

Construction Traffic Management Plan

Proposed Warehouse, Logistics and Industrial Facilities Hub - SSD 9522
657-769 Mamre Road, Kemps Creek

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657-769 Mamre Road, Kemps Creek

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1 Introduction

1.1 Overview

Ason Group has been engaged by Frasers Property Industrial Constructions and Altis Property Partners (Altis) to prepare a Construction Traffic Management Plan (CTMP) relating to the construction of the Kemps Creek Logistics Hub (the Proposal) at 657-769 Mamre Road, Kemps Creek (the Site, also referred to Kemps Creek West Estate).

The Site is a regional warehouse and distribution complex located at Kemps Creek within the Penrith local government area (LGA) within the Western Sydney Employment Area (WSEA)

A site plan and an overview of its immediate surroundings are provided in **Figure 1**. Works are not to commence until this report, as required by condition B1, is approved by the Planning Secretary.

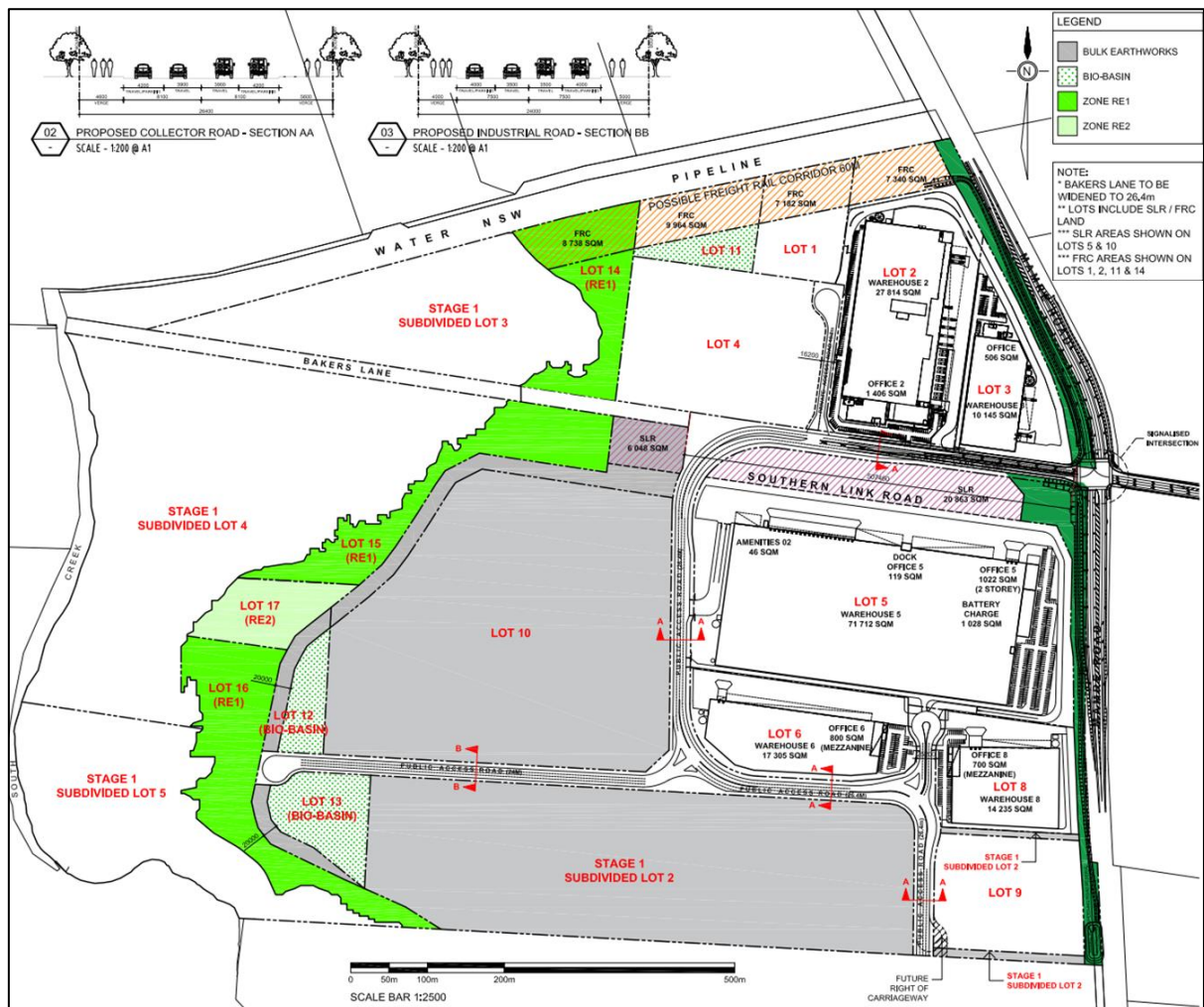


Figure 1: MSP Site Plan

The Ultimate Master Plan (Ultimate MP) is presented and summarised in **Figure 2** and **Section 1.5** respectively. It is noted that this CTMP covers all build form as shown in the Ultimate MP.

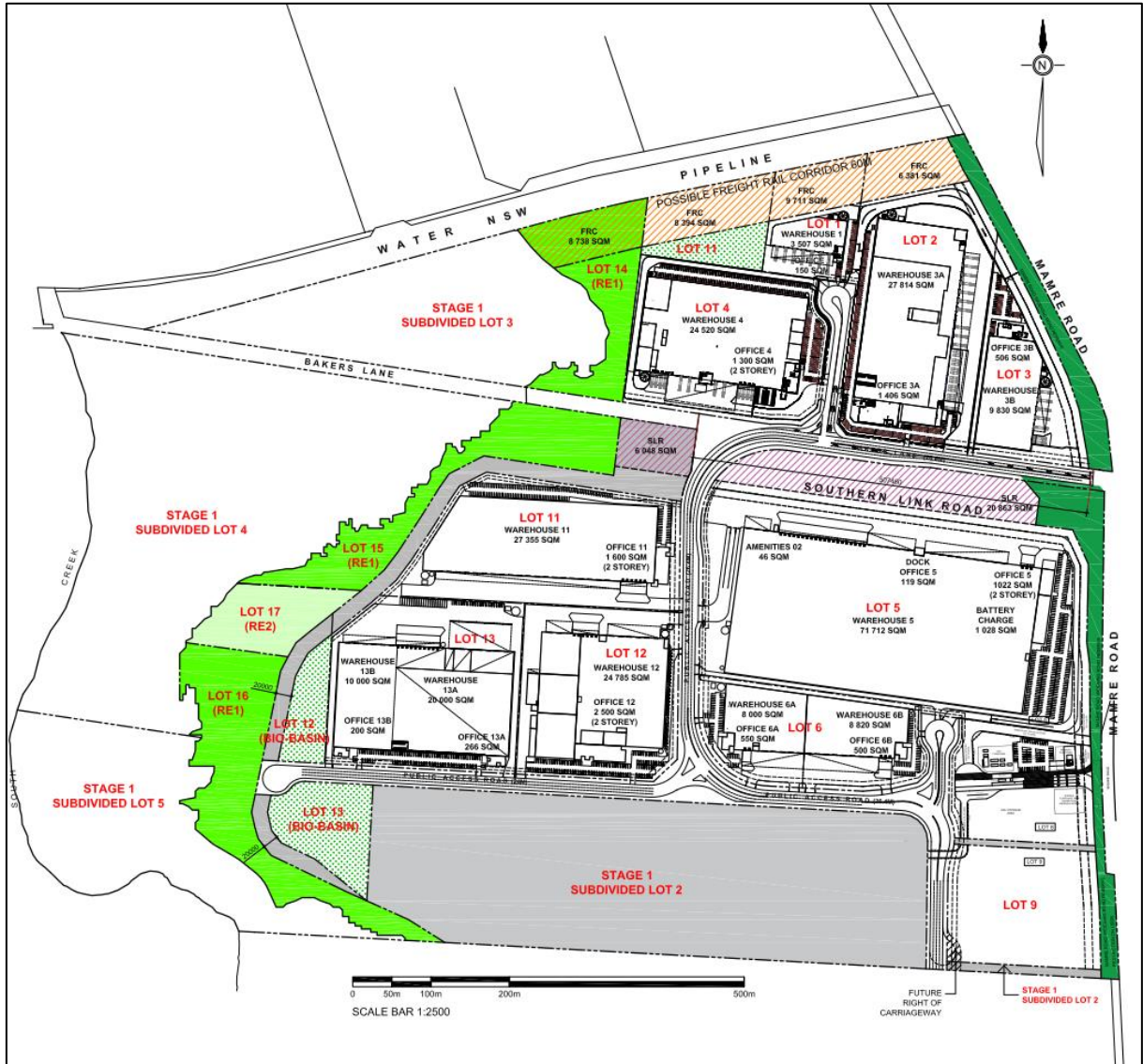


Figure 2: MSP Ultimate Master Plan

1.2 Statutory Requirements

This CTMP is prepared in response to the requirements of the Secretary's Environmental Assessment Planning Requirements (SEARs) for the MSP Proposal (SSD 9522):

The following conditions have been imposed with respect to construction traffic management.

Table 1: SSD 9522 Approval - Compliance Table

| Condition | Requirement | Response |
|-----------|--|---|
| A13 | Where conditions of this consent require consultation with an identified party, the Applicant must: | |
| | a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and | Consultation has been undertaken with the schools and aged care facility within Bakers Lane, as outlined within Condition B2 b). |
| | b) provide details of the consultation undertaken including: (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved. | Reference should be made to Appendix C which provides evidence of consultation. . |
| B1 | Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must: | |
| | a) be prepared by a suitably qualified and experienced person(s) | Consultants from Ason Group are suitably qualified Traffic Engineers, with relevant "Prepare a Work Zone Traffic Management Plan" accreditation. Further consultation is expected to occur, following issue of development approval, prior to finalisation of this CTMP. |
| | b) be prepared in consultation with Council, TfNSW, The Anglican Schools Corporation, Emmaus Catholic College, Catholic Healthcare Emmaus Retirement Village, Catholic Healthcare Emmaus Residential Aged Care Home and Trinity Catholic Primary School | Consultation has been undertaken with the schools and aged care facility within Bakers Lane, as outlined within Condition B2 b). Reference should be made to Appendix C which provides evidence of consultation which has been undertaken to date. |
| | c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction; | Refer Section 5.5 with regard to impacts to traffic efficiency. This section concludes that construction traffic can be satisfactorily mitigated to not have a material impact on the road network. Furthermore, Traffic Controllers (TC's) and Traffic Control Plans (TCPs) shall be developed for works impacting public roads and will be approved by the Roads and Maritime Service Traffic Management Centre. |
| | d) detail heavy vehicle routes, number of vehicles, hours of construction, access (including interim left in and left out) and parking arrangements; | The site access arrangements – relevant to each stage - are outlined in subsequent sections of this report (Refer Section 5). Refer Section 3.3. Deliveries and contractor movements will be scheduled within these time periods |
| | e) detail pedestrian safety measures; | Pedestrian and cyclist management has been outlined within Section 4.3.5. |

| Condition | Requirement | Response |
|-----------|---|---|
| | f) include specific measures to minimise impacts on the nearby education precinct; | Refer Section 3.3. Deliveries and contractor movements will be scheduled outside school peak periods to minimise impacts on the nearby education precinct. |
| | g) include a Driver Code of Conduct to: <ul style="list-style-type: none"> (i) minimise the impacts of earthworks and construction on the local and regional road network; (ii) minimise conflicts with other road users, including the students, staff, visitors and residents of the neighbouring schools and aged care village; (iii) minimise road traffic noise, both on Bakers Lane and from construction vehicles on Site; and (iv) ensure truck drivers use specified routes and adhere to the speed restrictions on Bakers Lane; | <p>A driver Code of Conduct is a requirement of and included within this CTMP.</p> <p>The Drivers Code of Conduct (included in Section 4.3.1) addresses ways to minimise the impacts on the road network, with other road users, ensure truck routes are utilised and to manage pedestrian movements.</p> |
| | h) include a program to monitor the effectiveness of these measures | <p>The Contractor / Owner shall include a program to monitor the effectiveness of the measures. Deliveries will be tracked against approved volumes and will keep a vehicle log - including rego & time of entry - for the purpose of assessing the effectiveness of these monitoring programs.</p> <p>These programs will be completed in accordance with Section 6.1.</p> |
| | i) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes. | <p>Previous communication with stakeholders have been included within Appendix C. .</p> <p>The Contractor will notify the community liaison representative when traffic conditions are expected to exceed parameters with within Condition Green of Table 11.</p> <p>Meetings are to being organised to notify key stakeholders of any upcoming events. Reference should also be made to the Community Consultation Strategy currently being prepared by SLR.</p> |
| B2 | The Applicant must: | |
| | c) not commence construction until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and | Noted and reiterated in Section 1.1. |
| | d) implement the most recent version of the CTMP approved by the Planning Secretary for the duration of construction. | Refer Section 6.1 of this Plan which outlines requirement for this Plan to be updated regularly. |
| C1 | Management plans required under this consent must be prepared in accordance with relevant guidelines, and include: | |
| | e) detailed baseline data | Refer to Section 2. |

| Condition | Requirement | Response |
|-----------|--|---|
| | f) 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; | Relevant requirements are outlined in this table. Other specific requirements are detailed in Section 4. |
| | g) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria; | Refer to Section 4. |
| | h) 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 (c) above; | Refer Section 6 of this Plan which outlines requirement for this Plan to be updated regularly. |
| | i) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible; | Refer Section 6 of this Plan which outlines the requirement for this Plan to be updated regularly. Traffic Control Plans — outlined in Section 4.3.7 — shall be prepared to respond to specific work situations and subject to approval by the relevant Roads Authority (Council and/or Transport), providing a suitable level of independent oversight. |
| | j) a program to investigate and implement ways to improve the environmental performance of the development over time | Refer Section 6 of this Plan which outlines requirement for this Plan to be updated regularly. |
| | k) a protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii) complaint; (iii) failure to comply with statutory requirements; and | Management and reporting protocols are outlined in the Construction Environmental Management Plan. Reference is also made to Appendix A of this Plan in relation to incident management. |
| | l) a protocol for periodic review of the plan. | Refer Section 6 of this Plan. |

Refer to the Department of Planning, Industry & Environment's Major Project Assessments website for a full list of all conditions of approval and other background documents.

1.3 Report Purpose

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

- to minimise traffic impacts on the surrounding road network,

- ensure safety and efficiency for workers, pedestrians and other road users, and
- provide information regarding the construction vehicle access routes and any changed road conditions (if applicable).

It is expected that this plan will be updated should any necessary changes to the currently proposed arrangements arise in the future. Any special events (if required) would be subject to a separate request for a specific permit not covered by this report.

1.4 Exclusions and Acknowledgements

Ason Group is responsible for the preparation of this Plan only and not for its implementation, which is the responsibility of the Contractor.

This plan only covers the access strategy onto Mamre Road and does not cover:

- Any works outside property boundaries or Mamre Road upgrade works shall be subject to a separate plan and approval. It is noted that Mamre Road upgrades are being carried out under a separate TfNSW Works Agreement Deed (WAD) and therefore any CTMP required for road upgrades is administered under the WAD by TfNSW to their satisfaction.

1.5 SSD Context

Specifically, SSD 9522 permits the following development:

- Demolition of existing structures, site-wide earthworks, landscaping, stormwater and other infrastructure and an internal road network;
- Construction and operation of 8 warehouses comprising 162,355 m² of floor space;
- Intersection upgrade works in Mamre Road;
- 744 parking spaces; and
- 21-lot Torrens title subdivision over two stages, being Stage 1 residual lot subdivision (5 lots) and Stage 2 residual and development lot subdivision (17 lots).

Further to the construction and operation of warehouses, the Proposal includes a total of 162,355m² of building floor area, comprising:

- 153,865 m² warehouse/industrial GFA; and
- 8,490 m² of ancillary office.

Additionally, an indicative ultimate Master Plan, which includes the SSD and the remaining portion of the land (subject to separate DAs – Lots 9, 11,12, and13), has been provided to Ason Group for the purpose of conservative traffic modelling / assessment. The indicative Ultimate MP as presented in Figure 2 comprises a total of 18 Lots, including 26 warehouse/industrial facility and associated offices. A total of **421,820 m²** of building floor area is estimated under the indicative Ultimate MP, comprising:

- 401,250 m² warehouse/industrial GFA; and
- 20,570 m² of ancillary office GFA.

It is noteworthy that the SIDRA modelling undertaken as part of the submitted TIA refers to the Ultimate masterplan GFAs.

1.6 SSD Traffic Generation

Traffic generation associated with the SSD and the Ultimate MP are provided in below table.

Table 2: Traffic Generation

| Site | Development Yield (m ²) | AM Peak (veh/hr) | PM Peak (veh/hr) | Daily (veh/day) |
|---------------------------------|-------------------------------------|------------------|------------------|-----------------|
| MSP (this SSDA) | 162,355 | 411 | 303 | 4,388 |
| MSP (Indicative Ultimate MP) | 421,820 | 1,042 | 768 | 11,136 |

1.7 Statutory Requirements

It is important to note that, the SSD has been completed and conditional approval was granted on 21 Dec 2020. Therefore, this CTMP notes that the above traffic volumes are approved for the operation of the Site and can be assumed as maximum capped traffic generation for the construction works.

1.8 TfNSW Comments

It is noteworthy that an earlier version of this report has been provided to TfNSW for review and feedback. Accordingly, the following comments have been provided on the draft version, included in TfNSW's letter of 02 July 2020 and 26 February 2021. As such this CTMP has now been updated to address below requests.

Table 3: TfNSW Comments and Ason Group's Response

| No. | TfNSW Comments | Ason Group Response |
|-----|---|--|
| 1 | The Construction Access 1A for the development is via Bakers Lane. In Construction Access 1B, access into the development is via a temporary access road south of Bakers Lane whilst the intersection of Bakers Lane is reconstructed. Having an alternate temporary access south of an existing intersection is not ideal and preference is all traffic access should be maintained at Construction Access 1A. | Construction Access 1A, previously proposed from the existing signalised intersection of Mamre Road / Bakers Lane, is no longer envisaged as part of the interim arrangement of this CTMP. This CTMP allows for only one interim access onto Mamre Road which is discussed in Section 3.1.1. The interim access arrangement is to be located at the southern boundary of the Site and will be in the form of left in / left |

| | | |
|---|---|---|
| | | out only access point including a deceleration lane. Once the ultimate intersection has been constructed towards the end of the Site's construction, then access will be utilised via Mamre Rd x Bakers Lane – as is discussed in Section 3.1.2 |
| 2 | Construction Access 1B is maintained during Stage 2 of the development at the same time the intersection of Mamre Road and Bakers Lane is operational. It is recommended Construction Access 1B should be decommissioned/closed when intersection of Mamre Road and Bakers Lane is operational. Construction Access 1B is not supported during Stage 2 works. | This revised CTMP will only rely on one interim construction access point which is discussed in Section 3.1.1. The interim construction access will be decommissioned and removed from Mamre Road when the upgrade works at Mamre Road / Bakers Lane are completed and from that time all construction vehicles will access the Site via the upgraded signalised intersection. Reference should be made to Section 3.1.2 for further clarity. |
| 3 | The proposed Construction Access 3 north of intersection of Mamre Road and Bakers Lane for Stage 3 is not supported when access is possible via internal road network and an operational intersection of Mamre Road and Bakers Lane. | This construction access is no longer proposed as part of this CTMP. |
| 4 | In the Construction Traffic Management Plan (CTMP), there is no indication of the turnaround location for construction traffic originating from the north. This will need to be identified as part of the assessment of the development. | <p>Under the ultimate access arrangement, access from the north shall be safely facilitated by the Bakers Lane signals (as upgraded).</p> <p>During preliminary (interim) arrangements – when access to the site is restricted to left-in only - all contractors shall be advised of this restriction prior to attending the site and instructed to use the routes outlined by this Plan. Accordingly, reference should be made to the access route plans shown in Figure 10 and Figure 11.</p> <p>In addition to the above, turning heads have been provided for the interim and ultimate access strategies as discussed in Section 3.1.</p> |
| 5 | <p>The proposed W8-234 (Access to construction site) sign on the approach to the interim construction access as shown in Appendix B is not in the TfNSW (RMS) sign directory.</p> <p>It is recommended to use a 'No Left Turn' (R2-6n_L) + 'Construction vehicles accepted' (R9-203-1) sign to discourage vehicles other than construction vehicles to access the site. – It is important to note that construction vehicles (light/heavy) are easily identified as authorised vehicles to avoid getting fined.</p> | Sign has been updated and included within Appendix B |

In this regard, below figure is provided to compare the previous construction access strategy (reviewed by TfNSW) as part of the earlier versions of the CTMP and the revised interim access strategy proposed under this revised CTMP. As can be seen the previously proposed access 1A and 1C are now removed from this CTMP. The interim construction access is located at the north-eastern boundary of Lot 8.

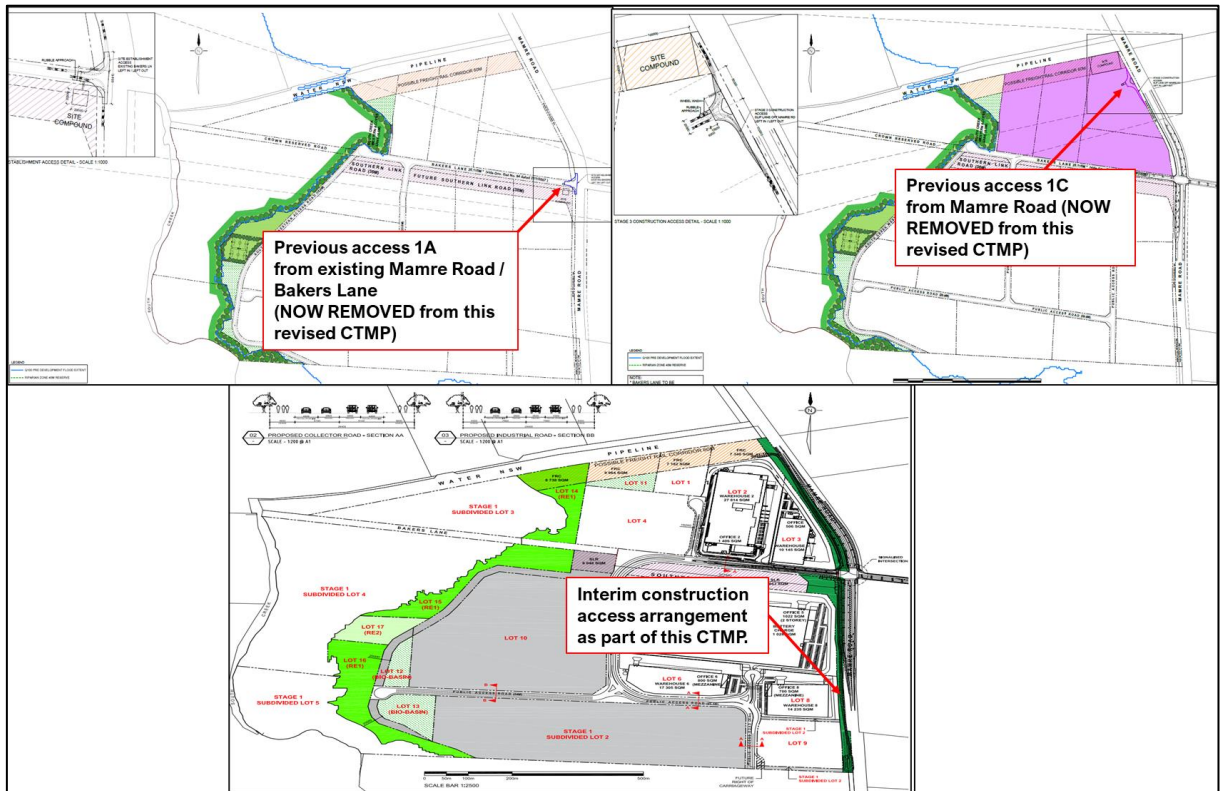


Figure 3: Previous Construction Access vs. Revised Interim Access

1.9 Updated TfNSW Comments

In addition to the above, it should be considered that the project team have maintained consultation with TfNSW with regard to traffic and transport-related elements of the CTMP. In line with consultation undertaken on the 16th December 2020, the following table summarises the most recent round of feedback provided by TfNSW.

Table 4: Updated TfNSW Comments

| TfNSW Comments | | Ason Group Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|---|--|-----------------------------|-----------------------------|---------------------|------------------|------------------|------------------|-----------------------------|-----------------------------|---------------------------|----|------|---|-----|-----|----|------|---|-----|-----|---------------------------------|----|------|---|-----|-----|----|------|---|-----|-----|
| 1 | <p>Detailed Traffic Control Plans are to be used to the subject CTMP.</p> <p>TfNSW require a detailed TCP to be included in the CTMP for the proposed temporary access off Mamre Road i.e., Left-In and Left-Out.</p> | <p>The CTMP has been updated in line with TfNSW's comments, as well as additional feedback discussed with the project team.</p> <p>A detailed TCP for the left-in-left-out has been provided within Appendix D.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | <p>Swept Path analysis of the largest construction vehicle are to be provided.</p> | <p>Noted. TfNSW has acknowledged the swept path provisions of the previous CTMP. It should be noted that the swept paths have been revised based on updated documentation and are included with Lot 8.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | <p>SIDRA analysis to be undertaken to determine the impacts of construction vehicle activity on the key intersections surrounding the Site.</p> <ul style="list-style-type: none">TfNSW needs to see evidence of the impacts of the construction traffic particularly to key intersections surrounding the site to see if there is a need to propose mitigation measures so that the network performance is still maintained at an acceptable level. <p>The LILO Temp access on Mamre Road will not be required in the SIDRA Analysis</p> | <p>The SIDRA modelling component of the traffic studies has been discussed with TfNSW and the project team in detail to establish the following key points:</p> <ul style="list-style-type: none">- Reference is made to SSD-9522 and refers to the estate-wide SSD. Ason Group has undertaken the transport assessment for project, with subsequent approval granted in December 2020 .- It has been discussed and acknowledged with the client that the level of anticipated construction traffic for the Site is less than the operational vehicle movements for the Estate. This indicates that the lower volume of construction traffic to the Mamre Rd x Bakers Lane intersection is likely to yield improved results for the intersection over the modelled operational traffic volumes. <p>Notwithstanding, a further SIDRA assessment was undertaken for the Mamre Rd x Bakers Lane for Base, and Base + Construction scenarios. The results of the modelling demonstrate a LoS of B and F during the respective AM and PM Periods and are outlined within Table 9 : Intersection Performance Comparison – Mamre Road / Bakers Lane (Isolated)</p> <table><tr><th rowspan="2">Intersection</th><th rowspan="2">Period</th><th rowspan="2">Average Delay (sec)</th><th rowspan="2">Level of Service</th><th colspan="2">Queue Length (m)</th></tr><tr><th>Mamre Road (North approach)</th><th>Mamre Road (South approach)</th></tr><tr><td rowspan="2">Baseline1 (2018 Existing)</td><td>AM</td><td>18.2</td><td>B</td><td>157</td><td>148</td></tr><tr><td>PM</td><td>47.2</td><td>D</td><td>477</td><td>166</td></tr><tr><td rowspan="2">Baseline + Construction Traffic</td><td>AM</td><td>18.8</td><td>B</td><td>179</td><td>160</td></tr><tr><td>PM</td><td>56.2</td><td>D</td><td>601</td><td>181</td></tr></table> | Intersection | Period | Average Delay (sec) | Level of Service | Queue Length (m) | | Mamre Road (North approach) | Mamre Road (South approach) | Baseline1 (2018 Existing) | AM | 18.2 | B | 157 | 148 | PM | 47.2 | D | 477 | 166 | Baseline + Construction Traffic | AM | 18.8 | B | 179 | 160 | PM | 56.2 | D | 601 | 181 |
| Intersection | Period | Average Delay (sec) | | | | | Level of Service | Queue Length (m) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Mamre Road (North approach) | Mamre Road (South approach) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline1 (2018 Existing) | AM | 18.2 | B | 157 | 148 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PM | 47.2 | D | 477 | 166 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline + Construction Traffic | AM | 18.8 | B | 179 | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PM | 56.2 | D | 601 | 181 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <p>Accordingly, on this basis the level of construction traffic can be considered acceptable.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | <p>No construction vehicle movements are to occur during school drop-off (8am-9:30am) and pick up (2:30pm to 4pm) times on school.</p> | <p>Noted. Construction traffic will not access the eastern leg of Mamre Rd x Bakers Lane intersection.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|---|---|-----------------------|
| 5 | All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. | Noted and considered. |
|---|---|-----------------------|

1.10 DPIE Comments

In addition to the above, it should be considered that the project team have been in consultation with DPIE with regard to traffic and transport-related elements of the CTMP. The following table summarises the most recent round of feedback provided by DPIE.

Table 5: DPIE Comments

| | TfNSW Comments | Ason Group Response |
|---|--|---|
| 1 | It is noted that comments from Transport for NSW (TfNSW) are included in Section 1.8 and 1.9 of the CTMP. However, it is unclear whether TfNSW has reviewed the most recent version of the document. Please provide evidence of consultation with TfNSW, particularly in relation to the most recent version of the plan. | Subsequent email by DPIE (dated 16 March 2021) outlines that TfNSW has reviewed the most recent version of the CTMP. A copy has been provided within Appendix E . |
| 2 | It is noted the CTMP states on page 12 that ongoing consultation with the high school in the locale of the site is underway. Please clarify the nature of this consultation and whether it is in addition to the consultation evidenced in Appendix C of the CTMP. | All consultation required has been undertaken, as required by TfNSW, therefore no more consultation is required. |
| 3 | Table 12 on page 38 of the CTMP should be updated to reflect further consultation undertaken, as evidenced in Appendix C. | Table 12 (Now Table 13) has been updated to reflect the most recent consultation undertaken. |
| 4 | Appendix C of the CTMP includes evidence of consultation with Penrith City Council (Council). Council states that the CTMP is acceptable "subject to dilapidation reports on existing Council assets within Bakers Lane and James Erskine Drive." Please provide evidence that these reports have been submitted to Council. | Evidence of consultation with Penrith Council for dilapidation reports has been undertaken. Evidence of this consultation can be found within Appendix F . |
| 5 | It is noted that the CTMP states on page 17 that construction vehicles are not to utilise Bakers Lane East during the entirety of the construction works. However, on page 20 there are references to the use of Bakers Lane outside of school drop-off and pick up hours and HSC exam periods. Please remove the references on page 20. | All references to the use of Bakers Lane outside of school periods have been removed from this CTMP |
| 6 | Also on page 20, the CTMP refers to measures to be implemented to minimise the impact to the schools from Heavy Vehicles using Bakers Lane, however there are no measures listed. | Comment deleted as there will be no heavy vehicles related to the construction utilising Bakers Lane. |
| 7 | Ensure all references to Tables in the CTMP are correct – for example, the reference on Page 37 to Table 6 should be Table 11. | Noted. |

2 Existing Situations

2.1 Site Location

The Site is located within the Penrith City Council LGA and is bordered by Mamre Road to the east; the Sydney Water Warragamba Pipeline to the north; South Creek to the west; and rural land to the south. Properties included within the Site are as follows:

- Lot 34 in DP1118173
- Lot Y in DP421633
- Lot 22 in DP258414
- Lot X in DP421633
- Lot 1 in DP1018318

2.2 Road Hierarchy

The road hierarchy in the locality is presented in **Figure 2** and summarised below for key roads.

- **Mamre Road** – 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 MSP, Mamre Road generally provides 2 lanes for two-way traffic, with additional through movement and turning infrastructure at key intersections, specifically at Erskine Park Road and James Erskine Drive. Mamre Road has a posted speed limit of 80km/h.
- **Erskine Park Road** – a sub-arterial road servicing traffic between the Great Western Highway and M4 to the north, Mamre Road to the south-west, as well as linking Lenore Drive (Erskine Park Link Road) to the M7 to the east. Erskine Park Road provides 4 lanes for two-way traffic north-east from the intersection of Mamre Road. Erskine Park Road has a posted speed limit of 70km/h.
- **James Erskine Drive** – a local industrial access road, providing local access for the Erskine Park Industrial Precinct, which lies to the east of Mamre Road, northeast of the Precinct. James Erskine Drive provides 4 lanes for two-way traffic and provides additional turning infrastructure on the approach to Mamre Road. On-street parking is permitted; however, demand for this parking is low and therefore rarely used.
- **Bakers Lane (East)** – a two lane undivided Local Road which operates under a 60km/hr sign posted speed limit. Bakers Lane (East) provides primary access to a number of local schools and colleges in the area, with School Zone speed limit restrictions (40km/h) in operation during school peak periods. At present, Bakers Lane (East) forms a Signalised T intersection with Mamre Road.

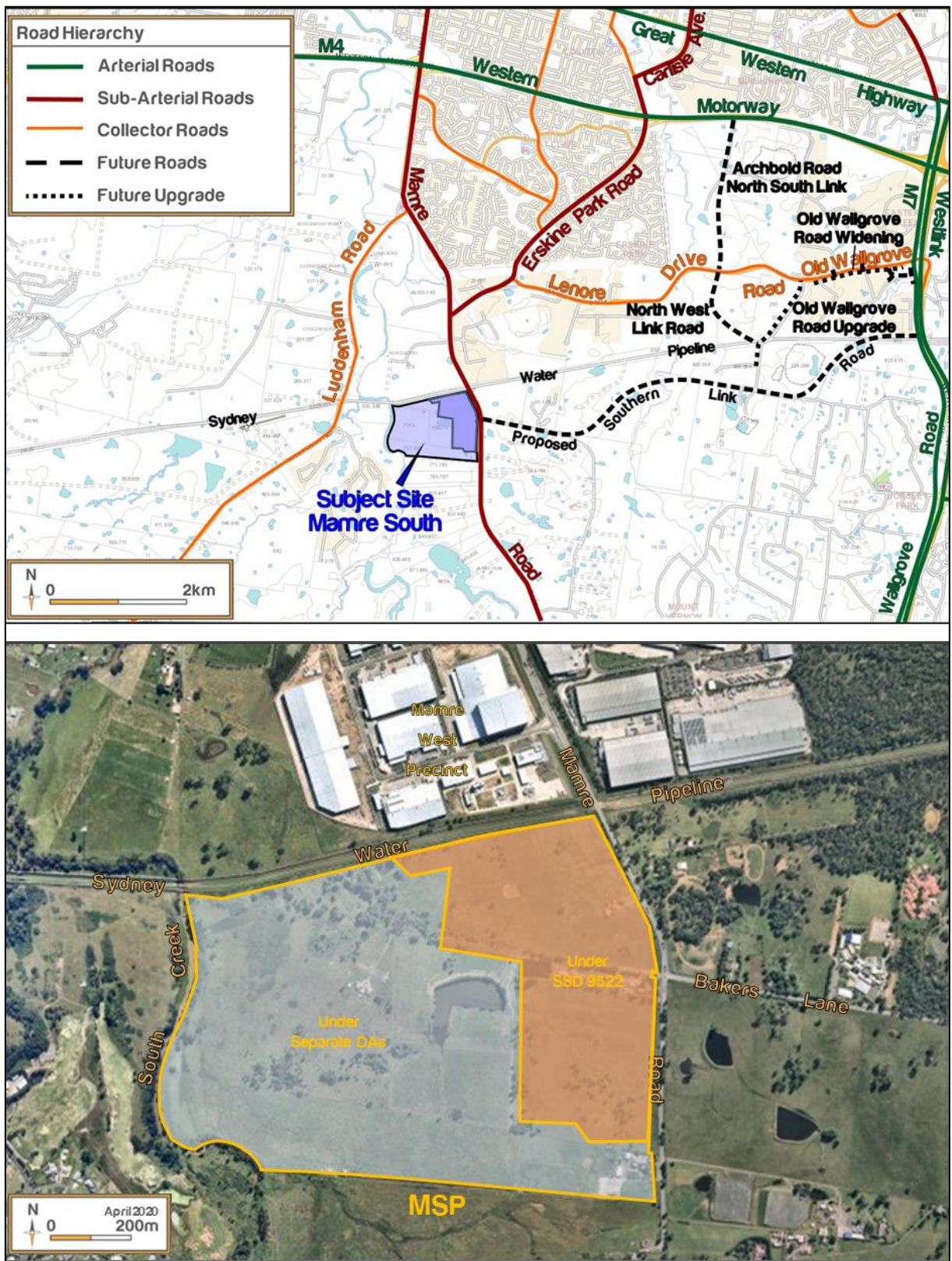


Figure 4: Road Hierarchy

2.3 Active and Public Transport Access

Existing public transport services & cycling routes in the vicinity of the MSP are presented in **Figure 3**.

2.3.1 Active Transport Connections

Bicycle lanes are provided along Erskine Park Road and sections of Mamre Road, in addition to carriageway shoulders that could also be utilised by cyclists.

2.3.2 Existing Bus Services

As shown in **Figure 3**, the MSP is not directly serviced by public transport operations at this time.

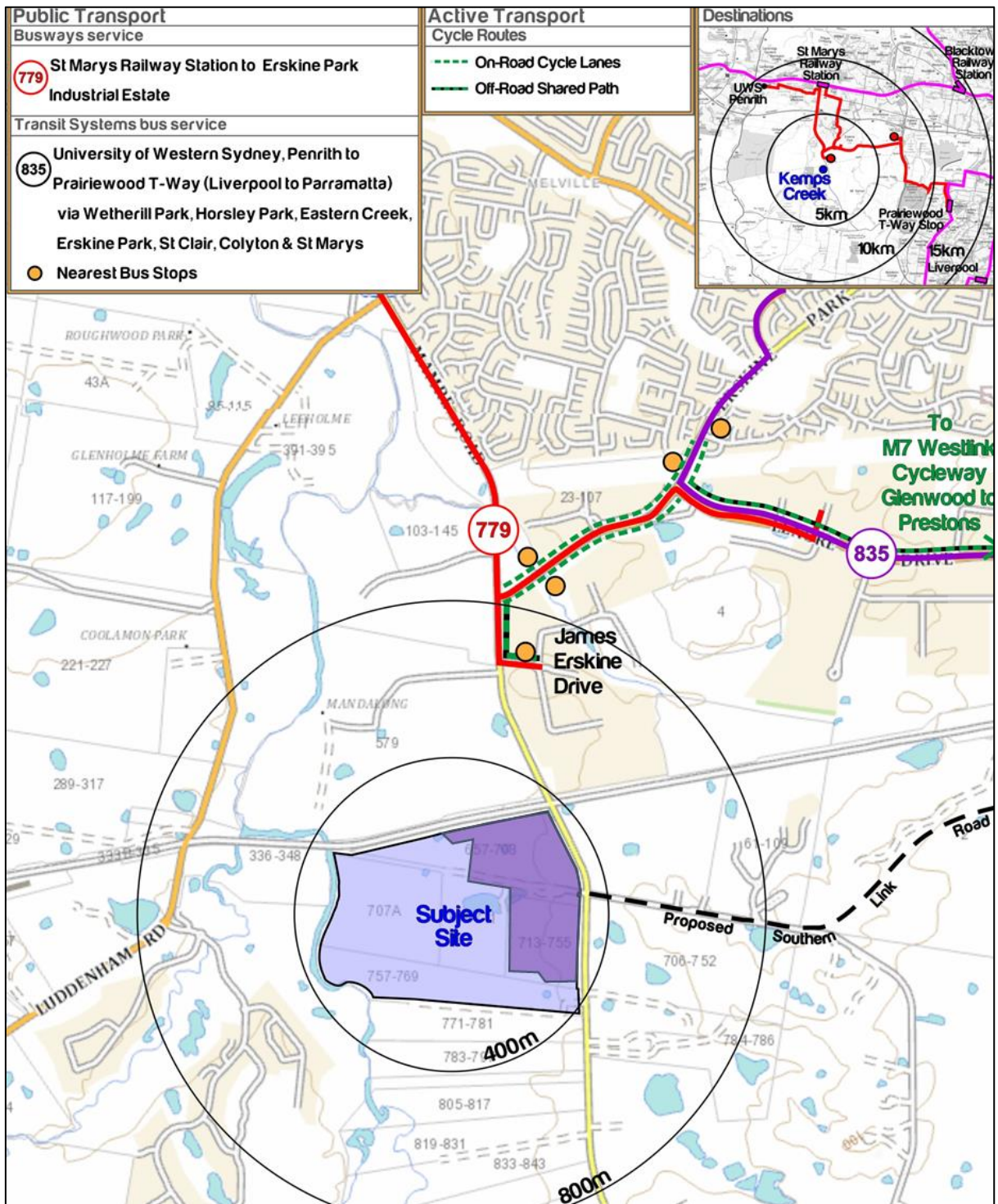


Figure 5: Public Transport Services & Cycling Routes

3 Overview of Works

As mentioned in Section 1.3, this CTMP is focused on the internal construction of the MSP and the access onto Mamre Road, which will commence approximately 6 months ahead of external construction work. The access and traffic management required is outlined later within this report. Recognising the purpose and limitations of this CTMP, it is estimated that the total duration of the construction works will be approximately 39 months from the commencement date. It is noteworthy to mention that the expected duration does not include delays due to adverse weather. Despite earlier version of the CTMP, the proposed construction works will not be undertaken in different stages.

This CTMP takes into consideration the construction traffic volumes generated by all build form as shown on the Ultimate MP.

3.1 Construction Access Arrangements

As mentioned before, recognising the ambiguity for timing of construction for each individual Lot, the proposed construction works is not planned to be undertaken in different stages. However, there will be 2 main access arrangement for the works which are described as follows. Notwithstanding, construction vehicles are not to utilise Bakers Lane East during the entirety of the construction works.

3.1.1 Interim Construction Access

A left in / left out access point (to/from Mamre Road) will be provided for the construction works which is proposed to be located at the southern boundary of the Site (north-eastern boundary of Lot 8). A reduced copy of this access arrangement is provided in below figure.

This interim access point will service the proposed construction works until such time that the proposed Scenario 1A upgrades at Mamre Road / Bakers Lane signalised intersection are completed (as envisaged under the SSD submission) which is expected to be in August 2023. During this time, no construction vehicles shall utilise Bakers Lane East. Following completion of the signal upgrades and the new internal estate roads, this interim access point will be retired. It is currently anticipated that the interim access arrangement will be in use for a period of approximately 18-20 months from the start date of construction which starts from the date the Construction Certificate has been acquired (excluding inclement weather impact).



Figure 7: Light Vehicle & Heavy Vehicle movement to/from Site Compounds

In order to access the secondary site compound by foot, a walkway has been established which runs within the existing verge. For safety purposes, this walkway has been delineated with star pickets, flagging and pedestrian signage.



Figure 8: Pedestrian walkway

3.1.2 Ultimate Construction Access

Upon completion of the Mamre Road / Bakers Lane upgrade works and the internal estate roads (envisaged as part of the SSD submission), the interim access will be retired, and the construction traffic will access the Site via the upgraded (Mamre Road / Bakers Lane) signalised intersection, as shown in **Figure 9**. It is expected that this access point will be utilised by construction vehicles for approximately 11 months prior to full completion of the construction works excluding inclement weather. During this time, no construction vehicles shall utilise Bakers Lane East. Furthermore, a turning head is also provided for this scheme to facilitate opportunities for construction vehicles to make U-turns, as necessary.

Furthermore, it is important to note that below ultimate construction access plan acknowledges the removal of the interim access point when the upgraded signalised intersection is completed.

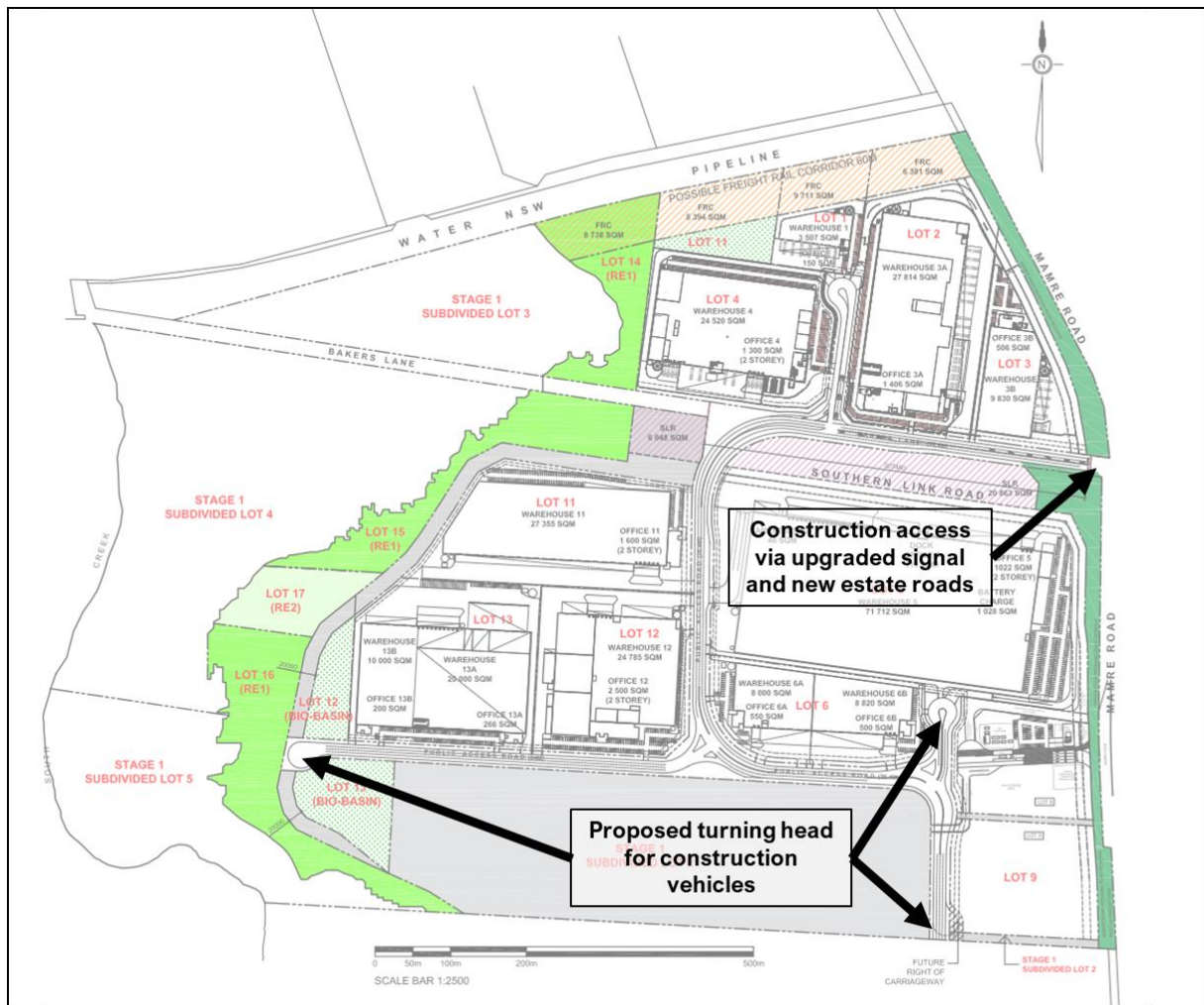


Figure 9: Ultimate Construction Access Arrangement

3.2 Individual Lot Access

Access to individual lots shall vary during the course of the construction works. However, internal traffic movements and access to work areas shall be managed, with suitable Traffic Control Plans prepared by Contractors and designed in accordance with Austroads—Guide to Temporary Traffic Management and AS1742.3, depending on the specific work area. All internal traffic movements will be internally managed within the estate boundaries.

3.3 Hours of Work

The construction working hours are expected to be as follows:

During General Construction:

- 7:00AM – 6:00PM Monday – Friday.
- 8:00AM – 1:00PM Saturday.

- No work is to be undertaken on public holidays.

It may (on occasions) be necessary to undertake works outside of the above proposed working hours to minimise disruption to traffic; however, any works undertaken outside of these times will only occur with prior approval from Council and TfNSW.

4 Traffic Management Plan

4.1 Construction Vehicle Movements

Construction vehicles (including trucks) will access the Site via an interim access to Mamre Road at the start of construction, reverting to use of the upgraded Mamre Road / Bakers Lane signalised intersection and new internal estate roads as the ultimate access once those upgrades are available.

4.2 Truck Access Routes

The implementation of the access route shall be done so in accordance with any and all conditions of consent received by the TfNSW.

4.2.1 Interim Construction Access Routes

Following construction access routes are proposed in accordance with the interim access arrangement (being left in / left out only):

Entry movements – ALL construction vehicle entry movements shall occur from Mamre Road south and via Elizabeth Drive roundabout (refer Figure 10).

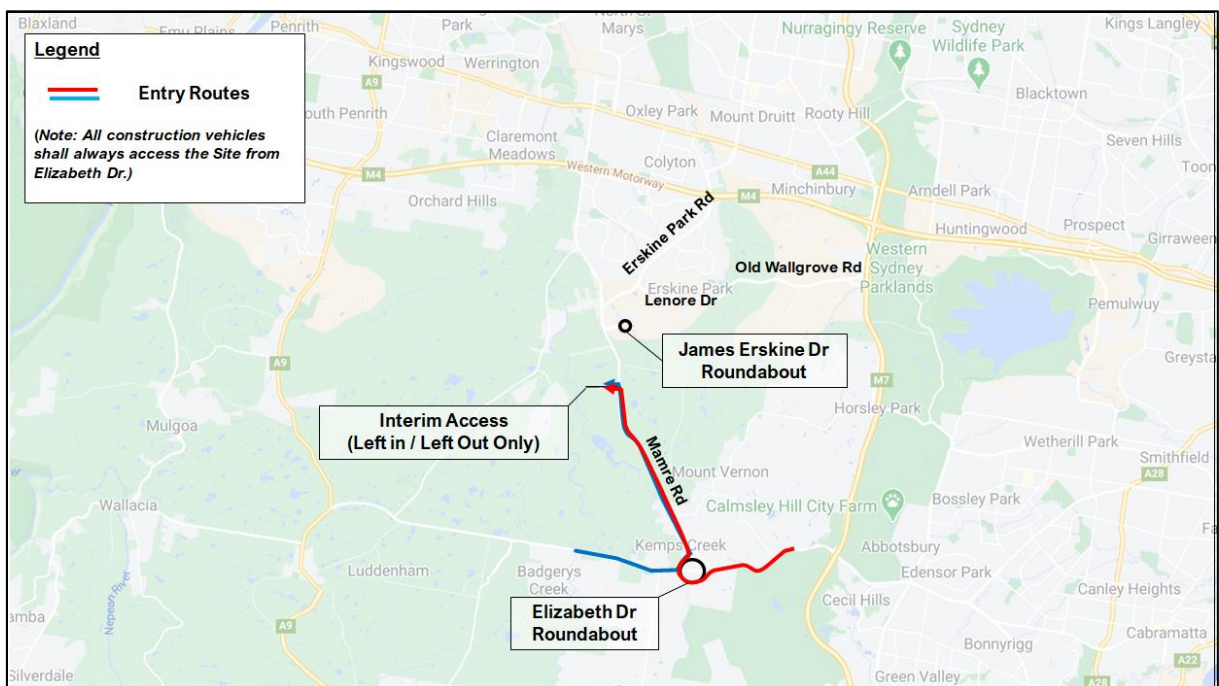


Figure 10: Entry Movements

The appointed contractor shall ensure that these entry routes will be adhered to by ALL drivers. A copy of these routes is also provided in Drivers Code of Conduct attached in **Appendix A** of this CTMP. In

the event that any construction vehicle access from north, they are required to drive south and access Elizabeth Drive roundabout to make a U-Turn and enter the Site via the interim construction access crossover.

Exit movements – ALL construction vehicles exit movements shall occur from Mamre Road northbound via a left out exit movement at the interim construction access. Drivers travelling northbound will be able to continue driving north and those intending to drive south on Mamre Road are required to make a U-Turn at the existing James Erskine Drive roundabout (refer **Figure 11**).

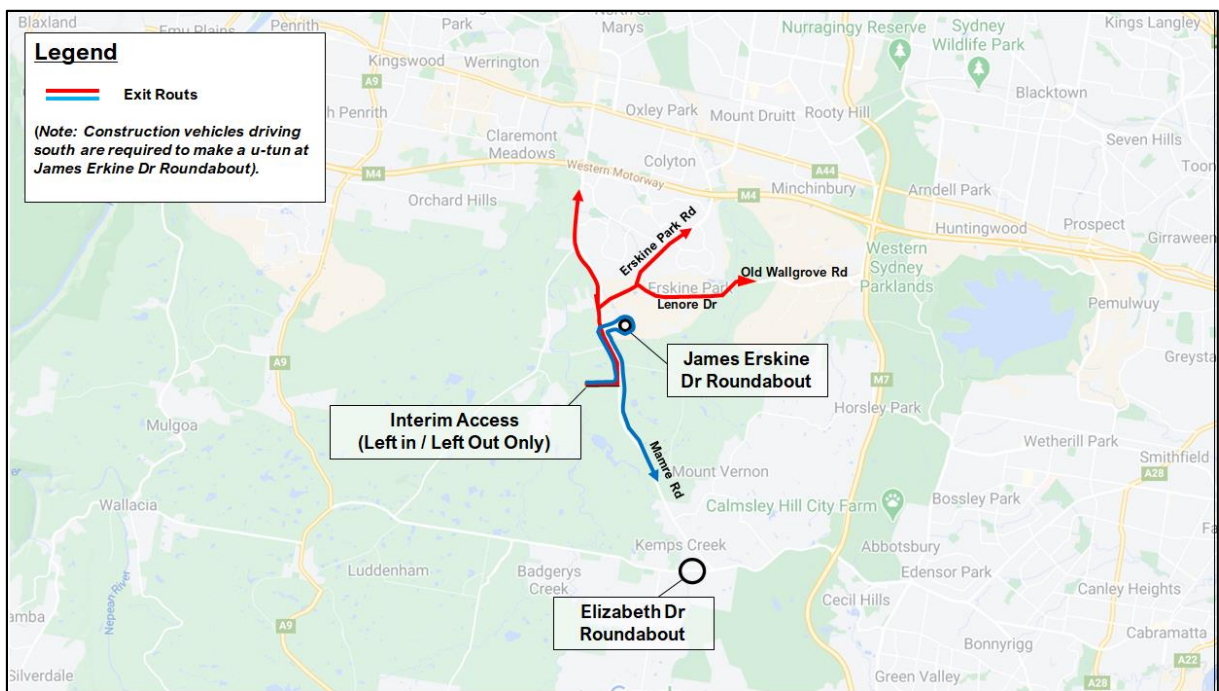


Figure 11: Exit Movements.

The appointed contractor shall ensure that these exit routes will be adhered to by ALL drivers. A copy of these routes is also provided in Drivers Code of Conduct attached in Appendix A of this CTMP.

4.2.2 Ultimate Construction Access Routes

Ultimate access for construction vehicles will be provided via the upgraded signalised intersection of Mamre Road / Bakers Lane (as proposed in the SSD submission).

4.3 Other General Requirements

It is expected that a schedule for deliveries of materials and goods will be established prior to that day, with Traffic Controllers maintaining radio contact with construction vehicles at all times. Thus, at no time shall queueing occur on the public road network.

The future Contractors shall prepare Vehicle Movement Plans (VMP) for on-site circulation for generating more than 20 truck movements (10 in, 10 out) per day.

In preparing relevant details VMPs, the contractor should:

- Minimise interaction with other work areas, as far as possible.
- Where possible, separate truck movements from contractor car parking areas
- Prepare Traffic Control Plans where necessary to provide additional management of on-site vehicle movements.

4.3.1 Driver Code of Conduct

All drivers shall adhere to the Driver Code of Conduct, as provided in **Appendix A**.

4.3.2 Contractor Parking

Contractor parking will be provided within the proposed site compounds, as indicated in above figures. No parking shall occur on Mamre Road or Bakers Lane.

4.3.3 Loading & Materials Handling

Handling of all materials throughout the construction shall adhere to the below. It should be noted that the below are applicable for the construction of the estate. Mamre Road upgrades are being carried out under a separate TfNSW WAD as aforementioned in Section 1.4

- It is proposed that all material loading will occur within the construction site boundary during all day-time activities.
- No loading is proposed to occur outside of the provisioned areas.
- Equipment, materials and waste will be kept within the construction site boundary.

Any loading/unloading of materials shall be undertaken within the Sites boundary during all day-time activities. Notwithstanding, some loading/unloading of plant may be required to be undertaken along the verge of Mamre Road. All activities will occur within the verge of Mamre Road. As shown in **Figure 12**, the approximate dimension of this area will be 50m long and 8.5m wide as minimum and will be located at the area fronting Lot 9. All deliveries shall be restricted to after hours (to be carried out between 10:00pm and 4:00am) and under an approved Road Occupancy License. These night time movements are expected to be minimal and would typically average 2 movements per week.

The proposed location of the night-time loading/unloading shall be behind approved temporary safety barriers and have clear delineation of the work area, as required by Table 4-3 of Version 6.1 of the TCAWS Manual. There shall be approximately 5.0m of exclusion zone between the safety barrier system and work area to ensure safety for all workers.

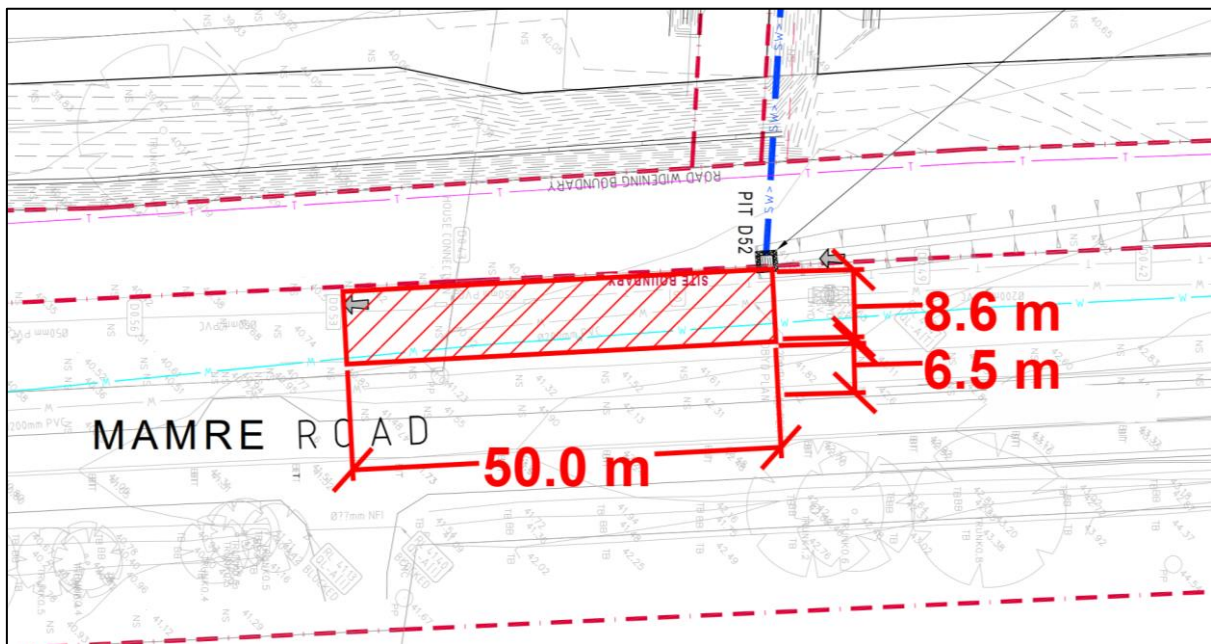


Figure 12: After Hours Loading/unloading of Plant Opposite Lot 9 Along Mamre Rd.

4.3.4 Road Occupancy

The internal construction of the MSP does NOT require any road occupancy within public roads, except for the night time loading/unloading along Mamre Road. As such Road Occupancy License (ROL) would be required. It is expected that the Client will apply for and obtain the ROL prior to the commencement of any loading/unloading activities.

All tie in works to Mamre Road shall be subject to a separate CTMP, with relevant Road Occupancy Licences (ROL) obtained as necessary in consultation with TfNSW.

Noting that the external construction work (any work outside property boundaries or Mamre Road) is subject to a separate plan and approval, detailed Traffic Control Plans (TCPs) on Mamre Road is not included as part of this CTMP; however, it is expected that at least a single northbound and southbound through traffic lane on Mamre Road shall be maintained through all construction periods. It is noted that Mamre Road upgrades are being carried out under a separate TfNSW Works Agreement Deed (WAD) and therefore any CTMP required for road upgrades is administered under the WAD by TfNSW to their satisfaction.

4.3.5 Pedestrian and Cyclist Management

Details of pedestrian management along the site boundary shall be provided as shown in Figure 8.

At this stage, fencing / hoarding along the site frontage on Mamre Road is not proposed as Mamre Road generally does not provide walking / cycling access.

4.3.6 Engineering Construction Specifications

Any Signage and/or line marking to be installed as a result of these construction works shall be installed as per Council's Engineering Construction Specification for Civil Works document (October 2017). Details of signage and line-marking along Mamre Road is expected to be addressed by MU Group CTMP.

4.3.7 Traffic Control Plans

Any Traffic Control Plans (TCPs) shall be prepared by an accredited person, in accordance with:

- RMS Traffic Control at Worksites Manual,
- Austroads—Guide to Temporary Traffic Management, and
- AS1742.3.

All TCPs involving signage or impacts to public roads shall be approved by the TfNSW Traffic Management Centre (TMC), prior to the works for which they relate. These TCPs shall be updated to respond to any changes to prevailing traffic conditions throughout the life of the works.

Having regard for the anticipated truck movements exceeding 20 movements per day, it is expected that signage (e.g., "Trucks Turning") will be required at the site access points to advise other road users of changed traffic conditions. In this regard, it is expected that site-specific versions of the standard TCP 195 would be implemented by the Contractor. TCP's shall be integrated to accommodate the spacing and clearances of each access.

In addition, site-specific versions of standard TCP 93 will be required for any works on the internal roads where the kerbside lane is obstructed or insufficient clearances to passing traffic cannot be maintained.

Supplementary site-specific TCPs shall be developed and submitted to TMC for approval, as required to reflect specific work activities and/or changes to road conditions.

5 Transport Impact Assessment

5.1 Background

The traffic report (Ason Group Ref: 0584r04v4) supporting SSD 9952 outlined the following relevant traffic generation with regard to future operational traffic volumes associated with the full development of the Site during the peak periods (refer Section 1.6):

- AM Peak 1,042 movements per hour (movements, in & out combined)
- PM Peak 768 movements per hour (movements, in & out combined)

For the purpose of this report, 1 truck is equal to 1 inbound movement plus 1 outbound movement which equals to 2 movements.

5.2 Construction Traffic Generation

5.2.1 Construction Traffic Estimates

Light Vehicle Traffic Generation:

Light vehicle traffic generation would generally be associated with staff movements to and from the Site. Staff would be comprised of project managers, various trades, and general construction employees. Light vehicle construction trips are expected to arrive in the morning and depart in the evening, and the number of trips is estimated based on the workforce numbers which is a maximum of 50 people. Therefore, the forecast light vehicle trip generation during peak hours is 50 trips per hour. Noting the work hours, this peak is likely to occur outside of traditional road network peak periods.

Heavy Vehicle Traffic Generation:

The anticipated heavy vehicle movements generated by the construction of the Site have been estimated having consideration of the likely requirements for construction plant, equipment, and haulage. It is noted that the contractor has provided the anticipated heavy vehicle movements (in & out combined) for the construction works which is as follows:

- Site Establishment (earlier stages of the construction work)
 - Between 6am – 7am: 10 vehicle movements per hour
 - From 7am – 7pm: 6 vehicle movements per hour
 - Daily: 82 vehicle movements per day

- Subsequent to Site Establishment:
 - Between 6am – 7am: 90 vehicle movements per hour
 - From 7am – 7pm: 76 vehicle movements per hour
 - Daily: ~1,000 vehicle movements per day

Combined Heavy and Light Vehicle Movements

Accordingly, the maximum construction peak hour traffic generation (combined light and heavy vehicles) are as follows:

- 60 veh/hr during Site Establishment (50 light plus 10 heavy vehicle movements), and
- 140 veh/hr at subsequent stages (50 light plus 90 heavy vehicle movements).

These traffic volumes occur outside road network peak periods.

5.3 Heavy Vehicle Types

The majority of daily truck movements for the internal construction works will be truck and dogs, with intermittent arrival of dozers, excavator, and dump trucks, with the following plant expected to be delivered and remain on-site from the outset of construction:

- 8 x 627 Scrapers
- 6 x Compactors
- 3 x Water carts
- 2 x Graders
- 2 x Rollers

5.4 Traffic Generation Summary

5.4.1 During Site Establishment

Traffic volumes for the Site Establishment period are provided in below figure. It should be considered that staff movements are anticipated to occur generally outside of network peak hours as well as peak heavy vehicle movements.

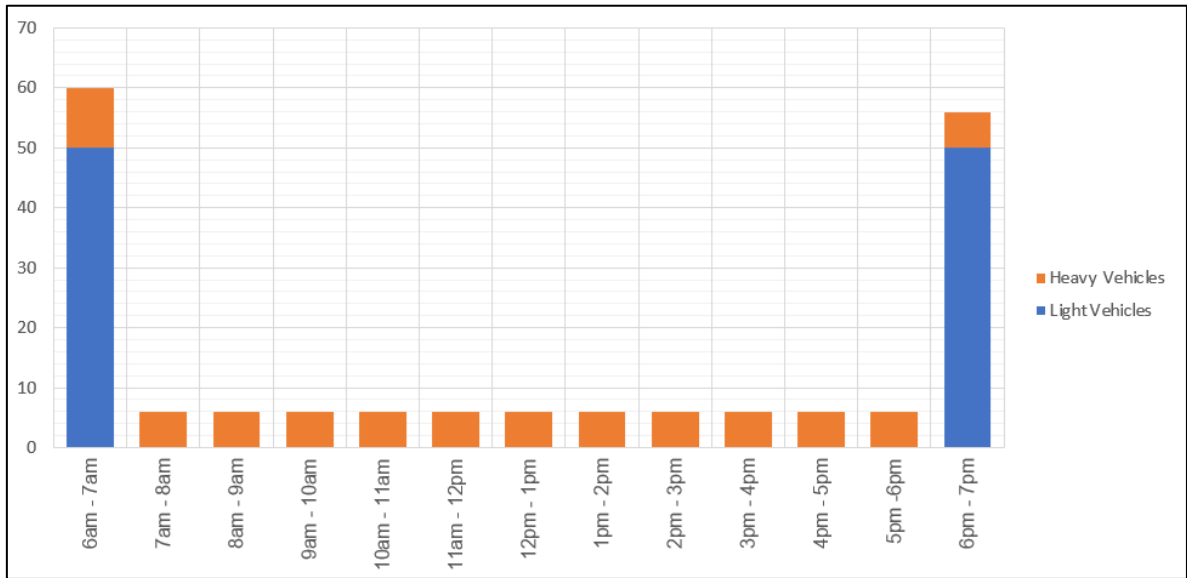


Figure 13: Site Establishment Light & Heavy Hourly Vehicle Trips

The table above demonstrates the 10 light vehicle trips associated with staff arrival and departure occurring during 6am-7am and 6pm-7pm, with heavy vehicle in and out movements occurring throughout the work period. This demonstrates that during the road network peak hours (8-9 am and 3-4 pm), the total construction traffic would equate to approximately **6 movements per hour**.

Table 6: Construction Peak Hour Vehicle Movements

| Period | Light Vehicles | Heavy Vehicles | Total |
|--------|------------------------------------|-----------------------------------|----------------------|
| 6-7am | 50 vehicles IN & 0 vehicles OUT | 5 vehicles IN & 5 vehicles OUT | 60 Vehicle movements |
| 6-7pm | 0 vehicles IN & 50 vehicles OUT | 3 vehicles IN & 3 vehicles OUT | 56 vehicle movements |

The Site establishment period is expected to continue for a period of approximately 1 month and during this time the interim access (left in/left out) on Mamre Road will be utilised.

5.4.2 Following Site Establishment

Traffic volumes for construction (following site establishment – likely to start from the second month of construction) are provided in **Figure 14**.

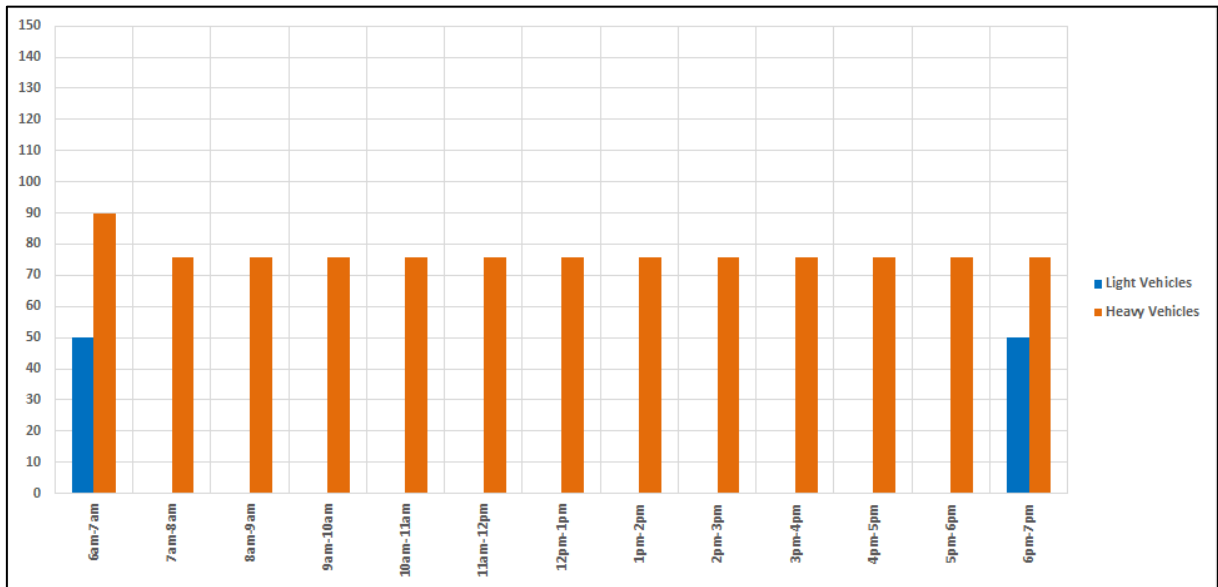


Figure 14: Following Site Establishment Light & Heavy Hourly Vehicle Trips

As can be seen the maximum truck movements of 90 veh/hr occurs between 6-7am with all staff arriving at that period (totalling 140veh/hr). Outside this period and up to 6.00 pm there would be an equally distributed truck entry and exit of 76veh/hr. Finally, between 6-7 pm a total of 126 (76 trucks+50 cars) vehicle movements is expected for the construction.

Construction traffic volumes generally represent a small proportion of the existing background traffic occurring on Mamre Road. **Figure 9** below visualizes hourly count volumes of construction traffic in the subsequent construction periods against existing background traffic. This demonstrates that the addition of construction traffic is relatively small in comparison.

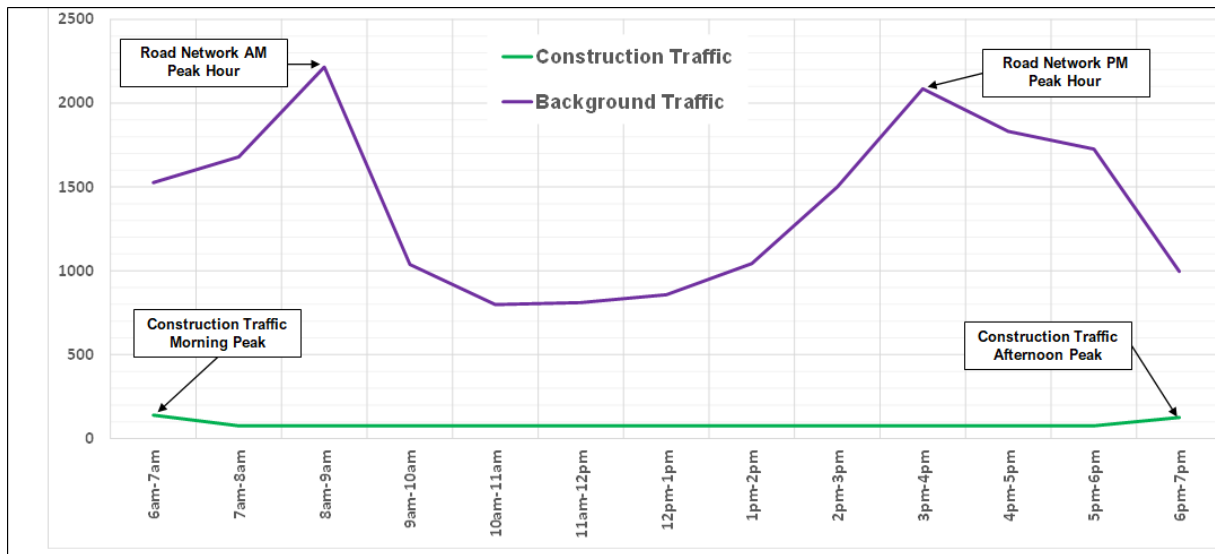


Figure 15: Background Traffic vs Construction Traffic

In this regard, it is evident that the construction traffic volumes are significantly lower than the background traffic volumes (maximum of 140 veh/hr between 6-7am, 126 veh/hr between 6-7pm and 76 veh/hr outside these periods) on surrounding road network and as such will not have any material impact onto these roads. Furthermore, the above figure shows that the construction peak periods are **OUTSIDE** the road network peak hours.

5.5 Impacts on Surrounding Network

Having regard for the traffic generation summary (presented in Section 5.1) as part of the SSD submission the operational traffic generation for the entire masterplan are significantly higher than the anticipated construction traffic volumes (refer below table).

Table 7: SSD Traffic vs. Maximum Construction Traffic

| Period | SSD | Maximum CTMP Traffic Generation | Difference |
|-------------------------------|-------|---------------------------------|------------|
| Road Network AM Peak (veh/hr) | 1,042 | 76 (6) ¹ | - 966 |
| Road Network PM Peak (veh/hr) | 768 | 76 (6) ¹ | - 692 |

Notes) 1) figures in bracket demonstrates the maximum traffic movements during site establishment.

Noting the construction stage 1 is proposed to use this intersection as the construction access point, the estimated construction traffic has been distributed onto this intersection, as shown in **Figure 16**, and the impact of construction traffic has been assessed using SIDRA computer program which outputs a range of performance measures, in particular:

- **Average Vehicle Delay (AVD)** – The AVD (or average delay per vehicle in seconds) for intersections also provides a measure of the operational performance of an intersection and is used to determine an intersection's Level of Service (see below). For signalised intersections, the AVD reported relates to the average of all vehicle movements through the intersection. For priority (Give Way, Stop & Roundabout controlled) intersections, the AVD reported is that for the movement with the highest AVD.
- **Level of Service (LOS)** – This is a comparative measure that provides an indication of the operating performance, based on AVD.

The following table provides a recommended baseline for assessment as per the RMS Guide:

Table 8 : Level of Service Criteria for Intersections

| Level of Service | Average Delay per Vehicle (secs/veh) | Traffic Signals, Roundabout | Give Way and Stop Signs |
|------------------|--------------------------------------|---|--|
| A | less than 14 | Good operation | Good operation |
| B | 15 to 28 | Good with acceptable delays & spare capacity | Acceptable delays & spare capacity |
| C | 29 to 42 | Satisfactory | Satisfactory, but accident study required |
| D | 43 to 56 | Operating near capacity | Near capacity & accident study required |
| E | 57 to 70 | At capacity; at signals, incidents will cause excessive delays. Roundabouts require other control mode | At capacity, requires other control mode |
| F | More than 70 | Unsatisfactory and requires additional capacity. | Unsatisfactory and requires other control mode or major treatment. |

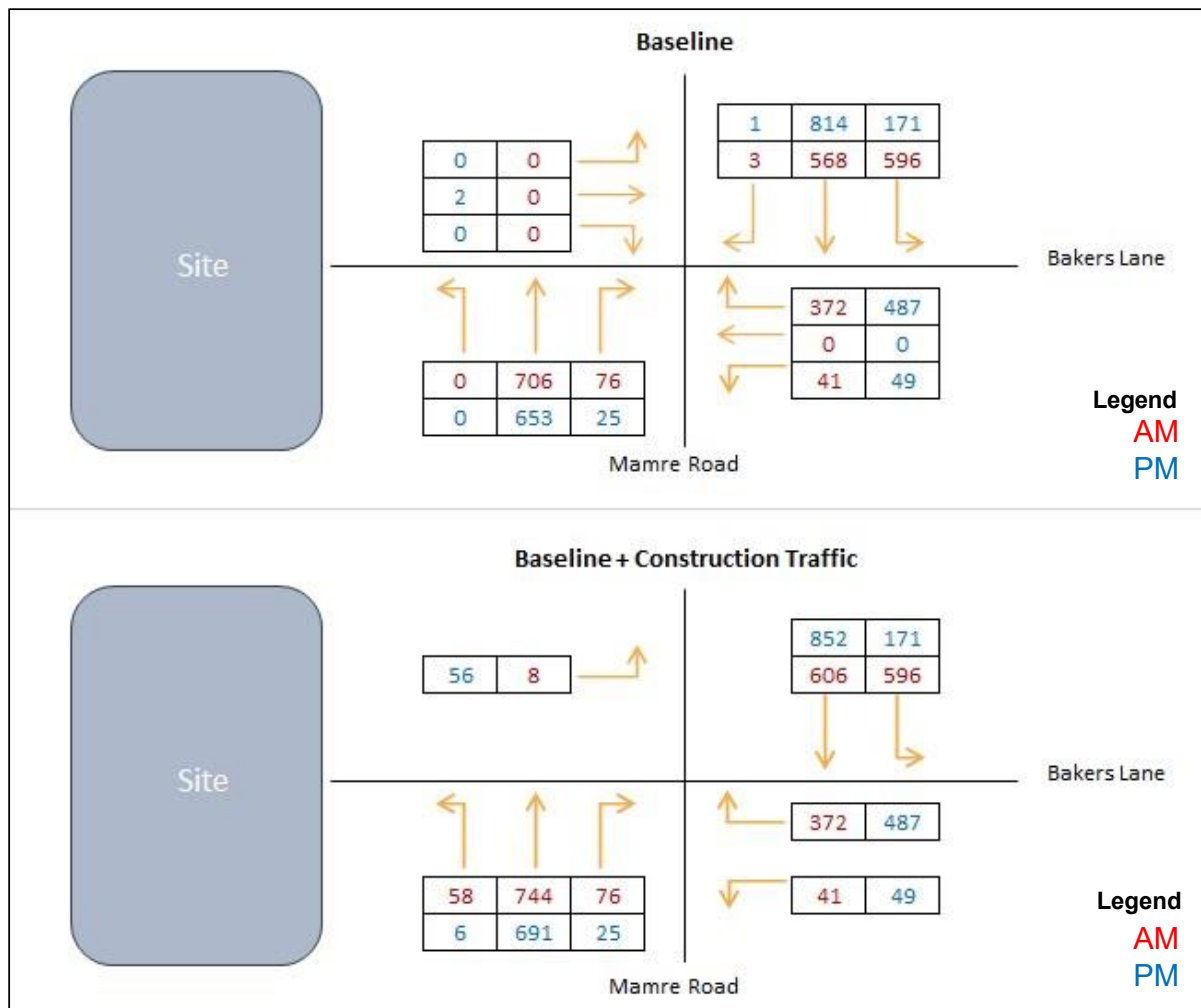


Figure 16: Traffic Volume on Mamre Road and Bakers Lane Intersection – Construction Stage 1

A comparison of SIDRA results is provided in the table below.

Table 9 : Intersection Performance Comparison – Mamre Road / Bakers Lane (Isolated)

| Intersection | Period | Average Delay (sec) | Level of Service | Queue Length (m) | |
|--|--------|------------------------|---------------------|-----------------------------------|-----------------------------------|
| | | | | Mamre Road (North approach) | Mamre Road (South approach) |
| Baseline ¹ (2018 Existing) | AM | 18.2 | B | 157 | 148 |
| | PM | 47.2 | D | 477 | 166 |
| Baseline + Construction Traffic | AM | 18.8 | B | 179 | 160 |
| | PM | 56.2 | D | 601 | 181 |

The SIDRA results indicate that construction traffic will have moderate impact on the performance of the intersection of Mamre Road and Bakers Lane during the morning peak hour. The intersection is expected to keep operating at LoS B during the AM peak. During PM peak, the intersection is expected to operate at LoS D.

In this regard, consideration shall also be given to the average queue length which is expected to increase by approximately 73 metres and 14 metres at Mamre Road northern and southern approaches, separately.

Notwithstanding, this increase in traffic is temporary for the purpose of construction and shall be in place until the proposed signals are provided.

In particular it is important to note that the proposed construction access will only be limited to left in / left out and the SIDRA modelling suggests minimal increase in delay and queue during PM peak hour as a result of this movements on the western approaches as follows:

Table 10 : Construction Site Access Performance – PM Peak

| Intersection | Left-in movement | | Left-out movement | |
|---------------------------------|------------------|-----------|-------------------|-----------|
| | Delay (sec) | Queue (m) | Delay (sec) | Queue (m) |
| Baseline (2018 Existing) | 18.4 | 166 | 23.4 | 0 |
| Baseline + Construction Traffic | 18.8 | 181 | 28.9 | 0 |

In summary, based on the construction traffic numbers currently envisaged, the construction traffic impacts at the existing form of Mamre Road / Bakers Lane are considered acceptable.

6 Plan Administration

6.1 Monitoring Program

This CTMP shall be subject to ongoing review and will be updated accordingly. Regular reviews will be undertaken by the on-site coordinator. As a minimum, a review of the CTMP shall be undertaken within three months of:

- the submission of a Compliance Report under condition C14;
- the submission of an incident report under condition C10;
- the approval of any modification of the conditions of this consent; or
- the issue of a direction of the Planning Secretary under condition A2(b) which requires a review of the strategies, plans and programs required.

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

- Tracking deliveries against the volumes outlined within report. Deliveries will be tracked against approved volumes and will keep a vehicle log - including rego & time of entry - for the purpose of assessing the effectiveness of these monitoring programs.
- To identify any shortfalls and develop an updated action plan to address issues that may arise during construction (Parking and access issues)
- To ensure TCP's are updated (if necessary) by "Prepare a Work Zone Traffic Management Plan" card holders to ensure they remain consistent with the set-up on-site.
- Regular checks undertaken to ensure all loads are entering and leaving site covered as outlined within this CTMP.

The development of a program to monitor the effectiveness of this CTMP shall be established by the Contractor.

6.2 Contingency Plan

A contingency plan shall be established by the Contractor. **Table 11** outlines an indicative plan to be undertaken by the builder in the event that the monitoring program identifies the management plan is not effective in managing the construction impacts.

Table 11: Contingency Plan

| Risk | | Condition Green | Condition Amber | Condition Red |
|------------------------|----------|--|--|---|
| Construction Movements | Trigger | Construction traffic volume is in accordance with permissible and programmed volume and time constraints | Construction traffic volumes exceeds programmed volume but is within permissible volume constraints | Construction traffic volumes exceeds programmed volume and time constraints |
| | Response | No response required Continue monitoring program | <p>Review and investigate construction activities, and where appropriate, implement additional remediation measures such as:</p> <ul style="list-style-type: none"> - Temporary halting of activities and resuming when conditions have improved. - Review CTMP and update where necessary - Provide additional training. | <p>Review and investigate construction activities. Where appropriate, implement additional remediation measures such as:</p> <ul style="list-style-type: none"> - Temporary halting of activities and resuming when conditions have improved. - Stop all transportation into and out of the site. Review CTMP and update where necessary. <p>Provide additional training.</p> |
| | Trigger | Construction traffic does not utilise site accesses other than the proposed (Left in / left out) | Construction traffic utilise site accesses other than the proposed | Construction traffic utilises the proposed site access but with right in or right out movement. |
| | Response | No response required Continue monitoring program | <p>Review and investigate construction activities, and where appropriate, implement additional remediation measures such as:</p> <ul style="list-style-type: none"> - Review vehicles arriving to site and remind them of the strict access conditions. - Provide additional training (including toolbox talks and further notification of Driver Code of Conduct) | <p>Review and investigate construction activities. If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. Where appropriate, implement additional remediation measures such as:</p> <ul style="list-style-type: none"> - Stop all transportation into and out of the site. - Review CTMP and update where necessary - Provide additional training (including toolbox talks and further notification of Driver Code of Conduct). |
| Queuing | Trigger | No queuing identified | Queuing identified within site | Queuing identified on the public road |

| Risk | | Condition Green | Condition Amber | Condition Red |
|-----------------------|----------|--|--|---|
| | Response | No response required Continue monitoring program | Review the delivery schedule prepared by the builder. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the Driver Code of Conduct | Review and investigate construction activities. Where appropriate, implement additional remediation measures such as: <ul style="list-style-type: none"> - Temporary halting of activities and resuming when conditions have improved. - Stop all transportation into and out of the site. - Review CTMP and update where necessary. Provide additional training |
| | Trigger | Noise levels do not exceed imposed noise constraints | Noise levels in minor excess of imposed noise constraints | Noise levels greatly in excess of imposed noise constraints |
| Noise | Response | No response required Continue monitoring program. | Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts, and to be consistent with the CNVMP | Undertake all feasible and reasonable mitigation and management measures to ensure noise levels are below Highly Noise Affected criteria. If noise levels cannot be kept below applicable limits, then a different construction method or equipment must be utilised. Response to also be consistent with the CNVMP |
| Traffic Control Plans | Trigger | No observable issues | Minor inconsistencies with TCP to onsite operations | Near miss or incident occurring regardless of / as a result of the TCP being implemented |
| | Response | No response required Continue monitoring TCPs. | Traffic Controller to amend TCP on site and to keep a log of all changes | Stop work until an investigation has been undertaken into the incident. There are to be changes made to the TCP to ensure that the safety of all workers, students and civilians are catered for. |
| Dust | Trigger | No observable dust | Minor quantities of dust in the air and tracking on to the road | Large quantities of dust in the air and tracking on to the road |
| | Response | No response required Continue monitoring program | Review the SWMP / ESCP and investigate construction activities and respective control measures, where appropriate. Implement | Review and investigate construction activities and respective control measures. If it is concluded that construction activities were |

| Risk | Condition Green | Condition Amber | Condition Red |
|------|-----------------|---|--|
| | | additional remedial measures, such as: <ul style="list-style-type: none"> - Deployment of additional water sprays - Relocation or modification of dust-generating sources - Check condition of vibrating grids to ensure they are functioning correctly. - Temporary halting of activities and resuming when conditions have improved | directly responsible for the exceedance, submit an incident report to government agencies. Implement relevant responses and undertake immediate review to avoid such occurrence in future. |

It is therefore proposed to incorporate the above items within the communications strategy. The contingency plan outlines the most effective methods to ensure that each item identified within the Monitoring Program is adhered to, resulting in the impacts to the wider community being minimised. It also represents the efforts undertaken to continually improve CTMP and ensure that the process being utilised are indeed best practice.

6.3 Communications Strategy

A communications strategy shall be established by the Contractor. The contractor is to notify the community liaison representative when traffic is expected to exceed the parameters set within “Condition Green” of Table 5. Notwithstanding, **Table 12** outlines an indicative communication strategy to ensure that adequate communication with key stakeholders have been met.

Table 12: Communication Strategy

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

6.4 Community Consultation

As per the strategy outlined above, the consultation process has begun with regards to the following stakeholders (as outlined below), and also provides a description to any response received.

Table 13: Stakeholder Communication

| Stakeholder | Consultation Response |
|----------------------------------|---|
| TfNSW | Continued consultation with TfNSW has been undertake, with an outline of RFI's by TfNSW being addressed within Section 1.9 |
| Council | Discussions are ongoing with Penrith City Council, with initial consultation being undertaken through phone and email on 16 Nov 2020 (see attached correspondence within Appendix C). Further consultation will be undertaken. |
| The Anglican Schools Corporation | A virtual consultation meeting was held with all three School Principals on the 4 th of February 2021. The meetings included an overview of the proposed development and CTMP and comments and queries were responded to, either during the meeting or via follow up emails. Details of the meeting can be found at Appendix C |
| Emmaus Catholic College | A virtual consultation meeting was held with all three School Principals on the 4 th of February 2021. The meetings included an overview of the proposed development and CTMP and comments and queries were responded to, either during the meeting or via follow up emails. Details of the meeting can be found at Appendix C |
| Emmaus Catholic Care Village | A consultation meeting was held with the Manager – Emmaus Retirement Village and Manager – Emmaus Aged Care Home on the 3rd of February 2021. The meetings included an overview of the proposed development and CTMP and comments and queries were responded to, either during the meeting or via follow up emails. Details of the meeting can be found at Appendix C |
| Trinity Catholic Primary School | A virtual consultation meeting was held with all three School Principals on the 4 th of February 2021. The meetings included an overview of the proposed development and CTMP and comments and queries were responded to, either during the meeting or via follow up emails. Details of the meeting can be found at Appendix C |

Appendix A

Drivers Code of Conduct

Safe Driving Policy for MSP internal construction activities.

Objectives of the Drivers Code of conduct

- To minimise the impact of earthworks and construction on the local and regional road network;
- Minimise conflict with other road users;
- Minimise road traffic noise;
- Ensure truck drivers use project approved routes only, and
- All access and egress to/from Mamre Road will be limited to left in / left out only.

Code of Conduct

The code of conduct requires that while driving any vehicle for work-related purposes. Drivers are to be issued with a copy of the Drivers Code of Conduct, and must comply with all of the following:

- Demonstrate safe driving and road safety activities.
- Abide by traffic, road and environmental legislations.
- Follow site signage and instructions.
- Drivers must only enter and exit the site via the approved entry and exit points and travel routes.

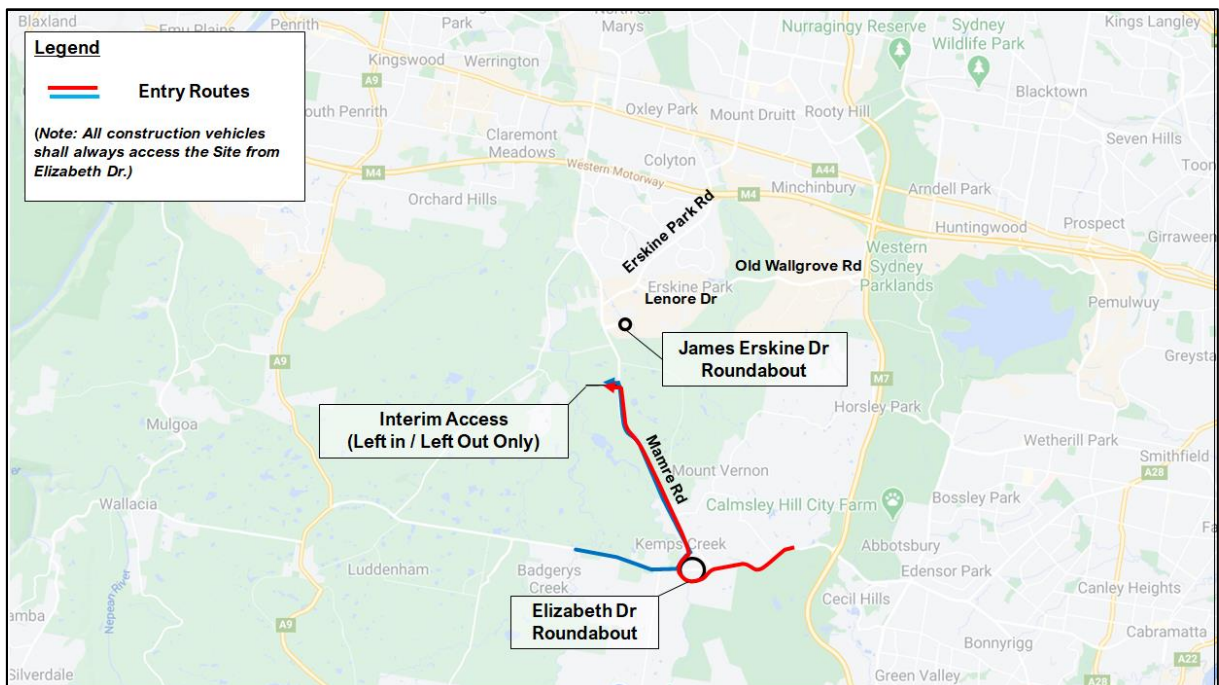
The below activities in any vehicles will be considered as a breach of conduct and will result in removal from site:

- Reckless or dangerous driving causing injury or death.
- Driving whilst disqualified or not correctly licensed.
- Drinking or being under the influence of drugs while driving
- Failing to stop after an incident.
- Loss of demerit points leading to suspension of licence.
- Any actions that warrant the suspension of a licence
- Exceeding the speed limit in place on any permanent or temporary roads
- The use of roads other than internal roads, and Mamre Road to arrive and/depart from the site to access the wider road network.

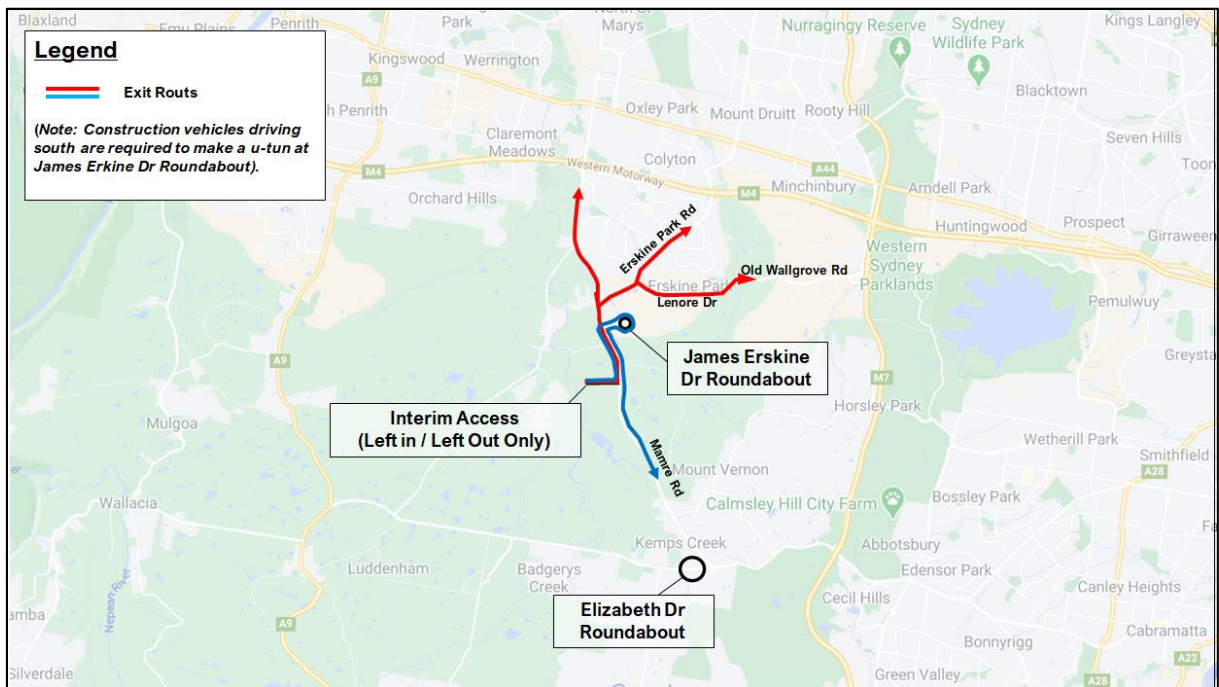
Driver Responsibilities

All Drivers on site must:

- Be responsible and accountable for their actions when operating a company vehicle or driving for the purposes of work.
- Display the highest level of professional conduct when driving a vehicle at all times.
- Ensure they have a current driver licence for the class of vehicle they are driving, and this licence is to be carried at all times.
- Immediately notify their supervisor or manager if their drivers' licence has been suspended, cancelled, or has had limitations applied.
- Comply with all traffic and road legislation when driving.
- Assess hazards while driving.
- Undertake daily pre-start checks of oil, tyre pressures, radiator and battery levels of company vehicles they regularly used.
- Drive within the legal speed limits, including driving to the conditions.
- Not drive outside of the approved heavy vehicle routes. All drivers must obey weight, length and height restrictions imposed by the National Vehicle Regulator, and other Government agencies. Heavy Vehicles shall adhere to the routes outlined in below figures (during interim construction access stage):



Entry Movements



Entry Movements

- Access the Site via Mamre Road / Bakers Lane upgraded signal following completion of the upgrade works at this signalised intersection.
- Be cognisant of the noise and emissions requirements imposed within the EIS, and in a broader sense, the NSW/ Australian Road Rules. Works must be constructed with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline.
- Do not queue on public roads unless a prior approval has been sought.
- Be aware that at no time may a tracked plant be permitted or required on a paved road.
- Never drive under the influence of alcohol or drugs, including prescription and over the counter medication if they cause drowsiness – to do so will merit disciplinary measures.
- All drivers to report to their supervisor if they have been prescribed medication prior to the start of work.
- Wear a safety seat belt at all times when in the vehicle.
- Avoid distraction when driving – the driver will adjust car stereos/mirrors etc. before setting off or pull over safely to do so.
- Report ALL near-misses, crashes and scrapes to their manager,
- Report infringements to a manager at the earliest opportunity.
- Report vehicle defects to a manager prior to the next use of the vehicle.
- Follow the approved site access/egress routes only.
- Follow speed limits as imposed within the estate.
- Keep loads covered at all times.

The Site Team Responsibilities

The Contractor is responsible to take all steps necessary to ensure company vehicles are as safe as possible and will not require staff to drive under conditions that are unsafe.

This will be achieved by undertaking the following:

- Ensuring all vehicles are well maintained and that the equipment enhances driver, operator and passenger safety by way of:
 - Pre-commencement checks for all new plant arriving on-site and prior to undertaking any work.
 - Daily prestart inspections for all plant, vehicles and equipment currently on-site.
 - All construction plant must be fitted with a flashing light, fire extinguisher and reverse alarms (or squawkers).
 - Ensure all operators onsite have a current verification of competency (VOC) for their current driver's licence of the appropriate class.
 - Ensure maintenance requirements are met and recorded.
- Identify driver training needs and arranging appropriate training or re-training. This may include providing the below:
 - Operator VOC assessment as part of all inductions.
 - Regular Toolbox discussions on safety features, managing fatigue, approved heavy routes, driver responsibility and drink-driving.
- Encouraging Safe Driving behaviour by:
 - Ensuring the subcontractor is informed if their staff become unlicensed.
 - Not covering or reimbursing staff speeding or other infringement notices
 - Ensuring Legal use of mobile phones in vehicles while driving only and that illegal use is not undertaken.
- Encouraging better fuel efficiency by:
 - Use of other transport modes or remote conferencing, whenever practical.
 - Providing training on, and circulating information about, travel planning and efficient driving habits.

Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
 - Details of the other vehicles and registration numbers
 - Names and addresses of the other vehicle drivers.
 - Names and addresses of witnesses.
 - Insurers details
- Give the following information to the involved parties:

- Name, address and company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash.
 - If there are injuries.
 - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.

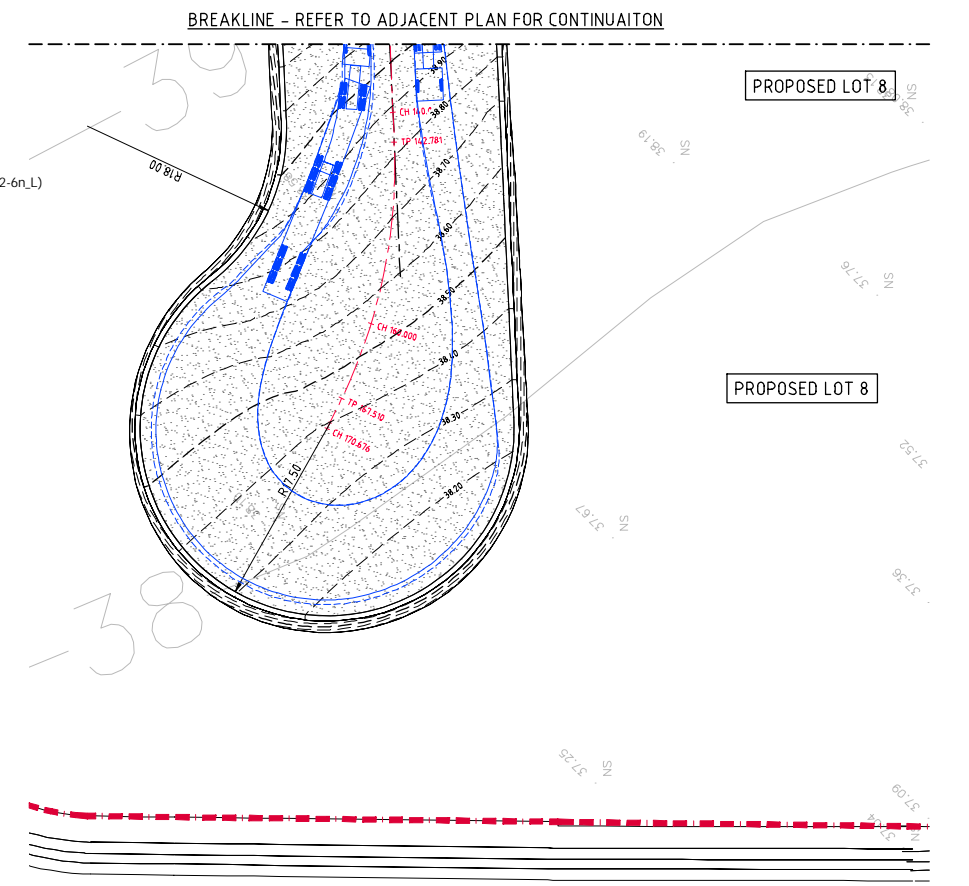
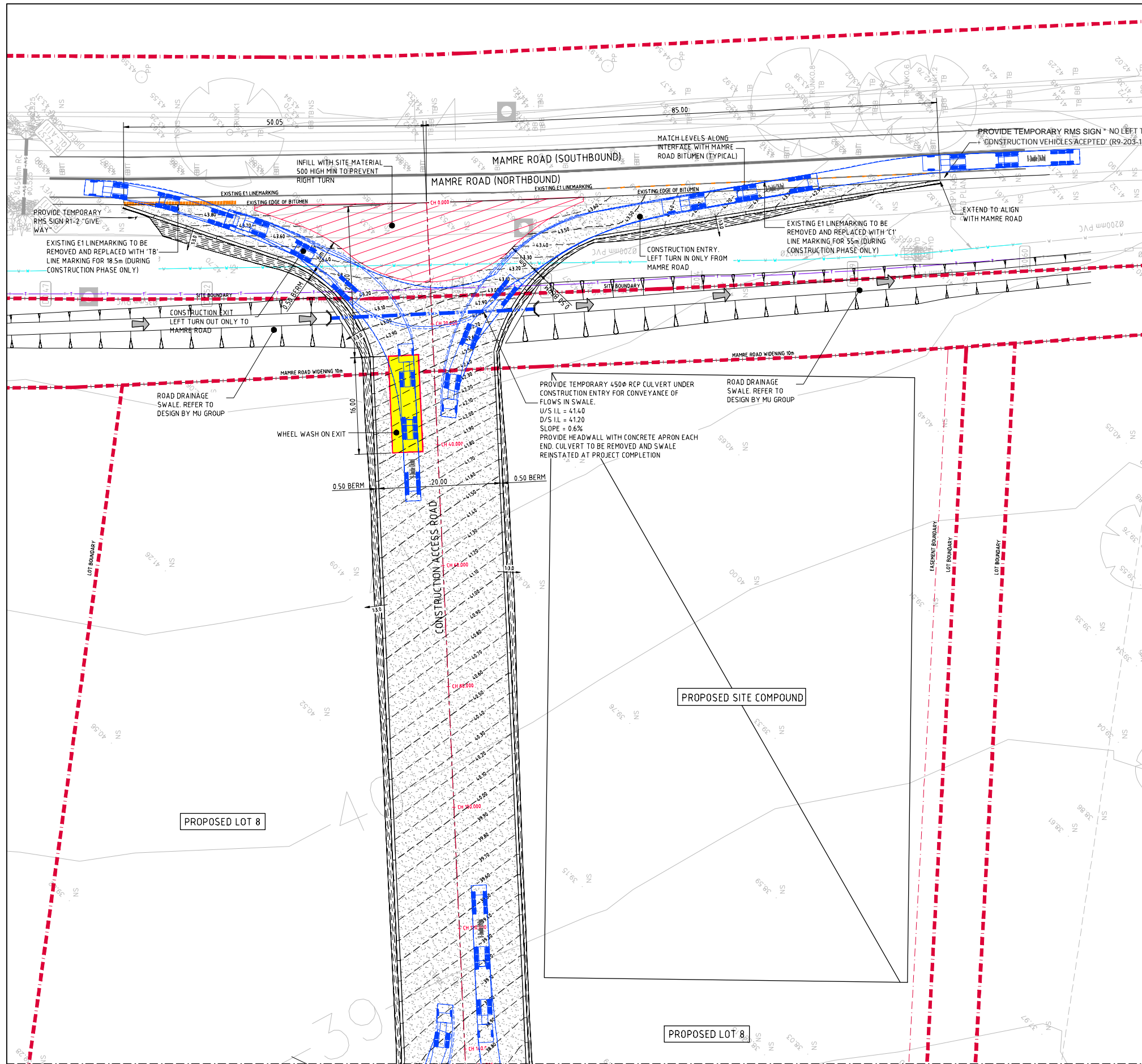
Environmental Procedures

A range of measures — including those detailed in the Environmental and Sedimentation Control Plan (ESCP); Appendix F of the Erosion and Sediment Control Plan — shall be implemented to ensure the following;

- No dirt or debris from the construction vehicles is tracked on to the public road network;
- Reduce the impacts to sensitive receivers, including, where practicable, starting noisy equipment away from sensitive receivers and implementing respite periods;
- Watering of dusty activities will be undertaken, or activities temporarily halted and then resumed once weather conditions have improved;
- Containment measures for spillages will be provided at appropriate locations and in close proximity to staff car park areas, dangerous goods stores areas and main Project work areas;
- All vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria, and
- Keep an accurate record which includes the range of measures undertaken to reduce environmental impacts.

Appendix B

Lot 8 Access Swept Paths



FOR INFORMATION ONLY

| ISSUED FOR INFORMATION | 210121 | A | AMENDMENTS | DATE | ISSUE | AMENDMENTS | DATE | ISSUE |
|------------------------|--------|---|------------|------|-------|------------|------|-------|
| AMENDMENTS | | | | | | | | |



PROJECT
KEMPS CREEK INDUSTRIAL
EARLY WORKS
MAMRE ROAD, KEMPS CREEK, NSW



Costin Roe Consulting Pty Ltd.
Consulting Engineers
Level 1, 8 Windmill Street
Windsor, NSW 2127
Tel: (02) 8251-7669 Fax: (02) 8241-5721
email: mail@costinroe.com.au

Costin Roe Consulting

PRECISION | COMMUNICATION | ACCOUNTABILITY

DRAWING TITLE
CONSTRUCTION ENTRY PLAN

DRAWING No.
C013362.02-EW700

Appendix C

Community Consultation

James Laidler

From: Alison Veron <alison.veron@penrith.city>
Sent: Tuesday, 8 December 2020 3:34 PM
To: Naiem Teghlobi
Cc: Peter Wood
Subject: Letter from Penrith City Council regarding Construction Environmental Management Plan for SSD 9522 at Kemps Creek
Attachments: ECM 9399396 Letter to Frasers regarding SSD9522 Kemps Creek CEMP Consultation.pdf

Importance: High

CAUTION: External email. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Afternoon,

I refer to your email dated 2 December 2020 regarding the above State Significant development and request for Penrith City Council to provide comments on this matter.

Please find attached response from Penrith City Council regarding this matter.

Alison Veron
Secretary - Environment & City Development

E alison.veron@penrith.city
T [+612 4732 7776](tel:+61247327776) | F +612 4732 7958
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

#ECMBODY
#RESPOND 9399396



Our reference: ECM: 9399396
Contact: Peter Wood
Telephone: (02) 4732 7577

8 December 2020

Naiem Teghlobi, Senior Project Manager
Frasers Property Industrial

Sent by email: Naiem.Teghlobi@frasersproperty.com.au

Dear Mr Teghlobi,

Construction Environmental Management Plan for SSD 9522 at Kemps Creek

I refer to your email dated 2 December 2020 regarding the above State Significant development and request for Penrith City Council to provide comments on this matter.

The CTMP is acceptable for the proposed development subject to dilapidation reports on existing Council assets within Bakers Lane and James Erskine Drive (construction traffic routes on Council owned roads).

Any pavement failures on Bakers Lane during construction needs to be rectified by the developers and the pavements need to be rehabilitated at the end of the development.

Should you have any further questions, please contact me on (02) 4732 7577.

Yours sincerely

Peter Wood
Development Services Manager

James Laidler

From: Robert Nastasi <rnastasi@parra.catholic.edu.au>
Sent: Friday, 4 December 2020 11:43 AM
To: James Laidler
Subject: Re: Community Consultation: 657 – 769 Mamre Road, Kemps Creek

Follow Up Flag: Follow up
Flag Status: Flagged

Dear James

Many thanks for this detail and I understand that the impact on Baker's lane and the safety of our community will be minimum to nil during this development.

Wishing you well and a happy christmas

Regards

Rob N

On Fri, 4 Dec 2020 at 10:53, Emmaus Kemps Creek <emmaus@parra.catholic.edu.au> wrote:

God Bless,
Emmaus Catholic College
PH: 02 9670 8300 FAX: 02 9670 8399

----- Forwarded message -----

From: James Laidler <james.laidler@asongroup.com.au>
Date: Fri, 4 Dec 2020 at 10:52
Subject: Community Consultation: 657 – 769 Mamre Road, Kemps Creek
To: emmaus@parra.catholic.edu.au <emmaus@parra.catholic.edu.au>
Cc: Tim Lewis <tim.lewis@asongroup.com.au>, Ali Rasouli <ali.rasouli@asongroup.com.au>, Naiem Teghlobi <Naiem.Teghlobi@frasersproperty.com.au>, Michaela Leerdam <Michaela.Leerdam@frasersproperty.com.au>

Dear Robert,

On behalf of the Altis and Frasers JV (as developer), Ason Group is commencing consultation with schools located within a close proximity to the construction of the proposed warehouse, logistics and industrial facilities hub at 657 – 769 Mamre Road, Kemps Creek. This consultation is aimed to provide you with an opportunity to review and comment on the proposed traffic management measures to be adopted during the period of construction.

In this regard, please find attached a copy of the draft Construction Traffic Management Plan (CTMP) for your review and feedback. The attached documentation has been prepared to inform traffic management protocols

during the construction phase of the project; it provides a summary of planned truck movements, associated impacts and other mitigating measures. Importantly, it is noted that this Plan relates to the on-site works only and a separate construction traffic management plan is expected to be prepared for works associated with the upgrade of Mamre Road itself.

Furthermore, it is noteworthy that the construction site is located at the western side of Mamre Road and the haulage routes confirms that truck movements are not expected to impact Bakers Lane near your school. Accordingly, the construction traffic is unlikely to have any material impact on this section of Bakers Lane.

We understand that you are the relevant point of contact at Emmaus Catholic College. If not, can you please forward this email to the relevant contacts within your organisation and advise us of that alternative contact?

We are asking you to provide any comments, via return email to james.laidler@asongroup.com.au or ali.rasouli@asongroup.com.au by COB 11 Dec 2020, and note that if we do not receive a response within that time, we will assume you have no comments or objections to the proposed works.

If you have any questions regarding any of the above, please feel free to contact me on the details provided below.

Thanks and regards,

James Laidler

Traffic Engineer | Ason Group

T: +61 2 9083 6601 | **M:** +61 421 209 996 | **E:** james.laidler@asongroup.com.au

A: Suite 5.02, Level 5, 1 Castlereagh Street, Sydney NSW 2000



--

Principal

Robert Nastasi

Email: rnastasi@parra.catholic.edu.au

Phone: 9670 8300

Fax: 98343403



The Emmaus Pillars-Faith; Mercy; Respect; Service; Hospitality

'Curiosity to Clarity: Celebrating 200 years'

2020 ECC focus: ; Learning; Transforming learning; Attendance; Positive Behaviour focus; Respect; Growth; Wellbeing

James Laidler

From: James Laidler
Sent: Tuesday, 15 December 2020 9:42 AM
To: trinity@parra.catholic.edu.au
Cc: Tim Lewis; Ali Rasouli; Naiem Teghlobi; Michaela Leerdam
Subject: RE: Community Consultation: 657 – 769 Mamre Road, Kemps Creek
Attachments: P1281r01v4 SSD CTMP_657-769 Mamre Rd, Kemps Creek.pdf

Dear Cathy,

Following on from the below request for consultation, we note that we have not received a response from Trinity Catholic Primary School.

In the spirit of providing all with an opportunity to respond, we are extending the opportunity to respond to COB Wednesday 16 Dec 2020. Again, if we do not receive a response within this updated timeframe, we will assume you have no comments or objections to the proposed works.

We are asking you to provide these comments via return email to james.laidler@asongroup.com.au or ali.rasouli@asongroup.com.au.

Regards,

James Laidler
Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au
A: Suite 5.02, Level 5, 1 Castlereagh Street, Sydney NSW 2000



From: James Laidler
Sent: Friday, 4 December 2020 10:59 AM
To: trinity@parra.catholic.edu.au
Cc: Tim Lewis <tim.lewis@asongroup.com.au>; Ali Rasouli <ali.rasouli@asongroup.com.au>; Naiem Teghlobi <Naiem.Teghlobi@frasersproperty.com.au>; Michaela Leerdam <Michaela.Leerdam@frasersproperty.com.au>
Subject: Community Consultation: 657 – 769 Mamre Road, Kemps Creek

Dear Cathy,

On behalf of the Altis and Frasers JV (as developer), Ason Group is commencing consultation with schools located within a close proximity to the construction of the proposed warehouse, logistics and industrial facilities hub at 657 – 769 Mamre Road, Kemps Creek. This consultation is aimed to provide you with an opportunity to review and comment on the proposed traffic management measures to be adopted during the period of construction.

In this regard, please find attached a copy of the draft Construction Traffic Management Plan (CTMP) for your review and feedback. The attached documentation has been prepared to inform traffic management protocols during the construction phase of the project; it provides a summary of planned truck movements, associated impacts and other mitigating measures. Importantly, it is noted that this Plan relates to the on-site works only and a separate construction traffic management plan is expected to be prepared for works associated with the upgrade of Mamre Road itself.

Furthermore, it is noteworthy that the construction site is located at the western side of Mamre Road and the haulage routes confirms that truck movements are not expected to impact Bakers Lane near your school. Accordingly, the construction traffic is unlikely to have any material impact on this section of Bakers Lane.

We understand that you are the relevant point of contact at Trinity Catholic Primary School. If not, can you please forward this email to the relevant contacts within your organisation and advise us of that alternative contact?

We are asking you to provide any comments, via return email to james.laidler@asongroup.com.au or ali.rasouli@asongroup.com.au by COB 11 Dec 2020, and note that if we do not receive a response within that time, we will assume you have no comments or objections to the proposed works.

If you have any questions regarding any of the above, please feel free to contact me on the details provided below.

Thanks and regards,

James Laidler

Traffic Engineer | Ason Group

T: +61 2 9083 6601 | **M:** +61 421 209 996 | **E:** james.laidler@asongroup.com.au

A: Suite 5.02, Level 5, 1 Castlereagh Street, Sydney NSW 2000



James Laidler

From: James Laidler
Sent: Tuesday, 15 December 2020 9:40 AM
To: 'enquiries@tasc.nsw.edu.au'
Cc: 'Nailem Teghlobi'; 'Michaela Leerdam'; Ali Rasouli; Tim Lewis
Subject: RE: Community Consultation: 657 – 769 Mamre Road, Kemps Creek
Attachments: P1281r01v4 SSD CTMP_657-769 Mamre Rd, Kemps Creek.pdf

Dear Charlotte,

Following on from the below request for consultation, we note that we have not received a response from The Anglicans Schools Corporation.

In the spirit of providing all with an opportunity to respond, we are extending the opportunity to respond to COB Wednesday 16 Dec 2020. Again, if we do not receive a response within this updated timeframe, we will assume you have no comments or objections to the proposed works.

We are asking you to provide these comments via return email to james.laidler@asongroup.com.au or ali.rasouli@asongroup.com.au.

Regards,

James Laidler
Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au
A: Suite 5.02, Level 5, 1 Castlereagh Street, Sydney NSW 2000



From: James Laidler
Sent: Friday, 4 December 2020 10:40 AM
To: 'enquiries@tasc.nsw.edu.au' <enquiries@tasc.nsw.edu.au>
Cc: Nailem Teghlobi <Nailem.Teghlobi@frasersproperty.com.au>; Michaela Leerdam <Michaela.Leerdam@frasersproperty.com.au>; Ali Rasouli <ali.rasouli@asongroup.com.au>; Tim Lewis <tim.lewis@asongroup.com.au>
Subject: Community Consultation: 657 – 769 Mamre Road, Kemps Creek

Dear Charlotte,

On behalf of the Altis and Frasers JV (as developer), Ason Group is commencing consultation with schools located within a close proximity to the construction of the proposed warehouse, logistics and industrial facilities hub at 657 – 769 Mamre Road, Kemps Creek. This consultation is aimed to provide you with an opportunity to review and comment on the proposed traffic management measures to be adopted during the period of construction.

In this regard, please find attached a copy of the draft Construction Traffic Management Plan (CTMP) for your review and feedback. The attached documentation has been prepared to inform traffic management protocols during the construction phase of the project; it provides a summary of planned truck movements, associated impacts and other mitigating measures. Importantly, it is noted that this Plan relates to the on-site works only and a separate construction traffic management plan is expected to be prepared for works associated with the upgrade of Mamre Road itself.

Furthermore, it is noteworthy that the construction site is located at the western side of Mamre Road and the haulage routes confirms that truck movements are not expected to impact Bakers Lane near your school. Accordingly, the construction traffic is unlikely to have any material impact on this section of Bakers Lane.

We understand that you are the relevant point of contact at The Anglican Schools Corporation. If not, can you please forward this email to the relevant contacts within your organisation and advise us of that alternative contact?

We are asking you to provide any comments, via return email to james.laidler@asongroup.com.au or ali.rasouli@asongroup.com.au by COB 11 Dec 2020, and note that if we do not receive a response within that time, we will assume you have no comments or objections to the proposed works.

If you have any questions regarding any of the above, please feel free to contact me on the details provided below.

Thanks and regards,

James Laidler

Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au

A: Suite 5.02, Level 5, 1 Castlereagh Street, Sydney NSW 2000



James Laidler

From: James Laidler
Sent: Tuesday, 15 December 2020 9:41 AM
To: emmausreception@chcs.com.au
Cc: Tim Lewis; Ali Rasouli; Naiem Teghlobi; Michaela Leerdam
Subject: RE: Community Consultation: 657 – 769 Mamre Road, Kemps Creek
Attachments: P1281r01v4 SSD CTMP_657-769 Mamre Rd, Kemps Creek.pdf

To Whom it May Concern,

Following on from the below request for consultation, we note that we have not received a response from Emmaus Catholic Care Village.

In the spirit of providing all with an opportunity to respond, we are extending the opportunity to respond to COB Wednesday 16 Dec 2020. Again, if we do not receive a response within this updated timeframe, we will assume you have no comments or objections to the proposed works.

We are asking you to provide these comments via return email to james.laidler@asongroup.com.au or ali.rasouli@asongroup.com.au.

Regards,

James Laidler
Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au
A: Suite 5.02, Level 5, 1 Castlereagh Street, Sydney NSW 2000



From: James Laidler
Sent: Friday, 4 December 2020 10:58 AM
To: emmausreception@chcs.com.au
Cc: Tim Lewis <tim.lewis@asongroup.com.au>; Ali Rasouli <ali.rasouli@asongroup.com.au>; Naiem Teghlobi <Naiem.Teghlobi@frasersproperty.com.au>; Michaela Leerdam <Michaela.Leerdam@frasersproperty.com.au>
Subject: Community Consultation: 657 – 769 Mamre Road, Kemps Creek

To Whom It May Concern,

On behalf of the Altis and Frasers JV (as developer), Ason Group is commencing consultation with healthcare facilities located within a close proximity to the construction of the proposed warehouse, logistics and industrial facilities hub at 657 – 769 Mamre Road, Kemps Creek. This consultation is aimed to provide you with an opportunity to review and comment on the proposed traffic management measures to be adopted during the period of construction.

In this regard, please find attached a copy of the draft Construction Traffic Management Plan (CTMP) for your review and feedback. The attached documentation has been prepared to inform traffic management protocols during the construction phase of the project; it provides a summary of planned truck movements, associated impacts and other mitigating measures. Importantly, it is noted that this Plan relates to the on-site works only and a separate construction traffic management plan is expected to be prepared for works associated with the upgrade of Mamre Road itself.

Furthermore, it is noteworthy that the construction site is located at the western side of Mamre Road and the haulage routes confirms that truck movements are not expected to impact Bakers Lane near your healthcare facility. Accordingly, the construction traffic is unlikely to have any material impact on this section of Bakers Lane.

We understand that this is the relevant point of contact for Emmaus Catholic Care Village. If not, can you please forward this email to the relevant contacts within your organisation and advise us of that alternative contact?

We are asking you to provide any comments, via return email to james.laidler@asongroup.com.au or ali.rasouli@asongroup.com.au by COB 11 Dec 2020, and note that if we do not receive a response within that time, we will assume you have no comments or objections to the proposed works.

If you have any questions regarding any of the above, please feel free to contact me on the details provided below.

Thanks and regards,

James Laidler

Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au

A: Suite 5.02, Level 5, 1 Castlereagh Street, Sydney NSW 2000



James Laidler

From: James Laidler
Sent: Friday, 4 December 2020 10:58 AM
To: emmausreception@chcs.com.au
Cc: Tim Lewis; Ali Rasouli; Naiem Teghlobi; Michaela Leerdam
Subject: Community Consultation: 657 – 769 Mamre Road, Kemps Creek
Attachments: P1281r01v4 SSD CTMP_657-769 Mamre Rd, Kemps Creek.pdf

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We are asking you to provide any comments, via return email to james.laidler@asongroup.com.au or ali.rasouli@asongroup.com.au by COB 11 Dec 2020, and note that if we do not receive a response within that time, we will assume you have no comments or objections to the proposed works.

If you have any questions regarding any of the above, please feel free to contact me on the details provided below.

Thanks and regards,

James Laidler
Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au
A: Suite 5.02, Level 5, 1 Castlereagh Street, Sydney NSW 2000

To: Naiem Teghlobi – Frasers Property
Australia Pty Ltd
James Laidler – Ason Group

From: Kate McKinnon

Date: 11 February 2021

Subject: Kemps Creek Warehouse, Logistics and Industrial Hub
Consultation Summary
Construction Traffic Management Plan

CONFIDENTIALITY

This document is confidential and may contain legally privileged information. If you are not a named or authorised recipient you must not read, copy, distribute or act in reliance on it. If you have received this document in error, please telephone our operator immediately and return the document by mail.

SLR Consulting have been engaged to undertake consultation with relevant stakeholders regarding the Construction Traffic Management Plan (CTMP) prepared for the Kemps Creek Warehouse, Logistics and Industrial Facilities Hub including construction and operation of eight warehouses comprising 162,355 m² of floor space, 744 parking spaces and 21-lot Torrens Title Subdivision (over two stages). The development has been approved under SSD 9522 with consultation on the CTMP forming condition B1(b) of the consent.

Condition B1(b) of SSD 9522 states:

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

...
(b) be prepared in consultation with Council, TfNSW, The Anglican Schools Corporation, Emmaus Catholic College, Catholic Healthcare Emmaus Retirement Village, Catholic Healthcare Emmaus Residential Aged Care Home and Trinity Catholic Primary School

Meetings were arranged with each of the stakeholders listed within condition B1(b) to consult on the draft CTMP and address any questions or comments raised by these parties in relation to construction traffic and the approved development. Meetings times, location and attendees are listed in **Table 1** below.

Table 1 Meeting attendees and details

| Attendees | Time, date and location |
|--|--|
| Rosemary Chapman (Manager - Emmaus Retirement Village) Leo Sibal (Manager - Emmaus Aged Care Home) James Laidler (Ason) Dan Thompson (SLR Consulting) Kate McKinnon (SLR Consulting) | 10:00AM 3 rd February 2021 Kemps Creek Sports and Bowling Club |

| Attendees | Time, date and location |
|--|--|
| Cathy Hey (Principal - Trinity Primary School) Cathie Graydon (Principal - Mamre Anglican School) Robert Nastasi (Principal – Emmaus Catholic College) James Laidler (Ason) Kate McKinnon (SLR Consulting) | 12:30PM 4 th February 2021 Virtual (Microsoft Teams) |

The minutes of the meetings are enclosed at **Attachment 1**.

Key queries and comments raised regarding the CTMP during consultation and a response to each item are listed in **Table 2**.

Table 2 Comments and responses raised during consultation

| Comment or Question | Response |
|--|---|
| What is to stop construction traffic using Bakers Lane East as a short cut to loop around and head south when leaving the site? | It is the intent of the CTMP to prohibit the use of Bakers Lane East by any construction traffic related to the project, with this requirement included explicitly within the CTMP to ensure compliance. |
| Are traffic control measures proposed on Mamre Road? | Traffic control measures for Mamre Road are included in the CTMP. |
| Are Penrith City Council (PCC) aware of the project and the use of Mamre Road and Bakers Lane intersection and have they been consulted with regarding the CTMP? | The draft CTMP has been referred to PCC with responding comments received. PCC comments have been addressed within the current draft CTMP. |
| Can construction traffic access and egress to the upgraded Mamre Road/Bakers Lane intersection be prohibited during school pick up and drop off times? | As this new development will not utilise Bakers Lane (East), peak hour restrictions of heavy vehicle within Mamre Road would not be considered a feasible option, given that this will be the only access point for the site once the intersection has been upgraded there is no direct impact to the Schools along Bakers Lane (East). The proposed intersection upgrade is designed to increase capacity and efficiency within Mamre Rd and Bakers Lane, while also providing better opportunities for traffic flow through the intersection – including access to and from Bakers Lane (East). |
| When is the project is expected to commence construction and what are the timeframes for use of the interim and ultimate construction accesses? | <p>Construction is expected to utilise the temporary left-in-left-out access until the intersection of Mamre Road / Bakers Lane is constructed.</p> <p>Timeframes indicated outline that the temporary access shall be in operation for a period of 18 – 20 months, whereby after that all access is to utilise the upgraded intersection. In terms of timeframes, it is proposed that construction shall commence March/April 2021 and therefore the upgraded intersection of Mamre Road/ Bakers Lane is expected to be completed in approximately September to December of 2022.</p> |

The above responses were provided to attendees during the meetings where possible. Where further information or clarification beyond the meeting was required, responses were sent to all attendees via email as well as a copy of the meetings minutes. Copies of the email correspondence are enclosed at **Attachment 2**. The final CTMP will be distributed to all stakeholders for reference once approved.

The consultation required under B1(b) of SSD 9522 is concluded. Should you have any questions please contact the undersigned.

Kind Regards,



Kate McKinnon
Associate
SLR Consulting

Checked/
Authorised by: DT

Attachment 1: Minutes of Consultation Meetings

Attachment 2: Email Correspondence with Stakeholders

CTMP Consultation - Kemps Creek Warehouse, Logistics and Industrial Facilities

Minutes

03/02/2021

10:00AM

Kemps Creek Sporting and Bowling Club

| | |
|---------------|--|
| ATTENDEES | Rosemary Chapman (Emmaus Retirement Village), Leo Sibal (Emmaus Aged Care Home), James Laidler (Ason), Dan Thompson (SLR Consulting), Kate McKinnon (SLR Consulting) |
| APOLOGIES | Nil |
| MINUTES TAKER | Kate McKinnon |

| ITEM | DISCUSSION | ACTIONS |
|--|---|---------|
| General overview of development | <p>General discussion and summary of approved development including:</p> <ul style="list-style-type: none"> Construction and operation of a Warehouse, Logistics and Industrial Facilities Hub, comprising nine (9) buildings in Stage 1 only. This incorporates ancillary office space, amenities, hardstand parking and loading areas and landscaping. The facilities will operate on a 24-hour, 7-day basis, consistent with the adjacent Erskine Park Industrial Areas. Upgrade of the existing Bakers Lane intersection and construction of new signalised intersection along Mamre Road providing a connection to the proposed Southern Link Road Subdivision of the overall Site into 33 Torrens Title allotments over three (3) stages. Bulk earthworks (in two stages) and estate works across the whole site including internal estate roads (to be dedicated to Council) and civil works | |
| CTMP purpose and summary | Discussed a condition of SSD9522 requiring consultation with Bakers Lane Stakeholders regarding the proposed Construction Traffic Management Plan. Outlined the general inclusions of a CTMP | |
| Key CTMP inclusions | <p>Discussed measures outlined within the CTMP of direct influence or importance to the attending stakeholders including:</p> <p>Interim and Ultimate construction access locations from Mamre Road</p> <p>Construction traffic direction for entry and egress from the site (northbound only)</p> <p>Discussed intersection upgrade (Mamre Road/Bakers Lane) for ultimate construction traffic access to site.</p> | |
| Discussion: broad issues congestion Mamre Road | Both stakeholders expressed general concerns with congestions currently experienced on Mamre Road along its full extent. JL advised that consideration of Mamre Road and surrounding road network was made within the original Traffic Impact Assessment for SSD9522, with State Government considering the impacts acceptable. | |
| Discussion: SLR | Discussed generally the future proposed road to traverse the subject site identified as the Southern Link Road (SLR). Advised that whilst the approved development has been designed to incorporate future access to the SLR, the construction and timing of roll out of the SLR is dependant on external government parties. | |

| ITEM | DISCUSSION | ACTIONS |
|-------------------------|--|---|
| Final Actions and Close | Stakeholders were advised that they would be provided a copy of these minutes and the final CTMP. Meeting Closed | KM Minutes to be provided, final CTMP to be provided once produced |

CTMP Consultation - Kemps Creek Warehouse, Logistics and Industrial Facilities

Minutes 04/02/2021 12:30PM Virtual (Microsoft Teams)

| | |
|---------------|--|
| ATTENDEES | Cathy Hey (Trinity Primary School), Cathie Graydon (Mamre Anglican School), Robert Nastasi (Emmaus Catholic College), James Laidler (Ason), Kate McKinnon (SLR Consulting) |
| APOLOGIES | Nil |
| MINUTES TAKER | Kate McKinnon |

| ITEM | DISCUSSION | ACTIONS |
|---|---|---|
| General overview of development | <p>General discussion and summary of approved development including:</p> <ul style="list-style-type: none"> Construction and operation of a Warehouse, Logistics and Industrial Facilities Hub, comprising nine (9) buildings in Stage 1 only. This incorporates ancillary office space, amenities, hardstand parking and loading areas and landscaping. The facilities will operate on a 24-hour, 7-day basis, consistent with the adjacent Erskine Park Industrial Areas. Upgrade of the existing Bakers Lane intersection and construction of new signalised intersection along Mamre Road providing a connection to the proposed Southern Link Road Subdivision of the overall Site into 33 Torrens Title allotments over three (3) stages. Bulk earthworks (in two stages) and estate works across the whole site including internal estate roads (to be dedicated to Council) and civil works | |
| CTMP purpose and summary | <p>Discussed condition of SSD9522 requiring consultation with Bakers Lane Stakeholders regarding the proposed Construction Traffic Management Plan (CTMP).</p> <p>Outlined the general inclusions of a CTMP</p> | |
| Key CTMP inclusions | <p>Discussed measures outlined within the CTMP of direct influence or importance to the attending stakeholders including:</p> <p>Interim and Ultimate construction access locations from Mamre Road</p> <p>Construction traffic direction for entry and egress from the site (northbound only)</p> <p>Discussed intersection upgrade (Mamre Road/Bakers Lane) for ultimate construction traffic access to site.</p> | |
| Discussion: Bakers Lane East | <p>CH asked what was to stop construction traffic utilising Bakers Lane East and Aldington Road to loop back to head southbound on Mamre.</p> <p>JL advised it was the intent of the CTMP to prohibit the use of Bakers Lane East by any construction traffic related to the project and this could be included explicitly within the CTMP to ensure compliance with this intention.</p> <p>Confirmation that this has occurred to be provided.</p> | JL include explicit exclusion of use of Bakers Lane East to construction traffic within the CTMP |
| Discussion: Traffic Control on Mamre Road | <p>CG asked whether traffic control measures were proposed along Mamre Road to ensure safety of other road users – particularly school related road users.</p> | |

| ITEM | DISCUSSION | ACTIONS |
|---|--|--|
| | JL advised that traffic control measures for Mamre Road are included in the CTMP. | |
| Discussion: PCC awareness of project and CTMP | CG asked if Penrith City Council (PCC) were aware of the project and the use of Mamre Road and Bakers Lane intersection and whether they had been consulted with regarding the CTMP JL advised that the draft CTMP has been referred to PCC with responding comments received. PCC comments have been addressed within the current draft CTMP. | |
| Discussion: Construction access during school peak drop off/pick up times | CG asked if construction traffic access and egress to the upgraded Mamre Road/Bakers Lane intersection could be prohibited during school pick up and drop off times. JL response to this request will need to be considered outside of this meeting, response to be provided once decision determined. | JL to ascertain whether construction traffic can be prohibited during school pick up/drop off times |
| Discussion: Timeframes | CH asked when the project is expected to commence construction and the timeframes for use of the interim and ultimate construction accesses. KM the developers expected commencement is unknown, to be followed up and response to be provided after meeting JL following commencement, the interim access is expected to be utilised for approximately 1.5 – 2 years, with access switching to the ultimate access once upgrade of the Mamre Road/Bakers Lane intersection is complete. | KM to obtain projected start date from developer |
| Discussion: SLR | Discussed generally the future proposed road to traverse the subject site identified as the Southern Link Road. All stakeholders were concerned regarding the proposed linkage to Bakers Lane from the Mamre Road intersection as illustrated as part of the broader SLR package. JL advised that whilst the approved development has been designed to incorporate future access to the SLR, the layout, construction and timing of roll out of the road is dependent on external government parties. Notwithstanding, further information will be sought regarding the proposed intention for this intersection and distributed to the schools for their reference. | JL to seek out further information on Mamre Road upgrade and SLR tie in at intersection |
| Final Actions and Close | Stakeholders were advised that they would be provided a copy of these minutes, a response to the actions noted and the final CTMP. Meeting Closed | KM Minutes to be provided, final CTMP to be provided once produced |

Attachment 2

Kate McKinnon

From: Kate McKinnon
Sent: Sunday, 14 February 2021 6:24 PM
To: 'Rosemary Chapman'; Leo Sibal
Cc: Dan Thompson; James Laidler
Subject: CTMP Consultation Kemps Creek Warehouse, Logistics and Industrial Facilities Hub - Minutes and Response to Queries
Attachments: Meeting Minutes-2021203.pdf

Hi Leo and Rosemary,

Please find attached the minutes of our meeting last week to discuss the CTMP for the Kemps Creek Warehouse, Logistics and Industrial Facilities Hub.

In the course of consultation with you and the other Bakers Lane stakeholders, we recorded a number of questions and queries. These are listed, along with a response below:

Can we request that trucks do not utilise intersection of Bakers and Mamre during School peak drop off and pick up times?

As this new development will not utilise Bakers Lane (East), peak hour restrictions of heavy vehicle within Mamre Road would not be considered a feasible option, given that this will be the only access point for the site once the intersection has been upgraded there is no direct impact to the Schools along Bakers Lane (East). The proposed intersection upgrade is designed to increase capacity and efficiency within Mamre Rd and Bakers Lane, while also providing better opportunities for traffic flow through the intersection – including access to and from Bakers Lane (East).

Can we explicitly express within the CTMP that construction traffic is never to utilise Bakers Lane East?
Yes, this will be expressly included in the final CTMP – making this requirement binding

What are the expected start dates for construction? What are the timeframes for the interim and ultimate construction access?

As outlined within the community consultation, construction is expected to utilise the temporary left-in-left-out access until the intersection of Mamre Road / Bakers Lane is constructed. Timeframes indicated outline that the temporary access shall be in operation for a period of 18 – 20 months, whereby after that all access is to utilise the upgraded intersection. In terms of timeframes, it is proposed that construction shall commence March/April 2021 and therefore the upgraded intersection of Mamre Road / Bakers Lane is expected to be completed in approximately September to December of 2022.

Are there plans available of the proposed upgraded intersection of Mamre and Bakers? (Interim upgrade exclusive of SLR construction)

Currently the Mamre Road upgrade is in the planning stage, with the final design yet to be determined, therefore there are no detailed plans available of the proposed intersection upgrades. The State Government / TfNSW is continuing to work on the Mamre Road upgrade project, and periodically releases community updates. Notwithstanding, the concept plans shown within our consultation meeting can be found on the projects website which can be found [here](#). Additionally, reference can be made to the draft Mamre Road Precinct DCP in relation to (currently envisaged) road network(s), which can be found [here](#) and illustrated below.

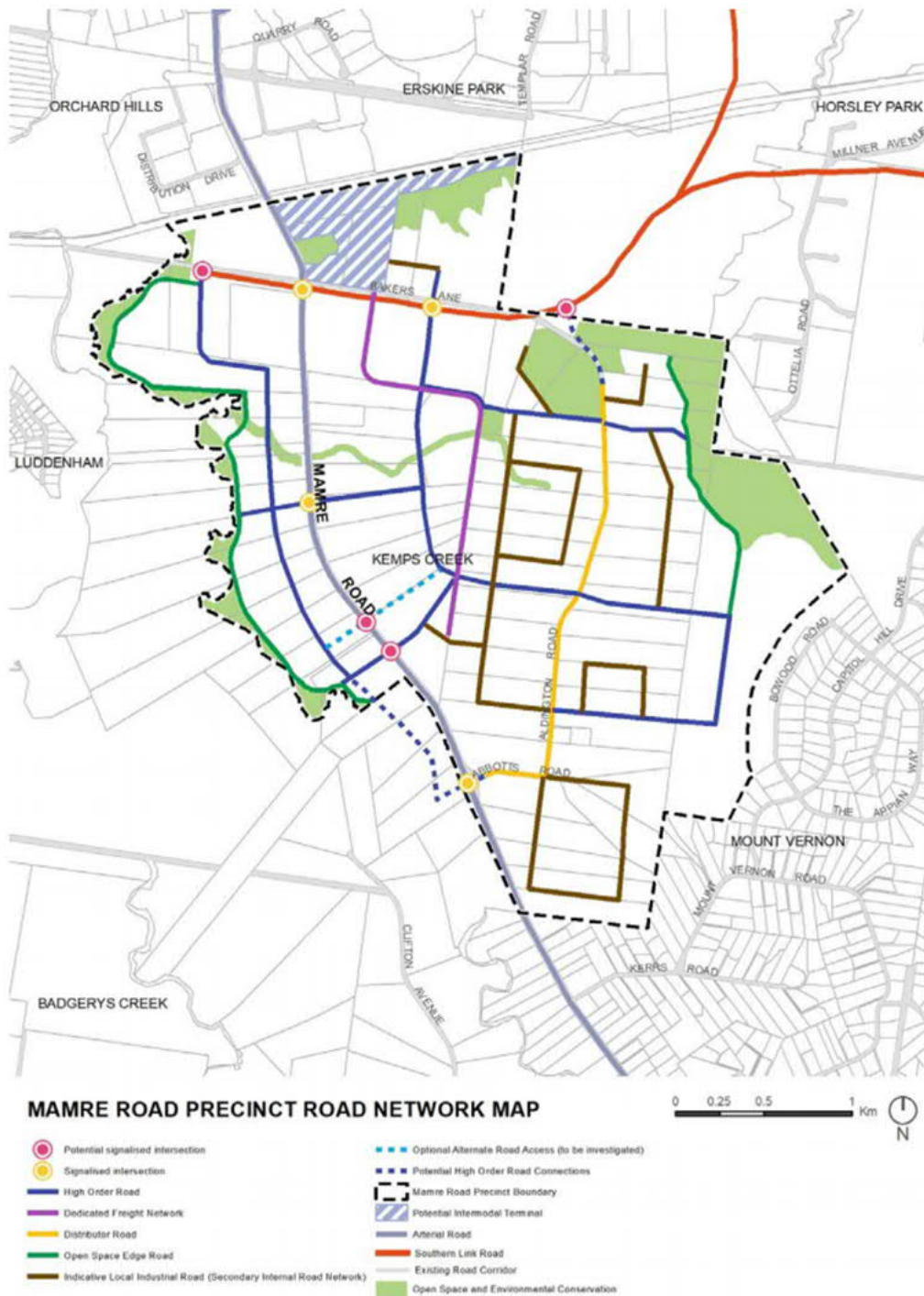


Figure 14. Precinct road network and hierarchy

Thankyou both again for your time, questions and input. Please advise if you have any further questions on this matter, we will forward a copy of the Final CTMP once it's been drafted for your reference.

Kind Regards,

Kate

Kate McKinnon

Associate - Environmental Assessment & Management

 +61 2 4249 1010
 +61 2 4249 1000
 +61 402 626 049
 kmckinnon@slrconsulting.com

SLR Consulting Australia Pty Ltd
Level 1, The Central Building, Innovation Campus, Squires Way, North Wollongong, NSW, Australia, 2500

Kate McKinnon

From: Kate McKinnon
Sent: Sunday, 14 February 2021 6:24 PM
To: Catherine Hey; Cathie Graydon; Robert Nastasi
Cc: Dan Thompson; James Laidler
Subject: CTMP Consultation Kemps Creek Warehouse, Logistics and Industrial Facilities Hub - Minutes and Response to Queries
Attachments: Meeting Minutes-20210214.pdf

Hi Cathie, Cathy and Rob,

Please find attached the minutes of our meeting last week to discuss the CTMP for the Kemps Creek Warehouse, Logistics and Industrial Facilities Hub.

In the course of consultation with you and the other Bakers Lane stakeholders, we recorded a number of questions and queries. These are listed, along with a response below:

Can we request that trucks do not utilise intersection of Bakers and Mamre during School peak drop off and pick up times?

As this new development will not utilise Bakers Lane (East), peak hour restrictions of heavy vehicle within Mamre Road would not be considered a feasible option, given that this will be the only access point for the site once the intersection has been upgraded there is no direct impact to the Schools along Bakers Lane (East). The proposed intersection upgrade is designed to increase capacity and efficiency within Mamre Rd and Bakers Lane, while also providing better opportunities for traffic flow through the intersection – including access to and from Bakers Lane (East).

Can we explicitly express within the CTMP that construction traffic is never to utilise Bakers Lane East?
Yes, this will be expressly included in the final CTMP – making this requirement binding

What are the expected start dates for construction? What are the timeframes for the interim and ultimate construction access?

As outlined within the community consultation, construction is expected to utilise the temporary left-in-left-out access until the intersection of Mamre Road / Bakers Lane is constructed. Timeframes indicated outline that the temporary access shall be in operation for a period of 18 – 20 months, whereby after that all access is to utilise the upgraded intersection. In terms of timeframes, it is proposed that construction shall commence March/April 2021 and therefore the upgraded intersection of Mamre Road / Bakers Lane is expected to be completed in approximately September to December of 2022.

Are there plans available of the proposed upgraded intersection of Mamre and Bakers? (Interim upgrade exclusive of SLR construction)

Currently the Mamre Road upgrade is in the planning stage, with the final design yet to be determined, therefore there are no detailed plans available of the proposed intersection upgrades. The State Government / TfNSW is continuing to work on the Mamre Road upgrade project, and periodically releases community updates. Notwithstanding, the concept plans shown within our consultation meeting can be found on the projects website which can be found [here](#). Additionally, reference can be made to the draft Mamre Road Precinct DCP in relation to (currently envisaged) road network(s), which can be found [here](#) and illustrated below.

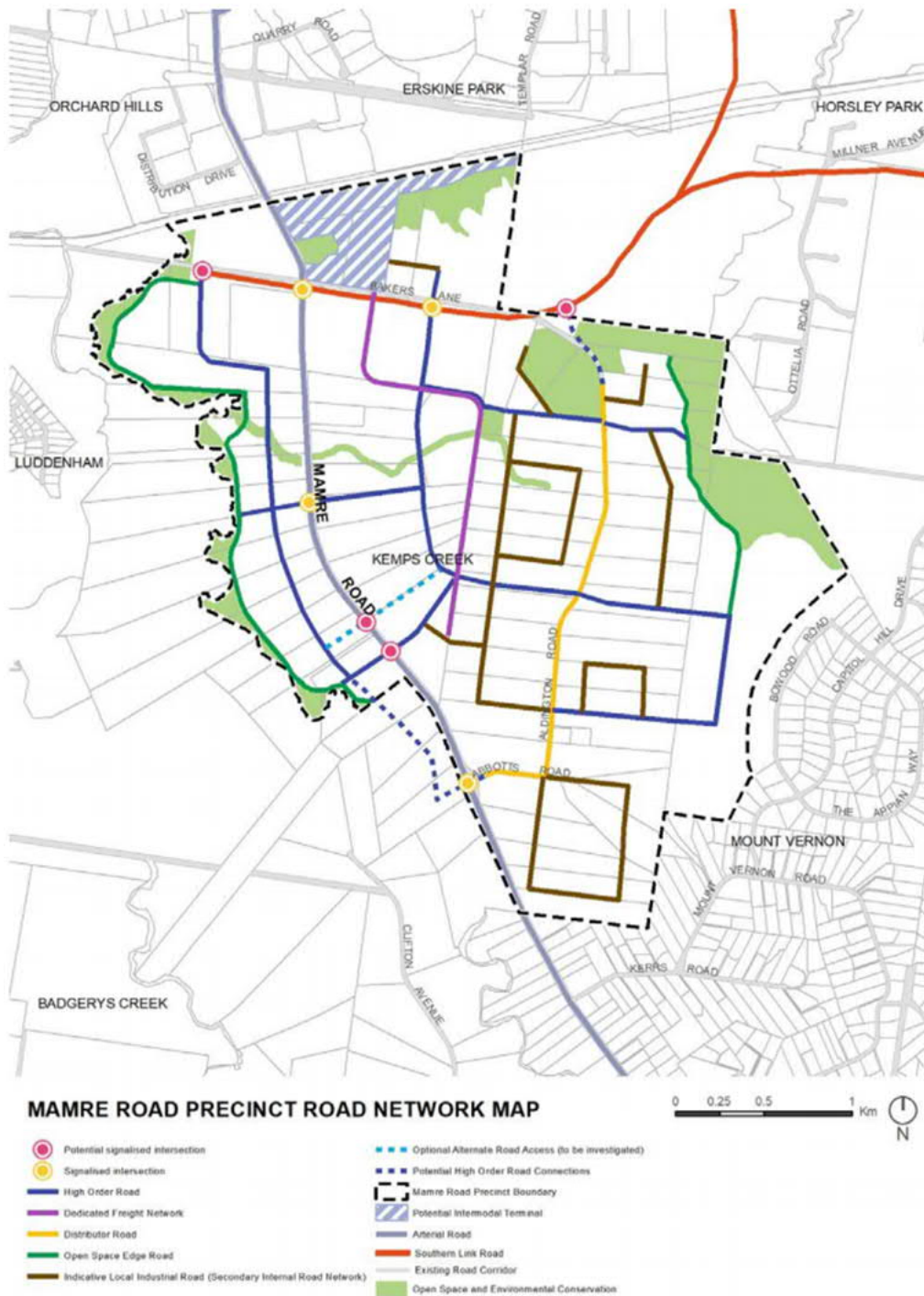


Figure 14. Precinct road network and hierarchy

Thankyou all again for your time, questions and input. Please advise if you have any further questions on this matter, we will forward a copy of the Final CTMP once it's been drafted for your reference.

Kind Regards,

Kate

Kate McKinnon
Associate - Environmental Assessment & Management

 +61 2 4249 1010
 +61 2 4249 1000
 +61 402 626 049
 kmckinnon@slrconsulting.com

SLR Consulting Australia Pty Ltd
Level 1, The Central Building, Innovation Campus, Squires Way, North Wollongong, NSW, Australia, 2500

Appendix D

Traffic Control Plan

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

Team leader (on site):

Signature:


Date:


Ticket: Orange/Red/Yellow (Circle appropriate ticket):

Ticket No:

Reason for modification:



Key:

Construction Zone 

Site Fencing 

Access Gate 



| | | | | |
|-------|----------------------------|--|---|---|
| NOTES | Closure: Trucks Turning | Project: Job No: 1281 Address: Mamre Rd, Kemps Creek | Date: 22/01/2021 |  DESIGNER: JAMES LAIDLER CERT: 0052158569  |
| | Client: Frasers | Drawing Title: 1281-SP-01-Mamre Rd_Kemps Creek AG.01 | Scale @ A3: Drawing Number: AG.01 | |

Appendix E

Correspondence from DPIE

James Laidler

From: Travis Lythall <tlythall@willowtp.com.au>
Sent: Monday, 15 March 2021 10:53 AM
To: David Schwebel
Cc: Stephen O'Connor; Paul Solomon; William Hodgkinson; Naiem Teghlobi; Mark Linfoot
Subject: RE: SSD-9522 CEMP

David,

Thanks for providing clarification with respect to the below. Much appreciated.

Regards, Travis.

Travis Lythall
Associate



A National Town Planning Consultancy

SYDNEY | NEWCASTLE | GOLD COAST | BRISBANE

T 02 9929 6974 | M 0447 493 097 | L [profile](#)

E tlythall@willowtp.com.au | W www.willowtreeplanning.com.au

P Suite 4, Level 7, 100 Walker Street, North Sydney

ISO 9001:2015 Certificate number: 54 146 035 707 – Q

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support@theyoungerheroes.org

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From: David Schwebel <David.Schwebel@planning.nsw.gov.au>
Sent: Monday, 15 March 2021 10:51 AM
To: Travis Lythall <tlythall@willowtp.com.au>
Cc: stephen.oconnor@altisproperty.com.au; Paul.Solomon@frasersproperty.com.au; William Hodgkinson <William.Hodgkinson@planning.nsw.gov.au>
Subject: SSD-9522 CEMP

Hi Travis

I refer to the CEMP submitted for the Kemps Creek Warehouse, Logistics and Industrial Facilities Hub (SSD-9522) and the RFI letter issued by the Department on Friday (12/3/21).

We have received confirmation from TfNSW that they have reviewed and accepted the latest version of the CTMP that forms part of the CEMP. As such, the first point under the CTMP heading in Attachment A of the RFI letter is considered to be satisfied and no further information is required in relation to consultation with TfNSW.

Please contact me if you wish to discuss any other matters in the RFI letter.

Regards

David Schwebel

Planning Officer, Industry Assessments

Planning & Assessment | Department of Planning, Industry and Environment

T 02 9274 6400 | 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150

www.dpie.nsw.gov.au



The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Appendix F

Evidence of Dilapidation Reports

James Laidler

From: Bill Stavropoulos <Bill.Stavropoulos@transport.nsw.gov.au>
Sent: Wednesday, 3 March 2021 1:19 PM
To: George Elhage
Cc: Ruhul Chowdhury; Joekarl Diaz; Naiem Teghlobi; Michaela Leerdam; Paul Solomon; Stephen O'Connor
Subject: RE: TfNSW Construction Traffic Management Plan (CTMP) Comments - SSDA 9522

Hi George,

TfNSW accepts the submitted CTMP for the operation of the temporary access off Mamre Road in Kemps Creek.

Regards,

Bill

Bill Stavropoulos
Project/Contract Manager
Greater Sydney
Transport for NSW

M 0400 478 924
129a-139 Orchardleigh Street, Yennora, NSW 2161



Transport
for NSW

From: George Elhage [mailto:george.elhage@mugroup.com.au]
Sent: Monday, 1 March 2021 2:44 PM
To: Bill Stavropoulos <Bill.Stavropoulos@transport.nsw.gov.au>
Cc: Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>; Joekarl Diaz <joekarl.diaz@mugroup.com.au>; 'Naiem Teghlobi' <Naiem.Teghlobi@frasersproperty.com.au>; Michaela Leerdam <michaela.leerdam@frasersproperty.com.au>; Paul Solomon <paul.solomon@frasersproperty.com.au>; Stephen O'Connor <stephen.oconnor@altisproperty.com.au>
Subject: RE: TfNSW Construction Traffic Management Plan (CTMP) Comments - SSDA 9522

Hi Bill,

As promised please see attached for your records final CTMP incorporating TfNSW feedback.

Please let me know if you have any questions.

Thanks,

George Elhage
Project Manager

P 02 9016 7272 | M 0426 145 265
E george.elhage@mugroup.com.au
A Level 4, 23-33 Mary Street, Surry Hills NSW 2010
www.mugroup.com.au

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TRANSPORT AND INFRASTRUCTURE



Check out our
New Website!

From: George Elhage
Sent: Monday, 1 March 2021 9:21 AM
To: Bill Stavropoulos <Bill.Stavropoulos@transport.nsw.gov.au>
Cc: Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>; Joekarl Diaz <joekarl.diaz@mugroup.com.au>; 'Naiem Teghlobi' <Naiem.Teghlobi@frasersproperty.com.au>; Michaela Leerdam <michaela.leerdam@frasersproperty.com.au>; Paul Solomon <paul.solomon@frasersproperty.com.au>; Stephen O'Connor <stephen.oconnor@altisproperty.com.au>
Subject: RE: TfNSW Construction Traffic Management Plan (CTMP) Comments - SSDA 9522

Hi Bill,

Thanks. Confirming that the final version of the CTMP will be issued shortly.

With reference to the items relating to the WAD for the temporary works, please see comments below:

- Please see attached Developer Details form. Can you please provide details of the WAD fees/bond to be paid so we can organise payment concurrently with the review of the detailed design and CTMP. Can you also please issue a copy of the WAD once available so we can organise for the WAD to be signed concurrently with other tasks; and
- The detailed design and CTMP are still being prepared and will be issued as soon as possible.

Thanks,

George Elhage
Project Manager

P 02 9016 7272 | M 0426 145 265
E george.elhage@mugroup.com.au
A Level 4, 23-33 Mary Street, Surry Hills NSW 2010
www.mugroup.com.au

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TRANSPORT AND INFRASTRUCTURE



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New Website!

From: Bill Stavropoulos <Bill.Stavropoulos@transport.nsw.gov.au>
Sent: Friday, 26 February 2021 4:12 PM
To: George Elhage <george.elhage@mugroup.com.au>
Cc: Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>; Joekarl Diaz <joekarl.diaz@mugroup.com.au>; 'Naiem Teghlobi' <Naiem.Teghlobi@frasersproperty.com.au>; Michaela Leerdam <michaela.leerdam@frasersproperty.com.au>; Paul Solomon <paul.solomon@frasersproperty.com.au>; Stephen

O'Connor <stephen.oconnor@altisproperty.com.au>

Subject: RE: TfNSW Construction Traffic Management Plan (CTMP) Comments - SSDA 9522

Hi George,

Thank you for your email.

As per my earlier email, the temporary/interim access arrangement has now been accepted with a small note to adjust some signage; you have advised this will be updated and submitted to me as the final version.

Prior to the issuing of a Construction Certificate for the temporary access, the following main items will need to be completed:

- Execute a Works Authorisation Deed (WAD) for these temporary works only; Please complete the attached Developer Details form to assist with this;
- WAD fees and bond to be paid;
- Detailed design review of the temporary access arrangement – note the first detailed design review timeframe is 20 working days with each additional review having a timeframe of 10 working days;
- A specific CTMP addressing construction and final operation of the temporary access, including all TCP's etc – TfNSW reviews in conjunction with TMC – TMC's timeframe is 20 working days for each review;

I will endeavour to keep the timeframes to the minimum possible, however much depends on the extent of detail in both the submitted detailed design and CTMP.

Feel free to contact me if you require any further clarifications.

Bill

Bill Stavropoulos
Project/Contract Manager
Greater Sydney
Transport for NSW

M 0400 478 924
129a-139 Orchardleigh Street, Yennora, NSW 2161



Transport
for NSW

From: George Elhage [<mailto:george.elhage@mugroup.com.au>]

Sent: Wednesday, 24 February 2021 7:58 AM

To: Bill Stavropoulos <Bill.Stavropoulos@transport.nsw.gov.au>

Cc: Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>; Joekarl Diaz <joekarl.diaz@mugroup.com.au>;

'Naiem Teghlobi' <Naiem.Teghlobi@frasersproperty.com.au>; Michaela Leerdam

<michaela.leerdam@frasersproperty.com.au>; Paul Solomon <paul.solomon@frasersproperty.com.au>; Stephen

O'Connor <stephen.oconnor@altisproperty.com.au>

Subject: RE: TfNSW Construction Traffic Management Plan (CTMP) Comments - SSDA 9522

Hi Bill,

Thanks for your discussion on Monday afternoon and subsequent email.

Please note that the first submission of the CTMP was issued to TfNSW on 03 July 2020. There has since been several revisions to the CTMP to incorporate TfNSW CTMP review comments. Based on previous advice from TfNSW, we were of the understanding that the temporary access was supported as per 6 previous revisions of the CTMP. Please see reference email attached. In our view the CTMP Rev 06 is also a detailed CTMP which covers the construction and operation of the temporary access. A detailed TCP for the operation of the left-in-left-out has been provided within Appendix D of the CTMP. TCP's associated with the construction of the LI/LO will be provided as requested as soon as possible.

The latest CTMP (Rev 06) was issued to TfNSW on 27 January 2021. At the time we advised TfNSW of Frasers-Altis commitment to start Construction (earthworks associated with the Development) on 15 March 2021 and TfNSW committed to promptly responding and finalising the CTMP including Road Act Approval to construct the temporary access off Mamre Road. Other than the design related comments below, we had not received any other feedback on the temporary access design provided to TfNSW on 27 January 2021. Frasers-Altis are in the process of updating the design in line with the new requested information which we aim to submit by the end of this week as supplementary information to Rev 6 CTMP along with consolidated responses to your comments below.

Can you please confirm if TfNSW can assist in meeting the 15 March 2021 start date on site? The CTMP approval would be required by the 11 March to facilitate release of the construction certificate for subdivision works to enable works to proceed on the 15 March 2021.

Please let me know if you have any questions or would like to discuss.

Thanks,

George Elhage
Project Manager

P 02 9016 7272 | M 0426 145 265

E george.elhage@mugroup.com.au

A Level 4, 23-33 Mary Street, Surry Hills NSW 2010

www.mugroup.com.au

MU GROUP
TRANSPORT AND INFRASTRUCTURE



From: Bill Stavropoulos <Bill.Stavropoulos@transport.nsw.gov.au>

Sent: Monday, 22 February 2021 5:27 PM

To: George Elhage <george.elhage@mugroup.com.au>

Cc: Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>; Joekarl Diaz <joekarl.diaz@mugroup.com.au>;

'Naiem Teghlobi' <Naiem.Teghlobi@frasersproperty.com.au>; Michaela Leerdam

<michaela.leerdam@frasersproperty.com.au>

Subject: RE: TfNSW Construction Traffic Management Plan (CTMP) Comments - SSDA 9522

Hi George,

Thank you for taking my call earlier.

TfNSW in conjunction with TMC is reviewing the submitted CTMP for the temporary access.

As discussed, a detailed CTMP including TCP's for the construction and operation of the temporary access will be required once the temporary access has been agreed to. I am endeavouring to have a response on this within the next couple weeks.

In terms of the design it was discussed that a detailed design submission should be submitted to commence any formal review of the temporary access.

The detailed design will need to clearly show:

- the interface between the existing road and new temporary pavement;
- interface between pavement and proposed infill raised island;
- infill raised island treatment;
- Signage and linemarking;
- Hydrology/swale design/culvert design;
- Proposed temporary pavement life expectancy; include calculations.
- Details of wheel wash
- Expected duration of temporary access.

Once a detailed design has been submitted for this temporary access, TfNSW will be able to commence the detailed design review.

Regards,

Bill

Bill Stavropoulos
Project/Contract Manager
Greater Sydney
Transport for NSW

M 0400 478 924
129a-139 Orchardleigh Street, Yennora, NSW 2161



Transport
for NSW

From: George Elhage [<mailto:george.elhage@mugroup.com.au>]
Sent: Thursday, 18 February 2021 1:16 PM
To: Bill Stavropoulos <Bill.Stavropoulos@transport.nsw.gov.au>
Cc: Ruhul Chowdhury <Ruhul.CHOWDHURY@transport.nsw.gov.au>; Joekarl Diaz <joekarl.diaz@mugroup.com.au>; 'Nailem Teghlobi' <Nailem.Teghlobi@frasersproperty.com.au>; Michaela Leerdam <michaela.leerdam@frasersproperty.com.au>
Subject: TfNSW Construction Traffic Management Plan (CTMP) Comments - SSDA 9522

Hi Bill,

Further to our conversation earlier this week, was just following up to see if you had any feedback on the CTMP including temporary LI/LO construction access design off Mamre Road.

Please let me know if you have any questions or would like to discuss.

Thanks,

George Elhage
Project Manager

Ph: +61 2 9016 7272 | M: +61 426 145 265

E: george.elhage@mugroup.com.au

A: Level 4, 23-33 Mary Street, Surry Hills NSW 2010

W: www.mugroup.com.au



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James Laidler

From: Naiem Teghlobi <Naiem.Teghlobi@frasersproperty.com.au>
Sent: Monday, 8 February 2021 5:01 PM
To: Daniel Restuccia
Cc: Garry Ryan; Michaela Leerdam
Subject: FW: Kemps Creek - SSD-9522 Consent Condition A17c [Dilap Report]

Daniel

See below copy of email sent to council re 17c. Note the requirement is submission only.

Regards

NT

From: Naiem Teghlobi <Naiem.Teghlobi@frasersproperty.com.au>
Sent: Monday, 8 February 2021 4:59 PM
To: Peter Wood <Peter.Wood@penrith.city>; Alison Veron <alison.veron@penrith.city>
Cc: Michaela Leerdam <Michaela.Leerdam@frasersproperty.com.au>
Subject: Kemps Creek - SSD-9522 Consent Condition A17c [Dilap Report]

Hi Peter and Alison

Please see attached via download link dilap report issued to you in accordance with condition A17c.

Citrix Attachments

Expires March 10, 2021

| | |
|------------------------------|---------|
| Dilapidation Reports_A17.pdf | 45.8 MB |
|------------------------------|---------|

Download Attachments

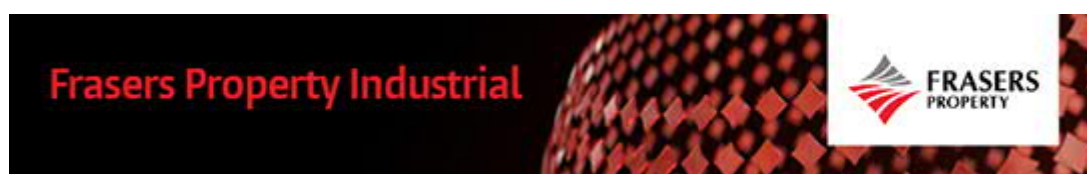
Naiem Teghlobi uses Citrix Files to share documents securely.

Regards

Naiem Teghlobi
Senior Project Manager
Frasers Property Industrial

T +61 2 9767 2110 M +61 417 665 167
E Naiem.Teghlobi@frasersproperty.com.au
Level 2, 1C Homebush Bay Drive, Rhodes NSW 2138 Australia
www.FrasersPropertyIndustrial.com [LinkedIn](#)

We've changed the way we work to accommodate COVID-19. For details visit our [website](#).



James Laidler

From: Naiem Teghlobi <Naiem.Teghlobi@frasersproperty.com.au>
Sent: Wednesday, 17 February 2021 4:35 PM
To: 'Daniel Restuccia'
Cc: 'Garry Ryan'
Subject: FW: Kemps Creek - SSD-9522 Consent Condition A17c [Dilap Report]
Attachments: ..datacontent\ImagertelImagesNew_DPIE_Logo1561956956365.png

Hi Daniel
See below FYI.
I'm this one is definitely done.
Regards
NT

From: Paul Solomon <Paul.Solomon@frasersproperty.com.au>
Sent: Wednesday, 17 February 2021 4:28 PM
To: Naiem Teghlobi <Naiem.Teghlobi@frasersproperty.com.au>
Cc: Stephen O'Connor <stephen.oconnor@altisproperty.com.au>
Subject: FW: Kemps Creek Warehouse, Logistics and Industrial Facilities Hub - Dilapidation report

fyi

Paul Solomon
Planning and Infrastructure Manager
Frasers Property Industrial

T +61 2 9767 2951 M +61 417 480 730
E Paul.Solomon@frasersproperty.com.au
Level 2, 1C Homebush Bay Drive, Rhodes NSW 2138 Australia
www.FrasersPropertyIndustrial.com [LinkedIn](#)



From: no-reply@majorprojects.planning.nsw.gov.au <no-reply@majorprojects.planning.nsw.gov.au>
Sent: Wednesday, 17 February 2021 4:26 PM
To: tlythall@willowtp.com.au
Cc: Julia.Pope@planning.nsw.gov.au; Paul Solomon <Paul.Solomon@frasersproperty.com.au>
Subject: Kemps Creek Warehouse, Logistics and Industrial Facilities Hub - Dilapidation report

This email is to acknowledge receipt of the Dilapidation report for the Kemps Creek Warehouse, Logistics and Industrial Facilities Hub .

The Department has no comments on the document at this time.

If you have any enquiries, please contact Julia Pope on 0448229658 at Julia.Pope@planning.nsw.gov.au.

To sign in to your account click [here](#) or visit the Major Projects Website.

Please do not reply to this email.

Kind regards

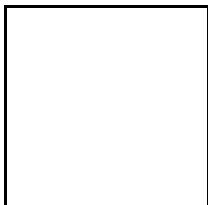


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APPENDIX E

Construction Traffic Management Plan