**Reference: P2167C** **18/03/2026**

Goodman Property Services (Aust) Pty Ltd (Applicant)
on behalf of Goodman Western Sydney Pty Limited
as trustee for the Goodman Western Sydney Trust (Owner)

Attention: Lachlan O'Reilly

**Subject: Response to SEARS - SSD- 97711727 Bulk Earthworks, Rehabilitation & Quarrying**

Dear Lachlan,

This Technical Note (TN) has been prepared to support the bulk earthworks submission (SSD97711727) and in response to the NSW Planning Secretary's Environmental Assessments (SEARs) issued by the NSW Department of Planning, Housing and Infrastructure (DPHI) on 26 November 2025.

## Executive Summary

The Preliminary Construction Traffic Management Plan (PCTMP) supports State Significant Development Application SSD-97711727 for the bulk earthworks at 225–245 Martin Road, Bradfield, ahead of a future industrial development under SSD-97688711.

Construction will occur generally within standard hours (Monday–Saturday 7:00–18:00), with any out-of-hours work subject to separate approval. Heavy vehicle access during the interim period will be via the existing upgraded Martin Road/Elizabeth Drive intersection, transitioning to Lawson Road and Martin Road once precinct road upgrades are complete, with all movements in a forward direction and routes consistent with TfNSW RAV networks for vehicles up to 26 m B-doubles.

The bulk earthworks are expected to generate up to 130 and 150 peak hour movements in the morning and afternoon peaks, respectively, and up to 800 movements per day. The cumulative peak construction movements across concurrent phases remaining within previously assessed operational thresholds. This is consistent with the prior MP10_0014 (as modified) CSR approval in 2022 and will not trigger any additional road network upgrades

Key management measures included are expected to further minimise impacts on the broader road network and includes; on-site loading and materials handling, temporary perimeter fencing, provision of on-site turning and parking for construction traffic, and contractor-led protocols for oversize vehicle permitting and emergency access.

A subsequent detailed CTMP, to be prepared at Construction Certificate stage, which will refine staging, traffic management measures, monitoring, and contingency responses, ensuring construction traffic is safely accommodated on the surrounding network without unacceptable impacts on road safety or efficiency.

## Project Summary

This TN has been prepared by Ason Group to address the site-specific Secretary's Environmental Assessment Requirements (SEARs) received in respect of the proposed State Significant Development Application (SSDA) No. 97711727. The proposed development is being undertaken by Goodman Property Services (Aust) Pty Ltd (Applicant) on behalf of Goodman Western Sydney Pty Limited as trustee for the Goodman Western Sydney Trust (Owner). The development is located at 225 – 245 Martin Road, Bradfield, 2556 (the Site).

This SSDA seeks approval for the following:

- Site Preparation works only (i.e. no buildings, retaining walls or other infrastructure works)
- Rehabilitation of areas disturbed by historic mining and brick-making operations under major project approval MP10_0014 and MP10_0033.

- Bulk Earthworks to the site to align with the Connecting to Country and Precinct Plan principles including both the disturbed and undisturbed portions to capture the following proposed works:
  - Rehabilitation of Pits 1 & 2 using predominantly on-site fill (Engineered fill import required).
  - Preparation of the remaining site area to Bulk Earthwork Levels (BEL) (not including detailed trimming) for the proposed industrial development as considered under SSDA 97688711.
- Quarrying and Export of Bringelly Shale and Clay from select areas of Pit 1 & 2 to rectify the previous approved pit designs to ensure they are geotechnically stable to suit the proposed industrial masterplan.
- Vegetation Removal of 6.97Ha over land that is not certified under the Growth Centre SEPP.
  - Species being cleared involve species protected under both the BC Act and EPBC Act.
  - EPBC Act Referral completed on a precautionary measure given small amount of EPBC listed communities.
- Demolition of any remaining structures on the site.
- Rehabilitation of identified and unidentified contamination and, if required, the construction of a containment cell in the proposed northeastern corner of the site (currently identified as Lot 55 of DP 3050). The containment cell is proposed to trigger Designated Development threshold due to the proposed upper limit storage volume of 100,000m$^3$.
- Relocation of the Jemena Gas main predominantly burdening Lot 3 of DP127878.0
- If required through an Aboriginal Cultural Heritage Assessment Report (ACHAR), relocation and reburial of artefacts.

Additionally, this SSDA application seeks to rely on already existing authority approvals issued under MP10_0014 (subject to any applicable modifications). These are as follows:

- Mining Lease 1771
- Environmental Protection Licence 684
- Ground Water Access Licence WAL24346
- Ground Water Supply Works Approval No. 10WA109463

It is important to note that a number of the proposed activities being sought for approval under this SSDA have previously been assessed and approved under MP10_0014. The existing DA relates to approximately 70Ha of Net Developable Area (NDA), with the new portion of site approx. 36ha NDA. Cumulatively the area is approx. 116ha NDA.

## Response to SEARs

The following responses have been prepared against the NSW Planning Secretary's Environmental Assessments (SEARs) issued by the NSW Department of Planning, Housing and Infrastructure (DPHI) on 26 November 2025. All key traffic and transport related concerns with Ason Group's response are summarised in **Table 1**.

### Table 1: SEARs Table and Response

| # | Condition | Response |
|---|---|---|
| 1 | accurate predictions of the road traffic generated by the development, including a description of the types of vehicles likely to be used for transportation of material; | The proposal only relates to bulk earthworks and does not propose a traffic generating development. Therefore, this TN refers to the Preliminary CTMP (**Appendix A**) which assesses the predicted traffic generated from construction vehicles only.<br>Notwithstanding, the bulk earthwork application will not result in the construction vehicle volumes to exceed the approved threshold of 800 vehicle trips.<br>It is expected that a large portion of vehicles utilised for the transportation of material would be truck& dogs. |

| | | |
|---|---|---|
| 2 | a detailed assessment of any new proposed intersection upgrades including, design, sight distance, predicted performance and site access arrangements and road safety, including consideration of any bus routes; | As mentioned above, the bulk earthwork application will not result in the requirement for any additional upgrades to the road network, as the construction vehicle volumes would not exceed the current approved threshold of 800 vehicle trips per day<br>Notwithstanding, prior to completion of the upgrade of Elizabeth Dr x Lawson Rd, Section 4.2.1 assesses the cumulative construction impact to the interim road network until Dec 2029 (noting the upgraded intersection shall be operational by Jan 2030).<br>It is not expected that bus routes shall be interrupted by the proposed bulk earthworks. |
| 3 | a detailed assessment of potential traffic impacts on the capacity, condition, safety and efficiency of the local and State road network (as identified above), including undertaking a road safety audit; | As above, the bulk earthwork application will not result in the requirement for any additional upgrades to the road network.<br>The construction vehicle numbers would be expected to sit within the current approved threshold of 800 vehicle trips per day since previous approval under the CSR submission in 2022.<br>An assessment has been undertaken to review the midblock capacity of Martin Rd, prior to road network upgrades. This assessment outlines that the cumulative construction volumes + background traffic volumes do not exceed the 900 pc / hr / lane during road network peak hours.<br>Additionally, a detailed cumulative assessment has been undertaken of Elizabeth Drive x Lawson Road and Elizabeth Drive x Martin Road which demonstrates that the interim road network can facilitate all construction works with a Level of Service C or better in both AM and PM peak periods.<br>Therefore, capacity and impact assessments are demonstrated to be acceptable.<br>In relation to the RSA, given that; construction traffic volumes remain within previously approved thresholds, access is via an existing approved intersection, and road safety risks are managed through the CTMP, a separate formal road safety audit is not considered necessary for the bulk earthworks phase. |
| 4 | a description of the measures including relevant strategic concept design(s) that would be implemented to mitigate and/or manage any impacts, including connecting to the road network; and | The bulk earthwork application will not result in the requirement for any additional upgrades to the road network.<br>The construction vehicle numbers would be expected to sit within the current approved threshold of 800 vehicle trips per day since previous approval under CSR submission in 2022.<br>Notwithstanding, Goodman are working with Liverpool City Council and TfNSW to determine suitable upgrade works are required to facilitate the operation of SSD-97688711. These works are separate to this DA. |
| 5 | evidence of any consultation with relevant roads authorities, regarding the establishment of agreed contributions towards road upgrades or maintenance if local roads are used for the development. | There has been extensive consultation with authorities in relation to the bulk earthworks, including the Planning focus meeting held on 24 October 2025. This meeting was held on Microsoft Teams and included several members of the TfNSW and DPHI.<br>Evidence can be found within the engagement report prepared by Urbis and included within the EIS. |

Sincerely,

**James Laidler**
Principal Transport Engineer

# Appendix A Preliminary CTMP

17 March 2026

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# 225-245 Martin Road, Bradfield
# Preliminary Construction Traffic Management Plan

SSD-97711727

Bulk Earthworks, Rehabilitation & Quarrying

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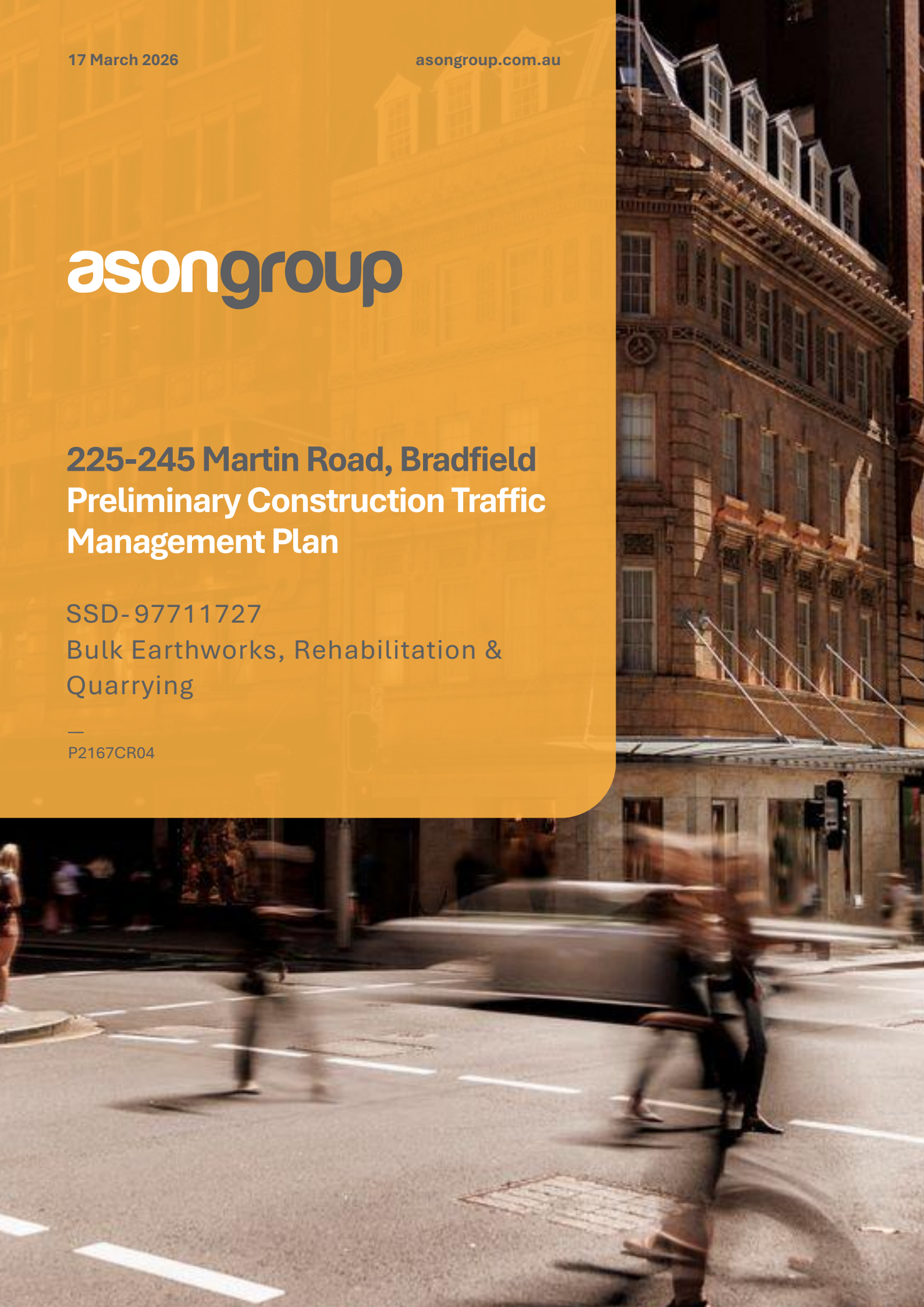
P2167CR04



## Document control

| | |
|---|---|
| **Project number** | P2167Cr04 |
| **Issue number** | 5 |
| **Project title** | Preliminary Construction Traffic Management Plan |
| **Client** | Goodman Property Services (Aust) Pty Ltd (Applicant) on behalf of Goodman Western Sydney Pty Limited as trustee for the Goodman Western Sydney Trust (Owner) |
| **File reference** | P2167Cr04v04 225-245 Martin Road, Bradfield Rehabilitation & Bulk Earthworks Preliminary CTMP |

## Revision history

| Issue no | Date | Details | Author | Reviewer | Approver |
|---|---|---|---|---|---|
| i | 12 November 2025 | Draft Issue | William Xie | Jae Jeon | Jae Jeon |
| 1 | 1 March 2026 | Issue I | James Laidler | Ali Rasouli | James Laidler |
| 2 | 3 March 2026 | Issue II | Ava Tan | James Laidler | James Laidler |
| 3 | 13 March 2026 | Issue III | James Laidler | James Laidler | James Laidler |
| 4 | 13 March 2026 | Issue IV | James Laidler | James Laidler | James Laidler |
| 5 | 17 March 2026 | Issue V | James Laidler | James Laidler | James Laidler |

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# Contents

# 1 Introduction

## 1.1 Overview

This Preliminary Construction Traffic Management Plan (PCTMP) has been prepared by Ason Group to address the site-specific Secretary's Environmental Assessment Requirements (SEARs) received in respect of the proposed State Significant Development Application (SSDA) No. 97711727. The proposed development includes Rehabilitation, Quarrying and Bulk Earthworks and is being undertaken by Goodman Property Services (Aust) Pty Ltd (Applicant) on behalf of Goodman Western Sydney Pty Limited as trustee for the Goodman Western Sydney Trust (Owner). The development is located at 225 – 245 Martin Road, Bradfield, 2556 (the Site).

This SSDA seeks approval for the following:

- Site Preparation works only (i.e. no buildings, retaining walls or other infrastructure works)
- Rehabilitation of areas disturbed by historic mining and brick-making operations under major project approval MP10_0014 and MP10_0033.
- Bulk Earthworks to the site to align with the Connecting to Country and Precinct Plan principles including both the disturbed and undisturbed portions to capture the following proposed works:
  - Rehabilitation of Pits 1 & 2 using predominantly on-site fill (Engineered fill import required).
  - Preparation of the remaining site area to Bulk Earthwork Levels (BEL) (not including detailed trimming) for the proposed industrial development as considered under SSDA 97688711.
- Quarrying and Export of Bringelly Shale and Clay from select areas of Pit 1 & 2 to rectify the previous approved pit designs to ensure they are geotechnically stable to suit the proposed industrial masterplan.
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- Relocation of the Jemena Gas main predominantly burdening Lot 3 of DP127878.0
- If required through an Aboriginal Cultural Heritage Assessment Report (ACHAR), relocation and reburial of artefacts.

Additionally, this SSDA application seeks to rely on already existing authority approvals issued under MP10_0014 (subject to any applicable modifications). These are as follows:

- Mining Lease 1771
- Environmental Protection Licence 684
- Ground Water Access Licence WAL24346
- Ground Water Supply Works Approval No. 10WA109463

It is important to note that a number of the proposed activities being sought for approval under this SSDA have previously been assessed and approved under MP10_0014. The existing DA relates to approximately 70Ha of Net Developable Area (NDA), with the new portion of site approx. 36ha NDA. Cumulatively the area is approx. 116ha NDA.

This PCTMP has been prepared in advance of development approval for the proposed scope of works for the Site and, as such, relevant conditions of consent have not yet been provided. Notwithstanding, as is standard practice, it is expected that a detailed CTMP will be prepared prior to issue of Construction Certificate to demonstrate that the proposed management of the impact in relation to construction traffic addressing the following:

- Assessment of cumulative impacts associated with other construction activities (if any).
- Assessment of road safety at key intersections and locations to be subject to heavy vehicle construction traffic movements and high pedestrian activity.
- Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process.
- Anticipated peak hour and daily construction vehicle movements to and from the Site.
- On-site car parking and access arrangements of construction vehicles, workers to and from the Site, emergency vehicles and service vehicles.
- Details of temporary cycling and pedestrian access during construction.

Having regard for the above, the purpose of this report is to establish the broad traffic principles for construction that would minimise traffic impacts on the surrounding road network, ensure safety and efficiency for workers, pedestrians and road users, and provide information regarding 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 separate request for a specific permit not covered by this report.

It should be noted that Ason Group is responsible for the preparation of this PCTMP only and not for its implementation, which is the sole responsibility of the Contractor.

## 1.2 Related Applications / Activities

**SSDA 97688711 – 14 warehouse buildings, Active Open Space & amenities precinct (including a café) and internal site infrastructure works**

The SSDA seeks approval for the construction, fit-out (including office and standard warehouse racking) and operation of 14 warehouse buildings, Active Open Space & amenities precinct (including a café) and internal site infrastructure works.

This application assumes the bulk earthworks are completed under SSDA 97711727.

**Part 5 Activity – External Works Lead in Roads and Services**

The Applicant is proposing access to the Site via the following route which will be upgraded to be in accordance with the Precinct Plan.

- **Part 1 - Martin Road / Elizabeth Drive intersection upgrades**
  - It is expected that these works will be approved by way of amendment to the existing Part 5 approval by Transport for New South Wales ('TfNSW')
  - It is understood that Transport for NSW will construct the work with a target completion date of December 2029.
- **Part 2 -4 - Martin Road / East West Collector Road / Lawson Road Upgrades**
  - Further to Part 1, access to the site is proposed to be constructed concurrently as follows:
    - Part 2 – Access from the Martin Road / Elizabeth Drive intersection will continue down Martin Road and join the future East / West Collector road identified within the Precinct Plan through Lot 36 DP 3050.

        - The portion of road between the Intersection and future East / West Collector road will be upgraded with a temporary access strategy that is consistent with Condition DS5 of the Precinct Plan.
    - Part 3 – The East / West Collector road through Lot 36 DP 3050 is proposed to be delivered in ultimate form consistent with the Precinct Plan., connecting Martin Road and Lawson Road;
    - Part 4 – From the East / West Collector Road connection on Lawson Road, the portion of Lawson Road South through to the Site will be upgraded in ultimate form consistent with the Precinct Plan.
- It is expected that these works are completed by December 2029, based on a commencement date of June 2028

It is the Applicants expectation that the above-mentioned works (Part 1-4) are completed prior to the receipt of the first building Occupation Certificate (expected December 2029).

Notwithstanding the above, the Applicant notes that access to the site under SSD 97711727 will continue to be via Martin Road based on the intersection upgrades completed under MP10_0014.

# 2 Site Overview

The Site is identified as 225-245 Martin Road, Bradfield and shown below, with the key features of the Site are summarised in Table 1


**Figure 1: Aerial Photo (Source: Urbis)**

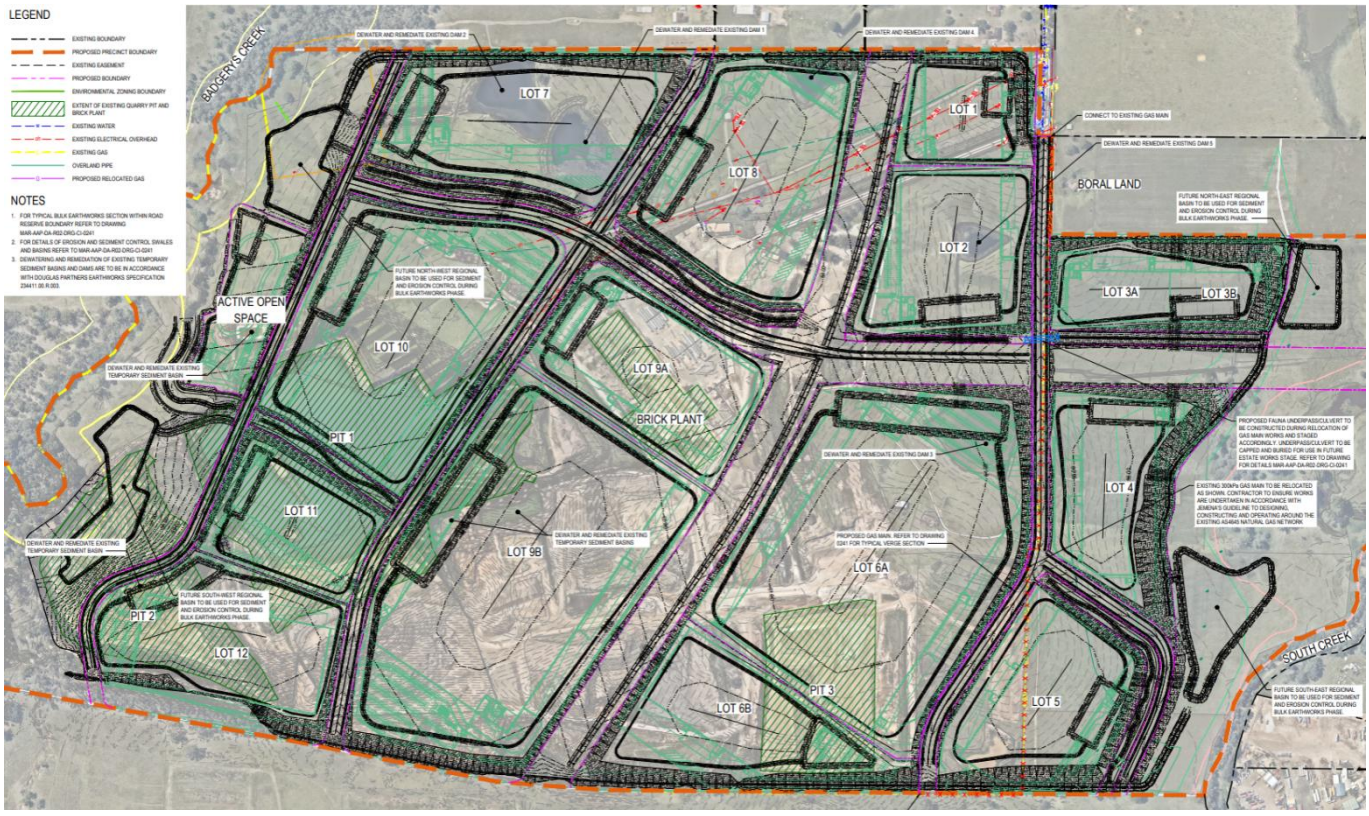



**Figure 2: General arrangement plan**

### Table 1: Site Description

| Impact | Communications Channel |
|---|---|
| Land Configuration | • Lot 1 DP 1278780<br>• Lot 2 DP 1278780<br>• Lot 3 DP 1278780<br>• Lot 55 DP 3050<br>• Lot 56 DP 3050 |
| Existing land use(s) | The Site is currently an operational Quarry and historically had a Brickmaking Facility. The structures and hardstand areas used for the quarry operations are located in the central portion of the Site, connected by an internal road network. In addition, three pits are located along the southern and southeast portion of the Site. |
| Surrounding Land Use | Surrounding land uses include:<br>**North:** Land to the north is predominantly characterised by a mix of rural, agricultural, landscape industries and, residential properties accessed by Lawson and Martin Roads. It is noted that several sites are subject to existing SSDAs for industrial / warehouse developments. Both Martin and Lawson Roads intersect with Elizabeth Drive, a major Arterial Road that provides access to the WSI site and the broader regional road network including the M7, Northern Road and the future M12. |
| | **South:** The land to the south is currently rural however is subject to the IPG Master Plan which was approved on 11 July 2025. The approved Master Plan covers 184 hectares and aims to support over 12,400 jobs. Inghams Property Group has allocated around 625,467 sqm for employment space, focusing on advanced manufacturing, logistics, and community services. The plan includes a mix of industrial and commercial zones, a local centre, and accessible public green spaces near the Western Sydney International Airport.<br>Further to the south-west of the, is Bradfield City Centre, a 114-hectare planned urban development adjacent to Western Sydney International Airport. Designed to be a hub for innovation, advanced industries, and economic growth, it has the potential to create 20,000 jobs and provide 10,000 homes, including affordable housing. The Bradfield City Master Plan prioritises sustainability, integrating green spaces, climate-resilient infrastructure, and a commitment to achieving net-zero emissions. |
| | **East:** Further east of the Wianamatta-South Creek which bounds the site, is the suburb of Kemps Creek. This land is characterised by a mix of open space, rural, agricultural, emerging urban development, and residential properties that are non-initial precincts under the WSAP but intended for employment generating uses |
| | **West:** To the immediate west of the Site, bound by Badgerys Creek, is Western Sydney International Airport (**WSI**). Located in Badgerys Creek, WSI is a major federal infrastructure project designed to accommodate Sydney's future aviation needs. Set to commence operations in 2026, WSI will initially handle 10 million passengers annually and operate 24/7. Badgerys Creek Road also travels in a north-south direction to the west of the site. It provides a north-south connection between Elizabeth Drive and the Northern Road. |
| Site Access and road network | The Site is currently accessible from Martin Road which is located at the north-eastern boundary. |

The general arrangement plan of the lot division within the precinct and the extent of the site is illustrated in **Figure 2**.

# 3 Overview of Works

## 3.1 Staging and Duration of Work

Recognising that this CTMP has been prepared to support a SSDA, detailed construction staging and the duration of each stage of works will be determined post approval as part of the CC phase inputs.

## 3.2 Hours of Operation

Construction activities for the project would only be undertaken during the following standard construction hours:

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

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

## 3.3 Proposed Construction Site Access

### 3.3.1 Pre-Upgrade of Elizabeth Drive Intersection

Access is to be via Martin Road and the already upgraded intersection at Martin Road / Elizabeth drive until such time the intersection of Elizabeth Dr x Lawson Rd is constructed (expected completion date in Dec 2029). These routes shown are suggested to be utilised by construction heavy vehicles travelling to and from the site and represents the shortest route between the local and regional road network, minimising the impacts of the construction. An on-site turning area shall be provided so that movement to/from the site is undertaken in a forward direction, at all times.

The proposed construction access routes are shown in **Figure 3** and **Figure 4** below. These routes are also consistent with the TfNSW Restricted Access Vehicles (RAV) maps for vehicles up to and including 26m B-doubles.


**Figure 3: Construction Vehicles – Entry Routes**

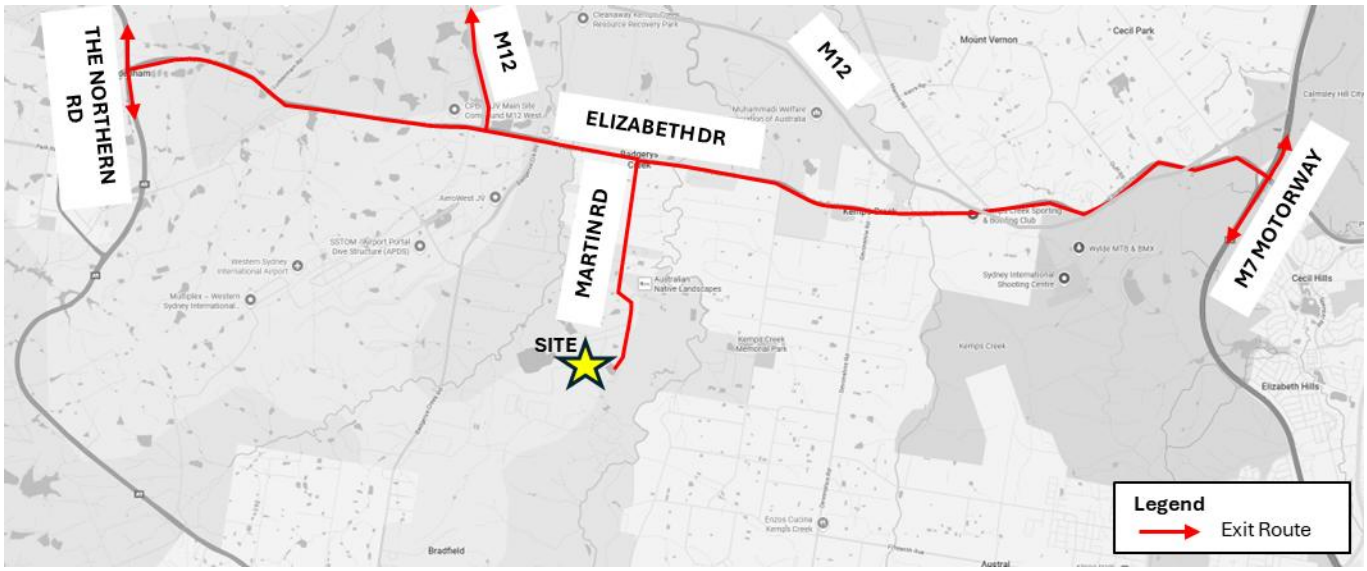



**Figure 4: Construction Vehicles – Exit Routes**

### 3.3.2 Post-Upgrade of Elizabeth Drive Intersection

Access is to be via Lawson Road following the completion of construction works (expected in Dec 2029). These routes shown are suggested to be utilised by construction heavy vehicles travelling to and from the site and represents the shortest route between the local and regional road network, minimising the impacts of the construction. An on-site turning area shall be provided so that movement to/from the site is undertaken in a forward direction, at all times.

The proposed construction access routes are shown in below two figures. These routes are also consistent with the TfNSW Restricted Access Vehicles (RAV) maps for vehicles up to and including 26m B-doubles.

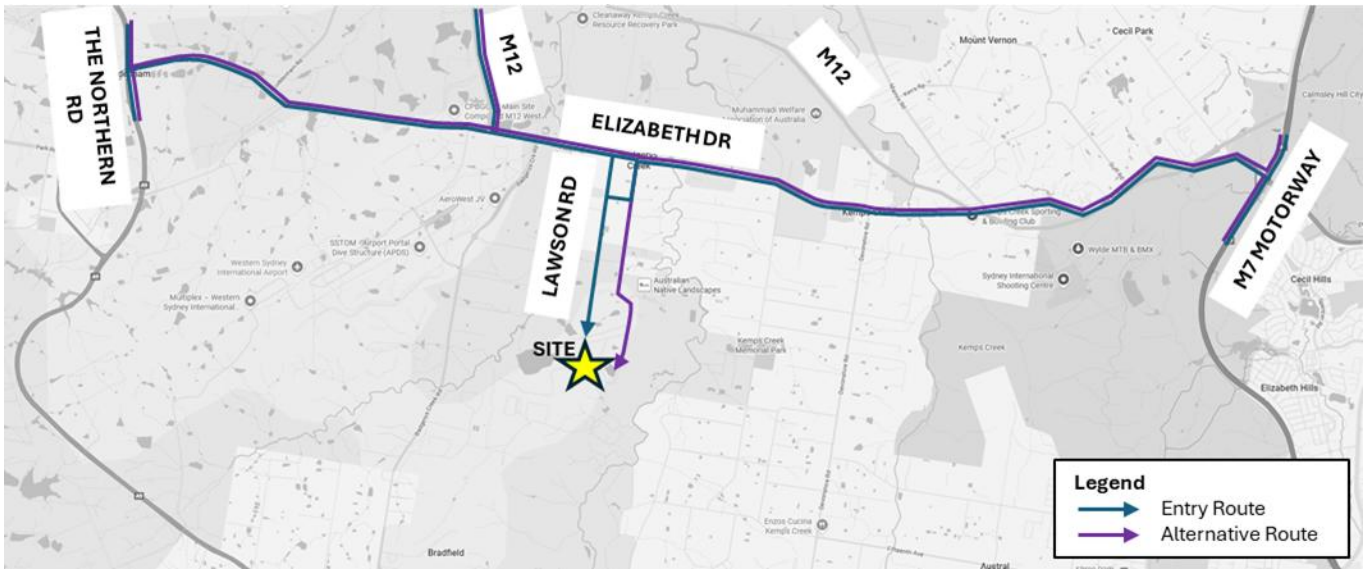



**Figure 5: Construction Vehicles – Entry Routes**

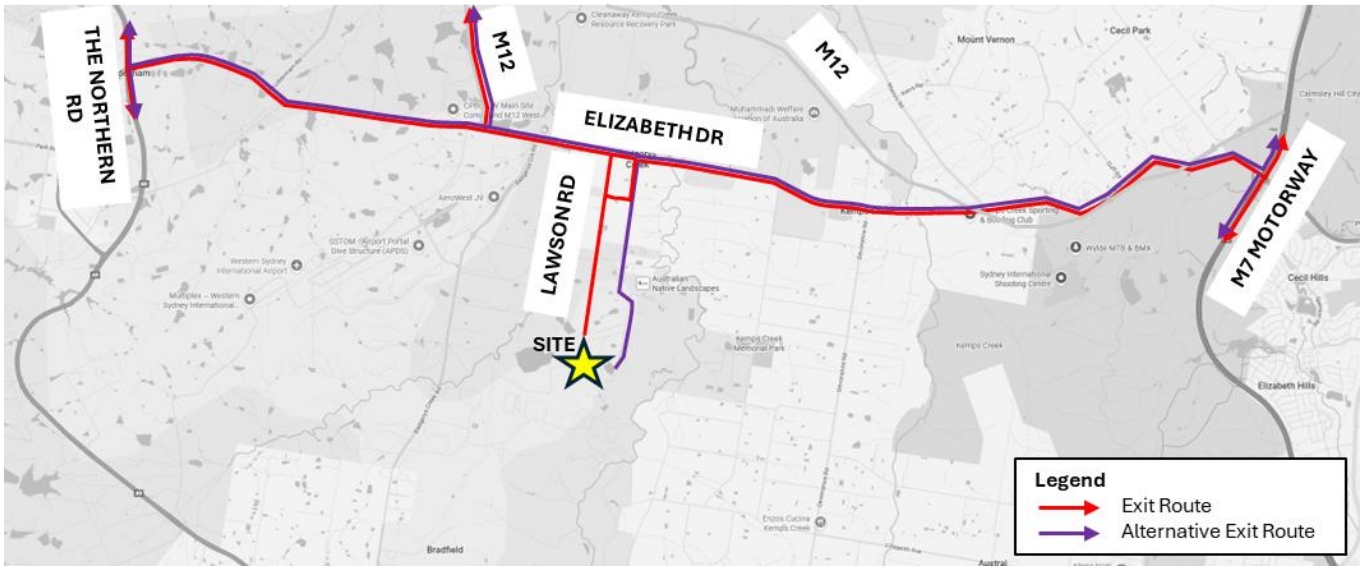



**Figure 6: Construction Vehicles – Exit Routes**

### 3.3.3 Oversize Vehicle Access

Any vehicles required to access the Site that do not comply with the mass, dimension or operating requirements as specified by the National Heavy Vehicle Regulator (NHVR) will need to apply for a class 1 Oversize Over-mass (OSOM) permit. Permits may be issued with conditional restrictions that limit the time and days that these vehicles are allowed to access the Site. Additionally, specific Traffic Guidance Schemes (TGS) may be required to facilitate safe manoeuvring of these vehicles.

### 3.3.4 Emergency Vehicle Access

Emergency vehicle access to and from the Site will be available at all times while the Site is occupied by construction workers. This process would be implemented through emergency protocols on the site which will be developed by the Contractor.

## 3.4 Fencing Requirements

Temporary exclusion fencing (chain mesh fencing) will be erected along the entire boundary of the Site and will be maintained for the duration of the construction program.

## 3.5 Materials Handling

Handling of all materials throughout the construction shall adhere to the following.

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

All materials handling shall be undertaken off public roadways, however in the event materials handling is required from a public roadway, then prior approval shall be sought and obtained from the relevant Authorities.

# 4 Assessment of Construction Traffic Impacts

## 4.1 Anticipated Construction Vehicle Traffic Generation

It is anticipated that the construction vehicle movements associated with bulk earthworks stage during AM and PM have been summarised below in Table 2, for all works to be undertaken from Monday – Saturday.

**Table 2: Estimated Peak Construction Vehicle Movements for Bulk Earthworks**

| Stage of Works | Period | Estimated Movements |
|---|---|---|
| **Bulk Earthworks** | AM | 130 |
| | PM | 150 |
| | Daily | 800 |

It is noted that there is also internal works to be undertaken within the Estate (under a separation approval – SSD97688711), and therefore the bulk earthworks will not be undertaken in isolation. Therefore, the expected additional cumulative construction vehicle movements generated by the proposed works have been identified below, assessed and are expected to lie within the permissible total vehicle movements. A summary of the proposed vehicle movements has been provided below.

**Table 3: Estimated Peak Construction Vehicle Movements Per Stage**

| Stage of Works | Peak Hour | Estimated Movements [1] |
|---|---|---|
| **Infrastructure and Roads[2]** | AM | 130 |
| | PM | 150 |
| **Pads[2]** | AM | 35 |
| | PM | 5 |
| **Warehouses[2]** | AM | 210 |
| | PM | 66 |

*Note: 1) Peak estimated movement may not be occurring at the same period of time*
*2) Internal works are considered under a separate application (SSD 97688711)*

The detailed CTMP will ensure that the appointed contractor prepares their construction methodology to lie within these thresholds.

## 4.2 Cumulative Construction Traffic Impact Assessment

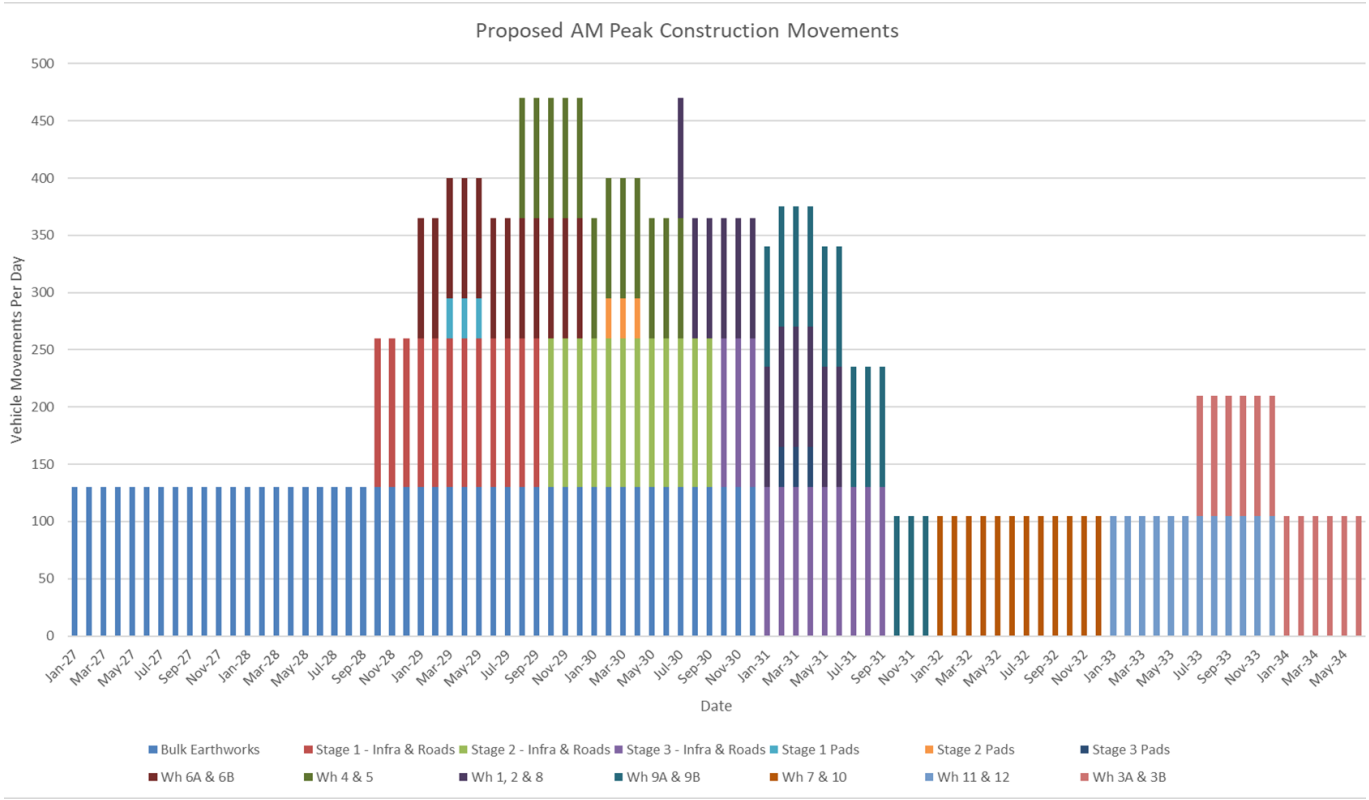
A traffic assessment was conducted to evaluate the cumulative impact of construction on local roads. This assessment has been split into two parts: the interim and ultimate scenarios; noting that the interim considers the existing local road layout and the ultimate considers the final local road layout with all road upgrades completed. Reference should be made to the TAIA for details on these upgrades and expected operational volumes.

Notwithstanding, this CTMP assesses the interim scenario only, as once the ultimate scenario is operational, the expected volumes are less than the approved volumes and therefore would have no additional impacts to the road network. For sensitivity, it has been assumed that there would be a period where a number of phases would occur concurrently. As such, the cumulative estimated construction traffic volumes would be as follows for each peak hour:

### Table 4: Cumulative Construction volumes

| Peak Period | Interim Scenario (movements / hr) | Ultimate Scenario (movements / hr) |
|---|---|---|
| AM | 470 | 915 |
| PM | 366 | 777 |

The estimated vehicle movements, indicate that generally the Site will be operating well within the thresholds established based on the operation of the Site.




### Figure 7: Proposed AM peak construction volumes

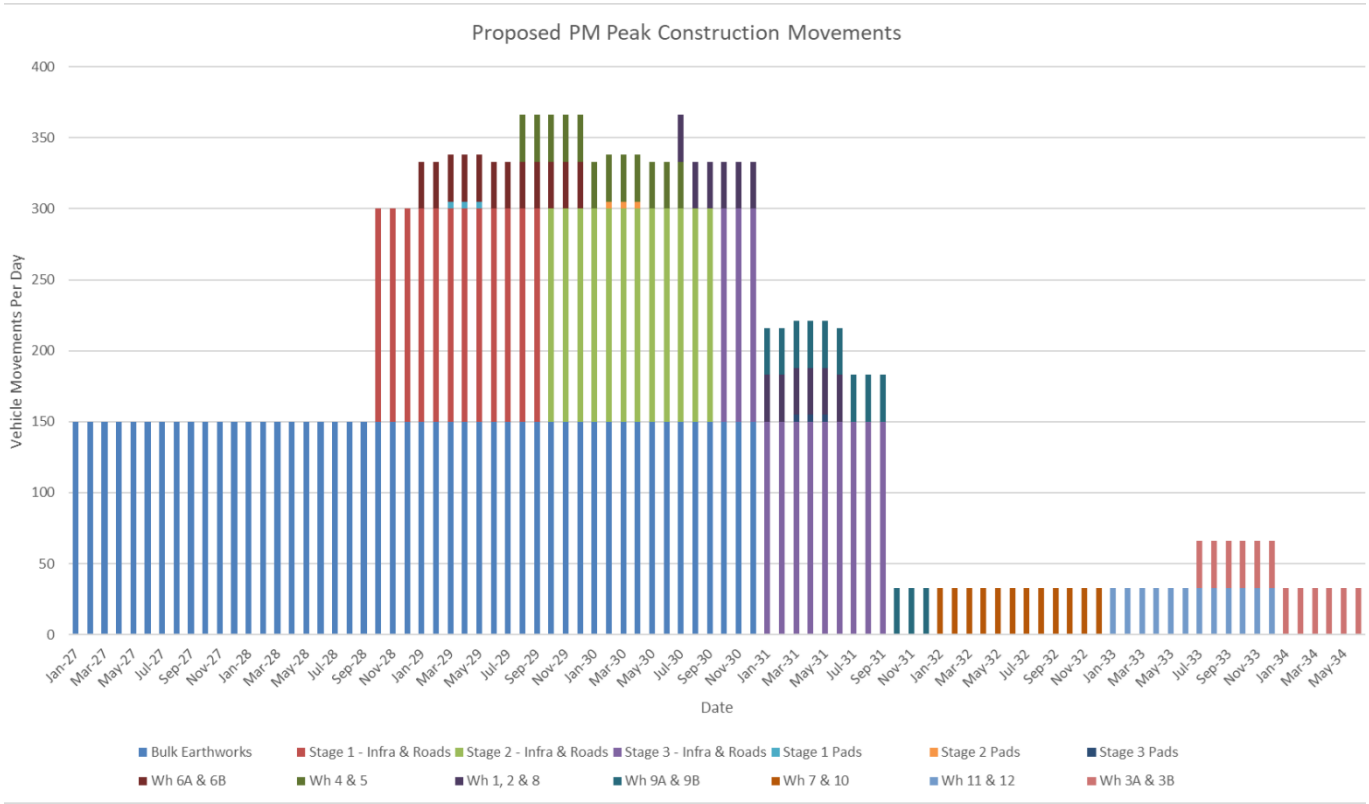



**Figure 8: Proposed PM peak construction volumes**

### 4.2.1 Interim Scenario

A SIDRA assessment has been undertaken during the AM and PM peak hours at the Elizabeth Drive / Martin Road intersection. The assessment focused on the cumulative construction volumes for both the bulk earthworks construction volumes and the internal construction volumes, which have been identified above. The SIDRA modelling has been assessed for Q4 2029 which is deemed the most appropriate assessment year noting it takes into account the peak traffic during construction.

This scenario considers the following:

- 2025 existing traffic volumes from traffic surveys, plus background growth up until 2029
- Peak interim scenario construction traffic volumes.
- Operational traffic from Lots 6 and 7, noting these lots are indicatively expected to be operational by this time

Performance of this intersection in this scenario, is presented in **Table 5.**

**Table 5: Intersection Performance**

| Intersection | Peak Period | AVD (s) | LOS | DOS |
|---|---|---|---|---|
| **Elizabeth Drive / Martin Road** | AM | 24 | C | 0.89 |
| | PM | 30 | C | 0.89 |

Based on **Table 5** above, the Elizabeth Drive / Martin Road intersection is deemed to operate at a satisfactory level considering the Level of Service and Degree of Saturation.

In addition to the above, it is generally anticipated that the light vehicles used by staff will generally be travelling outside of traditional road network peak periods. As such, the above modelling is considered to be conservative in nature as it takes into account both light and heavy vehicle movements associated with construction.

We again emphasise that the traffic analysis and modelling completed as part of this CTMP are considered ''conservative'' and we expect that when the contractors are appointed their anticipated traffic volumes for construction would be lower than projected in this report.

### 4.2.2 Ultimate Scenario

The operational traffic identified within the Estate TIA is greater than the expected construction volumes calculated during the ultimate scenario, therefore the construction traffic volumes are anticipated to not exceed the approved threshold and is considered acceptable.

## 4.3 Road Safety

Heavy vehicles will be travelling along approved Restricted Access Vehicle (RAV) routes which would mitigate road safety impacts along local roads and heavily pedestrianised areas. Traffic Guidance Schemes for the site access will be designed to minimise vehicle, pedestrian and cyclists impacts along Martin Road, as far as practicable.

## 4.4 Vehicle Management Principles

All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. Drivers are to be familiar with the Driver Code of Conduct before attending the Site.

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

Vehicle movements to, from and within the Site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points shall not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

## 4.5 Worker Induction

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

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

## 4.6 Construction Staff Parking

Some on-site parking for key contractors and staff is expected to be provided throughout the works. The number and location of this temporary on-site car parking is expected to change throughout the various construction phases, depending on the surplus area available not required for truck loading and turning areas.

It is noted that there limited access to public transport in the vicinity of the Site. Therefore, the use of carpooling should be actively encouraged to reduce the reliance on private vehicles and minimise parking demands.

# 5 Traffic Control

## 5.1 Traffic Control

### 5.1.1 Traffic Guidance Schemes

Any Traffic Guidance Scheme (TGS's) associated risk assessment, consultation schedules, TGS verification checklist, and inspection checklists shall be prepared by an accredited person, in accordance with the TfNSW Traffic Control at Worksites Manual (Issue 6.1) and AS1742.3:2019.

All TGSs involving signage or impacts to public roads shall be approved by the Council and/or Traffic Management Centre (TMC), prior to the works for which they relate (depending on the road involved). These TGS's shall be updated to respond to any changes to prevailing traffic conditions throughout the life of the works.

With regard to the proposed temporary access road, a site-specific TGS would be implemented for the duration of the works. A copy of all approved TGSs shall be kept on-site for reference at all times.

### 5.1.2 Authorised Traffic Controller

An authorised Traffic Controller is to be present on-site throughout the construction stage of the project. Responsibilities include:

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

### 5.1.3 Road Occupancy

For any works that will impact the traffic flows on the external road network, a permit will need to be obtained from the relevant road authority (Council and / or TfNSW) by the Contractor.

At all times, two-way traffic shall be maintained along Martin Road. Any works within or affecting (e.g., signage within) Martin Road shall only be undertaken in accordance with relevant TGS developed by an accredited person that has relevant Prepare Work Zone Traffic Management Plan accreditation.

All TGS shall be approved by TfNSW prior to commencement of any works. The Contractor shall adhere to any restrictions imposed by TfNSW (or Council) in the granting of those Road Occupancy Licenses (ROLs).

# 6 Monitoring & Communication Strategies

## 6.1 Development of a Monitoring Program

The development of a program to monitor the effectiveness of this CTMP shall be established by the lead contractor. It is not anticipated that the monitoring of the processes will have any material cost implications.

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, review of the CTMP shall occur monthly, however a weekly review would be preferred.

- All and any reviews undertaken should be documented, however key considerations regarding the review of the CTMP shall be:
- Tracking deliveries against the estimated volumes.
- To identify any shortfalls and develop an updated action plan to address issues that may arise during construction (Parking and access issues).
- To ensure TGS 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 leaving site covered as outlined within this CTMP.

## 6.2 Communications Strategies

A communications strategy shall be prepared by the Head Contractor and will outline the most effective communication methods to ensure adequate information within the community and assist the project team to deliver the traffic changes with minimal disruption to the road network.

Surrounding landowners shall be notified of any work that is deemed disruptive to the surrounding network prior to commencement. Ongoing communication is also proposed so that all key stakeholders are kept up to date of works and potential impacts. Nearby property owners that may be affected directly by the construction works shall be included within the communications strategy.

The contractor is to notify the community liaison representative when traffic is expected to exceed the parameters set within "Condition Green" of **Table 7**. Notwithstanding, **Table 6** outlines an indicative communication strategy to ensure that adequate communication with key stakeholders have been met.

### Table 6: Communication Strategy

| Risk | Impact | Communications Channel |
|---|---|---|
| Wider Traffic Specific Disruption | Ensure construction crews use traffic routes identified in the Traffic Management Plan,<br>Ensure residents in area are notified in advance to any traffic changes that may affect them | Stakeholder meetings<br>Stakeholder emails |

# 7 Plan Administration

## 7.1 Monitoring Program

This preliminary 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, review of the CTMP shall occur monthly. All and any reviews undertaken should be documented, with key considerations of the review of this CTMP shall be:

- To identify any shortfalls and develop an updated action plan to address issues that may arise during construction (Parking and access issues).
- To ensure TGSs 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.

The development of a program to monitor the effectiveness of this CTMP shall be established by the Contractor. This process is expected to form part of the monitoring plan required to be included as part of the overarching Construction Environmental Management Plan (CEMP), of which this CTMP forms a part.

## 7.2 Contingency Plan

A contingency plan shall be established by the Contractor and is to be included in an overarching CEMP. Notwithstanding, **Table 7** 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 7: 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 Peak volumes but is within permissible volume constraints | Construction traffic volumes exceeds permissible volume and time constraints |
| | Response | No response required | Review and investigate construction activities, and where appropriate, implement additional remediation measures such as:<br>• Review CTMP and update where necessary.<br>• Provide additional training. | As with Condition Amber, plus;<br>• If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report or non-compliance report to government agencies.<br>• Stop all transportation into and out of the site until rectified. |

| Risk | | Condition Green | Condition Amber | Condition Red |
|---|---|---|---|---|
| **Queuing** | Trigger | No queuing identified | Queuing identified within site, but not on to public road | Queuing identified on the public road. |
| | Response | No response required<br>Continue monitoring program | Review the delivery schedule prepared by the builder. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the Driver Code of Conduct | As with Condition Amber, plus<br>• If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report nor non-compliance report to government agencies.<br>• Temporary halting of activities and resuming when conditions have improved.<br>• Stop all transportation into and out of the site.<br>• Review CTMP and update where necessary, provide additional training. |
| **Noise** | 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 |
| | Response | No response required | Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts. | As with Condition Amber, if noise levels cannot be kept below applicable limits, then a different construction methods or equipment must be utilised. |
| **Traffic Guidance Scheme** | Trigger | No observable issues<br>(TGS implements according to plan) | Minor inconsistencies with TGS to onsite operations (such as covered signs, missing signs, fallen cones, etc.) | Near miss or incident occurring regardless of / as a result of the TGS being implemented |
| | Response | No response required | Traffic Controller to amend TGS on site and to keep a log of all changes | Stop work until an investigation has been undertake into the incident. There are to be changes made to the TGS to ensure that the safety of all workers, and civilians are catered for. |

| Risk | | Condition Green | Condition Amber | Condition Red |
|---|---|---|---|---|
| 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 | Review and investigate construction activities and respective control measures, where appropriate. Implement additional remedial measures, such as:<br>• Deployment of additional water sprays<br>• Relocation or modification of dust-generating sources<br>• Check condition of vibrating grids to ensure they are functioning correctly.<br>• Temporary halting of activities and resuming when conditions have improved | As with Condition Amber.<br>• If it is concluded that construction activities were solely responsible for the exceedance, submit an incident report to government agencies.<br>• 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.