

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

10 Eastern Creek Drive, Eastern Creek

PREPARED FOR:

Taylor Construction Group Pty Ltd

REFERENCE:

0284r03v05

DATE:

3/05/2024



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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
02	24/01/2024	Ben Midgley	Hayden Calvey	Paul Corbett	Original signed
03	2/02/2024	Ben Midgley	Hayden Calvey	Paul Corbett	Original signed
04	6/02/2024	Ben Midgley	Hayden Calvey	Paul Corbett	Original signed
05	12/02/2024	Ben Midgley	Hayden Calvey	Paul Corbett	Original signed
06	11/03/2024	Ben Midgley	Hayden Calvey	Paul Corbett	Original signed
07	3/05/2024	Ben Midgley	Paul Corbett	Paul Corbett	

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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Taylor Construction Group Pty Ltd to prepare a Construction Traffic Management Plan (the Plan) for construction works relating to the site at 10 Eastern Creek Drive, Eastern Creek. The works will be undertaken in accordance with Development Application SSD-47320208;

- Stage 1: Construction of a data centre building (Building 1) with car park.
- Stage 2: Expansion of the data centre into Building 2 and associated substation.

The purpose of this Plan is to detail the proposed traffic management arrangements that are to be implemented for construction of the Stage 2 development, which seeks to minimise the impact on public amenity and safety. All measures contained here in are intended to, as far as reasonable possible, road safety and network efficiency impacts caused by the construction activities.

This Plan has been prepared in accordance with Condition B19 of SSD-47320208.

This Plan has been prepared in consultation with Transport for NSW and Blacktown City Council (Council). Community consultation has also been undertaken by Taylor Construction Group. Evidence of this engagement and consultation is provided as **Appendix A**.

The Plan will be monitored weekly by the builder to ensure its effectiveness.

1.2. Structure of this Report

This Plan is based upon information provided by Taylor Construction Group and should be read in the context of other construction documentation submitted separately. The remainder of this Plan is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality.
- Section 3: Provides an overview of the construction program.
- Section 4: Discusses the proposed traffic management measures.
- Section 5: Discusses the expected impacts resulting from the construction activities.
- Section 6: Presents the overall study conclusions.



1.3. References

In preparing this Plan, reference has been made to the following guidelines and standards:

- Transport for NSW Traffic control at work sites Technical Manual Issue 6.1, 2022 (TCAWS 6.1).
- Australian Standard AS 1742.3-2019, Part 3: Traffic Control for Works on Roads (AS 1742.3).
- Australian Standard AS 2890.2-2018, Part 2: Off-Street Commercial Vehicle Facilities (AS 2890.2).
- Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, 2013 (Integrated Public Transport Planning Guidelines 2013).

2. Existing Conditions

2.1. Location and Site

The subject site is located at 10 Eastern Creek Drive, Eastern Creek, being approximately 35 kilometres west of Sydney CBD and 4.2 kilometres south of Rooty Hill Railway Station. More specifically, the site is located on the northeast corner of the Old Wallgrove Road intersection with Eastern Creek Drive.

The site is comprised of a single lot, formally identified as Lot 4001, DP 1243178. It is rectangular in configuration with a total area of approximately 5.7 hectares, with two street frontages being Old Wallgrove Road to the south and Eastern Creek Drive to the west, having lengths of around 200 metres and 300 metres, respectively. The northern and western boundaries border neighbouring industrial developments.

The site is currently partly occupied by the data centre building during Stage 1 of the development. The proposed location of Stage 2 building is at the southern portion of the site. Vehicular accesses to the site have already been built as part of Stage 1 and comprise of one entry only and one exit only driveway serving the Stage 1 data centre building, plus a second combined entry and exit driveway serving the proposed southern building.

Figure 1 and **Figure 2** provide an appreciation of the site's location in a broad and local context, respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by **Figure 1**, with the following roads considered noteworthy:

- **Westlink M7 Motorway:** a tolled motorway that runs in a north-south and east-west direction, connecting with the M2 Motorway at its northern end and M5 Motorway at its southern end, and in between forms a major interchange with the M4 Motorway. It is generally subject to 100 km/h speed zoning restrictions and near the site has two lanes of traffic in each direction within a divided carriageway.
- **Wallgrove Road:** a TfNSW main road (MR 515) that runs in a north-south direction, parallel to the M7 Motorway. Wallgrove Road runs between with Great Western Highway and Rooty Hill Road in the north and Elizabeth Drive in the south. Near the site, Wallgrove Road is subject to 80 km/h speed zoning restrictions and has three lanes of traffic in each direction within a divided carriageway.
- **Old Wallgrove Road:** a TfNSW main road (MR 693) that runs in a southwest to east direction, intersecting with Burley Road in the southwest and Wallgrove Road in the east. It is subject to 80 km/h speed zoning restrictions and accommodates two lanes of traffic in each direction within a divided carriageway.
- **Eastern Creek Drive:** a local road that generally runs in north-south direction intersecting with Old Wallgrove Road in the south and terminating at a turning head in the north. It is subject to 50 km/h speed zoning restrictions and accommodates a single lane of traffic in both directions. Unrestricted parallel parking is permitted along both kerbsides for cars; however, 'No Truck Parking' restrictions are implemented along both kerbsides.

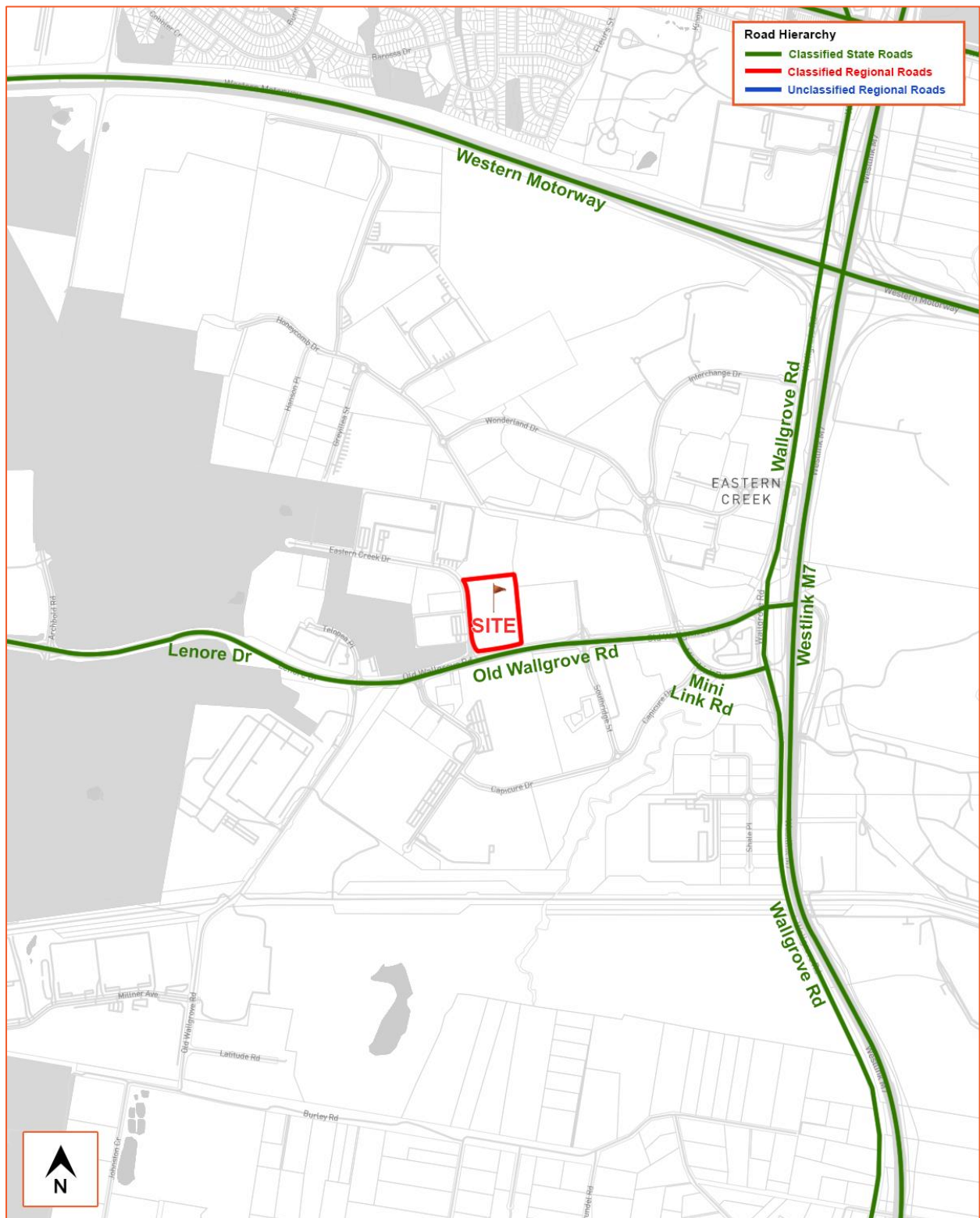


Figure 1: Location & Road Hierarchy Plan



Figure 2: Site Plan

2.3. Public & Active Transport

2.3.1. Rail Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan railway stations includes all areas within an 800-metre radius of a station. Rooty Hill Railway Station is located approximately 4.2 kilometres from the site and hence falls well outside the typical walking catchment area. Notwithstanding, it is considered that a proportion of workers would still access nearby rail stations as part of a multi-modal trip and would therefore be able to access the Sydney rail network.

Rooty Hill Railway Station is serviced by a single railway line, being the T1 Western Line. **Table 1** shows the notable town centres that are accessible along this line and the average service headways during peak and off-peak periods.

Table 1: Rail Services

RAILWAY LINE	NOTABLE TOWN CENTRES ALONG LINE	AVERAGE HEADWAYS
T1 Western Line	Sydney CBD, Ashfield, Strathfield, Homebush, Lidcombe, Clyde, Parramatta, Seven Hills, Blacktown, St Marys, Penrith & Emu Plains	Weekdays: 5 – 15 minutes Weekends: 5 – 15 minutes

2.3.2. Bus Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from **Figure 3**, the site is situated within 400 metres of bus stops located along Old Wallgrove Road and hence, falls within the walking catchment area, with workers expected to utilise these services for journeys to and from the site.

One additional bus service is also accessible within 800 metres of the site as shown by **Figure 3**. **Table 2** shows the notable town centres that are accessible via these bus services and the average service headways during peak and off-peak periods.

Table 2: Bus Services

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DESCRIPTION	AVERAGE HEADWAY
723	Mount Druitt to Blacktown	Via Rooty Hill, Eastern Creek, Huntingwood	Weekdays: 1 hour Weekends: No services
738	Mount Druitt to Eastern Creek	Via Rooty Hill, Horsley Park	Weekdays: 20—60 minutes Weekends: No services
835	WSU Penrith to Prairiewood	Via Claremont Meadows, St Marys, Oxley Park, Colyton, Eastern Creek, Horsley Park	Weekdays: 30—60 minutes Weekends: No services

2.3.3. Cycle Network

Figure 3 also shows that the site has good access to the local bicycle network with off road cycle paths provided along Old Wallgrove Road and Roberts Road, to the south of the site and along Wonderland Drive to the north of the site. These paths offer convenient links to the wider bicycle network.

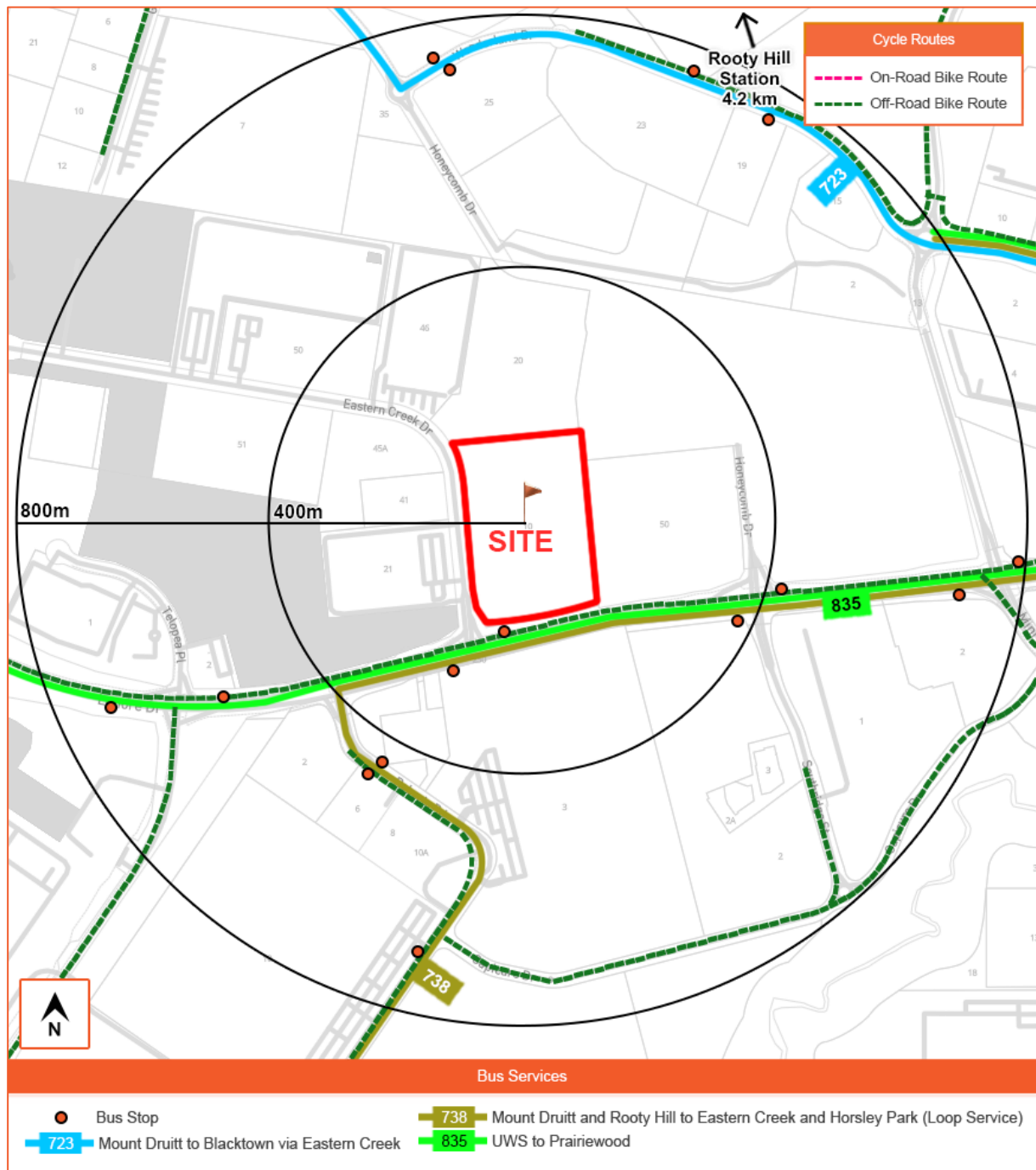


Figure 3: Public & Active Transport Services

3. Overview of Construction Program

3.1. Hours of Work

The hours of work will be in accordance with Condition B9 of the Consent, which has been summarised below for reference:

- Monday to Friday: 7:00am – 6:00pm.
- Saturdays: 7:00am – 3:00pm.
- Sundays or Public Holidays: No work.

In accordance with Condition B10 of the Consent, works outside the hours identified above may be undertaken in certain circumstances, including:

- Works that are inaudible at the nearest sensitive receivers.
- Works agreed to in writing by the Planning Secretary.
- For the delivery of materials required outside these hours by the NSE Police Force or other authorities for safety reasons.
- Where it is required in an emergency to avoid the loss of lives, property, or to prevent environmental harm.

3.2. Staging and Duration of Works

3.2.1. Construction Program

Table 3 shows the construction works will be broken into three construction stages:

Table 3: Construction Staging & Duration

STAGE	DESCRIPTION	APPROXIMATE COMMENCEMENT DATE	ESTIMATED DURATION
1	Bulk Excavation & Remediation	February 2024	6 weeks
2	Structure	July 2024	24 weeks
3	Fitout & Finishes	February 2025	32 weeks

3.2.2. Stage 1 – Bulk Excavation & Remediation

Stage 1 works will require approximately six weeks to complete and will require in the order of 30–60 on-site workers at any given time. Construction works will primarily include demolition of any existing structures and cut and fill of soil to attain the required design levels for the proposed development.



The largest truck to be utilised during this construction phase will primarily be a 19.0 metre truck and dog combination, which will enter and exit the site in a forward direction.

All vehicle movements are to occur via the existing 12.5-metre-wide main vehicle access driveway onto Eastern Creek Drive. All loading and unloading of trucks will occur wholly within the site.

3.2.3. Stage 2 – Structure

Stage 2 works will require approximately 24 weeks to complete and will involve a workforce of 80—100 on-site workers at any given time. This stage will primarily consist of concrete pouring, delivery of materials and the construction of Building 2.

The largest truck to be utilised during this construction phase will again be a 19.0 metre truck and dog combination with all entry and exit vehicle movements to the site occurring in a forward direction. As with Stage 1, all trucks will access the site via the existing 12.5-metre-wide main vehicle access driveway onto Eastern Creek Drive. All loading and unloading of trucks will occur wholly within the confines of the site.

3.2.4. Stage 3 – Fitout & Finishes

Stage 3 works will require approximately 32 weeks to complete and will require in the order of 70—90 on-site workers. Construction works will consist of installation of services, internal fitout and finishes, and public domain infrastructure works.

The largest truck to be utilised during this construction phase will again be a 19.0 metre truck and dog combination with all entry and exit vehicle movements to the site occurring in a forward direction. As with Stages 1 and 2, all trucks will access the site via the existing 12.5-metre-wide main vehicle access driveway onto Eastern Creek Drive. All loading and unloading of trucks will occur wholly within the confines of the site.

4. Traffic Management

4.1. Vehicular Access

Vehicle access to the site during construction works will predominantly be via the 12.5-metre-wide combined entry and exit access driveway onto Eastern Creek Drive, built during Stage 1. The proposed access and internal vehicle circulation arrangements are illustrated by the Site Compound Plan in **Figure 4**.

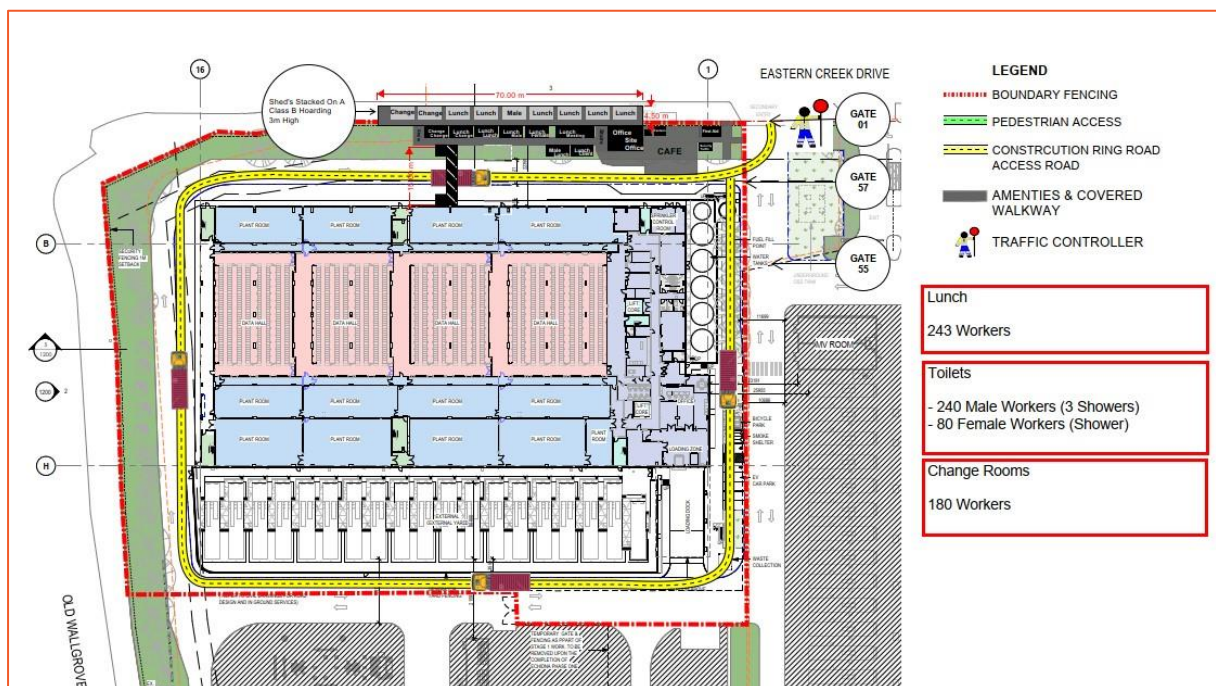


Figure 4: Site Compound Plan

Swept path analysis has been undertaken of the proposed construction vehicle access arrangements in accordance with AS 2890.2 to confirm that the proposed width of the two access driveways is sufficient to accommodate the entry and exit turn movements by construction vehicles up to a 19.0 metre truck and dog combination.

The results of the analysis confirm that these driveways are sufficient in accommodating all trucks up to a 19.0 metre truck and dog combination and ensuring these can enter and exit the site and work areas in a forward direction. The relevant swept paths are provided as **Appendix B**.

4.2. Truck Routes

4.2.1. Overview

The site benefits from excellent access to Sydney's arterial road network. The proposed truck routes to and from the site are illustrated by **Figure 5** and can be summarised as follows:

4.2.2. Inbound

- From the North: M7 Motorway, Old Wallgrove Road & Eastern Creek Drive.
- From the South: M7 Motorway, Mini Link Road, Old Wallgrove Road & Eastern Creek Drive.
- From the East: M4 Motorway, M7 Motorway, Old Wallgrove Road & Eastern Creek Drive.
- From the West: M4 Motorway, M7 Motorway, Old Wallgrove Road & Eastern Creek Drive.

4.2.3. Outbound

- To the North: Eastern Creek Drive, Old Wallgrove Road, Mini Link Road and M7 Motorway.
- To the South: Eastern Creek Drive, Old Wallgrove Road & M7 Motorway.
- To the East: Eastern Creek Drive, Old Wallgrove Road, M7 Motorway & M4 Motorway.
- To the West: Eastern Creek Drive, Old Wallgrove Road, M7 Motorway & M4 Motorway.

Truck drivers will be notified of the above truck routes to and from the development to ensure construction traffic on local streets is minimised. Additionally, it is noted that a copy of the above routes and **Figure 5** is required to be provided to all drivers prior to attending the site.

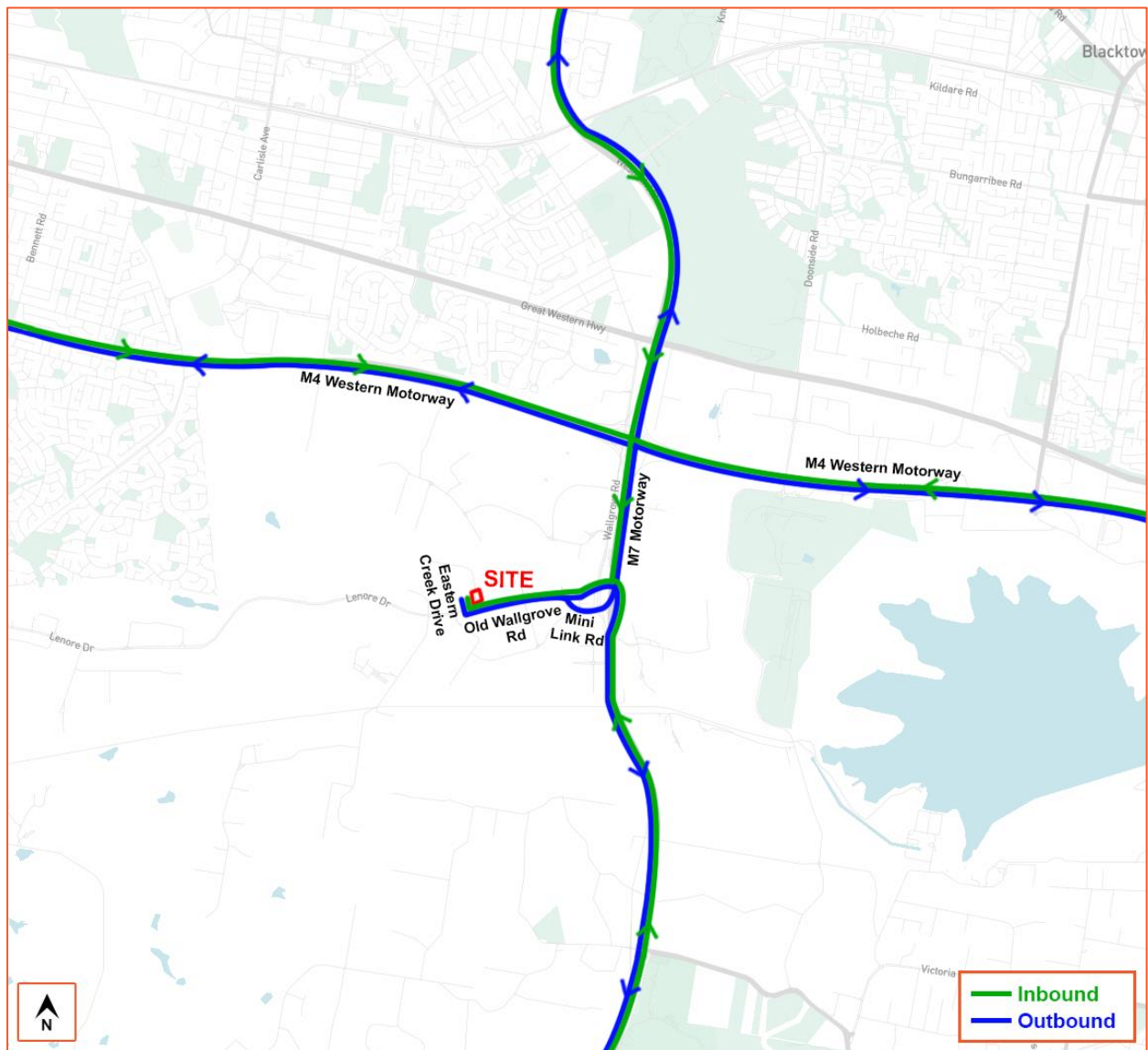


Figure 5: Truck Routes

4.3. Works Zone

Throughout all stages of construction, all standing and loading and unloading of construction vehicles shall occur on-site. Accordingly, a Works Zone is neither required nor proposed during any stage of construction.

4.4. Pedestrian Access & Protection

Boundary fencing has already been established around the perimeter of site for the Stage 1 construction works and this will be retained throughout Stage 2 until the completion of the development. All workers and approved personnel, both on foot and by vehicles, would be required to enter the site via the existing vehicle access gate, illustrated by **Figure 4**.

Internal to the site, workers would be advised of defined walking routes as detailed further by the Construction Management Plan. Construction fencing would be provided to separate the recently built substation and Buildings 1 and 1A from the building being delivered under Stage 2. Double stacked sheds would be provided along the western frontage, with an elevated gantry walkway providing access over the internal roadway between the sheds and the building site to the east.

SafeWork NSW certified traffic controllers are required to be on-site during work hours to supervise all truck entry and exit manoeuvres to the site and to manage pedestrians at the access driveway. In this regard, it is noted that exiting vehicles at both access driveways are to wait for a suitable gap in both pedestrian and vehicular traffic before proceeding to exit the site, ensuring that impacts on both vehicle and pedestrian traffic flow is minimised.

Pedestrians, cyclists, and motorists will have right of way over construction vehicle entry and exit movements.

The above measures are considered acceptable and will ensure that unauthorised pedestrian access will be prevented throughout the construction works.

4.5. Crane Requirements

The construction activities within Stage 2 will require the use of two tower cranes and supplementary mobile cranes, and these will be brought into the site as required.

The proposed construction access arrangements will readily accommodate entry and exit movements by such cranes and these vehicles will enter and exit the site in a forward direction. The mobile crane will circulate and be positioned in various locations throughout the site as required.

The implementation of the tower crane would be subject to separate approvals which would be made by the builder as required.



4.6. Traffic Control Plans

A site-specific Traffic Guidance Scheme (TGS) has been prepared for the subject works and is included as **Appendix C**. The TGS demonstrates the proposed signage and traffic management measures that are required to be implemented for all stages of construction.

The TGS will ensure that vehicular and cyclist movements are managed safely and efficiently. The TGS has been designed in accordance with the requirements of the TCAWS 6.1 and AS 1742.3 and is recommended for adoption.

No further TGS are considered necessary given that all construction activities will be wholly confined within the site and noting that all construction vehicles will enter and exit the site in a forward direction.

4.7. Driver Code of Conduct

Delivery drivers are to complete a Driver Code of Conduct, in addition to the general site induction. Regular review and update to the Driver Code of Conduct may be necessary to monitor its effectiveness and if so, is to be undertaken at six-month intervals to ensure the Code is being adhered to. The Driver Code of Conduct is to form part of the site induction package for contracted drivers, and is included as **Appendix D**.

5. Construction Impacts

5.1. Contractor Parking Demand & Impacts

As illustrated by **Figure 3**, the site has reasonable access to public transport services, including bus stops along Old Wallgrove Road. The use of public transport and car-pooling will be actively encouraged by the builder and all sub-contractors to reduce the reliance on private vehicles and minimise parking demands.

As confirmed by the builder, it is expected all stages of construction will require up to a maximum of 100 on-site workers during Stage 2 of construction activities; however, there will be fewer at other times. Given the site location, the following is noted:

- Approximately 10% of workers are expected to utilise alternative modes of transport for journeys to and from the site including public and/or active transport.
- An average car occupancy of 1.5 persons per car is expected for workers travelling to and from the site in a private vehicle.

It is evident from the above that the expected peak car parking demand will be in the order of 60 car spaces at the absolute peak of construction activities, dropping as low as 18 car spaces at other times. Given Building 1 is already built and the space necessary for Building 2 works to occur, there is limited opportunity for cars to park on-site and as such, contractors would be responsible for finding appropriate public car parking in the vicinity.

The site and its surrounds are industrial in nature, with no residential dwellings or developments near the site which would have any demand for kerbside parking or be impacted by a temporary increase in kerbside parking generated by the construction activities of the site. Many of the surrounding developments in the area have seemingly ample on-site car parking and therefore the existing kerbside parking demand is thought to be low. The demand for kerbside parking generated by construction on the site is not expected to have a material impact on the amenity of nearby developments.

Council has reviewed this Plan (**Appendix A**) has offered endorsement of the above arrangements.

5.2. Traffic Generation & Impacts

5.2.1. Overview

The traffic generated by the construction activities will vary across the construction stages. **Table 4** provides an estimate of the maximum number of truck and contractor vehicle trips per day that will be generated by the construction activities.

Table 4: Trip Generation of Trucks & Contractor Vehicles

TYPE	STAGE 1	STAGE 2	STAGE 3
DAILY HEAVY VEHICLE (TRUCK) TRIPS	20—40	20—40	10—20
DAILY LIGHT VEHICLE (WORKER) TRIPS ¹	36—72	96—120	84—108

¹ Accounts for travel mode characteristics presented in Section 5.1

The anticipated trip generation of trucks and contractors is generally consistent with that required for the Stage 1 works which have now been completed, and so the traffic and parking impacts of the Stage 2 works are expected to be similar or better than those of Stage 1.

5.2.2. Traffic Impacts

The busiest construction stage from a traffic generating perspective is Stage 2, which will generate in the order of 20—40 heavy vehicle (truck) movements (10—20 in, 10—20 out) per day, which will be spread across a typical 11-hour work day. Stage 2 will also generate up to a maximum of 120 light vehicle (worker) movements (60 in, 60 out) per day, with inbound trips generally occurring before the hours of work commencement of 7am and outbound trips occurring after the hours of work end of 6pm.

Because of the hours of work, light vehicle (worker) trips will generally not coincide with the road network peak, thereby limiting the impacts to peak road network activity. This is emphasised further by the Westlink M7 Widening Modification Assessment, which identifies road network peak hours occurring at 7:30—8:30am and 3:15—4:15pm.

Further, the site has excellent access to the arterial road network noting that the development fronts Old Wallgrove Road and benefits from convenient connections with the M7, M2 and M4 Motorways, all of which carry very high traffic volumes. The increase of up to 160 vehicle trips per day, being the worst-case scenario under Stage 2, is therefore considered accommodatable in comparison to the background traffic volumes and accordingly.

The traffic impacts of the proposed construction activities are therefore considered acceptable, as well as being necessary to construct the development.

5.3. Pedestrian & Cyclist Access

The existing shared path along the Eastern Creek Drive site frontage would be maintained for use by the public throughout construction. The site is relatively remote, and it is expected there will be minimal demand for pedestrian movement or access near and around the site.

Construction vehicles entering and exiting the site would be managed by certified traffic controllers which would ensure that these vehicles give way to public pedestrian and vehicular traffic on the road network. Accordingly, the construction activities will have no material impact on the existing pedestrian and cyclist facilities external to the site.



5.4. Public Transport

The construction activities will have no impact on the existing public transport services.

5.5. Emergency Vehicle Access

The construction activities will have no impact on emergency vehicle access to the site and accordingly, emergency vehicle access will be available at all times. Should there be a need for emergency vehicle access, on-site workers are to assist as necessary.

6. Conclusions

In summary, this Plan has been prepared to address the construction activities associated with construction of the Stage 2 development at 10 Eastern Creek Drive, Eastern Creek, in accordance with DA Consent 47320208.

The proposed traffic management arrangements recommended in this Plan satisfy the requirements of the TCAWS 6.1, AS 1742.3 and AS 2890.2, and seek to minimise the impact of the construction activities on the surrounding community, in terms of both vehicle traffic and pedestrian amenity. Any minor variation to these standards would be considered acceptable having regard to the constraints inherent by the site and proposed development.



Appendix A

From: Krish Baskaran
Sent: Tuesday, April 16, 2024 10:33 AM
To: Richard Andrews
Subject: Condition B19 - Consultation
Attachments: [0284r03v06 PDC CTMP Report.pdf](#)

From: Hazem Gergis <hazemg@taylorau.com.au>
Sent: Tuesday, March 12, 2024 7:46 AM
To: Hyland, Colin <hylcolin@amazon.com>
Cc: Harrison Cornay <harrisonc@taylorau.com.au>; Krish Baskaran <krishanthb@taylorau.com.au>
Subject: Fw: Old Walgrove Rd - Construction Access S138.

Hi Colin

We have received feedback from TfNSW below as well as over the phone of preliminary acceptance to our temporary driveway.

They advised that the CTMP may be endorsed provided:

- They receive approval from all internal departments (currently it's with road safety)
- We receive SSDA determination
- The CTMP (attached) forms part of our package endorsed by DPIE

Hence, please forward the attached revised CTMP as part of the package sent for approval by The Department's Secretary.

Kind Regards,

Hazem Gergis
Project Director

Level 16, 100 Pacific Highway North Sydney NSW 2060
P +61 2 8736 9000 M +61 435 009 588 W taylorau.com.au



From: Hazem Gergis <hazemg@taylorau.com.au>
Sent: Tuesday, 12 March 2024 7:39 AM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Harrison Cornay <harrisonc@taylorau.com.au>; Development Sydney <Development.Sydney@transport.nsw.gov.au>
Subject: Re: Old Walgrove Rd - Construction Access S138.

Hi Heather

Thanks for your feedback. Please see attached revised Final CTMP for endorsement and below responses:

- As this revision is a preliminary CTMP – we will also need to see the final CTMP - **Attached CTMP is in its final form for endorsement**

- There are truck parking restrictions along Eastern Creek Road thus during construction all activity needs to be restricted and confined on site. Section 4.3 addresses this as well as Section 4.7 and further wording has been added into Section 5.1
- Appendix A - This manoeuvre and left turning movement is too tight and requires the driveway to be modified to allow unconstrained travelling conditions. We have widened the driveway to be wider than the swept path, to provide additional clearance on both sides.

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>

Sent: Wednesday, 6 March 2024 10:22 AM

To: Hazem Gergis <hazemg@taylorau.com.au>

Cc: Harrison Cornay <harrisonc@taylorau.com.au>; Development Sydney

<Development.Sydney@transport.nsw.gov.au>

Subject: RE: Old Walgrove Rd - Construction Access S138.

Hi Hazem,

Thank you for providing Transport for NSW with a copy of the Construction Traffic Management Plan (CTMP).

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

- As this revision is a preliminary CTMP – we will also need to see the final CTMP
- There are truck parking restrictions along Eastern Creek Road thus during construction all activity needs to be restricted and confined on site.
- Appendix A - This manoeuvre and left turning movement is too tight and requires the driveway to be modified to allow unconstrained travelling conditions.

Upon making these amendments please forward a copy to Developments.CJP@transport.nsw.gov.au for further review and endorsement.

Kind Regards,

Heather Trengove
Principal Transport Planner

Customer Journey Planning

Greater Sydney
Transport for NSW

231 Elizabeth Street, Sydney 2000

Note: I work Mon, Tue, Wed

OFFICIAL

From: Hazem Gergis <hazemg@taylorau.com.au>
Sent: Wednesday, February 14, 2024 2:30 PM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Harrison Cornay <harrisonc@taylorau.com.au>
Subject: Old Walgrove Rd - Construction Access S138.

You don't often get email from hazemg@taylorau.com.au. [Learn why this is important](#)

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Hi Transport NSW Development Team

I am writing to seek some preliminary advice regarding a proposal to construct a temporary access point (for construction works) on Walgrove Road Eastern Creek.

We had assumed the pathway for approval being through OPLINC ROL and have since been advised by the planning team that this is a matter to be discussed with Development team (as per below).

At this stage, we have only prepared a Construction Traffic Management Plan (attached) explaining the intent of access point and were seeking preliminary approval / advice regarding the proposal including:

- Whether or not RMS would support this application
- Estimated costs / fees to RMS relating to this application
- Any specific items that we need to consider prior to preparing a S138 package

I have also attached draft Determination conditions for your reference as the Project is still under assessment.

Once we receive your feedback, we can prepare the package for submission and assessment.

Thanks in advance.

Kind Regards,

Hazem Gergis
Project Director

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From: Felix Liu (TRAFFIC PARKING) <Felix.Liu@transport.nsw.gov.au>
Sent: Wednesday, 14 February 2024 10:42 AM
To: Hazem Gergis <hazemg@taylorau.com.au>
Cc: Harrison Cornay <harrisonc@taylorau.com.au>
Subject: 20240214 - TfNSW response - SYD24-00313/01 - Road Occupancy Licence Application 2192352 - Awaiting Further Information

Hi Hazem,

Reference is made to your email, dated 12 February 2024, regarding the temporary vehicle access from Wallgrove Road for the construction activities.

Based on the information discussed via phone, as Old Wallgrove Road is a classified road, concurrence from TfNSW is required for works on Old Wallgrove Road under Section 138 of Roads Act 1993.

The design and construction of the temporary vehicle access on Wallgrove Road shall be in accordance with TfNSW requirements. Detailed design plans of the proposed vehicle crossing are to be submitted to TfNSW for approval prior to the issue of a Construction Certificate and commencement of any road works on Wallgrove Road. A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW.

In addition, a Construction Traffic Management Plan should be submitted to TfNSW for review and approval. The Construction Traffic Management Plan should detail the predicted construction vehicle volumes, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks on Old Wallgrove Road would be managed and mitigated. All documents should be submitted to Development.Sydney@rms.nsw.gov.au.

Upon receipt of the abovementioned information, TfNSW will undertake further review and provide response accordingly.

Regards

Felix Liu

Land Use Planner

Planning & Programs

Greater Sydney

Transport for NSW

E felix.liu@transport.nsw.gov.au

transport.nsw.gov.au

Level 4, 4 Parramatta Square,

12 Darcy Street, Parramatta NSW 2150

OFFICIAL

From: Hazem Gergis <hazemg@taylorau.com.au>

Sent: Monday, February 12, 2024 2:46 PM

To: Development Sydney <Development.Sydney@transport.nsw.gov.au>

Cc: Harrison Cornay <harrisonc@taylorau.com.au>

Subject: Road Occupancy Licence Application 2192352 - Awaiting Further Information

You don't often get email from hazemg@taylorau.com.au. [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Transport NSW DA Team,

We have received the below from OPLINC team and informed to contact you to obtain a SYD reference number.

Application No: 2192352

Road: OLD WALLGROVE RD

Suburb: EASTERN CREEK

Application Status: Awaiting Further Information

The following item(s) require your action to enable us to continue to assess your application.

Please forward your DA conditions of consent, SYD reference number and your TfNSW project manager details.

If you do not have an SYD reference number or a TfNSW project manager please contact the DA team within TfNSW.

Email - Development.Sydney@transport.nsw.gov.au

- Please see attached draft SSDA conditions for the Construction Project this temporary access is applied for. Consent hasn't been granted yet, but we are seeking preliminary approval in concept for the access point.
- We currently don't have a SYD reference number nor TfNSW Project Manager. Can you please offer guidance on how to proceed with our OPLINC Application (2192352).
- Other documents such as proposed TMP have been lodged on OPLINC, please advise if you require me to send a copy via email.

Thanks.

Kind Regards,

Hazem Gergis
Project Director

TAYLOR

Level 16, 100 Pacific Highway North Sydney NSW 2060
P +61 2 8736 9000 M +61 435 009 588 W taylorau.com.au



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Ben Midgley

From: Andy Karklins <Andy.Karklins@blacktown.nsw.gov.au>
Sent: Tuesday, 30 April 2024 8:11 AM
To: Krish Baskaran
Subject: RE: SSD 47320208 10 Eastern Creek Road

Good morning Krish

We have reviewed the attached Construction Traffic Management Plan for – 10 Eastern Creek Drive, Eastern Creek - CTMP prepared by Taylor Construction Group Pty Ltd.

We offer the following comments:

It appears to be in order based on the information provided.

It is the project managers responsibility to implement the traffic control measures as identified in the CTMP.

Regards



Andy Karklins
Traffic Engineer

9839 6305 | 0401 714 012
PO Box 63 Blacktown NSW 2148
blacktown.nsw.gov.au

**We acknowledge the Darug as the
First People of the Blacktown City region**

Follow us on social media

From: Krish Baskaran <krishanthb@taylorau.com.au>
Sent: Thursday, 11 April 2024 11:57 AM
To: Blacktown Council <Blacktown.Council@blacktown.nsw.gov.au>
Cc: Hazem Gergis <hazemg@taylorau.com.au>; David Tran <davidt@taylorau.com.au>
Subject: SSD 47320208 10 Eastern Creek Road

To Whom it May Concern,

In relation to our Construction Project located on 10 Eastern Creek Drive, Eastern Creek please find attached our Traffic Management Plan.

Can council please review and provide any comment if required on our Traffic Management Plan by COB 18/4/24.

Should you have any enquiries please feel free to contact me.

Kind Regards,

Krish Baskaran
Senior Project Engineer

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Ben Midgley

From: David Tran <davidt@taylorau.com.au>
Sent: Thursday, 18 April 2024 7:26 PM
To: bv.sydney.sales@bullivants.com
Cc: Krish Baskaran; Hazem Gergis
Subject: RE: Bullivants - 10 Eastern Creek Rd Project Commencement Date

Hi,

Further to the traffic and noise management that was submitted Taylor would like to receive any comments by COB Wednesday 24th of April as this will allow Taylor enough time to address any concerns before project commencement on Monday 6th of May

Kind Regards,

David Tran
Project Engineer

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From: David Tran
Sent: Friday, April 12, 2024 9:33 AM
To: bv.sydney.sales@bullivants.com
Cc: Krish Baskaran <krishanthb@taylorau.com.au>; Hazem Gergis <hazemg@taylorau.com.au>
Subject: Bullivants - 10 Eastern Creek Rd Project Commencement Date

Hi,

Taylor would like to inform that the project on 10 Eastern Creek Rd will commence on the 6th of May with the attachments of our community communication letter, noise management plan and traffic management plan. The attachments will provide details for community relations team for all enquires and complaints and how Taylor will manage noise and traffic during the duration of the project.

Ben Midgley

From: David Tran <davidt@taylorau.com.au>
Sent: Thursday, 18 April 2024 7:27 PM
To: sales@fxfactory.com.au
Cc: Hazem Gergis; Krish Baskaran
Subject: RE: FX Factory - 10 Eastern Creek Rd Project Commencement Date

Hi,

Further to the traffic and noise management that was submitted Taylor would like to receive any comments by COB Wednesday 24th of April as this will allow Taylor enough time to address any concerns before project commencement on Monday 6th of May

Kind Regards,

David Tran
Project Engineer

TAYLOR

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From: David Tran
Sent: Friday, April 12, 2024 10:19 AM
To: sales@fxfactory.com.au
Cc: Hazem Gergis <hazemg@taylorau.com.au>; Krish Baskaran <krishanthb@taylorau.com.au>
Subject: FX Factory - 10 Eastern Creek Rd Project Commencement Date

Hi,

Taylor would like to inform that the project on 10 Eastern Creek Rd will commence on the 6th of May with the attachments of our community communication letter, noise management plan and traffic management plan. The attachments will provide details for community relations team for all enquires and complaints and how Taylor will manage noise and traffic during the duration of the project.

Ben Midgley

From: David Tran <davidt@taylorau.com.au>
Sent: Thursday, 18 April 2024 7:27 PM
To: enquiries@rdoequipment.com.au
Cc: Hazem Gergis; Krish Baskaran
Subject: RE: RDO Equipment - 10 Eastern Creek Rd Project Commencement Date

Hi,

Further to the traffic and noise management that was submitted Taylor would like to receive any comments by COB Wednesday 24th of April as this will allow Taylor enough time to address any concerns before project commencement on Monday 6th of May

Kind Regards,

David Tran
Project Engineer

TAYLOR

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From: David Tran
Sent: Friday, April 12, 2024 10:14 AM
To: enquiries@rdoequipment.com.au
Cc: Hazem Gergis <hazemg@taylorau.com.au>; Krish Baskaran <krishanthb@taylorau.com.au>
Subject: RDO Equipment - 10 Eastern Creek Rd Project Commencement Date

Hi,

Taylor would like to inform that the project on 10 Eastern Creek Rd will commence on the 6th of May with the attachments of our community communication letter, noise management plan and traffic management plan. The attachments will provide details for community relations team for all enquires and complaints and how Taylor will manage noise and traffic during the duration of the project.

Ben Midgley

From: David Tran <davidt@taylorau.com.au>
Sent: Thursday, 18 April 2024 7:27 PM
To: jeffrey.hancock@cbre.com.au
Cc: Krish Baskaran; Hazem Gergis
Subject: RE: Ricoh - 10 Eastern Creek Drive Project Commencement Date

Hi,

Further to the traffic and noise management that was submitted Taylor would like to receive any comments by COB Wednesday 24th of April as this will allow Taylor enough time to address any concerns before project commencement on Monday 6th of May

Kind Regards,

David Tran
Project Engineer

TAYLOR

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From: David Tran
Sent: Friday, April 12, 2024 10:58 AM
To: jeffrey.hancock@cbre.com.au
Cc: Krish Baskaran <krishanthb@taylorau.com.au>; Hazem Gergis <hazemg@taylorau.com.au>
Subject: Ricoh - 10 Eastern Creek Drive Project Commencement Date

Hi Jeffrey,

Taylor would like to inform that the project on 10 Eastern Creek Rd will commence on the 6th of May with the attachments of our community communication letter, noise management plan and traffic management plan. The attachments will provide details for community relations team for all enquires and complaints and how Taylor will manage noise and traffic during the duration of the project.

Ben Midgley

From: David Tran <davidt@taylorau.com.au>
Sent: Thursday, 18 April 2024 7:27 PM
To: enquiries@vermeeraustralia.com.au
Cc: Hazem Gergis; Krish Baskaran
Subject: RE: Vermeer Australia - 10 Eastern Creek Rd Project Commencement Date

Hi,

Further to the traffic and noise management that was submitted Taylor would like to receive any comments by COB Wednesday 24th of April as this will allow Taylor enough time to address any concerns before project commencement on Monday 6th of May

Kind Regards,

David Tran
Project Engineer

TAYLOR

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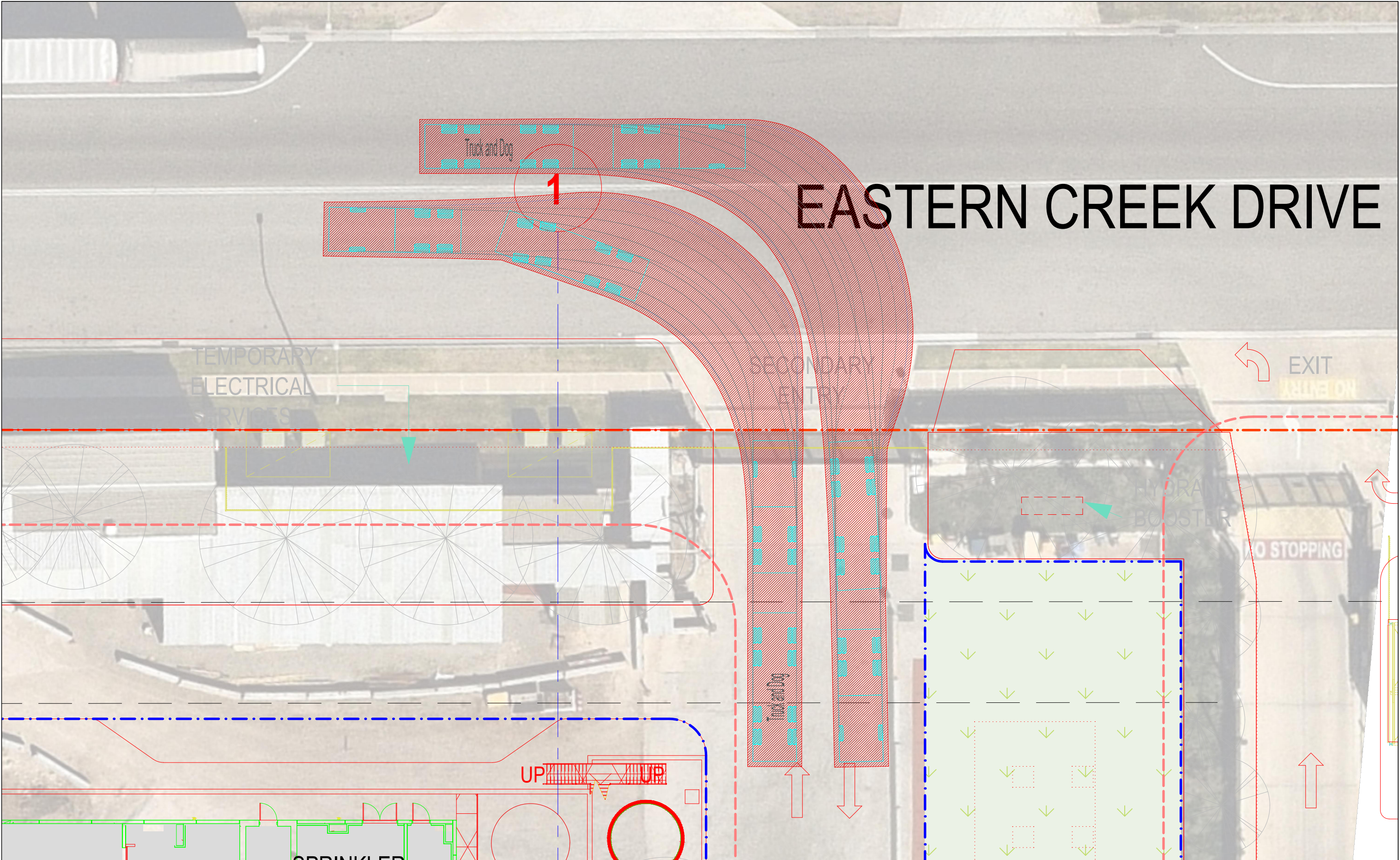
From: David Tran
Sent: Friday, April 12, 2024 9:36 AM
To: enquiries@vermeeraustralia.com.au
Cc: Hazem Gergis <hazemg@taylorau.com.au>; Krish Baskaran <krishanthb@taylorau.com.au>
Subject: Vermeer Australia - 10 Eastern Creek Rd Project Commencement Date

Hi,

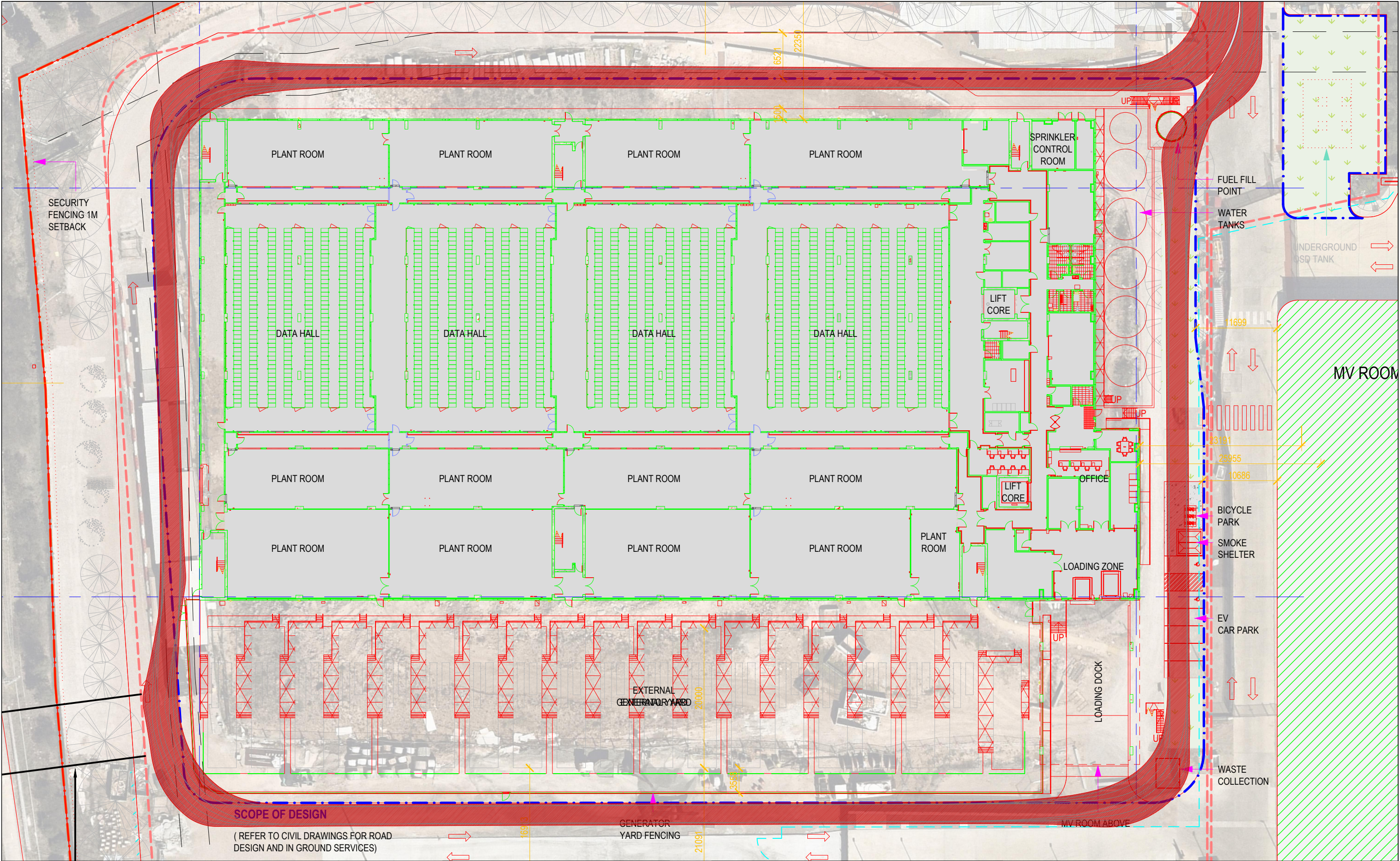
Taylor would like to inform that the project on 10 Eastern Creek Rd will commence on the 6th of May with the attachments of our community communication letter, noise management plan and traffic management plan. The attachments will provide details for community relations team for all enquires and complaints and how Taylor will manage noise and traffic during the duration of the project.



Appendix B



No.	Date	Description	Swept Path Key ----- Vehicle Wheel Path ----- Vehicle Body Envelope ----- 300mm Vehicle Clearance	North	Drawing Prepared By  PDC Consultants Level 14, 100 William Street Woolloomooloo NSW 2011 t: +61 2 7900 6514 w: www.pdcconsultants.com.au ABN: 70 615 064 670	Architect	Project	Drawing Title	Drawing No.	Revision No.	
							-				
						Client	Project No	Sheet Status	Drawn By	Date	
						Taylor Construction Group	0284	NOT FOR CONSTRUCTION	BM	18/01/2024	



No.	Date	Description	Swept Path Key ----- Vehicle Wheel Path — Vehicle Body Envelope — 300mm Vehicle Clearance	North		Drawing Prepared By PDC Consultants Level 14, 100 William Street Woolloomooloo NSW 2011 t: +61 2 7900 6514 w: www.pdcconsultants.com.au ABN: 70 615 064 670	Architect	Project	Drawing Title	Drawing No.	Revision No.
							-	10 Eastern Creek Drive Eastern Creek	Eastern Creek Drive Main Construction Access 19-metre Truck & Dog Swept Path Analysis Site Circulation	002	-
							Client	Project No	Sheet Status	Drawn By	Date
							Taylor Construction Group	0284	NOT FOR CONSTRUCTION	BM	18/01/2024
										Scale	
										1:500 @ A3	
										0m 5 10 15 20	



Appendix C

Legend



Cone

— Inbound Truck Movement

----- Internal Site Vehicle Circulation (One-Way)

— Outbound Truck Movement

4x CONES AT 4m SPACING ON
APPROACH TO TRAFFIC CONTROLLER

SITE

OLD WALLGROVE RD

EASTERN CREEK RD

100 m
ON RIGHT

50.0 m

50.0 m

50.0 m

50.0 m

Notes:

1. This TGS has been designed in accordance with AS 1742.3 (2009) and TfNSW Traffic Control at Works Site Manual Issue 6.1 (TCAWS).
2. Dimension D provided in accordance with Table 7-2 of TCAWS.
3. Traffic Controller (TC) to manage cyclist and pedestrian movements only. TC to assist outbound truck drivers to identify a suitable and safe gap in traffic to leave the site.
4. Construction signage to be removed or covered when not in use, during breaks (e.g. lunch) or after work hours.

North



Title
Stage 2 Site Compound
Traffic Guidance Scheme - Truck Movements

Client
Taylor Construction Group

SafeWork NSW Certification: Prepare a Work Zone
Traffic Management Plan - TCT0038351

Project
10 Eastern Creek Drive, Eastern Creek

Job Number
0284

Date
9/01/2024



PDC Consultants

a: Level 14, 100 William Street
Woolloomooloo NSW 2011
e: info@pdcconsultants.com.au
t: +61 2 7900 6514
w: www.pdcconsultants.com.au



Appendix D



Driver Code of Conduct

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety.
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons.
- Notify their employer if they are not fit for duty prior to commencing their shift.
- Obey all the laws and regulations that apply to vehicles on public and private roads.
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas.
- Adhere to the designated truck routes when entering and exiting the site. The necessary travel permits shall be held and made available to inspectors as required.
- Ensure all loads are safely restrained, as necessary.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Enter and exit the site in a forward direction only.
- Hold a current Australian State or Territory issued driver's licence.
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way.
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs.
- Drivers are to manage their fatigue through regular breaks every two hours and immediately stop in a safe location to rest if feeling drowsy or fatigued.
- Drivers are to plan their journey accordingly with regular rest breaks and adequate break time is achieved. Minimising lengthy journeys is to be adopted and use of adequate rest stops shall be undertaken.
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device.
- Advise management of any situations in which you know, or think may, present a threat to workplace health and safety.
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary.
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the site, as necessary, to avoid unnecessary delays to other vehicles.

PDC CONSULTANTS
+61 2 7900 6514 | pdcconsultants.com.au

