200 Aldington Road Industrial Estate

Lot E - SSDA Construction Environmental Management Plan

Prepared for Stockland Fife Kemps Creek Pty Ltd

October 2025

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Approved by

D Keegan

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15 October 2025

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Abbreviations

Acronym	Description
ACHA	Aboriginal Cultural Heritage Assessment
ACM	Asbestos containing materials
AQIA	Air Quality Impact Assessment
BC Act	Biodiversity Conservation Act 2016
BDAR	Biodiversity Development Assessment Report
CCCHS	Community Consultation and Complaints Handling Strategy
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DCP	Development Control Plan
DPE-Water	Department of Planning and Environment – Water
DPHI	NSW Department of Planning, Housing and Infrastructure
DPI – Fisheries	NSW Department of Primary Industries – Fisheries
EIS	Environmental Impact Statement
EMM	EMM Consulting Pty Ltd
EP&A Act	Environmental Planning and Assessment Act 1979
ER	Environmental Representative
ESCP	Erosion Sediment Control Plan
HHA	Historical Heritage Assessment
MRP	Mamre Road Precinct
NSW DPI-Fisheries	NSW Department of Primary Industries - Fisheries
NSW EPA	NSW Environmental Protection Authority
PESCP	Progressive Erosion and Sediment Control Plans
POEO Act	Protection of the Environment and Operations Act 1997
PSI	Preliminary Site Investigation
PSMP	Preliminary Salinity Management Plan
SFKC	Stockland Fife Kemps Creek Pty Ltd
SSD	State Significant Development
SSDA	State significant development application
TfNSW	Transport for New South Wales
WMP	Waste Management Plan

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1 Introduction

This Construction Environmental Management Plan (CEMP) has been prepared for Stockland Fife Kemps Creek Pty Limited who is a Trustee for the Stockland Fife Kemps Creek Trust, as part of a State Significant Development application (SSD-85510213) for Lot E of the 200 Aldington Road Industrial Estate (the Project). The Project is located in Kemps Creek, New South Wales 2178, within the Penrith Local Government Area.

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

- 200 Aldington Road Industrial Estate Environmental Impact Statement (EIS) (including technical reports), prepared by Ethos Urban, dated 11 November 2020.
- SSD-10479 approval dated 5 May 2023.
- Mamre Road Precinct Development Control Plan 2021 (the DCP).
- 200 Aldington Road Kemps Creek Stage 1 Development CEMP (EMM 2023)
- Lot E – 200 Aldington Road Industrial Estate, Construction Noise and Vibration management Plan (SLR Consulting 2025)
- Lot E – 200 Aldington Road Industrial Estate, Construction Traffic Management Plan (Ason Group 2025)
- Lot E – 200 Aldington Road Industrial Estate, Construction Waste Management Plan (LG Consulting 2025)
- Lot E – 200 Aldington Road Industrial Estate, Erosion and Sediment Control Plan (EMM Consulting 2025)

1.1 Project background

Stockland Fife Kemps Creek Pty Ltd (SFKC) has obtained development consent from the NSW Department of Planning, Housing and Infrastructure (DPHI) for an industrial estate at 200 Aldington Road, Kemps Creek, under State Significant Development (SSD) application SSD-10479. The approval, granted under Part 4 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act), includes concept approval (in accordance with Section 4.22 of the EP&A Act) for Stage 1 works for the proposed industrial hub of land at 106-228 Aldington Road, Kemps Creek.

An SSDA will be lodged for construction and operation of two warehouses with ancillary office space, car parking, hardstand, landscaping and signage on Lot E within the 200 Aldington Road Industrial Estate. In accordance with Condition B31 of SSD- 10479, any future development application must be accompanied by a CEMP.

A modification (MOD-6) has been lodged in regard to changes to the warehouse sizes and arrangements as they relate to Lot E.

The 200 Aldington Road Industrial Estate location is shown in Figure 1.1 in the context of the wider Kemps Creek area. The Estate layout is shown in Figure 1.2. Figure 1.3 shows the Lot E site plan.

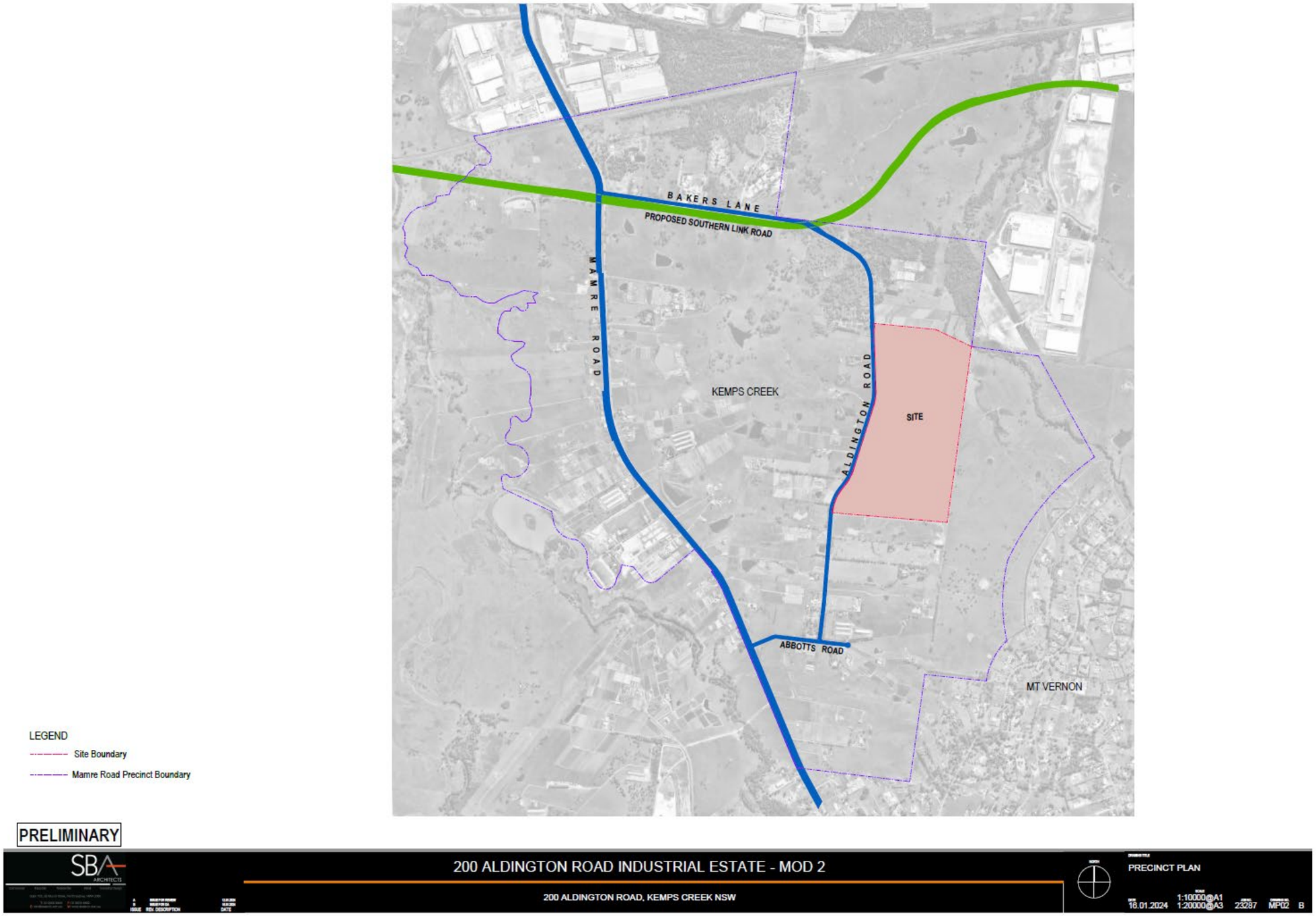

Figure 1.1 200 Aldington Road site location

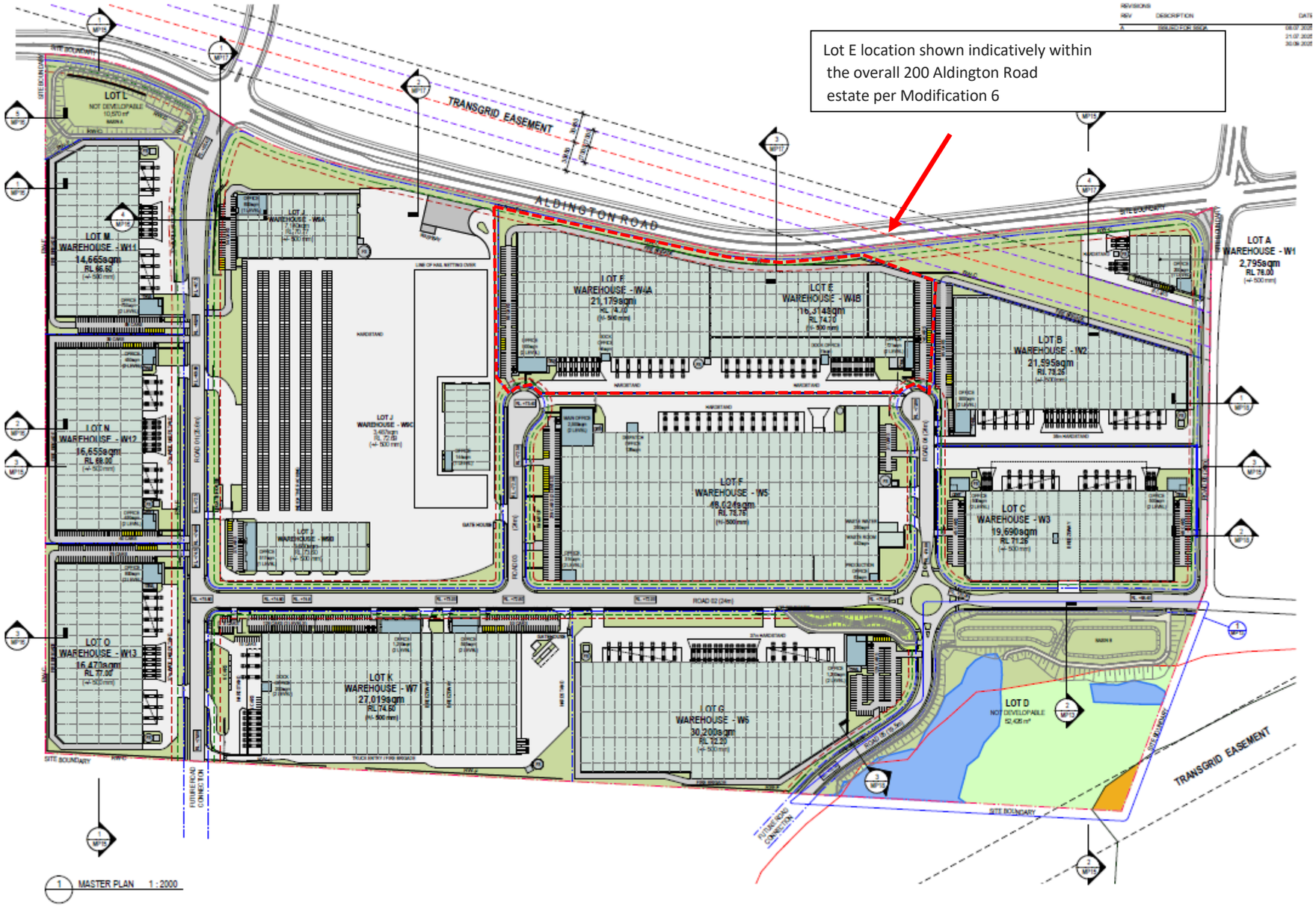

Figure 1.2 **200 Aldington Road estate master plan per Modification 6**

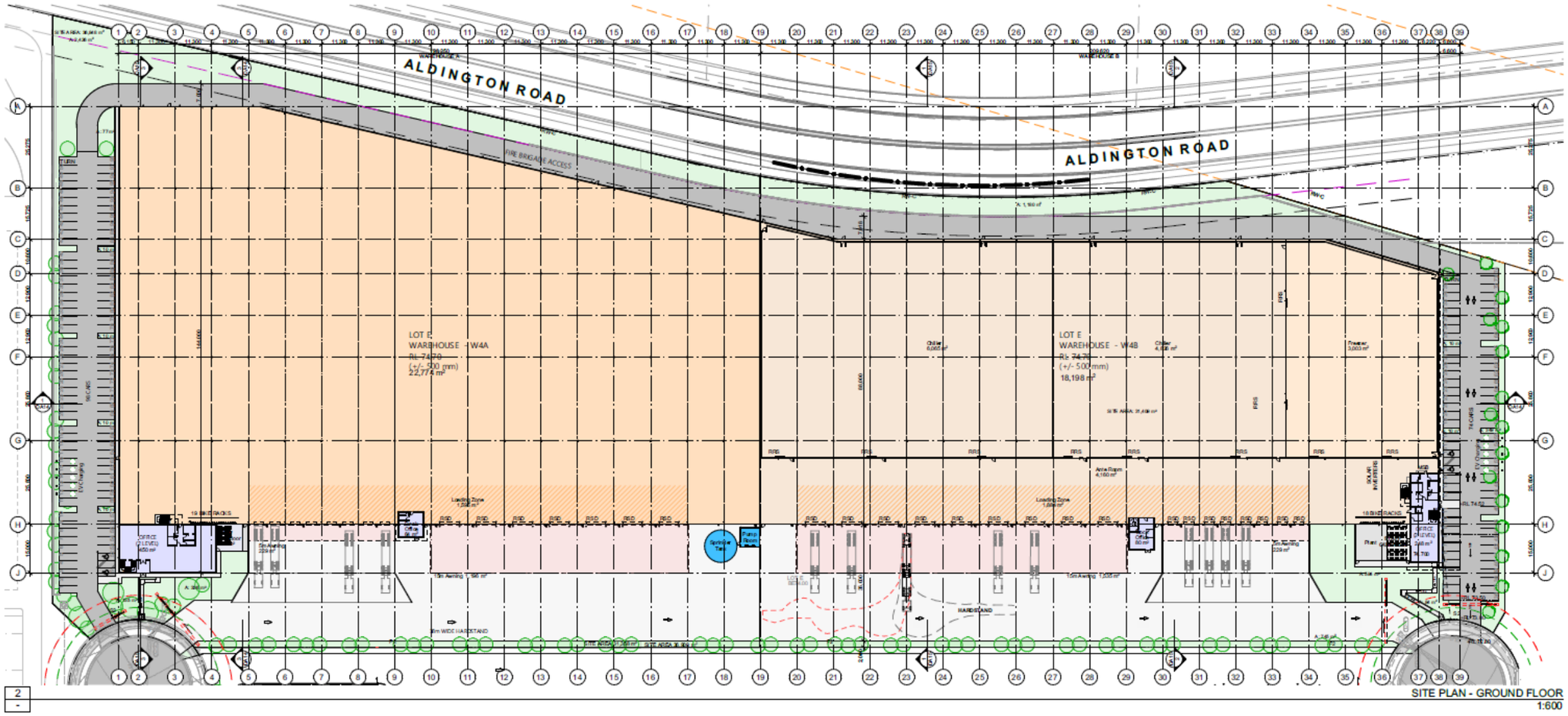

Figure 1.3 **Lot E site plan**

1.2 Purpose

This CEMP has been developed to support the SSDA for Lot E. It will provide the approach for environmental management during the construction of the Lot E infrastructure.

This CEMP has been developed to take a consistent management approach with the 200 Aldington Road Kemps Creek Stage 1 Development CEMP (EMM 2023). This CEMP has been developed to reflect the conditions within the SSD-10479 instrument of approval, noting that different conditions may be applicable to Lot E construction works when the SSDA will be determined. This CEMP would be updated to reflect any new conditions, as required, when issued including the development of any specific CEMP sub-plans.

The Project site is within the Mamre Road Precinct (MRP), and therefore the relevant controls of the DCP have been considered in this CEMP and applied to the construction phase of the Project. Applicable controls outlined in the DCP have been incorporated into this CEMP.

Condition B31 of SSD-10479 sets out the requirements for any future SSDA CEMP for the 200 Aldington Road Industrial Estate (i.e. this CEMP).

1.2.1 Compliance with relevant conditions

Table 1.1 Compliance with relevant conditions

Condition – SSD 10479	Description	Document reference
B31	Future DAs must be accompanied by a Construction Environmental Management Plan (CEMP). The CEMP must:	This CEMP
	a) be prepared by a suitably qualified and experienced environmental consultant, or the Environmental Representative appointed for the Stage 1 development	Section 1.2 Appendix C
	b) be prepared in consultation with relevant Government agencies, infrastructure and utility providers, including but not limited to, TransGrid, Endeavour Energy, Sydney Water and TfNSW, where relevant;	Consultation not relevant at this stage
	c) detail the construction activities to be carried out in the relevant stage;	Section 2
	d) include detailed procedures for managing the environmental impacts of construction, including stormwater, erosion and sediment controls, dust, noise and traffic management; and	Section 4
	e) detail the roles and responsibilities for environmental management on the site.	Section 3.1

This CEMP has been developed by EMM Consulting Pty Ltd (EMM). EMM is an environmental consultancy providing services in a wide range of environmental disciplines across a variety of markets. Expertise includes Acoustics, air quality, communication and engagement, construction environmental management, contamination, ecology, groundwater, surface water, hydrology, heritage and traffic.

This CEMP has been developed by team members with previous experience in construction environmental management across a wide range of projects and including the preparation of CEMPs and CEMP sub-plans. This CEMP has been approved by Daniel Keegan, an Environmental Engineer with more than 17 years' experience in construction environment management practice.

Curriculum Vitae for team members that have been involved in the development of this CEMP are included in Appendix C for reference.

1.3 Objectives

The objectives of this CEMP are to:

- establish procedures to minimise the potential for environmental harm and/or environmental nuisance
- assign responsibility for the implementation, management and review process and to ensure all Project personnel understand individual roles and responsibilities
- ensure Project personnel understand incident and emergency response procedures
- provide a monitoring program to monitor the effective nature of controls as they are implemented during construction
- demonstrate that all statutory requirements and conditions of approval have been met.

Implementing the CEMP and sub-plans will minimise impacts to the environment whilst meeting the requirements of the Planning Approval, relevant legislation, guidelines and standards.

This CEMP is the overarching document in the environmental management system for the Project. It is applicable to all staff contractors and sub-contractors associated with the construction of the Project.

2 Project overview

2.1 Project location

The Project site is located at 200 Aldington Road, Kemps Creek, NSW. The Project is located approximately 5 kilometres (km) north-west of the future Western Sydney (Nancy-Bird Walton) Airport, 13 km south-east of the Penrith CBD and 40 km west of the Sydney CBD (refer Figure 1.1). The Project is located within the MRP as identified by the State Environmental Planning Policy (Industry and Employment) 2021.It is located in the middle of the Kemps Creek Industrial Estate.

The project will include construction of two warehouses (Lot E North and Lot E South) with hardstand area within the Lot E footprint. Warehouse Lot E (North) will be used for cold storage. Landscaping will also occur along the perimeter of the lot.

The Lot E development generally will include:

- warehouse facility with docking area
- office facilities
- services, including drainage
- B-double parking area
- carparking and internal access roads
- landscaping.

2.2 Construction staging and activities

Prior to the commencement of construction works for Lot E infrastructure, works will occur under the Stage 1 Development approval. The project will be fully cleared of vegetation and bulk earthworks will have occurred.

Construction will be staged as follows:

- **Site establishment** - install temporary offices and facilities (including temp service connections), environmental and safety controls, temp boundary fencing, access points, signage.
- **Phase 1** - service works - relocation and/or protection of existing services as necessary, installation of new services associated with Lot E including any drainage.
- **Phase 2** - detailed site earthworks - minor adjustments to ground surface levels.
- **Phase 3** - preparation of foundations and retaining walls.
- **Phase 4** - construct warehouse and office buildings.
- **Phase 5** - civil finishing works and landscaping.
- **Phase 6** - building fit-out, service connections and commissioning.

Some phases may occur concurrently.

2.3 Plant and equipment

Table 2.1 provides list of plant and equipment typically used on site during construction phase of the Project.

Table 2.1 Typical plant and equipment

• backhoes	• trucks	• pumps	• plate compactor
• concrete pump	• boring machines	• vacuum trucks	• rollers
• cranes	• concrete trucks	• compressors	• water carts
• forklifts	• elevated work platform	• concrete saws	• power tool/hand tools
• light vehicles	• generators	• excavators	• piling rigs (impact augers)
• paving machines	• line marking machines	• jackhammers	• loaders

The above is subject to construction methodology of the development.

2.4 Construction hours

It is expected that work hours would align with the requirements of the SSD-10479 approval. In accordance with Condition D48, working hours for earthworks and construction must be undertaken between:

- Monday to Friday: 7:00 am to 6:00 pm
- Saturday: 8:00 am to 1:00 pm.

In accordance with Condition D49 works undertaken outside of these hours, be undertaken under the following circumstances:

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

2.5 Construction site access

The Traffic Impact Assessment (TIA) outlines a two-stage access strategy. Access to the site will be as follows:

- All traffic must approach the site from the north along Mamre Road, turning left onto Abbotts Road and then accessing the site via Aldington Road. During the construction of the warehouses on Lot E, vehicles will use the interim site access road along Abbotts Road and Aldington Road while the ultimate road network is delivered.
- All traffic must exit the site along Abbotts Road and head south along Mamre Road (towards Kemps Creek). Mamre Road intersection will be upgraded, with signals installed allowing access to Aldington Road. Until the Mamre/Abbotts intersection is signalised, all construction traffic on Abbotts Road must turn left onto Mamre Road.

- The long-term strategy will see access to Aldington Road via the site's internal industrial roads to both the south and north of Project. Once a permanent intersection is delivered, the temporary roadway will be removed.

2.6 Key construction contact details

Key contact details for the Project personnel are provided in Table 2.2.

Table 2.2 Key construction contact details

Contact/agency	Reason	Contact numbers
Project Manager – SKFC	Complaints, incidents	**TBC**
Construction Manager	Complaints, incidents	**TBC**
Community Liaison Officer – SKFC	Liaison	**TBC**
Environmental Representative (ER) (or approved alternative)	Non-compliance with consent condition	Carl Vincent – 0424 203 046
Project information number	Complaints/issue/enquiries	**TBC**
Penrith City Council	Traffic/access (local roads)	(02) 4732 7777
NSW DPHI	Non-compliance, regulatory advice	1300 420 596
NSW Department of Primary Industries (DPI) -Fisheries	Aquatic ecology	1300 550 474
Transport for New South Wales (TfNSW)	Traffic/access (Mamre Road)	131 700
SafeWork NSW	Notifiable incidents	131 050
NSW Environmental Protection Authority (NSW EPA)	Pollution incident	131 55
NSW Police	In case of fire, medical or police emergency. For pollution incidents that present immediate threat to human health or property.	000
Fire + Rescue NSW		
NSW Ambulance		
Nepean Hospital	Medical incidents	(02) 4734 2000
Crime Stoppers	Incidents such as theft, crime, car crash, nonthreatening injuries	1800 033 111
Police Assistance Line		131 44
Poison Information Centre	Toxicology advice	131 126
IXOM (Chemical Industry)	Incidents relating to transport, storage and use of chemical products	1800 033 111
Deerubbin Local Aboriginal Land Council	Aboriginal cultural heritage	(02) 4724 5600
Darug Custodian Aboriginal Corporation		0415 770 163
Kamilaroi Yankunytjatjara Working Group		0434 545 982

3 Environmental management framework

3.1 Roles and responsibilities

The roles and responsibilities relevant to the Project are summarised in Table 3.1.

Table 3.1 Project roles and responsibilities

Role	Company	Responsibilities
Development Manager (Lot E)	SFKC	• Ensure all works comply with relevant regulatory and Project requirements. • Ensure the requirements of this CEMP and sub-plans are fully implemented • Provide adequate resources to ensure effective implementation of this CEMP. • Liaise with the ER and other government authorities as required. • Maintain ultimate responsibility for project environmental performance. • Act as an escalation point for any disputes or community complaints that cannot be resolved by the Project Manager and Contractor Project Manager. • Fulfil any obligations of the Development Manager role as described within the CCCHS. • Support the Contractor Project Manager and Community Liaison Officer in delivering the project in a complaint manner.
Project Manager (Lot E)	SFKC	• Ensure all works comply with relevant regulatory and Project requirements. • Ensure the requirements of this CEMP and sub-plans are fully implemented. • Liaise with the ER and other government authorities as required. • Participate and provide guidance in the regular review of this CEMP and supporting documentation. • Provide adequate resources to ensure effective implementation of this CEMP. • Ensure that all personnel receive appropriate induction training, including details of the environmental and community requirements. • Ensure that complaints are investigated to ensure effective resolution. • Stop work immediately if an unacceptable impact on the environment is likely to occur. • Report any issues that cannot be resolved to the Development Manager. • Resolve any community complaints in collaboration with the Contractor Project Manager. • Fulfil any obligations of the Project Manager role as described within the CCCHS. • Report any incidents to the Development Manager and ER. • Support the Contractor Project Manager in delivering the project in a complaint manner.
Community Liaison Officer (Estate)	SFKC	• Ensure that all community consultation activities are carried out. • Respond to community complaints and enquiries. • Report any environmental issues to the Project Manager raised by stakeholders or members of the community. • Fulfil any obligations of the Community Liaison Officer role as described within the CCCHS. • Stop work immediately if an unacceptable impact on the environment is likely to occur.

Role	Company	Responsibilities
Contractor Project Manager (Lot E)	**TBC**	• Ensure all works comply with relevant regulatory and Project requirements. • Plan construction work in a manner that avoids or minimises impact to environment. • Ensure the requirements of this CEMP and sub-plans are fully implemented. • Ensure construction personnel manage construction work in accordance with statutory and approval requirements. • Support the Site Manager and site personnel in ensuring environmental compliance. • Ensure environmental mitigation measures are implemented. • Ensure all monitoring is carried out. • Ensure all relevant information related to environmental performance is communicated to the Project Manager and ER in a timely manner. • Ensure all Project personnel attend an induction prior to commencing work. • Liaise with the ER and other government authorities as required. • Provide information to the ER as requested for the Environmental Representative Monthly Report. • Stop work immediately if an unacceptable impact on the environment is likely to occur. • Report any issues that cannot be resolved to the Project Manager. • Resolve any community complaints in collaboration with the Project Manager and Site Manager. • Fulfil any obligations of the Contractor Project Manager role as described within the CCCHS. • Provide necessary information to the Community Liaison Officer for consultation activities. • Report any incidents to the Project Manager and ER. • Investigate incidents and non-compliances and provide information to the ER and Project Manager. • Support the Site Manager in delivering the project in a complaint manner.
Contractor Site Manager (Lot E)	**TBC**	• Undertake remedial action as required to ensure environmental controls are maintained in good working order. • Report any complaints from the public to the Contractor Project Manager and Community Liaison Officer. • Report any incidents to the Contractor Project Manager and Project Manager. • Communicate with all personnel and subcontractors regarding compliance with the CEMP and sub-plans. • Ensure all site workers attend an environmental induction prior to the commencement of works. • Coordinate the implementation of the CEMP. • Coordinate the implementation and maintenance of pollution control measures. • Identify resources required for implementation of the CEMP. • Support the Contractor Project Manager in achieving the Project environmental objectives. • Report any activity that has resulted, or has the potential to result, in an environmental incident immediately to the Contractor Project Manager and the ER. • Coordinate action in emergency situations and allocate required resources. • Stop work immediately if an unacceptable impact on the environment is likely to occur. • Investigate any incidents or non-compliances as directed by the Contractor Project Manager. • Fulfil any obligations of the Contractor Site Manager role as described within the CCCHS. • Undertake or organise for suitable people to undertake any monitoring required under this CEMP or sub-plans.

Role	Company	Responsibilities
Environmental Representative	ER or approved alternative	• Undertake the role as described within Conditions of Approval and the Environmental Representative Protocol (Department of Planning and Environment 2018). • 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. • Consider and recommend to the SFKC and the Contractor any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community. • 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: – 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 – 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). • Regularly monitor the implementation of the documents identified in condition A37(d) to ensure implementation is being carried out in accordance with the document and the terms of this consent. • As may be requested by the Planning Secretary, help plan, attend or undertake audits of the development commissioned by the Department including scoping audits, programming audits, briefings, and site visits. • As may be requested by the Planning Secretary, assist the Department in the resolution of community complaints. • Provide advice to SFKC and the Contractor 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. • Attend the Mamre Road Precinct Working Group (see relevant Condition of Approval) in a consultative role in relation to the environmental performance of the development. • 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.”
CPESC	**TBC**	• Develop Erosion and Sediment Control Plans for the Lot E works and progressively update them as site conditions change. • Engage with the ER on matters related to Erosion and Sediment Control and provide ESCPs to the ER for review as required. • Collaborate with any other CPESC engaged for other site works to ensure soil and water management occurs in an effective and efficient manner. • Undertake site inspections to determine whether site controls have been installed in accordance with ESCPs. • Monitor the effectiveness of ESCPs and update the plans or provide advice to the site team to improve the effectiveness of the ESCPs as required. • Provide guidance and training to site personnel as required. • Stop work immediately if an unacceptable impact on the environment is likely to occur.

Role	Company	Responsibilities
All Project personnel	Contractor and sub-contractor	• Comply with the relevant requirements of the CEMP and sub-plans. • Take direction form the Project Management team. • Participate in the site induction and training program. • Report any environmental incidents to the Site Manager or Site Supervisor immediately (noting the incident must be controlled first if possible). • Report any complaints from the public to the Site Manager and Community Liaison Officer. • Stop activities where there is an actual or immediate risk of harm to the environment and advise the Project Management Team.

Note: Condition references are to SSD 10479 and are subject to change with the issuance of the Lot E Development Consent

3.2 Statutory requirements

The Project must be carried out in accordance with:

- the conditions of consent as per SSD-10479 or any new instrument of approval as granted for Lot E
- all written directions from the Planning Secretary
- the EIS
- this CEMP and sub-plans.

The Project is required to adhere to the relevant requirements of the Acts and their subordinate legislation identified in Table 3.2.

Table 3.2 Statutory requirements

Act	Statutory instrument	Regulatory authority	Applicability
Biodiversity Conservation Act 2016 (BC Act)	Biodiversity Conservation Regulation 2017	NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW)	Protection of threatened species, populations and communities and their habitats.
Contaminated Land Management Act 1997	Contaminated Land Management Regulation 2013	NSW EPA	Identifies and control contaminated land and investigation requirements.
Environmental Planning and Assessment Act 1979 (EP&A Act	Environmental Planning and Assessment Regulation 2000	DPHI	Modification to the Project scope requiring modification to the Development Approval.
Environment Protection and Biodiversity Conservation Act 1999	Environment Protection and Biodiversity Conservation Regulations 2000	Commonwealth DCCEEW	Protection of biodiversity and conservation matters.
Fisheries Management Act 1994	Fisheries Management (General) Regulation 2019	NSW DPI - Fisheries	Controls works within waterways.
Heritage Act 1977	Heritage Regulation 2012	Heritage NSW	Protection of cultural heritage items.

Act	Statutory instrument	Regulatory authority	Applicability
National Parks and Wildlife Act 1974	National Parks and Wildlife Regulation 2019	DPHI	Protection of Aboriginal objects and sites. Duty to notify in the event that 0an Aboriginal object is uncovered.
Protection of the Environment and Operations Act 1997 (POEO Act)	Protection of the Environment Operations (Waste) Regulation 2014	NSW EPA	Pollution incidents that have caused or give rise to material harm.
Roads Act 1993	Law Reform Commission Act 1975	TfNSW	Financing, maintenance, construction and operation of roads.
Sydney Water Act 1994 (NSW)	Sydney Water Regulation 1994	Sydney Water	Relates to the supply of water, the provision of sewerage and stormwater drainage systems and the disposal.
Waste Avoidance and Resource Recovery Act 2001	Waste exemptions under the POEO administration regulation	NSW EPA	Controls waste management and allows for resource recovery under exemptions.
Water Management Act 2000	Water Management (General) Regulation 2018	Department of Planning and Environment – Water (DPE-Water)	For the protection, conservation and ecologically sustainable development of the water sources of the State, and for other purposes.
Work Health and Safety Act 2011	Work Health and Safety Regulation 2017	SafeWork NSW	Controls safety requirements for work sites in NSW.

The development is subject to The Mamre Road Precinct Development Control Plan 2021. The Mamre Road Precinct DCP was prepared in accordance with Part 3, Division 3.6 of the EP&A Act and the Environmental Planning and Assessment Regulation 2000. The Mamre Road Precinct DCP applies to land within the Mamre Road Precinct as identified by State Environmental Planning Policy (Western Sydney Employment Area) 2009.

3.2.1 Standards, codes and guidelines

The following standards, codes and guidelines are applicable to the construction of the Project:

- Australian Standards:
  - Australian Standard AS 2601-2001 – The Demolition of Structures
  - Australian Standard AS1940-2004 – The storage and handling of flammable and combustible liquids
  - Australian Standard AS1742.9:2018 – Manual of Uniform Traffic Control Devices – Bicycle Facilities, Cycling Aspects of Austroads Guides
  - Australian Standard AS 1055:2018 Acoustics – Description and measurement of environmental noise
- NSW EPA Waste Classification Guidelines Parts 1 - 4 (EPA 2014)
- Interim Construction Noise Guideline (DECC 2009)
- Managing Urban Stormwater: Soils and Construction – Volume 1: Blue Book (Landcom 2004)
- Controlled activities - Guidelines for vegetation management plans on Waterfront Land (DPE – Water 2022)

- National Airports Safeguarding Framework, Managing the Risk of Wildlife Strikes in the Vicinity of Airports (NASAG 2012)
- Planning for Bushfire Protection (NSW Rural Fire Services 2019).

3.3 Inductions and environmental training

All personnel (including contractors and sub-contractors) are required to attend a compulsory site induction that includes an environmental component prior to commencement on-site. This is to ensure all personnel involved in the Project are aware of the requirements of the CEMP. All Project staff will be made aware of the Project-specific environmental controls through a site induction, and pre-start meetings/toolbox talks prior to the commencement of work.

3.3.1 Site specific induction

The Project induction will include (but not limited to) key aspects:

- purpose and objectives of the CEMP
- roles and responsibilities, including due diligence and duty of care
- appropriate behaviour when interacting with the local community and stakeholders
- overview of environmental risks and specific locations of environmental and cultural significance
- the scope of legislative requirements and other licences and approvals
- key environmental management requirements and controls stipulated in the CEMP and sub plans
- workplace health and safety issues, including high-risk activities and associated safeguards
- potential environmental emergencies on site and the emergency response, locations and training in the use of emergency spill kits
- approved construction hours
- driver code of conduct and haulage routes
- importance of erosion end sediment controls
- unexpected finds (heritage and contamination)
- procedures for notifying and reporting incidents and complaints.

Site inductions will be recorded, including details of topics discussed, attendees and duration. Copies of the Project inductions will be stored in a register and signed attendance sheets will be filed.

3.3.2 Toolbox talks

Toolbox talks will be held weekly and tailored to specific environmental issues relevant to the upcoming works.

Topics to be discussed will include (but not limited to):

- erosion and sediment control

- traffic management
- weed management
- flora and fauna management
- air and water pollution management
- hours of work.

3.3.3 Pre-start meetings

Pre-start meetings will be conducted daily prior to commencement of works. Topics to be discussed will include (but not limited to):

- daily work activities
- safe work practices
- environmental controls
- no-go zones/restricted work areas
- hazards
- any other information which may be relevant to the day's work.

3.4 Incident and non-compliance

3.4.1 Incidents

Incidents may comprise (but not be limited to) the following:

- serious injuries requirement urgent medical help
- there are threats to property or life
- criminal activity, e.g. you have witnessed a serious crime or accident
- sewer or water service breaks which result in offsite pollution
- electricity service faults
- fires and explosions
- release of pollutants e.g. release of sediment into watercourse, chemical spill.
- working outside of standard construction hours
- vehicles not entering site as per access route specified in the CTMP
- damage to structures and/or buildings resulting from vibration.

i Pollution incidents

Pollution incidents may comprise (but are not limited to) the following:

- pollution, or potential pollution of waterbodies
- discharges of water from site not in accordance with approval requirements
- uncontrolled releases of chemicals, paint or fuels
- a spill that causes pollution to land/soils
- excessive nose form vehicles, transport or construction activities near peoples' residence or workplace, especially outside of standard work hours
- increased levels of particulates in the air resulting in poor air quality/exceedance of criteria.

Where a pollution incident has caused or is threatening to cause 'Material harm to the environment', the regulatory agencies must be notified immediately and without delay (see Section 3.4.4). As defined in section 147 of the POEO Act:

a) …harm to the environment is material if:

i) it involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or

ii) It results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000 (or such other amount as is prescribed by the regulations), and

b) 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.

3.4.2 Incidents and non-compliance handling procedure

In the event of an incident/near-miss, the following steps should be taken:

2. **Stop works** in the area and if safe to do so ensure the safety of personnel within the vicinity.
3. **Notify** relevant persons e.g. emergency services or construction manager.
4. **Isolate** the risk or hazard e.g. turn off machinery/plant, implement immediate site controls, set up exclusion zone.
5. **Report and notify** relevant persons (e.g. project manager, regulatory agencies).

Incidents and non-compliances are to be investigated and assessed to determine the root cause. The investigation would be undertaken by the Project Manager or delegated to an appropriate person such as the Site Supervisor where appropriate. In the case of a potential non-compliance being related to an exceedance of monitoring criteria, the investigation will assess contributing factors and whether the exceedance is attributable to site works. The investigation and any relevant data would be provided to the ER for inclusion within the Environmental Representative Monthly Report.

3.4.3 Corrective actions

Corrective actions may be triggered by an incident or non-compliance and will include immediate steps taken to control the event, as well as development of additional controls to prevent reoccurrence. Corrective actions should be prioritised on the following hierarchy of controls:

1. **Elimination** – can activities and processes be eliminated to reduce the risk of reoccurrence?
2. **Substitution** – can activities be substituted with another activity of lesser risk?
3. **Isolation** – can you isolate the hazard from any person exposed to it?
4. **Engineering controls** – can you reduce the risk of reoccurrence through engineering changes?
5. **Administrative controls** – can a change in work practices, additional training or additional checks reduce the risk?
6. **Personal Protective Equipment** – individual protection from risks including dust, noise, sun, contaminated water.

Corrective actions will be documented on the Incident and non-compliance Form and be assigned to the appropriate personnel for close out. The Contractors Environmental Manager will be responsible for managing and overseeing the implementation of corrective actions on-site and ensuring appropriate documentation is completed and filed for record keeping. Records of all incidents and non-compliances and associated corrective actions are to be provided to the project manager.

3.4.4 Regulatory agency notification

i Material harm pollution incidents

Incidents that cause or threaten material harm must be notified to the relevant authorities immediately and without delay. This includes the EPA, DPE – Water, Council, Local Department of Health, SafeWork NSW and Fire and Rescue. The contact details are provided in Table 2.2.

A person engaged as an employee in carrying out an activity must, immediately and without delay, after the person becomes aware of the incident (see Section 3.4.1), notify the relevant authorities. The management team must notify the principal contractor and the Environmental Representative as soon as possible verbally and commence action to control the pollution event where safe to do so.

The Project Manager is responsible for notifying the appropriate regulatory authority and other response agencies in accordance with the requirements stipulated in Part 5.7 of the POEO Act. A written report on the incident (s148 of POEO Act, SSD-10479 Conditions E10, C34) is required to be prepared in accordance with Section 3.4.2.

3.4.5 Non-compliance notification

A non-compliance occurs when there is failure to comply with a condition of consent (e.g. exceedance of the impact assessment criteria and performance criteria for noise and vibration). A non-compliance also occurs where there is failure to meet the requirements of an approved management plans.

Non-compliance may be identified through routine weekly inspections, impromptu site inspections, via the CEMP review and audit process or following an incident or a complaint. The Contractor's Environmental Manager is responsible for investigation and management of corrective and preventive actions in the event of

noncompliance. Non compliances must be reported in accordance with the SSD – 10479 CoA and a notification is to be issued to the Planning Secretary by the proponent (SSD-10479 Conditions E11-13).

3.4.6 Notification requirements

i Incident report requirements

Immediately and without delay after an incident is identified, the project team must supply the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a notification of the incident addressing all requirements listed below (in accordance with SSD-10479 Appendix 5 Condition#4):

a) a phone call to the relevant agencies with a record kept of the call date and time

b) an email on the same day including:

   i) a summary of the incident including its location and nature

   ii) outcomes of an incident investigation, including identification of the cause of the incident

   iii) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence

   iv) details of any communication with other stakeholders regarding the incident

c) written notification within 7 days of the incident as per Section 3.4.6.

ii Written incident notification requirements

The Planning Secretary must be notified immediately after becoming aware of an incident (SSD-10479 Condition E10, Section 3.4.6). SSD-10479 Appendix 5 of the Condition#2 state that notification must include:

a) identify the development and application number

b) provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident)

c) identify how the incident was detected

d) identify when the applicant became aware of the incident

e) identify any actual or potential non-compliance with conditions of consent

f) describe what immediate steps were taken in relation to the incident

g) identify further action(s) that will be taken in relation to the incident

h) identify a project contact for further communication regarding the incident.

The Planning Secretary must be notified in writing within 7 days of the incident occurring.

If notification is not completed within 7 days of the event the notification process is still required to be completed.

3.5 Community communications and complaints handling strategy

A CCCHS procedure has been prepared and is included within Appendix D.

4 Environmental management measures

The following sections outline the management strategies that are to be implemented on site for minimising impacts on the environment which may occur as a direct result of construction activities. Upon approval of the Lot E SSDA, this CEMP may be updated, and CEMP sub-plans may be developed.

4.1 Soils, surface water and groundwater

4.1.1 Background

There are no mapped waterways within the Project footprint, and it is classed as having 'no known occurrence of acid sulfate soil'.

Groundwater was observed at depths of 2.5 m (RL59.1 AHD) and 3m (RL61 AHD) in the north-eastern portion of the Stage 1 Development, adjacent to the Ropes Creek tributaries. A search of the NSW DPI groundwater bore database confirms that no registered groundwater bores are located within 1 km of the Project boundary and the nearest groundwater bore is approximately 1.6 km north-east of the Project.

No extractive groundwater activities are proposed as part of the proposed development.

With regards to the Aquifer Interference Policy, the proposed development is not associated with any high-risk activities and the proposed development will not significantly affect any groundwater dependent ecosystems. Any groundwater encountered during works will be minimal.

As part of Stage 1 Development earthworks for the 200 Aldington Road site, surface soils identified as areas of environmental concern within Lot E, as per the Stage 1 EIS, have been removed from the Lot E area. If unexpected contaminants are identified, all associated activities are to be ceased and the Unexpected Finds Procedure – Contamination in Appendix B will be followed.

A Lot E-specific Erosion and Sediment Control Plan (ESCP) has been developed by EMM (refer to Appendix E). The ESCP will be implemented to minimise potential impacts associated with the construction of Lot E to existing soils and waterways. ESCP for the Lot E construction works is a progressive document. As such, the document in Appendix E will be updated, or supplemented with additional plans, as the construction works progress. For clarity, the ESCP in Appendix E has been included for information. Any updates to the ESCP in, or the development of supplementary Progressive Erosion and Sediment Control Plans (PESCPs) as works progress would be implemented and kept on file. This CEMP would not be updated for each update of the ESCP or supplementary PESCP.

4.1.2 Objectives and targets

The objectives and targets set for soil and water have been identified in Table 4.1.

Table 4.1 Soil and water objectives and targets

Objectives	Targets
Prevent erosion and soil loss	Erosion and sediment controls to be used to ensure erosion and soil loss is minimised to the greatest extent practicable.
Prevent clay, silt or sand from entering stormwater drains and waterways	All disturbed stormwater to pass through primary erosion and sediment controls
To manage contamination in accordance with regulatory requirements	Non spread of contaminants onsite

Objectives	Targets
Prevent erosion and soil loss	Erosion and sediment controls to be used to ensure erosion and soil loss is minimised to the greatest extent practicable.
Ensue that groundwater quality or height is not significantly affected by the construction	No significant change in groundwater levels and quality during dewatering activities (if applicable).

4.1.3 Management measures

The management measures to mitigate soil and water impacts at the site are outlined in Table 4.2. The table also specifies the timing and the personnel responsible for implementing these measures.

Table 4.2 Soil and water management measures

Item	Management measures	Timing	Responsibility
SW01	ESCP is to be prepared by a Certified Practitioner in erosion and sediment control.	Pre-construction	Contractor
SW02	Erosion will be minimised by employing a variety of management measures as per the overarching ESCP and the PESCP. These include: • earthworks and major land disturbing activities will be scheduled to avoid high rainfall erosivity periods • progressive stabilisation and rehabilitation of disturbed areas • minimising the extent and duration of soil disturbance • covering and binding exposed soils with soil stabilising polymers and gravel • minimising disturbance to steeply grading areas where possible • using retaining walls to minimise the creation of long, steep earthen slopes • early installation and connection of permanent stormwater drainage systems • utilising existing access tracks and driveways.	Construction	Contractor
SW03	Clean and dirty water catchments will be segregated to the maximum practical extent to minimise erosion potential and the volume of turbid water that needs to be contained and treated on site.	Construction	Contractor
SW04	Wind erosion will be controlled by minimising disturbance and utilising soil stabilising polymers and wetting agents.	Construction	Contractor
SW05	During excessively dry and/or windy periods, speeds of machinery and vehicles will be reduced and/or operations will be suspended.	Construction	Contractor
SW06	Inspections of control measures will be undertaken prior to predicted rainfall and following rainfall that causes run-off or weekly during dry conditions.	Construction	Contractor
SW07	All water, debris and sediment removed from control measures shall be disposed of in a manner that will not create an erosion or pollution hazard.	Construction	Contractor

4.1.4 Monitoring and inspection approach

Soil water monitoring and inspections approach have been identified in Table 4.3. The table also specifies the timing, records and the personnel responsible for implementing these approaches.

Table 4.3 Soil and water monitoring and inspections

Type of monitoring	Timing	Responsibility	Record
Pre-construction inspection	Prior to commencement of construction	Environmental Representative (supported by Contractor's Project Manager)	Written statement to the Planning Secretary from the ER confirming the ESCs are operational, prior to commencement of construction as required by condition B12
Weekly inspections	Weekly during normal construction hours	Contractor Site Manager	Inspection report
Rainfall inspections	Daily during periods of rainfall • Within 24 hours of the cessation of a rainfall event (≥10 mm)	Contractor Site Manager	Inspection report
Dewatering of sediment basins	As required in accordance with the Erosion and Sediment Control Plan developed for Construction	Contractor Site Manager	Monitoring data Dewatering Permit
Monthly CPESC Audit	Monthly	Lot K CPESC	Monthly CPESC Audit Report

4.2 Salinity

The likelihood of encountering saline soils as part of Lot E works is minimal following soil mixing and the import of soil that occurred during Stage 1 development bulk earthworks.

4.3 Flooding and hydrology

The site is divided into two stormwater catchments, with the larger catchment in the north and the smaller catchment in the south. No flood impacts are expected to occur to Lot E as the level of the site is RL74.5m AHD and the flood level in the vicinity of the lowest part of the site (undeveloped Lot D) is less than RL 64 m during a 100 year ARI flood event (200 Aldington Industrial Estate Flood Impact Assessment, Cardano 2020).

The riparian assessment undertaken for the EIS identified no watercourses within the Lot E area. Surface and groundwater, flooding and hydrology impacts will be managed with the overarching PESCP and with the management measures outlined in Section 4.1 of this plan.

4.4 Noise and vibration

4.4.1 Background

A Construction Noise and Vibration Management Plan (CNVMP) has been developed by SLR Consulting (2025) as part of the SSD Application for the development of Lot E – refer to Appendix F. The CNVMP notes that the surrounding area includes the following receivers:

- Residential receivers located on Aldington Road, Kemps Creek and Bowood Road, Mount Vemon.
- A place of worship, to the south of the 200 Aldington Road Industrial Estate.
- Commercial and Industrial properties.

i Construction noise criteria

The construction noise management levels for works undertaken onsite are provided in Table 4.4 below. These are adopted from the SLR Lot E CNVMP and represent noise levels external to the properties.

Table 4.4 Construction noise management levels

Receiver type	Time period	Construction noise management levels	High noise affected level
Residential	Standard hours for audible works: • Monday to Friday 7am to 6pm • Saturday 8am to 1pm • Non works on Sundays or public holidays	45 dB(A) LAeq,15minute) during standard construction hours	75 dB(A) LAeq,15minute)
Place of worship	When in use	55 dB(A) LAeq,15minute)	75 dB(A) LAeq,15minute
Commercial	When in use	70 dB(A) LAeq,15minute)	
Industrial	When in use	75 dB(A) LAeq,15minute	-

The CNVMP states that “Noise levels at the surrounding receivers are expected to comply with the NMLs during all works.”

ii Construction vibration criteria

The assessment of construction related vibration was based on the following guidelines:

- Assessing Vibration – A Technical Guideline.
- British Standard BS 7385: Part 2-1993 “Evaluation and measurement for vibration in buildings Part 2: Guide to damage levels from ground borne vibration” (BSI 1993).
- German DIN 4150: Part 3 – 1999 “Effects of Vibration on Structure” (DIN 1999).

The SLR CNVMP (2025) states that “the distance between the construction work and the nearest sensitive receivers is sufficient for all receiver buildings to be outside of the cosmetic damage and human comfort minimum working distances for vibration intensive equipment.”

4.4.2 Objectives and targets

The objectives and targets set for noise vibration have been identified in Table 4.5.

Table 4.5 Noise and vibration objectives and targets

Objectives	Targets
To ensure any works causing noise or vibration do not effects to nearby structures or residents.	No complaints from the community regarding noise or vibration.
Compliance with State and Local requirements as required.	No complaints from the community regarding noise or vibration.

4.4.3 Management measures

The management measures to mitigate noise and vibration impacts at the site are outlined in Table 4.6. The table also specifies the timing and the personnel responsible for implementing these measures.

Table 4.6 Noise and vibration management measures

Item	Management measures	Timing	Responsibility
NV01	Use quieter and less vibration emitting construction methods where feasible and reasonable.	Pre-Construction, Construction	Contractor
NV02	Works will be completed during standard daytime construction hours where possible	Construction	Contractor
NV03	Compounds and worksites will be designed to promote one-way traffic and minimise the need for vehicle reversing	Pre-Construction, Construction	Contractor
NV04	Where practicable, work compounds, parking areas, and equipment and material stockpiles will be positioned away from noise-sensitive locations and take advantage of existing screening from local topography	Construction	Contractor
NV05	Documentation of how site layout has been considered to reduce noise impacts must be provided to the Contractor's Project Manager. This must occur any time there are significant changes to the site layout	Construction	Contractor
NV06	Equipment that is noisy will be started away from sensitive receivers	Construction	Contractor
NV07	Training will be provided to all personnel on noise and vibration requirements for the project. Inductions and toolbox talks to be used to inform personnel of the location and sensitivity of surrounding receivers	Pre-Construction, Construction	Contractor
NV08	All plant and equipment must be maintained in a proper and efficient condition, operated in a proper and efficient manner, and feature standard noise attenuation measures where applicable	Construction	Contractor
NV09	Where practicable, tonal reversing alarms (beepers) will be replaced with non-tonal alarms (squawkers) on all equipment in use (subject to occupational health and safety requirements).	Construction	Contractor
NV10	Noisy equipment will be sited behind structures that act as barriers, or at the greatest distance from the noise-sensitive area. Equipment will be oriented so that noise emissions are directed away from any sensitive areas, where possible.	Construction	Contractor
NV11	Noise generating equipment will be regularly checked and effectively maintained, including checking of hatches/enclosures regularly to ensure that seals are in good condition and doors close properly against seals.	Construction	Contractor

Item	Management measures	Timing	Responsibility
NV12	Noise monitoring spot checks of equipment will be completed to ensure individual items are operating as expected.	Construction	Contractor
NV13	Dropping materials from a height will be avoided.	Construction	Contractor
NV14	Loading and unloading will be carried out away from noise sensitive areas, where practicable.	Construction	Contractor
NV15	Trucks will not queue outside residential properties. Truck drivers will avoid compression braking as far as practicable.	Construction	Contractor
NV16	Truck movements will be kept to a minimum, i.e., trucks are fully loaded on each trip.	Construction	Contractor
NV17	The layout of the site will take advantage of existing screening from local topography, where possible. Site huts, maintenance sheds and/or containers will be positioned between noisy equipment and the affected receivers.	Construction	Contractor
NV18	If vibration generating works are required within the minimum cosmetic damage working distances and considered likely to exceed the criteria: • Different construction methods with lower source vibration levels will be investigated and implemented, where feasible. • Attended vibration measurements will be undertaken at the start of the works to determine actual vibration levels at the item. Works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant criteria.	Construction	Contractor
NV19	Where works are required within the cosmetic damage minimum working distances (refer Table 7 in CNVMP), building condition surveys and public infrastructure dilapidation surveys (refer Condition C12(b)) will be completed before and after the works to ensure no cosmetic damage has occurred	Construction	Contractor
NV20	Truck routes to site will be limited to major roads.	Construction	Contractor
NV21	Noise and/or vibration monitoring will be conducted (as appropriate) when noise/vibration intensive works are being undertaken in close proximity to sensitive receivers.	Construction	Contractor
NV22	Noise and/or vibration monitoring will be conducted (as appropriate) in response to any complaints received to verify that levels are not substantially above the predicted levels.	Construction	Contractor

4.4.4 Monitoring approach

Noise and Vibration monitoring and inspections approach have been identified in Table 4.7. The table also specifies the timing, records and the personnel responsible for implementing these approaches.

Table 4.7 Noise and vibration monitoring

Type of monitoring	Timing	Responsibility	Record
Attended noise monitoring	In response to a noise complaint	Contractor's Environmental Manager	Noise and vibration monitoring record sheet
Attended vibration monitoring	In response to a vibration complaint	Contractor's Environmental Manager	Noise and vibration monitoring record sheet

4.5 Air quality

4.5.1 Background

RWDI have developed an Air Quality Impact Assessment (AQIA) (RWDI 20205) to inform Mod 6 and the SSD Application for the Lot E development.

During construction, the main activities that could result in the generation of dust and particulate matter include:

- Earthworks:
  - Likely to be the first stage of work and of most impact.
  - Detailed earthworks for creating pad footings and trenching for underground services that will involve trucks, excavators, dozers and associated equipment.
- Construction and Interior Fit out of Warehouse:
  - Likely to be the longest stage of work and of most impact; Emissions to the atmosphere during construction will be temporary and relatively short-lived.
  - Building works likely to involve many truck movements, cranes and power tools.
  - Typical equipment includes concrete trucks, mobile cranes and vibratory rollers.
  - Interior fit-out work involves movement of trucks.
  - Interior fit out of the ancillary office space.

4.5.2 Objectives and targets

SFKC will undertake works in a manner that mitigates air quality impacts. The objectives and targets set for air quality have been identified in Table 4.8.

Table 4.8 Air quality objectives and targets

Objectives	Targets
Ensure that dust or odour emissions do not adversely affect the health or visual amenity of surrounding communities	No complaints from adjoining owners in relation to air quality from the works.
Compliance with State and Local regulatory requirements in relation to air quality management.	No visual evidence of deposited dust or suspended particulate matter. Compliance with National Environment Protection Measures (NEPM) standards (where required) and DEC standards during construction.

4.5.3 Management measures

The management measures to mitigate air quality impacts at the site are outlined in Table 4.9. The table also specifies the timing and the personnel responsible for implementing these measures.

Table 4.9 Air quality management measures

Item	Management measures	Timing	Responsibility
AQ01	Plan site layout so that dust generating activities are located as far away as possible from receptors.	Pre-construction	Contractor
AQ02	If feasible, erect solid screens or barriers around dusty activities or the Site boundary that are at least as high as any stockpiles on Site.	Construction	Contractor
AQ03	Fully enclose Site or specific operations where there is a high potential for dust production and the Site is actives for an extensive period.	Construction	Contractor
AQ04	Avoid Site runoff of water or mud.	Construction	Contractor
AQ05	Keep Site fencing, barriers and scaffolding clean using wet methods.	Construction	Contractor
AQ06	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 or contained in a way which prevents dust, for example dust suppression.	Construction	Contractor
AQ07	Cover, seed, or fence stockpiles to prevent wind erosion.	Construction	Contractor
AQ08	Ensure all vehicles switch off engines when stationary – no idling vehicles.	Construction	Contractor
AQ09	Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.	Construction	Contractor
AQ10	Impose and signpost a maximum-speed-limit of 25 km/h on surfaced and 15 km/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).	Construction	Contractor
AQ11	Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	Construction	Contractor
AQ12	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	Construction	Contractor
AQ13	Ensure an adequate water supply on the Site for effective dust/PM suppression/mitigation, using non-potable water where possible and appropriate.	Construction	Contractor
AQ14	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.	Construction	Contractor
AQ15	Avoid scabbling (roughening of concrete surfaces) if possible.	Construction	Contractor
AQ16	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	Construction	Contractor
AQ17	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.	Construction	Contractor
AQ18	For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust	Construction	Contractor
AQ19	Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.	Construction	Contractor

Item	Management measures	Timing	Responsibility
AQ20	Only remove the cover in small areas during work and not all at once.	Construction	Contractor
AQ21	Use water-assisted dust sweeper(s) on the access and local roads, as necessary.	Construction	Contractor
AQ22	Avoid dry sweeping of large areas.	Construction	Contractor
AQ23	Ensure vehicles entering and leaving the Site are covered to prevent escape of materials during transport.	Construction	Contractor
AQ24	Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	Construction	Contractor
AQ25	Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the Site where reasonably practicable).	Construction	Contractor
AQ26	Access gates to be located at least 10 m from receptors where possible	Construction	Contractor
AQ27	Construction activities with a higher potential to cause dust, including those that require large numbers of heavy vehicle movements such as concrete pours, would occur at times of day when dust generation risk is low. This includes early morning works when wind speed is often low and soil moisture is high. Where approved, these works would commence prior to the standard construction hours identified in Condition B19.	Construction	Contractor
AQ28	During periods where the site will be unattended for longer than 24 hours the Contractor will compact any exposed surfaces, to the extent practicable, to provide a seal to the surface.	Construction	Contractor
AQ29	During shutdown periods of greater than 72 hours the Contractor will; • Compact exposed surfaces, to the extent practicable, to provide a seal to the surface. Review the need for a surface sealant, such as a polymer binding agent.	Construction	Contractor
AQ30	Develop and implement a stakeholder communications plan that includes community engagement before work commences on Site.	Construction	Contractor
AQ31	Display the name and contact details of the Responsible Person accountable for air quality and dust issues on the Site boundary.	Construction	Contractor
AQ32	Display the head or regional office contact information.	Construction	Contractor
AQ33	Develop and implement a Dust Management Plan (DMP) that considers, as a minimum, the measures identified herein.	Construction	Contractor
AQ34	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.	Construction	Contractor
AQ35	Make the complaints log available to relevant authorities (Council, EPA, etc).	Construction	Contractor
AQ36	Record exceptional incidents that cause dust and/or air emissions, on or off site, and the actions taken to resolve the situation in the logbook.	Construction	Contractor
AQ37	Hold regular liaison meetings with other high risk construction sites within 250 m of the Site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.	Construction	Contractor

Item	Management measures	Timing	Responsibility
AQ38	Undertake daily on-site and off-site inspections at nearby receptors 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 windows. The existing Continuous real-time dust monitoring to be continued during the construction for this project.	Construction	Contractor
AQ39	Increase the frequency of site inspections by the person accountable for air quality and dust issues on the Site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	Construction	Contractor

4.5.4 Monitoring approach

Air quality monitoring and inspections approach have been identified in Table 4.10. The table also specifies the timing, records and the personnel responsible for implementing these approaches.

Table 4.10 Air quality monitoring

Type of monitoring	Timing	Responsibility	Record
Daily visual dust monitoring	Daily during works	Site supervisor	Site diary
Real-time particulate matter (PM10, PM2.5) concentrations	Continuous	Contractor's Environmental Manager	Real-time dust monitoring outputs
Meteorological data including daily rainfall, hourly temperature, relative humidity, wind (direction and speed) and barometric pressure	Daily	Contractor's Environmental Manager	Daily records from closest BoM station
Weekly site inspections to ascertain the effectiveness of implemented controls	Weekly	Contractor's Environmental Manager	Weekly inspection record
Erosion Sediment Control Plan – weekly inspections to ensure all mitigation measures are in place.	Weekly inspection record.	Site Manager	Weekly
Meteorological data including daily rainfall, hourly temperature, relative humidity, wind (direction and speed) and barometric pressure.	Daily rainfall records from SiteHive (or equivalent). If the SiteHives are not functioning the project may rely on daily rainfall records from closest BoM station until they are fixed.	Site Manager	Daily
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.	Work Records, recording daily activities and Strong winds – where wind in excess of 40 kilometres per hour (km/h), work may be halted if causing dust concerns. Complaints records.	Site Manager	Daily

Type of monitoring	Timing	Responsibility	Record
Dailly site inspections to ensure dust management controls are being implemented and to record the presence of odour.	Daily inspection record.	Site Manager	Daily

4.6 Aboriginal heritage and non-Aboriginal heritage

4.6.1 Background

Clearing and preliminary earthworks have been completed as part of the Stage 1 Development works in accordance with SSD 10479 CoC - D69, the Stage 1 Development CEMP and the ACHA approved under SSD-10479. Therefore, there is very low risk of encountering Aboriginal and non-Aboriginal heritage during Lot E works. An unexpected finds protocol has been developed included as Appendix A.

4.6.2 Objectives and targets

The objectives and targets set for Aboriginal and non-Aboriginal heritage have been identified in Table 4.11.

Table 4.11 Aboriginal and non-aboriginal heritage objectives and targets

Objectives	Targets
Comply with the requirements of the Heritage Act 1977, Environmental Planning and Assessment Act 1979, and the National Parks and Wildlife Act 1974	Protection of all sites of Aboriginal Heritage significance, both known and as yet unknown.
Minimise impacts on unknown Cultural and Aboriginal Heritage sites.	Protection of all sites of Aboriginal Heritage significance, both known and as yet unknown.

4.6.3 Management measures

The management measures to mitigate Aboriginal and non-Aboriginal heritage impacts at the site are outlined in Table 4.12. The table also specifies the timing and the personnel responsible for implementing these measures.

Table 4.12 Aboriginal and non-Aboriginal management measures

Item	Management measures	Timing	Responsibility
AH01	All staff and contractors must undergo induction training which outlines the obligations of staff and contractors under the NPW Act, consent of approval, this CEMP and the Stage 1 Development CEMP Appendix F Aboriginal Cultural Heritage Management Plan.	Pre-construction and construction	Contractor
AH02	All Aboriginal objects and Places are protected under the NPW Act. It is an offence to disturb an Aboriginal object or site without a consent permit issued by Heritage NSW or DPHI. Should any Aboriginal objects be encountered during works associated with this proposal, works must cease in the vicinity and the find should not be moved until assessed by a qualified archaeologist. If the find is determined to be an Aboriginal object the archaeologist will provide further recommendations. These may include notifying the Heritage NSW and Aboriginal stakeholders.	Construction	Contractor

Item	Management measures	Timing	Responsibility
AH03	Aboriginal ancestral remains may be found in a variety of landscapes in NSW, including middens and sandy or soft sedimentary soils. If any suspected human remains are discovered during any activity, the following steps must occur: • immediately cease all work at that location and not further move or disturb the remains; – notify the NSW Police and Heritage NSW's Environmental Line on 131 555 as soon as practicable and provide details of the remains and their location • not recommence work at that location unless authorised in writing by Heritage NSW.	Construction	Contractor

There is no monitoring required for aboriginal cultural heritage for Lot E. Any unexpected aboriginal heritage finds will be managed in accordance with the Unexpected Finds Procedure – Heritage included in Appendix A of this CEMP.

4.7 Flora and fauna

4.7.1 Background

The Lot E site has been subject to clearing, grubbing and bulk earthworks as part of Stage 1 works. There is no vegetation or dams remaining on the site. Minor flora and fauna risks relate to:

- managing weeds and pests
- managing any stormwater retention devices to mitigate the risk of attracting birdlife
- implementing landscaping.

4.7.2 Objectives and targets

The objectives and targets set for flora and fauna have been identified in Table 4.13.

Table 4.13 Flora and fauna objectives and targets

Objectives	Targets
To reduce the impact of construction on native flora and fauna	No damage/injury to preserved flora and fauna
Control and prevent spread of weeks and pests	No increase in weed or pest population and distribution from Lot E pre-construction levels

4.7.3 Management measures

The management measures to mitigate flora and fauna impacts at the site are outlined in Table 4.14. The table also specifies the timing and the personnel responsible for implementing these measures.

Table 4.14 Flora and fauna management measures

Item	Management measures	Timing	Responsibility
FF01	A weed eradication management plan is to be implemented prior to and during constriction. Refer to Appendix C of the Stage 1 Development (FFMP). Monitoring of weed and/or pathogen infestations will occur as part of the routine weekly environmental inspections to determine the effectiveness of management controls. The identified presence of any weeds and/or pathogens and the necessary management actions will be noted on the Environmental Inspection Checklist. Dedicated inspections at least every six months during the construction.	Pre-construction Construction	Contractor
FF02	A weekly inspection of project area to assess if there is a potential for any nuisance animals (i.e. flocking birds) on site. Where identified work with management team to ensure that all steps are taken to deter flocking birds (more than 6 of one species) from congregating on site (including the correct disposal of food scraps and rubbish from site). Adoption of wildlife deterrent technologies to reduce bird populations may be considered where issues are identified and will be targeted according to the specific species present.	Construction	Contractor
FF03	Hygiene protocols to prevent the spread of weeds or pathogens between infected areas and uninfected areas in accordance with overarching Stage 1 Development Weed Management Plan (Appendix C of the Stage 1 Development FFMP). Prior to plant arriving on site a weed and seed declaration is required as part of the plant pre-start process when arriving on site. Any plant or equipment arriving on site which contains soil material or has not been cleaned will require cleaning offsite, prior to being accepted. Prior to leaving site plant will be cleaned onsite of soil and plant material to avoid transfer of pathogens and seeds to other sites. The cleaning of plant will be captured on the initial pre-start when plant is onboarded to the work site. Once on site cleaning is not required for weed and seed protocols until the equipment leaves the site.	Construction	Contractor
FF04	Where native fauna is unexpectedly encountered, the animal should be kept from harm by traffic, construction equipment etc and a wildlife handler should be contacted.	Construction	Contractor
FF05	All staff working on the project will undertake an environmental induction as part of their site induction. Site briefings should be updated based on phase of the work. This environmental induction will include items such as: • site environmental procedures (vegetation management, sediment and erosion control, exclusion fencing) • what to do in case of environmental emergency (chemical spills, fire, injured fauna) • key contacts in case of environmental emergency • what to do in the case of finding a threatened species • what to do in the case of finding fauna on the site.	Construction	Contractor

The Lot E site is clear of all vegetation. During the course of construction some weeds may grow across the site, particularly in areas that are not disturbed for a while.

The Contractor will manage weeds on an ongoing basis and monitor for their presence during weekly inspections. All weed species will be removed in an appropriate manner, either by hand or by applying a suitable herbicide as

required. If a declared Priority Weed is encountered, the Contractor will arrange confirmation by an ecologist and report it to the relevant authority.

4.8 Traffic and access

4.8.1 Background

i Existing conditions

a Road hierarchy

The Project is located on Aldington Road, approximately 1 km north of Abbotts Road. Figure 4.1 presents the road hierarchy in vicinity of the Project. A brief discussion of each road is provided below:

- **Aldington Road:** A council controlled Local Road connecting Abbotts Road (south) and Bakers Lane (north). It is one lane each way approximately 6 m wide sealed road.
- **Abbotts Road:** A council controlled Local Road connecting Mamre Road (west) and cul-de-sac (east). It is one lane each way approximately 6.5 m wide sealed road.
- **Mamre Road**: A Transport for NSW (TfNSW) controlled State Road connecting Elizabeth Drive (south) and Great Western Highway (north). It is one lane each way sealed road with approximately 1 m shoulder on each side of the road.
- **Elizabeth Drive**: A TfNSW controlled State Road connecting Hume Highway (east) and The Northern Road (east). It is predominantly a one lane each way sealed road with additional capacity at key intersections.

The construction haulage route will primarily use the above roads to/from the Project.

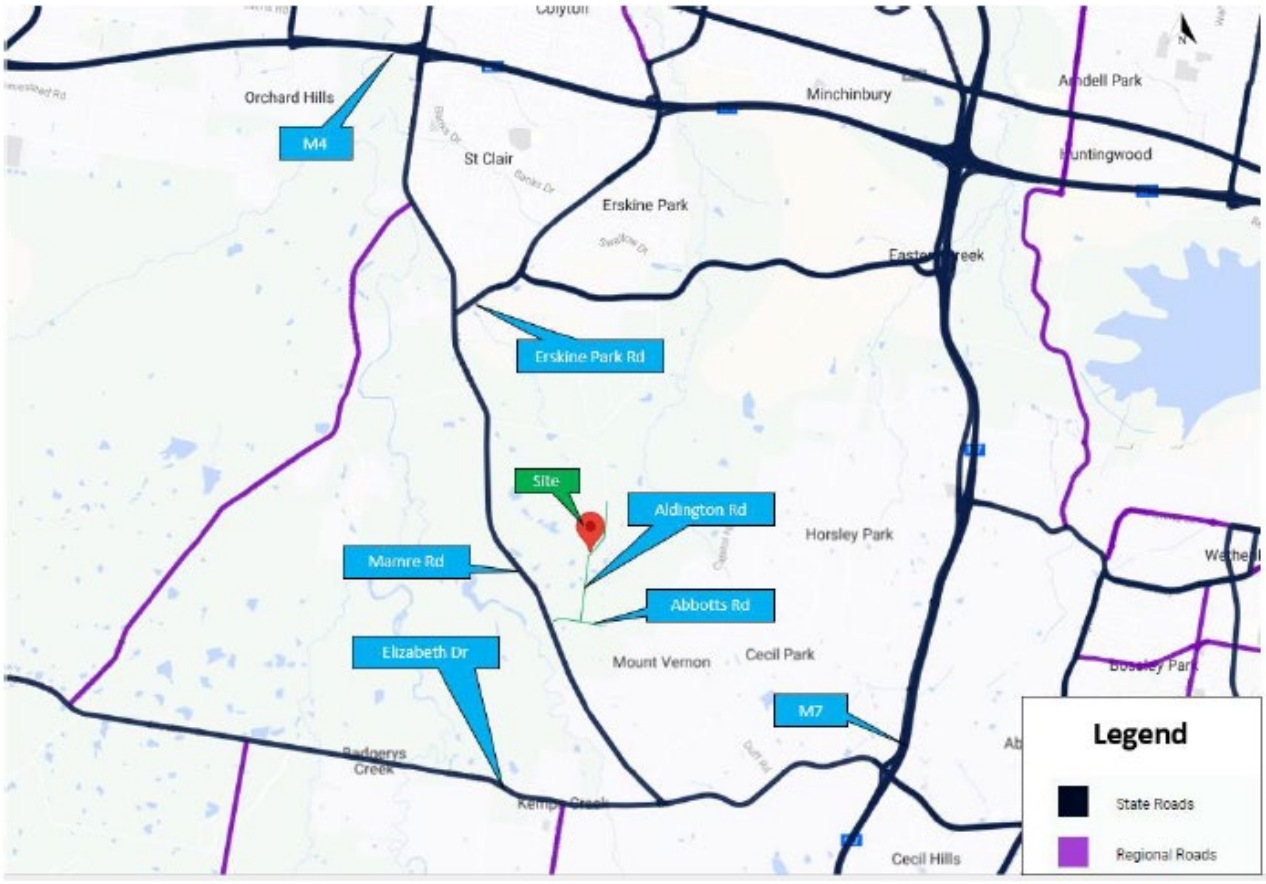

Figure 4.1 TfNSW road hierarchy

b Public transport

Access to public transport is limited at the vicinity of the Project as the area is still undeveloped. There is no existing bus stop in the vicinity of the Project.

c Active transport

There are no existing active transport infrastructures in the vicinity of the Project.

ii Construction traffic

To support the SSDA for the Lot E development, Ason Group was engaged to prepare a Construction Traffic Management Plan (CTMP 2025) – refer to Appendix G. The CTMP details the construction management strategies which would provide for the safe and efficient completion of the proposed works while minimising construction traffic impacts on the surrounding road network and public road network users.

All subcontractors must be inducted by the lead contractor to ensure that the related traffic management procedures are met for all vehicles entering and exiting the construction site. The lead contractor will monitor the roads leading to and from the Project for dirt/debris and take all necessary steps to rectify any road deposits caused by site vehicles.

Due to the poor public transport accessibility in the area, most workers are expected to use their personal vehicles to travel to/from the Project. Construction workers will be encouraged to car pool when travelling to/from the Project where this is feasible. All construction staff and contractors will be required to park wholly within the Project. It is noted that internal roads within the 200 Aldington Road estate may become Penrith City Council assets during the development of Lot E – from which time they would be off-limits for project related parking.

a Site access and haulage route

All construction vehicles will enter and depart the Project from/to Aldington Road and access Mamre Road by way of Abbotts Road to the south of the Project; to avoid conflict with peak traffic periods associated with Schools to the north of the Project on Bakers Lane, including Mamre Anglican School, Trinity Catholic Primary School and Emmaus Catholic College. The existing site access will be modified to accommodate the longest size of vehicles travelling to/from the Project (30 m A-double truck). All vehicles will enter and exit the Project in a forward direction. Mamre Road is a TfNSW controlled State Road which provides connections to other arterial road and motorways in the locality.

b Construction vehicle movements

Construction materials will predominantly be transported by semi-trailers and truck and dog trailers. There will also be some smaller deliveries to be undertaken by smaller trucks and utes. It is anticipated that the Lot E development would generate less traffic volumes than the overall Stage 1 Development.

4.8.2 Objectives and targets

The objectives and targets set for traffic and access have been identified in Table 4.15.

Table 4.15 Traffic and access objectives and targets

Objectives	Targets
The public way (outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse, skips, or the like, under any circumstances.	No complaints or incidents from/ with the public or Local Council.
Ensure the works do not impact negatively on the local road network and surrounding businesses and residences, including pedestrians and cyclists	No complaints from the public or Local Council.
Compliance with state and local regulatory requirements in relation to traffic management	No injuries or crashes relating to the traffic management of the construction site.

4.8.3 Management measures

The management measures to mitigate traffic and access impacts at the site are outlined in Table 4.16. The table also specifies the timing and the personnel responsible for implementing these measures.

Table 4.16 Traffic and access management measures

Item	Management Measure	Timing	Responsibility
TA01	Traffic control would be required to manage and regulate construction vehicle traffic movements to and from the site during construction.	Construction	Contractor
TA02	All vehicles transporting loose materials to and from the site 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.	Construction	Contractor
TA03	Vehicles operating to, from and within the site shall do so in a manner which does not create unreasonable or unnecessary noise or vibration.	Construction	Contractor
TA04	No tracked vehicles will be permitted to travel on any paved public roads.	Construction	Contractor
TA05	The adjacent public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.	Construction	Contractor
TA06	To provide appropriate segregation and protection for pedestrians within and adjacent to the site, temporary fencing will be established to define the extent of the site works areas. All pedestrian access gates are to be securely locked when construction activities are not in progress	Construction	Contractor
TA07	All construction worker parking will be accommodated within the site. No construction workers' vehicles will be allowed to park in Aldington Road or any other adjacent public road, noting that internal estate roads may be considered public once they become PCC assets	Construction	Contractor
TA08	In order to ensure security to the construction site and protection to the general public, secure barriers and fences will be used to secure the site boundaries. All site access points will be securely locked when construction activities are not in progress.	Construction	Contractor

Item	Management Measure	Timing	Responsibility
TA09	All site staff and subcontractors will be required to undergo a site induction briefing on commencing work. The induction briefing will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, occupation health and safety, driver protocols and emergency procedures. A copy of the approved routes will be distributed by the Project Manager to all drivers as part of their induction process.	Construction	Contractor
TA10	Any personnel required to undertake works or traffic control within the public domain shall be suitably trained and covered by appropriate insurances. If any traffic controllers are used, they must be TfNSW accredited.	Construction	Contractor
TA11	All vehicles are to enter and depart the site in a forward direction, with reverse movements to occur only within the site boundary.	Construction	Contractor
TA12	Emergency vehicle access to and from the Project will be available at all times while the site is occupied by construction workers.	Construction	Contractor
TA13	Security fencing will be erected along the entire boundary of the Project and will be maintained for the duration of the construction works to ensure that unauthorised persons are kept out of the Site.	Construction	Contractor
TA14	Site access gates to remain closed at all times outside of the permitted construction hours.	Construction	Contractor
TA15	All material loading will be undertaken wholly within the Project, and all construction equipment, materials and waste will similarly be strictly kept within the site. Should any materials handling (or other constructed related activity) be required from the public roadway (i.e. Aldington Road) then prior approval shall be sought and obtained from the appropriate authorities.	Construction	Contractor

4.8.4 Monitoring and approach

As per the overarching Stage 1 Development TIA, the specific requirements for safety inspection and audits will be in accordance with the requirements of the Traffic Control at Worksite Manual V6.1. Reporting will be in a format provided in the Traffic Control at Worksite Manual. Traffic and access monitoring and inspections approach have been identified in Table 4.17. The table also specifies the timing, records and the personnel responsible for implementing these approaches.

Table 4.17 Traffic and access monitoring inspections

Type of monitoring	Timing	Responsibility	Record
Daily site checks of signs and devices to be undertaken prior to work commencing	Construction	Site Supervisor	Site diary/traffic control record
Inspection of traffic control devices for short term traffic management will be completed on weekly basis by a site supervisor	Construction	Site Supervisor	Site diary/traffic control record
A review of traffic controls will be undertaken after every major traffic change for the estate development	Construction	Contractor's Environmental Manager/Site supervisor	Site diary/traffic control record

4.9 Waste and resources

4.9.1 Background

Waste disposal and management will be in accordance with the recommendations of the Construction Waste Management Plan (Land & Groundwater Consulting 2025) – refer to Appendix H.

The construction phase waste will be managed through implementation of the CEMP. The Waste Avoidance and Resource Recovery Act 2001 (will guide waste management on site) ensuring that resource management options are considered against a hierarchy of:

- avoidance of unnecessary resource consumption
- resource recovery (including reuse, recycling, reprocessing, and energy recovery)
- disposal.

Where waste cannot be avoided, reused or recycled it will be classified and appropriately disposed of. The classification of waste will be undertaken in accordance with the NSW Waste Classification Guidelines Part 1: Classifying Waste (EPA 2014). This document identifies six classes of waste: Special, Liquid, Hazardous, Restricted Solid, General Solid (putrescible) and General Solid (non-putrescible) and describes a six-step process to classifying waste.

Where imported fill material is required, SFKC and subcontractors must ensure that only engineered fill materials or Virgin Excavated Natural Material are used. All other materials, including RRO/RRE materials such as Excavated Natural Material must be assessed and approved in writing before being brought onto site. Accurate records will be kept of the type of imported fill and the volumes imported, these records will be made available to the Planning Secretary or other statutory agency upon request.

The site plan prepared for the site will identify waste storage locations.

4.9.2 Objectives and targets

The objectives and targets set for waste and resources have been identified in Table 4.18.

Table 4.18 Waste and resource objectives and targets

Objectives	Targets
Solid and liquid waste to be disposed of as per Regulatory requirements	All waste to be disposed of by a licensed waste contractor to an appropriately licensed facility.
Aim to maximise recycling and landfill diversion	Recycle demolition and construction waste as much as practicable.
No waste to affect nearby premises	No complaints related to construction waste affecting nearby premises during construction.

4.9.3 Management measures

The management measures to mitigate waste and resources impacts at the site are outlined in Table 4.19. The table also specifies the timing and the personnel responsible for implementing these measures.

Table 4.19 Waste and resource management measures

Item	Management measure	Timing	Responsibility
WR01	Reducing or avoiding the generation of waste is of primary importance to the Project. The following approach will be adopted: • consider construction options that have a higher waste reduction capacity than alternatives • order material/goods with minimal packaging or request suppliers to remove packaging from site • accurately estimate materials required to minimise wastage of product.	Construction	Contractor
WR02	Waste separation and segregation will be promoted on-site to facilitate reuse and recycling.	Construction	Contractor
WR03	Spoil, topsoil and mulch will be stockpiled onsite in allocated areas, where appropriate, and mitigation measures for dust control and surface water management will be implemented in accordance with the ESCP and Sections 4.1 of this CEMP.	Construction	Contractor
WR04	Liquid wastes will be stored in appropriate containers in bunded areas until transported offsite. Bunded areas will have the capacity to hold 110% of the liquid waste volume for bulk storage or 120% of the volume of the largest container for smaller packaged storage.	Construction	Contractor
WR05	Hazardous waste will be managed by the appropriately qualified and licensed contractors, in accordance with the Environmentally Hazardous Chemicals Act 1985 and the EPA waste disposal guidelines. Any unexpected, contaminated materials will be addressed using the Unexpected Finds Procedure - Contamination in Appendix B.	Construction	Contractor
WR06	All other recyclable or non-recyclable wastes will be stored in appropriate covered receptacles (e.g. bins or skips) in appropriate locations onsite and subcontractors commissioned to regularly remove/empty the bins to approved disposal or recycling facilities.	Construction	Contractor
WR07	Waste storage locations will be accessible and allow sufficient space for storage and servicing requirements. 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 location selection.	Construction	Contractor
WR08	Where waste cannot be avoided, reused or recycled it will be classified and appropriately disposed of. The classification of waste will be undertaken in accordance with the NSW Waste Classification Guidelines Part 1: Classifying Waste (EPA 2014)	Construction	Contractor
WR09	Waste/recycling storage locations will be assigned during the construction works and will provide adequate space to accommodate all waste and recycling bins associated with the construction (up to approximately 24 x 1,100 L bins)	Construction	Contractor
WR10	Cardboard, paper, plastic, glass, cans and pallets and containers will be reused/recycled offsite	Construction	Contractor
WR11	Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided on site to enable offsite recycling	Construction	Contractor

Item	Management measure	Timing	Responsibility
WR12	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.	Construction	Contractor
WR13	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.	Construction	Contractor

4.9.4 Monitoring approach

Waste and resources monitoring and inspections approach have been identified in Table 4.20. The table also specifies the timing, records and the personnel responsible for implementing these approaches.

Table 4.20 Waste and resource monitoring

Type of monitoring	Timing	Responsibility	Record
Percentage of diversion from landfill	Monthly	Contractor's Environmental Manager	Monthly waste and resources report
Waste tracking to ensure waste and recycling is going to an appropriately licensed facility.	Monthly	Contractor's Environmental Manager	Monthly waste and resources report
Volumes and types of fill imported to site	Monthly	Contractor's Environmental Manager	Monthly waste and resources report
Waste storage and management	Weekly	Contractor's Environmental Manager	Weekly inspection checklist

5 Monitoring, inspections and auditing

5.1 Environmental monitoring

Monitoring will be undertaken to evaluate the effectiveness of environmental controls and implementation of this CEMP, and to address approval requirements. The monitoring requirements for required aspects are included in the relevant environmental management sub plans. The ER will be advised of any construction phase non-compliance from monitoring and details reported in accordance with the environmental incident reporting process.

Where a non-compliance is detected or monitoring results are outside of the expected range and are directly attributable to the Project (influenced by factors under the direct control of the Project, e.g. noise from construction equipment), the process described in Section 3.4 will be implemented.

The timing for any improvement will be agreed between ER and the Management team based on the level of risk (e.g. a significant risk will require immediate action).

All environmental monitoring equipment shall be maintained and calibrated according to manufacturer's specifications and appropriate records kept.

5.2 Environmental inspections

Regular site inspections will be undertaken to assess the ongoing effectiveness and suitability of the Project's environmental controls. The Project environmental inspections will cover:

- high risk activities and processes
- work in environmentally sensitive areas
- site preparedness for adverse weather conditions, including adequacy of environmental controls and availability of emergency equipment. Copies of the inspection reports will be kept with project records.

Copies of site inspections completed by the project staff will be kept with the Project records, any actions identified during the inspections shall be closed out within the agreed timeframes. These timeframes will be dependent on the nature of the required corrective action and the environmental risk associated with the outstanding action as determined by the Contractor's Environmental Manager and the ER.

If any maintenance and/or deficiencies in environmental controls or in the standard of environmental performance are observed, they should be raised with the site supervisor for corrective action. Inspections records will include details of any maintenance required, the nature of the deficiency, any actions required and an implementation priority and how they were closed out.

Wet weather inspections will be undertaken:

- to ensure that the Project is prepared for wet weather events (rainfall greater than 25 mm rain within a 24-hour period)
- all erosion sediment controls should be inspected pre and post wet weather events
- to determine the effectiveness of the environmental controls.

The ER should be included in the inspection on a regular basis to maintain a standard.

5.3 Records

All Project related documentation will be maintained in a professional management system, all records must be filed and easily obtained and provided if requested by the Planning Secretary. Documents stored within the system will include (but not limited to):

- copies of relevant planning approvals and documents, licences and permits
- all completed induction forms and visitor sign-on register
- records of routine environmental inspections
- volumes and types of fill imported to the Project
- records of inspections and reviews by the CPESC
- records of any environmental incidents, complaints and non-compliances.

5.4 Environmental reporting

It is proposed that the reports listed in Table 5.1 will be prepared during the delivery of the Project.

Table 5.1 Reporting requirements

Report/form/checklist	Prepared by	Timing	Distributed to
Environmental monitoring and inspection checklists	Contractor's Environmental Manager	Weekly	Environmental Representative and Project Manager
Environmental monthly reports	Contractor's Environmental Manager	Monthly	Records kept and made available upon request
CPESC inspections and reviews of erosion and sediment control	CPESC	Monthly	Kept on record for the duration of construction (and for 12 months)
Environmental reporting	Contractor's Environmental Manager	Quarterly	Environmental Representative and Project Manager
Incident/mom-compliance			
Incident reports	Contractor's Environmental Manager	Notification immediately without delay. Refer Section 3.4.6	Environmental Representative and Project Manager
Non-compliance reports	Contractor's Environmental Manager	Report prepared within seven days of the non-compliance. Refer Section 3.4.6	Environmental Representative and Project Manager

6 Review and improvement

Strategies, plans and programs required under this CEMP will be reviewed at least annually or as required under the conditions of approval.

This CEMP is a live document and will undergo reviews and amendments as necessary. Reviews will generally be undertaken in the following circumstances:

- If there is a change in the scope of the project, design or construction activities or methods.
- If there is a change in site personnel (i.e. an update of contact information will be required).
- Following an unexpected find, which may have implications for environmental management on site.
- Following an environmental audit and based on audit findings.
- If there is a change or amendment to legislation, the project conditions of approval (i.e. consent) or other project permits.
- Prior to commencement of construction to ensure any relevant conditions of consent and/or other approval, licence or permit requirements are incorporated.
- If there is a need to improve environmental controls to protect environmental values.
- If there is an increase or introduction of a new environmental risk or impacts.

The Contractor's Project Manager will be responsible for reviewing the CEMP

7 Consultation

The Applicant, as part of the SSDA CEMP, will prepare the CEMP in consultation with relevant Government agencies, infrastructure and utility providers, including but not limited to, TransGrid, Endeavour Energy, Sydney Water and TfNSW, where relevant.

SFKC has consulted with relevant agencies for the Stage 1 Development CEMP and sub-plans as required under Conditions within Part D of the SSD10479 approval.

Consultation for the overarching CEMP and sub-plans under the SSD 10479 approval has occurred with:

- CTMP: D1 (b) “Council and TfNSW” – see Section 7
- CAQMP: D64(b) “nearby residential properties” – see Attachment B
- CNVMP; D51(e) - “community” – see Section 1.3.

No known impacts to services, such as scheduled outages, will occur during the construction of the Lot E infrastructure. Construction methodologies would be developed to mitigate the risk of impacts to services or the requirement for outages, however it is possible that an outage would be required for energisation of substations specific to Lot E. Where outages are required, consultation with the asset owner and any affected parties would occur at the time once all details are known. SFKC and their construction contractor would liaise with utility providers as required under project communication protocols during construction.

Appendix A

Unexpected finds procedure – Heritage

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A.1 Unexpected finds procedure – Heritage

This section outlines the unexpected finds protocol to be applied during the construction phase of the Project. The unexpected finds protocol should be applied to the discovery of previously unidentified items or objects of Aboriginal or archaeological significance found within the project area, in addition to human remains.

A.1.1 Non-Aboriginal, Aboriginal or archaeological finds

If any item or object of Non-Aboriginal, Aboriginal or archaeological significance are found, the following steps must be undertaken:

7. **STOP WORKS** – immediately cease all works and do not move or disturb the find.

8. **NOTIFY** – notify the Project Manager and Heritage NSW immediately to arrange for representatives to inspect the Project. If human remains are found, the NSW Police must also be notified.

9. **MANAGE** – management may involve securing the find by erecting a no-go zone e.g. a 10 m buffer area around the suspected item or object.

10. **ASSESS** – finds must not be moved until they are assessed by a qualified archaeologist.

11. **REPORT** – the Environmental Representative or Project Manager will be responsible for completing any reporting requirements including those required by Heritage NSW.

A.1.2 Human remains

In the event human remains are found, the following steps must be undertaken:

1. **STOP WORKS** – immediately cease all works and do not move or disturb the remains.

2. **NOTIFY** – notify the NSW Police on 000 as soon as practicable and provide details of the remains and the location. The NSW Heritage Environmental Line on 131 555 should also be notified in the event the remains are Aboriginal Ancestral.

3. **RECOMMENCEMENT** – works are not to recommence unless authorised in writing by Heritage NSW.

Appendix B

Unexpected finds procedure – Contamination

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B.1 Unexpected finds procedure – Contamination

The unexpected finds procedure for contamination must be followed should unexpected contamination or asbestos (or suspected contamination) be excavated or otherwise discovered. In accordance with Environmental Management Measures, this unexpected finds procedure has been prepared with consideration of the Guideline for the Contamination of Management – Factsheet 12 (TfNSW 2013) and Management of road construction and maintenance wastes Issue 1 (June 2016).

B.1.1 Likelihood of contamination

The following indicates the presence of potentially contaminated material; where material is uncovered which displays some or all of these characteristics, stop works and notify the Site Supervisor:

- unusual odour from soils that are not detected in other similar areas
- discolouration or staining of soil or rock
- seepage of unusual liquids from soil or rock
- unusual odours, sheen or colour on groundwater and/or surface water
- unexpected underground storage tanks, buried drums or machinery, etc.
- potential asbestos containing materials.

Where these factors are identified, the material is considered to be possibly contaminated, and the flowchart is to be followed.

B.1.2 Asbestos

An unexpected asbestos find occurs when asbestos containing materials (ACM) are found on site. In the event of an unexpected asbestos find, the below steps are to be followed along with the flowchart:

1. The area is to be demarcated, works in the area to cease and workers warned.
2. Notify the Safety and Contractor's Environmental Manager.
3. Ensure the soil and potential asbestos remain damp with dust suppression or covered where water cannot be accessed.
4. Arrange for testing of the suspected ACM and monitoring of the area by approved subcontractors (if required).
5. An asbestos removalist is to be engaged to provide recommendations to treat the area, as required.
6. A clearance certificate is required from the asbestos removalist to confirm that the area is to be made safe.

The ER will be consulted prior to any material being removed off-site to ensure it is classified in accordance with the NSW EPA Waste Classification requirements. Refer to Figure B.1 for clear steps to follow.

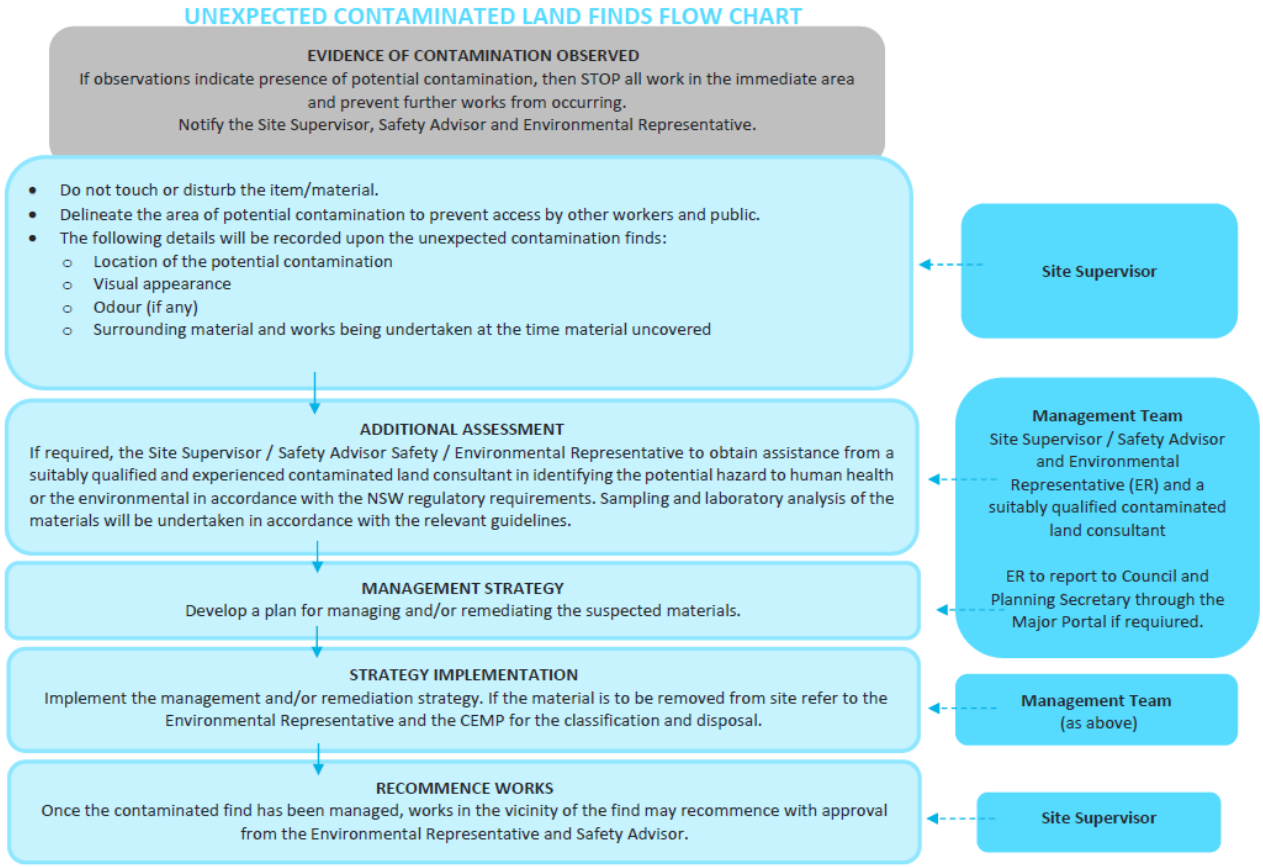

Figure B.1 Unexpected finds flowchart – Contamination

B.1.3 Assessment of unexpected finds

The sampling strategy for the characterisation and validation of an 'unexpected find' must be prepared by a suitably qualified specialist and in accordance with requirements of the consent and regulatory guidelines (e.g. Sampling Design Guidelines Contaminated Sites (EPA 1995)). The intent of the sampling is to determine the nature of the substance/material found and whether is it hazardous. It should then be determined if the substance/material exists in concentrations which could cause an unacceptable risk to human health and or the environment.

B.1.4 Validation sampling of unexpected finds

Validation inspection and possible sampling/analysis is required to be undertaken to demonstrate that unexpected finds have been managed to a standard suitable for the proposed land use. In the event unexpected, contaminated material is found the following sampling schedule is outlined in Table B.1.

Table B.1 Validation sampling and analytical schedule

Validation area	Sampling frequency	Analytes
Excavation formed by the removal of unexpected finds	Minimum of 1 validation sample per 10 m linear of wall and 1 m depth, minimum of 1 validation sample per 100 m^2 area for the base (10 m grid)	As appropriate, based on the characteristics of the find
Contaminated material disposal offsite	To be determined based on circumstances	TPH/BTEX, PAHs, heavy metals, OCP/PCBs, asbestos and TCLP (if required), or as appropriate based on the characteristics of the find
Residual soils underneath stockpiles where contaminated material has been stored	Minimum of 1 sample per 10 m grid	As appropriate, based on the characteristics of the find

Note: All samples analysed for asbestos validation / re-use purposes (including ENM) will be 500 mL samples in accordance with WA DOH (2009) guidelines and analysed in accordance with AS 4964-2004. Asbestos samples for waste disposal purposes will be 50 g samples

B.1.5 Remediation or removal from site

Contaminated material must be documented, and the quantities determined, a suitably qualified specialist must advise on the appropriate action to be taken. Any material identified as contaminated must be disposed of in accordance with the POEO Act and its associated regulations. Details of the final disposal location and the results of any associated testing must be submitted to the Planning Secretary prior to removal of the contaminated material from the Project.

Appendix C
Curriculum vitae of Authors

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Zainab Ahmed

Environmental Scientist
EMM Consulting Pty Limited

Professional Overview

Zainab is an environmental scientist with over 3 years' experience in the environmental planning field. Zainab has gained broad-ranging experience in managing the delivery of strategic planning studies, environmental assessments and plans, risk assessments, auditing and compliance and environmental management systems (EMS) for large and complex programs and projects across both the public and private sector.

Zainab brings to any role a deep understanding of the development, planning, delivery and operation of infrastructure projects; she has a strong attention to detail, a forward-thinking nature and excellent relationship-building, communication and problem-solving abilities.

Qualifications and licences

Master of Science (Environmental Science), Macquarie University, 2021

Bachelor of Science (Internation Relations and Affairs), University of London Islamabad, 2018

General Construction Induction White Card

Specialisation

Environmental impact statements and assessments

Environmental compliance and monitoring

Field testing and sampling

Stakeholder engagement

Land use planning

Representative experience

- Prepared and provided:
  - scoping reports, accordance assessments and technical memos
  - construction and operational environmental management plans and subplans
  - modification documents and response to submissions report for various SSDs
  - construction compliance reports
  - project coordination
  - managed work, health & safety
  - site environmental management and advice

  For an intermodal logistics precinct and warehouse and distribution centre, Sydney NSW
- Sydney Roads Asset Performance Contract, prepared minor works review of environmental factors, TfNSW, NSW
- Stormwater Treatment Plant, prepared operational environmental management plans and advice, Department of Defence, NSW
- Westlink Industrial Estate, preparation of construction and operational environmental management plans, NSW
- Melrose Park Urban Renewal Project, preparation of state environmental effects, NSW
- Warehouse and Logistics Hub, prepared operational environmental management plans, NSW
- Sewer installation and stormwater rehabilitation, prepared minor works review of environmental factors, Sydney Water, NSW
- Marine litter report, assessing seabins efficiency in collecting microplastics, Seabins Australia, NSW
- 200 Aldington Road Lot K construction environmental plan and subplan author and reviewer (Fife Capital, Sydney NSW)
- Wellington Battery Energy Storage System construction environmental plan and subplan reviewer (AMPYR)
- Paterson Battery Energy Storage System, preparation of decommissioning and rehabilitation management plan and fire, hazard and emergency management plan (ACE Power)
- Glenellen Solar Farm, support for independent audit undertaken for construction phase, consultation with various NSW agencies undertaken (GPG Australia)
- Alspec Industrial Business Park, prepared the construction environmental plan, author (Fife Capital, Sydney NSW)
- Penrith Waste Facility, prepared the construction environmental plan and subplans, author (Benedict Recycling)
- Mayfield Waste Facility, prepared the operational environmental plan and subplans, author and reviewer (Benedict Recycling)
- Cabramurra Stage 2 preparing review of environmental factors (Snowy Hydro)

Daniel Keegan

Associate Environmental Engineer
EMM Consulting Pty Limited

Professional Overview

Daniel has more than 17 years of experience as an environmental engineer and has worked on a range of projects in environmental assessment, management and water engineering fields. The roles that Daniel has undertaken include environment and sustainability advisory for rail, road, energy and coal handling facilities during construction, and large-scale stormwater and sewer system planning, modelling and design as a water engineer.

Daniel is experienced in engaging with a variety of stakeholders, including government agencies and approval authorities.

Daniel has a keen interest in sustainability. In particular, Daniel is interested in developing effective methods to incorporate sustainability measures that achieve positive financial, environmental and social outcomes.

Qualifications and licences

Bachelor of Environmental Engineering (Hons), University of Newcastle, 2006

SAI Global Environmental Auditor

Infrastructure Sustainability Accredited Professional (ISAP)

Specialisation

Construction environmental management

Asset delivery

Infrastructure sector

Representative experience

Hunter Transmission Project Environmental Impact Statement CSSI, Technical Team Coordinator (Client – Energy Corporation of NSW)

- Coordinating a variety of technical teams in the assessment and delivery of EIS technical reports.
- Coordinating flow of information such as design particulars and constraints between technical teams, designers and the client
- Coordinating discussions with Government agencies
- Coordinating site access for technical teams including aspects such as land owner access requirements and approvals, WHS and resourcing
- Technical review of EIS Reports

M1 Pacific Motorway Extension to Raymond Terrace CSSI, Environmental Consultant (Client – John Holland Gamuda Australia)

- Developing Construction Environmental Management Plan, sub-plans, monitoring programs and related procedures.
- Developing consistency assessments
- Developing Pre-Construction Minor Works Applications
- Developing Ancillary Facility Site Establishment Management Plans and Minor Ancillary Facility Approvals

M1 Pacific Motorway Extension to Raymond Terrace, Environmental Consultant CSSI (Client – TfNSW)

- Developing post approval environmental documentation
- Coordinating technical teams to deliver post approval documentation relating to aspects that require specialist advice (i.e. ecology, water engineering, heritage).
- Programming of deliverables and budget management.

Inland Rail, Narromine to Narrabri CSSI, Independent Environmental Representative (Client – ARTC, 2023)

- Review of post approval planning documents for approval as per ER function with Condition of Approval
- Liaising with ARTC, DPE, contractor and other specialist to monitor compliance with the Planning Approval

Nyngan to Cobar Water Pipeline Replacement Project Environmental Studies, Project Coordinator (Client WINSW)

- Project coordination and advice, utilising water engineering and environmental management knowledge, for various environmental studies undertaken to inform the Nyngan to Cobar water pipeline replacement project Review of Environmental Factors
- Technical review of environmental studies

Sydenham Station and Junction CSSI, Environmental Manager (Client - Sydney Metro)

- Providing environmental management advice for the project and supporting the project team to ensure works are delivered in an environmentally sound and sustainable manner
- Obtaining approvals from and liaising with government agencies
- Ensuring compliance with the Environmental Protection Licence, Planning Approvals and environmental legislation
- Collaborating with the Sustainability Manager to achieve sustainability targets under the IS rating scheme
- Undertaking regular environmental audits on other Laing O'Rourke projects, and reporting outcomes to the Australian Hub Environmental Leader
- Coaching and mentoring graduates on technical matters and career development

Sefton Park Infrastructure Upgrade, More Trains More Services, Environmental Lead (Client – TfNSW)

- Providing environmental management advice for the project and supporting the project team to ensure works are delivered in an environmentally sound and sustainable manner

- Ensuring compliance with the Environmental Protection Licence, Planning Approvals and environmental legislation
- OOHW applications, noise modelling and monitoring
- Approvals for various site-based tasks such as dewatering and vegetation removal
- Erosion and Sediment Control Plans
- Incident investigations

Wickham Transport Interchange Project, Senior Environmental and Sustainability Advisor (Client - TfNSW)

- Providing environmental management advice for the project and supporting the project team to ensure works are delivered in an environmentally sound and sustainable manner
- Implementing the TfNSW Sustainable Design Guidelines (SDGs) and the Infrastructure Sustainability Council of Australia (ISCA) IS Rating Scheme to achieve sustainable outcomes for the project
- Ensuring compliance with Environmental Protection Licence, Conditions of Approval and environmental legislation
- Developing environmental training material for both staff and the general workforce

Wickham Transport Interchange Enabling Works Project, Environmental Coordinator (Client - TfNSW)

- Providing environmental management advice for the project and supporting the project team to ensure works were delivered in an environmentally sound and sustainable manner
- Implementing the TfNSW Sustainable Design Guidelines (SDGs)
- Ensuring compliance with Environmental Protection Licence, Conditions of Approval and environmental legislation
- Developing environmental training material for both management and the general workforce

NCIG Coal Export Terminal 3, Environmental Officer (Client - NCIG)

- Advising on environmental management aspects such as subcontractor audits for environmental compliance
- Undertaking site inspections
- Reviewing contractor Environmental Management Plans
- Writing management plans
- Environmental monitoring and reporting
- Fauna management, erosion and sediment control, pollution incident responses

Water Engineering (Client - various)

- Drainage and sewer modelling and design for West Gosford Interchange
- Drainage and sewer modelling and design for various Defense projects
- Drainage modelling and design for Sydney Airport upgrades
- Drainage modelling and design for various industrial developments
- Sewer modelling and strategic planning for various inland NSW towns (Forbes, Parkes)
- Design of drainage systems for Councils utilizing the principles of Water Sensitive Urban Design

Appendix D

Community consultation and complaints handling strategy

EMM
creating opportunities

Lot 200 Aldington Road Kemps Creek Industrial Estate

Community consultation and complaints handling strategy - Lot E

Prepared for Stockland Fife Kemps Creek Pty Ltd

October 2025

Lot 200 Aldington Road Kemps Creek Industrial Estate

Community consultation and complaints handling strategy - Lot E

Stockland Fife Kemps Creek Pty Ltd

E250467 RP2

October 2025

Version	Date	Prepared by	Reviewed by	Comments
1	2/10/2025	Zainab Ahmed	Daniel Keegan	Final

Approved by

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2 October 2025

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Abbreviations

Acronym	Description
ACHA	Aboriginal Cultural Heritage Assessment
ACM	Asbestos containing materials
AQIA	Air Quality Impact Assessment
BC Act	Biodiversity Conservation Act 2016
BDAR	Biodiversity Development Assessment Report
CCCHS	Community Consultation and Complaints Handling Strategy
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DCP	Development Control Plan
DPE-Water	Department of Planning and Environment – Water
DPHI	NSW Department of Planning, Housing and Infrastructure
DPI – Fisheries	NSW Department of Primary Industries – Fisheries
EIS	Environmental Impact Statement
EMM	EMM Consulting Pty Ltd
EP&A Act	Environmental Planning and Assessment Act 1979
ER	Environmental Representative
ESCP	Erosion Sediment Control Plan
FFMP	Fauna and Flora Management Plan
HHA	Historical Heritage Assessment
MRP	Mamre Road Precinct
NSW DPI-Fisheries	NSW Department of Primary Industries - Fisheries
NSW EPA	NSW Environmental Protection Authority
PESCP	Progressive Erosion and Sediment Control Plans
PSI	Preliminary Site Investigation
POEO Act	Protection of the Environment and Operations Act 1997
PSMP	Preliminary Salinity Management Plan
SFKC	Stockland Fife Kemps Creek Pty Ltd
SSDA	State significant development application
SSD	State Significant Development
TfNSW	Transport for New South Wales
WMP	Weed Management Plan
VMP	Vegetation Management Plan

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1 Introduction

1.1 Background

This Community Consultation and Complaints Handling Strategy (CCCHS) has been prepared for the 200 Aldington Road Industrial Estate Lot E Construction works (the Project). The Project site is located at 200 Aldington Road, Kemps Creek, New South. The site is located within the Penrith Local Government Area (LGA) and forms part of the Mamre Road Precinct which sits within both the Western Sydney Employment Area to the east of the Western Sydney Aerotropolis.

The site is located approximately 5 kilometres (km) north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 13 km south-east of the Penrith CBD and 40 km west of the Sydney CBD.

The Project is a staged development, and this CCCHS relates to Lot E works. This work comprises of construction, fit-out and operation of the Lot E warehouse building.

A separate CCCHS has been developed for Stage 1 Development under as approved under SSD-10479 (refer to Appendix I of the Stage 1 Development Construction Environmental Management Plan (EMM, 2023)). This CCCHS has been developed for the proposed works on Lot E within 200 Aldington Road, Kemps Creek. This CCCHS will be submitted as part of the State Significant Development (SSDA) Application for Lot E.

This CCCHS has been prepared in accordance with the requirements of the Conditions of Approval SSD-10479, assuming the same or similar conditions will apply to the Lot E SSD, as listed in Table 1.1.

Note: This CCCHS has been developed in accordance with the conditions of the SSD-10479 instrument of approval, noting that there may be specific conditions related to Lot E upon SSD approval. Where new or different conditions apply, this CCCHS will be updated to reflect those conditions.

Table 1.1 Conditions of Approval requirements

Condition Reference	Consent condition	Where addressed
A12	**Mamre Road Precinct Working Group** - For the duration of construction works for each Stage of the development under the Concept Proposal, and until all components of the development are operational, the Applicant must participate in the Mamre Road Precinct Working Group with relevant consent holders in the MRP to the satisfaction of the Planning Secretary (see Condition C37).	Section 4.4
C37	Within three months of the commencement of construction of the Stage 1 Development and until all components of the Stage 1 development are constructed and operational, the Applicant must establish and participate in a working group, or join and participate in an existing 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 subclause (d) and (e) identifies additional measures and processes are required to be implemented by the working group.	Section 4.4
C38	Three (3) months prior to completion of construction of all components of the Stage 1 development, the Applicant is eligible to exit the working group required under condition C37. The Applicant must: (a) consult with the Planning Secretary; (b) provide confirmation that all components of the Stage 1 development are operational; and (c) advise on the date of the proposed exit.	Section 4.4
E3	As part of the CEMP required under condition E2 of this consent, the Applicant must include the following: (l) Community Consultation and Complaints Handling.	This CCCHS

Condition Reference	Consent condition	Where addressed
E17	**Access to Information** At least 48 hours before the commencement of construction of the Stage 1 development and for the life of the development, the Applicant must: (a) make the following information and documents (as they are obtained or approved) publicly available on its website: i) the documents referred to in condition A1 of this consent; ii) all current statutory approvals for the development; iii) all approved strategies, plans and programs required under the conditions of this consent; iv) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent; v) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; vi) a summary of the current stage and progress of the development; vii) contact details to enquire about the development or to make a complaint; viii) complaints register, updated monthly; ix) the Compliance Report of the development; x) any other matter required by the Planning Secretary; and (b) keep such information up to date, to the satisfaction of the Planning Secretary.	Section 4.3

1.2 Project overview

Stockland Fife Kemps Creek Pty Ltd (SSFKC) has obtained a development consent from the Department of Planning and Environment (DPE) for an industrial estate known as 200 Aldington Road, Kemps Creek (SSD-10479). Approval was made under Part 4 of the NSW Environmental Planning and Assessment Act 1979 (*EP&A Act*), relating to the concept approval (in accordance with Section 4.22 of the *EP&A Act*) of Stage 1 works for the proposed industrial hub of land at 106–228 Aldington Road, Kemps Creek (200 Aldington Road).

A State Significant Development Application will be made for the development of warehouses and associated facilities within Lot E of 200 Aldington Road. In accordance with Condition B31 of SSD-10479, any future development application must be accompanied by a CEMP.

The project will include construction of two warehouses (Lot E North and Lot E South) with hardstand area within the Lot E footprint. Warehouse Lot E (North) will be used for cold storage. Landscaping will also occur along the perimeter of the lot.

The Lot E development generally will include:

- warehouse facility with docking area
- office facilities
- services, including drainage
- B-double parking area
- carparking and internal access roads
- landscaping.

1.2.1 Construction activities

Prior to the commencement of construction works for Lot E infrastructure, works will occur under the Stage 1 Development approval. The site will be fully cleared of vegetation and bulk earthworks will have occurred.

Construction will be staged as follows:

- **Site establishment** - install temporary offices and facilities (including temp service connections), environmental and safety controls, temp boundary fencing, access points, signage
- **Stage 1** - Service works - relocation and/or protection of existing services as necessary, installation of new services associated with Lot E including any drainage
- **Stage 2** - Detailed site earthworks - minor adjustments to ground surface levels
- **Stage 3** - Piling and base slab construction
- **Stage 4** - Construct warehouse and office buildings
- **Stage 5** - Civil finishing works and landscaping
- **Stage 6** - Building fit-out, service connections and commissioning

Some stages may occur concurrently.

1.3 Community consultation strategy scope

This CCCHS identifies key stakeholders and describes communication tools used to facilitate communication between SFKC and key stakeholders during construction of the Project. It also provides a program for monitoring, reporting, and evaluating of the effectiveness of community consultation.

This CCCHS has been informed by the following documents:

- Conditions of Consent
- EIS and submissions
- Stage 1 Development – CEMP – Appendix I – Community Communication and Complaints Handling Strategy.

2 Roles and responsibilities

The roles and responsibilities for implementation of the CCCHS are outlined in Table 2.1.

Table 2.1 Roles and responsibilities

Role	Company	Responsibilities
Community Engagement Representative	Principal (SFKC)	• Receive and respond to enquiries and complaints. • Ensure complaints register is updated. • Respond to community complaints. • Working with SFKC and Contractor to identify the cause and solution to complaints. • Provide the ER with documentation requested to perform ER functions (Condition 34) • Provide monthly reports. • Participate in MRP Working Group where required. • Attend community and stakeholder meetings, as required. • Ensure Project website is current (SSD-10479 Condition E17)
Project Manager	Principal (SFKC)	• Receive and respond to enquiries and complaints. • Ensure complaints register is updated. • Respond to community complaints. • Working with SFKC and Contractor to identify the cause and solution to complaints. • Provide the ER with documentation requested to perform ER functions (Condition 34) • Provide monthly reports. • Participate in MRP Working Group where required. • Attend community and stakeholder meetings, as required. • Ensure Project website is current (SSD-10479 Condition E17)
Construction Manager	Contractor	• Provide support in the response to enquiries and complaints and ensure required actions are implemented; and • Provide information for reports, as required.
Site Supervisor	Contractor	• Provide support in the response to enquiries and complaints where required; and • Report any community interactions (e.g., local community, media) to the Community Engagement Representative; and • Assist with the implementation of the CCCHS.
Environmental Representative	ER or approved alternative	• Receive and respond to communication from the Planning Secretary • Inform the Planning Secretary on matters specified in the terms of this consent. • Participate in the MRP Working Group (SSD-10479 see condition C37) • As requested by the Planning Secretary assist the DPE in the resolution of community complaints. • Responding to the community regarding environmental performance; and • be available to the team to assist in the resolution of complaints where required.
All Project personnel	Contractor and sub-contractors	• Adhere to requirements of this CCCHS; and • Report any community interactions (e.g., local community, media) to the project Community Engagement Representative.

3 Key stakeholders and potential issues

3.1 Key stakeholders

The following categories of stakeholders are relevant to the Project:

- State and local government agencies and representatives – including local representatives and government agencies responsible for the regulation of the Project.
- Utility providers – telecommunications, water, and electricity, etc.
- Surrounding landholders – landholders adjoining the Project site.
- Indigenous stakeholders – traditional owner groups, local land councils and other Indigenous organisations.
- Business operators and representatives – business operators and representatives in the local area which may experience indirect impacts on business operations.
- Local community – residents and visitors within the Project area which may have an interest in the Project.
- Special interest groups – community organisations and groups.
- Educational facilities – schools and early learning centres.

The key stakeholders which are affected by the Project or have an interest in the Project are summarised in Table 3.1. Key stakeholders will be consulted throughout the construction phase of the Project, as required.

Table 3.1 Key stakeholders

Key stakeholders	Issues/potential issues/interests	Aim of engagement
State and local government agencies and representatives		
Department of Planning, and Environment (DPE)	Compliance with conditions of consent Construction timing Environmental management and monitoring, condition monitoring, development staging.	Consult/Inform
Environment Protection Authority (EPA)	Pollution incidents Licence requirements	Inform
Department of Primary Industries (DPI) Fisheries	Impacts to aquatic ecology	Inform
TfNSW	Traffic and access, road closures, road safety	Consult/inform
DPI Agriculture		Inform
Heritage NSW	Impacts to cultural heritage – Aboriginal objects, archaeological finds	Inform
Natural Resources Access Regulator (NRAR)	Impacts to riparian corridors and waterfront land	Inform

Key stakeholders	Issues/potential issues/interests	Aim of engagement
Penrith City Council	– traffic management, landscaping, road design and construction, piped stormwater network; staging	Consult /Inform
Sydney Water	Water, Sewer, MRP Stormwater Scheme,	Consult
NSW Police	Emergency and incident response; crime and safety; provide feedback on relevant management plans	Inform
NSW Ambulance Service		
NSW Rural Fire Service (NSW RFS)		
Utility providers		
Endeavour Energy	Engagement during construction	Inform
Transgrid	Engagement during construction;	Inform
Surrounding landholders		
Landholders along Aldington Road	Traffic/access impacts, noise impacts	Consult/inform
Properties which abut the Project site boundary incl Pazit Pty Ltd (CHE) to east	Traffic/access impacts; noise impacts, landscaping, storm water management	Consult/inform
Indigenous Stakeholders		
Deerubbin Local Aboriginal Land Council (LALC)	Aboriginal archaeological impacts; impacts to Aboriginal cultural heritage	Consult /Inform
Darug Custodian Aboriginal Corporation		
Kamilaroi Yankuntjatjara Working Group		
Business operators		
Goodman Property Services (Aust) Pty	Noise /dust impacts	Inform
Western Sydney Airport (When operational)	Wildlife hazards,	Inform
Oakdale East Industrial Estate	Noise impacts	Consult/inform
Mamre Road Precinct Working Group (MRP Working Group)	Traffic, access, cumulative impacts of development	Collaborate, coordinate, monitor, review and collectively inform stakeholders
Local community		
Road users	Traffic and access impacts, road safety	Inform
Special Interest Groups		
Catholic Healthcare Emmaus Retirement Village	Potential traffic impacts from construction	Inform
Educational facilities		
Little Smarts Early Learning Centre	Potential traffic impacts on surrounding road network, noise, and dust	Inform
Trinity Primary School		
Emmaus Catholic College		

3.2 Potential issues

Potential issues which may be experienced by stakeholders include (but are not limited to) those identified in Table 3.2.

Table 3.2 Potential Issues

Factor/impact	Description of potential issues	Mitigation and management measures
Air quality	• dust generation from construction activities and emissions from plant, equipment, and vehicles • complaints from the community • negative media coverage • damage to Company reputation.	• The Lot E CEMP contains specific measures to manage these impacts. These management plans have been informed by commitments contained within the SSD-10479 consent package, EPA standards and guidelines. • Implementation of monitoring in accordance with the CEMP; and notification to relevant stakeholders, as required.
Noise and vibration	• noise from construction, lack of notification to affected stakeholders • noise impacts resulting from operation of machinery and equipment during earthworks and construction • vibration impacts resulting from construction activities • complaints from neighbouring landholders • negative media coverage • damage to Company reputation.	• The Lot E CEMP contains specific measures to manage these impacts. This management plan has been informed by commitments contained within the SSD-10479 consent package, EPA standards and guidelines. • Sensitive receivers and affected stakeholders will be consulted prior to actions likely to generate high levels of noise or vibration. • Site induction to cover noise mitigation and management measures and obligations • Toolbox talk and pre-start meetings to discuss noise mitigation and management measures where additional training/awareness is required e.g. in response to community complaints.
Traffic and access impacts	• during the EIS exhibition, stakeholders raised concerns regarding the traffic impacts • traffic and access disruptions to day-to-day operations for schools, road users and the local community • traffic congestion along Aldington Road and surrounding road network • disruptions, delays, temporary detours, changes to traffic conditions, and vehicle access to and from the Project site • impacts to landholders and businesses in the locality • damage to existing pavement • increased safety risk on local roads from heavy/oversized vehicles.	• The Lot E CEMP contains specific measures to manage these impacts, including the development and implementation of a Driver Code of Conduct to be adhered to by all vehicle operators undertaking works in relation to the site. • Implement measures outlined in the Construction Traffic Management Plan including left in / left out of Abbotts Road and no construction traffic to use Bakers Lane and drivers code of conduct • Management of maintenance on behalf of Penrith City Council (PCC) to ensure adequate road condition maintained during construction. • Ensure that all drivers to and from the site comply with NSW traffic regulations. • MRP Working Group will be used to discuss any accumulative impacts and how they can be managed.
Vegetation removal	• removal of significant vegetation; and • displacement of native and invasive fauna.	• The Lot E CEMP contains specific measures to manage these impacts.
Erosion & Sediment Control, Water Quality	• construction could result in impacts to local water quality, associated with sediment laden runoff and bulk earth works	• The Lot E CEMP contains specific measures to manage these impacts in accordance with the relevant MRP DCP controls and commitments within the SSD-10479 consent package.

Factor/impact	Description of potential issues	Mitigation and management measures
Visual	• concerns regarding impacts to visual amenity in the locality.	• Construction to occur in accordance with the approved design and conditions of consent • Community engagement and notification, as required for affected landholders and MRP Working Group
Business impact	• during the EIS exhibition, local businesses raised concern of traffic impacts during construction.	• Construction Environmental Management Plan and • MRP Working Group will be used to discuss any accumulative impacts and how they can be managed.
Cultural heritage	• potential impacts to undiscovered Aboriginal artefacts or relics, or other heritage sites; and • loss of cultural heritage values.	• Site induction to address cultural heritage issues and management measures • Implement Unexpected Finds Protocol • Engagement with relevant Registered Aboriginal Parties and Councils • Implementation of Cultural Heritage Management Plan.
Rehabilitation	• potential for site stabilisation and rehabilitation failure.	• Landscape Plans.
Construction fatigue	• Potential for stakeholders to suffer from construction fatigue due to large scale of development in the area. • Uncertainty over the source of impacts	• This CCCHS and the participation in Mamre Road Precinct Working group, with other developers to coordinate management methods, responses, and consultation.
Cumulative impacts	• Potential for impacts to be magnified due to large number of development sites in the area	• Participation in Mamre Road Precinct Working group, with other developers to manage and mitigate cumulative environmental impacts.

4 Community engagement

4.1 Objectives

The objectives of community and stakeholder engagement are to:

- ensure clear, timely and accurate information is provided to key stakeholders
- ensure key stakeholders have access to relevant Project information through a range of communication tools
- ensure key stakeholders are informed about progress and major works relating to the Project
- ensure affected stakeholders are informed of potential impacts and timing through advance notification
- actively engage with the key stakeholders and encourage feedback
- minimise complaints from stakeholders
- ensure Project enquiries and complaints are managed and resolved in an efficient manner
- comply with the relevant community consultation requirements outlined in the Conditions of Consent.

4.2 Site Induction

All Project personnel will undertake a site-specific induction which will cover general environmental awareness training and responsibilities under the CEMP and sub-plans (refer Section 3.3 of the CEMP).

The site induction will also cover aspects of community and stakeholder management, including:

- protocols for reporting complaints and enquiries
- appropriate behaviour when interacting with the local community and stakeholders.

4.3 Communication tools and activities

The communication tools and activities to be applied to the construction phase are outlined in Table 4.1.

Table 4.1 Communication tools and activities

Communication tools and activities	Target audience	Description
Direct contact	Adjoining landholders, surrounding businesses and the MRP Working Group.	Telephone calls, face-to-face meetings, emails, letters.
Project email address	Local community, adjoining landholders, business operators.	A dedicated email address will be established and maintained to keep key stakeholders informed about the Project and enable stakeholders to provide feedback and make enquiries about the Project.
Project website	Local community, adjoining landholders, business operators.	A dedicated website to provide information on the Project, including a general overview of the Project and contact details and information as required by the Conditions of Consent E17.

Communication tools and activities	Target audience	Description
Signage	Local community, adjoining landholders, surrounding business operators.	Site signage will be clearly displayed (including site contact details). Signage will be erected on Aldington Road and surrounds for management of any traffic diversions/disruptions.
Notification letters and emails	Adjoining landholders, Government representatives.	Letter drop/email notification to inform directly affected stakeholders of commencement of works, work hours.
Consultation records	Government representatives.	Records of consultation will be documented and be made available to the Planning Secretary upon request.

4.4 Mamre Road Precinct Working Group

SFKC have participated in the Mamre Road Precinct Working Group as required under SSD-10479 Condition C37. Where required by the Lot E SSD approval, SFKC will continue to participate in the working group during the construction of Lot E infrastructure.

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:

- comprise at least one representative of the SFKC, the Projects Environmental Representative, and relevant consent holders in the MRP
- 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
- 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
- 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
- review community concerns or complaints with respect to environmental management
- identify interim traffic safety measures to manage construction traffic and how these measures will be coordinated, communicated, funded, and monitored in the MRP
- provide the Planning Secretary with an update and strategies, if a review under subclause (d) and (e) identifies additional measures and processes are required to be implemented by the working group.

4.5 Notification procedures

4.5.1 Regulatory Notification

A summary of key regulatory notification protocols is provided in Table 4.2. All environment incident notifications will be management in accordance with the CEMP.

Table 4.2 Regulatory notification

Stakeholder to Notify	What to Notify	When to Notify	Responsibility to Notify
DPE	Commencement of construction	DPE will be notified in writing at least 1 month prior to the commencement of construction.	Project Manager
DPE	Commencement of operation	DPE will be notified in writing at least 1 month prior to the commencement of operation.	Project Manager
DPE	Details of any non-compliance	Notify the Planning Secretary in writing via the Major Projects website, within 7 days after becoming aware of any non-compliance with the development Conditions of Consent.	Project Manager
DPE	Details of any incident	Notify the Planning Secretary in writing via the Major Projects website immediately after becoming aware of an incident.	Project Manager
Public	Project Information on website	At least 48hrs before commencement of construction.	Project Manager
Heritage NSW	Material suspected of being a European or Aboriginal culturally significant (e.g. site, artefact, or relic)	Immediately upon discover of any archaeological/culturally significant site or relic that are encountered. NSW Police also to be notified immediately upon discovery of human remains.	Environmental Representative
NSW EPA	Details of pollution incident – who, what, when, where, how, any other supporting information (e.g. photos)	Immediately upon identified of pollution incident causing or threatening material harm to the environment in accordance with the CEMP.	Environmental Representative

4.5.2 Community notification

Community notifications will be required throughout the course of the Project, these notifications aim to inform stakeholders of any works that may impact upon the community. Community notification events are listed in Table 4.3. All environment incident notifications will be management in accordance with the CEMP.

Table 4.3 Community notification

Notification	Notification Procedure	Responsibility
Community notification	• Commencement/completion of works or any other significant project milestones. • Changes to traffic/access i.e. changes or disruptions to local business access. • Out of hours work/extended hours of work. • Medium – high noise construction activities. • High vibration impacts. • Changes or disruptions to utility services. The notification must identify types and durations of works which may generated high-impact noise or disrupt traffic flows during works scheduling. The Project contact details must be included on the notification to provide the community with a way to raise any concerns. Project website will provide updated on project development.	Project Manager

4.6 Enquiries procedure

The community can make enquires through the project website, contact details are visible on signage at entry points to the project (and on project boundaries). The enquiries procedure is outlined in Table 4.4.

Table 4.4 Enquires procedure

Action	Responsibility	Timing
Acknowledge the enquirer of receipt of the enquiry (where contact details are provided)	Project Manager	24 hours (or as soon as practicable)
For phone enquiries - provide a verbal response to enquirer within 24 hours (unless the enquirer is notified/agrees otherwise) advising when response can be expected	Project Manager	
Seek advice/information from relevant Project personnel and issue response to enquirer within 24 hours	Project Manager	
Record details in the Complaints and Enquiries Database within 24 hours of receiving the enquiry;	Project Manager	
Ensure all relevant detail are included in the Complaints and Enquiries Database	Project Manager	
Report to Environmental Representative on any enquiries received and responses/resolution.	Project Manager	Monthly

4.7 Complaints procedure

The complaints procedure is outlined in Table 4.5.

Table 4.5 Complaints procedure

Action	Responsibility	Timing
Acknowledge receipt of the complainant within 2 hours (where contact details have been provided)	Project Manager	24 hours (or as soon as practicable)
Seek advice/information from relevant Project personnel. All urgent matters should be forwarded promptly and dealt with in the most efficient manner to ensure the complaint is addressed as quickly as reasonably practicable	Project Manager	
Advise the complainant of the resolution and how it has been closed out	Project Manager	
Document all actions in the Complaints and Enquiries Register within 48 hours	Project Manager	48 hours
Follow up with complainant (if necessary) to ensure that corrective actions are satisfactory.	Project Manager	1 week

Where a complainant indicates they are not satisfied with the response provided, the Community Engagement Representative and SFKC Project Manager shall meet to discuss additional actions. Where the complainant is still not satisfied, refer to the dispute resolution process in Section 4.9.

The Community Engagement Representative will report monthly to the Environmental Representative on any complaints received, responses and resolution.

4.8 Complaints register

A complaints and enquiries register will be maintained for the duration of the Project. For each complaint received, the following information will be recorded in the register:

- date and time of the complaint
- details of the complainant, including number of people affected in relation to the complaint
- nature of the complaint
- any actions taken to address the complaint, including responses provided to address the complaint such as written, or transcript of verbal response is provided
- verification of the closeout of the complaint, including whether a resolution was reached, with or without mediation
- details of any follow up with the complainant.

Upon request, the complaints register will be provided to the Secretary in accordance with Condition of Consent.

4.9 Dispute resolution

In the event a complaint is unable to be resolved between the complainant and the relevant Project personnel, a third-party mediator may be used to assist with the resolution of the dispute.

The dispute resolution process is as follows:

- Third party mediator reviews complaint and responses provided.
- Third party mediator determines that the response is either satisfactory or mediation is required.
- In either case, third-party mediator must contact the complainant to advise if they are closing the complaint or if they will initiate the mediation process.
- Mediation will occur at a time and date agreed between the third-party mediator and the complainant (preferably in-person). The third-party mediator and SFKC Project Manager must attend to meeting. Any other relevant Project personnel required to attend the meeting will be at the discretion of the SFKC Project Manager.
- Following the mediation meeting, the third-party mediator will advise of any additional actions required or whether the Third-party mediator is satisfied that the matter has been resolved.
- Any additional information must be recorded in the Complaints Register and closed out.

5 Monitoring, reporting and evaluation

Monitoring, reporting and evaluation will be carried out to measure the effectiveness of consultation and engagement and responses to complaints and enquiries. Opportunities for improvement will be sought on a continuous basis; and an annual review of the CCCHS will be completed to formally make changes where required.

5.1 Monitoring

Monitoring the performance of this CCCHS will be undertaken based on the following Table 5.1, starting from the date of construction commencement.

Table 5.1 Monitoring data

Monitoring Parameter	Reason for monitoring	Performance criteria	Frequency
Total number of complaints and theme of these	Indicative of impact of project on community and type of impact	A reduction in number of complaints relative to previous period (once baseline established)	Quarterly (every 3 months)
Complaints relating to lack of consultation	Indicative of effectiveness of communication tools	Reduction in complaints relative to previous period (once baseline established)	Quarterly (every 3 months)
Enquiries relating to information previously made available	Indicative of effectiveness of communication tools	Reduction in complaints relative to previous period (once baseline established)	Quarterly (every 3 months)
Response timeframes	Timely responses and rectification of issues will improve relationship with stakeholders.	Enquiries and complaints acknowledged and responded within agreed timeframes. Acknowledgment within 48hrs. Response to urgent maters within 48 hours of receipt, non -urgent maters responded within 5 days.	Quarterly (every 3 months)

5.2 Reporting

5.2.1 Community engagement register

All records of stakeholder engagement will be recorded in the Community Engagement Register. This will include the following details:

- relevant parties involved/engaged, including name and contact details
- time and date of engagement
- communication tool/type of engagement
- summary of engagement, including written evidence or verbal transcript.

5.2.2 Monthly reporting

A monthly report summarising key stakeholder engagement activities will be prepared by the Community Engagement Representative. This report will be provided to the Environmental Representative for inclusion in the monthly environmental reporting. The following information may be provided:

- number of complaints and enquiries received
- summary of stakeholder engagement activities (e.g. number of notifications issued).

5.3 Evaluation and review

This CCCHS is a live document and is subject to ongoing review and updates for the duration of the Project.

Evaluation and review will be undertaken in accordance with the CEMP. Continuous improvement will be achieved via the ongoing evaluation of environmental performance and effectiveness of this CCCHS against the Conditions of Consent and legislative requirements.

Revisions to this CCCHS may result from:

- design/construction changes
- following an incident or near miss
- environmental audits
- amendments to the Conditions of Consent
- changes to company procedures or systems
- following a community complaint.

6 Emergency and key contacts

A summary of emergency and key contacts is provided in Table 6.1.

Table 6.1 Emergency and key contacts

Contact/Agency	Reason	Contact Number
Project Manager Fife Creek	Complaints, incidents-	Richard Harris 0408 865 947
Construction Manager	Complaints, incidents-	TBC
Community Liaison Officer – Fife Capital	Liaison	Richard Harris 0408 865 947
Environmental Representative (or approved alternative)	Non-compliance with consent condition (environmental / noise/ traffic)	Carl Vincent 0424 203 046
Project Information Number	Complaints/issues/enquiries	TBC
Penrith City Council	Traffic / access (local roads)	(02) 4732 7777
DPHI	Non-compliance, change to project, regulatory advice	1300 420 596
DPI Fisheries	Aquatic ecology	1300 550 474
TfNSW	Traffic / access (Mamre Road)	131700
SafeWork NSW	Notifiable incidents	131 050
NSW EPA	Pollution Incident (air, noise, water, waste)	131 555
NSW Police	In case of fire, medical or police emergency. For pollution incidents that present an immediate threat to human health or property.	000
Fire and Rescue NSW		
NSW Ambulance		
Nepean Hospital	Medical incidents	(02) 4734 2000
Crime stoppers	Incidents such as theft, crime, car crash, non-threatening injuries	1800 033 111
Police Assistance Line		131 444
Poison Information Centre	Toxicology advice	131 126
IXOM (Chemical industry)	Incidents relating to transport, storage, and use of chemical products	1800 033 111
Deerubbin Local Aboriginal Land Council (LALC)	Aboriginal cultural heritage	(02) 4724 5600
Darug Custodian Aboriginal Corporation		0415 770 163
Kamilaroi Yankuntjatjara Working Group		TBC

Australia

SYDNEY
Level 10 201 Pacific Highway
St Leonards NSW 2065
T 02 9493 9500

NEWCASTLE
Level 3 175 Scott Street
Newcastle NSW 2300
T 02 4907 4800

BRISBANE
Level 1 87 Wickham Terrace
Spring Hill QLD 4000
T 07 3648 1200

CANBERRA
Suite 2.04 Level 2
15 London Circuit
Canberra City ACT 2601

ADELAIDE
Level 4 74 Pirie Street
Adelaide SA 5000
T 08 8232 2253

MELBOURNE
Suite 9.01 Level 9
454 Collins Street
Melbourne VIC 3000
T 03 9993 1900

PERTH
Suite 3.03
111 St Georges Terrace
Perth WA 6000
T 08 6430 4800

Canada

TORONTO
2345 Yonge Street Suite 300
Toronto ON M4P 2E5
T 647 467 1605

VANCOUVER
2015 Main Street
Vancouver BC V5T 3C2
T 604 999 8297

CALGARY
700 2nd Street SW Floor 19
Calgary AB T2P 2W2

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emmconsulting.com.au

Appendix E

Erosion and Sediment Control Plan

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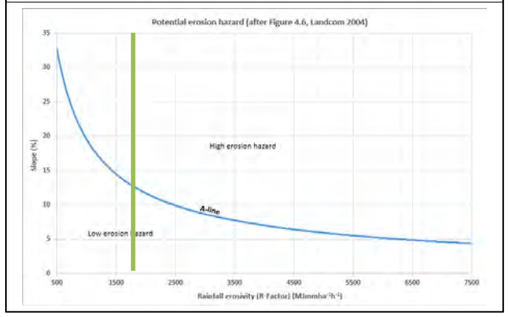
CONSTRUCTION NOTES:

1. THIS EROSION AND SEDIMENT CONTROL PLAN (PESCP) MUST BE READ IN CONJUNCTION WITH THE PRIMARY EROSION AND SEDIMENT CONTROL PLAN AND SEEC 2022 HES BASIN DESIGN REPORT.
2. NUMBERING (1,2,3) INDICATES ORDER OF WORKS AND CONTROL IMPLEMENTATION.
3. CONTROLS SHOWN ON PLAN ARE INDICATIVE ONLY. EXACT LOCATION WILL BE MODIFIED TO SUIT CONDITIONS AND FUNCTION PROVIDED THEY ARE LOCATED WITHIN CLEARING LIMITS AND APPROVAL LIMITS.
4. CONTROLS WILL BE INSPECTED FOLLOWING RAINFALL CAUSING RUNOFF, WHEN RAINFALL IS PREDICTED AND AT A MINIMUM WEEKLY.
5. 'CLEAN WATER' FLOW IS TO BE MAINTAINED AROUND THE SITE WITH SEPARATION BETWEEN CONSTRUCTION OR 'DIRTY' WATERS IF RUN-ON WATER CATCHMENTS ARE PRESENT.
6. 'CLEAN WATER' DIVERSION CHANNELS WILL BE SIZED TO CONVEY THE 1:2 YR ARI STORM EVENT WHERE TOPOGRAPHY AND CLEARING LIMITS PERMIT.
7. DISTURBANCE TO SLC 6 AND 7 LANDS (TABLE 2) SHALL AVOID HIGH RAINFALL EROSIVITY PERIODS IDENTIFIED IN TABLE 1.
8. 'DIRTY WATER' FLOW TO SEDIMENT CONTROLS IS TO BE MAXIMISED THROUGH THE USE OF DIVERSION BANKS, CUT OFF DRAINS.
9. SEDIMENT TRAPS ARE TO BE MANAGED IN ACCORDANCE WITH THE PRIMARY EROSION AND SEDIMENT CONTROL PLAN AND DEWATERING EWMS.
10. 'DIRTY WATER' THAT CAN NOT BE DIRECTED TO SEDIMENT BASIN MUST BE DIVERTED TO LOCAL TYPE 2 AND TYPE 3 SEDIMENT CONTROL MEASURES.
11. DEWATERING IS TO BE UNDERTAKEN IN ACCORDANCE WITH THE PRIMARY EROSION AND SEDIMENT CONTROL PLAN AND DEWATERING EWMS.
12. MUDTRACKING ONTO ALDINGTON ROAD WILL BE MINIMISED BY THE USE OF STABILISED EXITS AND A WHEEL WASH BAY. ANY DEPOSITED SEDIMENT WILL BE REMOVED.
13. DUST WILL BE MONITORED VISUALLY TO ENSURE DUST DOES NOT EXCEED VEHICLE TRAY HEIGHT. DUST WILL BE CONTROLLED BY THE USE OF SOIL STABILISING POLYMERS, WATER CARTS, REDUCE SPEED LIMITS AND LIMITING EARTHWORKS DURING EXCESSIVELY DRY AND/OR WINDY CONDITIONS.
14. DISTURBED AREAS ARE TO BE PROGRESSIVELY REVEGETATED WITH STERILE COVER CROP OR PERMANENT REVEGETATION DESIGN. TEMPORARY CONTROLS ARE TO REMAIN UNTIL SITE IS STABILISED (70% SOIL SURFACE COVER) IN ACCORDANCE WITH THE TIMINGS IN TABLE 3.
15. THIS PLAN IS TO BE REVISED AS SITE CONDITIONS OR CONSTRUCTION METHODS DETERMINE.

SOIL LOSS CLASS:

SOIL LOSS CLASS (SLC)	CALCULATED SOIL LOSS T/HA/YR	EROSION HAZARD
1	0–150	VERY LOW
2	151–225	LOW
3	226–350	LOW-MODERATE
4	351–500	MODERATE
5	501–750	HIGH
6	751–1,500	VERY HIGH
7	>1,500	EXTREMELY HIGH

EROSION HAZARD:



								Type B Volume		Type D Volume		
Catchment	Area (ha)	Soil Loss(t/ha /yr)	Basin Required	Adopted Basin.	Depth (m)	Width (m)	Length (m)	Av surface area (m2)	Settling Volume (m3)	Settling Zone (m3)	Basin total (M3)	As built Volume
Sediment Basin A - Actual	11.56	36.8	No	D	2.5	33.5	**80**	3,276	425	8,623	**9,048**	19,560m3
Sediment Basin A - Design	25.9	38.8	No	B	1.5	50	150	7,320	10,980	11,396	19,321	19,560m3
Lot J	12.99	33	No	B	1	35	105.5	3,684	3,684	NA	NA	3,700m3
Sediment Basin B	37.86	33	No	B	1	59	179.5	3,000	3,104	NA	NA	3,650M3

Note. Sediment Basin B is utilises an attenuation Cell (5000m3) upstream of the culvert to maintain peak flows of 0.5m3/s to achieve flocculation.

Surface Water Management

1. Install Polymer floc blocs in road drainage on Road 2
2. Install velocity check dams in road 1 and 2 every 80 meters to reduce scour potential.
3. Install Attenuation baffle plates in Trunk drainage channel culverts to slow water to basin B
4. Following rain events, batch treat Lot A and Dewater as soon as practicable.

LOT M Works

1. Install diversion drain to direct water to Lot A sediment dam. Ensure grade is adequate to direct water to dam.
2. Prior to deleting Basin M a catch drain must be installed to direct all of Basin M water to Lot A basin.
3. Filling of Basin M must be undertaken to ensure all water from Lift is directed to Basin M. Local area management must not allow water to leave site.
4. Intermediate checks and diversions are to be installed to direct water north on LOT M, N and O to allow water to drain West to Lot A basin.

LOT G

1. Prior to deletion of Basin G, Ensure all perimeter drains allow water to fall to the trunk drain.
2. Install sediment fence diversions to drain water west toward the trunk Drain.
3. Install Sandbag sediment traps at pit inlets to minimise sediment deposition in the drainage system.

Entry / Exit Bay.
Install floc blocks in surface drainage pipes to treat water at source.
Install additional rock check dams in flow line to pond water to allow sediment deposition.
Install Coir mesh outlet protection to encourage sediment attachment

Table 3 - Target C factors and timing

Lands	Target C-factor	Description
Waterways and other areas subjected to concentrated flows, post construction	0.05	A target C factor of 0.05 (approx. 70% soil surface cover) to be achieved ten (10) days from completion of construction and prior to exposure to concentrated flows.
All lands, including waterways and stockpiles during construction	0.15	A target C factor of 0.15 (approx. 50% soil surface cover) to be achieved twenty (20) working days of inactivity or from completion of construction.
Stockpiles, post construction	0.10	A target C factor of 0.10 (approximately 60% soil surface cover) to be achieved ten (10) working days from completion of construction.

PREPARED BY/REVIEWED BY	REVISION
Wayne Walshe CPESC 8111	5
DATE 15 April 2025	**COMMENTS**

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COVER PAGE

200 ALDINGTON ROAD KEMPS CREEK PROGRESSIVE EROSION AND SEDIMENT CONTROL PLAN

WET WEATHER SHUTDOWN PREPAREDNESS:

INSPECTION EROSION AND SEDIMENT CONTROL MEASURES 24 HOURS PRIOR TO PREDICTED RAINFALL AND UNDERTAKE ANY NECESSARY MAINTENANCE (TRIGGERED IF 60% CHANCE OF 10 MM OF RAIN).

ENSURE SUFFICIENT QUANTITIES OF SOIL POLYMER, SILT FENCE AND APPROVED COAGULANTS AND/OR FLOCCULANTS.

ENSURE ALL SITE TURBID RUNOFF IS DIRECTED TO SEDIMENT CONTROL MEASURES.

ENSURE THE STABILISED CONSTRUCTED EXIT IS FREE FROM ACCUMULATED SOIL AND MUD. REMOVE AND REPLACE WITH CLEAN ROCK AS NECESSARY.

APPLY SOIL POLYMER TO ANY EXPOSED SOIL PARTICULARLY STOCKPILES (10% solution @1J/m^2).

APPLY APPROVED COAGULANTS AND/OR FLOCCULANTS TO THE INLET DRAINS TO SEDIMENT BASIN.

ENSURE ANY CHEMICALS AND HYDROCARBON CONTAINERS ARE PLACED IN BUNDED AREAS OR ON BUNDED PALLETS.

INSPECT CONTROL MEASURES DURING AND AFTER RAINFALL.

LOT 24 DP255560
LOT 25 DP255560
LOT 27 DP255560
LOT 28 DP255560
LOT 33 DP258949
LOT 34 DP258949
LOT 35 DP258949
LOT 36 DP258949
LOT 37 DP258949
LOT 38 DP708347
LOT 90 DP1289463
LOT 18 DP253503
LOT 4132 DP857093
LOT D

ALDINGTON ROAD
TRANSMISSION EASEMENT
TRANSMISSION EASEMENT

BASIN A
BASIN J
BASIN B

ROAD 01
ROAD 02
ROAD 03
ROAD 04
ROAD 05
ROAD 06

Washbay with sediment sump to minimise mud tracking on Aldington Rd- flocked before discharge

Discharge into culvert

SEDIMENT FENCE
BARRIER FENCE
DIRTY WATER DIVERSION DRAIN

area drains to Basin B
Area Drains To Basin B
Lot F area drains to basin B
Area Drains to Basin A
Area Drains to Basin B
Area drains to Basin B

Sediment Fence located approx 500mm off crest hinge point around lot F

Local management area

MULCH BUND

DRAFT

LEGEND

- EXISTING BOUNDARY
- EXISTING EASEMENT
- PROPOSED BOUNDARY
- FUTURE WORKS BY OTHERS
- SEDIMENT FENCE
- CATCH DRAIN - DIRTY WATER
- DIVERSION BANK - DIRTY WATER
- DIVERSION BANK - CLEAN WATER
- CATCH DRAIN - CLEAN WATER
- BARRIER FENCE
- SEDIMENT FENCE
- PROPOSED SITE ACCESS GATE
- STABILISED ENTRY/EXIT WITH WHEEL WASH
- UNSEALED ROAD
- SEDIMENT BASIN
- SEDIMENTSUMP
- SUMP PIT

Issue	Description	Date

0 50 100 150m
1 : 2000 @ A1

A1

Scales	1 : 2000	Drawn JS
		Designed JH
Height Datum	AHD	Checked DF
Grid	GDA2020	Approved LB

Client19-609-SKC242-ERO AND SED WHOLE SITE STAGING.dwg

Stockland

FIFECAPITAL

Civil Engineers and Project Managers

at&l

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Project
PROPOSED INDUSTRIAL DEVELOPMENT
200 ALDINGTON

Title
REVISION 5 APRIL 2025

EROSION AND SEDIMENT CONTROL PLAN
WHOLE SITE STAGING

Drawing No.	Project No.	Issue
19-609-SKC242	19-609	

100mm on Original

Appendix F

Construction Noise and Vibration Management Plan

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200 Aldington Road Industrial Estate

Lot E Warehouse
Construction Noise and Vibration Management Plan

Stockland Fife Kemps Creek Pty Ltd

Level 12, 89 York Street,
Sydney NSW 2000

Prepared by:

SLR Consulting Australia

Tenancy 202 Submarine School
Sub Base Platypus, 120 High Street
North Sydney NSW 2060, Australia

SLR Project No.: 610.033031.00001

3 October 2025

Revision: v1.0

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
v1.0	3 October 2025	Antony Williams	Steven Luzuriaga	Antony Williams

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 Stockland Fife Kemps Creek 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.

Table of Contents

Tables in Text

Figures in Text

Appendices

Acronyms and Abbreviations

AS	Australian Standards
ARIE	200 Aldington Road Industrial Estate
BAPS	Bochasanwasi Shri Akshar Purushottam Swaminarayan Sanstha
BS	British Standard
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CNVG	Construction Noise and Vibration Guideline
CNVIA	Construction Noise and Vibration Impact Assessment
CNVMP	Construction Noise and Vibration Management Plan
dB	Decibel
dBA	A-weighted decibel (referenced 20 µPa)
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
ICNG	Interim Construction Noise Guideline
ISO	International Organization for Standardization
kHz	Kilohertz
LAeq	Equivalent continuous noise level, providing a representation of the cumulative level of noise exposure over a defined period.
m	Metres
Master Plan	Concept Master Plan
NIA	Noise Impact Assessment
NMLs	Noise Management Levels
NPfI	Noise Policy for Industry
NSW	New South Wales
SLR	SLR Consulting Australia Pty Ltd
SSD	State Significant Development
SSDA	State Significant Development Application
TfNSW	Transport for NSW

1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been engaged by Stockland Fife Kemps Creek Pty Ltd (SKFC) to prepare a Construction Noise and Vibration Management Plan (CNVMP) for construction works associated with the development of 200 Aldington Road, Kemps Creek, NSW.

This CNVMP addresses the potential noise and vibration impacts associated with the construction of Lot E.

Construction noise and vibration impacts from the project were previously assessed in:

- The Noise Impact Assessment prepared by White Noise Acoustics as part of the SSD-10479 application, reference '*Report 20141_200819, Revision 8*', dated August 2022 (the SSDA NIA).
- The Stage 1 CNVMP prepared by SLR Consulting, reference *'610.31010.00000-R01-v1.2 – Stage 1: Demolition, Earthworks and Infrastructure Works – Construction Noise and Vibration Management Plan'*, dated August 2023 (the Stage 1 CNVMP).
- The Lot E SSD Noise and Vibration Impact Assessment prepared by SLR Consulting, reference *'610.31010.00000-R11 – SSD-10479 Modification 6, Noise and Vibration Impact Assessment and SSDA for Lot E (SSD-85510213)*, dated October 2025 (the Lot E NVIA).

Specific acoustic terminology is used in this report. An explanation of common acoustic terms is provided in **Appendix A**.

SLR is suitably qualified to produce this CNVMP and SLR staff are members of the Australian Acoustical Society (AAS). SLR is also a member firm of the Association of Australasian Acoustical Consultants (AAAC).

1.1 Procedure for Implementing this CNVMP

This general procedure will be followed in order to implement this CNVMP:

1 Review the requirements of the Development Consent Conditions relevant to construction noise and vibration (refer to **Section 3.0**), the location of the nearest sensitive receivers (refer to **Section 2.1**) and the applicable Noise Management Levels (NMLs) (refer to **Section 5.1.1**).

2 Prior to commencement of construction phases/activities, confirm the assumptions regarding construction activities/locations/equipment/methodology detailed in **Section 6.0** are accurate and remain valid. Where different methodology or equipment is proposed, further validation of the predicted noise levels will be undertaken in accordance with **Section 8.2**.

3 Review the predicted noise levels for the proposed construction activities (refer to **Section 7.1** and any updated assessment undertaken in step 2) to confirm the predicted impacts for each activity. Each activity has "worst case" noise level predictions using the noisiest equipment for that activity.

4 Where the noise impacts are predicted to be:

- Below the relevant NMLs – undertake best practice noise management measures to minimise noise impacts
- Above the NMLs – implement all feasible and reasonable noise mitigation and management measures relevant to that activity (refer to **Section 8.0**) to reduce

the impacts (to below the NMLs where possible). Measures considered/implemented must be documented for inclusion in the Construction Contractor's Monthly Report.

- Above 75 dBA – implement mitigation and management measures for highly noise affected receivers as per **Section 8.0** including consideration of respite periods, duration respite, and alternative accommodation. Consultation with the individual highly noise affected residences must be undertaken to discuss the appropriate mitigation/respite solution for high noise works and must be documented for inclusion in the Construction Contractor's Monthly Report.

5 Review the minimum working distances for vibration intensive plant (refer to **Section 5.3.2**) and the vibration assessment results (refer to **Section 7.2**). Where vibration intensive plant is proposed to be used within the minimum working distances of vibration sensitive structures/receivers implement feasible and reasonable mitigation and management measures as per **Section 8.0**.

6 Undertake noise and/or vibration monitoring in accordance with **Section 8.2**, where required.

7 Where works are required out of the standard construction hours, additional assessment and documentation must be prepared for approval by the Planning Secretary (refer to **Section 6.2**).

8 Resolve any noise/vibration issues during construction works as per the contingency plan (refer to **Section 8.5**), and document and report incidents and complaints as per the requirements in **Section 8.0**.

2.0 Development Overview

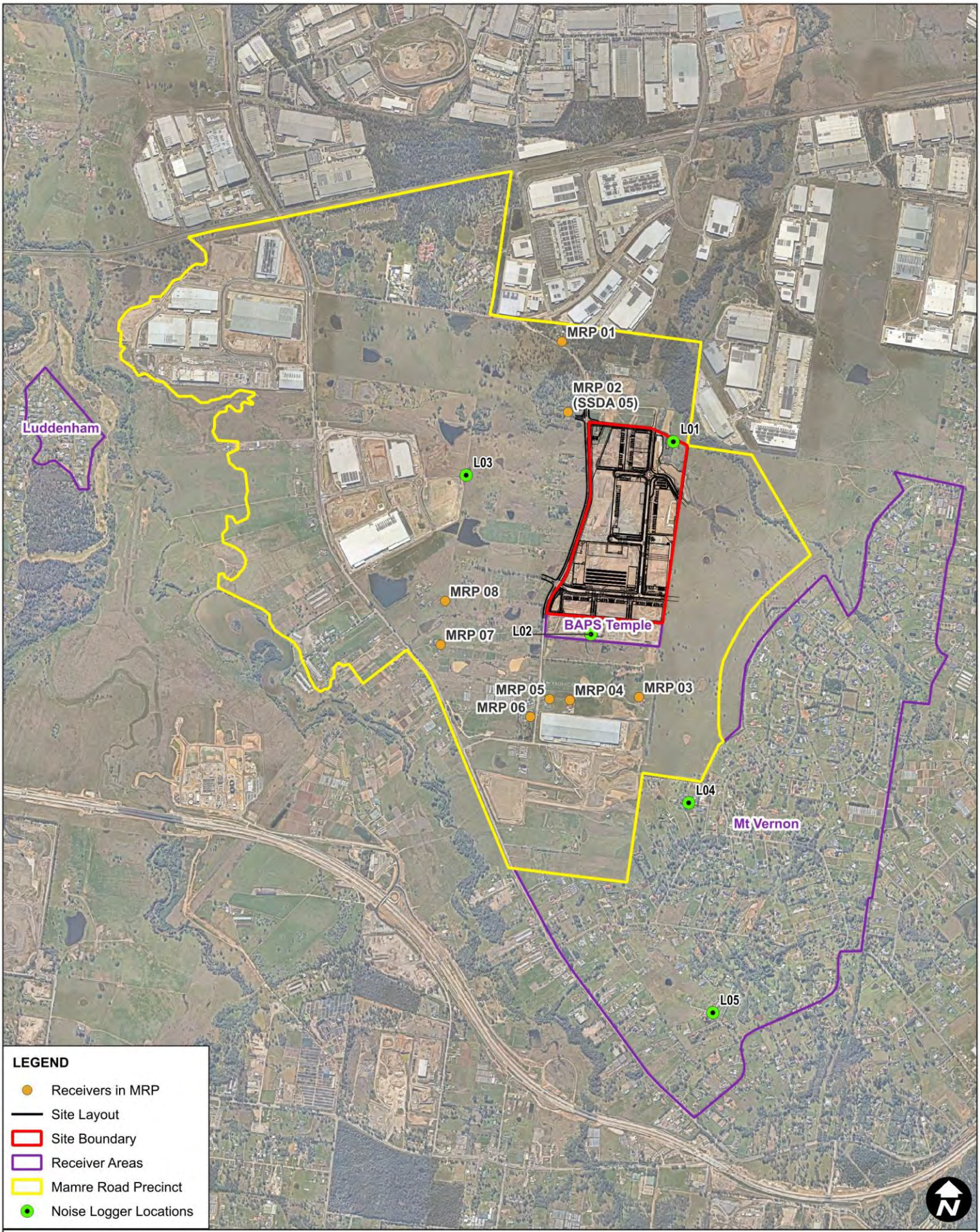
200 Aldington Road Industrial Estate (ARIE) is legally described as Lots 20-23 in DP 255560 and Lots 30-32 in DP 258949, which is located on the east side of Aldington Road, Kemps Creek, with an area of approximately 72.08 hectares (ha) within the Penrith Local Government Area.

The estate has around 1,242 m of direct frontage to Aldington Road with one proposed signalised intersection providing vehicular access to the southern side of the development, with a three-way junction (designed for future signalised 4 way intersection) providing access to the northern side of the development. Until the connection of Aldington Road to the future Southern Link Road (located to the north) is constructed, the access to Aldington Road will be provided from Abbots Road.

The site is located approximately 4 km north-west of the future Western Sydney Nancy-Bird Walton Airport, 13 km south-east of the Penrith CBD and 40 km west of the Sydney CBD.

The site is part of the Broader Western Sydney Employment Area and is zoned land under the State Environmental Planning Policy (Industry & Employment) 2021 (SEPP 2021).

The ARIE and surrounding receivers are shown in **Figure 1**. The ARIE Master Plan design in shown **Figure 2**.



Scale: Scale: 1:30,000
Coordinate System: GDA2020 / MGA zone 56

Drawn Date: 30-Sep-2025
Project Number: 610.31010

SLR

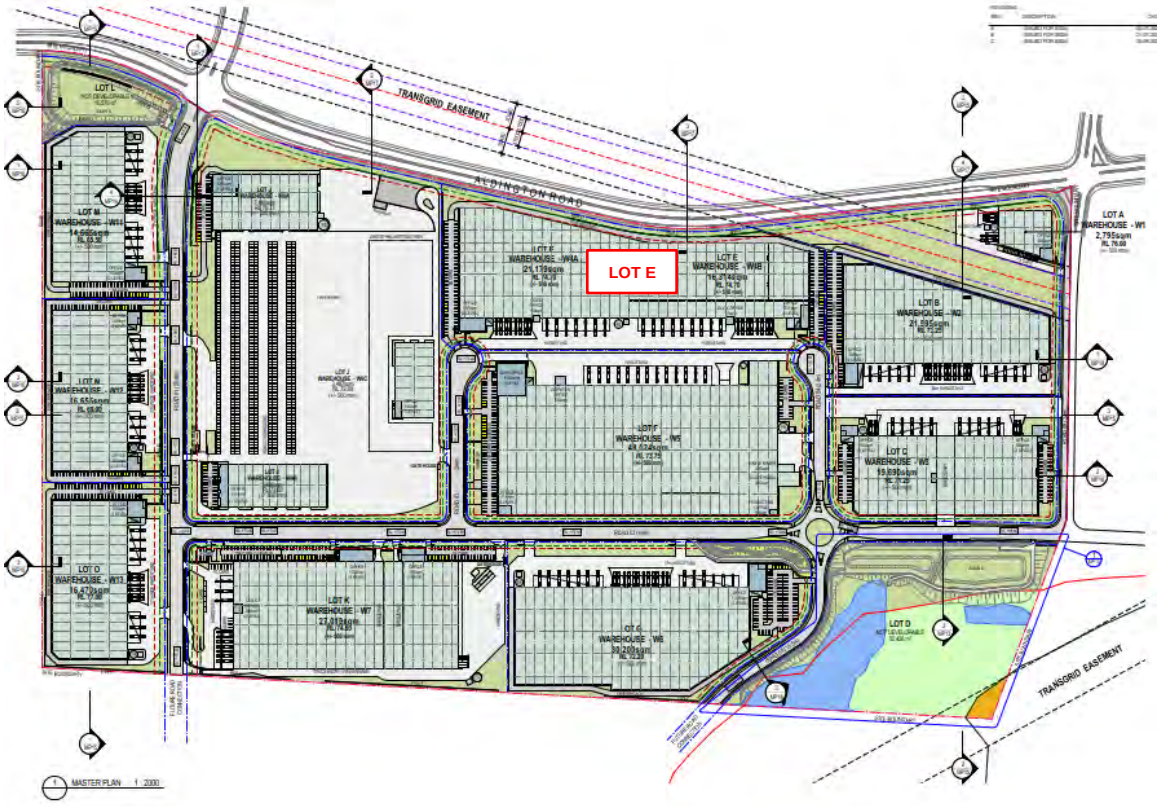
Data Source:
Nearmap Imagery

SITE PLAN

FIGURE 1

H:\Projects-SLR\610-SrvSYD\610-SYD\610.31010.00000 200 Aldington Road, MRP\06 SLR Data\05 Modelling\11 Lot E\610.31010 Lot E.qgz

Figure 2 ARIE Concept Master Plan Design



2.1 Nearest Sensitive Receivers

The nearest receivers surrounding the site are detailed in **Table 1** and shown in **Figure 1**.

It is noted that many of the nearest receivers have been demolished as part of works on other adjacent SSDAs. Receivers which have been demolished have been removed from the assessment.

Table 1 Nearest Sensitive Receivers

NCA/ID	Description	Receiver Type	Approx. Distance (m)
Receivers Within MRP			
MRP 01	Residential receiver	Residential	570
MRP 02 (SSDA NIA 05)	Residential receiver	Residential	200
MRP 03	Residential receiver	Residential	500
MRP 04	Residential receiver	Residential	550
MRP 05	Residential receiver	Residential	550
MRP 06	Residential receiver	Residential	700
MRP 07	Residential receiver	Residential	720
MRP 08	Residential receiver	Residential	690
Receiver Areas Outside MRP			
East Residential	Residences near Mount Vernon Road and Kerrs Road, Mount Vernon	Residential	610
BAPS Temple	232 Aldington Road, Kemps Creek.	Place of Worship	Adjoining southern boundary of site

3.0 Development Consent

This CNVMP has been prepared to accompany the Construction Environmental Management Plan (CEMP) for the construction and fit out of Lot E.

Lot E is not yet approved and the proposal currently has no Consent Conditions. The conditions relevant to this CNVMP have been referenced from ARIE Lot J (SSD-61212208) and are reproduced in **Table 2**. It is expected that this CNVMP would be updated as needed when Consent Conditions are available.

Table 2 Development Consent Conditions

Development Consent	Where Addressed
Utilities, Servies and Public Infrastructure	
A18. 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	**Section 8.1**
Operation of Plant and Equipment	
A31. All plant and equipment used on site, or to monitor the performance of the development, must be: d) maintained in a proper and efficient condition; and e) operated in a proper and efficient manner.	**Section 8.1**
Mamre Road Precinct Working Group	
A40. 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;	**Section 8.8**

<table>
<tr><th>Development Consent</th><th>Where Addressed</th></tr>
<tr><td>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 subclause (d) and (e) identifies additional measures and processes are required to be implemented by the working group.</td><td></td></tr>
<tr><td colspan="2">Hours of Work</td></tr>
<tr><td>B19. 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>Construction</td><td>Monday – Friday
Saturday</td><td>7 am to 6 pm
8 am to 1 pm</td></tr>
</table></td><td>Section 6.2</td></tr>
<tr><td>B20. Work outside of the hours identified in condition B19 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>Section 6.2</td></tr>
<tr><td colspan="2">Construction Noise Limits</td></tr>
<tr><td>B21. 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 by condition B22.</td><td>Section 1.1, 5.0, 7.1 and 8.0</td></tr>
<tr><td colspan="2">Construction Noise Management Plan</td></tr>
<tr><td>B22. The Applicant must prepare a Construction Noise Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must form part of a CEMP in accordance with condition C2 and must:
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) describe the measures to be implemented to manage high noise generating works, such as piling, in close proximity to sensitive receivers and detail the duration of works and respite periods;
d) include strategies that have been developed with the community for managing high noise generating works;
e) describe the community consultation undertaken to develop the strategies in condition B22(d); and
f) include a complaints management system that would be implemented for the duration of the development.</td><td>This CNVMP
Section 1.0
Section 1.1
Section 8.0
Refer to CEMP and Section 8.4
Refer to CEMP and Section 8.4
Section 8.3</td></tr>
</table>

Development Consent	Where Addressed
B23. The Applicant must: a) not commence construction of the development until the Construction Noise Management Plan required by condition B22 is approved by the Planning Secretary; and b) implement the most recent version of the Construction Noise Management Plan approved by the Planning Secretary for the duration of construction.	This CNVMP **Section 9.0**
Vibration Criteria	
B31. Vibration caused by construction at any residence or structure outside the site must be limited to: a) for structural damage, the criteria set in the latest version of *DIN 4150-3:2016-12 Vibration in Buildings – Part 3: Effects on Structures* (German Institute for Standardisation, 2016); and b) for human exposure, the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: a technical guideline* (DEC, 2006) (as may be updated or replaced from time to time).	**Section 5.3, 7.2**, **8.1** and **8.2**
B32. Vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria specified in condition B31.	**Section 7.2**, **8.1**, and **8.2**
B33. The limits in conditions B31 and B32 apply unless otherwise outlined in a Construction Noise and Vibration Management Plan, approved as part of the CEMP required by condition C2 of this consent.	Conditions B31 and B32 apply.
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;	This CNVMP This table **Section 4.0** **Section 3.0** **Section 5.0** **Section 7.0** and **8.0** **Section 8.0** **Section 8.2** **Section 8.5** **Section 9.0** **Section 8.5** **Section 8.3** **Section 8.5** **Section 9.0**

Development Consent	Where Addressed
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*	
Revision of Strategies, Plans and Programs	
C8. Within three months of: a) the submission of a Compliance Report under condition C14; b) the submission of an incident report under condition C10; c) the 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.	**Section 9.0**
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 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.*	**Section 9.0**

4.0 Existing Environment

Unattended noise monitoring was completed as part of previous acoustic assessments in August and October 2020, prior to commencement of construction.

The measured noise levels have been used to determine the existing noise environment and to set the criteria used to assess the potential impacts from the project. The noise monitoring equipment continuously measured existing noise levels in 15-minute periods during the daytime, evening and night-time.

The noise monitoring locations are shown in **Figure 1** and the results are summarised in **Table 3**.

Table 3 Summary of Unattended Ambient Noise Levels

ID	Address	Measured Noise Levels (dBA)					
		Background Noise (RBL)			Average Noise (L_{Aeq})		
		Day	Evening	Night	Day	Evening	Night
L01	Lot 32 DP258949	35 (30 actual)	30 (29 actual)	30 (25 actual)	42	40	33
L02	Lot 18 DP253503	35 (32 actual)	31	30	50	35	35
L03	Lot 56 DP259135	35 (34 actual)	33	30 (29 actual)	44	41	41

Note 1: The assessment periods are the daytime which is 7 am to 6 pm Monday to Saturday and 8 am to 6 pm on Sundays and public holidays, the evening which is 6 pm to 10 pm, and the night-time which is 10 pm to 7 am on Monday to Saturday and 10 pm to 8 am on Sunday and public holidays. See the NSW EPA Noise Policy for Industry (NPfI).

Note 2: Monitoring at locations L01 and L02 taken from White Noise Acoustics report 20141_200819_Noise Impact Assessment_BW_R8c dated 26 August 2022. Monitoring at location L03 taken from SLR report 610.19127-R02-v1.3 dated 1 October 2020.

Note 3: The *Noise Policy for Industry* minimum RBLs have been applied where appropriate.

5.0 Assessment Criteria

5.1 Interim Construction Noise Guideline

The NSW *Interim Construction Noise Guideline* (ICNG) is used to assess and manage impacts from construction noise on residences and other sensitive land uses in NSW.

The ICNG contains procedures for determining project specific Noise Management Levels (NMLs) for sensitive receivers based on the existing background noise in the area. The 'worst-case' noise levels from construction of a project are predicted and then compared to the NMLs in a 15-minute assessment period to determine the likely impact of the project.

The NMLs are not mandatory limits, however, where construction noise levels are predicted or measured to be above the NMLs, feasible and reasonable work practices to minimise noise emissions are to be investigated.

Residential Receivers

The ICNG approach for determining NMLs at residential receivers is shown in **Table 4**.

Table 4 ICNG NMLs for Residential Receivers

Time of Day	NML $L_{Aeq(15minute)}$	How to Apply
Standard Construction Hours Monday to Friday 7:00 am to 6:00 pm Saturday 8:00 am to 1:00 pm No work on Sundays or public holidays	Noise affected RBL[1] + 10 dB	• The noise affected level represents the point above which there may be some community reaction to noise • Where the predicted or measured $L_{Aeq(15minute)}$ 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 impacted 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 (HNA) 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 restructuring the hours that the very noisy activities can occur, taking into account: o Times identified by the community when they are less sensitive to noise (such as before and after school for works near schools or mid-morning or mid-afternoon for works near residences o If the community is prepared to accept a longer period of construction in exchange for restrictions on construction times
Outside Standard Construction Hours	Noise affected RBL + 5 dB	• A strong justification would typically be required for works outside the recommended standard hours • The proponent should apply all feasible and reasonable work practices to meet the noise affected level • Where all feasible and reasonable practises have been applied and noise is more than 5 dB above the noise affected level, the proponent should negotiate with the community

Note 1: The RBL is the Rating Background Level and the ICNG refers to the calculation procedures in the NSW *Industrial Noise Policy* (INP). The INP has been superseded by the NSW EPA *Noise Policy for Industry* (NPfI).

'Other Sensitive' Land Uses and Commercial Receivers

The ICNG NMLs for 'other sensitive' non-residential land uses are shown in **Table 5**.

Table 5 NMLs for 'Other Sensitive' Receivers

Land Use	Noise Management Level $L_{Aeq(15minute)}$ (dBA) (Applied when the property is in use)	
	Internal	External
Classrooms at schools and other educational institutions	45	55[1]
Worship	45	55[1]
Commercial	-	70
Industrial	-	75

Note 1: It is assumed that these receivers have windows partially open for ventilation which results in internal noise levels being around 10 dB lower than the external noise level.

Sleep Disturbance

A method for assessing sleep disturbance is contained in the NPfI. Although the NPfI sleep disturbance criteria relates to industrial noise, it is also considered relevant for reviewing potential impacts from construction noise as a screening criteria to identify the need for further assessment. The NPfI notes that a detailed maximum noise level assessment should be undertaken where a project results in night-time noise levels which exceed 52 dBA L_{AFmax} or the prevailing background level plus 15 dB, whichever is the greater.

Works will be undertaken during standard daytime construction hours, in accordance with Condition B19. For works required during out of hours periods, and approved under Condition B20, the sleep disturbance screening level of night-time RBL plus 15 dB will be applied.

5.1.1 NML Summary

The NMLs for the project have been determined in accordance with the requirements of the ICNG and are shown in **Table 6**.

Table 6 Project Specific Noise Management Levels (dBA)

Receiver Type	NML ($L_{Aeq(15minute)}$ – dBA)				Sleep Disturbance Screening Level (L_{Amax} dBA)
	Standard Construction Hours (RBL+10dB)	Out of Hours[2] (RBL+5dB)			
	Daytime[1]	Daytime	Evening	Night-time	Night-time
Residential	45	40	35	35	52
Educational	55	55 (when in use)			-
Worship[3]	55	55 (when in use)			-
Commercial	70	70 (when in use)			-
Industrial	75	75 (when in use)			-

Note 1: Daytime out of hours is 7 am to 8 am and 1 pm to 6 pm on Saturday, and 8 am to 6 pm on Sunday and public holidays.

Note 2: Works will be undertaken during standard daytime. Where out of hours works are required and are approved by the Planning Secretary, the out of hours NMLs apply.

Note 3: The BAPS Temple is currently under construction. The temple has been conservative assumed to be operational during the construction of Lot E.

5.2 Construction Road Traffic Noise Guidelines

The potential impacts from construction traffic on public roads are assessed under the NSW EPA *Road Noise Policy* (RNP).

An initial screening test is first applied to evaluate if existing road traffic noise levels are expected to increase by more than 2.0 dB as a result of construction traffic. Where this is considered likely, further assessment is required using the RNP base criteria shown in **Table 7**.

Table 7 RNP Criteria for Assessing Construction Vehicles on Public Roads

Road Category	Type of Project/Land Use	Assessment Criteria (dBA)	
		Daytime (7 am – 10 pm)	Night-time (10 pm – 7 am)
Freeway/ arterial/ sub-arterial roads	Existing residences affected by additional traffic on existing freeways/arterial/sub-arterial roads generated by land use developments	$L_{Aeq(15hour)}$ 60 (external)	$L_{Aeq(9hour)}$ 55 (external)
Local roads	Existing residences affected by additional traffic on existing local roads generated by land use developments	$L_{Aeq(1hour)}$ 55 (external)	$L_{Aeq(1hour)}$ 50 (external)

Traffic volumes during construction of the project are expected to be up to around 120 light vehicles and 60 heavy vehicles per day. As such, it is anticipated that construction traffic would result in a relatively minimal increase (ie less than 2.0 dB) in the overall traffic noise levels along the construction haulage routes. As such, construction traffic noise impacts have not been assessed further.

5.3 Construction Vibration Criteria

The effects of vibration from construction work can be divided into three categories:

- Those in which the occupants of buildings are disturbed (**human comfort**). People can sometimes perceive vibration impacts when vibration generating construction work is located close to occupied buildings. Vibration from construction work tends to be intermittent in nature and the EPA's *Assessing Vibration: a technical guideline* (2006) provides criteria for intermittent vibration based on the Vibration Dose Value (VDV), as shown in **Table 8**.
- Those where building contents may be affected (**building contents**). People perceive vibration at levels well below those likely to cause damage to building contents. For most receivers, the human comfort vibration criteria are the most stringent and it is generally not necessary to set separate criteria for vibration effects on typical building contents. Exceptions to this can occur when vibration sensitive equipment, such as electron microscopes or medical imaging equipment, are in buildings near to construction work. No such equipment has been identified in the study area.

- Those where the integrity of the building may be compromised (**structural/cosmetic damage**). If vibration from construction work is sufficiently high, it can cause cosmetic damage to elements of affected buildings. Industry standard cosmetic damage vibration limits are specified in British Standard BS 7385 and German Standard DIN 4150. The limits are shown in **Table 9** and **Table 11**.

Table 8 Human Comfort Vibration – Vibration Dose Values for Intermittent Vibration

Building Type	Assessment Period	Vibration Dose Value[1] ($m/s^{1.75}$)	
		Preferred	Maximum
Critical Working Areas (eg operating theatres or laboratories)	Day or night-time	0.10	0.20
Residential	Daytime	0.20	0.40
	Night-time	0.13	0.26
Offices, schools, educational institutions and places of worship[2]	Day or night-time	0.40	0.80
Workshops	Day or night-time	0.80	1.60

Note 1: The VDV accumulates vibration energy over the daytime and night-time assessment periods, and is dependent on the level of vibration as well as the duration.

Note 2: BAPS Temple will not be operational during the construction period applicable to the Stage 1 CNVMP.

Table 9 Cosmetic Damage – BS 7385 Transient Vibration Values for Minimal Risk of Damage

Table 10 Transient Vibration Guide Values - Minimal Risk of Cosmetic Damage

Line	Type of Building	Peak Component Particle Velocity in Frequency Range of Predominant Pulse	
		4 Hz to 15 Hz	15 Hz and Above
1	Reinforced or framed structures Industrial and heavy commercial buildings	50 mm/s at 4 Hz and above	
2	Unreinforced or light framed structures Residential or light commercial type buildings	15 mm/s at 4 Hz increasing to 20 mm/s at 15 Hz	20 mm/s at 15 Hz increasing to 50 mm/s at 40 Hz and above

Note 1: Where the dynamic loading caused by continuous vibration may give rise to dynamic magnification due to resonance, especially at the lower frequencies where lower guide values apply, then the guide values may need to be reduced by up to 50%.

Table 11 Cosmetic Damage – DIN 4150 Guideline Values for Short-term Vibration on Structures

Group	Type of Structure	Guideline Values Vibration Velocity (mm/s)				
		Foundation, All Directions at a Frequency of			Topmost Floor, Horizontal	Floor Slabs, Vertical
		1 to 10 Hz	10 to 50 Hz	50 to 100 Hz	All frequencies	All frequencies
1	Buildings used for commercial purposes, industrial buildings and buildings of similar design	20	20 to 40	40 to 50	40	20
2	Residential buildings and buildings of similar design and/or occupancy	5	5 to 15	15 to 20	15	20
3	Structures that, because of their particular sensitivity to vibration, cannot be classified as Group 1 or 2 **and** are of great intrinsic value (eg heritage listed buildings)	3	3 to 8	8 to 10	8	20[1]

Note 1: It may be necessary to lower the relevant guideline value markedly to prevent minor damage.

5.3.1 Heritage Buildings or Structures

Heritage listed buildings and structures should be considered on a case-by-case basis but as noted in BS 7385 should not be assumed to be more sensitive to vibration, unless structurally unsound. Where a heritage building is deemed to be sensitive, the more stringent DIN 4150 Group 3 guideline values in **Table 11** can be applied.

No heritage buildings have been identified in the vicinity of the Site.

5.3.2 Minimum Working Distances for Vibration Intensive Works

Minimum working distances for typical vibration intensive construction equipment are provided in the TfNSW *Construction Noise and Vibration Guideline* (CNVG) and are shown in **Table 12**.

The minimum working distances are for both cosmetic damage (from BS 7385 and DIN 4150) and human comfort (from the NSW EPA Vibration Guideline). They are based on empirical data which suggests that where works are further from receivers than the quoted minimum distances then impacts are not considered likely.

The minimum working distances for human comfort relate to continuous vibration. For most construction activities, vibration emissions are intermittent and for this reason, higher vibration levels occurring over shorter periods are allowed.

Table 12 Recommended Minimum Working Distances from Vibration Intensive Equipment

Plant Item	Rating/Description	Minimum Distance		
		Cosmetic Damage		Human Response (NSW EPA Guideline)
		Residential and Light Commercial (BS 7385)	Heritage Items (DIN 4150, Group 3)	
Vibratory Roller	<50 kN (1–2 tonne)	5 m	11 m	15 m to 20 m
	<100 kN (2–4 tonne)	6 m	13 m	20 m
	<200 kN (4–6 tonne)	12 m	15 m	40 m
	<300 kN (7–13 tonne)	15 m	31 m	100 m
	>300 kN (13–18 tonne)	20 m	40 m	100 m
	>300 kN (>18 tonne)	25 m	50 m	100 m
Small Hydraulic Hammer	300 kg (5 to 12 t excavator)	2 m	5 m	7 m
Medium Hydraulic Hammer	900 kg (12 to 18 t excavator)	7 m	15 m	23 m
Large Hydraulic Hammer	1,600 kg (18 to 34 t excavator)	22 m	44 m	73 m
Vibratory Pile Driver	Sheet piles	2 m to 20 m	5 m to 40 m	20 m
Piling Rig – Bored	≤ 800 mm	2 m (nominal)	5 m	4 m
Jackhammer	Hand held	1 m (nominal)	3 m	2 m

6.0 Assessment Methodology

The potential construction noise levels from the project have been predicted to the surrounding receivers using the ISO 9613-2 algorithm in SoundPLAN, implemented in accordance with ISO 17534-3. The noise model includes ground topography, ground type, buildings and representative worst-case noise sources from the project.

It is assumed that the Lot F, J and K buildings are built prior to construction of Lot E.

6.1 Works Description

6.1.1 Work Scenarios

Representative scenarios have been developed to assess the likely impacts from the various construction phases of the project. These scenarios are shown in **Table 13** together with a high-level description of each works activity.

Details of the items of plant that would be used during each scenario, together with corresponding sound power levels, are in **Appendix B**.

Table 13 Construction Scenario Descriptions

Ref.	Stage	Description
W1	Site establishment	Site establishment
W2	Stage 1	Underground services installation and connections
W3	Stage 2	Detailed excavation for pad levels and footings
W4	Stage 3	Substructure (foundations and retaining walls)
W5	Stage 4	Superstructure (warehouse and office buildings)
W6	Stage 5	External works (landscaping, fencing, etc)
W7	Stage 6	Fit-out, testing and commissioning

6.2 Hours of Construction

Condition B19 of the Development Consent requires construction activities to be undertaken during the following hours:

- 7:00 am to 6:00 pm, Mondays to Fridays
- 8:00 am to 1:00 pm on Saturdays
- At no time on Sundays or Public Holidays

Works outside of these hours may only be undertaken in the following circumstances (as noted in Condition B20):

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

Other works that may occur out-of-hours would typically be limited to fit out works inside fully enclosed buildings which would be inaudible at the nearest receivers.

Where noisier internal works or any additional external works are required out-of-hours, a Construction Noise Impact Statement (CNIS) would be prepared detailing the proposed out of hours works activities, predicted noise and vibration impacts, and proposed mitigation and management measures. The CNIS for out-of-hours works, where required, will be provided to the Planning Secretary for approval.

7.0 Construction Noise and Vibration Assessment

7.1 Construction Noise Predictions

The predictions are representative of the highest noise levels that could potentially be experienced at the surrounding receivers when the works are at the closest point. For most construction activities, it is expected that the construction noise levels would frequently be lower than those predicted, as the noise levels presented are based on all items of equipment in each scenario being used concurrently and occurring at the nearest point of the site to each receiver.

The assessment shows the predicted impacts based on the exceedance of the NMLs, as per the categories in **Table 14**.

The assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that are likely to occur for each work scenario, as required by the ICNG. The impacts represent construction noise levels without mitigation applied.

It is noted that the BAPS Temple is currently under construction. The temple has been conservatively assumed to be operational during the construction of Lot E.

Table 14 Exceedance Bands and Impact Colouring

Exceedance of NML	Subjective Classification	Impact Colouring
No exceedance	Negligible	
1 to 10 dB	Low impact	
11 dB to 20 dB	Moderate impact	
21 dB to 30 dB	High impact	
Highly Noise Affected[1]	Highly Noise Affected	

Note 1: Greater than 75 dBA at residential receivers.

The predicted noise impacts for the assessed construction scenarios are shown in **Table 15**. A noise contour map of the worst-case results are shown in **Appendix B**.

Table 15: Construction Noise Predictions at Sensitive Receivers

Receiver	NML (dBA)	Predicted $L_{Aeq(15minute)}$ Construction Noise Impact (dBA)						
		W1	W2	W3	W4	W5	W6	W7
		Site Establishment	Stage 1 Services	Stage 2 Excavation	Stage 3 Substructure	Stage 4 Superstructure	Stage 5 External Works	Stage 6 Fit out
MRP 01	45	39	35	40	36	37	32	26
MRP 02	45	47	43	48	44	45	40	34
MRP 03	45	35	31	36	32	35	28	24
MRP 04	45	38	34	39	35	38	31	27
MRP 05	45	38	34	39	35	37	31	26
MRP 06	45	35	31	36	32	34	28	23
MRP 07	45	36	32	37	33	34	29	23
MRP 08	45	37	33	38	34	36	30	25
East[1]	45	37	33	38	34	37	30	26
BAPS	55	42	38	43	39	41	35	30

Note 1: Highest predicted level shown for nearest receivers to the east of the site, at Mt. Vernon Road, Capitol Hill & Kerrs Road, Mt, Vernon.

The assessment of the worst-case construction noise levels shows:

- Noise levels at the surrounding receivers are expected to comply with the NMLs during the majority of works.
- Low impact exceedances of 2 to 3 dB are predicted at one residential receiver (ie MRP 02 to the north west) during the two noisiest activities (ie W1 – Site Establishment and W3 – Stage 2 Excavation). Noise levels at all other residential receivers are predicted to be below the NMLs.
- The highest predicted noise level at any residential receiver is 48 dBA. The highest predicted level at any 'other sensitive' receiver is 43 dBA at the BAPS Temple.
- Individual receivers would be subject to a large range of worst-case impacts, depending on how far from the works they are. The highest impacts would be apparent when works occur closest to the receiver. Noise level would be significantly lower when works move further away from a particular receiver.

A contour plot showing the worst-case predictions is shown in **Appendix B** for W3 – Stage 2 Excavation, which is the scenario with the highest predicted noise impacts.

Construction mitigation measures are discussed in **Section 8.0**.

7.2 Construction Vibration

The major potential sources of vibration from the proposed construction activities would likely be during ‘W1 – Site establishment’ when vibratory rollers are being used.

Vibration offset distances have been determined from the CNVG minimum working distances for cosmetic damage and human comfort (see **Table 12**) and the assessment for a vibratory roller is summarised in **Figure 3**.

The figure show that the distance between the construction work and the nearest sensitive receivers is sufficient for all receiver buildings to be outside of the cosmetic damage and human comfort minimum working distances for vibration intensive equipment.

Scale: 1:10,000 at A4
Coordinate System: GDA 1994 MGA Zone 56

Date Drawn: 30-Sep-2025
Project Number: 610.31010

Sheet Size : A4

SLR

Data Source:
Nearmap Imagery May 2025

CONSTRUCTION VIBRATION

FIGURE 3

8.0 Mitigation and Management Measures

The ICNG acknowledges that due to the nature of construction works it is inevitable that there will be impacts where construction is near to sensitive receivers.

Noise during construction of Lot E is generally predicted to be below the Noise Management Levels, except for low impact exceedances at one residential receiver during the noisiest activities.

Notwithstanding, all appropriate feasible and reasonable mitigation measures should be applied to the work to minimise the potential impacts, as far as practicable.

8.1 Standard Mitigation and Management Measures

The mitigation and management measures that would be applied to the project are detailed in **Table 16**.

Table 16 Environmental Management Controls for Construction Noise and Vibration

Measure	Person Responsible	Timing / Frequency	Reference / Notes
Project Planning			
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;	Project Manager	Ongoing	Best practice
Use quieter and less vibration emitting construction methods where feasible and reasonable.	Project Manager	Ongoing	Best practice
Works will be completed during standard daytime construction hours outlined in **Section 6.2**.			
Truck routes to site will be limited to major roads.			
Site Layout			
Compounds and worksites will be designed to promote one-way traffic and minimise the need for vehicle reversing.	Project Manager	Ongoing	Best practice
Where practicable, work compounds, parking areas, and equipment and material stockpiles will be positioned away from noise-sensitive locations and take advantage of existing screening from local topography.			
Documentation of how site layout has been considered to reduce noise impacts must be provided to the Contractor's Project Manager. This must occur any time there are significant changes to the site layout.			
Equipment that is noisy will be started away from sensitive receivers			

Measure	Person Responsible	Timing / Frequency	Reference / Notes
Training			
Training will be provided to all personnel on noise and vibration requirements for the project. Inductions and toolbox talks to be used to inform personnel of the location and sensitivity of surrounding receivers.	Project Manager	Ongoing	Best practice
Plant and Equipment Source Mitigation			
All plant and equipment must be maintained in a proper and efficient condition, operated in a proper and efficient manner, and feature standard noise amelioration measures where applicable (refer Consent Condition A31).	Project Manager	Ongoing	Best practice, Condition A31
Where practicable, tonal reversing alarms (beepers) will be replaced with non-tonal alarms (squawkers) on all equipment in use (subject to occupational health and safety requirements).			
Noisy equipment will be sited behind structures that act as barriers, or at the greatest distance from the noise-sensitive area. Equipment will be oriented so that noise emissions are directed away from any sensitive areas, where possible.			
Noise generating equipment will be regularly checked and effectively maintained, including checking of hatches/enclosures regularly to ensure that seals are in good condition and doors close properly against seals.			
Noise monitoring spot checks of equipment will be completed to ensure individual items are operating as expected			
Dropping materials from a height will be avoided.			
Loading and unloading will be carried out away from noise sensitive areas, where practicable.			
Trucks will not queue outside residential properties. Truck drivers will avoid compression braking as far as practicable.			
Truck movements will be kept to a minimum, ie trucks are fully loaded on each trip.			
Screening			
The layout of the site will take advantage of existing screening from local topography, where possible. Site huts, maintenance sheds and/or containers will be positioned between noisy equipment and the affected receivers.	Project Manager	Ongoing	Best practice
Complaints Management			
Where complaints are received, work practices will be reviewed and feasible and reasonable practices implemented to minimise any further impacts. Refer to **Section 8.3**.	Communications and Community Liaison Representative	Ongoing	Best practice

Measure	Person Responsible	Timing / Frequency	Reference / Notes
Monitoring			
Noise and/or vibration monitoring will be conducted (as appropriate) when noise/vibration intensive works are being undertaken in close proximity to sensitive receivers.	Environmental Coordinator	Ongoing	Best practice
Noise and/or vibration monitoring will be conducted (as appropriate) in response to any complaints received to verify that levels are not substantially above the predicted levels.			
Refer to **Section 8.2** for full details of monitoring requirements.			
Vibration			
If vibration generating works are required within the minimum cosmetic damage working distances (refer **Table 12**) and considered likely to exceed the criteria: - Different construction methods with lower source vibration levels will be investigated and implemented, where feasible - Attended vibration measurements will be undertaken at the start of the works to determine actual vibration levels at the item. Works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant criteria.	Environmental Coordinator	Ongoing	Best practice, Conditions B31, B32 and A18(b)
Where works are required within the cosmetic damage minimum working distances (refer **Table 12**), building condition surveys and public infrastructure dilapidation surveys (refer Condition A18(b)) will be completed before and after the works to ensure no cosmetic damage has occurred.			

8.2 Monitoring

Condition C1(e) requires management plans to include a program to monitor and report on the impacts and environmental performance of the development.

8.2.1 Confirmation of Construction Activities Prior to Commencement

Prior to commencement of construction, the methodology and equipment will be reviewed to confirm that the assumptions in this CNVMP remain valid. Where different methodology or equipment is proposed, further validation of the predicted noise levels will be undertaken to ensure that the proposed mitigation measures are anticipated to be sufficient.

8.2.2 Construction Noise Monitoring

Where feasible, validation of noise levels during high noise works must be measured in advance of commencement of the works, ie test measurements of the equipment undertaking the works for a short period prior full commencement of the works.

Verification monitoring is required to be undertaken prior to the commencement of any proposed out-of-hours works, to verify that construction noise and vibration are consistent with the predictions in this noise assessment, and to ensure that mitigation and management of construction noise and vibration is appropriate for receivers affected by the works. This should be done by undertaking measurements of the equipment required for the works for a short period (during standard construction hours) prior to full commencement of the works.

Attended noise monitoring will also be undertaken in response to any formal complaints. All monitoring will be completed by suitably qualified acoustic specialists. The location and extent of attended monitoring will be determined in consultation with project staff and would be dependent on the activities taking place. A noise monitoring report will be prepared after each attended monitoring survey.

It is also recommended that periodic attended noise measurements be conducted by a competent project team member at representative receiver or site boundary locations to monitor noise levels. This should be done on a monthly basis, and more frequently when significant new plant and equipment arrive on site.

The routine monitoring will take place during the expected noisiest construction periods and be representative / indicative of the impacts at the potentially affected sensitive receivers. A monthly monitoring report will be prepared summarising the measurement results and any relevant site activity observations.

All items of acoustic instrumentation utilised will be designed to comply with IEC 61672.1-2013 *Electroacoustics – Sound level meters* (AS IEC 61672) and carry current calibration certificates.

Real-time noise monitoring will be used on site during construction to ensure noise levels are in line with the predictions. The noise monitoring equipment would be moved around the site as needed based on various factors, including the location and type of works being completed, the prevailing wind direction and the construction activities being completed on other nearby sites (ie the BAPS Temple, Aldington Road Upgrade, construction at The Edge, etc).

8.2.3 Construction Vibration Monitoring

Where vibration intensive works (such as rockbreaking, vibratory rolling or plate compacting) are required within the minimum working distances of sensitive receivers or structures (refer to **Section 5.3.2**), vibration will be monitored continuously for the duration of works within the minimum working distances.

Attended vibration measurements will be undertaken at the start of vibration intensive works within the minimum working distances to confirm the levels of vibration are below the applicable vibration limits (refer to **Section 5.3**).

Vibration monitors will be installed by an acoustic consultant at the closest points of the sensitive structure to the vibration intensive works to continuously monitor vibration for the duration of the works. Should the works location change, the vibration monitors will be relocated to remain at the closest point of the structure to the works.

The vibration monitoring equipment will have visible and audible alarms installed where operators of equipment can see/hear them:

- A warning vibration level of two-thirds (66%) of the applicable vibration limit will trigger a ‘warning’ alarm if exceeded.
- A ‘halt work’ alarm will trigger if vibration is measured equal to the applicable vibration limit. Actions to be carried out if the exceedance alarms are triggered are detailed in **Section 8.5**.

Vibration monitoring data will be downloaded and reported at the following timeframes:

- Monthly during works (at a minimum)
- Within one week of an exceedance of the vibration limit alarm level
- Upon completion of vibration monitoring.

All items of vibration instrumentation will be designed to comply with applicable guidelines and carry current calibration certificates.

8.2.4 Monitoring Reports

Noise and/or vibration monitoring reports will be provided to the Environmental Representative (ER) and distributed in accordance with the requirements of the Consent Conditions. Monitoring reports would include the following details, at a minimum:

- Noise/vibration monitoring/measurement locations
- Date, time and length of noise monitoring/measurements
- Weather conditions during the measurements
- Name and position of personnel undertaking measurements
- Construction activities being undertaken during measurements
- Locations of construction equipment and distance from monitoring location
- Measured L_{Aeq} and L_{Amax} noise levels during construction works (for each activity) along with a comparison to the predicted noise levels (noise monitoring only)
- Measured L_{A90} background noise level in absence of the construction works (noise monitoring only)
- Measured vibration levels during construction works (for each activity) along with a comparison to the relevant vibration criteria (vibration monitoring only)
- Measured vibration levels and relevant details of any of exceedance of the warning vibration level or vibration limits (vibration monitoring only)
- Measured background vibration level in absence of the construction works (vibration monitoring only)
- Operator observations noting any extraneous noise/vibration sources or other points of relevance.

8.3 Complaints Management

Condition B22(f) requires the CNVMP to include a complaints management system to be implement for the duration of the development.

The complaints handling procedure is described in the CEMP. This procedure is intended to ensure that the issues are addressed and that appropriate corrective action is identified and implemented as necessary.

Where a complaint is identified to be in relation to construction noise or vibration, the following points should be noted:

- The Project Manager will investigate the complaint in order to determine whether a criterion exceedance has occurred or whether noise has occurred unnecessarily.
- If excessive or unnecessary noise/vibration have been caused, corrective action will be planned and implemented by the construction contractor.

- Complainants will be informed by the Project Manager that their complaints are being addressed, and (if appropriate) that corrective action is being taken.
- Follow up monitoring or other investigations will be carried out by the Project Manager and the construction contractor to confirm the effectiveness of the corrective action.
- Complainants will be informed of the implementation of the corrective action that has been taken to mitigate the adverse effects.

8.4 Consultation Strategy to Manage High Noise Generating Works

Prior to commencement of works, consultation is required to be conducted with surrounding noise sensitive receivers to develop a suitable strategy for managing high noise generating works. A record of consultation carried out with surrounding receivers is included in **Appendix C**.

As detailed in **Section 7.1**, no 'high impact' exceedances of the NMLs are predicted at any of the surrounding receivers during any of the works and no receivers are predicted to be Highly Noise Affected (>75 dBA). As such, it is considered that there are no high noise generating works near sensitive receivers and Consent Conditions B22(d) and (e) do not require specific measures to be implemented.

Notwithstanding, the strategy for managing high noise generating works (should they occur), developed in consultation with receivers noted in **Appendix C**, comprises the following:

- Prior notification of commencement of works
- Provision of site contact details in the event of any concerns regarding noise & vibration from site works
- Provided an opportunity for receivers to personally advise any specific concerns regarding nature, timing or duration of noise generating works
- Timing & duration of any high noise generating works can be adjusted (where feasible and reasonable) in consultation with the receiver following site notification identifying any concerns.

8.5 Contingency Plan

Condition C1(f) requires management plans to include a contingency plan to manage any unpredicted impacts and their consequences.

The following contingency management plan, shown in **Table 17**, would be used to manage noise and vibration impacts that are higher than expected.

Any incident or non-compliance shall be handled and reported in accordance with the CEMP.

The following events constitute an incident in terms of noise and vibration:

- Trigger of Condition Red for noise impacts during the standard construction hours detailed in **Section 6.2**.
- Any works occurring outside the standard construction hours, where those works do not meet the allowable circumstances, including being agreed in writing by the Planning Secretary.
- Trigger of Condition Red for vibration impacts at sensitive receivers.

Table 17 Contingency Management Plan

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
Noise impacts at sensitive receiver locations	Trigger	Noise levels do not exceed applicable NMLs	Noise levels exceed applicable NMLs	Noise levels exceed Highly Noise Affected criteria (75 dBA)
	Response	On-going best practice management measures to minimise noise emissions	Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts (aiming to achieve NMLs)	Works exceeding the Highly Noise Affected criteria will be managed in accordance with the strategies for high-noise generating works determined through community consultation, as detailed in **Section 8.4**.
Vibration impacts at sensitive receiver locations	Trigger	Vibration intensive works undertaken outside minimum working distance for the specific equipment in use	Vibration intensive works undertaken within minimum working distance for the specific equipment in use	Vibration levels exceed applicable vibration limits
	Response	On-going best practice management measures to minimise vibration emissions	Undertake vibration monitoring for the duration of the works to confirm vibration levels.	Stop work. 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.

8.6 Internal Audits

Periodic internal audits will be conducted to ensure that the development consent conditions and commitments and environmental management controls outlined in this CNVMP are being properly implemented. Audits are to be conducted in accordance with the CEMP.

8.7 Roles and Responsibilities

Overall roles and responsibilities relating to the project are included in the CEMP. The key responsibilities specifically for noise and vibration management are as follows:

8.7.1 Contractor's Project Manager

- Ensuring appropriate resources are available for the implementation of this CNVMP
- Assessing data from inspections and providing project-wide advice to ensure consistent approach and outcomes are achieved
- Providing necessary training for project personnel to cover noise and vibration management
- Reviewing and update of this CNVMP, where necessary

- Commissioning suitably qualified consultants to complete attended noise and vibration monitoring when required by this CNVMP.
- Ensuring competent project team members undertake routine attended noise measurements required by this CNVMP.
- Assessing and (as required) mitigating risks of high noise and vibration levels before commencing works and ensuring that the appropriate controls are implemented
- Ceasing works in the event of excessive noise and vibration generation
- In the event that a noise or vibration complaint is received, implementing the procedure outlined in **Section 8.3**.

8.7.2 Site Environmental Representative

- Coordinating noise and/or vibration monitoring program, where required
- Reviewing control measures in accordance with the CNVMP
- Identifying and reporting any high or non-compliant noise and vibration emissions.

8.7.3 All Workers on Site

- Observing any noise and vibration emission control instructions and procedures that apply to their work
- Taking action to prevent or minimise noise and vibration emission incidents
- Identifying and reporting noise and vibration emission incidents.

8.8 Potential Cumulative Impacts in Mamre Road Precinct

Cumulative impacts can be caused by the compounding effects of multiple projects in an area, and by the accumulation of effects from past, current and future activities as they arise.

Cumulative construction noise impacts can occur where multiple work activities are being completed near to a particular receiver at the same time.

The construction of Lot E forms part of the construction of the Aldington Road Industrial Estate, which is part of the wider Mamre Road Precinct. There is potential for receivers in the area to be subject to increased construction impacts due to cumulative construction of the various stages of Aldington Road Estate, and also from the cumulative construction of the various development sites within the Mamre Road Precinct.

In response to this, the Mamre Road Precinct (MRP) Working Group has been established which includes the following members (which are the main developers in the MRP):

- Mirvac Project Pty Ltd (SSD-10448)
- ESR Developments (Australia) Pty Ltd (SSD-9138102)
- Stockland Fife Kemps Creek Pty Ltd (SSD-10479)
- GPT Pty Ltd (SSD-10272349)
- Barings Real Estate Australia (SSD-17641789)

The MRP Working Group (as required by Condition A40) aims to ensure regular communication and cooperation between the main developers of the MRP, with shared commitments across the group (such as a Driver Code of Conduct and regular noise/vibration monitoring, where appropriate) to ensure that potential cumulative impacts from the MRP are minimise as far as possible.

9.0 Review and Improvement of Noise Management Plan

Condition C1(g) requires management plans to include a program to investigate and implement ways to improve the environmental performance of the development over time.

Reviews, investigations, and improvements to this plan and the environmental performance shall be undertaken in accordance with the CEMP.

This CNVMP will be reviewed, and if necessary, updated in the following circumstances:

- Significant changes to the equipment, machinery and plant operated within the site
- Where it is identified via monitoring that the performance of the project is not meeting the objectives of the CNVMP
- When required by Condition C8.

All employees and contractors will be informed of any revisions to the CNVMP by Site Management during toolbox talks. The most recent version of the CNVMP as approved by the Planning Secretary, will be implemented for the duration of construction works.

Appendix A Acoustic Terminology

200 Aldington Road Industrial Estate

Lot E Warehouse
Construction Noise and Vibration Management Plan

Stockland Fife Kemps Creek Pty Ltd

SLR Project No.: 610.033031.00001

3 October 2025

1. Sound Level or Noise Level

The terms 'sound' and 'noise' are almost interchangeable, except that 'noise' often refers to unwanted sound.

Sound (or noise) consists of minute fluctuations in atmospheric pressure. The human ear responds to changes in sound pressure over a very wide range with the loudest sound pressure to which the human ear can respond being ten million times greater than the softest. The decibel (abbreviated as dB) scale reduces this ratio to a more manageable size by the use of logarithms.

The symbols SPL, L or LP are commonly used to represent Sound Pressure Level. The symbol LA represents A-weighted Sound Pressure Level. The standard reference unit for Sound Pressure Levels expressed in decibels is 2×10^{-5} Pa.

2. **'A' Weighted Sound Pressure Level**

The overall level of a sound is usually expressed in terms of dBA, which is measured using a sound level meter with an 'A-weighting' filter. This is an electronic filter having a frequency response corresponding approximately to that of human hearing.

People's hearing is most sensitive to sounds at mid frequencies (500 Hz to 4,000 Hz), and less sensitive at lower and higher frequencies. Different sources having the same dBA level generally sound about equally loud.

A change of 1 dB or 2 dB in the level of a sound is difficult for most people to detect, whilst a 3 dB to 5 dB change corresponds to a small but noticeable change in loudness. A 10 dB change corresponds to an approximate doubling or halving in loudness. The table below lists examples of typical noise levels.

Sound Pressure Level (dBA)	Typical Source	Subjective Evaluation
130	Threshold of pain	Intolerable
120	Heavy rock concert	Extremely noisy
110	Grinding on steel	
100	Loud car horn at 3 m	Very noisy
90	Construction site with pneumatic hammering	
80	Kerbside of busy street	Loud
70	Loud radio or television	
60	Department store	Moderate to quiet
50	General Office	
40	Inside private office	Quiet to very quiet
30	Inside bedroom	
20	Recording studio	Almost silent

Other weightings (eg B, C and D) are less commonly used than A-weighting. Sound Levels measured without any weighting are referred to as 'linear', and the units are expressed as dB(lin) or dB.

3. Sound Power Level

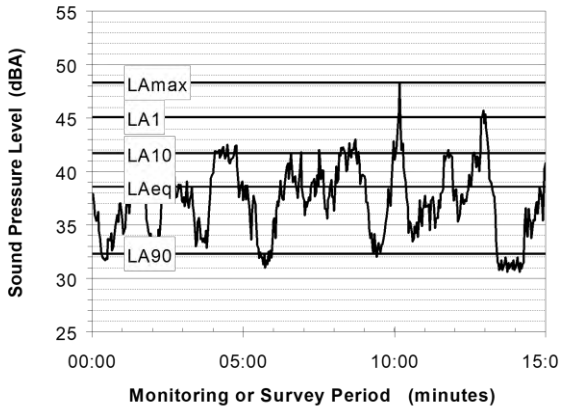
The Sound Power of a source is the rate at which it emits acoustic energy. As with Sound Pressure Levels, Sound Power Levels are expressed in decibel units (dB or dBA), but may be identified by the symbols SWL or LW, or by the reference unit 10^{-12} W.

The relationship between Sound Power and Sound Pressure is similar to the effect of an electric radiator, which is characterised by a power rating but has an effect on the surrounding environment that can be measured in terms of a different parameter, temperature.

4. Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels LAN, where LAN is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the LA1 is the noise level exceeded for 1% of the time, LA10 the noise exceeded for 10% of the time, and so on.

The following figure presents a hypothetical 15 minute noise survey, illustrating various common statistical indices of interest.



Of particular relevance, are:

LA1 The noise level exceeded for 1% of the 15 minute interval.

LA10 The noise level exceeded for 10% of the 15 minute interval. This is commonly referred to as the average maximum noise level.

LA90 The noise level exceeded for 90% of the sample period. This noise level is described as the average minimum background sound level (in the absence of the source under consideration), or simply the background level.

LAeq The A-weighted equivalent noise level (basically, the average noise level). It is defined as the steady sound level that contains the same amount of acoustical energy as the corresponding time-varying sound.

5. Frequency Analysis

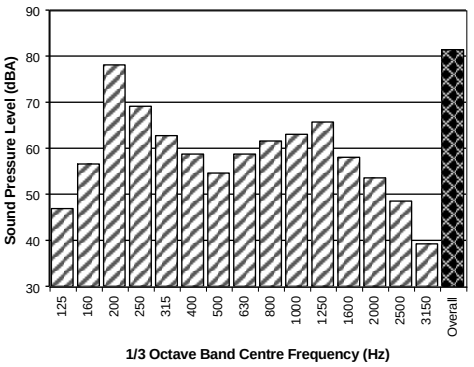
Frequency analysis is the process used to examine the tones (or frequency components) which make up the overall noise or vibration signal.

The units for frequency are Hertz (Hz), which represent the number of cycles per second.

Frequency analysis can be in:

- Octave bands (where the centre frequency and width of each band is double the previous band)
- 1/3 octave bands (three bands in each octave band)
- Narrow band (where the spectrum is divided into 400 or more bands of equal width)

The following figure shows a 1/3 octave band frequency analysis where the noise is dominated by the 200 Hz band. Note that the indicated level of each individual band is less than the overall level, which is the logarithmic sum of the bands.



6. Annoying Noise (Special Audible Characteristics)

A louder noise will generally be more annoying to nearby receivers than a quieter one. However, noise is often also found to be more annoying and result in larger impacts where the following characteristics are apparent:

- Tonality - tonal noise contains one or more prominent tones (ie differences in distinct frequency components between adjoining octave or 1/3 octave bands), and is normally regarded as more annoying than 'broad band' noise.
- Impulsiveness - an impulsive noise is characterised by one or more short sharp peaks in the time domain, such as occurs during hammering.
- Intermittency - intermittent noise varies in level with the change in level being clearly audible. An example would include mechanical plant cycling on and off.
- Low Frequency Noise - low frequency noise contains significant energy in the lower frequency bands, which are typically taken to be in the 10 to 160 Hz region.

7. Vibration

Vibration may be defined as cyclic or transient motion. This motion can be measured in terms of its displacement, velocity or acceleration. Most assessments of human response to vibration or the risk of damage to buildings use measurements of vibration velocity. These may be expressed in terms of 'peak' velocity or 'rms' velocity.

The former is the maximum instantaneous velocity, without any averaging, and is sometimes referred to as 'peak particle velocity', or PPV. The latter incorporates 'root mean squared' averaging over some defined time period.

Vibration measurements may be carried out in a single axis or alternatively as triaxial measurements (ie vertical, longitudinal and transverse).

The common units for velocity are millimetres per second (mm/s). As with noise, decibel units can also be used, in which case the reference level should always be stated. A vibration level V, expressed in mm/s can be converted to decibels by the formula 20 log (V/Vo), where Vo is the reference level (10^{-9} m/s). Care is required in this regard, as other reference levels may be used.

8. Human Perception of Vibration

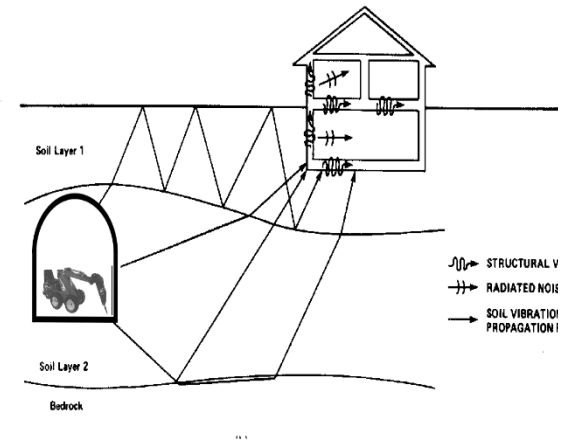
People are able to 'feel' vibration at levels lower than those required to cause even superficial damage to the most susceptible classes of building (even though they may not be disturbed by the motion). An individual's perception of motion or response to vibration depends very strongly on previous experience and expectations, and on other connotations associated with the perceived source of the vibration. For example, the vibration that a person responds to as 'normal' in a car, bus or train is considerably higher than what is perceived as 'normal' in a shop, office or dwelling.

9. Ground-borne Noise, Structure-borne Noise and Regenerated Noise

Noise that propagates through a structure as vibration and is radiated by vibrating wall and floor surfaces is termed 'structure-borne noise', 'ground-borne noise' or 'regenerated noise'. This noise originates as vibration and propagates between the source and receiver through the ground and/or building structural elements, rather than through the air.

Typical sources of ground-borne or structure-borne noise include tunnelling works, underground railways, excavation plant (eg rockbreakers), and building services plant (eg fans, compressors and generators).

The following figure presents an example of the various paths by which vibration and ground-borne noise may be transmitted between a source and receiver for construction activities occurring within a tunnel.



The term 'regenerated noise' is also used in other instances where energy is converted to noise away from the primary source. One example would be a fan blowing air through a discharge grill. The fan is the energy source and primary noise source. Additional noise may be created by the aerodynamic effect of the discharge grill in the airstream. This secondary noise is referred to as regenerated noise.

Appendix B Construction Information

200 Aldington Road Industrial Estate

Lot E Warehouse
Construction Noise and Vibration Management Plan

Stockland Fife Kemps Creek Pty Ltd

SLR Project No.: 610.033031.00001

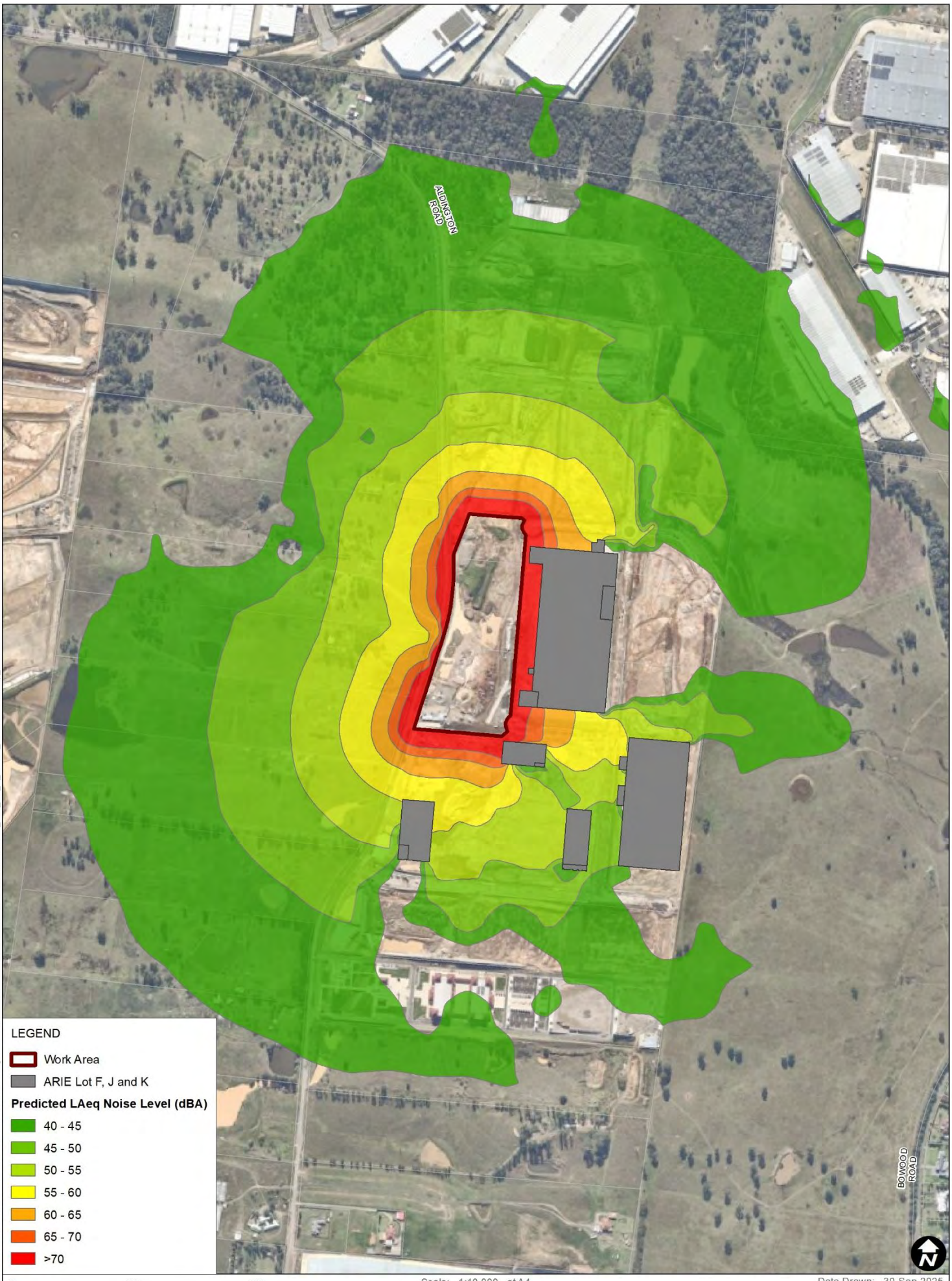
3 October 2025

Construction Scenario Descriptions

Equipment	Back Hoe (7.5 tonne JCB)	Circular Saw[1]	Concrete Mixer Truck	Concrete Pump	Concrete Vibrator	Elevated Working Platform	Excavator (22 tonne)	Hand Tools	Mobile Crane - Franna	Pneumatic hammer[1]	Roller - Vibratory (12 tonne)[1]	Semi Trailer	Suction Truck	Truck	Ute	Total Sound Power Level (dBA)
Sound Power Level (dBA)	102	106	103	106	102	97	99	94	98	114	109	106	100	107	98	
Assumed On-time	15	15	7.5	7.5	15	15	7.5	15	7.5	5	15	5	15	5	15	
W1 - Site Establishment	X						X				X					110
W2 - Stage 1 - Services	X						X	X						X		106
W3 - Stage 2 - Excavation	X						X	X		X			X	X		111
W4 - Stage 3 - Substructure			X	X			X							X		107
W5 - Stage 4 - Superstructure		X	X	X		X		X	X			X		X		110
W6 - Stage 5 - External works			X					X							X	103
W7 - Stage 6 - Fit out								X							X	99
W8 - OOHW Concrete Pours				X	X			X								106

Note 1: Equipment classed as 'annoying' in the ICNG and requires a 5 dB correction.

Note 2: Sound power level data is taken from the TfNSW *Construction Noise and Vibration Strategy* (CNVG-R and CNVG-PTI), AS2436-2010 and DEFRA Noise Database.



Scale: 1:10,000 at A4
Coordinate System: GDA 1994 MGA Zone 56

Date Drawn: 30-Sep-2025
Project Number: 610.31010

Sheet Size : A4

SLR

Data Source:
Nearmap Imagery May 2025

CONSTRUCTION NOISE CONTOURS

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Appendix C Evidence of Consultation

200 Aldington Road Industrial Estate

Lot E Warehouse
Construction Noise and Vibration Management Plan

Stockland Fife Kemps Creek Pty Ltd

SLR Project No.: 610.033031.00001

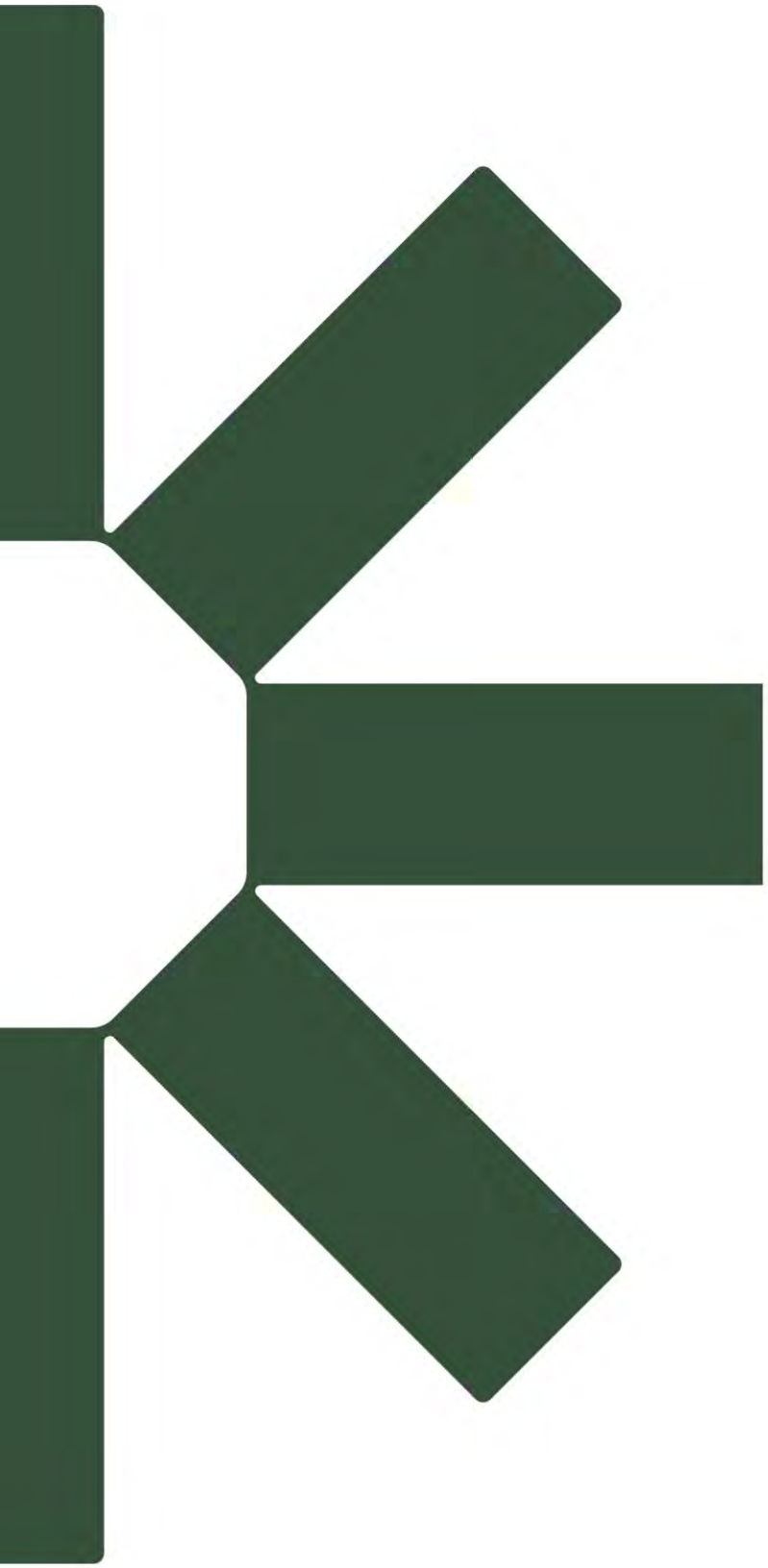
3 October 2025

Record of Consultation SSD 10479 200 Aldington Road Estate

Condition A21 Evidence of Consultation

Condition

Date	Timing	Time	Location	Developer (initials)	Name	Details	Outcome	D50 Noise	Action	Resolution
22-05-2023	prior to commencment of construction	10:50am	53 Aldington Rd, (Lot 38) Kemps Creek (north west of site)	RH, DM	Ted and partner	Met with the Owner&occupant of 53 Ald to notify them we are starting works in the next month. Provided them with RH contact details for any enquiries.	No concerns/ No unresolved issues. Will notify if issues arise during construction	✓	n/a	Will notify if issues arise during construction
22-05-2023	prior to commencment of construction	11:00am	129 Aldington Road, Kemps Creek (west of site)	RH, DM	Sam J	Met with occupant and notified we will me commencing earthworks on site in the following weeks.	No concerns/ No unresolved issues. Will notify if issues arise during construction	✓	n/a	Will notify if issues arise during construction
22-05-2023	prior to commencment of construction	11:15am	141 Aldington Road, Kemps Creek (west of site)	RH, DM	Mr Orlovic	Met with owner, notified them of commencement of works on 200A and provided contact details.	No concerns/ No unresolved issues. Will notify if issues arise during construction	✓	n/a	Will notify if issues arise during construction
22-05-2023	prior to commencment of construction	11:35am	Oakdale East (to north east of site) – freight company	RH, DM	Representative	Notified representative of owner on commencement of earthworks in following weeks. RH provided contact details to man occupying front desk.	No concerns/ No unresolved issues. Will notify if issues arise during construction	✓	n/a	Will notify if issues arise during construction
23/05/2023 and prior	prior to commencment of construction		Lot 18 BAPS Temple (southern boundary)	RH, DM	David Ashcroft PM, Samir Patel (Owners Rep)	Met with occupant and notified we will be commencing earthworks on site in the following weeks.	No concerns/ No unresolved issues. Will notify if issues arise during construction	✓	n/a	Will notify if issues arise during construction
31/5/23 and prior	prior to commencment of construction		Capital Hill Estate (farmland to east of site)	RH	Capital hill estate/JWP (engr)	Discussed by phone with David Johnstone (consultant) and Dino Selagrio (owner)	No concerns, but if any issues with dust or otherwise will advise.	✓	n/a	Will notify if issues arise during construction



Making Sustainability Happen

Appendix G

Construction Traffic Management Plan

EMM
creating opportunities

Preliminary Construction Traffic Management Plan

Lot E - 200 Aldington Road Industrial Estate, Kemps Creek

1/10/2025
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Document Control

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Project	Lot E, 200 Aldington Road Industrial Estate, Kemps Creek
Client	SFKC
File Reference	P1292r14v1 CTMP Lot E 200 Aldington Road, Kemps Creek

Revision History

Revision No.	Date	Details	Author	Approved by
-	03.07.2025	Draft	S. Bandaranayake	S. Bandaranayake
I	01.10.2025	Issue	K. Ballurkar	K. Ballurkar

contents

contents continued

Figures

Tables

1 Introduction

1.1 Overview

Ason Group has been engaged by Stockland Fife Kemps Creek Trust (SFKC) to prepare this Draft Construction Traffic Management Plan (CTMP) to support the application in relation to State Significant Development (SSD) 85510213. The SSD relates to a proposed industrial development at Lot E of the 200 Aldington Road Industrial Estate, Kemps Creek (the Site).

This Draft CTMP details the proposed construction management strategies which would provide for the safe and efficient completion of the proposed works while minimising construction traffic impacts on the surrounding road network and public road network users.

From the outset, it is noted that the future CTMP, once implemented, will be designed to be updated over time as additional details in regard to the construction proposal are revised / finalised as is standard in any major construction project. All such updates would be completed in consultation with Penrith City Council (Council) in whose Local Government Area (LGA) the Site lies; and / or with the relevant authorities such as Transport for NSW (TfNSW) where special road occupancy or the like are required.

Importantly, Ason Group has been responsible for the preparation of this Draft CTMP, which has been prepared with reference to all available information in regard to the project, and all relevant CTMP preparation guidelines. The implementation of the recommendations and strategies detailed in this CTMP are the strict responsibility of SKFC and / or the designated construction Project Manager once appointed.

1.2 Proposed Development

Lot E comprises two warehouse buildings:

- Warehouse 4A, proposed as a speculative warehouse facility, designed to accommodate a range of potential industrial tenants; and
- Warehouse 4B, designed as a temperature-controlled warehouse, including provisions for chilled and frozen storage.

The combined site area for Lot E is 68,258 m², with the following Gross Floor Areas (GFA) and parking provisions:

- Lot 4A, inclusive of:
  - 21,179m² Warehouse GFA (excluding 1,595m² Loading Area)
  - 900m² Office GFA
  - 64m² Dock Office GFA
  - 98 car parking spaces (including 2 accessible spaces)
- Lot 4B, inclusive of:
  - 16,314m² Warehouse GFA (excluding 1,884m² Loading Area)
  - 698m² Office GFA
  - 81m² Dock Office GFA
  - 74 car parking spaces (including 2 accessible spaces)

An extract of the Lot E site plan is presented below.

The Lot E site plan is presented below.

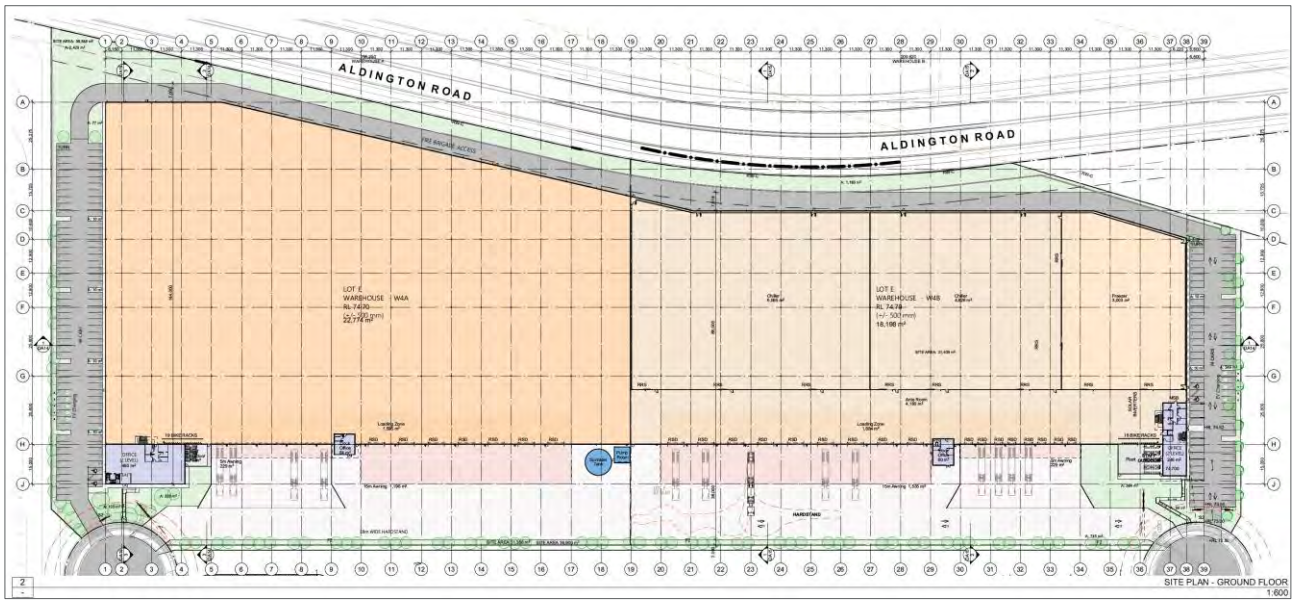

Figure 1: Proposed Masterplan

2 The Site

2.1 Site Location

The wider Estate is located within Mamre Road Precinct (MRP) and has an area of approximately 72 hectares (ha), with an approximately 1.2km of direct frontage to Aldington Road.

The Site is located approximately 5km north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 13km south-east of the Penrith CBD and 40km west of the Sydney CBD. A Site and Location Plan is presented in **Figure 2.**

The subject site, Lot E, is located towards the west of the Estate, between Road 03 and Road 04.

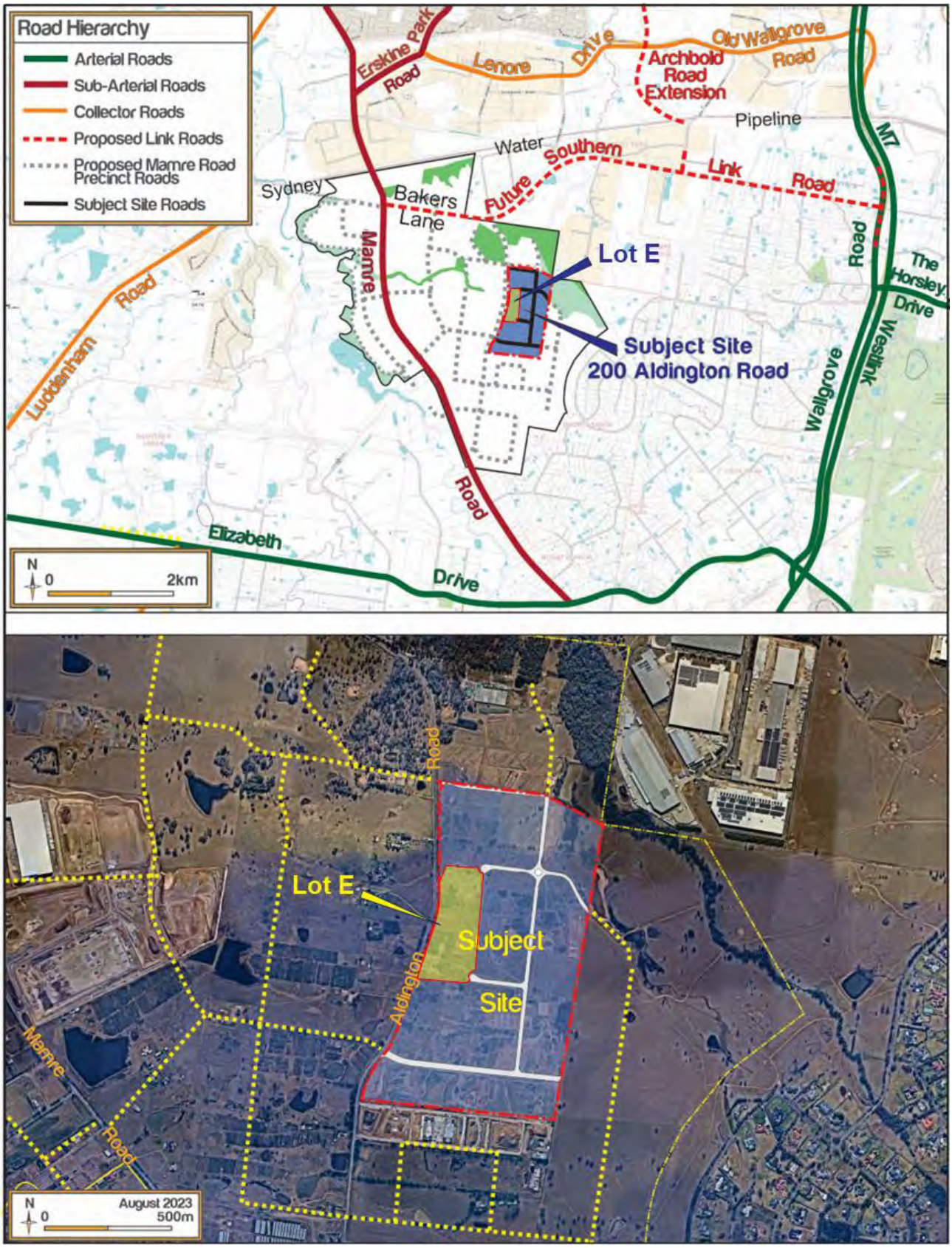

Figure 2: Site Location & Road Hierarchy

2.2 Road Network

Key roads in the vicinity of the Site are shown in **Figure 2**, 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 approximately 3.5 km 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 100 km/h
- Erskine Park Road: Erskine Park Road is a sub-arterial road which generally runs north-south between the Great Western Highway and M4, and Mamre Road respectively; it also links east to the M7 via Lenore Drive. Erskine Park Road provides 2 traffic lanes in each direction, and has a posted speed limit of 70km/h.
- Elizabeth Drive: An 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.
- 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.
- Bakers Lane: Bakers Lane is a local access that runs east-west (to the east of Mamre Road) and currently provides access for a number of rural residential, educational and retirement sites. Bakers Lane provides 1 traffic lane in each direction and has a posted speed limit of 60km/h, with School Zone restrictions (40km/h during school peaks) adjacent to the Trinity Primary School and Emmaus College.

Further to the above, it is clear that the Site is well located in regard to immediate access to the local and sub-regional road network. **Figure 3** shows the Site context with specific reference to the current TfNSW Restricted Access Vehicle (RAC) routes, which allow for up to 25m/26m B-Double combinations. It is expected that Aldington Road and Abbotts Road will be gazetted as a B-Double route following road upgrades.

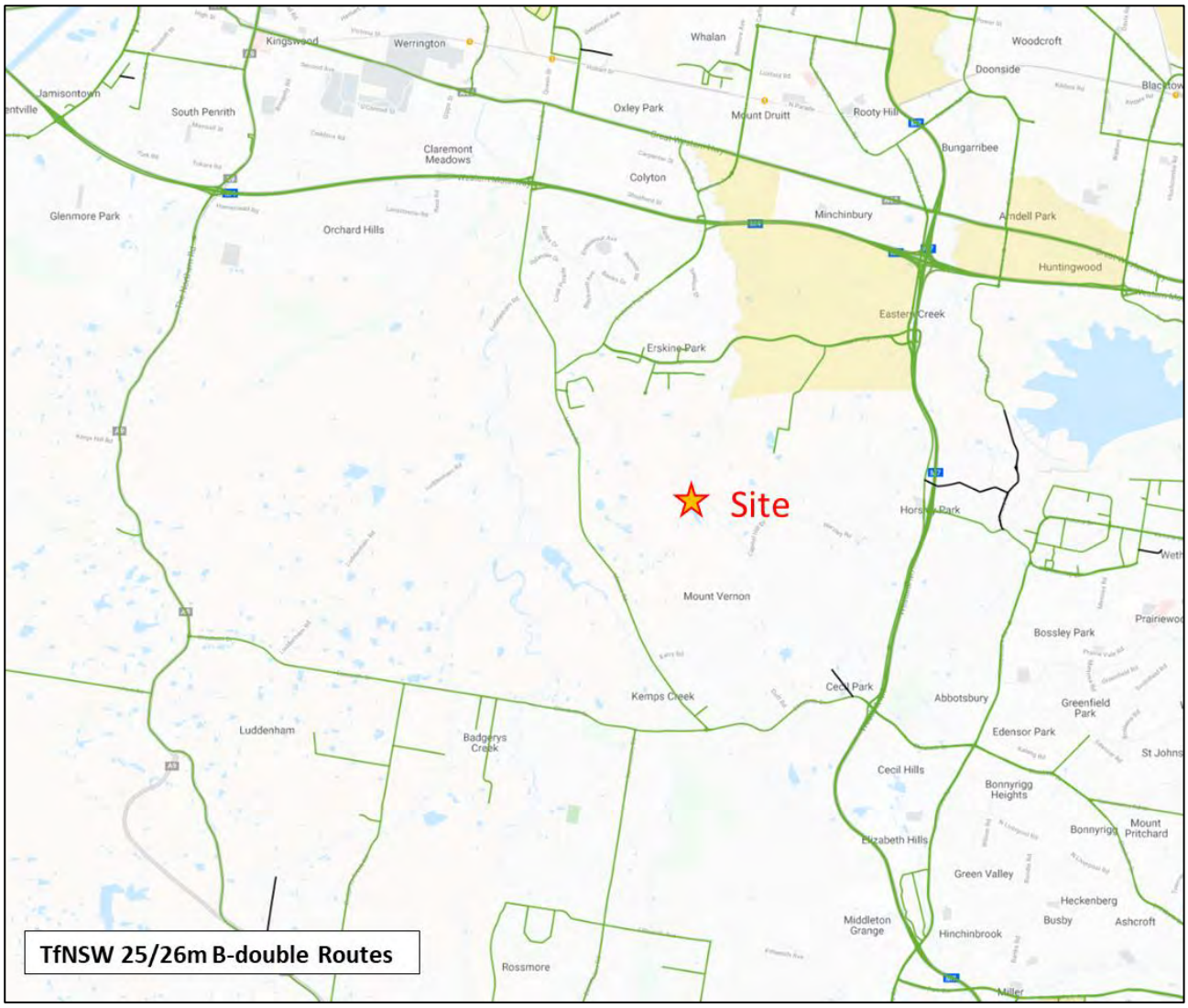

Figure 3: TfNSW Approved 25/26m B-Double Routes

3 Overview of Construction Works

3.1 Other Construction Activities

It is acknowledged that construction of the development will coincide with other construction activity for other developments within the Mamre Road Precinct (MRP). In addition, construction activity would also arise from road upgrades being delivered by others (Aldington Road & Abbotts Road).

Noting that the construction works are subject to the relevant approvals processes, it is very difficult to ascertain which activities would overlap. Further, each construction project would be subject to its own site-specific strategy, informed by the contractors. Finally, there are multiple variables that impact progress of construction activities (i.e. weather delays). Therefore, it is not feasible to accurately forecast which stages would overlap, and the trip generation association with each project.

Nevertheless, the currently active planning projects have been reviewed to understand those which may coincide with construction of the Site. The development works most critical to the project are shown in **Figure 4** As this Site itself is located along Aldington Road, construction activities will contribute to cumulative impacts alongside other developments in this corridor. All construction traffic for these sites will need to use the Mamre Road / Abbotts Road intersection for access to Mamre Road, reinforcing the need for coordinated management of traffic impacts.

Beyond individual construction sites, the following road upgrades may coincide with construction works for this development:

- LOG-E Works: SKFC has collaborated with other landowners on road upgrades to Abbotts Road and Aldington Road, including the upgrade of the Mamre Road intersection and the delivery of three signalised intersections along Aldington Road.
- LOG-N Works: While upgrades are proposed landowners, construction vehicles associated with this development are not expected to use the road network being upgraded under LOG-N. This is mentioned here for completeness but is not anticipated to impact this development's construction activities.

The LOG-E road works are expected to commence in advance of construction of the Site. Notably, as part of the construction staging strategy approved for the Mamre Road / Abbotts Road intersection upgrade, temporary signals will be installed as a construction traffic management measure[1].

Noting that these road works are approved, they are expected to commence in advance of construction of the Site. Therefore, both routes out of Aldington Road will be controlled via the signalised intersections. As such, it is expected that the cumulative construction volumes can be adequately managed.

Further information of each of the relevant development sites is provided below.

[1] https://www.planningportal.nsw.gov.au/major-projects/projects/mod-5-external-road-upgrades

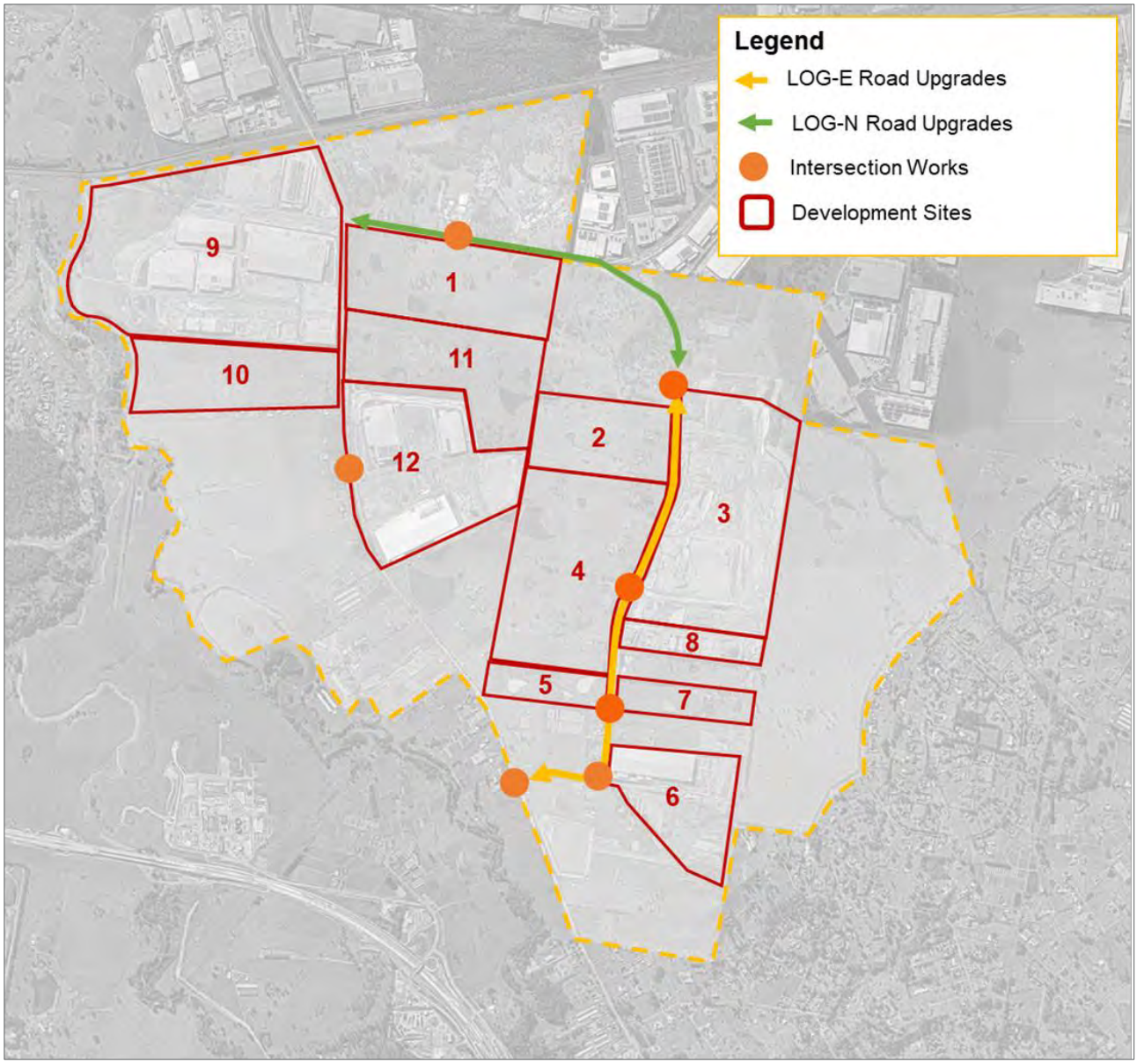

Figure 4: 2026 MRP Road Network and Development Sites

With reference to Figure 4, the relevant development sites within the MRP and respective approval status is outlined in **Table 1**.

As shown, all the sites are at various stages of construction. Sites 9 and 12 are in the advanced stages of construction, and are likely to be much less intensive than the sites yet to commence. It is expected that most of the construction activities associated with these sites would be largely complete by the time construction on the Site starts.

The other notable sites would be Site 10 and 11, which are yet to commence construction. While development consent has been provided to these developments, it is understood that the post-DA approvals are still ongoing. Therefore, it is very difficult to ascertain when the works would commence.

Nevertheless, the key consideration for the cumulative traffic impacts will be the Mamre Road and Bakers Lane intersection. This intersection has recently been upgraded and therefore, it is anticipated that the cumulative construction activities (which typically generate less traffic than operational development) would be accommodated by the existing intersection.

At the time of preparation of the CTMP for implementation, the cumulative construction activities would need to be reviewed.

TABLE 1: STATUS OF MAMRE ROAD PRECINCT DEVELOPMENT SITES

No.	Application No Note 1	Site	Status Note 1	Construction Status
1	SSD-30628110	Summit at kemps Creek (Subject Site)	Response to Submissions	Subject to approvals
2	SSD-32722834	113-153 Aldington Road	Response to Submissions	Subject to approvals
3	SSD-10479	200 Aldington Road Estate (Stage 1)	Approved	Under Construction
4	SSD-17552047	Edge South Industrial Estate 141-251 Aldington Road	Response to Submissions	Subject to approvals
5	SSD-23480429	Westgate Industrial Estate 253-267 Aldington Road	Response to Submissions	Subject to approvals
6	SSD-9138102 (Stage 1)	Westlink Industrial Estate	Approved	Under Construction
7	PL23_0027	270 Aldington Road	Application Submitted	Subject to approvals
8	DA17/1247	Public Place of Worship 230 - 242 Aldington Road	Deferred Commencement	Under Construction
9	SSD-9522	The Yards	Approved	Under Construction
	SSD-10101987	Kemps Creek Data Centre		Nearing Completion
	SSD-25725029	ARDEX Warehouse and Manufacturing Facility		Nearing Completion
	DA22/1172	Probiotic Warehouse Facility		Nearing Completion
	DA22/0671	Cargoline Warehouse		Nearing Completion
10	DA23_0067	Yiribana West Logistics Estate	Approved	Construction yet to commence
11	SSD-10272349	Yiribana East Logistics Estate	Approved	Construction yet to commence
12	SSD-10448	Aspect Industrial Estate (AIE) Stage 1, Warehouse 1	Approved	Operational
		AIE Stage 1, Warehouse 3		Constructed
	SSD-46516461	AIE Stage 2, Warehouse 9		Operational
	SSD-58257960	AIE Stage 3, Warehouse 2		Construction yet to commence
	SSD-60513208	AIE Stage 4, Warehouse 8		Construction yet to commence

Note 1: Application number and status relate to current planning submissions. This will be updated to reflect any modification applications at the time of preparing the final Construction Traffic Management Plan.

3.2 Staging and Duration of Works

While there is no Contractor engaged for the works proposed under SSD-79300218, for the purposes of the preliminary CTMP, staging and duration of works has been based on similar developments in the area. Based on this, it is anticipated that construction works for the preliminary stages would commence approximately 6 months from the date of this report, subject to authority approvals and inclement weather delays.

The following summarises key aspects of the construction phases:

- Equipment staging and early works are set to have a duration of 4 weeks.
- General construction works are estimated to continue concurrently with completion of the warehouse structure and services within 6 months.

3.3 Construction Hours

The type of work being undertaken will remain consistent throughout the duration of construction and associated activities. All works are expected to be undertaken within the following hours:

- Monday to Friday (other than Public Holidays): 7:00am – 6:00pm.
- Saturday: 8:00am – 1:00pm
- Sunday & Public Holidays: No works to be undertaken.

Any work to be undertaken outside of the standard construction hours will be required to obtain an Out of Hours (OOH) approval; any such works would necessarily be undertaken in accordance with the appropriate OOH protocols and approval processes.

3.4 Site Access

3.4.1 Construction Vehicle Access

All construction vehicles will enter and depart the Site from / to Aldington Road and access Mamre Road by way of Abbotts Road to the south of the Site; to avoid conflict with School peak periods.

It is anticipated that the largest vehicle accessing the Site would be a 19.6m Truck & Dog combination.

The following **Figure 5** shows the indicative Site access location and **Figure 6** details the likely key access strategy into the routes between the Site and the regional road network.

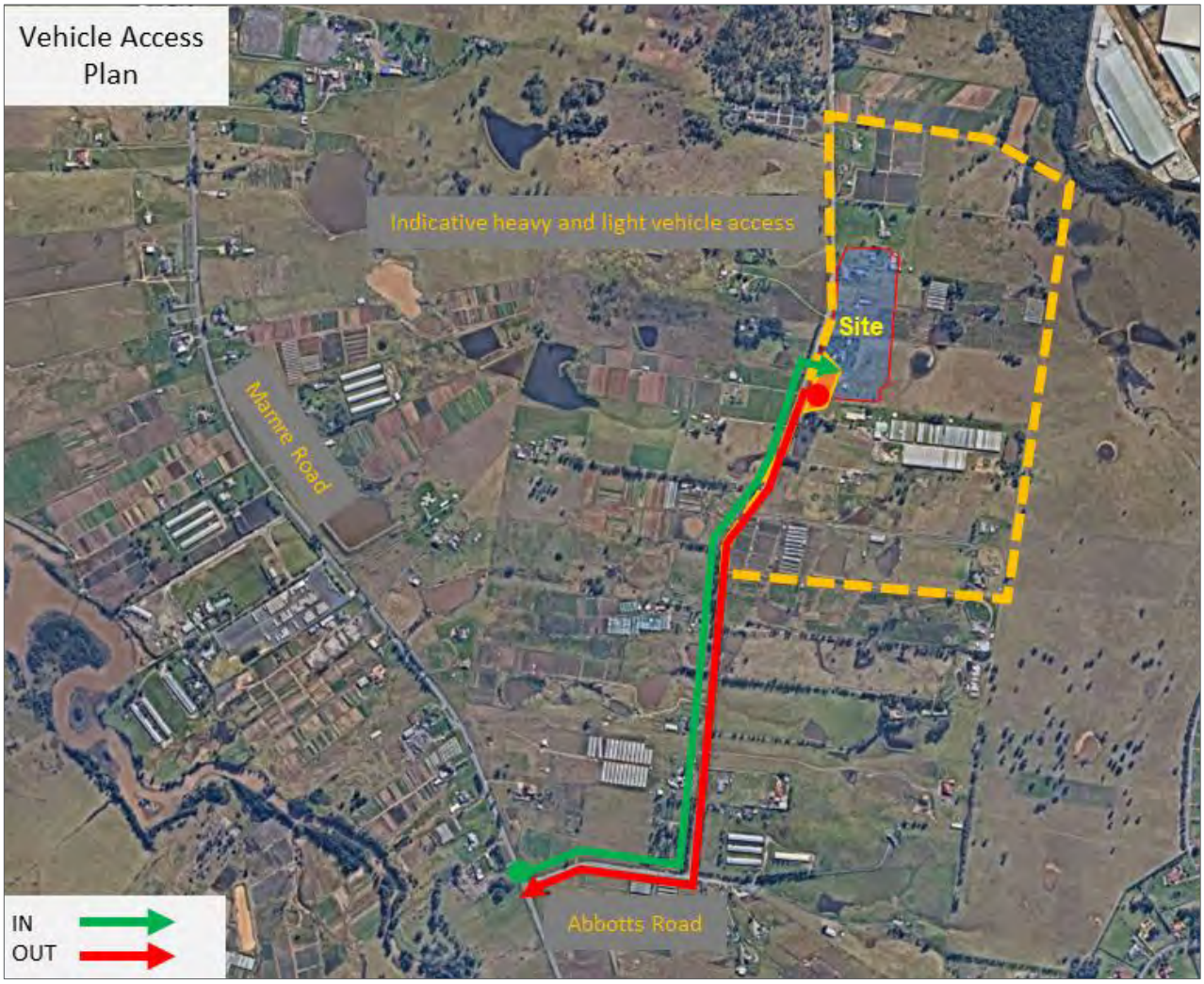

Figure 5: Indicative Vehicle Access Plan

3.4.2 Emergency Vehicle Access

Emergency vehicle access to and from the Site will be available at all times while the Site is occupied by construction workers; emergency protocols during the works will be developed by the Project Manager for inclusion within the final CTMP.

3.4.3 Pedestrian Access

There are currently no pedestrian amenities or footpaths along Aldington Road adjacent to the Site. However, the grassed verge on both sides of the road remains usable for any pedestrian that may wish to walk use it.

Further to the above, while there is no expectation of pedestrians crossing the future construction access road, pedestrian safety will be managed through the provision of appropriate signage and pedestrian barriers. Construction personnel will also be able to access the Site by foot via a secure access gate along the access road, though with all construction staff (and vehicle) parking to be provided within the Site there is again little potential for such pedestrian demand.

3.5 Construction Vehicle Access Routes

As discussed, all construction vehicles will enter and exit the Site via Aldington Road.

It is anticipated that all heavy vehicles will access Site via the following routes:

- Arrival Trips:
  - Route 1: From M4 Western Motorway, southbound along Mamre Road and left into Abbotts Road. Continue on to Aldington Road and right into Site.
  - Route 2: From Westlink M7, westbound on Old Wallgrove Road, Lenore Drive and Erskine Park Road, then south along Mamre Road and left into Abbotts Road. Continue on to Aldington Road and right into Site.
- Departure Trips:
  - Route 1: From the Site, left onto Aldington Road then south on Mamre Road to Elizabeth Drive and left to the M7 Motorway and sub-regional routes to the east.
  - Route 2: From the Site, left onto Aldington Road then south on Mamre Road to Elizabeth Drive and right to Badgerys Creek and The Northern Road to the west.

These routes are shown in **Figure 6**.

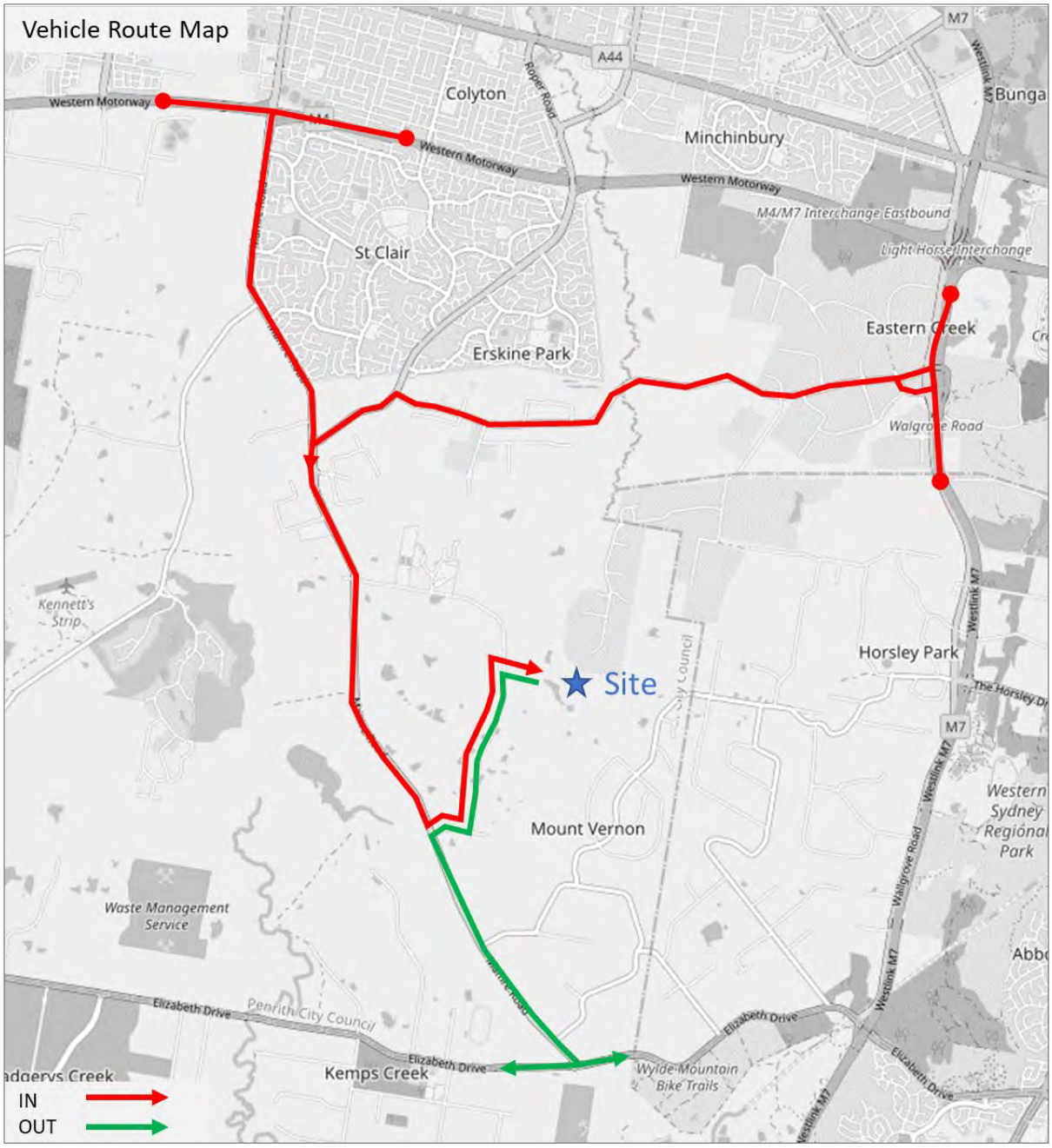

Figure 6: Construction Vehicle Routes

A copy of the approved routes will be distributed by the Project Manager to all drivers as part of their induction process.

In the event that an oversized or over-mass vehicles is required to travel to and / or from the Site, a permit from TfNSW and / or the National Heavy Vehicle Register (NHVR) will be required prior to arrival to the site. Notwithstanding, this CTMP relates to general construction which does not seek the use of oversize vehicles; a separate application would be submitted if such access is required.

3.6 Fencing Requirements

Security fencing will be erected along the entire boundary of the Site and will be maintained for the duration of the construction works to ensure that unauthorised persons are kept out of the Site.

Site access gates would be provided at the access driveway which would remain closed at all times outside of the permitted construction hours.

3.7 Materials Handling

All material loading will be undertaken wholly within the Site, and all construction equipment, materials and waste will similarly be strictly kept within the Site.

While not anticipated, should any materials handling (or other constructed related activity) be required from the public roadway (i.e. Aldington Road) then prior approval shall be sought and obtained from the appropriate authorities.

3.8 Additional Site Management

Although it is not expected, in the event that any Site construction traffic management outside of that described in the implemented CTMP is required, the Project Manager will be required to notify adjacent properties of any temporary traffic restrictions (or the like) at least fourteen (14) days in advance.

3.9 Road Occupancy

The potential exists for future road occupancy requirements to facilitate the construction of any further upgrades to Aldington Road and the intersection of Mamre Road and Abbotts Road.

Road occupancy permits will necessarily be procured prior to starting intersection construction works, while a detailed intersection-specific CTMP would be prepared in consultation with Council and TfNSW to ensure traffic along Aldington Road would continue to operate adequately during any such occupancy period.

3.10 CTMP – Monitoring & Review Process

This CTMP has been prepared referencing the existing Site conditions. Consultation with Council, TfNSW and neighbouring developments will continue to be undertaken to ensure that the cumulative traffic impacts of construction within the area do not adversely impact the operations of the neighbouring developments or the local road network.

4 Traffic and Transport Impacts

4.1 Construction Vehicle Traffic Generation

Table 2 provides a breakdown of potential vehicle movements throughout the proposed works (to be confirmed by Contractor once appointed, based on similar projects in area):

TABLE 2: MOVEMENTS OVERVIEW

Stage	Early Works	General Construction
Period	Week 1 to 4	Week 4 to 30
Maximum on-site at any one time	15	50 – 250
Truck Frequency (Maximum movements per day)	10 (5 in / 5 out)	300 (150 in / 150 out)
Peak Hour Heavy Vehicle Movements	2 (1 in / 1 out)	30 (15 in / 15 out)
Largest Vehicle Size	Truck & Dog	Truck & Dog

4.1.1 Light Vehicle Movements

It is anticipated that a peak construction workforce of up to 250 workers on-site at any one time (based on the specific constructions tasks being undertaken). Light vehicle traffic generation would generally be associated with construction staff movements to and from the Site, including Project Managers, trade and general employees.

With respect to the potential impacts of light vehicle traffic, the overwhelming majority of trips would occur in the short workforce arrival and departure periods, being (based on the proposed construction hours) 6:30am – 7:00am and 6:00pm – 6:30pm respectively; as such, staff vehicle trips would not coincide with the road network or school peak hours.

4.1.2 Heavy Vehicle Movements

As indicated in **Table 2,** the construction phases are estimated to generate a peak demand for up to 300 truck movements per day (150 vehicles arriving / 150 vehicles departing).

The latter stages of the bulk earthworks (excavation) are expected to overlap with general construction activities. However, the peak heavy vehicle movements associated with earthworks during this time would be around 150 movements per day (75 in / 75 out). With earthworks coming to an end, the peak volumes would be lower.

During this overlapping period there could be 400-450 heavy vehicle movements per day. The majority of these movements would be expected to be outside of the road network peak hours, with construction activities / strategies seeking to avoid road network peak times.

On average, it is expected there would be an approximate 30 truck movements during the peak hours (15 vehicles arriving / 15 vehicles departing), which equates to 1 movement every 2 minutes.

Vehicle movements into the Site will be unfettered to ensure no queuing onto the road network.

4.2 Vehicle Management

4.2.1 Principles

In accordance with TfNSW requirements, all vehicles transporting loose materials would 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.

Further to covering/securing the load to prevent deposits onto the roadway, a Shaker Grid is proposed and installed at the point of vehicle egress to minimise the risk of dirt tracking out onto Aldington Road.

4.2.2 Construction Staff Parking

All construction staff and contractors will be required to park wholly within the Site, noting that there will be significant area available (at all times) to meet the peak parking demand.

5 Traffic Control

5.1 Traffic Control

The TfNSW guide “Traffic Control at Worksites” (TCAW) manual contains standard traffic control plans (TCPs) for a range or work activities. The manual’s objective is to maximise safety by ensuring traffic control at worksites complies with best practice.

The TfNSW TCAW outlines the requirements for a Vehicle Movement Plan (VMP) for construction works such as proposed; a VMP is a diagram showing the preferred travel paths for vehicles associated with a work site entering, leaving or crossing the through traffic stream. A VMP should also show travel paths for trucks at key points on routes remote from the work site such as places to turn around, accesses, ramps and side roads.

Regarding construction work on roads with an average daily total (ADT) in excess of 1,500 vehicles, approach speeds of between 60 km/hr and 80 km/hr, with truck movements > 20 veh/shift, and sight distance is less than 2d, (where d equals the posted speed limit and in this instance the sight distance is required to be up to 120 metres), it would be expected for the following to be required by the TfNSW TCAW:

- A detailed Traffic Control Plan (TCP) with Traffic controllers.
- A VMP.
- Warning Signs required during shifts.

5.2 Authorised Traffic Controller

An authorised Traffic Controller(s) is to be present on-site throughout the proposed works. Responsibilities of the Traffic Controller will include:

- The supervision of all construction vehicle movements into and out of site at all times,
- The supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project, and
- Pedestrian management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur, while maintaining radio communication with construction vehicles at all times.

6 Monitoring & Communication Strategies

6.1 Development of Monitoring Program

The development of a program to monitor the effectiveness of this CTMP shall be established by the Project Manager and should consider scheduled reviews as well as additional reviews should construction characteristics be substantially changed. All and any reviews of the CTMP should be documented, with key considerations expected to include:

- Tracking heavy vehicle movements against the estimated heavy vehicle flows during the works.
- The identification of any shortfalls in the CTMP, and the development of revised strategies / action plans to address such issues.
- Ensuring that all TCPs 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 departing the Site covered as outlined within this CTMP.

6.2 Communications Strategy

A Communications Strategy shall be established by the Project Manager for implementation throughout the construction works; this strategy will outline the most effective communication methods to ensure adequate information within the community and assist the Project Team to ensure the construction works have minimal disruption on the road network. The Communications Strategy will include:

- The erection of appropriate signage providing advanced notice of works and any traffic control measures to be implemented.
- Written notices to surrounding landowners (and tenants) likely to be directly affected by the works, prior to commencement.

Ongoing communication is also required so that all stakeholders are kept up to date of works and potential impacts.

7 Summary

This Draft Construction Traffic Management Plan has been prepared to ensure appropriate traffic management is undertaken during construction of the industrial development.

Ultimately, this CTMP report has been prepared with regard to the management principles outlined in the TfNSW Traffic Control at Worksites Manual (2018) and AS1742.3, and per the detailed strategies outlined in the Draft CTMP are recommended for adoption at the Site.

In summary the following measures are recommended:

- Traffic control would be required to manage and regulate construction vehicle traffic movements to and from the Site during construction.
- All vehicles transporting loose materials will have the load covered and/or secured to prevent any items depositing onto the roadway during travel to and from the Site.
- All vehicles are to enter and depart the Site in a forward direction, with reverse movements to occur only within the Site boundary.
- All contractor parking is to be contained wholly within the Site, and.
- Pedestrian and cyclist traffic along the Site frontage will be managed appropriately at all times.

In summary, the Draft CTMP report is proposed in accordance with the TfNSW TCAW.

Appendix H
Construction Waste Management Plan

EMM
creating opportunities

Land & Groundwater Consulting Pty Ltd
ABN 65 162 117 928

Stockland Fife Kemps Creek Pty Limited

Operational Waste Management Plan
Warehouse Facility
(SSD-85510213 & MOD 6)

Lot E, 200 Aldington Road
Kemps Creek, NSW

22 September 2025

Stockland Fife Kemps Creek Pty Limited

Operational Waste Management Plan
Warehouse Facility
(SSD-85510213 & MOD 6)

Lot E, 200 Aldington Road
Kemps Creek, NSW

22 September 2025

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Main Text

Distribution of Copies

Revision	Copy no	Quantity	Issued to
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Name of organisation:	Stockland Fife Kemps Creek Pty Limited
Name of project:	Lot E, 200 Aldington Road, Kemps Creek, NSW
Name of document:	Operational Waste Management Plan Warehouse Facility (SSD-85510213 & MOD 6)
Document version:	Final
Project number:	LG2530.02

1. Introduction

1.1 Background

Land & Groundwater Consulting Pty Ltd (LG) has been commissioned by Stockland Fife Kemps Creek Pty Limited (the Applicant) to prepare this Operational Waste Management Plan (OWMP) in response to the Planning Secretary's Environmental Assessment Requirements (SEARs), and in support of State Significant Development (SSD) 85510213 for the proposed operation of a warehouse facility at Lot E, 200 Aldington Road, Kemps Creek, NSW (the site), received on Thursday 12th June 2025 (SSD-85510213).

The site is currently legally described as Lot E approved under State Significant Development (SSD) 10479, with a total area of approximately 68,258 m^2 (6.83 ha). The site location plan and proposed development layout are shown in Figures 1 and 2, respectively.

Specifically, this OWMP addresses the following SEARs:

Table 1 – Summary of SEARs

SEARs	Report Reference
Identify, quantify and classify the likely waste streams to be generated during construction and operation.	Section 4.1.
Provide the measures to be implemented to manage, reuse, recycle and safely dispose of waste in accordance with any council waste management requirements.	Sections 5.1, 5.2, 6.1, 6.2 and 6.3.
Identify appropriately sited waste storage areas, collection access paths/roads, and 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.	No buildings are proposed to be demolished.

1.2 Objectives

The objectives of the OWMP 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

It is noted that currently there is a known tenant for Warehouse W4B (logistics business in cold-storage) but not for Warehouse W4A. However, a logistics type of business can be anticipated for Warehouse W4A and the waste volumes provided in Section 4.1 have been based on this assumption.

2.1 Proposed Works

The proposed works for the Development Application comprise the following:

- Site preparation works, civil works and augmentation of utilities servicing;
- Construction of 2 warehouses within Lot E, comprising a cold-shell warehouse (W4A) and a temperature-controlled warehouse (W4B);
- Use of the building for warehouse and distribution purposes 24 hours per day, 7 working days per week; and
- Ancillary development including signage, car parking, utility infrastructure, services connection, stormwater management and landscaping.

2.2 Development Areas

The proposed development areas and GFA are as follows (refer Figure 2):

- Lot E Site Area: 68,258 m^2.
- Total Building Area of 41,814 m^2, comprising total warehouse area of 40,972 m^2, total office area 698 m^2 and total dock office area 144 m^2, as follows:
  - Warehouse GFA
    - Warehouse W4A: 22,774 m^2.
    - Warehouse W4B: 18,198 m^2.
  - Office GFA
    - W4A Office (2 Levels): 450 m^2.
    - W4A Dock Office: 64 m^2.
    - W4B Office (2 Levels): 248 m^2.
    - W4B Dock Office: 80 m^2.

- Car Parking Spaces
  - W4A Car Parking Spaces: 98 Spaces.
  - W4B Car Parking Spaces: 74 Spaces.

2.3 Project Schedule

All operational waste producing activities such as packaging material, servicing of equipment and employee amenities will be located within warehouse facility. Waste containers will comprise colour coded recycling bins, which will be utilised to dispose off any packaging waste. The recycling bins will be located within a designated waste storage area located within the western portion of the site, adjacent to the rain water treatment plant (refer Figure 3), 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 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.

[1] *NSW Waste and Sustainable Materials Strategy 2041*, NSW DPIE, June 2021.

- 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 SSD-10479 Development Consent 2023

In accordance with Sections D87 to D91 (Waste Management) of the SSD-10479 Development Consent 2023, the OWMP 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 Waste Classification Guideline* (Department of Environment, Climate Change and Water, 2009). The SSD-10479 Development Consent came into effect in May 2023.

4. Estimated Waste

4.1 Operational Waste

The estimated weekly operational waste quantities are summarised in Table 2.

Table 2 – 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)	
Excavated materials	0 m^3	0 m^3	0 m^3	N/A
Green waste	0 m^3	0 m^3	0 m^3	N/A
Bricks/pavers	0 m^3	0 m^3	0 m^3	N/A
Tiles	0 m^3	0 m^3	0 m^3	N/A
Concrete	0 m^3	0 m^3	0 m^3	N/A
Plasterboard	0 m^3	0 m^3	0 m^3	N/A
Asbestos	0 m^3	0 m^3	0 m^3	N/A
Metal – specify	0 m^3	0 m^3	0 m^3	N/A
Timber - specify	0 m^3	0 m^3	0 m^3	N/A
Other waste (paints, PVC, garbage)	0 m^3	0 m^3	<4 m^3 (GSW)	Waste Management Centre
Packaging (used pallets, pallet wrap)	0 m^3	<2 m^3	0 m^3	Recycling Management Centre
Containers (cans, plastic, glass)	0 m^3	<1 m^3	0 m^3	Recycling Management Centre
Paper/cardboard	0 m^3	<2 m^3	0 m^3	Recycling Management Centre
Total	0 m^3	<4.5 m^3	<4 m^3	

5. Operational Waste Reduction Plan

5.1 Targets for Resource Recovery

Targets for the proposed development are expected to contribute to state-specific targets. The *NSW Waste and Sustainable Materials Strategy 2041* (DPIE, 2021) sets a target of 80% average recovery rate from all waste streams by 2030. Analysis by DPIE (2021) indicates that the commercial and industrial waste recovery rate in 2019 was 53%.

It is anticipated that the waste minimisation measures in the following sections will assist the proposed development to meet the state's targets. Waste monitoring, reporting and audits can be used to determine the actual percentage of waste that are being, or have been, recycled during operation.

5.2 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).

5.3 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.

5.4 Waste Storage Locations

A designated waste storage area will be provided outside the dock offices for W4A and W4B, respectively (refer Figure 3) where the recycling and garbage skips 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 the designated area 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 area 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 (Medium Rigid Vehicle) MRV of typical sizes between 8.8 m to 9.25 m long x 2.6 m wide truck, and 3.6 m head clearance.

5.5 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 rear loading waste MRV should enter the site via the internal access road and reverse into the waste storage area. 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: 1 x Weekly All Waste Streams.
- Number of Bins: 2 x 2,000 L General Waste, 2 x 2,000 L Recycling Waste.

5.6 Monitoring, Reporting and Audits

The following activities will be undertaken to inform future onsite waste management and to improve the efficiency in achieving the outcomes of the OWMP:

- Review of waste streams and waste quantities.
- Review the OWMP in light of any changes to operational activities or further information which may alter waste management practices.
- Undertake auditing of waste management across the site as a component of broader environmental site audits.
- Undertake visual inspections to ensure waste management controls are implemented and maintained across site.
- Undertake annual review of the OWMP to ensure information accurately reflects site activities, and to assist future waste management.

Where formal auditing, general inspections or incident reporting identify incorrect storage or disposal procedures, or maintenance or waste management issues, observations will be promptly reported to the Site Manager and recorded. The Site Manager will determine appropriate measures to rectify the issues in a timely manner.

6. Waste Classification and Removal

6.1 Waste Classification

All liquid and non-liquid wastes generated during operational 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 3.

Table 3 – 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. 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 Receipts

Stockland Fife Kemps Creek Pty Limited 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 OWMP the following conclusions are provided:

- It is considered that this OWMP provides adequate guidance for waste management during site operational works;
- The details of the quantities and classification of waste to be generated onsite are provided in Section 4.1 of this OWMP;
- The details on waste storage, handling and disposal (including the location of waste storage and management facilities) are provided in Sections 5.4, 5.5, 6.1, 6.2 and 6.3 of this OWMP; 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, 5.2, 5.3 and 5.6 of this OWMP.

8. Limitation Statement

This report has been prepared for use by Stockland Fife Kemps Creek Pty Limited 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.

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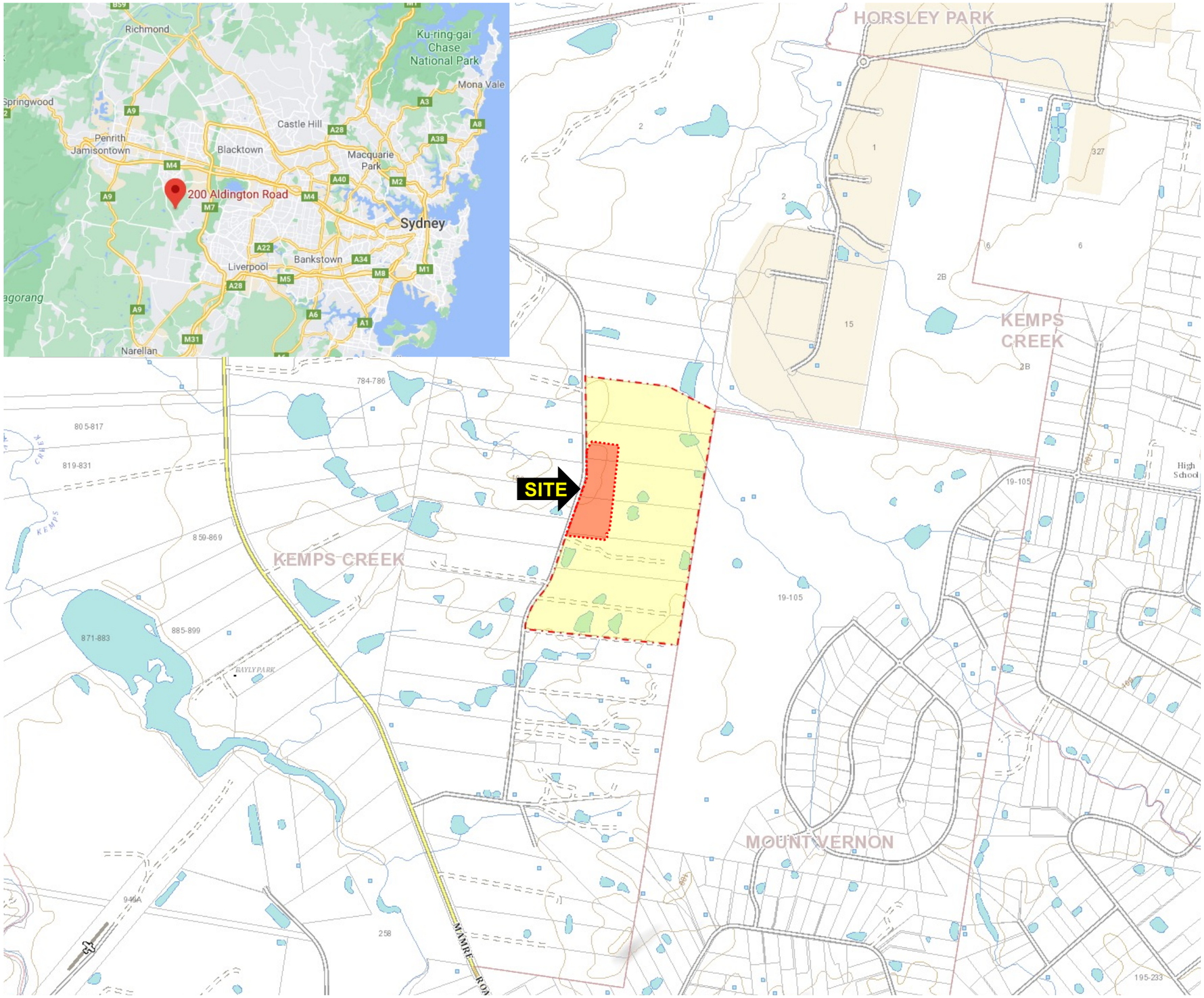
Waste quantities and sources are based on documents made available to LG consult by Stockland Fife Kemps Creek Pty Limited.

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:	22/09/25
DRAWN:	GP
APPROVED:	GP
STATUS:	Final
DWG NO:	

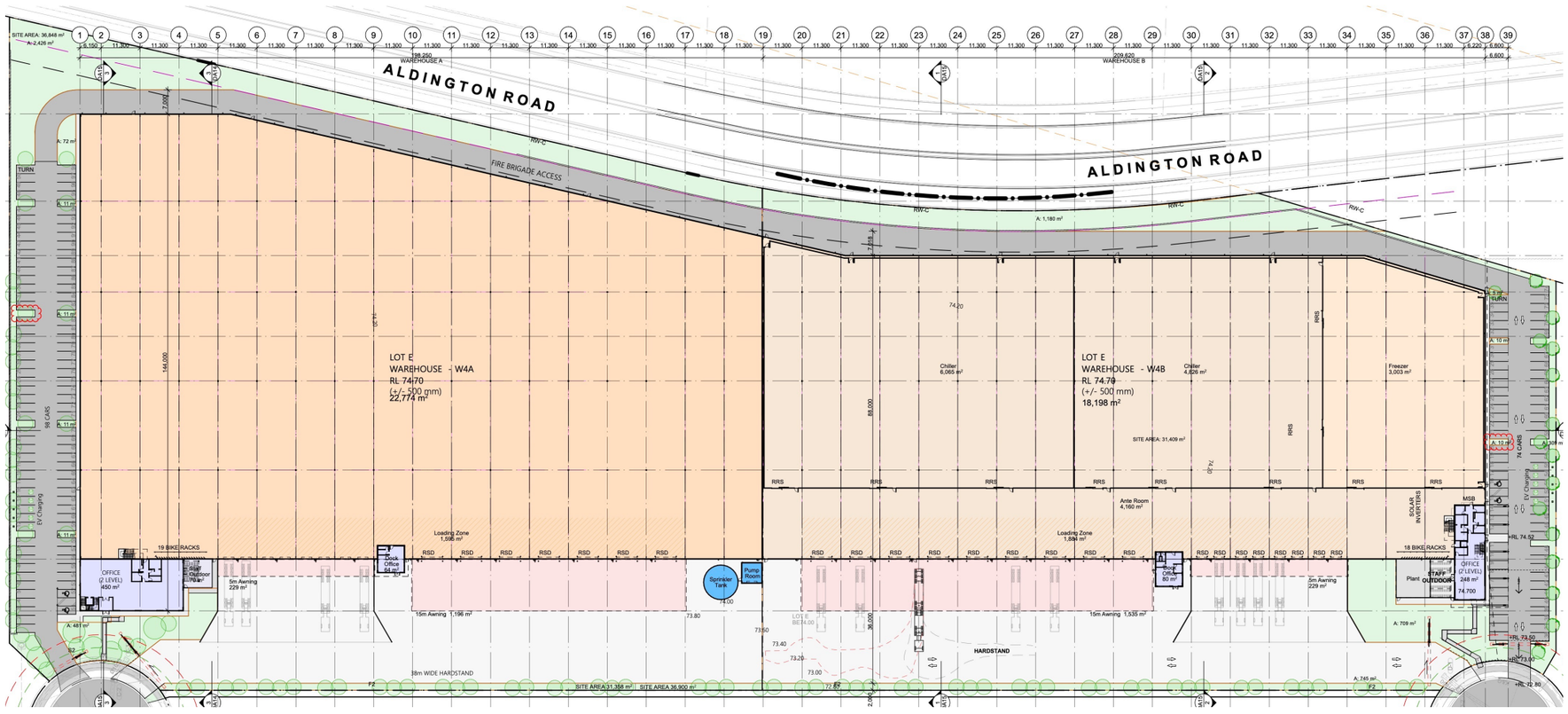
CLIENT: **Stockland Fife Kemps Creek**

PROJECT: **Lot E, 200 Aldington Road Kemps Creek, NSW**

PROJECT NUMBER: LG2530.2

TITLE: **Site Location Plan**

FIGURE: **1** A4



SCALE: **DRAWN TO SCALE AS SHOWN**

Not To Scale

N

LEGEND:

Site Boundary

Image courtesy of DTA Architects

REV:	**A**
DATE:	**22/09/25**
DRAWN:	**GP**
APPROVED:	**GP**
STATUS:	**Final**
DWG NO:	

CLIENT: **Stockland Fife Kemps Creek**

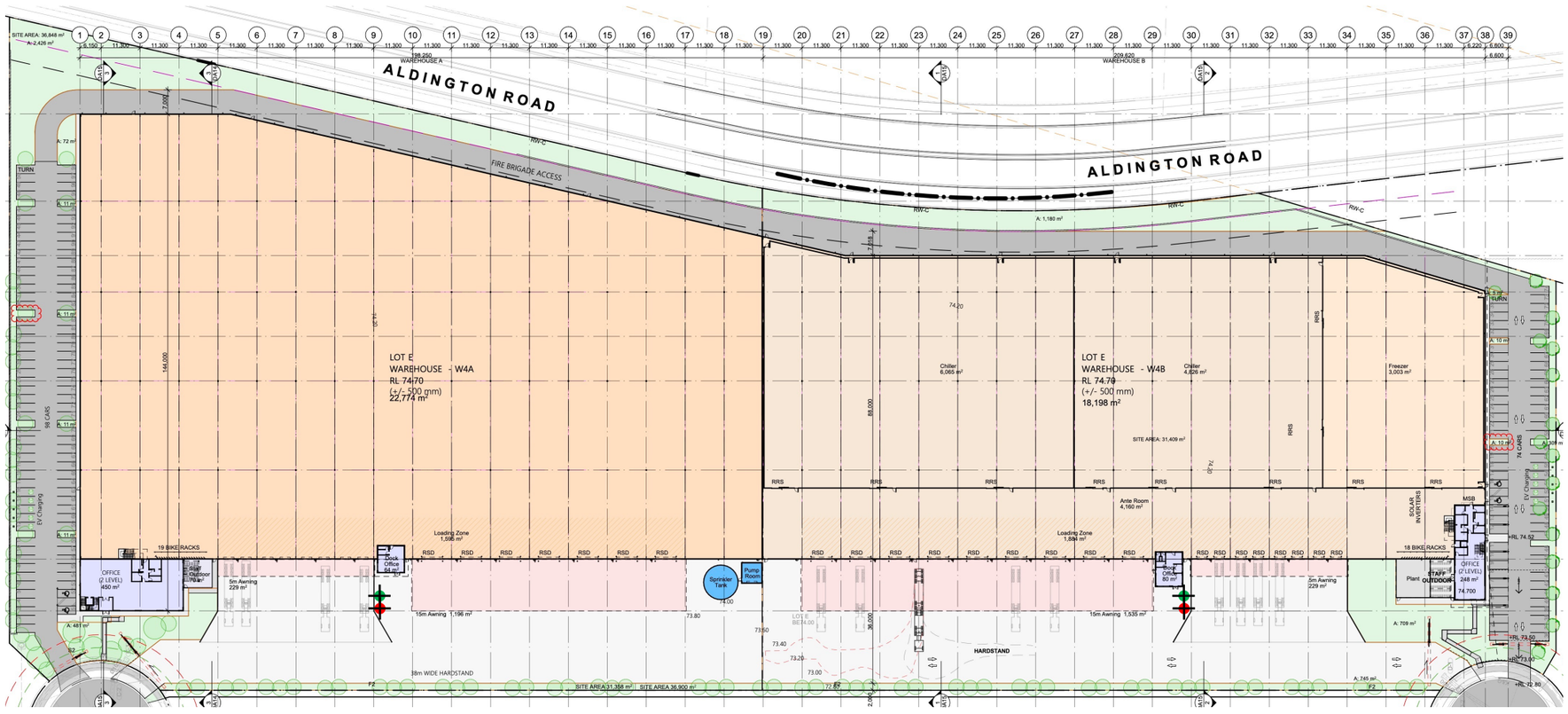
PROJECT: **Lot E, 200 Aldington Road Kemps Creek, NSW**

PROJECT NUMBER: LG2530.2

TITLE: **Proposed Development Layout**

FIGURE: **2**

A4



SCALE: **DRAWN TO SCALE AS SHOWN**

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N

LEGEND:

- Site Boundary
- 2000 L Mobile Garbage Bin (MGB) for General Garbage
- 2000 L MGB for Recycling

Image courtesy of DTA Architects

LG CONSULT

REV:	**A**
DATE:	**22/09/25**
DRAWN:	**GP**
APPROVED:	**GP**
STATUS:	**Final**
DWG NO:	

CLIENT: **Stockland Fife Kemps Creek**

PROJECT: **Lot E, 200 Aldington Road Kemps Creek, NSW**

PROJECT NUMBER: LG2530.2

TITLE: **Operational Waste Bin Plan**

FIGURE: **3**

A4

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