3.3* *(ii) Section 4* *(iii) Refer to specialist management plans*
(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	*Section 6*
(e) 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 (d) above;	*Section 7*

SSD-30871587	Section
(f) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	*Section 8*
(g) a program to investigate and implement ways to improve the environmental performance of the development over time;	*Section 9*
(h) a protocol for managing and reporting any: *(i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);* *(ii) complaint;* *(iii) failure to comply with statutory requirements; and*	*Section 8*
(i) a protocol for periodic review of the plan.	*Section 9*

1.3 Site Description and Planning Context

The subject site is located at 799–803 and 805–817 Mamre Road, Kemps Creek, within the Penrith City Council Local Government Area (LGA), and forms part of the Mamre Road Precinct within the Western Parkland City. The site is strategically positioned approximately 5.4 km north-east of the Western Sydney International (Nancy-Bird Walton) Airport (WSIA), placing it within the 8 km wildlife buffer zone defined under airport safeguarding provisions.

The development area comprises two legal allotments:

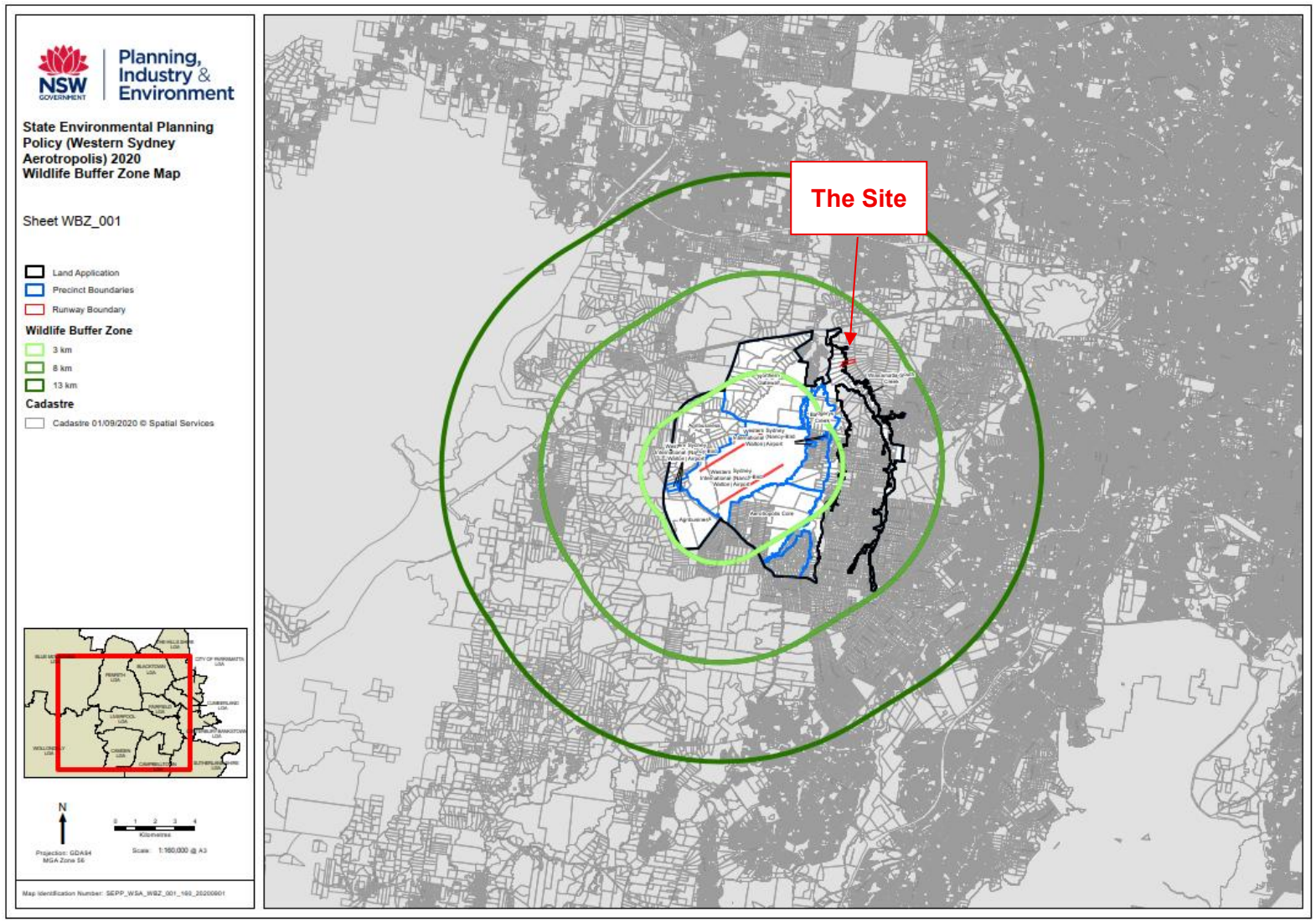
- Lot 26 in DP258414 – forming the primary development area and containing the proposed warehouse and distribution centre;
- Part Lot 2001 in DP1036837 – comprising the location of the proposed interim access road and associated enabling infrastructure.

The site was subject to zoning amendments during the staged implementation of key planning policies for the Western Sydney region. In 2020, under the now superseded *State Environmental Planning Policy (Western Sydney Employment Area) 2009*, land in the eastern portion of the site was rezoned to IN1 – General Industrial and RE1 – Public Recreation. These designations are preserved under the *State Environmental Planning Policy (Industry and Employment) 2021*.

The western portion of the site was subsequently rezoned to ENZ – Environment and Recreation under the gazettal of the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020*, now consolidated into the *SEPP (Precincts – Western Parkland City) 2021*. No development works are proposed within the ENZ-zoned land, and this area will remain undisturbed to preserve its ecological function and alignment with strategic landscape planning objectives.

The site is earmarked for logistics and employment-generating land use under the broader Western Sydney land use vision and supports key regional objectives, including economic activation, infrastructure integration, and environmental sensitivity near the airport precinct.

Figure 2: Western Sydney Airport Wildlife Buffer



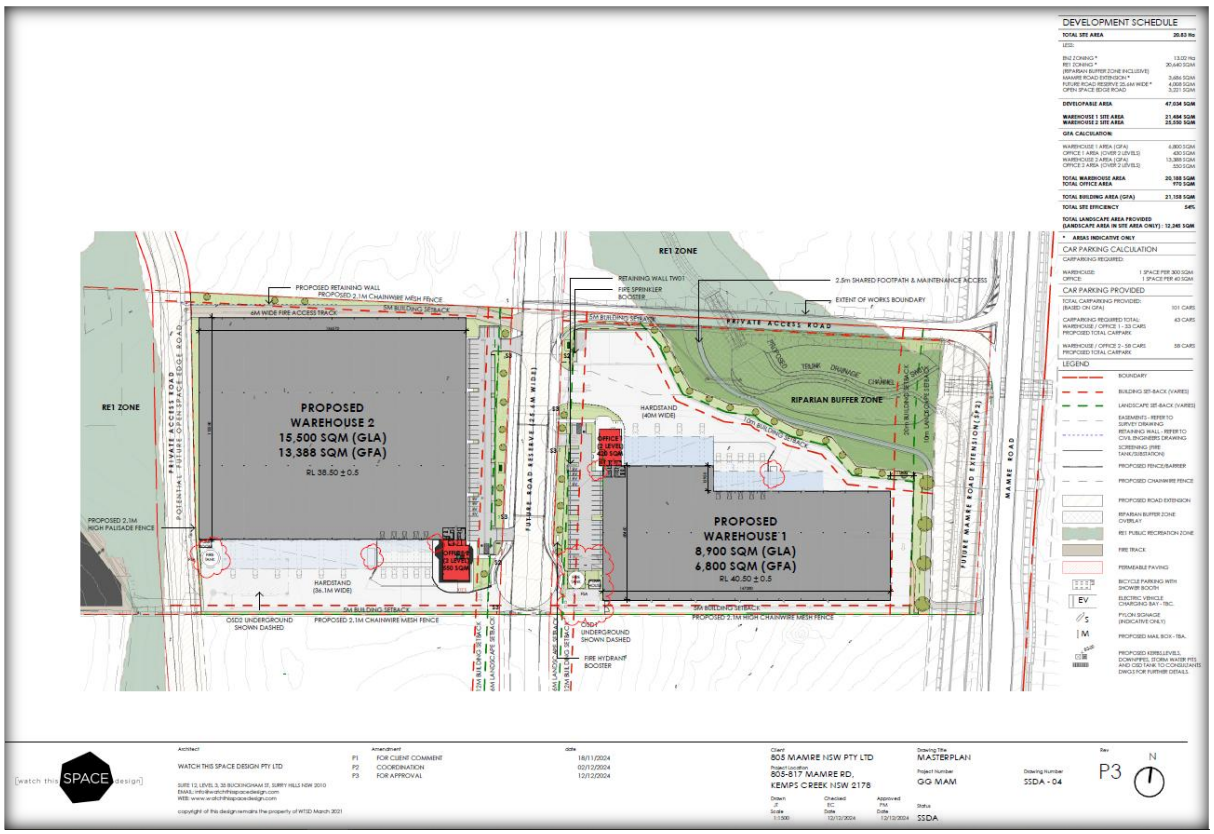
1.4 Site Overview

The sites key elements include:

- Subdivision of Lot 26 DP 258414 into seven (7) lots, comprising the following:
  - Proposed Lot 2 and Proposed Lot 3 for warehouse and distribution development and on-site detention/drainage channels;
  - Proposed Lot 4 to contain the RE1 Riparian Corridor adjacent to Mamre Road and the balance of the RE1 Public Recreation land in the west of the site;
  - Proposed Lot 6 for the internal Collector Industrial Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 7 for a future Open Space Edge Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 5 for the future road widening of Mamre Road; and
  - Proposed Lot 1 residual lot to the west of the site containing the ENZ Environment and Recreation zoned land.
- Staged site preparation works comprising:
  - Demolition of all existing infrastructure on Lot 26 in DP258414;
  - Clearing of existing vegetation on the proposed development areas;
  - Bulk earthworks including ‘cut and fill’ to create flat development platforms for the proposed buildings, and topsoiling, grassing and site stabilisation works;
  - Re-establishment of the riparian corridor.
- Connection to required site utility infrastructure;
- Integrated water cycle management infrastructure;
- Staged road construction including:
  - interim connection to Mamre Road via a private access road shared between both 805-817 and part 799-803 Mamre Road lots with a Right of Carriageway; and
  - construction of the internal Collector Industrial Road.
- Staged construction and use of a warehouse (Warehouse 1) within proposed Lot 1 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage; and
  - hours of operation of 24 hours a day, 7 days a week; and
- Staged construction and use of a warehouse (Warehouse 2) within proposed Lot 2 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage: and
  - hours of operation of 24 hours a day, 7 days a week.

Both warehouses will form part of a single integrated business operation, refer to **Figure 3**.

Figure 3: Masterplan (Watch this Space Design - December 2024)



1.5 Western Sydney International (Nancy-Bird Walton) Airport

The WSIA is a new airport currently under construction and due to begin operations in 2026. This new infrastructure will provide critical support to aid the estimated increase in demand of aviation for Sydney over the next 20 years, with current predictions estimating this demand to double over this period.

WSIA will cater both domestic and international passengers and is expected to accommodate approximately 82 million passengers annually by 2063, along with freight services. It will be curfew free and operate 24/7, due to planning that has ensured a 10km buffer between the airport and future suburban areas.

1.6 Wildlife Issues

Wildlife aircraft striking, in particular bats and birds, are the most common aviation occurrence reported to the Australia Transport Safety Bureau (ATSB). Bird strike is defined as any occurrence of a bird or bat colliding with an aircraft and can cause significant damage to aircraft and in catastrophic cases crashes resulting in casualties. Take-off and landing are considered the most likely time for a bird strike to occur. Issues with land-based animals are rare and have a low risk due to mitigation measures already implemented such as security fencing.

1.7 Project Contact Details

Table 2 lists the key contacts during construction.

Table 2: Construction Contact Details

Overarching Site Contacts		
Role	**Name**	**Contact Details**
Superintendent (Gibb Group)	TBC	TBC
Environmental Representative (ER)	Richard Peterson	0429 227 775
Civil Contractor (WEM) Estate Works		
Role	**Name**	**Contact Details**
Project Manager	Tony Laba	
Site Manager	Steve Style	
Construction Manager	Craig Hardy	
Civil Contractor (Qanstruct) Estate Works		
Role	**Name**	**Contact Details**
Project Manager	Joshula Carlson	
Site Manager	TBC	
Construction Manager	TBC	

1.8 Preparation

This WHAMP has been prepared by SLR. SLR provides global environmental and advisory solutions from network of offices in Asia-Pacific, Europe, North America, and Africa. Author qualifications are listed in **Table 3** below:

Table 3: Author Qualifications

Name, Role and Division	Qualifications	Experience
Stephen Shoesmith Principal Consultant – Environmental Management, Permitting & Compliance	• Master of Environmental Management, University of Bath (2016). • Bachelor of Environmental Science (Management), University of Newcastle (2007).	Stephen Shoesmith is a Principal Environmental Consultant in the SLR Environmental Assessment & Management (EA&M) team and has over fifteen years of experience in environmental management and compliance (mining) and resource and energy regulation (assessments, post approvals, and policy). Stephen has significant experience in project management, environmental impact assessment of State Significant projects. Stephen has worked as a regulator with the Department of Planning and Environment (DPE) (now Department of Planning, Housing and Infrastructure (DPHI)), which provided him with an insight into agency expectations. Working as a regulator gave Stephen an excellent understanding of the assessment and post approvals processes State Significant projects.
Sean Wilson Principal Consultant – Environmental	Master of Urban Planning and Environment	Sean has over 27 years of Town Planning experience and has been working at SLR Consulting since April 2022. Sean has worked on various projects Australia wide including large renewable energy projects for wind

Name, Role and Division	Qualifications	Experience
Management, Permitting & Compliance		and Hydrogen within Victoria and Western Australia including project managing and authoring traffic light and desktop assessments for offshore wind farms in the Gippsland region. Sean has also worked on infrastructure projects for APA, Telstra, North East Link (NELP) & Client assessing planning, environment and heritage risks, Planning Scheme Amendments, CEMP's and obtaining approvals where required for infrastructure works Australia wide. From 2016 to March 2022, Sean worked for Telstra performing land access, heritage, and environment assessments acting as a Lead Co-ordinator and Manager. His role included obtaining permits, licenses, and consents for the NBN project and subsequently for InfraCo Fixed (Telstra) works. At Telstra, Sean has managed or performed roles including writing, reviewing and managing town planning assessment reports for telecommunications works in all States and Territories. He has also applied, managed, and supervised numerous permit applications including Indigenous, ecological, heritage permits, consents, and licences Australia wide
Louis Fleming Senior Consultant - Environmental Management, Permitting & Compliance	Master of Environmental Risk Assessment and Remediation Bachelor of Environmental Science and Management	Louis is a Senior Consultant with over 6 years of industry experience in the Environmental Assessment & Management teams, with demonstrated expertise in environmental management, compliance, risk assessment, and stakeholder engagement. He has significant site experience in environmental management, compliance, and community/stakeholder engagement. Louis is proficient in remediation and risk assessment through postgraduate work. Currently, he specialises in environmental consulting for post-approvals and compliance, working on a variety of projects across Australia. His skills include project management, contractor management, data management, report writing, and auditing. Louis excels in developing and implementing CEMPs, OEMPs, EMPs, PIRMPs, and a variety of other projects.

2.0 Project Specific Environmental Assessment

2.1 Biodiversity Assessment

The majority of the subject site is located on land that has been Biodiversity Certified under the Cumberland Plain Conservation Plan (CPCP). As such, no further assessment of biodiversity impacts is required for these areas. However, development on urban capable land must demonstrate consistency with the CPCP Mitigation Measures Guidelines. The proposed development has been reviewed against these guidelines and found to be consistent, noting that most of the prescribed measures are not applicable to the site.

A portion of the site, approximately 3,737 m², falls outside the CPCP biodiversity certified area and is associated with the proposed widening of Mamre Road. This area was previously addressed through a Biodiversity Development Assessment Report (BDAR) waiver issued in July 2022 and reaffirmed in a subsequent waiver submission in January 2023. These waivers provide sufficient justification that no additional biodiversity assessment is required for this section of the site.

2.2 Watercourse Assessment

A second-order Strahler stream within the north-eastern corner of the site, forming part of the riparian corridor was identified. This watercourse is an unnamed tributary of South Creek and is mapped as a first-order hydro line that flows in an east-to-west direction before passing beneath Mamre Road and entering the subject site, Subsequent investigation as detailed in the Ecologique Watercourse and Biodiversity Assessment (2023) found the watercourse was not as mapped and confirmed the watercourse had been realigned for the Aspect Industrial Estate (SSD 10488). Ecologique's report proposes to create a Riparian buffer area as shown in **Figure 5** below and accommodating the future road widening requirements of Mamre Road. This results in a 20m riparian buffer zone either side of a 3.75m channel width in the North East corner of the site as shown in **Figure 4** and **Figure 5.**

Figure 4: Amended watercourse route for Mamre Road Widening (Ecologique 2023)

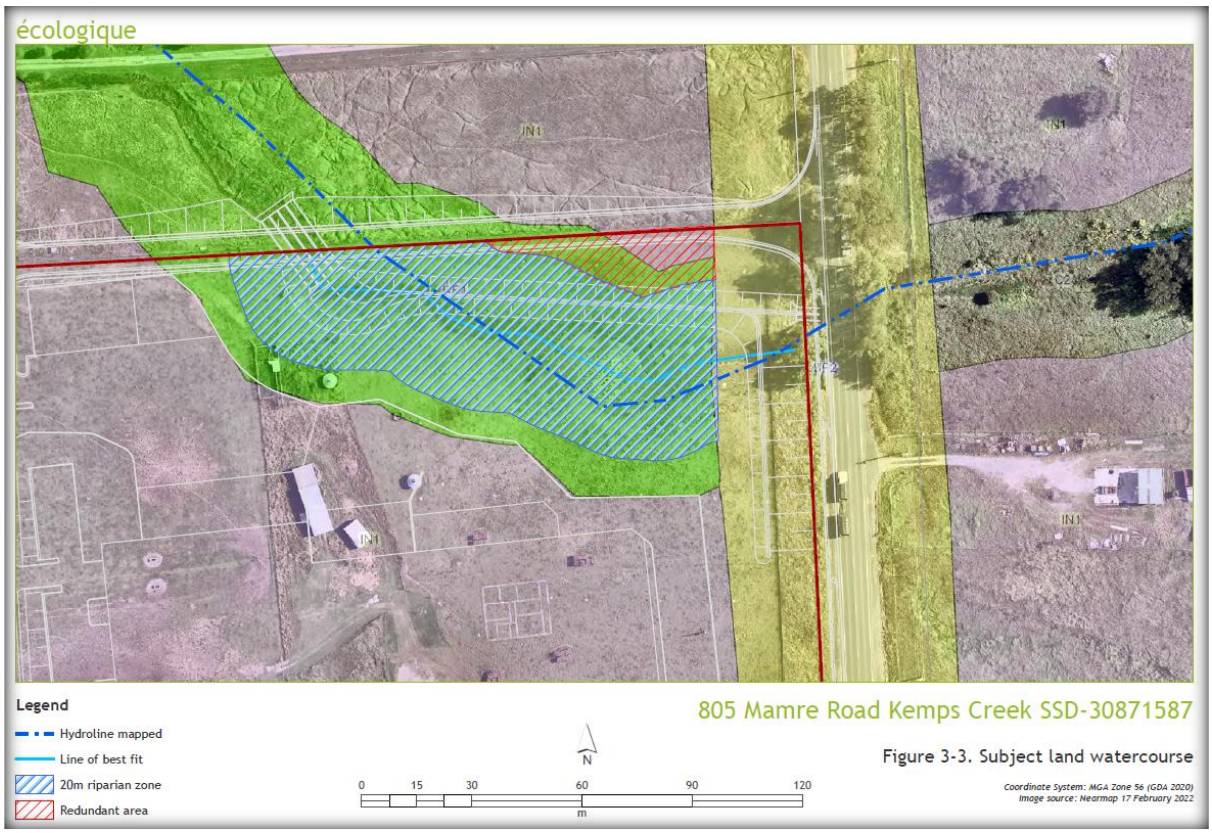
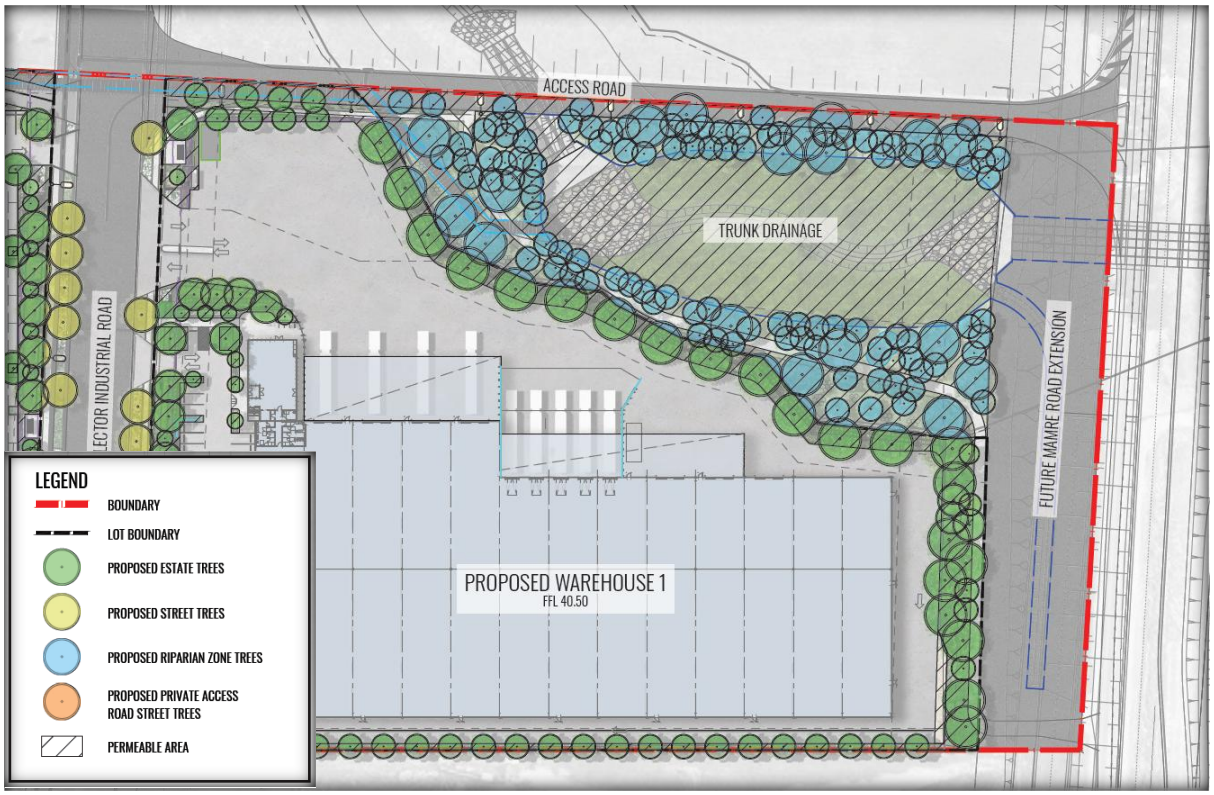


Figure 5: Landscape Masterplan (Riparian Buffer Area Section) (Geoscapes LDA-01A, 2025)



2.3 Biodiversity Values

The Watercourse and Biodiversity Assessment (WBA) (Ecologique 2023) concluded that the proposed development is situated largely on land certified as 'urban capable' under the Cumberland Plain Conservation Plan (CPCP), with limited ecological value due to a long history of agricultural use. Vegetation communities within the site are highly modified and lack native structure, with no threatened ecological communities or habitat features present. Habitat assessments confirmed that no threatened flora or fauna species are known or expected to occur on the site, and the area does not serve as a movement corridor or habitat refuge for listed species, refer to **Table 4** below for the detailed Habitat Assessment as per the WBA. The proposed realignment and restoration of the riparian corridor will result in net ecological benefit through revegetation with native riparian species and improved water quality outcomes. Overall, the proposal is consistent with CPCP Mitigation Measures Guidelines, and no significant impacts on vegetation communities or threatened species are anticipated, with appropriate management and mitigation in place.

Table 4: Habitat Summary Table

Scientific Name	Common Name	BC Act	EPBC Act	Habitat Assessment
Artamus cyanopterus cyanopterus	Dusky Woodswallow	V	–	Habitat absent
Glossopsitta pusilla	Little Lorikeet	V	–	Habitat absent
Haliaeetus leucogaster	White-bellied Sea-Eagle	V	–	Habitat absent
Hieraaetus morphnoides	Little Eagle	V	–	Habitat absent.
Ixobrychus flavicollis	Black Bittern	V	–	Habitat absent.
Lathamus discolor	Swift Parrot	E	–	Habitat absent: Present when Eucalyptus flowering is profuse; not recorded in area.
Ninox strenua	Powerful Owl	V	–	Habitat absent
Petroica boodang	Scarlet Robin	V	–	Habitat absent
Rostratula australis	Australian Painted Snipe	E	E	Habitat absent
Stagonopleura guttata	Diamond Firetail	V	–	Habitat absent
Stictonetta naevosa	Freckled Duck	V	–	Habitat absent
Mammalia				
Falsistrellus tasmaniensis	Eastern False Pipistrelle	V	–	Habitat absent
Micronomus norfolkensis	Eastern Coastal Free-tailed Bat	V	–	Habitat absent.
Miniopterus australis	Little Bent-winged Bat	V	–	Habitat absent
Miniopterus orianae oceanensis	Large Bent-winged Bat	V	–	Habitat absent
Myotis macropus	Southern Myotis	V	–	Habitat absent
Pteropus poliocephalus	Grey-headed Flying-fox	V	V	Habitat absent
Saccolaimus flaviventris	Yellow-bellied Sheathtail-bat	V	–	Habitat absent
Scoteanax rueppellii	Greater Broad-nosed Bat	V	–	Habitat absent

Scientific Name	Common Name	BC Act	EPBC Act	Habitat Assessment
Migratory Birds				
Apus pacificus	Fork-tailed Swift	–	Mi	Habitat absent
Calidris acuminata	Sharp-tailed Sandpiper	–	Mi	Habitat absent
Gallinago hardwickii	Latham's Snipe	–	Mi	Habitat absent
Pluvialis squatarola	Grey Plover	V	Mi	Habitat absent
Tringa nebularia	Common Greenshank	–	Mi	Habitat absent

3.0 Planning Assessment

3.1 Overview

The planning and regulatory framework guiding this Wildlife Hazard Assessment Management Plan (WHAMP) has been developed with reference to international standards, national regulations, and local planning instruments that relate specifically to development in proximity to WSIA.

The applicable framework addresses the need to manage risks associated with wildlife–aircraft interactions by embedding aviation safeguarding principles into development assessment and design.

3.2 International and National Guidance

Australia's approach to wildlife hazard management is aligned with internationally recognised aviation safety standards. Under ICAO Annex 14, member states are required to implement measures for wildlife strike reporting, wildlife hazard assessment, data collection, and land-use controls around airports. Additional guidance is provided in ICAO's Airport Services Manual Part 3 – Wildlife Control and Reduction, which outlines global best practice for minimising wildlife hazards to aviation.

Nationally, wildlife hazard management is governed by the Civil Aviation Safety Regulations 1998 (CASR) Part 139 – Aerodromes, which establish the statutory framework for aviation safety on and around aerodromes in Australia. Operational requirements are detailed in the Civil Aviation Safety Authority (CASA) Manual of Standards (MOS) Part 139 – Aerodromes, specifically Chapter 9 (Wildlife Hazard Management). These provisions outline expectations for wildlife hazard identification, risk assessment, record keeping, monitoring, mitigation responses, and training. Further practical guidance is provided in Advisory Circular AC 139.C-16(1.0), which supports the preparation of Wildlife Hazard Management Plans and implementation of appropriate control measures.

The National Airports Safeguarding Framework (NASF) – Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports complements these regulatory instruments by promoting compatible land uses near airports and guiding proponents and planning authorities in minimising wildlife attractants within designated wildlife buffer zones. NASF Guideline C informs the Western Sydney Aerotropolis Aviation Wildlife Safeguarding Framework, which operationalises these principles for development within the Western Sydney International (Nancy-Bird Walton) Airport (WSIA) environment.

3.3 NSW Planning Framework

The WSIA and surrounding Aerotropolis precinct are governed by a comprehensive planning framework aimed at safeguarding airport operations while balancing development objectives. The following State-based planning instruments and guidelines are directly relevant to wildlife hazard management for developments within the WSA 13 km wildlife buffer zone.

3.3.1 Aviation Safeguarding Guidelines (Aerotropolis)

The Aviation Safeguarding Guidelines for the Western Sydney Aerotropolis and Surrounding Areas were developed by the NSW Government in collaboration with the Commonwealth Department of Infrastructure and WSIA. These guidelines assist proponents and planning authorities in assessing aviation safeguarding risks during development planning and approval processes.

Chapter 4 of the Guidelines, Managing the Risk of Wildlife in the Vicinity of Airports, specifically addresses wildlife hazard risks. Key provisions include:

- Prohibition of certain land uses within the 3 km wildlife buffer zone;
- Referral requirements for developments within the 13 km buffer that include potential wildlife-attracting features (e.g., waterbodies, waste storage);
- Requirements for Wildlife Hazard Assessments and Management Plans;
- Guidance on landscaping species selection and waste management to reduce wildlife attraction.

These provisions inform the design and implementation of wildlife management measures included in this WHAMP.

3.3.2 State Environmental Planning Policy (Precincts – Western Sydney Parkland) 2021

Clause 4.19 of the SEPP (Precincts – Western Sydney Parkland City) 2021 outlines specific controls for 'relevant development' within 13 km of WSA. These controls are designed to prevent land uses or design outcomes that may increase the risk of wildlife strikes.

The clause stipulates that development consent for relevant proposals (e.g., water storage, waste facilities, agriculture) must only be granted where:

- The Commonwealth aviation authority has been consulted;
- A written wildlife hazard risk assessment has been provided;
- The consent authority is satisfied that the risk to airport operations is appropriately mitigated.

3.3.3 Mamre Road Precinct Development Control Plan 2021

Section 2.11 of the Mamre Road Precinct DCP establishes controls to reduce wildlife attraction for developments within this precinct that sits approximately 4km north-east from the WSIA. Key performance outcomes and benchmark solutions include:

- Development must not attract wildlife which would create a safety hazard in the operations of the Airport.
- All waste bins are to be designed and installed with fixed lids.
- Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes.
- Any stormwater detention within the 8km wildlife buffer is to be designed to fully drain within 48 hours after a rainfall event.

3.3.4 Aerotropolis Precinct Plan

The Western Sydney Aerotropolis Precinct Plan (May 2023) sets out high-level land use and infrastructure principles to guide development within the Parkland City. While not prescriptive on wildlife hazard issues, the plan encourages landscape-led development and restoration of ecological corridors. This includes:

- Riparian rehabilitation;
- Blue–green infrastructure integration;
- Urban cooling and canopy cover targets;
- Biodiversity corridor protection.

These objectives support broader habitat creation and vegetation outcomes but may conflict with aviation safeguarding goals if not managed appropriately. This WHAMP addresses those potential conflicts by incorporating mitigation measures that align with both ecological and aviation safety objectives.

3.3.5 Western Sydney Aerotropolis Development Control Plan 2022 (Phase 2)

Section 2.10.3 of the Aerotropolis DCP Phase 2 additionally, establishes design controls to reduce wildlife attraction to developments within the 13 km buffer, particularly within the 3 km high-risk zone. Key performance outcomes and benchmark solutions include:

- Use of enclosed waste bins and enclosures inaccessible to birds and flying foxes;
- Stormwater basins designed to fully drain within 48 hours of rainfall;
- Avoidance of landscape designs that encourage roosting or congregation;
- Use of low-risk species listed in Appendix B of the DCP;
- Restrictions on tree grouping and density near WSA;
- Ecological reporting requirements for deviations from prescribed planting standards.

Landscaping within the subject site complies with the relevant species lists and density limitations. Where any alternative species or arrangements are proposed, this WHAMP provides supporting ecological justification to satisfy DCP requirements.

3.3.6 Western Sydney Airport Wildlife Buffer Guidance

In addition to the statutory planning instruments above, development within the Western Sydney International (Nancy-Bird Walton) Airport (WSIA) 13-kilometre wildlife buffer is also guided by airport-specific safeguarding documents published by the Commonwealth airport operator and the NSW Government. These documents provide practical direction for minimising wildlife attraction and ensuring compatibility with aviation safety requirements.

3.3.7 Western Sydney Airport Developer Guidelines for Land Uses within the 13 Kilometre Wildlife Buffer (WSA, 2024)

These guidelines outline WSIA's expectations for development occurring within the 13 km wildlife buffer, with particular emphasis on:

- limiting off-airport land uses that present high wildlife-attracting characteristics (e.g., waterbodies, food waste, composting, certain agricultural uses);
- ensuring water management systems avoid standing water and drain rapidly after rainfall;
- designing waste handling areas, enclosures and bins to prevent access by birds and flying foxes;

- landscaping and vegetation controls that avoid species known to attract hazardous wildlife;
- incident reporting pathways and consultation requirements with WSIA where elevated wildlife activity is observed.

The principles and constraints identified in the WSA Developer Guidelines directly inform the passive mitigation and monitoring measures outlined in Sections 6 and 7 of this WHAMP.

3.3.8 Department of Planning, Housing and Infrastructure (DPHI) Aviation Safeguarding Guideline v2 (2023)

This guideline provides the NSW Government's framework for assessing aviation safeguarding risks associated with development around airports, including WSIA. It complements the SEPP and DCP requirements by:

- providing detailed assessment criteria to identify potential wildlife attractants;
- establishing referral pathways and consultation triggers for developments located within the WSIA 13 km wildlife buffer;
- specifying when a Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHAMP) must be prepared;
- recommending design principles for stormwater, waste, earthworks and landscaping to ensure development is compatible with safe airport operations.

This WHAMP has been prepared to reflect the assessment criteria and mitigation principles within the DPHI Aviation Safeguarding Guideline, ensuring alignment with the expectations of both the consent authority and WSIA as the safeguarded aerodrome operator.

Together, the WSA Developer Guidelines and the DPHI Aviation Safeguarding Guideline form an essential part of the WSIA safeguarding framework. These documents ensure that off-airport development reduces the potential for wildlife attraction and maintains compatibility with aviation safety objectives within the WSIA operational environment.

4.0 Wildlife Hazard Risk Assessment

4.1 Risk Assessment Approach

This wildlife hazard risk assessment has been undertaken to evaluate the potential for bird and bat species to pose a hazard to aircraft operating at WSIA. The assessment considers the location of the Gibb Group site at 805–817 Mamre Road, Kemps Creek approximately 5.5 km from the WSIA runway and the inclusion of landscape features that could support wildlife activity, including stormwater detention infrastructure, a riparian corridor, and on-lot vegetation.

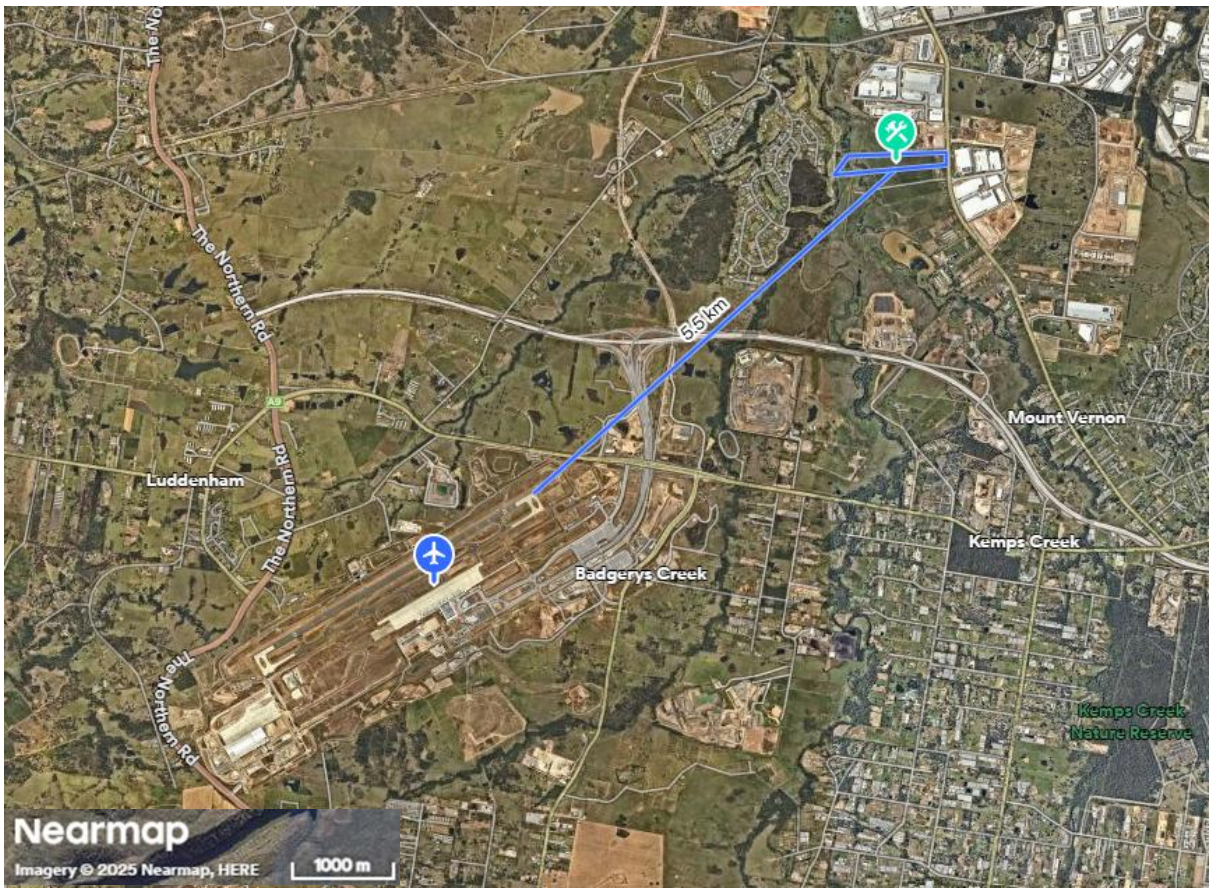
This assessment was completed as a desktop analysis, consistent with the requirements of the WSA Developer Guidelines for Land Uses within the 13 km Wildlife Buffer and the DPHI Aviation Safeguarding Guideline v2 (2023), both of which allow desktop studies where sufficient regional ecological data, precinct-wide assessments and approved technical studies already exist. Desktop review is an accepted and commonly applied method for WHA/WHAMP preparation within the WSIA buffer, and field surveys are not mandatory unless specifically requested by the relevant authority.

The methodology aligns with the principles of the *National Airports Safeguarding Framework – Guideline C* and the *Western Sydney Aerotropolis Aviation Wildlife Safeguarding Framework (AAWSF)*, both of which classify land uses by their potential to attract hazardous wildlife within buffer zones around airports.

The assessment process included:

- Identification of site habitat types and attractant features;
- Guild-based analysis of species with known regional presence;
- Evaluation of land use features against wildlife attraction risk;
- Assignment of risk rankings based on strike data, behaviour, and site context with adjustments to likelihood scores based on the site's approximate 5.4 km distance from the WSIA runway refer **Figure 6.**

Figure 6: Site Distance from WSIA



4.2 Habitat Context and Key Features

The development site includes the following elements:

- A stormwater detention basin located centrally within the site;
- A retained and revegetated RE1-zoned riparian corridor along Mamre Road;
- On-lot landscaping and street trees, selected from the low-attractant species list in the Aerotropolis DCP Appendix B;
- Large-format warehouse buildings and associated hardstand, with limited habitat value.

While the site has been historically cleared and modified, some grassed areas and aquatic elements may provide occasional foraging habitat for species such as waterbirds, ibis, and flying-foxes if not appropriately managed.

4.3 Species of Interest

Based on regional records and habitat availability, several species have been identified as potentially occurring within or near the site. Risk levels have been conservatively assessed to reflect the site's location outside the WSIA's high-risk 3 km buffer.

Table 5: Species of Interest

Species/Group	Risk Level	Justification
Grey-headed Flying-fox	High	No known camp; potential for foraging in riparian zone; lowered due to distance.
Australian White Ibis	High	Common in urban areas; strike history; moderated from Extreme due to site context.
Pacific Black Duck, Wood Duck	Medium	Use open water; occasional visitors to stormwater features; no permanent habitat.
Masked Lapwing	Medium	Known to inhabit cleared areas; present in open grass and construction zones.
Silver Gull	Medium	Generalist species linked to waste and water; reduced likelihood at 5.4 km.
Galah, Long-billed Corella	Low–Medium	Common in urban margins; likely to occur in small numbers only.
Eastern Barn Owl	Low	Possible but infrequent; nocturnal species with limited interface risk.

No threatened species habitat was identified within the site. Vegetation is largely managed and modified, offering low structural diversity or foraging complexity.

4.4 Risk Summary by Landscape Element

The following table provides an overview of the wildlife attraction risk by landscape feature, taking into account the site's distance from WSIA and relevant management measures.

Table 6: Landscape element risk summary

Landscape Element	Attraction Risk	Management Action
Stormwater Detention Basin	Moderate	Incorporate design features to discourage roosting/wading; monitor regularly.
Riparian Corridor (RE1 zone)	Moderate	Use low-attractant species; manage canopy density; seasonal monitoring.
On-lot Landscaping	Low–Moderate	Follow approved planting list; avoid fruiting species; maintain visibility.
Warehouse Structures and Hardstand	Low	Monitor for roosting or nesting in built structures.

While the site contains elements that may support low to moderate wildlife activity, the overall risk is mitigated by its location beyond the 3 km high-risk buffer. With appropriate design and management controls in place, residual risk is considered manageable.

4.5 Application of Risk Matrix

Species risk ratings have been determined using a modified risk matrix based on AAWSF and CASA guidance. Each species or guild was scored for:

- Likelihood – Based on habitat availability and site distance from WSIA;
- Consequence – Based on body size, flight behaviour, and known strike history.

Likelihood scores have been assessed against the site's location in the moderate buffer distance. Final ratings inform management priorities. Refer to **Section 6.0** for corresponding management and monitoring strategies.

5.0 Implementation

This WHAMP must be implemented for the duration of both the construction and operational phases of the development, consistent with Condition B82 of SSD-30871587

5.1 Roles and Responsibilities

Table 7: Personnel Responsible for Environmental Management

Role	Responsibilities
Superintendent (Gibb Group)	• Overall responsibility for compliance with approval requirements. • Liaise with the Principal Contractor to keep them informed of the project's progress. • Overall Responsibility for compliance with approval requirements.
Contractor's Project Manager	• Environmental reporting associated with the development. • Ensure the legislative and corporate safety, health and environmental management measures and controls are implemented and maintained. • Record, notify, investigate and respond to any environmental incidents and, where necessary, develop and implement corrective actions. • Compliance with approval requirements. • Liaise with the Proponent to keep them informed of the project's progress. • Consult and engage with any subcontractors or interfacing contractors regarding the environmental management of the site. • Lead and manage community involvement activities, including liaison with property owners and key stakeholders. • Lead the delivery of communication and community engagement strategies and plans. • Facilitate meetings, forums and arranging interviews to address concerns from community. • Provide advice and participate with the project teams to improve and enhance the delivery of communication services to the community. • Build and maintain collaborative and consultative working relationships with internal and external stakeholders. • Be available for contact by local residents, key stakeholders and community representatives to answer queries and provide more information or feedback.
Contractor's Site Manager	• All the responsibilities attributed to the Construction Contractor throughout this WHAMP. • Environmental reporting responsibility associated with the development. • Ensuring that the appropriate management response and handling procedures are instigated and carried through in the event of an incident and/or non-compliance. • Regularly monitor the implementation of the WHAMP to ensure implementation is being carried out in accordance with the document and the terms of this consent. • Provide adequate environmental inductions/training to employees and contractors regarding their requirements under this WHAMP. • Participate in risk and hazard identification and control. • Participate in incident investigations and management. • Participate in health and safety inspections. • Be the primary daily contact to the public handling of enquiries / complaints management / interface issues. • Maintain the complaints register and make available the complaints register to the Contractors Project Manager on a daily basis.

Role	Responsibilities
	• Be available for contact by local residents and the community at all reasonable times to answer any questions. • Liaise with property owners to co-ordinate access and to deal with specific property related issues arising from the upgrade works.
All employees, contractors and subcontractors	• Ensure familiarity, implementation and compliance with this WHAMP and appended management plans. • Support the Proponent's commitment to sustainability, environmental management and compliance. • Work in a manner that will not harm the environment or impact on surrounding receptors. • Report all environmental incidents, non-compliances and complaints to the Project Manager without delay. • Immediately notify the Contractor's Project Manager of any hazard or potential hazard that may result in an incident and/or non-compliance, regardless of the nature or scale. • Take immediate action (where it is safe to do so) to prevent, stop, contain and/or minimise any adverse impact associated with an incident and/or non-compliance. • Report any inappropriate construction practices and/or environmental management practices to the Project Manager without delay.

5.2 Induction and training

It is the responsibility of all staff to be aware of the potential wildlife hazards on site, and the contents of this WHAMP. This extends to all contractors, Project and Site Managers, to ensure they are fully aware of the level of wildlife risk on site, and must have completed an induction that includes but is not limited to the following:

- Roles and responsibilities
- Passive, trigger and monitoring actions
- Highest risk species to consider on site
- Lower risk but high struck species to consider
- Reporting responsibilities
- Injured or struck fauna procedures

6.0 Wildlife Hazard Mitigation Management Actions

Wildlife risk management for the site is guided by three-tiered structures:

1. Passive Management Measures: Proactive habitat and waste control to reduce site attractiveness to high-risk species.
2. Trigger-Based Actions: Predefined responses to observed wildlife activity that may elevate risk.
3. Monitoring Program: Routine and event-based surveys to track wildlife activity, identify trends, and inform adaptive management.

These measures have been developed based on the findings of the site-specific Wildlife Hazard Assessment, comparable assessments for similar developments, and current best practice. They are consistent with the planning context outlined in this WHAMP, including the provisions of the Mamre Road Precinct DCP and other planning frameworks such as the Western Sydney Aerotropolis DCP Phase 2 and broader airport safeguarding frameworks.

6.1 Passive Mitigation Management Measures

Routine measures to reduce wildlife attraction include:

- Vegetation and grass control: Regular mowing to limit cover and foraging opportunities.
- Fruit and flower waste removal: Timely clearing of fallen fruit to deter frugivorous species.
- Waste Containment: Use of lidded bins and off-site disposal to minimise scavenger access (e.g., ibis).
- All bulk waste receptacles and communal waste storage areas will be fully contained within an enclosure that prevents access by birds and flying-foxes, in accordance with Wildlife Hazard Requirement No. 9 of the Mamre Road Precinct DCP 2021 (Section 2.11, Controls 8–9)
- The approved architectural plan (Appendix A) identifies a dedicated “Bin Area” located beneath the warehouse awnings and within the secured operational hardstand zone. This enclosed location ensures that waste cannot be accessed by wildlife and complies with airport safeguarding requirements.
- All waste bins within this area will remain fitted with fixed lids and kept closed when not in use. No waste is to be stored outside the enclosed Bin Area at any time. Housekeeping procedures will ensure waste is promptly removed, and no loose packaging, materials or debris accumulate that may attract scavenging wildlife.
- In accordance with Condition B89 of the development consent, all waste must be secured and maintained within designated waste-storage areas at all times. Waste must not leave the site or be dispersed onto neighbouring public or private properties.
- External bins used on-site must be provided with fixed lids to prevent wildlife attraction, consistent with Condition B89. Routine inspections will confirm bin lids remain closed and the waste-storage enclosure remains secure and free of loose waste.
- Litter and housekeeping: Routine removal of litter, food scraps and debris from outdoor areas to minimise scavenger species attraction.

- Stormwater and water management: Detention systems and surface drainage designed and maintained to prevent standing water and to fully drain within 48 hours after rainfall, consistent with WSIA safeguarding requirements.
- Roof cavity inspections: Periodic checks for nests and roosts, with exclusion devices installed where required.

These actions are to be undertaken in line with maintenance schedules and reviewed during regular inspections.

6.2 Trigger-Based Actions

Specific triggers-such as the presence of large numbers of high-risk species (e.g. flying-foxes, ibises, ducks), colony formation, or breeding events – require immediate escalation. Actions may include:

- Engagement of a qualified ecologist.
- Detailed species observation and reporting.
- Targeted deterrents or exclusion measures (e.g. netting, habitat modification).
- Consultation with NSW DCCEEW and WSIA where required.
- Rectification of contributing hazards (e.g. clearing standing water, repairing waste enclosures, or removing attractants).

All responses are documented and submitted as part of ongoing reporting.

7.0 Monitoring and Reporting

7.1 Monitoring Program

A structured monitoring regime is recommended to be implemented by the Project Manager to evaluate wildlife usage of proposed habitat features, including:

- Street trees and landscaping: Diurnal bird surveys and seasonal checks for roosting or foraging activity.
- Riparian corridors and stormwater infrastructure: Pre- and post-construction surveys to assess habitat establishment and usage by birds and bats.
- Flying-fox and microbat presence: visual counts where applicable.
- Waste Storage Enclosures: Regular inspections of the enclosed Bin Area, as identified on the approved architectural plans (Appendix A), to verify that waste is contained within the enclosure, fixed-lid bins are securely closed, and no loose waste or packaging is present that could attract wildlife
- Confirmation that the waste enclosure remains secured and inaccessible to birds and flying-foxes, consistent with the requirements of the Mamre Road Precinct DCP 2021 (Section 2.11, Controls 8–9).
- Monitoring to confirm compliance with Condition B89 of the development consent, ensuring waste remains secured within designated waste-storage areas, that fixed-lid bins remain closed, and that no waste has been dispersed beyond the site boundary.

Monitoring is recommended to be conducted biannually (Autumn-Winter, Spring-Summer) and designed to detect changes in risk over time. Permanent survey points are established to maintain consistency.

7.2 Reporting Requirements

7.2.1 Monitoring Reports

Monitoring outcomes will be documented in concise reports outlining species observations, site conditions, and any emerging issues requiring management attention. In alignment with the expectations of the Mamre Road Precinct DCP, these reports will be made available to WSIA upon request or where material changes in wildlife activity are identified. Where monitoring is required to be undertaken in accordance with the management plan, copies of the report are to be submitted to the airport lessee company within 28 days of completion, particularly where findings inform adaptive management actions. Monitoring reports will also document compliance with enclosed waste storage requirements, including observations of the Bin Area, enclosure integrity, bin-lid closure, and the absence of waste attractants. In accordance with Condition B89 of the development consent, monitoring reports will further confirm that waste remains secured within designated waste-storage areas, that no waste has been dispersed beyond the site boundary, and that all external bins are fitted with and operating with fixed lids to prevent wildlife attraction.

7.2.2 Annual Summary Reports

An annual report will consolidate monitoring outcomes, any trigger-based responses, and updates to site management measures. This will support trend analysis and continuous improvement and may be shared with key stakeholders including the airport operator, if requested. The annual summary will also document compliance with Condition B89 of the development consent, confirming that waste has remained secured within designated waste-storage areas, that no waste has been dispersed beyond the site boundary, and that all external bins have operated with fixed lids to prevent wildlife attraction.

7.2.3 Trigger Event Notifications

Where notable wildlife activity is observed such as the formation of a flying-fox camp or repeated waterbird presence this will be escalated to the contractors Project Ecologist for review. A brief summary of observations and responsive actions will be documented and communicated to relevant stakeholders within a reasonable timeframe, typically within 24-48 hours. Trigger notifications will also apply where waste storage practices pose a wildlife-attraction risk (e.g., waste found outside the enclosure, compromised enclosure integrity), requiring immediate rectification. In accordance with Condition B89 of the development consent, a trigger event will also be recorded where waste is not secured within designated waste storage areas, where waste has been dispersed beyond the site boundary, or where external fixed lid bins are found open or otherwise non-compliant. These events require immediate corrective action and follow up monitoring.

7.2.4 Injured or Deceased Wildlife

In the event that injured or deceased fauna are identified on site, notification will be made to the Project Manager or Site Manager and an appropriate wildlife rescue service. All handling and reporting will be undertaken in accordance with ethical procedures and the *Code of Practice for Injured, Sick and Orphaned Protected Fauna (OEH 2011)*. The following euthanasia protocol shall be implemented where native fauna encountered during construction works are assessed as being injured beyond recovery or suffering with no reasonable prospect of survival.

7.2.5 Objectives

- To ensure humane treatment of native fauna encountered during site activities.
- To reduce unnecessary suffering and distress in accordance with recognised animal welfare guidelines.
- To comply with relevant legislative and ethical responsibilities.

7.2.6 Trigger Events

Euthanasia may be considered if:

- A native animal is fatally injured during vegetation clearing, vehicle strike, excavation, or other site activities.
- An animal is found suffering from disease, heat stress, or severe injury, and rehabilitation is deemed not feasible by a qualified ecologist or veterinarian.
- Fauna is trapped or entangled in a way that causes irreparable injury.

7.2.7 Authorisation

- Only a qualified and licensed ecologist, wildlife carer, or veterinarian may assess the condition of the animal and authorise euthanasia.
- Euthanasia shall only be performed by personnel trained and authorised under NSW legislation (e.g., fauna handlers accredited by WIRES or NPWS).

7.2.8 Methods

- Euthanasia must be carried out in accordance with:
    - NSW OEH Code of Practice (2011)
    - Veterinary guidelines for the species and condition
- Acceptable methods may include:
    - Injection (barbiturate overdose) by a veterinarian
    - Cervical dislocation or blunt force trauma (only for small animals, and only where trained personnel are authorised to do so)
    - Immediate transfer to a veterinary clinic for humane dispatch

7.2.9 Documentation and Reporting

- A Fauna Incident Report must be completed and logged in the site's Environmental Incident Register as per the CEMP.
- Records must include:
    - Date, time and location
    - Species affected

- Nature of injury/condition
- Method and person conducting euthanasia
- Notification to NSW National Parks & Wildlife Service (if required)
- Notification to Western Sydney International Airport (WSIA) where the incident involves species, behaviours or circumstances that may pose an aviation safety risk (e.g. flying-foxes, large flocking birds, repeated presence of hazardous species).

- WSIA notification should occur as soon as practicable, generally within 24–48 hours of identification.
- Incident reports are to be submitted to the Environmental Manager and made available to the Department of Planning, Housing and Infrastructure (DPHI) upon request.

7.2.10 Review and Monitoring

- An annual summary report will consolidate findings from all wildlife monitoring activities undertaken during the reporting period, including any trigger-based responses and updates to management measures implemented on site. The report will evaluate observed trends in wildlife activity, assess the effectiveness of mitigation controls, and recommend adjustments to reduce ongoing attraction risks.
- The annual summary will form part of the site's Environmental Management Review and be maintained as evidence of compliance with the WHAMP. Where significant changes in wildlife patterns or habitat use are identified, a copy of the summary report may be provided to the DPHI and Western Sydney Airport upon request.
- This protocol shall be reviewed annually or following any fauna-related incident requiring euthanasia.
- Toolbox talks will reinforce appropriate fauna handling, identification of injury severity, and notification procedures as per the CEMP Section 5.3.

7.3 Performance Indicators

Key performance metrics include:

- Completion rate of scheduled surveys
- Induction and training participation
- Compliance with passive management schedules
- Compliance with enclosed waste storage requirements, including proper use of the Bin Area enclosure, closed bin lids, and absence of wildlife attractants
- Timely reporting of trigger events

Performance shortfalls may trigger a review or update of management actions and reporting tools.

8.0 Contingency Management Plan

Table 8 provides the actions to be implemented if inspections, monitoring and/or auditing indicate that the mitigation measures are not effective in managing wildlife hazards. The Contingency Plan provides a framework for managing unforeseen wildlife related impacts and their consequences. Its implementation will enable the Project team to promptly reduce ongoing impacts to levels below relevant impact assessment criteria, in accordance with Condition C1(f) of the development consent.

This table provides a high level summary of wildlife hazard contingency triggers and responses, and is to be read in conjunction with the detailed mitigation, housekeeping and monitoring programs in Sections 6 and 7 of this WHAMP. Where there is any inconsistency between this table and the development consent, the specific requirements of the development consent prevail.

Table 8 Contingency Management Plan

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
Wildlife Hazards (Birds, Flying-foxes, Waterbirds)	Trigger	Routine monitoring shows no increase in hazardous wildlife species.	Increased bird or bat activity noted; small flocks present; wildlife repeatedly attracted to site features (e.g., waste, pooling water).	Large flocks present; flying-fox camp formation; repeated waterbird congregation; wildlife behaviour posing aviation safety risk. Immediate escalation to Project Ecologist and WSIA Airport Operator required.
	Response	On-going implementation of WHAMP passive mitigation measures.	Targeted corrective actions including securing attractants, housekeeping, waste-enclosure correction, stormwater rectification, and local deterrents.	Immediate corrective actions; escalation to WSIA; urgent site-wide investigation; implementation of emergency deterrents and structural corrections.
Waste Storage Compliance (Condition B89)	Trigger	All waste secured within enclosed Bin Area; lids closed; no loose materials.	Bin lids occasionally open; minor loose waste; enclosure integrity issues requiring attention.	Significant waste escape; waste dispersed beyond site boundary; repeated lid failures; systemic waste storage failure.
	Response	Routine housekeeping and	Restore enclosure integrity, close lids, remove loose	Immediate clean-up, rectification of enclosure, root-cause

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
		inspection activities.	waste, fix procedural or staff issues.	review, escalation to Project Manager, reporting under WHAMP Section 7 if required.
Stormwater / Water Attractants	Trigger	Stormwater drains within required timeframes; no waterbirds present.	Temporary pooling observed; minor waterbird presence.	Persistent ponding; waterbird congregation indicating an attractant risk.
	Response	Routine stormwater maintenance.	Drainage maintenance, vegetation trimming, removal of attractants.	Immediate drainage correction, engineering review, escalation to Project Ecologist.
Structural Access Points (Gaps, Openings, Roof Voids)	Trigger	No openings or wildlife access detected.	Minor openings identified that require sealing.	Active nesting, roosting, or bat ingress inside buildings.
	Response	Routine inspections and maintenance.	Seal gaps, repair fencing or building edges.	Immediate sealing (subject to biodiversity laws), engage wildlife specialist, escalate to Project Ecologist, enact corrective actions.

9.0 Review

Review of the WHAMP will be undertaken by the Project Manager and Site Manager and will comprise, as a minimum, the following:

- Identification of opportunities to improve wildlife hazard mitigation and overall environmental performance;
- Analysis of any wildlife-related incidents, including those identified through routine monitoring or inspections;
- Verification of the effectiveness of mitigation measures and management responses;
- Documentation of any changes in procedures or practices resulting from adaptive management.

The WHAMP will also be reviewed and, if necessary, revised in the following circumstances:

- Where there is a material change to the site layout, landscaping, or stormwater infrastructure;
- Where monitoring identifies that mitigation measures are not effectively reducing wildlife attraction;

- In response to a trigger event, such as the establishment of a flying-fox camp or recurring presence of high-risk species;
- At the request of WSIA or another relevant authority.

In addition to the above, the WHAMP must be formally reviewed at least once every 12 months, consistent with SSD review expectations, or more frequently where required by the consent authority.

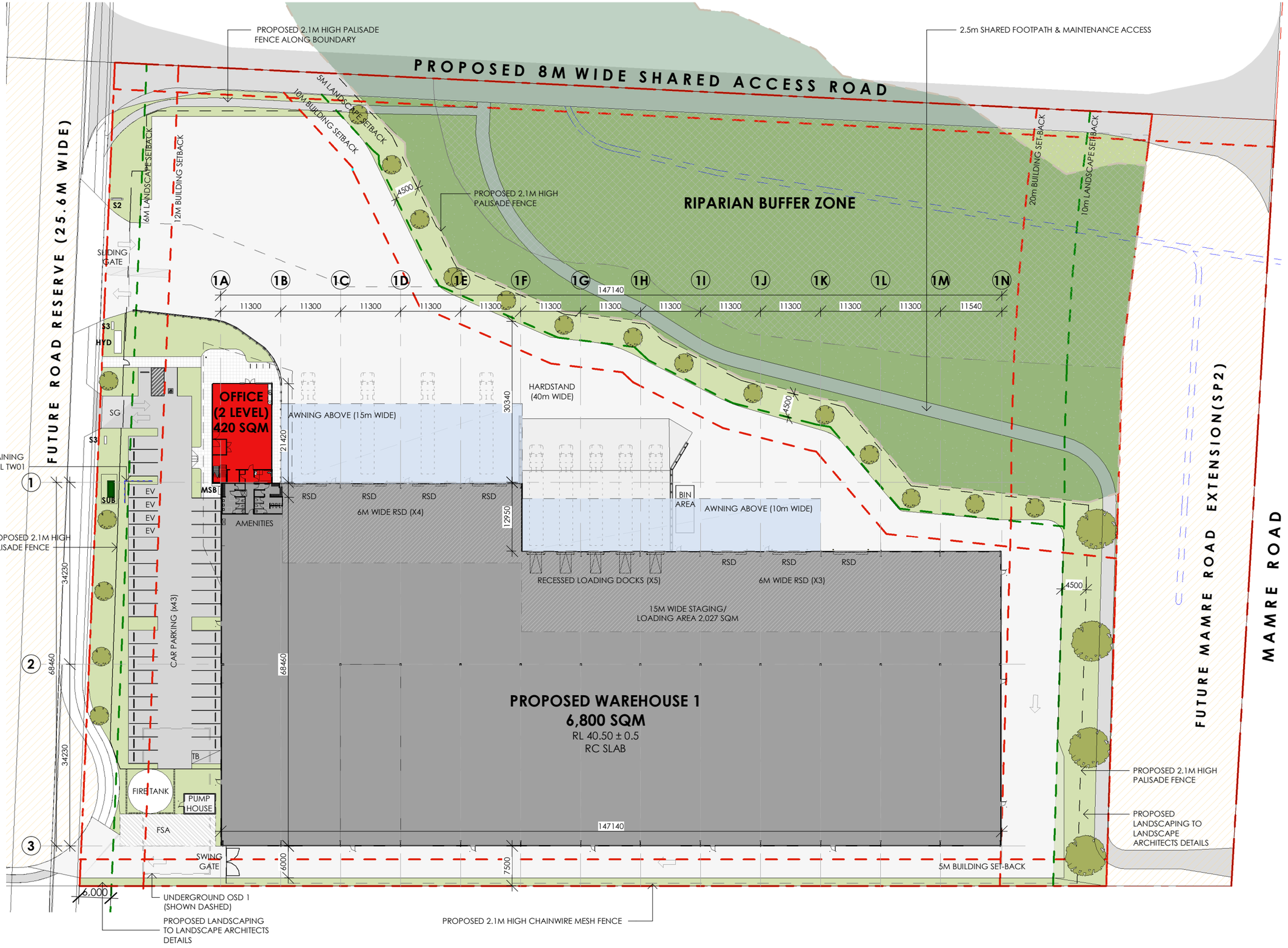
All updates will be recorded, communicated to relevant personnel and stakeholders, and integrated into site environmental management systems as required.

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Appendix A Ground Floor Plan showing Bin Area



AREA SCHEDULE GFA

SITE AREA	32,652 SQM
LESS: MAMRE ROAD EXTENSION (SP2)	3,615 SQM
RE1 PUBLIC RECREATION ZONE (RIPARIAN BUFFER ZONE INCLUSIVE)	7,553 SQM
DEVELOPABLE AREA	21,484 SQM
WAREHOUSE 2 AREA	6,800 SQM
OFFICE 2 AREA (OVER 2 LEVELS)	400 SQM
TOTAL BUILDING AREA (GFA)	**7,200 SQM**
LANDSCAPE AREA	9,914 SQM
TOTAL CARPARKING	PROVIDED 43

LEGEND

- WAREHOUSE
- OFFICE
- AWNING
- HEAVY DUTY AREA
- LIGHT DUTY AREA
- LANDSCAPING AREA
- GRAVEL / FIRE ACCESS
- UNOCCUPIED DEVELOPMENT SITE
- ESTATE ROAD
- DRAGINAGE RE-ALIGNMENT
- INSPECTION & MAINTENANCE PATH

NOTE:
CHECK EXACT LOCATION OF EXISTING SITE COMPONENT ON SITE.

LEGEND

MSB	MAIN SWITCH BOARD
HYD	HYDRANT BOOSTER
SUB	SUBSTATION
RSD	ROLLER SHUTTER DOOR
RWT	RAIN WATER TANK
XRL X.XX	EXISTING LEVEL
RL X.XX	PROPOSED LEVEL
	PROPOSED TREE AND LANDSCAPE
	STORM WATER PIT
EV	ELECTRIC VEHICLE CHARGING BAY - TBC.
	LOT BOUNDARY
	EXTENT OF WORKS BOUNDARY
	LANDSCAPE SETBACK
	BUILDING SETBACK
	PALISADE FENCE
	CHAINWIRE FENCE
	FIRE ACCESS SETBACK
	EASEMENT
	RETAINING WALL
83.00	PROPOSED KERBS,LEVELS, DOWNPIPES, STORM WATER PITS AND OSD TANK TO CONSULTANTS DWGS FOR FURTHER DETAILS.

*FIGURED DIMENSIOSN TO BE TAKEN IN PREFERENCE TO SCALING.

[watch this SPACE design]

Architect
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Amendment		date
P1	FOR CLIENT COMMENT	18/11/2024
P2	FOR APPROVAL	12/12/2024
P3	FOR COORDINATION	29/05/2025

Client
805 MAMRE NSW PTY LTD

Project Location
805-817 MAMRE RD,
KEMPS CREEK NSW 2178

Drawn JT | Checked EC | Approved PM
Scale 1:700 | Date 29/05/2025 | Date 29/05/2025

Drawing Title
WAREHOUSE 1 GROUND FLOOR PLAN

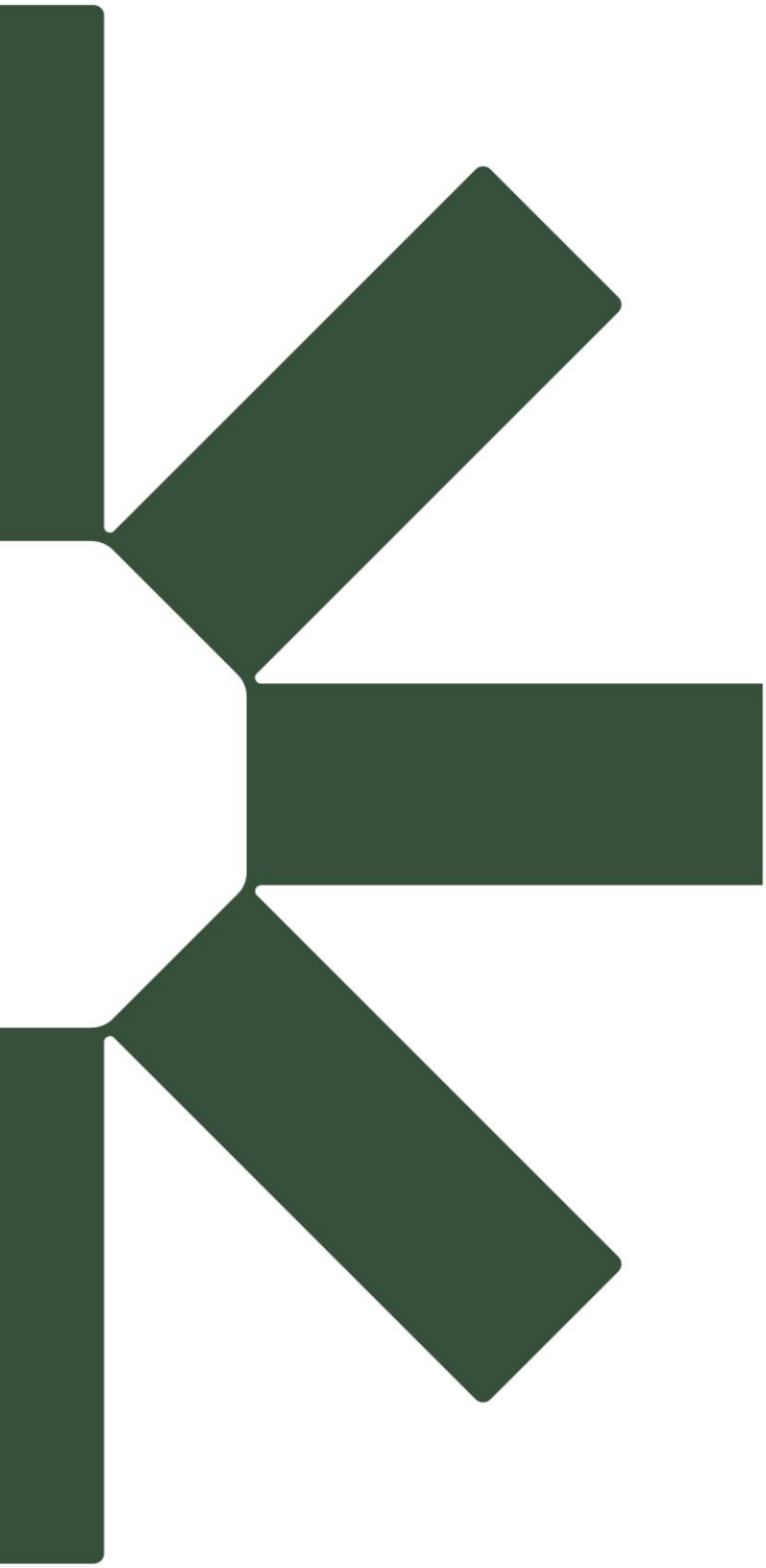
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SSDA - 10

Rev
P3

Status
SSDA

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Making Sustainability Happen

Appendix L Waste Mangement Plan

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

Land & Groundwater Consulting Pty Ltd
ABN 65 162 117 928

805 Mamre NSW Pty Ltd

Construction and Demolition Waste Management Plan
Warehouse Facility
(SSD-30871587)

805-817 Mamre Road
Kemps Creek, NSW

25 November 2025

805 Mamre NSW Pty Ltd

Construction and Demolition
Waste Management Plan
Warehouse Facility
(SSD-30871587)

805-817 Mamre Road
Kemps Creek, NSW

25 November 2025

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Preamble

The SSDA, as revised, seeks approval for the construction and operation of a warehouse and distribution centre (the Proposal) at 805-817 Mamre Road, Kemps Creek. Specifically, the development sought consent for the following:

- Subdivision of Lot 26 DP 258414 into seven (7) lots;
- Staged site preparation works comprising:
  - Demolition of all existing infrastructure on Lot 26 in DP258414.
  - Clearing of existing vegetation on the proposed development areas.
  - Bulk earthworks including 'cut and fill' to create flat development platforms for the proposed buildings, and topsoiling, grassing and site stabilisation works.
  - Re-establishment of the riparian corridor.
- Connection to required site utility infrastructure;
- Integrated water cycle management infrastructure;
- Staged road construction including:
  - Interim connection to Mamre Road via a private access road shared between both existing lots.
  - Construction of the internal Collector Industrial Road.
- Staged construction and use of a warehouse (Warehouse 1) of approximately 8,900 m^2 within proposed Lot 1 for logistics and warehousing purposes;
- Staged construction and use of a warehouse (Warehouse 2) of approximately 15,500 m^2 within proposed Lot 2 for logistics and warehousing purposes; and
- Construction of interim Mamre Road widening works to facilitate temporary access to the development, in accordance with TfNSW specifications and processes.

1. Introduction

1.1 Background

Land & Groundwater Consulting Pty Ltd (LG) has been commissioned by 805 Mamre NSW Pty Ltd (the Applicant), to prepare this Construction and Demolition Waste Management Plan (CDWMP) in accordance with the Secretary's Environmental Assessment Requirements (SEARs) and Conditions of Consent for State Significant Development (SSD) 30871587, and in support of the proposed design, construction and operation of a warehouse facility at 805-817 Mamre Road and part lot 799-803 Mamre Road, Kemps Creek, NSW (the site).

The site is legally described as Part of Lot 26 in Deposited Plan (DP) 258414 with a total area of approximately 208,300 m^2 (20.83 Ha). The site location and proposed development layout are shown in **Figures 1** and **2**, respectively.

Specifically, this CDWMP addresses the following SEARs and SSDA Conditions:

Table 1 – Summary of SEARs and SSDA Conditions

SEAR	SSDA Condition	Report Reference
Identify, quantify and classify the likely waste streams to be generated during construction and operation.		Sections 4.1 and 4.2.
Provide the measures to be implemented to manage, reuse, recycle and safely dispose of this waste.		Sections 5.1, 5.2, 6.1, 6.2 and 6.3.
Identify appropriate servicing arrangements for the site.		Sections 5.3 and 5.4.
If buildings are proposed to be demolished or altered, provide a hazardous materials survey.		HAZMAT Report TBC.
	SSD-30871587 Condition B91 The Applicant must assess and classify all liquid and non-liquid	Sections 4.1, 4.2 and 6.1.

SEAR	SSDA Condition	Report Reference
	wastes to be taken off site in accordance with the latest version of EPA's *Waste Classification Guidelines Part 1: Classifying Waste* (EPA, 2014).	
	SSD-30871587 Condition B92 All waste materials removed from the site must only be directed to a waste management facility or premises lawfully permitted to accept the waste.	Sections 6.2.
	SSD-30871587 Condition B93 Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal.	Section 6.3.
	SSD-30871587 Condition B94 Waste must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties. External bins must be provided with fixed lids to help prevent wildlife attraction.	Section 5.3.
	SSD-30871587 Condition B95 The Applicant must implement the Waste Management Plan included in the EIS, prepared by and Groundwater Consulting Pty Ltd and dated 25 August 2023 during demolition, construction and operation of the development.	This report supersedes the WMP 2023. (WMP 2023 is provided in Appendix A of this report).

1.2 Objectives

The objectives of the CDWMP are:

- To document the procedures that will be undertaken to manage the wastes generated as part of the development works;
- To provide details of the quantities and classification of waste and wastewater (if any) to be generated onsite;
- To provide details on waste storage, handling and disposal (including the location of waste storage and management facilities); and
- To provide details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the *NSW Waste and Sustainable Materials Strategy 2041*.

2. Project Summary

2.1 Scope of Works

The proposed works for the Development Application comprise the following:

- Demolition of the existing buildings and associated structures;
- Vegetation clearing;
- Bulk earthworks involving cut and fill works;
- Proposed construction of one access road off Mamre Road and Future Road Reserve;
- Infrastructure comprising civil works and utilities servicing; and
- Construction of two warehouses (Warehouse 1 and Warehouse 2) and two offices (Office 1 and Office 2).

2.2 Development Areas

The proposed development areas and GFA are as follows (refer **Figure 2**):

- Total Site Area: 208,300 m^2 (20.83 Ha).
- ENZ Zoning (Environmental Zone): 130,200 m^2 (13.02 Ha).
- RE1 Zoning (Public Recreation Zone): 20,640 m^2.
- Mamre Road Extension: 3,686 m^2.
- Future Road Reserve (25.6 m wide): 4,008 m^2.
- Open Space Edge Road: 3,221 m^2.
- Total Developable Area: 47,034 m^2.
- Warehouse 1 Site Area: 22,206 m^2.
- Warehouse 2 Site Area: 25,550 m^2.
- Total Landscape Area: 12,245 m^2.

- Total Building Area of 21,091 m^2, including total warehouse area of 20,188 m^2 and total office area 903 m^2, summarised as follows:
    - **Warehouse GFA**
        - Warehouse 1: 6,800 m^2.
        - Warehouse 2: 13,388 m^2.
    - **Office GFA**
        - Office 1 (2 Levels): 388 m^2.
        - Office 2 (2 Levels): 515 m^2.
    - **Car Parking Spaces**
        - Car Parking Spaces: 101 Spaces.

2.3 Project Schedule

The only significant waste to be generated by the development is anticipated to be demolition and construction waste, which will be stored in allocated areas of the site (refer **Figures 3** and **4**) and generated during the following development construction stages:

- Demolition and construction of building facility pads, structures and related amenities; and
- Installation of lead-in services including electricity, sewer and potable water.

3. Waste Regulatory Framework

3.1 Protection of the Environment Operations Act 1997

Wastes in NSW are classified for disposal or transport into categories. It is the responsibility of those who generate the waste to classify it into groups that pose risks to the environment and human health facilitates their management and appropriate disposal.

All material to be removed from the site (including associated activities such as classification) will be undertaken in strict accordance with the requirements of the POEO Act 1997. Such requirements include:

- Ensuring waste is classified appropriately and in accordance with relevant guidelines;
- Waste materials are disposed of to appropriately licensed facilities; and
- Other materials are removed to facilities lawfully able to accept such materials.

3.2 Waste Avoidance and Resource Recovery Act 2001

The Waste Avoidance and Resource Recovery (WARR) Act 2001 establishes the waste hierarchy to ensure that resource management options are considered against the following priorities:

1. Avoidance – actions to reduce the amount of waste generated and undertaking activities;
2. Resource Recovery – which includes reuse, reprocessing, recycling and energy recovery, consistent with the most efficient use of the recovered resources; and
3. Disposal – an "end-of-pipe" option that must be carefully undertaken to minimise any negative environmental outcomes.

The objectives of the WARR Act 2001 include:

- To encourage the most efficient use of resources;
- To minimise the consumption of natural resources and the final disposal of waste by encouraging the avoidance of waste and the reuse and recycling of waste;

- To ensure that industry shares with the community the responsibility for reducing; and
- To ensure the efficient funding of waste and resource management planning, programs and service delivery.

3.3 Protection of the Environment Operations (Waste) Regulation 2014

The Regulation encourages the recovery of resources from waste by issuing both general and specific resource recovery exemptions. Where no general exemption is available for the intended use, a specific exemption may be issued after an application is made to the NSW EPA. Specific exemptions are not publicly available.

The Regulation makes requirements relating to non-licensed waste activities and waste transporting. The proposed works on the site will not require to be licensed. Section 48 of the Regulation requires that wastes are stored in an environmentally safe manner. It also stipulates that vehicles used to transport waste must be covered when loaded.

The Regulation exempts certain waste streams from the full waste tracking and record keeping requirements. Waste tracking is required only for industrial and hazardous wastes.

3.4 Better Practice Guidelines 2012

The NSW EPA (2012) *Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities 2012* promotes efficient waste minimisation and resource recovery for commercial and industrial facilities and is used as a benchmark document when assessing waste production rates within Australia.

Better practice waste management systems in commercial buildings may incorporate any, or all, of the following:

- Garbage services to manage residual wastes (those not collected by a dedicated recycling or organics collection service).
- Recycling services to manage dry recyclable materials. These materials may vary from building to building, but generally cover recyclable materials generated in a typical business, including office paper, cardboard, plastic film, metals and

recyclable containers.

- Organics services to manage garden and food organics, which may include a bin-based collection system or onsite composting.
- Bulky waste services to manage bulky items, such as furniture and fit-out materials.
- Special waste services for items such as toner cartridges, batteries, fluorescent lights, mobile phones and chemicals.

3.5 NSW Waste and Sustainable Materials Strategy 2041

As well as waste reduction and recycling, Stage 1: 2021-2027 of NSW Waste and Sustainable Materials Strategy 2041, focuses on the environmental benefits and economic opportunities in how we manage our waste.

The main "targets" in the Strategy are as follows:

- Target 1: Reduce total waste generated by 10% per person by 2030 (for assessment of proposed measures refer Section 5.1 of this report).
- Target 2: Have an 80% average recovery rate from all waste streams by 2030 (for assessment of proposed measures refer Section 5.2 of this report).
- Target 3: Significantly increase the use of recycled content by governments and industry (for assessment of proposed measures refer Section 5.1 of this report).
- Target 4: Phase out problematic and unnecessary plastics by 2025 (for assessment of proposed measures refer Section 5.1 of this report).
- Target 5: Halve the amount of organic waste sent to landfill by 2030 (for assessment of proposed measures refer Section 5.2 of this report).

The Strategy also includes the following recycling targets (as relevant to the proposed works at the site)[1]:

- Plastic litter reduction target of 30% by 2025.
- Introduce a new overall litter reduction target of 60% by 2030.

3.6 Waste Classification Guidelines 2014

Soil materials proposed to be disposed offsite (if any) shall be assessed, classified and managed in accordance with the NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

3.7 Mamre Road Precinct Development Control Plan 2021

In accordance with Section 4.5 (Waste Minimisation and Management) of the Mamre Road Precinct Development Control Plan (DCP) 2021, one of the objectives of the DCP is to assist in reducing Penrith's ecological footprint by encouraging the diversion of waste from landfill.

The Mamre Road Precinct DCP has been prepared in accordance with the *Waste Avoidance and Resource Recovery Act 2001* and came into effect in November 2021.

3.8 SSD-30871587 Development Consent

In accordance with Sections B91 to B95 (Waste Management) of the SSD-30871587 Development Consent 2025, the WMP must describe the handling, storage and disposal of all waste streams generated on site, consistent with the *Protection of the Environment Operations Act 1997, Protection of the Environment Operations (Waste) Regulation 2014* and the NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

[1] *NSW Waste and Sustainable Materials Strategy 2041*, NSW DPIE, June 2021.

4. Estimated Waste

4.1 Demolition Waste

The estimated demolition waste quantities are summarised in **Table 2**.

Table 2 – Estimated Demolition Waste

Type of Waste Generated	Reuse	Recycling	Disposal	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	
Excavation Material	<48,260 m^3	0 m^3	0 m^3	N/A (if disposal applies refer S. 3.6 and 6.1)
Timber	0 m^3	<2 m^3	0 m^3	Recycling Management Centre
Concrete	0 m^3	<4 m^3	0 m^3	Recycling Management Centre
Asphalt	0 m^3	0 m^3	0 m^3	N/A
Bricks/pavers	0 m^3	<2 m^3	0 m^3	Recycling Management Centre
Tiles	0 m^3	0 m^3	0 m^3	N/A
Metal	0 m^3	<6 m^3	0 m^3	Recycling Management Centre
Glass	0 m^3	0 m^3	0 m^3	N/A
Furniture	0 m^3	0 m^3	0 m^3	N/A
Fixtures and fittings	0 m^3	0 m^3	0 m^3	N/A
Floor coverings	0 m^3	0 m^3	0 m^3	N/A
Packaging (used pallets, pallet wrap)	0 m^3	0 m^3	0 m^3	N/A
Garden organics	0 m^3	0 m^3	0 m^3	N/A
Containers (cans, plastic, glass)	0 m^3	0 m^3	0 m^3	N/A
Paper/cardboard	0 m^3	0 m^3	0 m^3	N/A

Type of Waste Generated	**Reuse** Estimate Volume (m^3) or Weight (t)	**Recycling** Estimate Volume (m^3) or Weight (t)	**Disposal** Estimate Volume (m^3) or Weight (t)	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
Residual waste	0 m^3	0 m^3	<12 m^3	Waste Management Centre
Hazardous/special waste	0 m^3	0 m^3	0 m^3	N/A
Other	0 m^3	0 m^3	0 m^3	N/A
Total	**<48,260 m^3**	**<14 m^3**	**<12 m^3**	

4.2 Construction Waste

The estimated construction waste quantities are summarised in **Table 3**.

Table 3 – Estimated Construction Waste

Type of Waste Generated	Reuse	Recycling	Disposal	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	
Excavated materials (soil spoil)	<5 t = <4.35 m^3	0 m^3	0 m^3	N/A (if disposal applies refer S. 3.6 and 6.1)
Green waste	0 m^3	0 m^3	0 m^3	N/A
Bricks	0 m^3	<4 t = <4.34 m^3	0 m^3	Recycling Management Centre
Tiles	0 m^3	0 m^3	0 m^3	N/A
Concrete	0 m^3	<60 t = <60.12 m^3	0 m^3	Recycling Management Centre
Plasterboard	0 m^3	<1 t = <1.34 m^3	0 m^3	Waste Management Centre
Asbestos	0 m^3	0 m^3	0 m^3	N/A
Steel	0 m^3	<46 t = <51.11 m^3	0 m^3	Recycling Management Centre
Timber	0 m^3	<92 t = <497.30 m^3	0 m^3	Recycling Management Centre
Mixed waste & other waste (non-recycle)	0 m^3	0 m^3	<12 t = <80 m^3	Waste Management Centre
Packaging (used pallets, pallet wrap)	0 m^3	0 m^3	0 m^3	N/A
Plastic	0 m^3	<26 t = <2,600 m^3	0 m^3	Recycling Management Centre
Paper/cardboard	0 m^3	<27 t = <270 m^3	0 m^3	Recycling Management Centre
Total Based on Estimate Above(1)	**<4.35 m^3**	**<3,484 m^3**	**<80 m^3**	
Total Based on ABS & ZWDG(2)	**0 m^3**	**<2,751 m^3**	**<2,751 m^3**	

Note: [1] Site specific construction waste estimate by Qanstruct (April, 2025).
[2] Construction waste estimate from Australian Bureau of Statistics & Zero Waste Design Guidelines.

4.2.1 Portable Toilets and Washroom Facilities

Portable, self-contained toilet and washroom facilities will be used during construction works. These amenities are to be cleaned daily and tank volumes checked to ensure that tank levels are monitored and pump outs are scheduled in a timely manner.

5. Demolition and Construction Waste Reduction Plan

5.1 Waste Reduction Measures

Waste-type-specific reduction measures will be employed during demolition and construction stages, with the following specific procedures:

- Applying practical building designs and construction techniques;
- Appropriate sorting and segregation of demolition and construction wastes to ensure efficient recycling of wastes;
- Selecting construction materials taking into consideration to their long lifespan and potential for reuse;
- Ordering materials to size and ordering pre-cut and prefabricated materials;
- Reuse of formwork (where possible);
- Planned work staging;
- Reducing packaging waste on-site by returning packaging to suppliers where possible, purchasing in bulk, requesting cardboard or metal drums rather than plastics, requesting metal straps rather than shrink wrap and using returnable packaging such as pallets and reels;
- Careful on-site storage and source separation;
- Subcontractors informed of site waste management procedures; and
- Coordination and sequencing of various trades.

5.2 Beneficial Reuses

The anticipated beneficial reuses of demolition and construction waste are summarised as follows:

- All solid waste timber, concrete, tiles and rock that cannot be reused or recycled will be taken to an appropriate facility for treatment to recover further resources or for disposal to landfill in an approved manner;
- All asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with SafeWork Authority and EPA requirements;
- Portable, self-contained toilet and washroom facilities will be provided at the site and will be regularly emptied and serviced by a suitably qualified contractor;
- Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided onsite to enable offsite recycling;
- Drink container recycling should be provided onsite or these items sorted offsite for recycling at an appropriately licensed facility;
- All garbage will be disposed of via a council approved system; and
- Opportunities for materials exportation and reuse with other local construction operations will be investigated.

5.3 Waste Storage Locations

In accordance with Section B94 of the Development Consent for SSD-30871587 waste must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties. External bins must be provided with fixed lids to help prevent wildlife attraction.

Waste storage locations will be accessible and allow sufficient space for storage and servicing requirements. These locations will also be flexible in order to cater for change of use throughout the development demolition and construction stages.

Where space is restricted, dedicated stockpile areas are to be delineated on the site, with regular transfers to dedicated skip bins for sorting. The positions of the designated waste holding areas on site will change according to building works and the progression of the development, but must consider visual amenity, OH&S and accessibility in their selection.

All waste placed in stockpile areas/skips for disposal or recycling shall be adequately contained to ensure that the waste does not fall, blow, wash or otherwise escape from the site. Appropriate siting of waste stockpile locations will take into account slope and drainage factors to avoid contamination of stormwater drains during rain events.

Waste/recycling storage locations will be assigned during the demolition and construction works and will provide adequate space to accommodate all waste and recycling bins associated with the demolition (up to approximately 14 x 2,000 L bins) and construction (up to approximately 8 x 2,000 L bins) (refer **Figures 3** and **4**). Recycling bins must be accessible to all demolition and construction personnel and must be clearly sign posted and colour coded to ensure segregation of waste and recycling is effective. Waste containers are to be kept clean and in a good state of repair.

Waste collection areas should allow for manoeuvring of a rear loading Medium Rigid Vehicle (MRV) of typical sizes between 8.8 m to 9.25 m long x 2.6 m wide, and 3.6 m head clearance.

5.4 Waste Collection and Servicing

Onsite collection is the preferred option with a waste truck able to enter and exit the site in a forward direction.

Private contractors using up to a 9.25 m rear loading MRV should enter the site via Mamre Road for demolition waste and Future Road Reserve for construction waste. The contractor should retrieve empty and return bins to/from the bin store at the time of collection then exit the site in a forward direction.

Litter spread is to be managed by ensuring garbage and recycling bins are not overloaded, and lids are always closed.

The private collection contractor's agreement should require their pickup of any waste that spills from the bins during collections.

5.4.1 Portable Toilets and Washroom Facilities

Portable, self-contained toilet and washroom facilities will be provided at the site and will be regularly emptied and serviced by a suitably qualified contractor sourced from the Project Commitments (refer EIS Appendix C).

Portable toilets and washroom facilities should provide adequate space to accommodate the flexible hose, vacuum pump and tank, which should be easily accessible and flexible in order to cater for the toilet waste removal during

construction works. The position of the designated portable toilets and washroom facilities must consider visual amenity, OH&S and accessibility in their selection.

All toilet waste placed in the portable toilet for disposal shall be adequately contained to ensure that the waste does not fall, blow, wash or otherwise escape from the site.

These amenities are to be cleaned daily and tank volumes checked to ensure that tank levels are monitored and pump outs are scheduled in a timely manner.

6. Waste Classification and Removal

6.1 Waste Classification

All liquid and non-liquid wastes generated during development construction works (if any) shall be classified in accordance with the requirements of NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

Samples shall be collected by appropriately trained and experienced personnel from stockpiled or in-situ waste materials by the use of a hand trowel. The hand trowel shall be thoroughly decontaminated using phosphate free detergent and distilled water between each sampling location.

During the collection of soil samples, features such as seepage, discolouration, staining, odours and other indications of contamination should be noted on the field documentation.

Collected soil samples shall be immediately transferred to sample containers of appropriate composition (glass jars). Sample labels shall record job number; sample identification number; and date and time of sampling.

Sample containers shall be transferred to a chilled ice box for sample preservation prior to and during shipment to the testing laboratory. A chain-of-custody form should be completed and forwarded with the samples to the testing laboratory.

Soil samples shall be analysed by both a primary and secondary (independent check) laboratory, both of which shall be NATA accredited for the required analyses. In addition, the laboratories will also be required to meet the environmental consultant's own internal quality assurance requirements.

The analytical data shall be compared against the waste criteria contained in NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste* for heavy metals, TRHs, BTEX, PAHs, total pesticides (OCPs and OPPs), PCBs and TCLP in benzo(a)pyrene, lead and nickel. A summary of the criteria is provided in **Table 4**.

Table 4 – Summary of Waste Classification Criteria

Contaminant	General [1]	Restricted [1]	General [2]	Restricted [2]	General [3]	Restricted [3]
	CT1	CT2	SCC1	SCC2	TCLP1	TCLP2
	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(µg/L)	(µg/L)
Heavy metals						
Arsenic	100	400	500	2000	5.0	20
Cadmium	20	80	100	400	1.0	4
Lead	100	400	1500	6000	5	20
Mercury	4	16	50	200	0.2	0.8
Nickel	40	160	1050	4200	2	8
BTEX						
Benzene	10	40	18	72	0.5	2
Toluene	288	1152	518	2073	14.4	57.6
Ethylbenzene	600	2400	1080	4320	30	120
Xylenes (total)	1000	4000	1800	7200	50	200
Petroleum Hydrocarbons						
C_6-C_9	N/A	N/A	650	2600	N/A	N/A
C_{10}-C_{36}	N/A	N/A	10000	40000	N/A	N/A
PAHs						
Benzo(a)pyrene	0.8	3.2	10	23	0.04	0.16
PAHs (total)	N/A	N/A	200	800	N/A	N/A
Pesticides (total)	N/A	N/A	250	1000	N/A	N/A
PCBs (total)	N/A	N/A	<50	<50	N/A	N/A

Notes:

1. Contaminant threshold values for classifying waste by chemical assessment without the leaching (TCLP) test (Table 1) – NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

2. Specific contaminant concentration (SCC) values for classifying waste by chemical assessment (Table 2) – NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

3. Leachable concentration (TCLP) values for classifying waste by chemical assessment (Table 2) – NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

6.2 Waste Transporting

All wastes removed from the site shall be transported in accordance with relevant road and transportation regulatory requirements and in accordance with the existing Construction Traffic Management Plan. Where required (depending on the classification of the wastes), appropriately licensed transport contractors shall be used.

The appointed transporters shall be responsible for ensuring they are appropriately licensed to:

- Carry the particular type of waste; and
- Transport the materials to an appropriately licensed facility.

Where the waste is classified as Restricted Waste or Hazardous Waste, the transporter is required to carry (subject to a number of exceptions) appropriately completed waste data forms with each load, and provide a copy to the waste facility to which the waste is taken.

6.3 Waste Disposal Centres

In accordance with Section B93 of the Development Consent for SSD-30871587, waste generated outside the site **MUST NOT** be received at the site for storage, treatment, processing, reprocessing, or disposal.

All general and recycling waste is to be transported to and disposed of at a landfill licensed to receive general waste or a management centre licensed to receive recycling waste.

6.4 Waste Receipts

805 Mamre NSW Pty Ltd and Principal Contractor shall ensure that a permanent record of receipts, for the removal of both liquid and solid waste from the subject site, be kept and maintained up to date at all times. Such records would be made available to authorised person upon request.

7. Conclusions

Based on the assessment and findings of this CDWMP the following conclusions are provided:

- It is considered that this CDWMP provides adequate guidance for waste management during site construction and demolition works;
- The details of the quantities and classification of waste to be generated onsite are provided in Sections 4.1 and 4.2 of this CDWMP;
- The details on waste storage, handling and disposal (including the location of waste storage and management facilities) are provided in Sections 5.3, 5.4, 6.1, 6.2 and 6.3 of this CDWMP; and
- The details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the *NSW Waste and Sustainable Materials Strategy 2041* are provided in Sections 5.1 and 5.2 of this CDWMP.

8. Limitation Statement

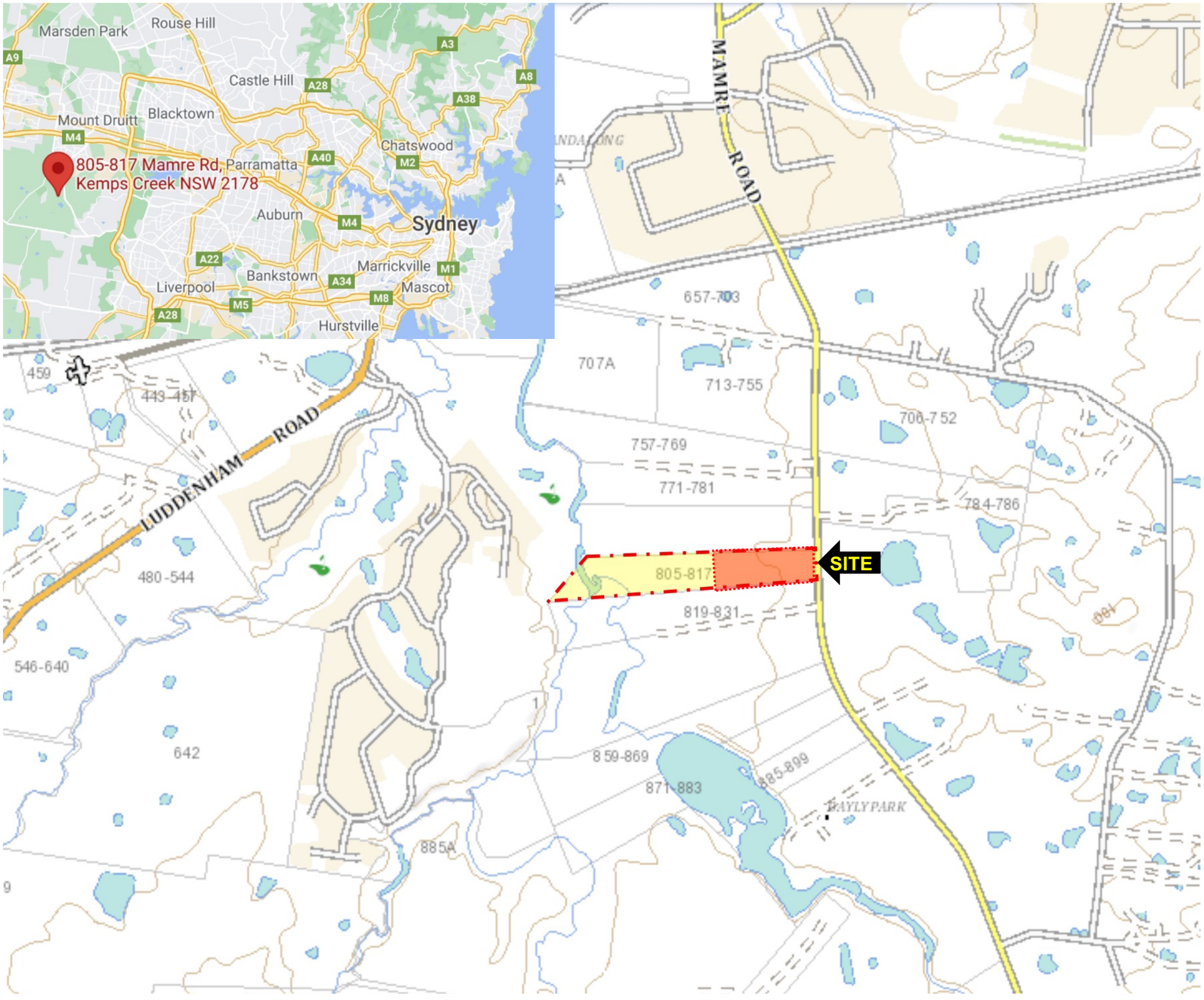
This report has been prepared for use by 805 Mamre NSW Pty Ltd who commissioned the works in accordance with the project brief only and has been based in part on information obtained from other parties. The advice herein relates only to this project and all information provided should be reviewed by a competent person with experience in environmental investigations, before being used for any other purpose. Additionally, this report has been based on data documented by other parties in previous reports.

LG Consult accepts no liability for use or interpretation by any person or body other than 805 Mamre NSW Pty Ltd. This report should not be reproduced without prior approval by 805 Mamre NSW Pty Ltd, or amended in any way without prior approval by LG Consult, and should not be relied upon by other parties, who should make their own enquires.

Waste quantities and sources are based on documents made available to LG consult by 805 Mamre NSW Pty Ltd.

This report does not provide a complete assessment of the environmental status of the site, and it is limited to the scope defined herein.

Figures



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

NORTH

LEGEND:

SSD Boundary

Site Boundary

Image courtesy of Google & Six Maps

REV:	A
DATE:	25/11/2025
DRAWN:	GP
APPROVED:	GP
STATUS:	Final
DWG NO:	

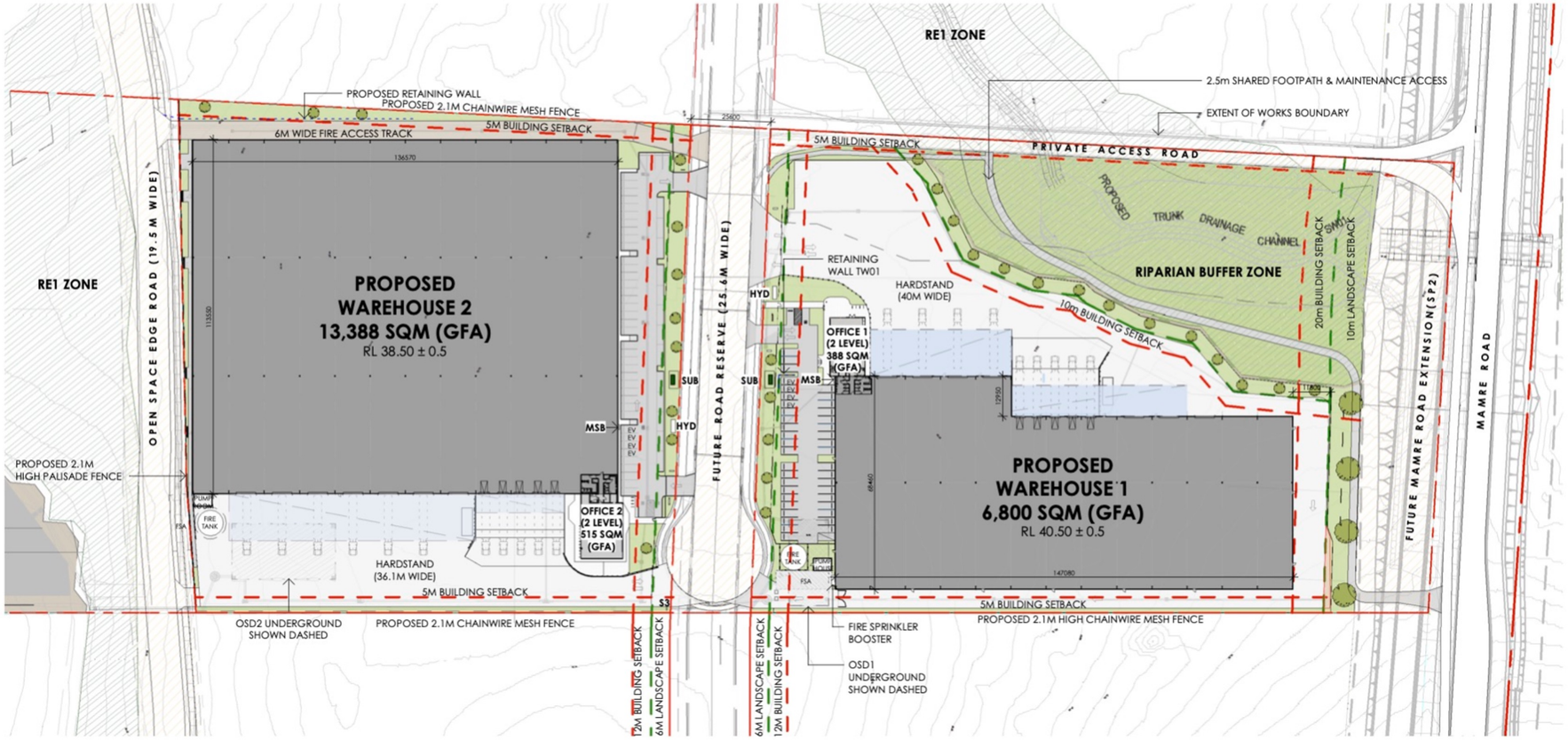
CLIENT: **805 Mamre NSW Pty Ltd**

PROJECT: **805-817 Mamre Road Kemps Creek, NSW**

PROJECT NUMBER: LG2550.01

TITLE: **Site Location Plan**

FIGURE: **1** A4



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

LEGEND:

- BOUNDARY
- BUILDING SET-BACK (VARIES)
- LANDSCAPE SET-BACK (VARIES)
- EASEMENTS - REFER TO SURVEY DRAWING
- RETAINING WALL - REFER TO CIVIL ENGINEERS DRAWING
- SCREENING (FIRE TANK/SUBSTATION)
- PROPOSED FENCE/BARRIER
- PROPOSED CHAINWIRE FENCE
- PROPOSED ROAD EXTENSION
- RIPARIAN BUFFER ZONE OVERLAY
- RE1 PUBLIC RECREATION ZONE
- FIRE TRACK
- PERMEABLE PAVING
- BICYCLE PARKING WITH SHOWER BOOTH
- EV — ELECTRIC VEHICLE CHARGING BAY - TBC.
- S — PYLON SIGNAGE (INDICATIVE ONLY)
- M — PROPOSED MAIL BOX - TBA.
- PROPOSED KERBS,LEVELS, DOWNPIPES, STORM WATER PITS AND OSD TANK TO CONSULTANTS DWGS FOR FURTHER DETAILS.
- **MSB** — MAIN SWITCH BOARD
- **HYD** — HYDRANT BOOSTER
- **SUB** — SUBSTATION

Image courtesy of Watch This Space Design

LG CONSULT

REV:	**A**
DATE:	**25/11/2025**
DRAWN:	**GP**
APPROVED:	**GP**
STATUS:	**Final**
DWG NO:	

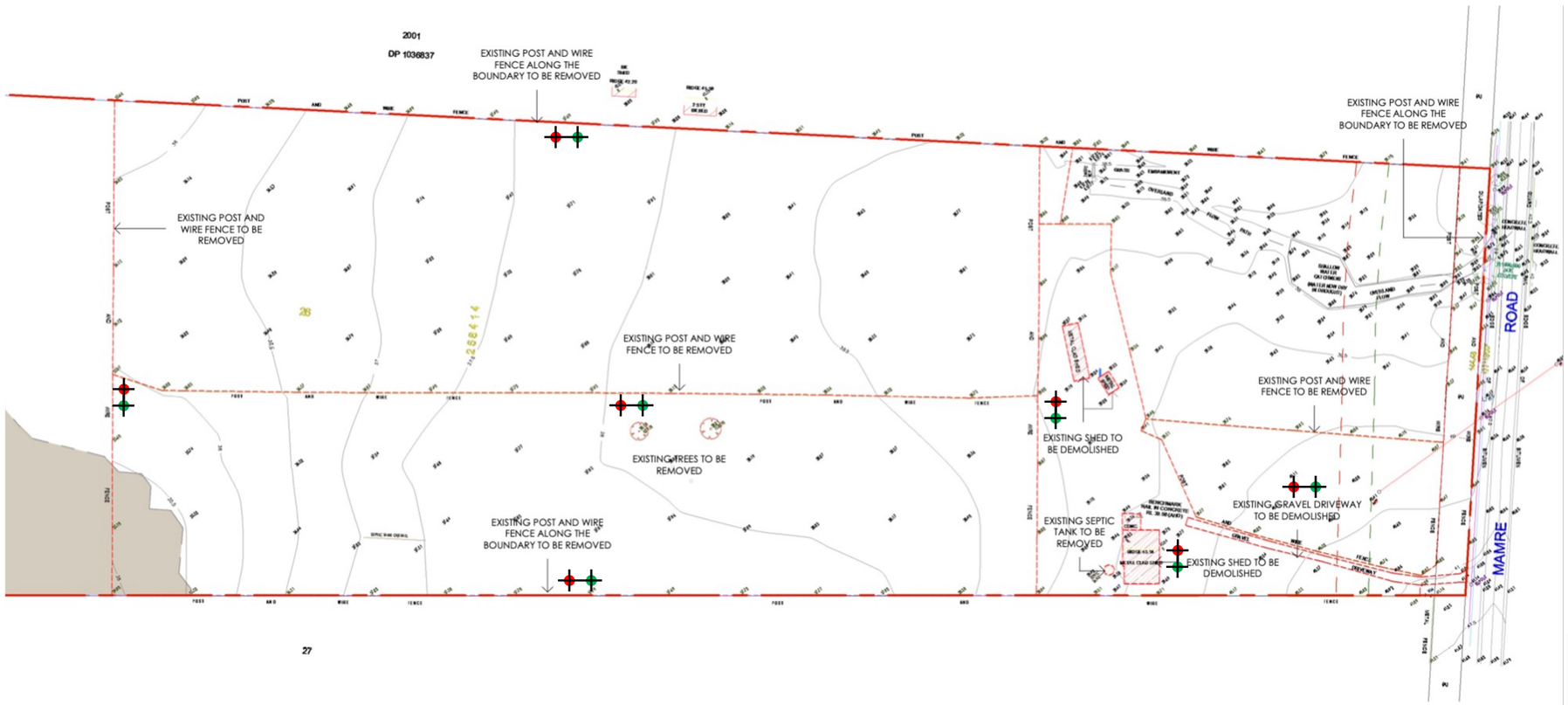
CLIENT: **805 Mamre NSW Pty Ltd**

PROJECT: **805-817 Mamre Road Kemps Creek, NSW**

PROJECT NUMBER: LG2550.01

TITLE: **Proposed Development Layout**

FIGURE: **2** A4



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

NORTH

LEGEND:

- 2000 Mobile Garbage Bin (MGB) for General Garbage
- 2000 L MGB for Recycling

Image courtesy of Watch This Space Design

LG CONSULT

REV:	**A**
DATE:	**25/11/2025**
DRAWN:	**GP**
APPROVED:	**GP**
STATUS:	**Final**
DWG NO:	

CLIENT: **805 Mamre NSW Pty Ltd**

PROJECT: **805-817 Mamre Road Kemps Creek, NSW**

PROJECT NUMBER: LG2550.01

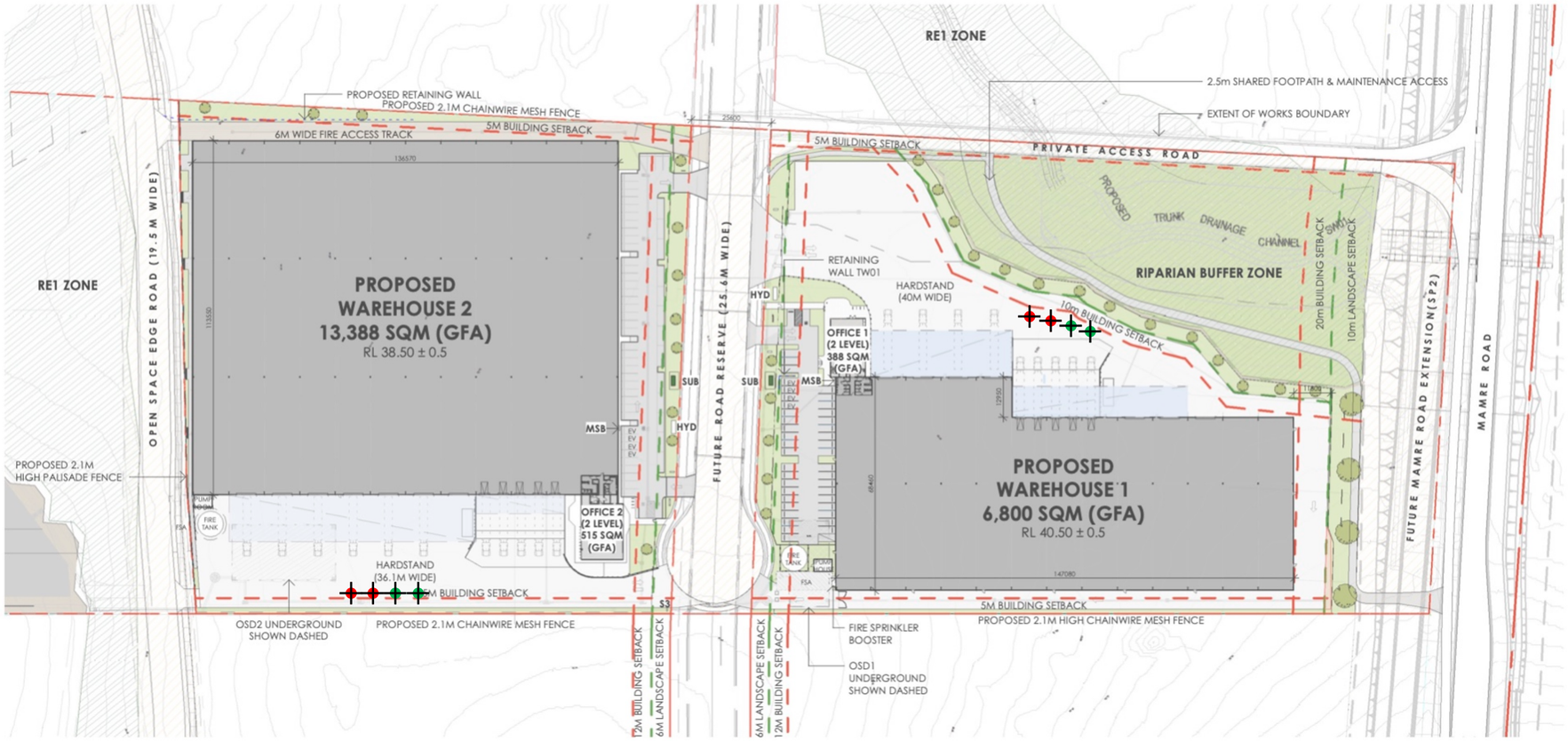
TITLE:

Demolition Waste Bin Plan

FIGURE:

3

A4



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

LEGEND:

- Site Boundary
- 2000 L MGB for General Garbage
- 2000 L MGB for Recycling

Image courtesy of Watch This Space Design

REV:	**A**
DATE:	**25/11/2025**
DRAWN:	**GP**
APPROVED:	**GP**
STATUS:	**Final**
DWG NO:	

CLIENT: **805 Mamre NSW Pty Ltd**

PROJECT: **805-817 Mamre Road Kemps Creek, NSW**

PROJECT NUMBER: LG2550.01

TITLE: **Construction Waste Bin Plan**

FIGURE: **4** A4

Appendix A – Waste Management Plan 2023

Land & Groundwater Consulting Pty Ltd
ABN 65 162 117 928

805 Mamre NSW Pty Ltd

Waste Management Plan
Warehouse Facility
(SSD-30871587)

805-817 Mamre Road
Kemps Creek, NSW

25 August 2023

805 Mamre NSW Pty Ltd

Waste Management Plan
Warehouse Facility
(SSD-30871587)

805-817 Mamre Road
Kemps Creek, NSW

25 August 2023

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1. Introduction

1.1 Background

Land & Groundwater Consulting Pty Ltd (LG) has been commissioned by InDev Consulting, on behalf of 805 Mamre NSW Pty Ltd, to prepare this Waste Management Plan (WMP) in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of State Significant Development (SSD) 30871587 for the proposed design, construction and operation of a warehouse facility at 805-817 Mamre Road and part lot 799-803 Mamre Road, Kemps Creek, NSW (the site).

The site is legally described as Part of Lot 26 in Deposited Plan (DP) 258414 with a total area of approximately 208,300 m^2 (20.83 Ha). The site location and layout are shown in **Figures 1** and **2**, respectively.

Specifically, this WMP addresses the following SEARs:

Table 1 – Summary of SEARs

SEARs	Report Reference
Details of the quantities and classification of all waste streams to be generated on site during demolition, construction and operation.	Sections 4.1, 4.2 and 4.3.
Details of waste storage, handling and disposal during the demolition, construction and operation of the development, including plans of waste storage and collection areas.	Sections 5.3, 6.3, 7.1 and 7.2.
Details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the NSW Waste and Sustainable Materials Strategy 2041.	Sections 5.1, 5.2, 6.1 and 6.2.

1.2 Objectives

The objectives of the WMP are:

- To document the procedures that will be undertaken to manage the wastes generated as part of the development works;
- To provide details of the quantities and classification of waste and wastewater (if any) to be generated onsite;
- To provide details on waste storage, handling and disposal (including the location of waste storage and management facilities); and
- To provide details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the *NSW Waste and Sustainable Materials Strategy 2041*.

2. Project Summary

2.1 Scope of Works

The proposed works for the Concept Masterplan comprise the following:

- Demolition of the existing buildings and associated structures;
- Vegetation clearing;
- Bulk earthworks involving cut and fill works;
- Proposed construction of one access road off Mamre Road and internal local road reserve;
- Infrastructure comprising civil works and utilities servicing; and
- Construction of two warehouses (Warehouse 1 and Warehouse 2) and two offices (Office 1 and Office 2).

2.2 Development Areas

The proposed development areas and GFA are as follows (refer **Figure 3**):

- Total Site Area: 208,300 m^2 (20.83 Ha).
- ENZ Zoning (Environmental Zone): 130,200 m^2 (13.02 Ha).
- RE1 Zoning (Public Recreation Zone): 20,640 m^2.
- Mamre Road Extension: 3,686 m^2.
- Future Road Reserve (25.6 m wide): 4,008 m^2.
- Open Space Edge Road: 3,235 m^2.
- Total Landscape Area: 13,114 m^2.
- Total Developable Area: 49,488 m^2.
- Warehouse 1 Site Area: 21,484 m^2.
- Warehouse 2 Site Area: 28,004 m^2.

- Total Building Area of 25,340 m^2, including total warehouse area of 24,370 m^2 and total office area 970 m^2, summarised as follows:
    - Warehouse 1: 8,870 m^2.
    - Office 1: 420 m^2.
    - Warehouse 2: 15,500 m^2.
    - Office 2: 550 m^2.

2.3 Project Schedule

The only significant waste to be generated by the development is anticipated to be demolition and construction waste, which will be stored in allocated areas of the site (refer **Figures 3** and **4**) and generated during the following development construction stages:

- Demolition and construction of building facility pads, structures and related amenities; and
- Installation of lead-in services including electricity, sewer and potable water.

All operational waste producing activities such as packaging material, servicing of equipment and employee amenities will be located within the warehouse distribution centre. Waste storage and management facilities will comprise colour coded recycling bins, which will be utilised to dispose off any packaging waste. The recycling bins will be located within the waste storage areas (refer **Figure 5**), and collected by a regulated waste contractor.

3. Waste Regulatory Framework

3.1 Protection of the Environment Operations Act 1997

Wastes in NSW are classified for disposal or transport into categories. It is the responsibility of those who generate the waste to classify it into groups that pose risks to the environment and human health facilitates their management and appropriate disposal.

All material to be removed from the site (including associated activities such as classification) will be undertaken in strict accordance with the requirements of the POEO Act 1997. Such requirements include:

- Ensuring waste is classified appropriately and in accordance with relevant guidelines;
- Waste materials are disposed of to appropriately licensed facilities; and
- Other materials are removed to facilities lawfully able to accept such materials.

3.2 Waste Avoidance and Resource Recovery Act 2001

The Waste Avoidance and Resource Recovery (WARR) Act 2001 establishes the waste hierarchy to ensure that resource management options are considered against the following priorities:

1. Avoidance – actions to reduce the amount of waste generated and undertaking activities;
2. Resource Recovery – which includes reuse, reprocessing, recycling and energy recovery, consistent with the most efficient use of the recovered resources; and
3. Disposal – an "end-of-pipe" option that must be carefully undertaken to minimise any negative environmental outcomes.

The objectives of the WARR Act 2001 include:

- To encourage the most efficient use of resources;
- To minimise the consumption of natural resources and the final disposal of waste by encouraging the avoidance of waste and the reuse and recycling of waste;

- To ensure that industry shares with the community the responsibility for reducing; and
- To ensure the efficient funding of waste and resource management planning, programs and service delivery.

3.3 Protection of the Environment Operations (Waste) Regulation 2014

The Regulation encourages the recovery of resources from waste by issuing both general and specific resource recovery exemptions. Where no general exemption is available for the intended use, a specific exemption may be issued after an application is made to the NSW EPA. Specific exemptions are not publicly available.

The Regulation makes requirements relating to non-licensed waste activities and waste transporting. The proposed works on the site will not require to be licensed. Section 48 of the Regulation requires that wastes are stored in an environmentally safe manner. It also stipulates that vehicles used to transport waste must be covered when loaded.

The Regulation exempts certain waste streams from the full waste tracking and record keeping requirements. Waste tracking is required only for industrial and hazardous wastes.

3.4 Better Practice Guidelines 2012

The NSW EPA (2012) *Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities 2012* promotes efficient waste minimisation and resource recovery for commercial and industrial facilities and is used as a benchmark document when assessing waste production rates within Australia.

Better practice waste management systems in commercial buildings may incorporate any, or all, of the following:

- Garbage services to manage residual wastes (those not collected by a dedicated recycling or organics collection service).
- Recycling services to manage dry recyclable materials. These materials may vary from building to building, but generally cover recyclable materials generated in a typical business, including office paper, cardboard, plastic film, metals and

recyclable containers.

- Organics services to manage garden and food organics, which may include a bin-based collection system or onsite composting.
- Bulky waste services to manage bulky items, such as furniture and fit-out materials.
- Special waste services for items such as toner cartridges, batteries, fluorescent lights, mobile phones and chemicals.

3.5 NSW Waste and Sustainable Materials Strategy 2041

As well as waste reduction and recycling, Stage 1: 2021-2027 of NSW Waste and Sustainable Materials Strategy 2041, focuses on the environmental benefits and economic opportunities in how we manage our waste.

The main "targets" in the Strategy are as follows:

- Target 1: Reduce total waste generated by 10% per person by 2030 (for assessment of proposed measures refer Sections 5.1 and 6.1 of this report).
- Target 2: Have an 80% average recovery rate from all waste streams by 2030 (for assessment of proposed measures refer Sections 5.2 and 6.2 of this report).
- Target 3: Significantly increase the use of recycled content by governments and industry (for assessment of proposed measures refer Sections 5.1 and 6.1 of this report).
- Target 4: Phase out problematic and unnecessary plastics by 2025 (for assessment of proposed measures refer Sections 5.1 and 6.1 of this report).
- Target 5: Halve the amount of organic waste sent to landfill by 2030 (for assessment of proposed measures refer Sections 5.2 and 6.2 of this report).

The Strategy also includes the following recycling targets (as relevant to the proposed works at the site)[1]:

- Plastic litter reduction target of 30% by 2025.
- Introduce a new overall litter reduction target of 60% by 2030.

3.6 Waste Classification Guidelines 2014

Soil materials proposed to be disposed offsite (if any) shall be assessed, classified and managed in accordance with the NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

3.7 Mamre Road Precinct Development Control Plan 2021

In accordance with Section 4.5 (Waste Minimisation and Management) of the Mamre Road Precinct Development Control Plan (DCP) 2021, one of the objectives of the DCP is to assist in reducing Penrith's ecological footprint by encouraging the diversion of waste from landfill.

The Mamre Road Precinct DCP has been prepared in accordance with the Waste Avoidance and Resource Recovery Act 2001 and came into effect in November 2021.

[1] *NSW Waste and Sustainable Materials Strategy 2041*, NSW DPIE, June 2021.

4. Estimated Waste

4.1 Demolition Waste

The estimated demolition waste quantities are summarised in **Table 2**.

Table 2 – Estimated Demolition Waste

Type of Waste Generated	Reuse	Recycling	Disposal	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	
Excavation Material	0 m^3	0 m^3	0 m^3	N/A
Timber	0 m^3	0 m^3	100 m^3	Waste Management Centre
Concrete	0 m^3	200 m^3	0 m^3	Recycling Management Centre
Bricks/pavers	0 m^3	150 m^3	0 m^3	Recycling Management Centre
Tiles	0 m^3	0 m^3	5 m^3	Waste Management Centre
Metal	0 m^3	20 m^3	0 m^3	Recycling Management Centre
Glass	0 m^3	0 m^3	10 m^3	Waste Management Centre
Furniture	0 m^3	0 m^3	20 m^3	Waste Management Centre
Fixtures and fittings	0 m^3	0 m^3	10 m^3	Waste Management Centre
Floor coverings	0 m^3	0 m^3	10 m^3	Waste Management Centre
Packaging (used pallets, pallet wrap)	0 m^3	0 m^3	0 m^3	N/A
Garden organics	0 m^3	100 m^3	0 m^3	Recycling Management Centre
Containers (cans, plastic, glass)	0 m^3	0 m^3	0 m^3	N/A
Paper/cardboard	0 m^3	0 m^3	0 m^3	N/A

Type of Waste Generated	**Reuse** Estimate Volume (m^3) or Weight (t)	**Recycling** Estimate Volume (m^3) or Weight (t)	**Disposal** Estimate Volume (m^3) or Weight (t)	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
Residual waste	0 m^3	0 m^3	20 m^3	Waste Management Centre
Hazardous/special waste	0 m^3	0 m^3	0 m^3	0 m^3
Other	0 m^3	0 m^3	0 m^3	N/A
Total	**0 m^3**	**470 m^3**	**175 m^3**	

4.2 Construction Waste

The estimated construction waste quantities are summarised in **Table 3**.

Table 3 – Estimated Construction Waste

Type of Waste Generated	Reuse	Recycling	Disposal	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	
Excavated materials (soil spoil)	10,000 m^3	0 m^3	0 m^3	N/A (if disposal applies refer S. 3.6 and 7.1)
Green waste	0 m^3	0 m^3	0 m^3	N/A
Bricks/pavers	0 m^3	0 m^3	<10 m^3 (offcuts)	Waste Management Centre
Tiles	0 m^3	0 m^3	<5 m^3 (offcuts)	Waste Management Centre
Concrete	0 m^3	0 m^3	<15 m^3	Waste Management Centre
Plasterboard	0 m^3	0 m^3	<10 m^3	Waste Management Centre
Asbestos	0 m^3	0 m^3	0 m^3	N/A
Metal – specify	0 m^3	<15 m^3 (steel studs)	0 m^3	Recycling Management Centre
Timber - specify	0 m^3	0 m^3	0 m^3	NA
Other waste – specify (eg. paints, PVC tubing)	0 m^3	0 m^3	<10 m^3 (offcuts)	Waste Management Centre
Packaging (used pallets, pallet wrap)	0 m^3	<15 m^3	0 m^3	Recycling Management Centre
Containers (cans, plastic, glass)	0 m^3	<5 m^3	0 m^3	Recycling Management Centre
Paper/cardboard	0 m^3	<10 m^3	0 m^3	Recycling Management Centre
Total	**10,000 m^3**	**<45 m^3**	**<50 m^3**	

4.3 Operational Waste

The estimated weekly operational waste quantities are summarised in **Table 4**.

Table 4 – Estimated Weekly Operational Waste

Type of Waste Generated	Reuse	Recycling	Disposal	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	
Office – paper/cardboard	0 m^3	<0.5	0	Recycling Management Centre
Office – food waste	0 m^3	0 m^3	<0.5	Waste Management Centre
Office – general waste	0 m^3	0 m^3	<0.5	Waste Management Centre
Packaging paper/cardboard	0 m^3	<1	0 m^3	Recycling Management Centre
Packaging plastics	0 m^3	<0.5	0 m^3	Recycling Management Centre
Wooden pallets	0 m^3	<2	0 m^3	Recycling Management Centre
Timber	0 m^3	0 m^3	0 m^3	Waste Management Centre
Powder dust	0 m^3	0 m^3	0 m^3	Recycling Management Centre
Liquid solids	0 m^3	0 m^3	0 m^3	Waste Management Centre
Waste water	0 m^3	0 m^3	0 m^3	Licensed Sewer Discharge
Steel drums	0 m^3	0 m^3	0 m^3	Recycling Management Centre
Packaging IBC's	0 m^3	0 m^3	0 m^3	Recycling Management Centre
General waste	0 m^3	0 m^3	<3	Waste Management Centre
Total	**0 m^3**	**<4 m^3**	**<4 m^3**	

5. Demolition and Construction Waste Reduction Plan

5.1 Waste Reduction Measures

Waste-type-specific reduction measures will be employed during demolition and construction stages, with the following specific procedures:

- Applying practical building designs and construction techniques;
- Appropriate sorting and segregation of demolition and construction wastes to ensure efficient recycling of wastes;
- Selecting construction materials taking into consideration to their long lifespan and potential for reuse;
- Ordering materials to size and ordering pre-cut and prefabricated materials;
- Reuse of formwork (where possible);
- Planned work staging;
- Reducing packaging waste on-site by returning packaging to suppliers where possible, purchasing in bulk, requesting cardboard or metal drums rather than plastics, requesting metal straps rather than shrink wrap and using returnable packaging such as pallets and reels;
- Careful on-site storage and source separation;
- Subcontractors informed of site waste management procedures; and
- Coordination and sequencing of various trades.

5.2 Beneficial Reuses

The anticipated beneficial reuses of demolition and construction waste are summarised as follows:

- All solid waste timber, concrete, tiles and rock that cannot be reused or recycled will be taken to an appropriate facility for treatment to recover further resources or for disposal to landfill in an approved manner;

- All asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with SafeWork Authority and EPA requirements;
- Portable, self-contained toilet and washroom facilities will be provided at the site and will be regularly emptied and serviced by a suitably qualified contractor;
- Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided onsite to enable offsite recycling;
- Drink container recycling should be provided onsite or these items sorted offsite for recycling at an appropriately licensed facility;
- All garbage will be disposed of via a council approved system; and
- Opportunities for materials exportation and reuse with other local construction operations will be investigated.

5.3 Waste Storage Locations

Waste storage locations will be accessible and allow sufficient space for storage and servicing requirements. These locations will also be flexible in order to cater for change of use throughout the development demolition and construction stages.

Where space is restricted, dedicated stockpile areas are to be delineated on the site, with regular transfers to dedicated skip bins for sorting. The positions of the designated waste holding areas on site will change according to building works and the progression of the development, but must consider visual amenity, OH&S and accessibility in their selection.

All waste placed in stockpile areas/skips for disposal or recycling shall be adequately contained to ensure that the waste does not fall, blow, wash or otherwise escape from the site. Appropriate siting of waste stockpile locations will take into account slope and drainage factors to avoid contamination of stormwater drains during rain events.

Waste/recycling storage locations will be assigned during the demolition and construction works and will provide adequate space to accommodate all waste and recycling bins associated with the demolition (up to approximately 4 x 1,100 L bins) and construction (up to approximately 8 x 1,100 L bins) (refer **Figures 3** and **4**). Recycling bins must be accessible to all demolition and construction employees and must be clearly sign posted and colour coded to ensure segregation of waste and recycling is effective. Waste containers are to be kept clean and in a good state of repair.

6. Operational Waste Reduction Plan

6.1 Waste Reduction Measures

Waste-type-specific reduction measures will be employed during development operation, with the following specific procedures:

- Provision of take back services to clients to reduce waste further along the supply chain;
- Re-work/re-packaging of products prior to local distribution to reduce waste arising;
- Review of packaging design to reduce waste but maintain 'fit for purpose';
- Investigating leased office equipment and machinery rather than purchase and disposal;
- Establish systems with in-house and with supply chain stakeholders to transport products in re-useable packaging where possible;
- Development of 'buy recycled' purchasing policy;
- Flatten or bale cardboard to reduce number of bin lifts required; and
- Providing recycling collections within each of the offices and tearooms (e.g. plastics, cans and glass).

6.2 Beneficial Reuses

The anticipated beneficial reuses of operational waste are summarised as follows:

- Cardboard, paper, plastic, glass, cans and pallets and containers will be reused/recycled offsite;
- Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided on site to enable offsite recycling;
- All waste materials that cannot be reused or recycled will be taken to an appropriate facility for treatment to recover further resources or for disposal to landfill in an approved manner;

- Waste oil (if any) used in equipment maintenance will be recycled or disposed of in an appropriate manner; and
- Opportunities for materials exportation and reuse with other local industrial operations will be investigated. This will have two benefits: minimising energy through reduction of material reprocessing, encouraging material reuse.

6.3 Waste Storage Locations

Waste storage locations will be provided within the loading dock areas at Warehouses 1 and 2 (refer **Figure 5**) where the recycling and garbage skip bins will be stored prior to collection. Sufficient clearance will be necessary to enable collection vehicles to access the locations of bin storage. Where possible collection times should not coincide with peak operational delivery schedules however all areas identified will not interfere with operational truck movements.

The construction of locations for garbage storage are to comply with BCA (Building Code of Australia) requirements and Australian Standards, including CoC requirements for screening and fencing.

The waste/recycling storage areas will be constructed of an adequate size to accommodate all waste and recycling bins and bales associated with the development. Recycling bins must be accessible to all employees and must be clearly sign posted and colour coded to ensure segregation of waste and recycling is effective.

Sufficient space will be provided for the segregation and storage of varying waste types including provision for the collection of fluorescent tubes, smoke detectors, e-wastes and other recyclable resources.

Sufficient space will also be provided for reuse items such as crates and pallets for occupational safety purposes.

Doors/gates to the waste storage locations will be able to be opened from the outside and wide enough to allow for easy passage of waste/recycling containers.

Waste collection areas should allow for manoeuvring of a rear loading vehicle truck of typical sizes between 8.8 m to 9.25 m long x 2.6 m wide truck, and 3.6 m head clearance.

6.4 Waste Collection and Servicing

Onsite collection is the preferred option with a waste truck able to enter and exit the site in a forward direction. Dedicated loading dock areas should be provided for the waste vehicle to prop while collections occur.

Private contractors using up to a 9.25 m MRV rear loading waste vehicle should enter the site via internal access road and reverse into the waste loading dock. The contractor should retrieve empty and return bins to/from the bin store at the time of collection then exit the site in a forward direction.

Litter spread is to be managed by ensuring garbage and recycling bins are not overloaded, and lids are always closed.

The private collection contractor's agreement should require their pickup of any waste that spills from the bins during collections.

Estimated waste collection frequency and number of bins are summarised as follows:

- **Collection Frequency**
  - Warehouse 1: 1 x Weekly All Waste Streams.
  - Warehouse 2: 1 x Weekly All Waste Streams.
- **Number of Bins**
  - Warehouse 1: 1 x 1,100 L General Waste, 1 x 1,100 L Recycling Waste.
  - Warehouse 2: 1 x 1,100 L General Waste, 1 x 1,100 L Recycling Waste.

7. Waste Classification and Removal

7.1 Waste Classification

All liquid and non-liquid wastes generated during development construction works (if any) shall be classified in accordance with the requirements of NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

Samples shall be collected by appropriately trained and experienced personnel from stockpiled or in-situ waste materials by the use of a hand trowel. The hand trowel shall be thoroughly decontaminated using phosphate free detergent and distilled water between each sampling location.

During the collection of soil samples, features such as seepage, discolouration, staining, odours and other indications of contamination should be noted on the field documentation.

Collected soil samples shall be immediately transferred to sample containers of appropriate composition (glass jars). Sample labels shall record job number; sample identification number; and date and time of sampling.

Sample containers shall be transferred to a chilled ice box for sample preservation prior to and during shipment to the testing laboratory. A chain-of-custody form should be completed and forwarded with the samples to the testing laboratory.

Soil samples shall be analysed by both a primary and secondary (independent check) laboratory, both of which shall be NATA accredited for the required analyses. In addition, the laboratories will also be required to meet the environmental consultant's own internal quality assurance requirements.

The analytical data shall be compared against the waste criteria contained in NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste* for heavy metals, TRHs, BTEX, PAHs, total pesticides (OCPs and OPPs), PCBs and TCLP in benzo(a)pyrene, lead and nickel. A summary of the criteria is provided in **Table 5**.

Table 1 – Summary of Waste Classification Criteria

Contaminant	General [1]	Restricted [1]	General [2]	Restricted [2]	General [3]	Restricted [3]
	CT1	CT2	SCC1	SCC2	TCLP1	TCLP2
	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(µg/L)	(µg/L)
Heavy metals						
Arsenic	100	400	500	2000	5.0	20
Cadmium	20	80	100	400	1.0	4
Lead	100	400	1500	6000	5	20
Mercury	4	16	50	200	0.2	0.8
Nickel	40	160	1050	4200	2	8
BTEX						
Benzene	10	40	18	72	0.5	2
Toluene	288	1152	518	2073	14.4	57.6
Ethylbenzene	600	2400	1080	4320	30	120
Xylenes (total)	1000	4000	1800	7200	50	200
Petroleum Hydrocarbons						
C_6-C_9	N/A	N/A	650	2600	N/A	N/A
C_{10}-C_{36}	N/A	N/A	10000	40000	N/A	N/A
PAHs						
Benzo(a)pyrene	0.8	3.2	10	23	0.04	0.16
PAHs (total)	N/A	N/A	200	800	N/A	N/A
Pesticides (total)	N/A	N/A	250	1000	N/A	N/A
PCBs (total)	N/A	N/A	<50	<50	N/A	N/A

Notes:

1. Contaminant threshold values for classifying waste by chemical assessment without the leaching (TCLP) test (Table 1) – NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

2. Specific contaminant concentration (SCC) values for classifying waste by chemical assessment (Table 2) – NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

3. Leachable concentration (TCLP) values for classifying waste by chemical assessment (Table 2) – NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

7.2 Waste Transporting

All wastes removed from the site shall be transported in accordance with relevant road and transportation regulatory requirements. Where required (depending on the classification of the wastes), appropriately licensed transport contractors shall be used.

The appointed transporters shall be responsible for ensuring they are appropriately licensed to:

- Carry the particular type of waste; and
- Transport the materials to an appropriately licensed facility.

Where the waste is classified as Restricted Waste or Hazardous Waste, the transporter is required to carry (subject to a number of exceptions) appropriately completed waste data forms with each load, and provide a copy to the waste facility to which the waste is taken.

8. Limitation Statement

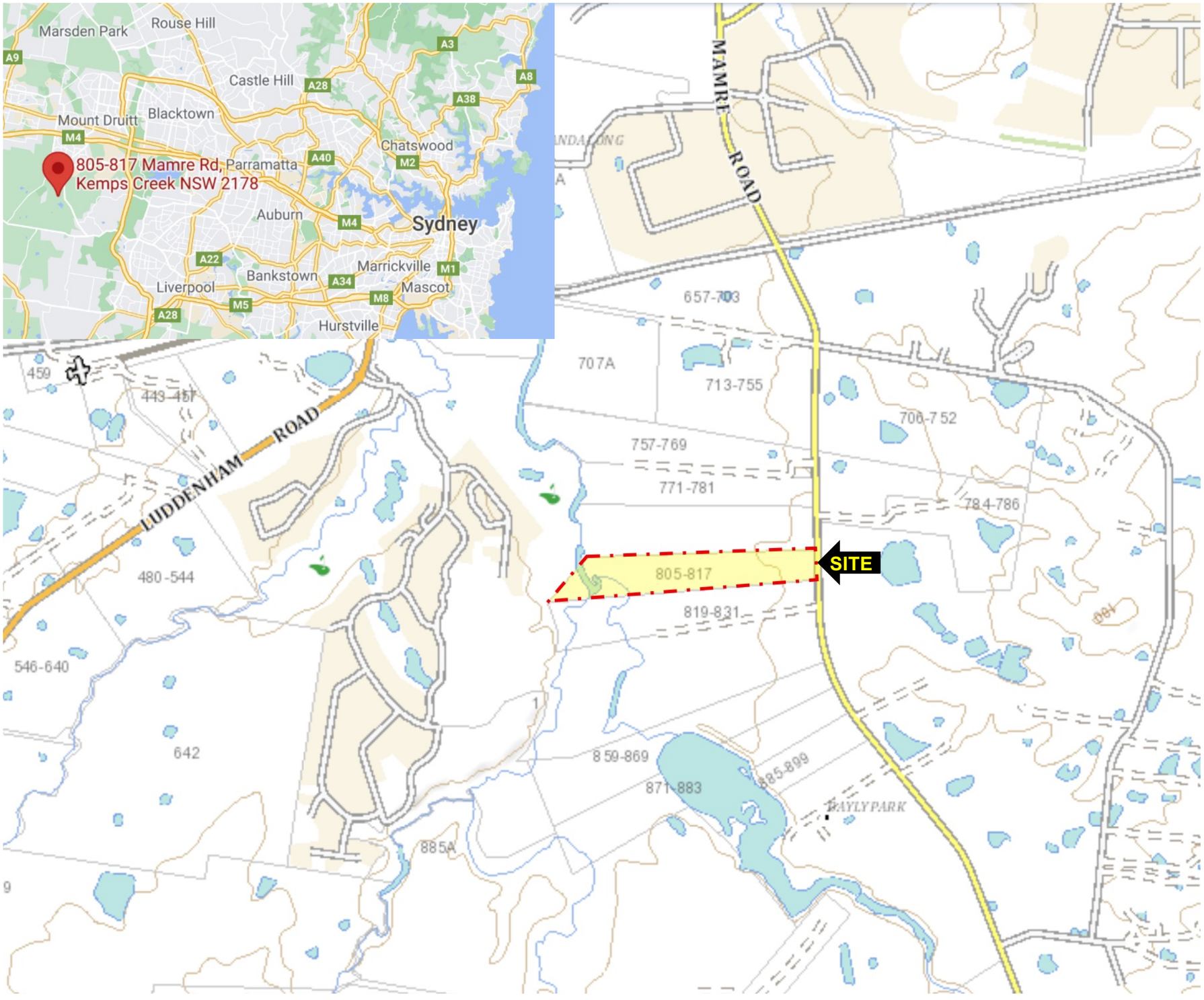
This report has been prepared for use by 805 Mamre NSW Pty Ltd who commissioned the works in accordance with the project brief only and has been based in part on information obtained from other parties. The advice herein relates only to this project and all information provided should be reviewed by a competent person with experience in environmental investigations, before being used for any other purpose. Additionally, this report has been based on data documented by other parties in previous reports.

LG Consult accepts no liability for use or interpretation by any person or body other than 805 Mamre NSW Pty Ltd. This report should not be reproduced without prior approval by 805 Mamre NSW Pty Ltd, or amended in any way without prior approval by LG Consult, and should not be relied upon by other parties, who should make their own enquires.

Waste quantities and sources are based on documents made available to LG consult by 805 Mamre NSW Pty Ltd.

This report does not provide a complete assessment of the environmental status of the site, and it is limited to the scope defined herein.

Figures



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

NORTH

LEGEND:

Site Boundary

Image courtesy of Google & Six Maps

LG CONSULT

REV:	A
DATE:	24/08/2023
DRAWN:	GP
APPROVED:	GP
STATUS:	Final
DWG NO:	

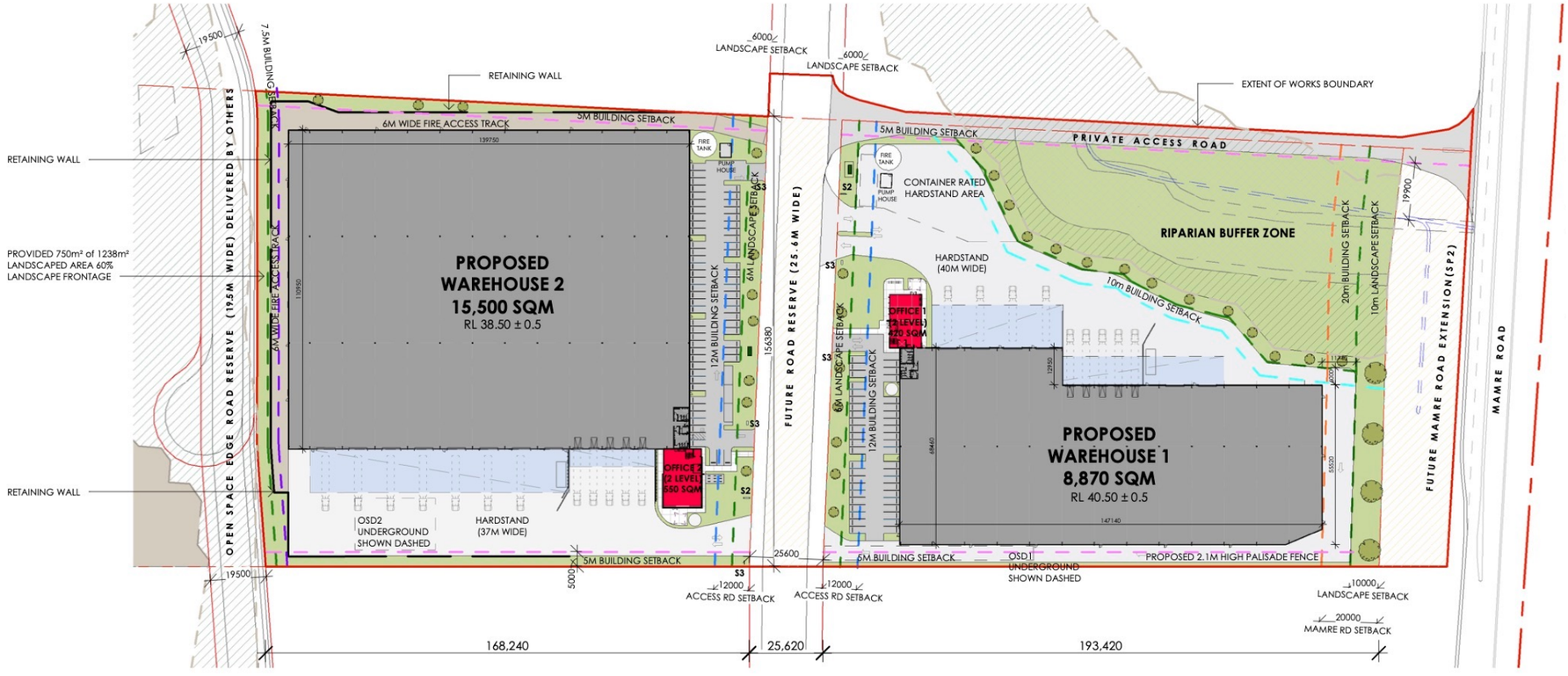
CLIENT: **Mamre Developments**

PROJECT: **805-817 Mamre Road Kemps Creek, NSW**

PROJECT NUMBER: LG2128.01

TITLE: **Site Location Plan**

FIGURE: **1** A4



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

N

LEGEND:

- LOTS FRONTING DESIGNATED ROADS (MAMRE RD & SOUTHERN LINK - 20m)
- LOTS FRONTING KEY ACCESS ROADS (DISTRIBUTOR & COLLECTOR ROADS - 12m)
- LOTS FRONTING ALL OTHER ROADS (LOCAL ESTATE ROADS - 7.5m)
- REAR & SIDE BOUNDARIES - 5m
- LOTS ADJOINIG LAND ZONED E2, RE1& RE2 (10m FROM EDGE OF RIPARIAN CORRIDOR RE1)
- LANDSCAPE SETBACK (VARIES)
- RIPARIAN ZONE
- RETAINING WALL
- LOT BOUNDARY
- EXTENT OF WORKS BOUNDARY

Image courtesy of Watch This Space Design

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REV:	**A**
DATE:	**24/08/2023**
DRAWN:	**GP**
APPROVED:	**GP**
STATUS:	**Final**
DWG NO:	

CLIENT: **Mamre Developments**

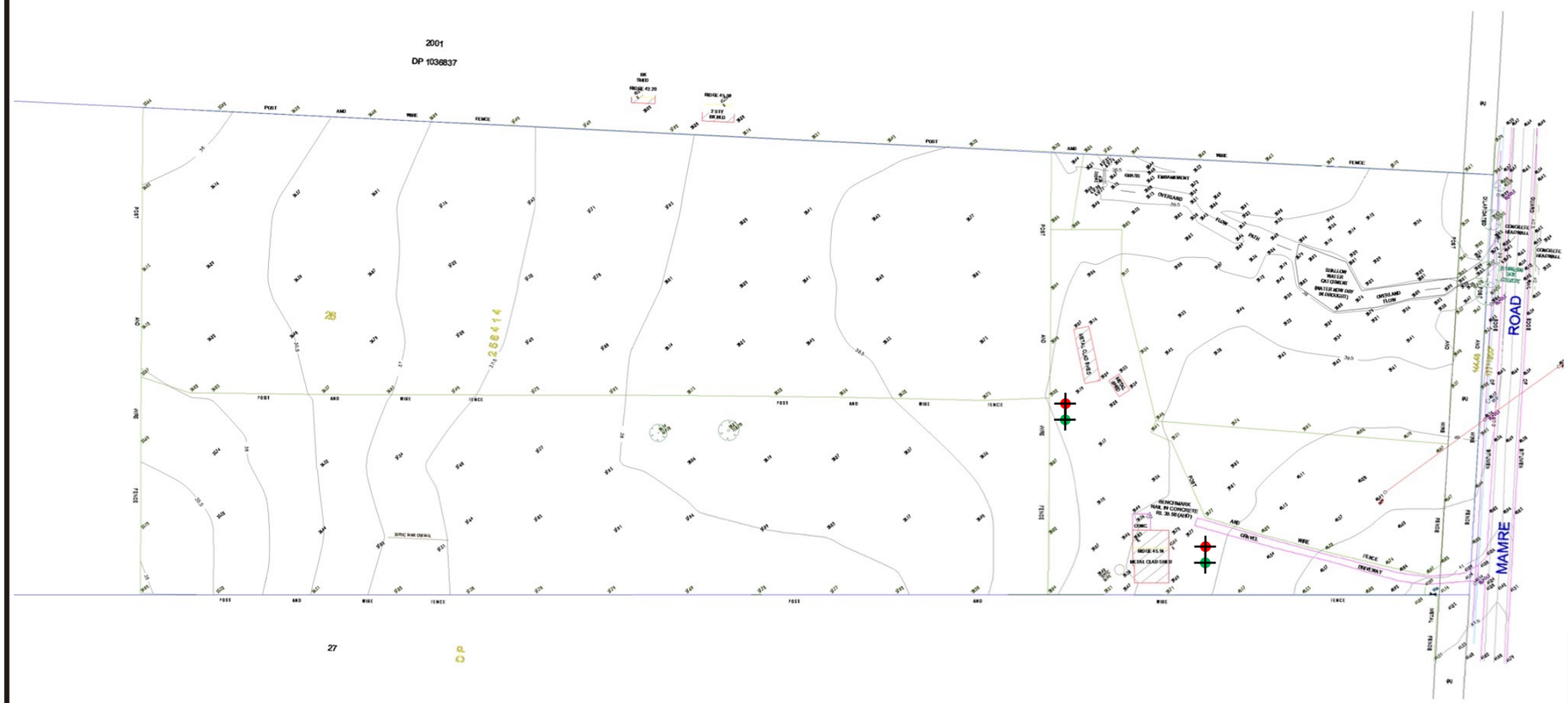
PROJECT: **805-817 Mamre Road Kemps Creek, NSW**

PROJECT NUMBER: LG2128.01

TITLE: **Proposed Development Layout**

FIGURE: **2**

A4



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

NORTH

LEGEND:

- 1100 L MGB for General Garbage
- 1100 L MGB for Recycling

Image courtesy of Watch This Space Design

REV:	**A**
DATE:	**24/08/2023**
DRAWN:	**GP**
APPROVED:	**GP**
STATUS:	**Final**
DWG NO:	

CLIENT: **Mamre Developments**

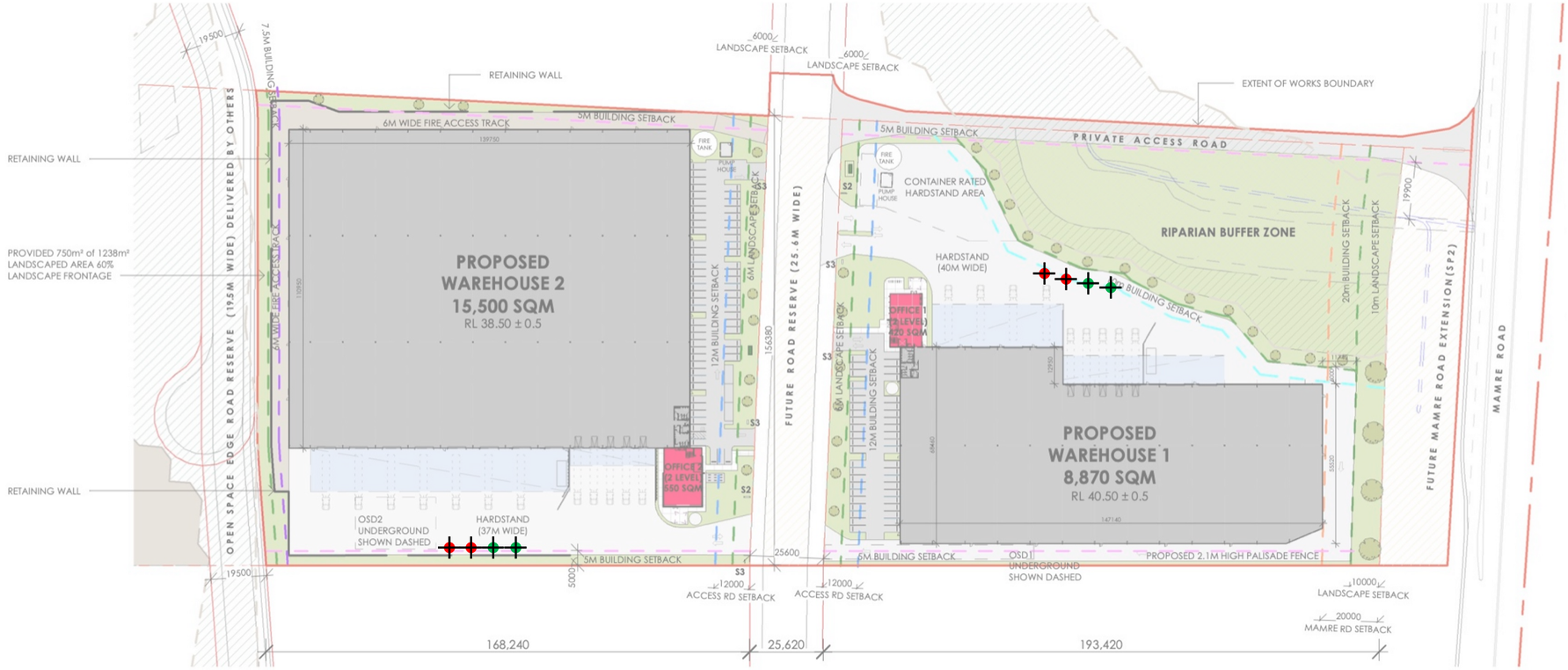
PROJECT: **805-817 Mamre Road Kemps Creek, NSW**

PROJECT NUMBER: LG2128.01

TITLE:

Demolition Waste Bin Plan

FIGURE: **3** A4



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

LEGEND:

- Site Boundary
- 1100 L MGB for General Garbage
- 1100 L MGB for Recycling

Image courtesy of Watch This Space Design

REV:	**A**
DATE:	**24/08/2023**
DRAWN:	**GP**
APPROVED:	**GP**
STATUS:	**Final**
DWG NO:	

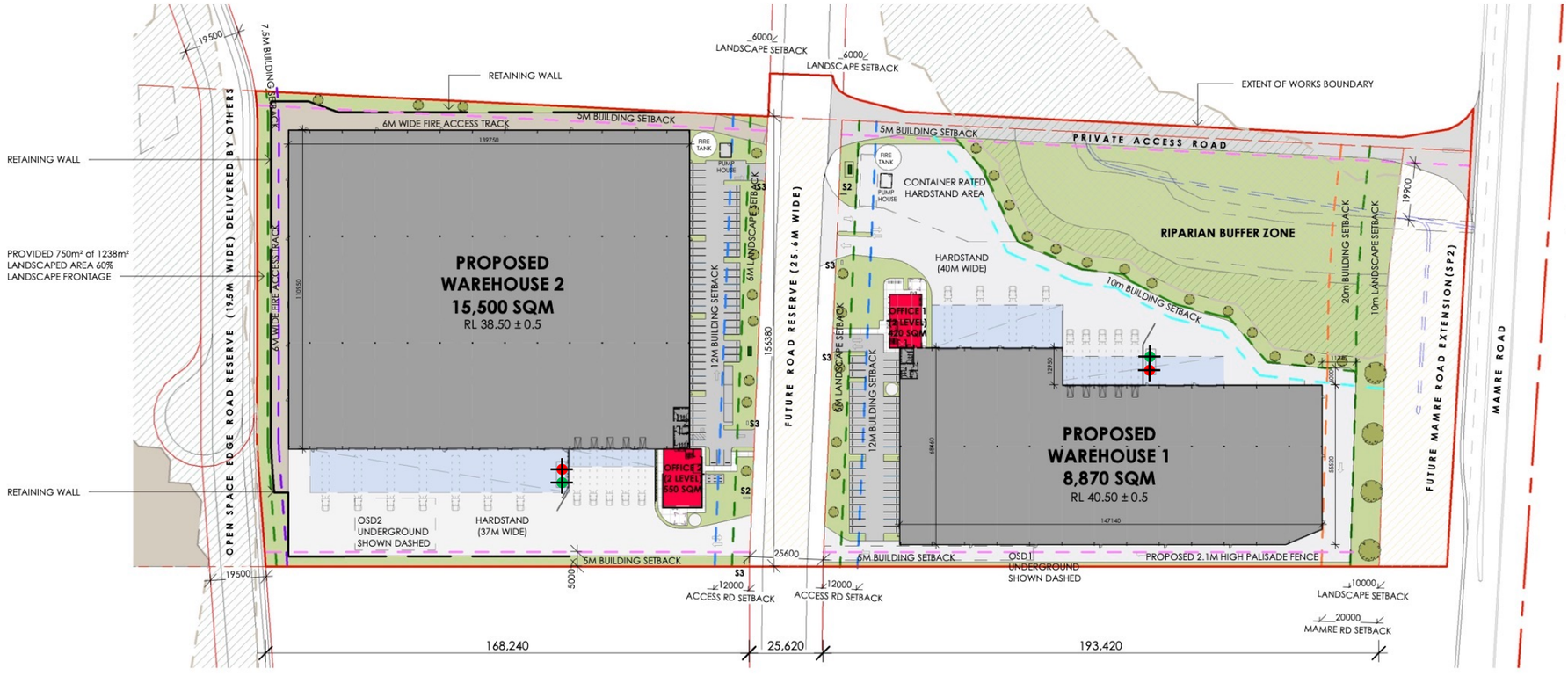
CLIENT: **Mamre Developments**

PROJECT: **805-817 Mamre Road Kemps Creek, NSW**

PROJECT NUMBER: LG2128.01

TITLE: **Construction Waste Bin Plan**

FIGURE: **4** A4



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

LEGEND:

Site Boundary

1100 L MGB for General Garbage

1100 L MGB for Recycling

Image courtesy of Watch This Space Design

REV:	**A**
DATE:	**24/08/2023**
DRAWN:	**GP**
APPROVED:	**GP**
STATUS:	**Final**
DWG NO:	

CLIENT: **Mamre Developments**

PROJECT: **805-817 Mamre Road**
Kemps Creek, NSW

PROJECT NUMBER: LG2128.01

TITLE:
Operational Waste Bin Plan

FIGURE:
5
A4

Appendix M Consent Matrix

Construction Environmental Management Plan (CEMP)

805 – 817 Mamre Road, Kemps Creek (SSD 30871587)

Gibb Group

SLR Project No.: 630.031304.00001

CEMP - Development Consent Matrix

Application Number:	SSD-30871587			
Applicant:	The Trustee for 805 Mamre NSW Logistics Property Trust			
Consent Authority:	Minister for Planning and Public Spaces			
Site:	Lot 26 DP258414 and Part Lot 2001 DP1036837, 805-817			
	Mamre Road, Kemps Creek and Part 799-803 Mamre Road, Kemps Creek.			
Development:	Demolition of existing structures, bulk earthworks, subdivision of Lot 26 into eight lots, construction of public roads and an interim access to Mamre Road site servicing, stormwater infrastructure, and the construction and operation of two warehouses with ancillary office space, car parking, landscaping and signage.			
SCHEDULE 2		**RESPONSIBILITY**	**PHASE**	**TIMING**
A - ADMINISTRATIVE CONDITIONS				
OBLIGATION TO MINIMISE HARM TO THE ENVIRONMENT				
A1	In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.	Gibb Group / Qanstruct	Ongoing	All Phases
TERMS OF CONSENT				
A2	The development may only be carried out: (a) in compliance with the conditions of this consent; (b) in accordance with all written directions of the Planning Secretary; (c) in accordance with the EIS and Submissions Report and Additional Information; (d) in accordance with the Development Layout in Appendix 1; and (e) in accordance with the management and mitigation measures in Appendix 2.	Gibb Group / Qanstruct	Ongoing	All Phases
A3	Consistent with the requirements in this consent, the Planning Secretary may make written directions to the Applicant in relation to: (a) the content of any strategy, study, system, plan, program, review, audit, notification, report or correspondence submitted under or otherwise made in relation to this consent, including those that are required to be, and have been, approved by the Planning Secretary; and (b) the implementation of any actions or measures contained in any such document referred to in condition A3(a).	Gibb Group	Ongoing	All Phases
A4	The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c) or A2(e). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c) or A2(e), the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.	Gibb Group / Qanstruct	Ongoing	All Phases
LIMITS OF CONSENT				
Lapsing				
A5	This consent lapses five years after the date from which it operates, unless the development has physically commenced on the land to which the consent applies before that date.	Gibb Group	Noted	Timing
Traffic and Access				
A6	Prior to the commencement of operation of the development, the interim site access and associated road widening works on Mamre Road (as shown in Figure 4 to Figure 9 in Appendix 1), must be constructed and commissioned to the satisfaction of the relevant roads authority.	Gibb Group	Noted	Pre-Operation
A7	The largest vehicle permitted to access the site via the interim site access road shown in Figure 1 is a 30 metre Performance Based Standards (PBS) Level 2 Type B vehicle.	Gibb Group / Qanstruct	Ongoing	All Phases
Storm Water Management				

A8	The site must achieve compliance with the Integrated Water Cycle Management (IWCM) controls in the MRP DCP in accordance with the Technical Guidance for achieving Wianamatta South Creek Stormwater Management Targets (NSW Department of Planning and Environment, 2022) (Technical Guidance) or its latest version.	Gibb Group / Qanstruct	Noted	Construction
A9	Under this consent, proposed Lot 1 (as shown in Figure 12 in Appendix 1) must only be used for stormwater management purposes (with the exception of earthworks, road and utility infrastructure works) for the life of the development.	Gibb Group	Noted	Construction
NOTIFICATION OF COMMENCEMENT				
A10	The date of commencement of each of the following phases of the development must be notified to the Planning Secretary in writing, at least one month before that date, or as otherwise agreed with the Planning Secretary: (a) construction; and (b) operation.	Gibb Group	Noted	Construction + Operation
A11	If the construction or operation of the development is to be staged, the Planning Secretary must be notified in writing, at least one month before the commencement of each stage (or other timeframe agreed with the Planning Secretary).	Gibb Group	Noted	Construction + Operation
EVIDENCE OF CONSULTATION				
A12	Where conditions of this consent require consultation with an identified party, the Applicant must: (a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and (b) provide details of the consultation undertaken including: (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	Gibb Group / Qanstruct	Noted	Construction + Operation
STAGING, COMBINING AND UPDATING STRATEGIES, PLANS OR PROGRAMS				
A13	With the approval of the Planning Secretary, the Applicant may: (a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program); (b) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and (c) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).	Gibb Group	Noted	All Phases
A14	If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent.	Gibb Group	Noted	All Phases
A15	If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.	Gibb Group	Noted	All Phases
UTILITIES, SERVICES AND PUBLIC INFRASTRUCTURE				
General Requirements				
A16	Prior to the commencement of construction of the development, the Applicant must: (a) consult with the relevant owner and provider of services or public infrastructure that are likely to be affected by the development or that need to be installed as part of the development, to make suitable arrangements for relevant approvals, access to, diversion, protection and support of the affected services or infrastructure; (b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths); and (c) submit a copy of the dilapidation report to the Planning Secretary and Council.	Gibb Group	In Progress	Construction
A17	Unless the Applicant and the applicable authority agree otherwise, the Applicant must: (a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by carrying out the development; (b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development; and (c) obtain any relevant approval(s) from the relevant service provider(s), prior to undertaking construction of the corresponding utility works.	Gibb Group	In Progress	Construction
A18	Before the construction of any utility works associated with the development, the Applicant must obtain relevant approvals from service providers.	Gibb Group	In Progress	Construction
Sydney Water				
A19	Prior to the commencement of construction of the development, the Applicant must obtain a Building Plan Approval from Sydney Water to ensure sewer, water or stormwater mains or easements would not be affected by the development.	Gibb Group	In Progress	Construction
A20	Prior to the commencement of operation of the development, the Applicant must obtain a Compliance Certificate for water, stormwater and sewerage infrastructure servicing of the site under section 73 of the Sydney Water Act 1994.	Gibb Group	Noted	Pre-Operation
Fibre-Ready Facilities				
A21	Prior to the issue of a Construction Certificate for any stage of the development, the Applicant (whether or not a constitutional corporation) is to provide evidence, satisfactory to the Certifier, that arrangements have been made for: (a) the installation of fibre-ready facilities to all individual lots and/or premises in the development to enable fibre to be readily connected to any premises that is being or may be constructed on those lots; and (b) the provision of fixed-line telecommunications infrastructure in the fibre-ready facilities to all individual lots and/or premises in the development demonstrated through an agreement with a carrier.	Gibb Group / Qanstruct	Complete	Pre-Construction
A22	Prior to the issue of an Occupation Certificate for the development the Applicant must demonstrate that the carrier has confirmed in writing it is satisfied that the fibre-ready facilities are fit-for-purpose	Gibb Group	Noted	Pre-Operation
DEMOLITION				
A23	All demolition must be carried out in accordance with Australian Standard AS 2601-2001 The Demolition of Structures (Standards Australia, 2001).	Gibb Group	Noted	Construction
STRUCTURAL ADEQUACY				
A24	All new buildings and structures, and any alterations or additions to existing buildings and structures, that are part of the development, must be constructed in accordance with the relevant requirements of the BCA. Note: • Under Part 6 of the EP&A Act, the Applicant is required to obtain construction and occupation certificates for the proposed building works. • The EP&A (Development Certification and Fire Safety) Regulation 2021 sets out the requirements for the certification of the development.	Gibb Group / Qanstruct	Noted	Pre-Construction
EXTERNAL WALLS AND CLADDING				

A25	The external walls of all buildings including additions to existing buildings must comply with the relevant requirements of the BCA.	Construction Contractor - Qanstruct	Noted	Construction
A26	Prior to the issue of: (a) any Construction Certificate relating to the construction of external walls (including the installation of finishes and claddings such as synthetic or aluminium composite panels); and (b) an Occupation Certificate, the Applicant must provide the Certifier with documented evidence that the products and systems proposed for use or used in the construction of external walls (including finishes and claddings such as synthetic or aluminium composite panels) comply with the requirements of the BCA.	Construction Contractor - Qanstruct	Noted	Pre-Construction + Pre Operation
A27	The Applicant must provide a copy of the documentation given to the Certifier to the Planning Secretary within seven days after the Certifier accepts it.	Construction Contractor - Qanstruct	Noted	Pre-Construction
CIVIL PLANS				
A28	Engineering plans are to be prepared in accordance with the development consent, Penrith City Council's Design Guidelines for Engineering Works for Subdivisions and Developments, Engineering Construction Specification for Civil Works and Austroads Guidelines.	Gibb Group / Qanstruct	Noted	Pre-Construction
SUBDIVISION				
A29	Prior to the issue of a Subdivision Certificate for any stage of the development, detailed work-as-executed drawings shall be prepared and signed by a Registered Surveyor, which must: (a) show the finished surface levels of the access road, internal roads, drainage and any areas of fill, carried out under this consent (b) be prepared in accordance with Penrith City Council's Engineering Construction Specification for Civil Works (c) be accompanied by plans indicating the depth of cut / fill for the entire development site (d) ensure the survey information shows surface levels and site contours at 0.5m intervals and all levels are shown to Australian Height Datum (e) be submitted to the Certifier and Council.	Gibb Group	Noted	All Phases
A30	Prior to the issue of a Subdivision Certificate for any stage of the development, the Applicant must provide to the Certifier evidence that all matters required to be registered on title, including easements and rights of carriageway (as shown in Figure 12 in Appendix 1), have been lodged for registration or registered at the Land Registry Services.	Gibb Group	Noted	All Phases
A31	Prior to the issue of a Subdivision Certificate for any stage of the development: (a) a certificate from an electricity and telecommunications provider must be submitted to the Certifier certifying that satisfactory service arrangements to the site have been established; and (b) a certificate from the Regional Stormwater Authority must be submitted to the Certifier certifying that satisfactory stormwater servicing arrangements for the site have been established.	Gibb Group	Noted	All Phases
A32	Prior to issue of a Subdivision Certificate that proposes the dedication of any internal estate road as a public road: (a) final inspection of the estate road is to be undertaken by the relevant Roads Authority. All compliance documentation for road and drainage construction of the estate road must be submitted to the relevant Roads Authority in accordance with the relevant Roads Authorities specifications and requirements; (b) a Maintenance Bond is to be lodged with Penrith City Council for all road and drainage works that are to be dedicated to the relevant Roads Authority. The value of the bond shall be determined in accordance with Penrith City Council's adopted Fees and Charges. (c) where installation of any regulatory/advisory signage and line marking are proposed, plans are to be lodged with, and approved by, the relevant Roads Authority prior to the installation of any such regulatory/advisory signage and line marking; and (d) an application for proposed street names must be lodged with and approved by the relevant Roads Authority and the signs erected on-site. The proposed names must be in accordance with the Geographical Names Board requirements. Note: Contact Penrith City Council's Engineering Services Department on 4732 7777 for further information on this process and applicable fees.	Gibb Group	Noted	All Phases
COMPLIANCE				
A33	The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.	Gibb Group / Qanstruct	Ongoing	All Phases
PLANNING AGREEMENT				
A34	Within six months after the date of commencement of construction of the development, or other timeframe agreed by the Planning Secretary, the Applicant must enter into a planning agreement (PA) with Penrith City Council (Council) in accordance with: (a) Division 7.1 of Part 7 of the EP&A Act; and (b) the terms of the offer in the letter dated 12 August 2025 from Gibb Group to the Council and the conditions of acceptance in Council's letter to Gibb Group dated 22 September 2025.	Gibb Group	Noted	Construction
A35	The land for the collector road and open space edge road, and RE1-zoned land within the site (as shown in Figure 12 in Appendix 1) is to be dedicated to Council free of cost.	Gibb Group	Ongoing	All Phases
SPECIAL INFRASTRUCTURE CONTRIBUTION				
A36	A special infrastructure contribution must be made in accordance with the Environmental Planning and Assessment (Special Infrastructure Contribution – Western Sydney Aerotropolis) Determination 2022 (as in force when this development consent takes effect). A person may not apply for a Subdivision Certificate or Construction Certificate (as the case may require, having regard to the Determination) in relation to development the subject of this development consent unless the person provides, with the application, written evidence from the Department of Planning, Housing and Infrastructure that the special infrastructure contribution for the development (or that part of the development for which the certificate is sought) has been made or that arrangements are in force with respect to the making of the contribution. More information - A request for assessment by the Department of Planning, Housing and Infrastructure of the amount of the contribution that is required under this condition can be made through the NSW planning portal https://www.planningportal.nsw.gov.au/development-assessment/contributions/sic-online-service). Please refer enquiries to SIContributions@planning.nsw.gov.au.	Gibb Group		
OPERATION OF PLANT AND EQUIPMENT				
A37	All plant and equipment used on site, or to monitor the performance of the development, must be: (a) maintained in a proper and efficient condition; and (b) operated in a proper and efficient manner.	Gibb Group / Qanstruct	Not Triggered	Construction

WORK AS EXECUTED PLANS				
A38	Prior to the issue of the Occupation Certificate for the development, work-as-executed drawings signed by a registered surveyor demonstrating that the stormwater drainage and finished ground levels have been constructed as approved, must be submitted to the Principal Certifier.	Gibb Group / Qanstruct	Not Triggered	Pre-Operation
ENVIRONMENTAL REPRESENTATIVE				
A38	Works must not commence until an ER has been approved by the Planning Secretary and engaged by the Applicant.	Gibb Group	Ongoing	Pre-Construction
A39	The Planning Secretary's approval of an ER must be sought no later than one month before the commencement of works, or within another timeframe agreed with the Planning Secretary.	Gibb Group	Ongoing	Pre-Construction
A40	The proposed ER must be a suitably qualified and experienced person who was not involved in the preparation of the EIS or Submissions Report and is independent from the design and construction personnel for the development.	Gibb Group	Ongoing	Pre-Construction
A41	The Applicant may engage more than one ER for the development, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the development.	Gibb Group	Ongoing	Pre-Construction
A42	For the duration of the construction works until the commencement of operation, or as agreed with the Planning Secretary, the approved ER must: (a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the development; (b) consider and inform the Planning Secretary on matters specified in the terms of this consent; (c) consider and recommend to the Applicant any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; (d) review the CEMP required under condition C2 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this consent and if so: (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary/Department for information or are not required to be submitted to the Planning Secretary/Department); (e) regularly monitor the implementation of the documents identified in condition A43(d) to ensure implementation is being carried out in accordance with the document and the terms of this consent; (f) as may be requested by the Planning Secretary, help plan, attend or undertake audits of the development commissioned by the Department including scoping audits, programming audits, briefings, and site visits; (g) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints; (h) provide advice to the Applicant on the management and coordination of construction works on the site with adjoining sites in the Mamre Road Precinct in relation to construction traffic management, sediment control, noise and dust; (i) attend the Mamre Road Precinct Working Group (see condition A46) in a consultative role in relation to the environmental performance of the development; and (j) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven calendar days following the end of each month for the duration of the ER's engagement for the development, or as otherwise agreed with the Planning Secretary.	Gibb Group	Ongoing	Construction
A43	The Applicant must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in condition A43 (including preparation of the ER monthly report), as well as: (a) the complaints register (to be provided on a daily basis); and (b) a copy of any assessment carried out by the Applicant of whether proposed work is consistent with the consent (which must be provided to the ER before the commencement of the subject work).	Gibb Group / Qanstruct	Ongoing	Construction
A44	The Planning Secretary may at any time commission an audit of an ER's exercise of its functions under condition A43. The Applicant must: (a) facilitate and assist the Planning Secretary in any such audit; and (b) make it a term of their engagement of an ER that the ER facilitate and assist the Planning Secretary in any such audit.	Gibb Group / Qanstruct	Ongoing	All Phases
MAMRE ROAD PRECINCT WORKING GROUP				
A45	Prior to the commencement of construction of the development and until all components of the development are constructed and operational, the Applicant must participate in a working group with relevant consent holders in the MRP, to the satisfaction of the Planning Secretary. The purpose of the working group is to consult and coordinate construction works within the MRP to assist with managing and mitigating potential cumulative environmental impacts. The working group must: (a) comprise at least one representative of the Applicant, the Applicant's ER, and relevant consent holders in the MRP; (b) meet periodically throughout the year to discuss, formulate and implement measures or strategies to improve monitoring, coordination of the approved industrial developments in the MRP; (c) regularly inform Council, TfNSW, Sydney Water and the Planning Secretary of the outcomes of these meetings and actions to be undertaken by the working group; (d) review the performance of approved industrial developments in the MRP and identify trends in the data with respect to cumulative construction traffic, erosion and sediment control, noise, stormwater management and waterway health objectives under the MRP DCP; (e) review community concerns or complaints with respect to environmental management; (f) identify interim traffic safety measures to manage construction traffic and how these measures will be coordinated, communicated, funded and monitored in the MRP; and (g) provide the Planning Secretary with an update and strategies, if a review under subclauses (d) or (e) identifies additional measures and processes are required to be implemented by the working group.	Gibb Group	Ongoing	Pre-Construction
A46	Three (3) months prior to completion of construction of all components of the development, the Applicant is eligible to exit the working group required under condition A46. The Applicant must: (a) consult with the Planning Secretary; (b) provide confirmation that all components of the development are operational; and (c) advise on the date of the proposed exit.	Gibb Group	Ongoing	Pre-Operation
APPLICABILITY OF GUIDELINES				

A47	References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent.	Gibb Group / Qanstruct	Ongoing	All Phases
A48	However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.	Gibb Group / Qanstruct	Ongoing	All Phases
ADVISORY NOTES				
AN1	All licences, permits, approvals and consents as required by law must be obtained and maintained as required for the development. No condition of this consent removes any obligation to obtain, renew or comply with such licences, permits, approvals and consents.	Gibb Group / Qanstruct	Ongoing	All Phases
PART B - SPECIFIC ENVIRONMENTAL CONDITIONS				
TRAFFIC AND ACCESS				
Construction Traffic Management Plan				
B1	Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must: (a) be prepared by a suitably qualified and experienced person(s), (b) be prepared in consultation with Council and TfNSW; (c) incorporate any traffic safety outcomes and actions from the MRP working group; (d) detail the measures that are to be implemented to ensure road safety and network efficiency during construction, including management of cumulative construction traffic from other concurrent construction works within the Mamre Road Precinct and the Mamre Road Upgrade Stage 2 works; (e) detail heavy vehicle routes, access and parking arrangements; (f) detail the number of construction vehicle movements and demonstrate how the movements will be managed in the context of road changes in the vicinity of the site; (g) 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; (iv) inform truck drivers of the site access arrangements, turning restrictions and use of specified routes; and (v) detail the compliance actions that would be implemented for any vehicles that deviate from approved routes and turning restrictions; (h) include a consultation strategy for liaising with and managing the cumulative impacts of other developments in the MRP; (i) include a program to monitor the effectiveness of these measures; and (j) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	Gibb Group / Qanstruct	In Progress	Construction
B2	The Applicant must: (a) not commence construction until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and (b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.	Gibb Group	Ongoing	Construction
B3	Prior to the commencement of any construction works (including earthworks) on proposed Lot 5 (as shown in Figure 12 in Appendix 1), the Applicant must obtain the following to the satisfaction of the Planning Secretary: (a) a written agreement with TfNSW regarding the coordination of these construction works and the Mamre Road Upgrade Stage 2 (MRUS2) works to mitigate the impact of construction traffic from the development and avoid conflicts with the construction of the MRUS2 project.	Gibb Group	Ongoing	Pre-Construction
B4	Any construction, including earthworks on proposed Lot 5 must be undertaken in accordance with the agreement in Condition B3, unless otherwise agreed with TfNSW.	Gibb Group	Noted	Construction
Temporary Construction Access Road				
B5	Prior to the commencement of earthworks, the Applicant must construct the temporary left-in, left-out construction access from Mamre Road to the satisfaction of TfNSW. The Applicant must obtain approval for the works under section 138 of the Roads Act 1993.	Construction Contractor - Qanstruct	Ongoing	Pre-Construction
B5	The Applicant must enter into a Works Authorisation Deed (WAD) with TfNSW for construction of the temporary left-in, left-out construction access on Mamre Road. The WAD must: (a) detail the required traffic control measures developed in consultation with TfNSW, NSW Police, the Department and Council; (b) include details of the removal of the temporary left-in, left-out construction access; and (c) be executed prior to the commencement of construction of the temporary left-in, left-out construction access and on Mamre Road.	Gibb Group	Noted	Pre-Construction
B6	Prior to the commencement of earthworks, the Applicant must obtain approval from TfNSW under section 138 of the Roads Act 1993 for the temporary left-in, left-out construction access from Mamre Road.	Gibb Group	Noted	Pre-Construction
B7	The Applicant must: (a) ensure the temporary left-in, left-out construction access on Mamre Road are maintained at no cost to TfNSW; (b) remove the temporary left-in, left-out construction access on Mamre Road at the completion and commissioning of the interim access road (as shown in Figure 1 and Figures 4-9 in Appendix 1), as instructed by TfNSW and at no cost to TfNSW.	Gibb Group	Ongoing	Construction
Interim Access Road				
B8	Prior to the commencement of operation of the development, the Applicant must complete the construction of the interim site access and associated road widening works on Mamre Road (as shown in Figures 4-9 in Appendix 1), to the satisfaction of TfNSW and Council. The Applicant must obtain approval for the works under section 138 of the Roads Act 1993.	Gibb Group	Ongoing	Pre-Operation
B8	The Applicant must enter into a Works Authorisation Deed (WAD) with TfNSW for construction of the interim site access and associated road widening works on Mamre Road (as shown in Figure 2 in Appendix 1).	Gibb Group	Noted	Pre-Construction
B9	Prior to the commencement of construction of the interim site access and associated road widening works on Mamre Road, the Applicant must obtain approval from TfNSW for the works under section 138 of the Roads Act 1993.	Gibb Group	Ongoing	All Phases

B10	The Applicant must: (a) complete construction of the interim access in accordance with the approvals required under conditions B8 and B9, to the satisfaction of TfNSW and Council, prior to the commencement of operation of the development; and (b) complete construction of the interim access and open it to traffic by Q4 2026 to the satisfaction of TfNSW and Council, or as otherwise agreed by the Planning Secretary.	Gibb Group	Noted	All Phases
B11	The interim access road must be: (a) closed for use once a permanent link is completed between the internal Collector Industrial Road and the wider public road network that provides access to Mamre Road; and (b) decommissioned within six months of its closure, in accordance with the decommissioning plans prepared in accordance with condition B12, including landscaping, reinstatement and rehabilitation of the land, or closure of any temporary medians (as shown in Figure 3 and Figure 4 in Appendix 1), to the satisfaction of the Planning Secretary.	Gibb Group	Not Triggered	Pre-Operation
B12	Prior to decommissioning of the interim access road in accordance with condition B11, the Applicant must prepare a Decommissioning and Rehabilitation Plan, in consultation with Council, Sydney Water and TfNSW, to the satisfaction of the Planning Secretary. The plan must: (a) identify all works required to remove the interim access road and any associated structures not required for the ultimate road arrangement; (b) provide for reinstatement, stabilisation and landscaping of the decommissioned road corridor, consistent with the approved landscape plans and the MRP DCP; and (c) include staging and traffic management measures to maintain safe and adequate access during and after decommissioning.	Gibb Group	Not Triggered	Construction
B13	The Applicant must not construct any infrastructure (e.g. batter, retaining wall, and drainage basins) required to support the development within the Mamre Road reserve or on land that is zoned SP2, unless otherwise agreed by TfNSW.	Gibb Group	Not Triggered	Construction
Internal Estate Roads				
B14	Prior to the commencement of construction of the internal estate roads (internal Collector Industrial Road, Open Space Edge Road), the Applicant must prepare detailed design plans of the roads in accordance with the design requirements under the MRP DCP and any relevant standards, specifications, or alike to the satisfaction of the relevant roads authority.	Gibb Group	Ongoing	Pre-Construction
B15	Prior to the commencement of operation, the Applicant must: (a) subdivide the site to create lot(s) for the internal estate roads (internal Collector Industrial Road, Open Space Edge Road) shown in Figure 1 in Appendix 1; (b) ensure the created lot(s) includes portions of the road required to connect to properties to the south at 819-831 Mamre Road, Kemps Creek, between the temporary turning head shown in Figure 1 in Appendix 1 and the southern boundaries of the site; (c) register the newly created local road lot(s) on the land title(s); and (d) construct the roads, including the temporary turning head (if required), to the satisfaction of Council.	Gibb Group	Ongoing	Pre-Construction
Parking				
B16	The Applicant must provide sufficient parking facilities on-site with regard to the requirements of the MRP DCP, including for heavy vehicles and for site personnel, to ensure that traffic associated with the development does not utilise public and residential streets or public parking facilities.	Gibb Group / Qanstruct	Ongoing	All Phases
B17	Bicycle parking and end-of-trip facilities must be provided with suitable pedestrian connections linking these facilities with the offices and warehouse buildings in accordance with relevant guidelines and standards and the MRP DCP.	Gibb Group / Qanstruct	Ongoing	All Phases
B18	A minimum of 5% of light vehicle parking bays must provide for electric vehicle charging, with a further 5% constructed as readily adaptable.	Gibb Group / Qanstruct	Ongoing	All Phases
Street Trees				
B19	Prior to the commencement of any stage of road construction, detailed design plans showing the provision of passively irrigated street trees within the relevant stage of works must be submitted to the satisfaction of the relevant road authority. The plans must: (a) be prepared in consultation with Council; and (b) have regard to the Sydney Water Stormwater Scheme Infrastructure Design Guideline and the MRP DCP.	Gibb Group	Ongoing	Pre-Construction
Operational Traffic Monitoring Program				
B20	At the commencement of operation of the development and for a minimum period of 12 months of operation, the Applicant must establish an Operational Traffic Monitoring Program to verify light and heavy vehicle traffic numbers against the predictions in the RTS. The Program must form part of the OEMP required by condition C5, must monitor the effectiveness of the traffic management measures to the satisfaction of the Planning Secretary, and must include but not be limited to, the following: (a) detail the numbers and frequency of truck movements, sizes of trucks, vehicle routes and hours of operation; (b) queue monitoring at the interim access to Mamre Road and background traffic counts on Mamre Road; (c) verify the predicted traffic numbers and level of service against the actual impacts of the development, and analyse the potential cause of any significant discrepancies; (d) consider the current capacity and efficiency of the existing road network including Mamre Road; and (e) include procedures for the reporting and monitoring of results to evaluate the traffic performance of the development.	Gibb Group	Not Triggered	Operation
B21	The results of the Operational Traffic Monitoring Program must be reported to the Planning Secretary and TfNSW on a quarterly basis for a minimum period of 12 months of operation.	Gibb Group	Not Triggered	Operation
Operating Conditions				

B22	The Applicant must ensure: (a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the development are constructed and maintained in accordance with the latest version of AS 2890.1:2004 Parking facilities Off-street car parking (Standards Australia, 2004), AS 2890.2:2018 Parking facilities Off-street Commercial Vehicle Facilities (Standards Australia, 2018) and AS 2890.6.2009 Parking facilities Off-street parking for people with disabilities (Standards Australia, 2009); (b) the swept path of the longest vehicle entering and exiting the site, as well as manoeuvrability through the site, is in accordance with the relevant AUSTROADS guidelines; (c) that no heavy vehicles larger than a 30 metre Performance Based Standards (PBS) Level 2 Type B uses the interim access arrangements; (d) the development does not result in any vehicles queuing on the public road network; (e) heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site; (f) all vehicles are wholly contained on site before being required to stop; (g) all loading and unloading of materials is carried out on-site; and (h) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.	Gibb Group / Qanstruct	Not Triggered	Operation
Workplace Travel				
B23	Prior to the commencement of operation of any part of the development, the Applicant must prepare a Workplace Travel Plan to be included in the OEMP required by condition C5. The Plan must: (a) be prepared in consultation with TfNSW; (b) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives; and (c) describe pedestrian and bicycle linkages and end of trip facilities available on-site.	Gibb Group	Not Triggered	Pre-Operation
B24	The Applicant must implement the most recent version of the Work Place Travel Plan submitted to the Planning Secretary for the duration of the development.	Gibb Group	Not Triggered	Pre-Operation
SOILS, WATER QUALITY AND HYDROLOGY				
Imported Soil				
B25	The Applicant must: (a) ensure that only VENM, ENM, or other material approved in writing by EPA is brought onto the site for use as fill; (b) keep accurate records of the volume and type of fill to be used; and (c) make these records available to the Planning Secretary upon request.	Gibb Group	Ongoing	All Phases

Erosion and Sediment Control				
B26	Prior to the commencement of construction of the development, the Applicant must design and detail the erosion and sediment control measures for the site to ensure the construction phase IWCM controls of the MRP DCP are achieved. Detailed Erosion and Sediment Control Plans (ESCP) and drawings must: (a) be prepared by a Certified Professional in Erosion and Sediment Control (CPESC) and in consultation with DCCEEW – CPHR Group; (b) address the requirements of the detailed technical specifications in the Technical Guidance and the 'Blue (c) Book - Managing Urban Stormwater: Soils and Construction' (Landcom 2004); detail how the ESCP addresses the requirements of section 4.4.2 of the MRP DCP; (d) demonstrate the construction approach and timing to ensure the construction phase stormwater quality targets in the MRP DCP can be met, including any staging of construction works and construction staging (e) plans that: (i) represent each phase of works, including clearing, earthworks (existing and final levels), civil construction and landscaping; (ii) show erosion, drainage, and sediment controls for each phase and identify timing for implementation and decommissioning of all controls; (iii) identify external catchments and clean water drains; (iv) show flow of clean water around the site and flow of dirty water within the site, and identify how external catchment flows will be managed to prevent contamination during the construction; (v) provide sizing for major drainage and sediment control (such as sediment basins); (vi) quantify compliance with the stormwater targets for each stage; (f) identify how dispersive soils have been considered and will be managed during construction works; (g) detail the timing, methods and performance requirements for stabilisation of each area of site disturbance; (h) detail measures to protect passively irrigated street trees during construction works, if these are installed before construction is completed; (i) be independently reviewed and verified by the ER prior to submission to the Planning Secretary; and (j) be included in the CEMP required by condition C2.	Gibb Group	Ongoing	Pre-Construction
B27	The Applicant must: (a) ensure delivery and operation of all construction phase erosion and sediment controls on the site is supervised and certified by a CPESC; (b) undertake monthly audits, completed by the CPESC, and kept on record for the duration of the construction and an additional 12 months following completion of construction works to ensure the controls remain effective in achieving the construction phase stormwater quality targets in the Technical Guidance; and (c) ensure monthly audit reports are reviewed and verified by the ER and submitted to the Planning Secretary within 7 days of completing the audit.	Gibb Group / Qanstruct	Ongoing	Construction + Operation
B28	The Applicant must maintain the erosion and sediment control measures installed on-site in accordance with condition B28 for the duration of construction of the development.	Gibb Group / Qanstruct	Noted	Construction
Retaining Walls				
B29	All structures (foot, batter, tie backs/in and drainage) associated with retaining walls must be within private property and not within the public road reserve and not within any zone of influence.	Gibb Group / Qanstruct	Noted	All Phases
Discharge Limits				
B30	The development must comply with section 120 of the POEO Act, which prohibits the pollution of waters, except as expressly provided for in an EPL.	Gibb Group / Qanstruct	Ongoing	All Phases
B31	Should groundwater be intercepted a Water Access Licence (WAL) under the Water Management Act 2000 must be obtained unless an exemption applies. Note: If the take is less than or equal to 3ML of water per year for any aquifer interference activities listed in Clause 14 of Schedule 4 of the Water Management (General) Regulation 2025 an exemption may apply. For more information visit https://water.dpie.nsw.gov.au/licensing-and-trade/water-access-licences-and-approvals/exemptions-for-water-licences-and-works-and-or-use-approvals/groundwater-wal-exemptions	Gibb Group / Qanstruct	Ongoing	All Phases
On-Lot Stormwater Management System				
B32	Prior to the commencement of operation of the development, the Applicant must: (a) ensure the detailed design of the on-lot stormwater management system is in accordance with Penrith City Council's 'Stormwater Drainage Specification for Building Developments' and the Technical Guidance; (b) demonstrate that all stormwater management devices contain an impermeable liner, and compacted to a suitable depth and topsoiled (AS44119) to limit infiltration to soils; (c) ensure the design and subsequent construction and establishment of the on-lot WSUD systems is supervised and certified by a suitably qualified chartered professional engineer with experience in modelling, design and supervision of WSUD systems; and (d) install the on-lot Stormwater Management System as described in the Additional Information and ensure the system is operational.	Gibb Group / Qanstruct	Not Triggered	Pre-Operation
B33	All on-lot stormwater infrastructure must remain under the ownership, control and care of the registered proprietor of the lot. Upstream drainage catchment pipes are to be located outside of the public road reserve and remain in private ownership, in accordance with Council requirements. Note: This does not include any passively irrigated street trees that may be transferred to the relevant roads authority.	Gibb Group	Not Triggered	Operation
B34	The Applicant must maintain the on-lot stormwater management system installed under condition B34 for the duration of the development. The stormwater management system must: (a) continue to be operated and maintained in perpetuity for the life of the development in accordance with the final Stormwater Management Plan required under Condition B40; (b) be regularly inspected with inspection records to be maintained and made available to Council on request; and (c) have all necessary improvements made immediately upon awareness of any deficiencies in the stormwater management systems. Note: This does not include any passively irrigated street trees that may be transferred to the relevant roads authority. This also does not include trunk drainage infrastructure for which maintenance and operation may be transferred to the Regional Stormwater Authority.	Gibb Group	Not Triggered	Operation
Watercourse				
B38	Prior to the issue of an Occupation Certificate, the Applicant must design and construct for the watercourse infrastructure on the site to the satisfaction of Sydney Water. This must include a diversion structure that directs treatable stormwater flows into the downstream regional stormwater basin, while allowing higher flows to continue downstream.	Gibb Group	Not Triggered	Pre-Operation
Regional Stormwater Basin				

B36	Prior to issue of an Occupation Certificate, the Applicant must provide written confirmation, to the satisfaction of the Planning Secretary, that: (a) the regional stormwater infrastructure associated with Regional Basin 7A servicing the development has been delivered in accordance with the requirements of the Regional Stormwater Authority; and (b) the on-lot stormwater infrastructure has been connected to the regional stormwater infrastructure.	Gibb Group	Not Triggered	Pre-Operation
Stormwater Management Plan				
B37	Prior to the commencement of operation, the Applicant must update the Stormwater Management Plan for the development in the Additional Information to the satisfaction of the Planning Secretary. The updated plan must form part of the OEMP required by condition C5 and must: (a) include both the on-lot and regional stormwater infrastructure; (b) detail how the development's stormwater system has been connected to adjoining developments and the Regional Stormwater Infrastructure; (c) include an inspection and maintenance schedule for the on-lot and regional stormwater infrastructure, including inspection frequency, responsibilities and record-keeping requirements; and (d) outline the measures and procedures to promptly repair or replace any damaged elements of the stormwater management system, and to minimise the risk of similar issues recurring.	Gibb Group / Qanstruct	Not Triggered	Pre-Operation
Easements and Maintenance				
B38	Prior to the issue of a Compliance Certificate under Section 73 of the Sydney Water Act, 1994, an easement under section 88A and/or restriction or public positive covenant under section 88E of the Conveyancing Act 1919 must be registered on the title of the land naming the Regional Stormwater Authority (Sydney Water) as the prescribed authority, which can only be revoked, varied or modified with the consent of the Regional Stormwater Authority and which provides for appropriate access to watercourse land and regional stormwater infrastructure (including the basin and diversion pipelines) for maintenance at no cost to the Regional Stormwater Authority.	Gibb Group	Not Triggered	Operation
B39	The on-lot stormwater management system must continue to be operated and maintained in perpetuity for the life of the development in accordance with the final operation and maintenance management plan. Regular inspection records are required to be maintained and made available to Council on request. All necessary improvements are required to be made immediately upon awareness of any deficiencies in the stormwater management systems. Note: This does not include any passively irrigated street trees that may be transferred to the relevant roads authority. This also does not include trunk drainage infrastructure for which maintenance and operation may be transferred to the Regional Stormwater Authority.	Gibb Group	Not Triggered	Operation
B40	All on-lot stormwater infrastructure shall remain under the ownership, control and care of the registered proprietor of the lots.	Gibb Group	Not Triggered	Operation
B41	Upstream drainage catchment pipes are to be located outside of the public road reserve and remain in private ownership, in accordance with Council requirements. Note: This does not include any passively irrigated street trees that may be transferred to the relevant roads authority. This also does not include trunk drainage infrastructure for which maintenance and operation may be transferred to the Regional Stormwater Authority.	Gibb Group	Not Triggered	Operation
B42	Prior to the issue of any Occupation Certificate, a restriction on the use of land and positive covenant relating to the permanent on-lot stormwater management systems (including on-site stormwater detention and water sensitive urban design), shall be registered on the title of the property under section 88E of the Conveyancing Act 1919. The restriction on the use of land and positive covenant shall be in Council's standard wording as detailed in Council's Stormwater Drainage Specification for Building Developments – Appendix F.	Gibb Group	Not Triggered	Operation
Flood Management				
B43	Prior to the commencement of construction of the development, the Applicant must prepare a Construction Flood Emergency Response Plan. The Plan must form part of the CEMP required by conditions C2 and must: (a) be prepared by a suitably qualified and experienced person(s); (b) be prepared in consultation with the NSW State Emergency Service; (c) address the provisions of the Floodplain risk management manual (DPE, 2023) and Support for emergency management planning (DPE, 2023); and (d) include details of: (i) the flood emergency responses for the construction phases of the development; (ii) predicted flood levels; (iii) flood warning time and flood notification; (iv) assembly points and evacuation routes; (v) evacuation and refuge protocols; and (vi) awareness training for employees and contractors.	Gibb Group / Qanstruct	Ongoing	Pre-Construction
B44	The Applicant must: (a) submit a copy of the Flood Emergency Response Plan required by condition B45 to the Planning Secretary prior to the commencement of construction; and (b) implement the most recent version of the Flood Emergency Response Plan for the duration of the construction.	Gibb Group / Qanstruct	Ongoing	Pre-Construction
B45	Prior to the commencement of operation of the development, the Applicant must prepare an Operation Flood Emergency Response Plan. The Plan must form part of the OEMP required by conditions C5 and must: (a) be prepared by a suitably qualified and experienced person(s); (b) be prepared in consultation with the NSW State Emergency Service; (c) address the provisions of the Floodplain risk management manual (DPE, 2023) and Support for emergency management planning (DPE, 2023); and (d) include details of: (i) the flood emergency responses for both the operation phase of the development; (ii) predicted flood levels; (iii) flood warning time and flood notification; (iv) assembly points and evacuation routes; (v) evacuation and refuge protocols; and (vi) awareness training for employees and contractors.	Gibb Group / Qanstruct	Not Triggered	Pre-Operation
B46	The Applicant must: (a) submit a copy of the Flood Emergency Response Plan required by condition B47 to the Planning Secretary prior to the commencement of operation; and (b) implement the most recent version of the Flood Emergency Response Plan for the duration of the operational phase of the development.	Gibb Group / Qanstruct	Not Triggered	Pre-Operation
NOISE				
Hours of Work				

<table>
<tr><td>B47</td><td>The Applicant must comply with the hours detailed in Table 1.

Table 1 Hours of Work
<table><tr><th>Activity</th><th>Day</th><th>Time</th></tr><tr><td>Earthworks and construction</td><td>Monday – Friday
Saturday</td><td>7 am to 6 pm
8 am to 1 pm</td></tr><tr><td>Operation</td><td>Monday – Sunday</td><td>24 hours</td></tr></table></td><td>Gibb Group / Qanstruct</td><td>Ongoing</td><td>Construction</td></tr>
<tr><td>B48</td><td>Works outside of the hours identified in condition B49 may be undertaken in the following circumstances:
(a) works that are inaudible at the nearest sensitive receivers;
(b) works agreed to in writing by the Planning Secretary;
(c) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or
(d) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.</td><td>Gibb Group / Qanstruct</td><td>Ongoing</td><td>Construction</td></tr>
<tr><td colspan="4">Construction Noise Limits</td></tr>
<tr><td>B49</td><td>The development must be constructed to achieve the construction noise management levels detailed in the Interim Construction Noise Guideline (DECC, 2009) (as may be updated or replaced from time to time). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the Construction Noise and Vibration Management Plan required under condition B52.</td><td>Gibb Group / Qanstruct</td><td>Ongoing</td><td>Construction</td></tr>
<tr><td colspan="4">Construction Noise and Vibration Management Plan</td></tr>
<tr><td>B50</td><td>The Applicant must prepare a Construction Noise and Vibration Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must form part of a CEMP in accordance with condition C2 and must
(a) be prepared by a suitably qualified and experienced noise expert
(b) describe procedures for achieving the noise management levels in EPA's Interim Construction Noise Guideline (DECC, 2009) (as may be updated or replaced from time to time);
(c) include noise management and mitigation measures, including any described in Appendix 2, and in the '805-817 Mamre Road Kemps Creek Noise Impact Assessment', prepared by RWDI and dated 28 August 2025;
(d) describe the measures to be implemented to manage high noise generating works such as piling, in close proximity to sensitive receivers;
(e) include strategies that have been developed with the community, including nearby residents, for managing high noise generating works;
(f) include strategies that have been developed in consultation with the directly adjoining properties for managing vibration such as any alternative construction methods with lower source vibration levels and provision for respite periods;
(g) describe the community consultation undertaken to develop the strategies in condition B50(e) and (f); and
(h) include a complaints management system that would be implemented for the duration of the earthworks and construction.</td><td>Gibb Group</td><td>Ongoing</td><td>Pre-Construction</td></tr>
<tr><td>B51</td><td>The Applicant must:
(a) not commence construction of the development until the Construction Noise and Vibration Management Plan required by condition B52 is approved by the Planning Secretary; and
(b) implement the most recent version of the Construction Noise and Vibration Management Plan approved by the Planning Secretary for the duration of construction.</td><td>Gibb Group</td><td>Ongoing</td><td>Pre-Construction</td></tr>
<tr><td colspan="4">Operational Noise Limits</td></tr>
<tr><td>B52</td><td>The Applicant must ensure that noise generated by operation of the development does not exceed the noise limits in Table 2.

Table 2 Noise Limits (dB(A))
<table><tr><th>Location</th><th>Day
$L_{Aeq(15\ minute)}$</th><th>Evening
$L_{Aeq(15\ minute)}$</th><th>Night
$L_{Aeq(15\ minute)}$</th></tr><tr><td>Twin Creeks (Residential receivers R18, R19 and R20)</td><td>30</td><td>25</td><td>20</td></tr><tr><td>BAPS Temple – Outdoor Use Area (Except Car Parking Area)</td><td colspan="3">31 (When in use)</td></tr></table>
Note 1. Noise generated by the development is to be measured in accordance with the relevant monitoring performance procedures and exemptions (including certain meteorological conditions) of the NSW Noise Policy for Industry (EPA, 2017) (as may be updated or replaced from time to time). Refer to the plan in Appendix 4 for the location of residential sensitive receivers.</td><td>Gibb Group / Qanstruct</td><td>Not Triggered</td><td>Operation</td></tr>
<tr><td colspan="4">MRP Noise Agreement(s)</td></tr>
<tr><td>B53</td><td>Prior to the commencement of operation of the development and every subsequent year for a total period of three years, the Applicant must:
(a) offer to enter into a Negotiated Agreement with the eligible receivers shown in Figure 6 in Appendix 4; and
(b) provide evidence to the Planning Secretary of the offer required by condition B53(a).</td><td>Gibb Group</td><td>Not Triggered</td><td>Operation</td></tr>
<tr><td>B54</td><td>Where an eligible receiver specified in condition B53(a) elects to take up the offer required by condition B53(a), the Applicant is to provide evidence of the establishment of the agreement to the Planning Secretary within one month of the agreement being reached.</td><td>Gibb Group</td><td>Not Triggered</td><td>Operation</td></tr>
<tr><td>B55</td><td>For a period of three years from the commencement of operation of the development, the eligible receiver specified in condition B53(a) may, on one occasion, ask the Applicant to enter into an agreement. Upon receiving a written request from any of the eligible receivers under condition B53 of this consent, the Applicant must offer an agreement in consultation with the eligible receivers within six months of receiving the written request. The agreement must be reasonable and be commensurate with the level of noise impact on the dwelling.</td><td>Gibb Group</td><td>Not Triggered</td><td>Operation</td></tr>
<tr><td>B56</td><td>The Negotiated Agreement required under condition B53 must be in force until the existing residential use ceases on the land subject to the agreement or a development consent for general industrial or other employment uses applies to the land, whichever is the sooner.</td><td>Gibb Group</td><td>Not Triggered</td><td>Operation</td></tr>
<tr><td colspan="4">Operational Noise Verification Report</td></tr>
</table>

B57	Within three months of the commencement of operation of the development, the Applicant must prepare and submit a noise verification report for the development to the satisfaction of the Planning Secretary. The noise verification report must: (a) be prepared by a suitably qualified and experienced noise consultant; (b) demonstrate that noise verification has been carried out by a suitably qualified and experienced acoustic consultant in accordance with: (i) the Australian Standard AS 1055:2018 Acoustics – Description and measurement of environmental noise (Standards Australia, 2018); (ii) the EPA Approved Methods for the Measurement and Analysis of Environmental Noise in NSW (EPA, 2022); and (iii) the monitoring and reporting requirements detailed in Section 7 of the Noise Policy for Industry (EPA, 2017); (c) verify the noise levels against the predictions in the '805-817 Mamre Road Kemps Creek Noise Impact Assessment', prepared by RWDI dated 16 April 2025, and clearly identify any variances from the assumptions and the predicted noise levels at sensitive receivers; and (d) include: (i) an analysis of compliance with noise limits specified in condition B52; (ii) an outline of management actions to be taken to address any exceedances of the limits specified in condition B52; and (iii) a description of contingency measures in the event management actions are not effective in reducing noise levels to an acceptable level.	Gibb Group / Qanstruct	Ongoing	Construction
AIR QUALITY				
Dust Minimisation				
B58	The Applicant must take all reasonable steps to minimise dust generated during all works authorised by this consent.	Gibb Group / Qanstruct	Ongoing	Construction
B59	During construction of the development, the Applicant must ensure: (a) exposed surfaces and stockpiles are suppressed by regular watering or other alternative suppression method; (b) all trucks entering or leaving the site with loads have their loads covered; (c) trucks associated with the development do not track dirt onto the public road network; (d) public roads used by these trucks are kept clean; (e) land stabilisation works are carried out progressively on site to minimise exposed surfaces; and (f) works are undertaken in accordance with the methodologies outlined in the Construction Air Quality Management Plan required by condition B63.	Gibb Group / Qanstruct	Ongoing	Construction
Construction Air Quality Management Plan				
B60	Prior to the commencement of construction, the Applicant must prepare a Construction Air Quality Management Plan (CAQMP) for the development, to the satisfaction of the Planning Secretary. The CAQMP must form part of the CEMP required by condition C2. The CAQMP must: (a) be prepared by a suitably qualified and experienced person(s); (b) be prepared in consultation with owners of adjoining residential properties (including those still occupied for residential use in the MRP), include evidence of this consultation, details of any issues raised and how the plan has responded to any issues raised during consultation; (c) detail and rank all emissions, including particulate emissions, from all sources during construction of the development; (d) describe a program that is capable of evaluating the performance of the construction and determining compliance with key criteria, including installation of real-time air quality monitors consistent with the locations identified in Figure 14 in Appendix 5; (e) include provisions to integrate on-site monitoring and management measures with any precinct-wide cumulative construction air quality monitoring program established by the Mamre Road Precinct Working Group; (f) identify the locations of the real-time air quality monitors; (g) identify the control measures that will be implemented for each emission source; (h) nominate the following for each of the proposed controls: (i) key criteria; (ii) monitoring method; and (iii) location, frequency and duration of monitoring; (i) outline procedures that will be implemented in relation to: (i) record keeping; (ii) reporting to the Environmental Representative required under condition A39; (iii) complaints register; (iv) response procedures; and (v) compliance monitoring; (j) include a Trigger Action Response Plan (TARP) that must include: (i) the objectives of the TARP; (ii) triggers for: continuously monitored PM10 concentrations; meteorological conditions; visible dust plumes; on-site activities that have the potential for elevated dust emissions; (iii) a procedure to identify likely dust-generating sources; (iv) source-specific actions to reduce dust generation rates; (v) a procedure to determine the effectiveness of the implemented actions; (vi) a procedure to implement additional controls if required, to ensure the development complies with the conditions of this consent; and (vii) a procedure to record evidence / observations of the effectiveness of the implemented actions to manage the triggers, and evidence to demonstrate that the objectives of the TARP have been achieved; and (k) detail contingency measures to be implemented to reduce any exceedances of relevant performance indicators or criteria and include a timetable for implementation.	Gibb Group	Ongoing	Pre-Construction
B61	The Applicant must: (a) not commence construction until the CAQMP required by condition B63 is approved by the Planning Secretary; and (b) implement the most recent version of the CAQMP approved by the Planning Secretary for the duration of the development.	Gibb Group	Ongoing	Pre-Construction
Independent Air Quality Audit				
B62	Within three months of the commencement of earthworks and every three months thereafter until the completion of earthworks, the Applicant must commission and pay the full cost of an Independent Air Quality Audit (IAQA) to review the air quality performance of the development. The IAQA must: (a) be undertaken by a suitably qualified (i.e. CAQP and/or CEnv), experienced and independent expert whose appointment has been endorsed by the Planning Secretary; (b) analyse the performance of the CAQMP, including the TARP; (c) audit the performance of the CAQMP, including the TARP in achieving its objectives; (d) identify any deficiencies in the CAQMP including the TARP in achieving its objectives and propose changes to improve the performance of the CAQMP to achieve those objectives; (e) review the air quality monitoring and mitigation requirements and air quality monitoring data for the audit period; (f) analyse any incidents, non-compliances and complaints that occurred or were made during the audit period; and (g) if necessary, recommend and prioritise measures to improve the air quality controls on-site for subsequent stages of the earthworks program, such that sensitive receivers would be protected against adverse air quality impacts from the development.	Gibb Group / Qanstruct	Noted	Construction

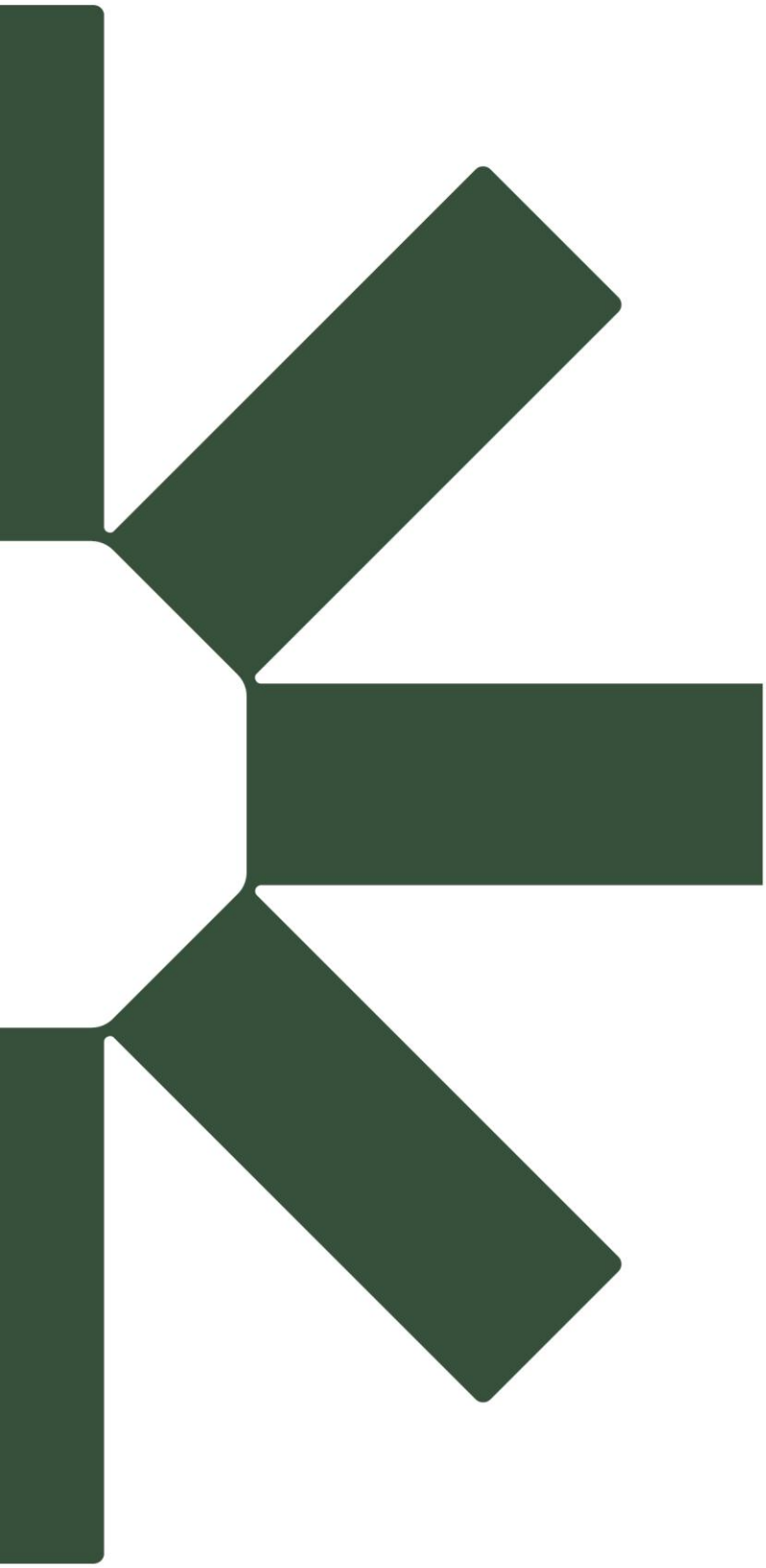
B63	Within 6 weeks of the completion of the IAQA required by Condition B65, the Applicant must submit a copy of the audit report to the Planning Secretary with a response to any recommendations contained in the audit report. The response must include a timeframe for implementing the recommendations of the IAQA.	Gibb Group	Noted	Construction
ABORIGINAL HERITAGE				
B64	Prior to the commencement of earthworks and during construction works, the Applicant must implement the recommendations of the '805-817 Mamre Road, Kemps Creek Aboriginal Cultural Heritage Assessment Report', prepared by Artefact Heritage Services Pty Ltd, version 7 and dated 18 March 2025.	Gibb Group	Ongoing	Construction
B65	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects except as authorised by this consent.	Gibb Group / Qanstruct	Ongoing	Construction
B66	The Registered Aboriginal Parties (RAPs) must be kept informed about the development and continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the development.	Gibb Group	Ongoing	Construction
Aboriginal Cultural Heritage Management Plan (ACHMP)				
B67	Before the commencement of any clearing or construction works for the development, the Applicant must prepare an ACHMP for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must: (a) be prepared by a suitably qualified and experienced expert in consultation with the Registered Aboriginal Parties and Heritage NSW; (b) include a description of the measures (and associated methodologies) that would be implemented for: (i) the long-term management of any Aboriginal heritage items or material collected during the previous test excavations; (ii) ensuring workers on site receive suitable heritage inductions prior to carrying out any development on site, and that records are kept of these inductions; (iii) ongoing consultation with RAPs, during the implementation of the ACHMP; (c) include a contingency plan and reporting procedure including: (i) an Unexpected Heritage Finds and Human Remains Procedure prepared in relation to Aboriginal cultural heritage, with these measures to be prepared in accordance with the guidelines and standards specified by Heritage NSW, be implemented for the duration of the project and to include the requirement to register any newly identified Aboriginal objects or sites in the AHIMS database. (d) include a program to monitor and report on the effectiveness of these measures and any heritage impacts of the project.	Gibb Group	Ongoing	Pre-Construction
B68	The Applicant must: (a) not commence construction until the ACHMP is approved by the Planning Secretary; and (b) implement the most recent version of the ACHMP approved by the Planning Secretary for the duration of the development.	Gibb Group	Ongoing	Pre-Construction
Unexpected Finds				
B69	If any unexpected item or object of Aboriginal heritage significance is identified on site: (a) all work in the immediate vicinity of the suspected Aboriginal item or object must cease immediately; (b) a 10 m wide buffer area around the suspected item or object must be cordoned off; and (c) Heritage NSW must be contacted immediately.	Gibb Group / Qanstruct	Ongoing	Construction
B70	Work in the immediate vicinity of the Aboriginal item or object may only recommence in accordance with the provisions of Part 6 of the National Parks and Wildlife Act 1974.	Gibb Group / Qanstruct	Ongoing	Construction
HAZARDS AND RISK				
Dangerous Goods				
B71	The quantities of dangerous goods stored and handled at the site must be below the threshold quantities listed in the Department's Hazardous and Offensive Development Application Guidelines – Applying SEPP 33 at all times.	Gibb Group / Qanstruct	Ongoing	All Phases
B72	Dangerous goods, as defined by the Australian Dangerous Goods Code, must be stored and handled strictly in accordance with: (a) all relevant Australian Standards; and (b) for liquids: (i) a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and (ii) the NSW EPA's Storing and Handling of Liquids: Environmental Protection – Participants Manual.	Gibb Group / Qanstruct	Ongoing	All Phases
B73	In the event of an inconsistency between the requirements of conditions B75(a) and B75(b), the most stringent requirement must prevail to the extent of the inconsistency.	Gibb Group / Qanstruct	Ongoing	All Phases
Bunding				
B74	The Applicant must store all chemicals, fuels and oils used on-site in appropriately bunded areas in accordance with the requirements of all relevant Australian Standards, and/or EPA's Storing and Handling of Liquids: Environmental Protection – Participants Manual (Department of Environment and Climate Change, 2007).	Gibb Group / Qanstruct	Ongoing	All Phases
CONTAMINATION				
Unexpected Finds				
B75	Prior to the commencement of construction, the Applicant must prepare an unexpected contamination finds procedure to ensure that potentially contaminated material is appropriately managed. The procedure must form part of the of the CEMP in accordance with condition C2and must ensure any material identified as contaminated is managed in accordance with the POEO Act and its associated regulations. Details of the final management approach and the results of any associated testing must be submitted to the Planning Secretary within six weeks of the Applicant becoming aware of the contamination find, or as otherwise agreed to by the Planning Secretary.	Gibb Group / Qanstruct	Ongoing	Pre-Construction
VISUAL AMENITY				
Landscaping				

B76	Prior to the commencement of operation of the development, the Applicant must prepare a Landscape Management Plan to manage the development's landscaping works, to the satisfaction of the Planning Secretary. The plan must form part of an OEMP in accordance with condition C5. The plan must: (a) be prepared in consultation with Council; (b) detail the species to be planted on-site that; (i) are consistent with the plant list in Appendix C of the MRP DCP; and (ii) are suitable in relation to wildlife management in proximity to the Western Sydney Airport; (c) be consistent with: (i) the Landscape Plans included in the Submissions Report and Additional Information; and (ii) Appendix 4 of Planning for Bush Fire Protection (RFS, 2019) and the updated Penrith City Council Bush Fire Prone Land Map (December 2024). (d) ensure sufficient deep soil is provided in all areas where tree planting is required; (e) demonstrate that the minimum tree canopy targets are achieved in accordance with the MRP DCP; (f) include a Street Tree Plan including details of selected street tree species, root protection barriers and soil specifications; (g) provide detailed plans of passively irrigated street trees within the relevant stage of works demonstrating consistency with the MRP DCP; and (h) describe the monitoring and maintenance measures to manage landscaping works, including protection of landscaping during construction works on other parts of the site.	Gibb Group / Qanstruct	Not Triggered	Pre-Operation
B77	The Applicant must: (a) not commence operation until the Landscape Management Plan is approved by the Planning Secretary; (b) must implement the most recent version of the Landscape Management Plan approved by the Planning Secretary; and (c) maintain the landscaping and vegetation on the site in accordance with the approved Landscape Management Plan required by condition B79 for the life of the development.	Gibb Group / Qanstruct	Not Triggered	Pre-Operation
Lighting				
B78	The Applicant must ensure the lighting associated with the development: (a) complies with the latest version of AS 4282-2019 - Control of the obtrusive effects of outdoor lighting (Standards Australia, 2019); and (b) is mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.	Gibb Group / Qanstruct	Ongoing	Construction + Operation
Signage and Fencing				
B79	Prior to the commencement of construction of each warehouse building in the development, the Applicant must submit a Signage Strategy, for each warehouse building, to the satisfaction of the Planning Secretary. The Signage Strategy must demonstrate the proposed signage is consistent with Chapter 3 of State Environmental Planning Policy (Industry and Employment) 2021. The Signage Strategy must: (a) ensure there is only up to one building identification sign installed per elevation; (b) ensure there is only up to one illuminated building identification sign per warehouse building; and (c) includes measures to control lighting impacts from illuminated signage including use of backlit signs.	Gibb Group / Qanstruct	Ongoing	Pre-Construction
B80	All signage and fencing must be erected in accordance with the approved Final Signage Strategy required by Condition B84. Note: This condition does not apply to temporary construction and safety related signage and fencing.	Gibb Group / Qanstruct	Ongoing	Construction + Operation
BUSHFIRE PROTECTION				
B81	The Applicant must ensure the development complies with: (a) the relevant provisions of Planning for Bushfire Protection (NSW RFS, 2019); (b) the findings and recommendations in the Bushfire Assessment included in the EIS, prepared by Peterson Bushfire (ref 21101) and dated 30 August 2023; and (c) Australian Standard AS2419.1-2005 Fire hydrant installations System design, installation, and commissioning.	Gibb Group / Qanstruct	Ongoing	All Phases
BIODIVERSITY				
B82	Prior to the commencement of construction of the development, the Applicant must prepare a Wildlife Hazard Assessment and Management Plan that responds to the requirements of the MRP DCP to the satisfaction of the Planning Secretary. The Plan must form part of the CEMP and OEMP required by conditions C2 and C5. The Applicant must implement the Wildlife Management Plan for the duration of construction and operation.	Gibb Group	Ongoing	Pre-Construction
B83	Prior to commencement of construction of the development, the Applicant must prepare a Dam Dewatering Plan. The Dam Dewatering Plan must manage the dewatering of any standing water within the watercourse and must form part of the CEMP required by condition C2. The Applicant must implement the most recent version of the Dam Dewatering Plan for the duration of construction.	Gibb Group	Ongoing	Pre-Construction
Vegetation Management Plan – Riparian Corridor				
B84	Prior to the commencement of any clearing or construction works, the Applicant must prepare a Vegetation Management Plan (VMP) for the Watercourse area in accordance with the requirements of NSW Natural Resources Access Regulator (NRAR) Guidelines, and the Controlled activities – Guidelines for Vegetation Management Plans on Waterfront Land (DCCEEW, 2025) Fact sheet. The VMP must form part of the CEMP in accordance with condition C2 and detail procedures for the rehabilitation and conservation of native vegetation and habitat and maintenance of the VMP area.	Gibb Group	In Progress	Construction
B85	Within six (6) months of the commencement of operation, the Applicant must complete the revegetation of the riparian corridor and temporary sediment basins in accordance with the VMP prepared in accordance with Condition B90. The Applicant must implement the most recent version of the VMP for a maintenance period of up to five years following the completion of the establishment phase of the VMP.	Gibb Group	Not Triggered	Operation
WASTE MANAGEMENT				

B86	The Applicant must assess and classify all liquid and non-liquid wastes to be taken off site in accordance with the latest version of EPA's Waste Classification Guidelines Part 1: Classifying Waste (EPA, 2014).	Gibb Group	Ongoing	All Phases
B87	All waste materials removed from the site must only be directed to a waste management facility or premises lawfully permitted to accept the waste.	Gibb Group / Qanstruct	Ongoing	All Phases
B88	Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal.	Gibb Group / Qanstruct	Ongoing	All Phases
B89	Waste must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties. External bins must be provided with fixed lids to help prevent wildlife attraction.	Gibb Group / Qanstruct	Ongoing	All Phases
B90	The Applicant must implement the Waste Management Plan included in the EIS, prepared by and Groundwater Consulting Pty Ltd and dated 25 August 2023 during demolition, construction and operation of the development.	Gibb Group / Qanstruct	Ongoing	All Phases
Pests, Vermin and Priority Weed Management				
B91	The Applicant must: (a) implement suitable measures to manage pests, vermin and declared priority weeds on the site; and (b) ensure outdoor waste storage is installed with fixed lids that cannot be accessed by wildlife; and (c) inspect the site on a regular basis to ensure that these measures are working effectively, and that pests, vermin or priority weeds are not present on site in sufficient numbers to pose an environmental hazard or cause the loss of amenity in the surrounding area. Note: For the purposes of this condition, priority weed has the same definition of the term in the Biosecurity Act 2015.	Gibb Group / Qanstruct	Ongoing	All Phases
PART C - ENVIRONMENTAL MANAGEMENT, REPORTING AND AUDITING				
ENVIRONMENTAL MANAGEMENT				
Management Plan Requirements				
C1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include: (a) a condition compliance table for that plan; (b) detailed baseline data where required; (c) 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; (d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria; (e) 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 (d) above; (f) 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; (g) a program to investigate and implement ways to improve the environmental performance of the development over time; (h) a protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii) complaint; (iii) failure to comply with statutory requirements; and (i) a protocol for periodic review of the plan. Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.	Gibb Group	Noted	All Phases
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN				
C2	The Applicant must prepare a Construction Environmental Management Plan (CEMP) for the development in accordance with the requirements of condition C1 and to the satisfaction of the Planning Secretary.	Gibb Group	In Progress	Pre-Construction
C3	As part of the CEMP required under condition C2 of this consent, the Applicant must include the following: (a) Construction Traffic Management Plan (see condition B1); (b) Erosion and Sediment Control Plan (see condition B28); (c) Construction Air Quality Management Plan (see condition B63); (d) Construction Noise and Vibration Management Plan (see condition B52); (e) Aboriginal Cultural Heritage Management Plan (see condition B70); (f) Unexpected Contaminated Finds Procedure (see condition B78); (g) Construction Flood Emergency Response (see condition B45); (h) Dam Dewatering Plan (see condition B88); (i) Vegetation Management Plan (see condition B89); (j) a copy of the Wildlife Management Plan (see condition B88); (k) A copy of the Waste Management Plan (see condition B95); and (l) Community Consultation and Complaints Handling.	Gibb Group	In Progress	Pre-Construction
C4	The Applicant must: (a) not commence construction of the development until the CEMP is approved by the Planning Secretary; and (b) carry out the construction of the development in accordance with the CEMP approved by the Planning Secretary and as revised and approved by the Planning Secretary from time to time.	Gibb Group / Qanstruct	In Progress	Pre-Construction
OPERATIONAL ENVIRONMENTAL MANAGEMENT PLAN				
C5	The Applicant must prepare an Operational Environmental Management Plan (OEMP) for the development in accordance with the requirements of condition C1 and to the satisfaction of the Planning Secretary.	Gibb Group	Not Triggered	Pre-Operation

C6	As part of the OEMP required under condition C5 of this consent, the Applicant must include the following: (a) describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development; (b) describe the procedures that would be implemented to: (i) keep the local community and relevant agencies informed about the operation and environmental performance of the development; (ii) receive, handle, respond to, and record complaints; (iii) resolve any disputes that may arise; (iv) respond to any non-compliance; (v) respond to emergencies; and (c) include the following environmental management plans: (i) Operational Traffic Monitoring Program (see condition B22); (ii) a copy of the Workplace Travel Plan (see condition B25); (iii) Stormwater Management Plan (see condition B40); and (iv) Operation Flood Emergency Response (see condition B45); (v) Landscape Management Plan (see condition B79) (vi) A copy of the Wildlife Management Plan (see condition B89); and (vii) A copy of the Waste Management Plan (see condition B96).	Gibb Group	Not Triggered	Pre-Operation
C7	The Applicant must: (a) not commence operation until the OEMP is approved by the Planning Secretary; and (b) operate the development in accordance with the OEMP approved by the Planning Secretary (and as revised and approved by the Planning Secretary from time to time).	Gibb Group	Not Triggered	Pre-Operation
Revision of Stratergies, Plans and Programs				
C8	Prior to the commencement of construction of any works associated with any modification to this consent, or within three months of: (a) the submission of an incident report under condition C10; (b) the submission of a Compliance Report under condition C14; (c) the submission of an audit under condition C16; (d) the approval of any modification of the conditions of this consent; or (e) the issue of a direction of the Planning Secretary under condition A2(b) which requires a review, the strategies, plans and programs required under this consent must be reviewed, and the Planning Secretary must be notified in writing of the outcomes of any review.	Gibb Group	Noted	All Phases
C9	If identified as part of the review process (see condition C8) or considered necessary to improve the environmental performance of the development, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary. Where revisions are required, the revised document must be submitted to the Planning Secretary for approval within six weeks of the review required under condition C8, or in the case of a modification approving the construction of any works, prior to the commencement of construction of those works, or such other timing as agreed by the Planning Secretary. Note: This is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.	Gibb Group	Noted	All Phases
REPORTING AND AUDITING				
Incident Notification, Reporting and Response				
C10	The Applicant must notify the Department within 24 hours of becoming aware of an incident. The notification must be made via the NSW planning portal (Major Projects) and address details of the incident including: (a) date, time and location; (b) a brief description of what occurred and why it has been classified as an incident; (c) a description of what immediate steps were taken in relation to the incident; and (d) identifying a contact person for further communication regarding the incident.	Gibb Group / Qanstruct	Noted	All Phases
C11	The Applicant must provide the Department with a subsequent incident report in accordance with the requirements set out in Appendix 3 (Incident Notification and Reporting Requirements).	Gibb Group / Qanstruct	Noted	All Phases
Non-Compliance Notification				
C12	Within seven days of becoming aware of any non-compliance, the Applicant must notify the Department of the non-compliance, in writing, via the NSW planning portal (Major Projects).	Gibb Group / Qanstruct	Noted	All Phases
C13	A non-compliance notification submitted under condition C12 must identify the development (including the development application number and name), set out the condition of this consent that the development is non-compliant with, why it does not comply, the reasons for the non-compliance (if known), and what actions have been undertaken, or will be undertaken, and when, to address the non-compliance. Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	Gibb Group / Qanstruct	Noted	All Phases
Compliance Reporting				
C14	Within three months after the commencement of earthworks of the development, and in the same month each subsequent year (or such other timing as agreed by the Planning Secretary), for the duration of earthworks and construction works, the Applicant must submit a Compliance Report to the Planning Secretary reviewing the environmental performance of the development to the satisfaction of the Planning Secretary. Compliance Reports must be prepared having regard to the Compliance Reporting Post Approval Requirements (Department 2020) and must also: (a) identify any trends in the monitoring data over the life of the development; (b) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and (c) describe what measures will be implemented over the next year to improve the environmental performance of the development.	Gibb Group / Qanstruct	Noted	Construction

C15	The Applicant must make each Compliance Report publicly available no later than 60 days after submitting it to the Planning Secretary and notify the Planning Secretary in writing at least seven days before this is done.	Gibb Group	Noted	Construction
Monitoring and Environmental Audits				
C16	Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the EP&A Act. This includes conditions in respect of incident notification, reporting and response, non-compliance notification, compliance reporting and independent auditing. Note: For the purposes of this condition, as set out in the EP&A Act, "monitoring" is monitoring of the development to provide data on compliance with the consent or on the environmental impact of the development, and an "environmental audit" is a periodic or particular documented evaluation of the development to provide information on compliance with the consent or the environmental management or impact of the development.	Gibb Group	Noted	All Phases
ACCESS TO INFORMATION				
C17	At least 48 hours before the commencement of construction of the development and for the life of the development (or such other time as agreed by the Planning Secretary), the Applicant must: (a) make the following information and documents (as they are obtained or approved) publicly available on its website: (i) the documents referred to in condition A2 of this consent; (ii) all current statutory approvals for the development; (iii) all approved strategies, plans and programs required under the conditions of this consent; (iv) the proposed staging plans for the development if the construction of the development is to be staged; (v) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent; (vi) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; (vii) a summary of the current stage and progress of the development; (viii) contact details to enquire about the development or to make a complaint; (ix) a complaints register, updated monthly; (x) the Compliance Report of the development; (xi) any other matter required by the Planning Secretary; and (b) keep such information up to date, to the satisfaction of the Planning Secretary.	Gibb Group	Noted	Pre-Construction
APPENDIX 1 - DEVELOPMENT LAYOUT PLANS				
	Refer to Development Consent			
APPENDIX 2 - APPLICANT'S MANAGEMENT AND MITIGATION MEASURES				
	Refer to Development Consent			
APPENDIX 3 - INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS				
WRITTEN INCIDENT NOTIFICATION REQUIREMENTS				
1	All incident notifications and reports must be submitted via the NSW planning portal (Major Projects).	Gibb Group	Noted	All Phases
2	The Applicant must provide notification as required under these requirements, even if the Applicant fails to give the notification required under condition C10 or, having given such notification, subsequently forms the view that an incident has not occurred.	Gibb Group	Noted	All Phases
3	Within 7 days (or as otherwise agreed by the Planning Secretary) of the Applicant making the immediate incident notification (in accordance with condition C10), the Applicant is required to submit a subsequent incident report that: (a) identifies how the incident was detected; (b) identifies when the Applicant became aware of the incident; (c) identifies any actual or potential non-compliance with conditions of consent; (d) identifies further action(s) that will be taken in relation to the incident; (e) a summary of the incident; (f) outcomes of an incident investigation, including identification of the cause of the incident; (g) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence, including the period for implementing any corrective and/or preventative actions; and (h) details of any communication with other stakeholders regarding the incident.	Gibb Group	Noted	All Phases
4	The Applicant must submit any further reports as directed by the Planning Secretary.	Gibb Group	Noted	All Phases
INCIDENT REPORT REQUIREMENTS				
5	If requested by the Planning Secretary, within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Applicant must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.	Gibb Group	Noted	All Phases
6	The Incident Report must include: (a) a summary of the incident; (b) outcomes of an incident investigation, including identification of the cause of the incident; (c) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and (d) details of any communication with other stakeholders regarding the incident.	Gibb Group	Noted	All Phases
APPENDIX 4 - NOISE SENSITIVE RECEIVERS				
	Refer to Development Consent			
APPENDIX 5 - AIR QUALITY MONITOR LOCATIONS				
	Refer to Development Consent			



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