Western Sydney Parklands Trust

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

Light Horse Interchange Business Hub

Part Lot 10 in DP 1061237 and Part Lot 5 in DP 84051, Eastern Creek

State Significant Development Application (SSD 9667)

March 2019

CONTENTS

1. INTRODUCTION

Western Sydney Parklands Trust have prepared a Preliminary Construction Management Plan (CMP) for the infrastructure and earthworks of the proposed Light Horse Interchange Business Hub. The site is located to the south of the M4 Motorway and to the east of the M7 Motorway, within the Blacktown local government area (Part Lot 10 in DP 1061237 and Part Lot 5 in DP 84051). The CMP will form part of the State Significant Development (SSD) application for which the Secretary's Environmental Assessment Requirements (SEARs) were issued on 7 November 2018, with the Application Number 'SSD 9667'.

The proposed Business Hub includes approximately 29.4 hectares of developable area (Lots 1-7) and an access road and stormwater basin. The scope of the application (and hence this CMP) includes the following:

- Demolition and Remediation
- Bulk Earthworks
- Stormwater
- Servicing Infrastructure
- Access and Estate Road
- Subdivision

Figure 1: Light Horse Interchange Business Hub Locality Plan, by Nettleton Tribe (dated August 2018)

The current application includes a concept layout for industrial and light industrial land uses. The final development (built form) on each lot will be subject to further DA applications and will be consistent with the Western Sydney Parklands Plan of Management 2020 and Supplement.

This Preliminary CMP will serve as a reference document for the selected contractor of the infrastructure upgrade works and a final Construction Management Plan will be prepared prior to commencing site works. Both CMP's will ensure the impacts of construction works on the public domain are accounted for, particularly impacts on traffic, health, safety, amenity and the environment.

The CMP includes a preliminary Construction Traffic Management Plan (CTMP) which like the CMP, will be finalised by the Contractor selected for the construction works when further detail is progressed. The CTMP will consider temporary interruptions to vehicular and pedestrian traffic during the works and amplification of services. It will ensure public safety is maintained and any interruption to the use of public space is minimised.

2. PRE-CONSTRUCTION

In the initial site assessment and in preparation of the planning application for the Department of Planning and Environment as a State Significant Development (SSD), extensive reporting has been completed for the proposed Business Hub. The following assessments are among those completed for the proposed development:

- Environmental Impact Statement
- Contamination Assessment
- Geotechnical Investigation
- Detailed Site Survey
- Engineering Plans and Report
- Traffic Impact Assessment
- Acoustic Assessment
- Waste Management Plan
- Air Quality Impact Assessment
- Biodiversity Assessment
- Aboriginal Cultural Heritage Impact Assessment
- Non-Aboriginal Heritage Impact Assessment
- Bushfire Assessment
- Consultation Report
- Preliminary Traffic Management Plan

These reports have been considered during the preparation of this preliminary CMP and will be considered in the preparation of the final CMP by the selected Contractor.

3. CONSTRUCTION

a. Scope of works

The planning application for the proposed Business Hub and preliminary CMP generally relate to the following works for proposed development:

- Subdivision.
- Demolition and Remediation.
- Bulk Earthworks and Stormwater.
- Servicing Infrastructure.
- Access and Estate Roads.

The CMP addresses the broad principles and methodologies which will be utilised to control impacts on items, such as environment and traffic, which arise because of the construction works.

Further specification will be provided in the Final CMP regarding the following key site issues:

- Ingress and egress of vehicles to the subject site;
- Loading and unloading, including construction zones;
- Construction traffic and construction car parking arrangements;
- Pedestrian management methods;
- Site Security;
- Site Inductions;
- Construction Zones;
- Erosion and Sediment Controls;
- Emergency Management.

b. Project Programme

Ultimately the timing of the works will be dictated by planning approvals and the demand for lots on the market. The infrastructure of the project will be staged to coincide with market demand for each lot.

c. Hours of work

Hours of work for the proposed site development will be restricted to the following (subject to approval from Blacktown City Council):

- Monday to Friday 7:00am to 6:00pm
- Saturday 7:00am to 4:00pm
- Sunday & Public Holidays No work

If the Contractor seeks to adjust the working hours, it must be approved in writing by the Secretary or his/her nominee. There may be exceptions for working outside of these hours, for example during an emergency to prevent loss of life, damage to property or to prevent environmental harm. Another example would be a delivery required outside of these hours by the police or other authorities.

a. Demolition and Remediation

A detailed site investigation by Environmental Earth Sciences has described the works required to remove the existing structures on the subject land and to remediation some soils impacted with contamination.

b. Subdivision

WSPT have completed various assessments which impact on the proposed design of the lot layout including civil works by Henry & Hymas Engineers, biodiversity assessment by Ecoplanning, geotechnical fieldwork by Dirt Doctors and others. All factors have been considered in preparation of the final plans. Registered surveyor, Landpartners, have prepared a draft Plan of Subdivision as part of the planning application.

c. Bulk Earthworks and Stormwater

The detailed survey shows that earthworks including importation of fill will be required for the separate pads and levels at the subject site. A full investigation of earthworks, retaining and stormwater is included in the Civil Engineering Report and Plans by Henry & Hymas Engineers.

d. Estate Infrastructure

A range of infrastructure is proposed as part of the development, which is described as follows;

- Utility lead-in servicing has been detailed in the Engineering Report by Henry & Hymas Engineers.
- Access will be constructed via a new single lane roundabout from Ferrers Road and a new bridge structure at Eastern Creek. The traffic impact and appropriate access for the development has been assessed in detail by Ason Group Traffic Engineers. This is reflected in the Civil Engineering Plans by Henry & Hymas Engineers.

4. ENVIRONMENTAL

The purpose of the preliminary CMP is to provide a reference document and outline key items which must be addressed in the final version. This document is specific to the Light horse Interchange Business Hub and will assist Department of Planning and Environment to assess the planning application.

a. Sedimentation

Due to the extent of the proposed bulk earthworks at the subject site the Contractor will be required to manage the volume of sedimentation created as a result of construction-associated works and avoid sedimentation entering the local stormwater system. Sedimentation control will be measured by:

- Visual inspection of the sedimentation control measures utilised and the volume of silt trapped.
- Regular audits conducted by the Contractor of the sedimentation control procedures and practices.
- Relevant authorities including Blacktown City Council and the Environmental Protection Authority (EPA).

To reduce the environmental effects of erosion and sedimentation the following measures may be utilised by the Contractor (or the respective sub-contractor):

- Silt fences are to be placed around the perimeter of the work area- where appropriate.
- Sand, hay bales or gravel bags require being used to protect inlets and direct flow.
- Sediment collected on silt fences or around sandbags will be disposed within site landscaping or in other suitable locations.
- Vehicles must enter and leave the site on the access driveway to limit the tracking of mud and/or soil on to public roads.
- Muddy or dirty vehicles must go through the site washout bay (or similar) before leaving site to limit the tracking of mud and/or soil on to public roads.
- Preserve as much grassed or vegetated area as possible to filter sedimentation from stormwater runoff.
- All soil, sand and cement stockpiles should be placed wholly on the construction site and behind a sediment barrier. These stockpiles should also be covered at the end of each day if rain or excessive wind is deemed likely.
- Activities that generate surplus wastewater with sediment (such as masonry cutting) must only be carried out on site. This wastewater should be recycled or discharged into a contained area for drying by soakage.
- Should dirt and/or mud traffic onto public roads and footpaths, site staff must sweep rather than hose off the sediment (where appropriate). To be undertaken in a timely and safe manner.
- Undertake dewatering of trenches, excavations (etc.) when necessary, ensuring that the water is taken away from site and disposed at a location approved by the EPA and/or relevant authorities.

b. Dust Control Plan

The Dust Control Plan will aim to minimise the amount of dust generated, reduce the nuisance that dust may cause to the community and site personnel and ensure the dust is controlled in accordance with the EPA guidelines to minimise the impact on air quality.

To ensure that all site personnel adequately control the creation and spread of dust, the Contractor may monitor the site workers by:

- Visually viewing site works and utilising digital photos to record and witness dust control procedures during random site inspections.
- Undertaking audits on a regular basis to review dust control procedures and practices.
- Reporting on a monthly basis to the Project Control Group. Such reports to include:
    - Relevant Trade Contractor reports for the period.
    - Other Important information / events that generated dust and how it was controlled (if not covered by the Trade Contractor reports).
    - Overall assessment of dust control practices and procedures for the month.

During dry conditions, on-site construction activities have the potential to generate dust. The following activities are those identified as a specific potential source of dust generation:

- Earthmoving activities including clearing of topsoil;
- Movement of vehicles and construction machinery;
- Stockpiling of materials; and
- Build-up of material around erosion and sedimentation controls.

To reduce the environmental nuisance of dust generation, Trade Contractor's and site staff should implement the following measures:

- In the event of dust levels on site becoming a nuisance or unacceptable, introduce controls such as ground watering.
- Cover trucks transporting material from the site immediately after loading to prevent wind-blown dust. Or alternative satisfactory method.
- Where or whenever necessary, erect appropriate barriers to control dust generated as a result of construction-associated works.

c. Noise Control Plan

The subject site at Eastern Creek, is generally located in amongst open vacant fields and surrounding motorways and industrial properties, however the Contractor will ensure construction noise impacts from the site are managed to minimise the disturbance to surrounding users, in accordance with EPA guidelines.

SLR Consulting have prepared a "Noise and Vibration Impact Assessment" as requested in the SEAR's which should be consulted prior to commencing works on site.

d. Water Management Control Plan

The Contractor is to implement water-saving practices and technologies to ensure on-site water consumption is minimised. This will be monitored through visual inspection by the Contractor to ensure measures are being actively utilised by sub-contractors.

To ensure that all site personnel adequately control the consumption of water, the Contractor will monitor site staff by:

- Visually viewing site works and utilising digital photos to record and witness water management procedures during random site inspections.
- Undertaking audits on a regular basis to review water control procedures and practices.
- Reporting on a monthly basis to the Project Control Group. Such reports to include:
    - Relevant Trade Contractor reports for the period.
    - Other Important information / events that reduced water consumption (if not covered by the Trade Contractor reports).
    - Overall assessment of water management practices and procedures for the month.

To increase the environmental benefits of reducing water consumption and recycling water, the following measures should be undertaken by the Contractor and sub-contractors as a minimum during the construction works:

- Introduce waterless urinals to the site amenities.
- Educate site workers about water consumption and simple measures to save water (e.g. utilise collected rainwater for cleaning equipment, ensure taps are not left running etc.)

e. Waste Management Control Plan

In order to reduce onsite waste during the construction process due to waste water recycling and re-use practices plus to minimise the project's contribution to landfill, the Contractor implement an assessment strategy which measures the volume of materials recycled, re-used or taken to landfill and carry out inspections to ensure waste management procedures are being implemented by site staff.

To ensure that all site personnel adequately control waste, the Contractor will monitor site staff by:

- Visually viewing site works and utilising digital photos to record and witness waste management procedures during random site inspections.
- Undertaking audits on a regular basis to review waste management procedures and practices.
- Reporting on a monthly basis to the Project Control Group.

To increase the environmental benefits of reducing waste, the following measures should be undertaken by the Contractor and site staff:

- Separate waste generated during the construction process into the appropriate recycling containers / bins provided.

- Return unnecessary and/or unwanted packaging back to the supplier so as they become aware that such packaging is not required.
- Promote participation in local and state authority waste reduction policies.

The Construction Site Manager will identify opportunities for waste avoidance by:

- Minimising site disturbance and eliminating unnecessary excavation where possible;
- Stripping topsoil from areas subject to excavation and storing it on site for re-use;
- Selecting construction materials taking into consideration their long lifespan and potential for reuse;
- Ordering materials to size and ordering pre-cut and prefabricated materials where appropriate;
- Reuse of formwork and other materials/equipment where appropriate;
- Planned work staging and delivery arrangements of materials so materials are delivered as needed;
- Co-ordination and sequencing of various trades;
- Careful on-site storage and source separation; and
- Subcontractors informed of site waste management procedures.

The Waste Management Plan prepared by Pitt & Sherry describes further waste management controls and strategies that should be adhered to by the Contractor.

5. TRAFFIC

This section of the Preliminary CMP and the Preliminary Traffic Management Plan (***Appendix A***) are provided as reference for preparation of final management plans to be completed prior to approval of any construction certificates. This report should be considered in conjunction with the Traffic Impact Assessment completed by Ason Group for Light Horse Interchange Business Hub.

The Final Traffic Management Plan should provide detailed assessment of the following:

- Access and egress to the subject site at a designated and assessed location.
- Pedestrian access in vicinity of the subject site.
- Safety measures for public road users and pedestrians.
- Entry of vehicles onto the public road network (e.g. washed so as to not spread mud over roads).
- Effect of the construction works on local residents and their expected vehicle movements and the impact on the existing road network.
- Parking spaces on-site to cater for essential personnel and services.

APPENDIX A: Preliminary Traffic Management Plan

Western Sydney Parklands Trust

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Part Lot 10 in DP 1061237 and Part Lot 5 in DP 84051, Eastern Creek

State Significant Development Application (SSD 9667)

March 2019

CONTENTS

1 INTRODUCTION

This document covers the traffic management details in response to the Secretary's Environmental Assessment Requirements (SEARs) for SSD9667.

Western Sydney Parklands Trust (WSPT) is proposing to develop the Light Horse Interchange Business Hub immediately south-east of the Light Horse Interchange at the intersection of the M4 Western Motorway with the Westlink M7 Motorway. The site is in the Blacktown City Council local government area and comprises parts of two adjoining lots at 165 Wallgrove Road and 475 Ferrers Road, Eastern Creek. The legal description of the land included is Part of Lot 10 in Deposited Plan 1061237 and Part of Lot 5 in Deposited Plan 804051. Civil Works are described separately in documentation by Henry & Hymas Engineers.

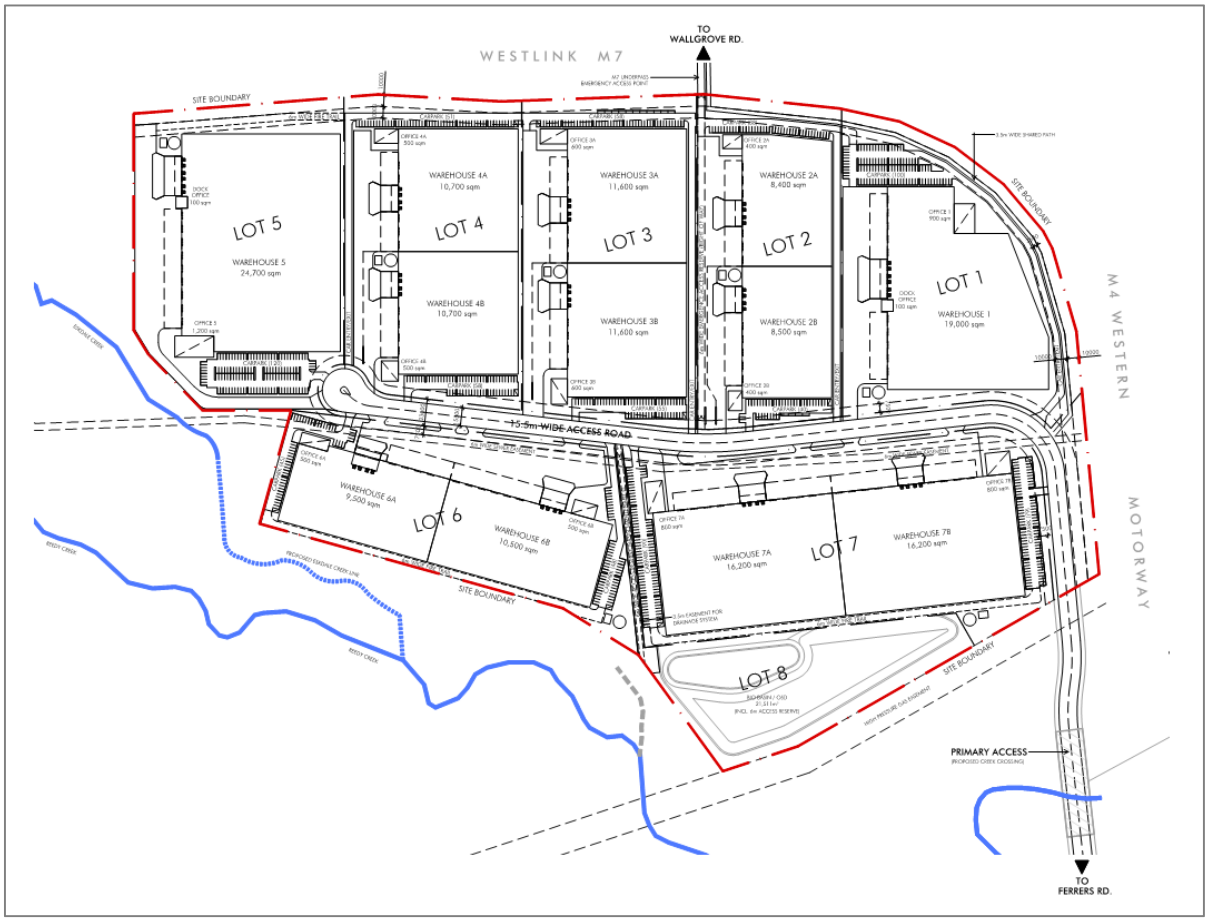

Figure 1: Concept Masterplan by Nettleton Tribe (dated March 2019)

2 DEFINITIONS & ABBREVIATIONS

The following definitions and abbreviations have been used in this Traffic Management Plan. Further definitions and abbreviations are provided in referenced procedures and plans.

WSPT	Western Sydney Parklands Trust
HSE	Health, Safety & Environment
PLN	WSPT Plan
PPE	Personal Protective Equipment
PR	Procedure
S/C	Subcontract(s) or Subcontractor(s) as the context requires
OHS	Occupational Health and Safety
RMS	Roads and Maritime Services

3 LEGISLATION, STANDARDS AND CODES OF PRACTICE

Traffic shall be controlled in accordance with either of the following, depending on the contract or site conditions and requirements.

AS 1742.3	Manual for uniform traffic control devices, Part 3 – Traffic control devices for works on roads
SAA HB81.1 to HB81.6	Field guides for traffic control at works on roads. Part 1 to Part 6 cover various examples of work on different roads and under different conditions

4 SIGNS

The purpose of road signing or work site protection is:

- to provide a safe work area to work within; and
- to safely move traffic through, around and past a work site with minimum inconvenience.

4.1 Workers OHS

Any worker setting up temporary traffic control or modifying permanent traffic controls or directing traffic shall be suitably trained and will be issued with and use suitable PPE.

4.2 Temporary Sign Placement

Contractor Site Manager is responsible for the placement of temporary signs and their location. The Site Manager shall observe the following guidelines:

- be placed at least 1 metre clear of traffic paths wherever possible;
- be mounted securely;
- be placed in the driver's line of sight;
- not be obscured by parked cars, trees, etc;
- not obscure the driver's view of other signs or other traffic; and
- not be a hazard to workers, pedestrians or other road users.

4.3 Existing Signs

Any existing signs that do not apply shall be covered.

5 PEDESTRIAN PATHS

Paths shall be safe and at least 1.2 metres wide free of any obstruction to pedestrians.

6 MAINTENANCE OF EXISTING TRAFFIC FLOW

Existing traffic flows shall be maintained and only modified for short periods when other alternatives have been exhausted.

7 ROAD TEMPORARY SIGNAGE & TRAFFIC CONTROLS

The access points into the project will be indicated on a Traffic Control Plan along with Traffic Control Devices which will be put in place for the duration of the project. Temporary Traffic Controls will take place from time to time to bring in long or wide loads via Wallgrove Road and Ferrers Road if necessary.

7.1 Site Access

During construction works, the main temporary entrance and exit for the site shall be from Wallgrove Road, via the existing private road that passes under the M7 Motorway. A temporary drive way connection will be formed at Ferrers Road to access the eastern side of Eastern Creek. These temporary accesses will remain in place until completion of the permanent connection to Ferrers Road including the new roundabout intersection and the bridge across Eastern Creek.

Warning signs will be placed along the local roads in both directions at approximately 150m from the site entry points.

7.1.1 Entering Site

All vehicle drivers/operators are to enter the site compound in a slow and controlled manner. The drivers/operators are to observe the road regulations and give way to all passing traffic and pedestrians. Upon visual confirmation that all traffic and pedestrians have passed, the drivers/operators shall slowly proceed to enter the site. In instances when onsite production is slowed down, the trucks will enter and safely park on site until it is unloaded.

7.1.2 Exiting Site

All vehicle drivers/operators are to come to a complete stop at the site gate before exiting the site compound. The drivers/operators are to observe the road regulations and give way to all passing traffic and pedestrians. Upon visual confirmation that all traffic and pedestrians have passed, the driver/operator is to slowly proceed on to the local road network complying with all road rules.

7.1.3 Truck Routes

The main truck routes have been identified in the Ason Group Traffic Impact Assessment.

7.1.4 Hours of Operation

The proposed hours of onsite operation are:

- Monday to Friday 7:00am to 6:00pm
- Saturday 7:00am to 4:00pm
- Sunday and Public Holidays No work

7.2 Traffic Management Report

In the instance where traffic management is in operation, the traffic controller shall complete a Traffic Management Report daily and provide a copy to the Site Manager.

8 SPECIAL DELIVERIES

Any trucks that contain long or wide loads with additional RMS requirements will have specific traffic management in place to control traffic on Ferrers Road and Wallgrove Road (as applicable).