



26 June 2020

Planning Secretary  
Department of Planning, Industry, & Environment  
12 Darcy Street  
PARRAMATTA NSW 2150

Dear Secretary,

**SSD 10397 - Oakdale West Estate - Stage 2 Development  
2 Aldington Road, Kemps Creek NSW 2178  
Conditions B9, B10, B11 and B12 - Roadworks**

We refer to the above consent and wish to inform the Department of the completion of the following consent conditions: -

**Condition B9**

*Prior to any use of Aldington Road and Abbotts Road for construction traffic, the Applicant must submit a Construction Traffic Management Plan (CTMP) to the satisfaction of Council. The CTMP shall be:*

*(a) prepared in accordance with Council's Engineering Construction Specification for Civil Works*

**We confirm that all signs and line marking have been designed and installed as per Council's Engineering Construction Specification for Civil Works (October 2017).**

*(b) be prepared by a suitably qualified consultant with appropriate training and certification from TfNSW;*

**We confirm that ASON Group prepared the CTMP and that ASON Group are certified from TfNSW.**

*(c) be approved by Council, prior to any construction traffic using Aldington Road and Abbotts Road;*

**Refer to Annexure A for a copy of the approval from council confirming acceptance of the CTMP.**

**Goodman Group**

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Goodman Funds Management Limited | ABN 48 067 796 641 | AFSL Number 223621  
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(d) *include but not be limited to:*

- (i) *swept path analysis at critical points (bends and intersections) along the entire Aldington Road /Abbotts Road route for the largest proposed vehicle to use this route;*
- (ii) *a detailed road safety audit of the Aldington Road / Abbotts Road route that factors the increase in traffic volumes (both in light & heavy vehicles), and proposes measures such that the road can safely accommodate this increase (including upgrades to road infrastructure, signage and line marking treatments, vehicle length restrictions and temporary traffic control measures during the construction period);*
- (iii) *left-in, left-out restrictions at the intersection with Mamre Road for construction vehicles.*

**All of the above are included within the CTMP which has been approved by council and Department of Planning, Industry, and Environment. Refer to Annexure A for a copy of council's approval and the CTMP.**

#### **Condition B10**

*The CTMP and any proposed measures must be to the satisfaction of Council and will be subject to Local Traffic Committee and Council approval.*

**Refer to Annexure A for confirmation of Local Traffic Committee approval and a copy of the CTMP which has been approved by council.**

#### **Condition B11 & B12**

*B11. Prior to any works (infrastructure, signage and line marking) that are on or affect a local road, a Section 138 RoadsAct, 1993 application shall be lodged and approved by Council. All works shall be carried out in accordance with the Roads Act approval, and Council's specification, guidelines and best engineering practice.*

**Refer to Annexure B for a copy of the s138 approval. Refer to Annexure C for a copy of the approval from council confirming the works have been completed in line with their requirements.**

In accordance with Condition B12 of the abovementioned consent, we seek confirmation from the Department of Planning, Industry, and Environment that Aldington Road and Abbotts Road can now be used.

Yours sincerely

A handwritten signature in black ink, appearing to read "Stephanie Partridge".

Stephanie Partridge  
**Development Manager**

**Annexure A** – Council Approval of CTMP including CTMP

**Annexure B** – s138 Approval

**Annexure C** – Final inspection Certificate



## **Annexure A**





Our Reference: ECM 9185026, SSD 10397  
Contact: David Drozd  
Telephone: (02) 4732 7777

26 June 2020

Mr Alasdair Cameron  
Senior Project Manager – Infrastructure  
Goodman Property Services

**Via Email:** [Alasdair.Cameron@goodman.com](mailto:Alasdair.Cameron@goodman.com)

Dear Mr Cameron

**Oakdale West Estate, Kemps Creek – Construction Traffic Management Plan and Signage and Line Marking Plan**

Council's Local Traffic Committee (LTC), at its meeting on Monday, 1 June 2020, considered a report on "*Oakdale West Estate, Kemps Creek – Construction Traffic Management Plan and Signage and Line Marking Plan*".

At its Ordinary Meeting on Monday, 22 June 2020, Council resolved, on the recommendation of the Committee that the Construction Traffic Management Plan (Ref: 1086r03v15, Dated: 6/05/2020) and the Signage and Line Marking Plan (Ref: 15-272, Issue A, Dated: 3/06/2020) as presented in Appendix 1 and 2, respectively, be endorsed.

All works associated with the implementation of the signposting and/or line marking shall be undertaken by you in accordance with Section 8 of Council's Engineering Construction Specification for Civil Works and Council standard drawings SD1006/1 and SD1006/2 and be at no cost to Council.

The plans have been endorsed for installation to commence.

Should you require further information regarding this matter, please do not hesitate to contact Council's Traffic Officers on (02) 4732 7777, during business hours.

Yours faithfully

David Drozd  
**Traffic Engineering Coordinator**

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NSW 2751 Australia  
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*Attachment*

# Construction Traffic Management Plan

Building 2B, Kemps Creek

Ref: 1086r03v15  
6/05/2020

# Document Control

**Project No:** 1086r03v15

**Project:** Building 2B – Construction Traffic Management Plan

**Client:** Goodman Property Services (Aust) Pty. Limited

**File Reference:** 1086r03v15 CTMP\_Building 2B, Kemps Creek

## Revision History

Revision	Date	Details	Author	Approved by
-	19/12/2018	Draft	J. Laidler	J. Laidler
Issue I	06/03/2020	Issue I	J. Laidler	J. Laidler
Issue II	12/03/2020	Issue II	J. Laidler	J. Laidler
Issue III	18/03/2020	Issue III	J. Laidler	J. Laidler
Issue IV	19/03/2020	Issue IV	J. Laidler	J. Laidler
Issue V	26/03/2020	Issue V	J. Laidler	J. Laidler
Issue VI	27/03/2020	Issue VI	J. Laidler	J. Laidler
Issue VII	30/03/2020	Issue VII	J. Laidler	J. Laidler
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Issue X	24/04/2020	Issue X	J. Laidler	J. Laidler
Issue XI	27/04/2020	Issue XI	J. Laidler	J. Laidler
Issue XII	28/04/2020	Issue XII	J. Laidler	J. Laidler
Issue XIII	04/05/2020	Issue XIII	J. Laidler	J. Laidler
Issue XIV	05/05/2020	Issue XIV	J. Laidler	J. Laidler
Issue XV	06/05/2020	Issue XV	J. Laidler	J. Laidler

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# 1 Introduction

## 1.1 Overview

Ason Group has been engaged by Goodman Property Services (Aust) Pty. Limited (Goodman) to prepare a Construction Traffic Management Plan (CTMP) relating to the construction of Building 2B within the Oakdale West Industrial Estate (OWE) at Kemps Creek (the Site). A site plan and an overview of the proposed surroundings are provided in **Figure 1**.

This report has been prepared in response to the conditions of consent from the Department of Planning Industry and Environment (DPIE), which include:

“Condition A7: The Applicant must ensure construction of the development does not generate more than 935 vehicle trips (1,870 total vehicle movements) during the day, evening and night, on the public road network.

Note: This condition does not apply to construction vehicles using the West-North-South Link Road.

Condition A8: The Applicant must keep accurate records of the number of vehicles entering or leaving the site, for the duration of construction and provide these records to the Planning Secretary on request.

Condition B9: Prior to any use of Aldington Road and Abbotts Road for construction traffic, the Applicant must submit a Construction Traffic Management Plan (CTMP) to the satisfaction of Council. The CTMP shall be:

- (a) prepared in accordance with Council's Engineering Construction Specification for Civil Works;
- (b) be prepared by a suitably qualified consultant with appropriate training and certification from TfNSW;
- (c) be approved by Council, prior to any construction traffic using Aldington Road and Abbotts Road;
- (d) include but not be limited to:
  - (i) swept path analysis at critical points (bends and intersections) along the entire Aldington Road /Abbotts Road route for the largest proposed vehicle to use this route;
  - (ii) a detailed road safety audit of the Aldington Road / Abbotts Road route that factors the increase in traffic volumes (both in light & heavy vehicles), and proposes measures such that the road can safely accommodate this increase (including upgrades to road infrastructure, signage and line marking treatments, vehicle length restrictions and temporary traffic control measures during the construction period);
  - (iii) left-in, left-out restrictions at the intersection with Mamre Road for construction vehicles.

Condition B13: The applicant must ensure:

- (b) construction traffic does not use Bakers Lane during the hours of 8 am – 9.30 am and 2.30 pm – 4 pm, Monday to Friday when schools are in use, to avoid conflict with peak school traffic on Bakers Lane;

Condition B15: Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan (CTMP) 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);
- (b) be prepared in consultation with Council, TfNSW, Mamre Anglican School, Emmaus Catholic College, Emmaus Catholic Care Village and Trinity Catholic Primary School;
- (c) detail specific measures to manage construction traffic to avoid school drop-off and pick-up times (8 am – 9.30 am and 2.30 pm – 4 pm, Monday to Friday), when the schools are in use, and Higher School Certificate exam periods, including any temporary infrastructure arrangements and traffic safety measures;
- (d) detail the measures to be implemented to ensure road safety and network efficiency during construction, including scheduling deliveries of heavy plant and equipment outside of peak periods, or during school holidays where possible;
- (e) detail heavy vehicle routes, access and parking arrangements;
- (f) include a Driver Code of Conduct to:
  - (i) minimise the impacts of construction on the local and regional road network;
  - (ii) minimise conflicts with other road users;
  - (iii) minimise road traffic noise, particularly during night-time periods; and
  - (iv) ensure truck drivers use specified routes;
- (g) include a program to monitor the effectiveness of these measures; and
- (h) detail procedures for early notification for residents and the community (including local schools), of any potential disruptions to routes.

Condition B16: The Applicant must:

- a) not commence construction of the development until the CTMP required by condition B15 is approved by the Planning Secretary; and
- b) implement the most recent version of the CTMP approved by the Planning Secretary for the duration of construction.

Condition C1: Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:

- (a) 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;
- (b) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;
- (c) 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;
- (d) 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;
- (e) a program to investigate and implement ways to improve the environmental performance of the development over time;
- (f) 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
- (g) a protocol for periodic review of the plan.

*Note: the Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans*

The purpose of this report is to detail a traffic plan 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 the construction vehicle access routes and any changed road conditions (if applicable).





### 1.3 Site Context

There is existing works associated with the construction of the Western North South Link Road (WNSLR) and the OWE. For context, the works are generally summarised as follows:

- OWE is a staged development for warehousing and distribution hub. Stage 1 of the OWE (the proposed works) comprises of estate wide earthworks and construction of road infrastructure in preparation of the construction of warehouses, however it currently excludes the actual construction of any warehouses.
- WNSLR is proposed as part of a State Significant Development. It is intended that the WNSLR provides a connection between Lenore Drive and the future Southern Link Road (SLR). In the short-term the WNSLR will be a public road, owned by Council, providing local access to the future Oakdale West Estate and other industrial areas north of the Water NSW Pipeline.

Each of the above has been subject to a separate Construction Traffic Management Plan — versions referenced in preparing this CTMP:

- *Ason Group, Construction Traffic Management Plan, WNSLR, Erskine Park (Western North South Link Road), 0605r01v5 CTMP\_WNSLR, Erskine Park, 12/09/2019*
- *Ason Group, Construction Traffic Management Plan, Oakdale West Estate, Kemps Creek, 0129r06v19 CTMP\_Oakdale West Estate, Kemps Creek Issue IX, 06/04/2020*

Each of the above details varying access arrangements throughout the construction program. As such, an additional report was prepared which provided a summary of construction traffic volumes for both projects using each of the key connections of Bakers Lane and Lenore Drive separately.

- *Ason Group, Western North-South Link Road & Oakdale West Estate Construction Vehicle Cumulative Impacts, 0129l04v2 WNSLR & OWE Cumulative Construction Impacts Issue II, 12/09/2019*

The findings of the report indicates that specific measures are to be proposed in order to respond to existing congestion associated with the schools along Bakers Lane. Commentary regarding vehicular access via Bakers Lane should be included to ensure that the impact of vehicles, particularly heavy vehicles, will be minimised.

It is noteworthy that the 2019 Approved Oakdale West Estate (OWE) will generate the following peak hourly traffic volumes associated with future operational traffic on the WNSLR:

- AM peak 1,108 veh/hr
- PM peak 879 veh/hr
- Daily 9,776 veh/day

## 1.4 Statutory Requirements

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

**Table 1: SSD 10397 Approval - Compliance Table**

Reference	Requirement	Response
A7	The Applicant must ensure construction of the development does not generate more than 935 vehicle trips (1,870 total vehicle movements) during the day, evening and night, on the public road network.  Note: This condition does not apply to construction vehicles using the West-North-South Link Road.	Construction volumes are expected to reach 1,760 movements prior to completion of the WNSLR. Section 4.3.1 and Section 6.1.1 outline the expected construction traffic volumes
A8	The Applicant must keep accurate records of the number of vehicles entering or leaving the site, for the duration of construction and provide these records to the Planning Secretary on request.	Vehicles will be tracked on arrival to site, as outlined within Section 4.2.8, and will be made available to the Planning Secretary on request.
B9	Prior to any use of Aldington Road and Abbotts Road for construction traffic, the Applicant must submit a Construction Traffic Management Plan (CTMP) to the satisfaction of Council. The CTMP shall be:	
	a) prepared in accordance with Council's Engineering Construction Specification for Civil Works;	All signs and line marking, as a result of the works being undertaken, shall be installed as per Council's Engineering Construction Specification for Civil Works. Reference should be made to Section 4.2.9
	b) be prepared by a suitably qualified consultant with appropriate training and certification from TfNSW;	Consultants from Ason Group are suitably qualified (with certification) Traffic Engineers, with relevant "Prepare a Work Zone Traffic Management Plan" accreditation,
	c) be approved by Council, prior to any construction traffic using Aldington Road and Abbotts Road;	No vehicles shall utilise Aldington Road and Abbotts Road Prior to approval by Council.
	d) include but not be limited to:  (i) swept path analysis at critical points (bends and intersections) along the entire Aldington Road /Abbotts Road route for the largest proposed vehicle to use this route;  (ii) a detailed road safety audit of the Aldington Road / Abbotts Road route that factors the increase in traffic volumes (both in light & heavy vehicles), and proposes measures such that the road can safely accommodate this increase (including upgrades to road infrastructure, signage and line marking treatments, vehicle length restrictions and temporary traffic control measures during the construction period);  (iii) left-in, left-out restrictions at the intersection with Mamre Road for construction vehicles.	Swept paths have been included within Appendix B which outlines that a concrete truck can utilise Aldington Road and Abbotts Road.  A Road Safety Audit has been undertaken along the proposed route within Aldington Road and Abbotts Road. Meetings within Council and TfNSW have resulted in additional road works being undertaken, which have been outlined in Section 4.2.7.  Reference should be made to Section 6.2 and the Drivers Code of Conduct with regard to specific measures to manage the restriction of right turners into and out of Abbotts Road.

Reference	Requirement	Response
B13	b) construction traffic does not use Bakers Lane during the hours of 8 am – 9.30 am and 2.30 pm – 4 pm, Monday to Friday when schools are in use, to avoid conflict with peak school traffic on Bakers Lane;	Section 4.3.2 outlines that construction vehicles will not utilise Bakers Lane during the hours of 8 am – 9.30 am and 2.30 pm – 4 pm, Monday to Friday when schools are in use.
B15	Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan (CTMP) 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, Mamre Anglican School, Emmaus Catholic College, Emmaus Catholic Care Village and Trinity Catholic Primary School;	Consultation has been undertaken with the schools within Bakers Lane.  Reference should be made to minutes regarding the consultation with the schools which has been completed to date which outlined/discussed the use of Bakers Lane during school peak periods.  This CTMP has further been discussed with the schools, and the additional meeting minutes have been provided.
	c) detail specific measures to manage construction traffic to avoid school drop-off and pick-up times (8 am – 9.30 am and 2.30 pm – 4 pm, Monday to Friday), when the schools are in use, and Higher School Certificate exam periods, including any temporary infrastructure arrangements and traffic safety measures;	Refer Section 4.1.4. Deliveries and contractor movements will be scheduled by Qanstruct within these periods. Additional Signage shall be provided within Bakers Lane (including Variable Message Board Signs (VMS)).  Notwithstanding, deliveries and contractor movements will be scheduled to avoid these periods. Light vehicles will be directed to use Aldington Road to access Mamre road and thus not pass directly past the neighbouring schools during these periods. Light Vehicles shall be clarified within Section 4.1.2  Upon completion and dedication of WNSLR, construction vehicles shall use WNSLR and avoid using Bakers Lane.
	d) detail the measures to be implemented to ensure road safety and network efficiency during construction, including scheduling deliveries of heavy plant and equipment outside of peak periods, or during school holidays where possible;	Refer Section 6.2 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) shall be utilised, and Traffic Control Plans (TCPs) be developed for works impacting public roads and will be approved by the Traffic Management Centre.  Finally, A Road Safety Audit has been undertaken along the proposed route within Aldington Road and Abbots Road., with the findings outlined in Section 4.2.7.

Reference	Requirement	Response
	e) detail heavy vehicle routes, access and parking arrangements;	The site access arrangements – relevant to each stage - are outlined in subsequent sections of this report (Refer Section 4).
	f) include a Driver Code of Conduct to:  (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;	A driver Code of Conduct is a requirement of and included within this CTMP.  The Drivers Code of Conduct (included in Section 5) addresses ways to minimise the impacts on the road network, with other road users, ensure truck routes are utilised and to manage pedestrian movements.
	g) include a program to monitor the effectiveness of these measures	The Contractor / Owner of Estate 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.  These programs will be completed in accordance with Section 7.1.
	h) detail procedures for early notification for residents and the community (including local schools), of any potential disruptions to routes.	Consultation has been undertaken with the schools within Bakers Lane. Further consultation with the schools is currently being undertaken specifically in relation to the CTMP.  Notwithstanding, the Contractor will notify the community liaison representative (SLR) when traffic conditions are expected to exceed parameters with within Condition Green of Table 9. Measures that may be included within the strategy have been identified within Section 7.3.  Meetings are to be undertaken on a regular basis to keep key stakeholders informed of any upcoming events  Furthermore, Goodman will provide the schools with a FAQ fact sheet, so they have the appropriate knowledge to respond to any queries from parents.
B16	The Applicant must:	
	a) not commence construction of Stage 1 until the CTMP required by Condition D65 is approved by the Planning Secretary; and	Noted and reiterated in Section 1.1.
	b) implement the most recent version of the CTMP approved by the Planning Secretary for the duration of construction.	Refer Section 7.1 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:	

Reference	Requirement	Response
	a) details of: <ul style="list-style-type: none"> <li>i. the relevant statutory requirements (including any relevant approval, licence or lease conditions).</li> <li>ii. any relevant limits or performance measures and criteria; and</li> <li>iii. the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, Stage 1 or any management measures;</li> </ul>	Relevant requirements are outlined in this table. Other specific requirements are detailed in Section 4.
	b) 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
	c) program to monitor and report on the: <ul style="list-style-type: none"> <li>i. impacts and environmental performance of the development; and</li> <li>ii. effectiveness of the management measures set out pursuant to paragraph (c) above;</li> </ul>	Refer Section 7.1 of this Plan which outlines requirement for this Plan to be updated regularly.
	d) 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 7.2 of this Plan which outlines the requirement for this Plan to be updated regularly. Traffic Control Plans — outlined in Section 4.3.3 shall be prepared to respond to specific work situations and subject to approval by the relevant Roads Authority (Council and/or TfNSW), providing a suitable level of independent oversight.
	e) a program to investigate and implement ways to improve the environmental performance of the development over time	Refer Section 7.1 of this Plan which outlines requirement for this Plan to be updated regularly.
	f) a protocol for managing and reporting any: <ul style="list-style-type: none"> <li>i. incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria).</li> <li>ii. complaint.</li> <li>iii. failure to comply with statutory requirements; and</li> </ul>	Management and reporting protocols are outlined in the Construction Environmental Management Plan. Reference is also made to Section 5.5 of this Plan in relation to incident management.
	g) a protocol for periodic review of the plan.	Refer Section 7.1 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.

## 1.5 Site Location

At a regional level, the Site is located approximately 3 kilometres south of the nearest suburban area, Erskine Park, 18 kilometres west of Parramatta, and 37 kilometres west of the Sydney CBD. It is within the Local Government Area (LGA) of Penrith City Council, however, is also subject to controls of the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (SEPP WSEA).

Within the context of the OWE, Lot 2B is located between Estate Road 01 and Estate Road 03 and comprises a total site area of 149,266 m<sup>2</sup>.

## 1.6 Road Hierarchy

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

### 1.6.1 M7 Motorway

The M7 motorway is a high capacity road link and provides a key north-south link, to the east of the Site and OWE, between the M2 motorway in the north and the M5 motorway to the south as part of the Sydney orbital road network. A major interchange between the M7 motorway and M4 Western motorway is located 2.5 km north of OWE, which connects the Sydney CBD and western Sydney suburbs. The motorway carries 4 trafficable lanes within a divided carriageway and is generally subject to a 100 km/h speed limit (within proximity of OWE).

### 1.6.2 Wallgrove Road

Wallgrove Road is an arterial road that runs in a north-south direction to the east of the Site and parallel to the M7 motorway. It provides a link between Elizabeth Drive in the south and the Great Western Highway in the north. Similar to the M7 motorway, Wallgrove Road connects to the M4 motorway approximately 2.5 kilometres to the north of the Site. The posted speed limit on the road within proximity of the site is 70 km/h and the road carries approximately 30,000 vpd. Access to the M7 motorway is also provided from Wallgrove Road.

### 1.6.3 Lenore Drive

Lenore Drive is a recently upgraded sub-arterial route providing an east-west connection linking Old Wallgrove Road (OWR) to the east and Erskine Park Road to the west. It provides four lanes (two in each direction) within a divided carriageway with a shared path along the northern side of the road. It is subject to an 80 km/h speed zoning.

#### 1.6.4 Old Wallgrove Road

OWR generally runs north-south in the vicinity of the site before turning to provide an east-west connection to Wallgrove Road. It forms part of an TfNSW (formally RMS) Main Road (MR 629) route between Lenore Drive and Wallgrove Road. To the south of Lenore Drive, it functions as a local collector road.

#### 1.6.5 Mamre Road

Mamre Road generally runs in a north-south direction to the west of the work area. It is a classified road and subject to an 80 km/h speed limit.

#### 1.6.6 Bakers Lane

Bakers Lane is a local road that connects the Site to Mamre Road. Surrounding land-uses include schools and rural residential properties. A signalised intersection is provided at Mamre Road providing access to the wider road network.

#### 1.6.7 Aldington Road

Aldington Road is a local road that is a continuation of Bakers Lane as it turns south, and then connects to Abbotts Road to the south. Surrounding land-uses include schools, market gardens and rural residential properties. It is a sealed two lane, two road with no kerbs and gutters.

#### 1.6.8 Abbotts Road

Abbotts Road is a local road that connects to Mamre Road via an unsignalised T-intersection. Surrounding land-uses include rural residential properties. It is a sealed two lane, two road with no kerbs and gutters.

#### 1.6.9 Estate Road 01

Estate Road 01 is currently a private road providing access to Precinct 1 and Precinct 2 and links the Future Southern Link Road (SLR) to the Western North South Link Road (WNSLR). In the longer term, the intention is for this road to be dedicated to Council as a public road, however that is expected to occur following completion of the construction works covered by this plan



## 1.6.10 Estate Road 03

Estate Road 03 is currently a private road providing access to Precinct 2 and Precinct 3 and links the Future Southern Link Road (SLR) to Estate Road 01. In the longer term, the intention is for this road to be dedicated to Council as a public road, however that is expected to occur following completion of the construction works covered by this plan

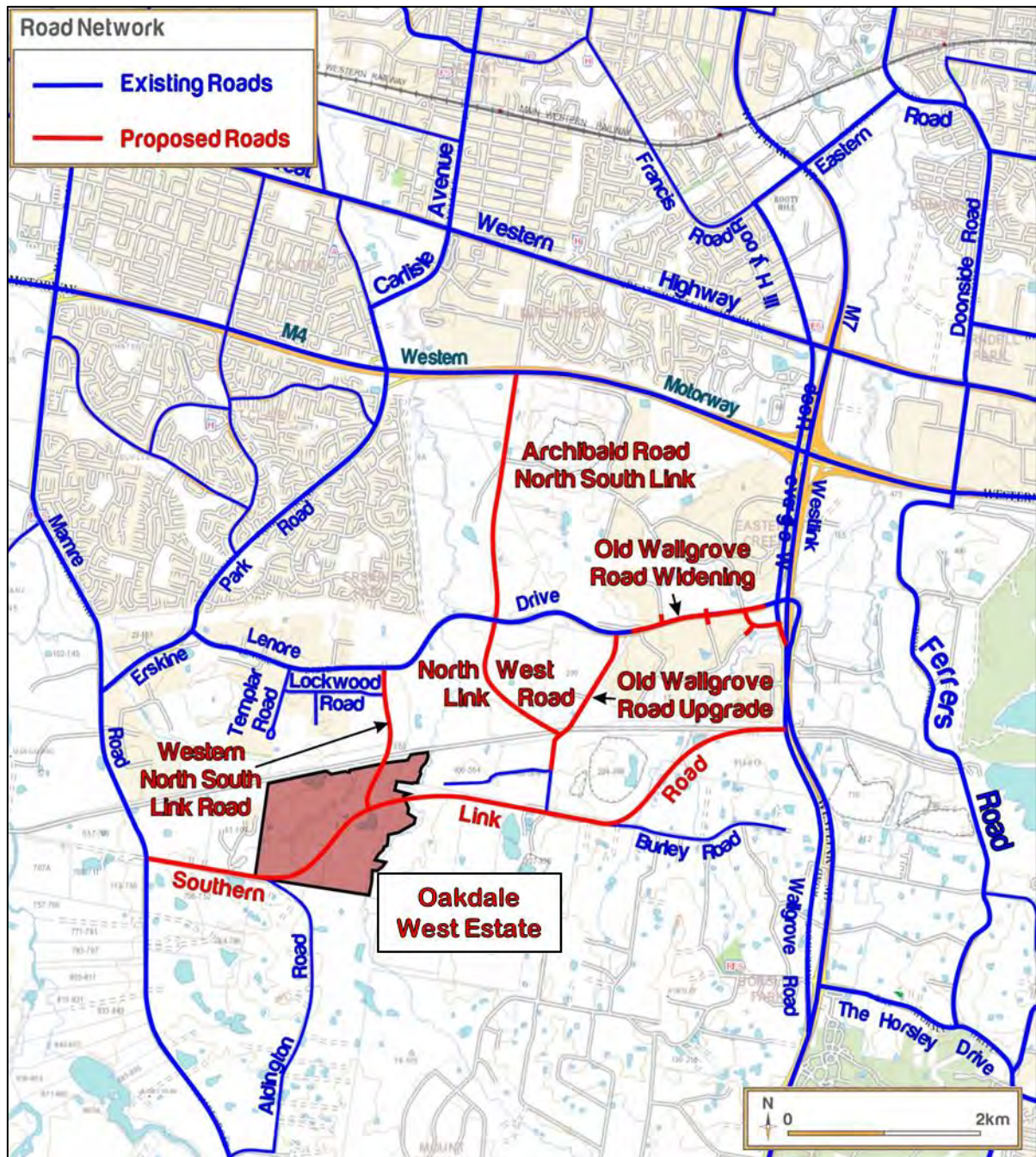


Figure 2: Road Hierarchy



## 2 Overview of Works

### 2.1 Works Stages

For the purposes of this CTMP, these works are broadly grouped as the following Phases:

1. Phase 1: Prior to the completion of WNSLR
2. Phase 2: After the completion of WNSLR

It is anticipated that Phase 1 and the construction of WNSLR shall occur concurrently. The access and traffic management required for each Phase is outlined separately for each stage later within this report.

Recognising the purpose of this CTMP, it is estimated that the total duration of the construction works will be approximately 74 weeks from the commencement date. The following summarises key aspects of the construction stages:

- Stage 1: General earthworks and the construction of the temporary accesses. This is to prepare a temporary construction entrance to the Site for the main construction of the proposed warehouse. It is proposed that these temporary construction accesses will be within the same locations as the final accesses, which is via Estate Road 03.
- Stage 2: The general construction and associated landscape works will occur during Stage 2 – including construction of crossovers Estate Road 03.

### 2.2 Hours of Work

Having regard for the Conditions of Consent, Condition B21 outlines the permitted hours of works are as follows:

*During General Construction:*

- 6:00AM – 10:00PM Monday – Sunday.
- No work public holidays.

*During Concrete Works:*

- 3:00AM – 10:00PM Monday – Sunday.
- No work public holidays.

Work outside these hours may be undertaken under the following:

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

### 2.3 Access Arrangements

Access to the Site shall be through the OWE and shall occur via Bakers Lane and/or Aldington Road. Upon completion and dedication of the WNSLR, such that access to the work area from the north becomes available, all vehicular access shall be restricted to the northern access routes, via Lenore Drive and WNSLR. This is discussed in further detail below.

Bakers Lane is the primary access point for these works with works arriving to site from Mamre Road to the west. All construction vehicles are to use the primary access from Bakers Lane. A secondary access route is proposed from Aldington Road (to the south-west of the access gate), however the proposed alternative route will be restricted for use only when Bakers Lane is unavailable.

Every effort shall be made to plan deliveries out side of school zone hours along Bakers Lane. The monitoring strategies outlined within Section 6.1 shall ensure that deliveries via Bakers lane are scheduled outside of the school zone hours in order to avoid any additional conflicts between construction vehicles and the school. During school zones, Aldington Road shall be used for deliveries to and from the Site.

## 3 Existing Conditions

### 3.1 Existing Conditions

Access is currently available via the Bakers Lane access gate. Once within OWE, access to the Site shall be via the haul road and Estate Road 03, as shown within Figure 3.

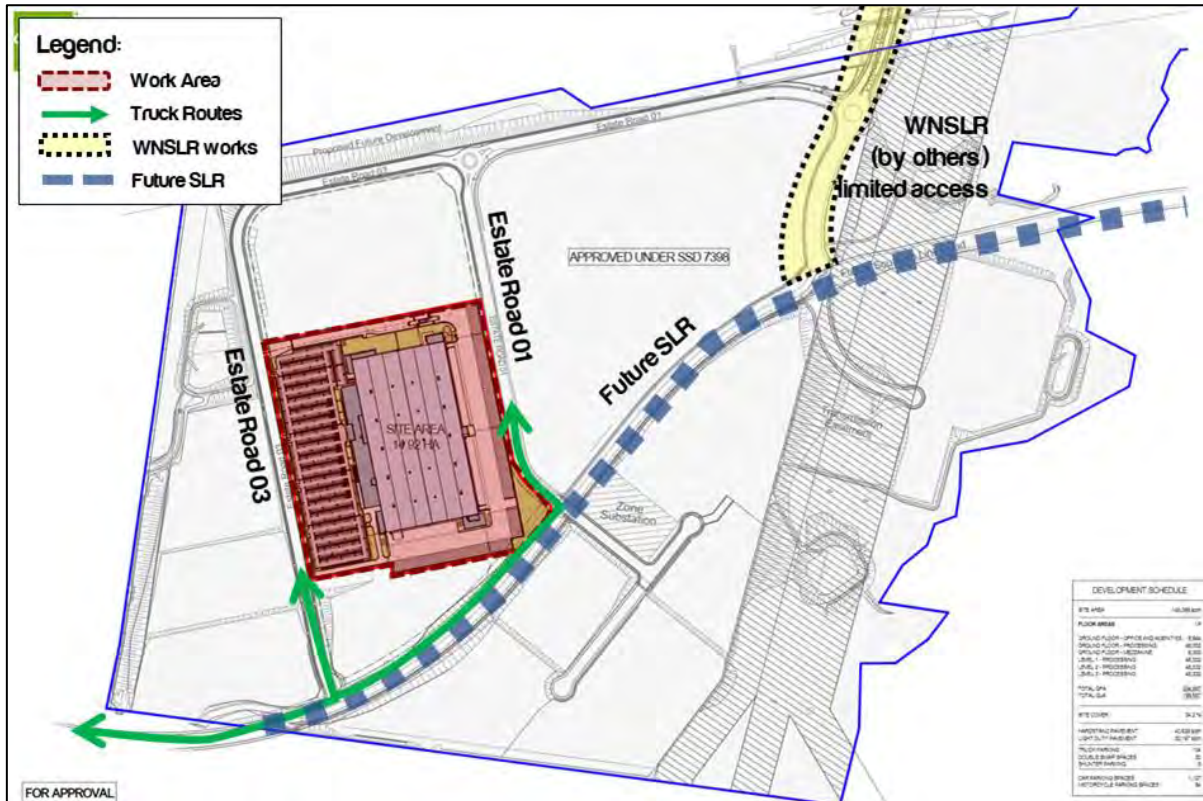


Figure 3: Existing Site Access - Bakers Lane

### 3.2 Active Transport Connections

A Shared Path (cyclists and pedestrians) is provided along the northern side of Lenore Drive and western side of Old Wallgrove Road, providing connections to the regional pedestrian and cycle networks.

No footpaths are provided on Mamre Road or Bakers Lane in the vicinity of the proposed construction site access locations. However, an on-road cycle lane is provided within Mamre Road to the north of the Water NSW Pipeline. Footpaths and cycle routes do not carry high volumes of pedestrians or cyclists. Notwithstanding, any TCP shall maintain a suitable level of access past work areas for these users at all times.

### 3.3 Public Transport Services

#### 3.3.1 Railway Services

The *Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area* (Transport for NSW, December 2013) states that rail services influence the travel mode choices of areas within 800 metres (approximately 10 minutes' walk) of a railway station. The closest railway station to the Oakdale West Precinct is Mt Druitt Station, is approximately 7km north of the site. This would imply that commuting by rail would have minimal influence on workplace travel.

It should be noted that several studies conducted for the Broader Western Sydney Employment Area (BWSEA) reference the potential development of connecting freight or passenger corridor to the Site's west, connecting the T1, T2 and T5 lines to Badgerys Creek Airport.

#### 3.3.2 Bus Services

Having regard to the standard bus travel, the *Integrated Public Transport Service Planning Guidelines* state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes) of a bus stop. As there are no existing bus services in the proximity of the Site, this implies that bus commuting would have minimal influence on workplace travel.

As outlined in the WSEA, a new regional road network is being developed interlinking the industrial precincts within the region to support the growth and continued development of the area. This presents the potential for an accompanying expansion in the bus service network to connects places of employment within the region.

As shown in **Figure 4**, bus services operate along Lenore Drive. Accordingly, any works affecting traffic conditions along Lenore Drive shall require advanced notification to local bus operators and TfNSW.



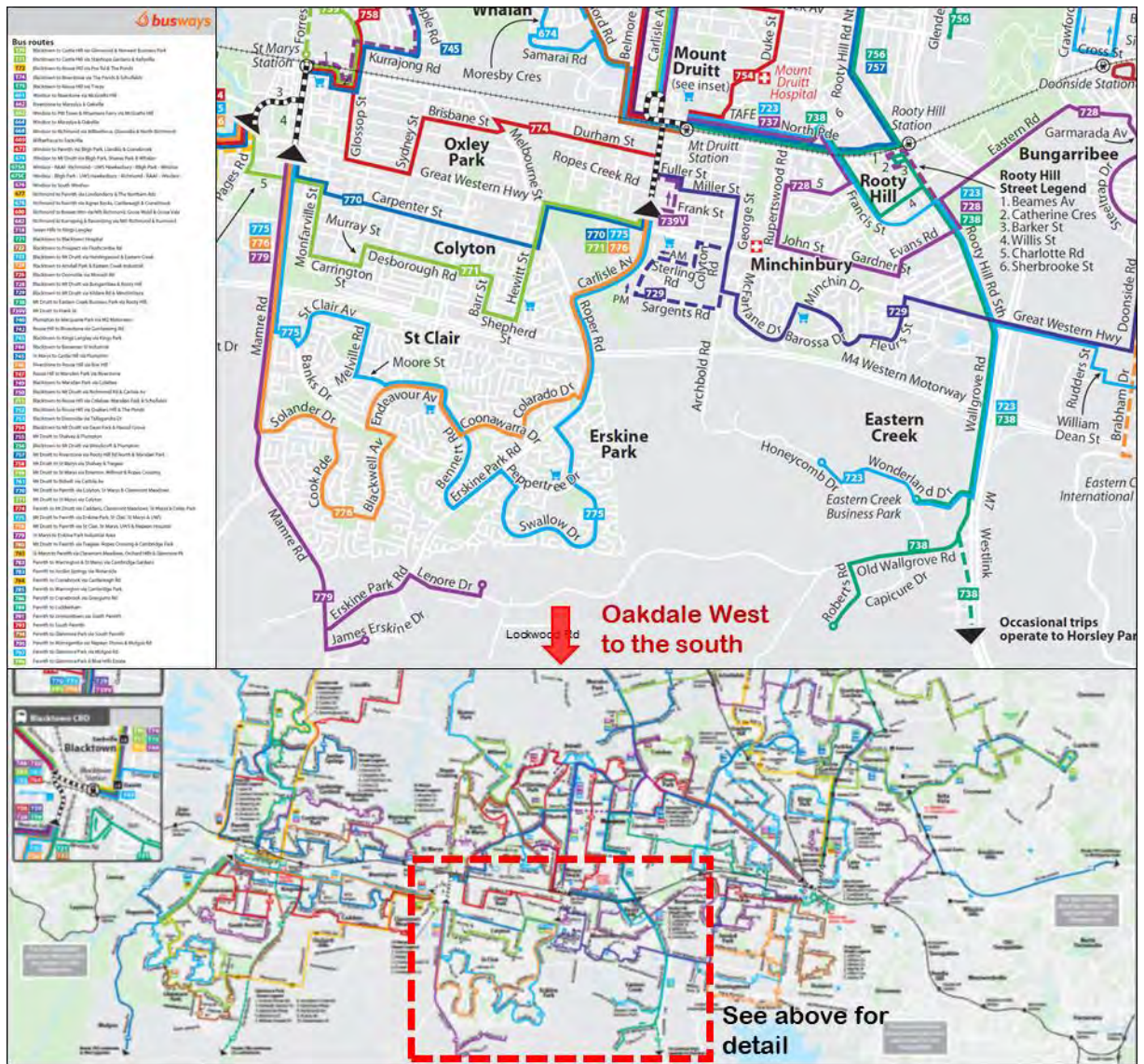


Figure 4: Public Transport Connections

## 4 Management Plan

### 4.1 Traffic Movement Restrictions

#### 4.1.1 Background

The traffic report (Ason Group Ref: 1086r02v8) supporting the Building 2B submission, outlined the following relevant figures with regard to future operational traffic volumes associated with the Site:

- AM Peak 580 movements per hour (movements, in & out combined)
- PM Peak 371 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 a total of 2 movements

#### 4.1.2 Current Construction Traffic Estimates

The anticipated vehicle movements generated by the construction of the Site have been estimated having consideration of the likely requirements for construction staff, plant, equipment and haulage. The anticipated construction schedule has been provided by the contractor, with the estimated traffic volumes are as follows:

- Building 2B Construction Works – up to 1,630 light vehicle movements per day and 130 heavy vehicle movements per day (including truck and dog and 3 tonne rigid trucks) shall access the Building 2B site via Bakers Lane within November 2020, although not in the same time period per day. Notwithstanding the estimated maximum daily construction vehicle generation is up to 1,760 vehicle movements per day.

For reference, the definitions of light and heavy vehicles are as follows;

- Light Vehicles: For the purpose of this report a light vehicle is a car, ute, four-wheel drive, small bus, and/or concrete trucks up to 9.6m in length that relates to the construction works of the site.
- Heavy Vehicle: For the purpose of this report, a heavy vehicle ranges from (but is not limited to) a 12.5m Heavy Rigid Vehicle (HRV) up to a 26.0m B-Double that relates to the construction works of the site..

During the Phase 1, prior to completion of the WNSLR and its associated Water NSW pipeline crossing, it is anticipated that all construction traffic will use Mamre Road, via Bakers Lane.

Finally, For additional reference, a construction vehicle would relate to all contracted parties involved in day to day construction activities on site. This would include ;

- All Vehicles making material deliveries to and from the Site
- All Contractors and their sub-contractors construction site vehicles
- All construction staff working on the projects arriving / departing the Site in private cars

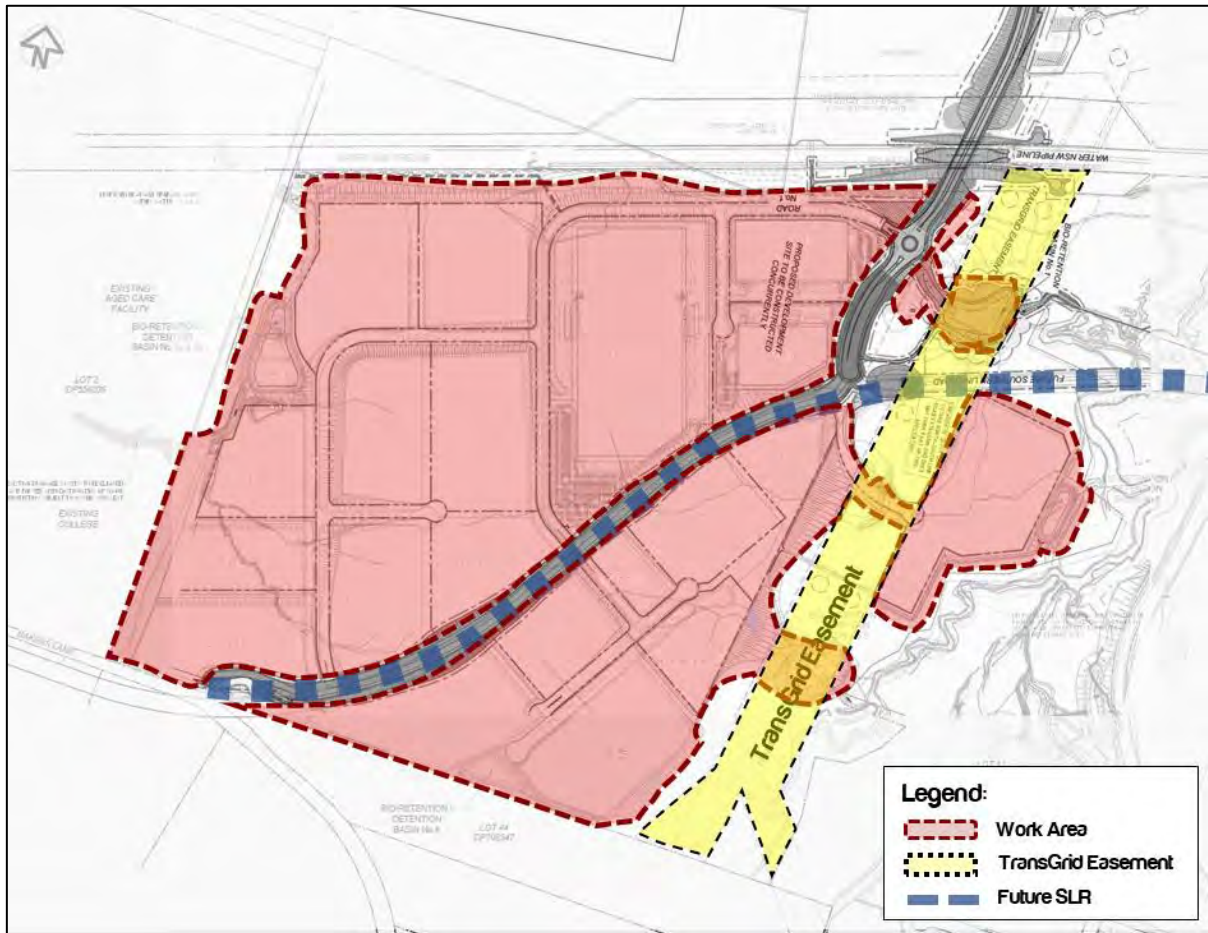
In turn, the following are exempt from the requirements of the CTMP (as they are not part of construction works within the Site);

- All Goodman staff and their design / management consultants
- Food vans / food deliveries by non-contracted parties
- Relevant Authorities / Agencies (including DPIE or Penrith City Council/, and other stakeholders including Endeavour Energy, TransGrid, Sydney Water, NBN or others who have assets on the site)
- Members of the public who may drive in ad hoc

#### 4.1.3 TransGrid Easement

A TransGrid easement runs along the eastern side of the Work Area which is subject to a number of restrictions. Importantly, no vehicle circulation is permitted within 5 metres of any transmission structure or guy-wires unless otherwise pre-arranged. All endeavours shall be undertaken to limit vehicular movements with the easement areas for all construction works, wherever practicable, however it is not expected that construction vehicles are required to access the clearance zones.





**Figure 5: TransGrid Easement Within Site**

#### 4.1.4 Measures to Manage Construction Traffic in Bakers Lane During School Zone Periods

It is noted that the conditions of consent require detail of specific measures to manage construction traffic during school drop-off and pick up times (Monday to Friday 8:00 – 9.30AM and 2.30 – 4:00PM, and Higher School Certificate exam periods). The following measures will be completed to ensure that the construction traffic is adequately managed during school peak periods:

##### At all times:

- All suppliers/haulage contractors to have Vehicle Movement Plans issued at supply agreement stage,
- Drivers will be required to complete an induction form prior to arrival on site, and be familiar with the Driver Code of Conduct,
- When placing all orders, drivers are to be made aware of the specific protocols regarding the access to Site and shall be notified to dispatch, and included on delivery docket, where possible,
- Deliveries scheduled for outside restricted times (if possible),



- Signage installed on approach to Bakers Lane (primary route) notifying delivery drivers of time limitations,
- Similarly, additional signage is to be installed along Aldington Road – particularly near crests in the road – outlining an increase in construction vehicles, and the prominence in crests which limits sight visibility to oncoming vehicles ahead.
- Line marking is to be installed along the full length of Aldington Road with centre-line and edge-line marking, whilst also including raised reflective pavement markers (RRPM's).
- Gate personnel tracking loads in/out and communicating and monitoring access/egress routes accordingly. This shall include estate entry protocols if they are not inducted, which can include video recognition system, and
- Any vehicles found to be in breach to undergo driver induction on the spot and their manager/dispatch advised; repeat offenders to be prevented from returning to site.

During School Peak Periods:

Supplementary to the above, additional measures are proposed during the school peaks periods:

- Traffic Controllers (TC's) will have 2 way radio to control traffic flow, and
- Variable Message Signage Boards shall be installed on Bakers Lane.

## 4.2 Other General Requirements

### 4.2.1 Driver Code of Conduct

All drivers shall adhere to the Driver Code of Conduct, outlined in Section 5.

### 4.2.2 Work Zone Requirements

An on-street Works Zone is proposed for the use of hydrant fill points on Bakers Lane by Contractor water carts. The locations will be confirmed (and approved) with PCC prior to any filling.

A separate application to Council will therefore be required in the event that any special or discreet work activities do require the use of kerbside parking for the purposes of a Works Zone.

#### 4.2.3 Traffic Control Plans

Any Traffic Control Plans (TCPs) shall be prepared by an accredited person, in accordance with the TfNSW *Traffic Control at Worksites Manual* and AS1742.3.

All TCPs involving signage or impacts to public roads shall be approved by the 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.

#### 4.2.4 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.

During latter stages of construction, tie in works will be required within the kerbside of Estate Road 03. All materials handling shall be undertaken off the public roadway, however in the event materials handling are required from the roadway, then prior approval shall be sought and obtained from the relevant Authorities. Noting that Estate Roads are currently in private ownership, this would require consent of the Estate Management and be subject to special management.

#### 4.2.5 Fencing Requirements

Temporary exclusion fencing will be erected along the entire boundary of the site and will be maintained for the duration of the construction program. The fencing is to ensure unauthorised persons are kept out of the Site. Site access gates would be provided within Estate Road 03 and will be closed at all times outside of the permitted construction hours.

Careful consideration for pedestrian protection shall be included within relevant TCP's, as outlined below.

#### 4.2.6 Cyclist Management

Man-proof fencing shall be provided along all site frontages accessible by the public to prevent unwanted cyclist access.

Careful consideration for cyclist protection shall be included within relevant TCP, as outlined below.

#### 4.2.7 Response to Road Safety Audit Requirements

Based on the discussions with Council and TfNSW (attached within Appendix C), the following works are to be undertaken and completed prior to Aldington Road and Abbotts Road being utilised as part of the construction route;

- Ensure there is a minimum seal width of 6.0m along the length of Abbotts Road and Aldington Road to be utilised by construction vehicles,
- Ensure a minimum unsealed shoulder width of 1.0m on either side of Abbotts Road and Bakers Road (providing for an 8m road formation),
- Provide a 1m seal to driveways only
- Modify any sections of road within Abbotts Road and/or Aldington Road where pooling water was identified within the RSA (where possible),
- Ensure a safe space on the shoulder of Aldington Road / Bakers Lane for vehicles that may attempt to overtake a vehicle slowing down / or stopped to turn into the sites access,
- Change the posted speed limits to a 60 km/h Works Zone for the entire length of Aldington Road and Abbotts Road, and
- Install line marking (as noted within Appendix B) to achieve a 6.0m sealed carriageway.

Geotech investigations and survey works are currently being completed along Aldington Road and Abbotts Road. These will inform the final design which once completed will be issued to council for approval.

#### 4.2.8 Access Road Management

Access to the Site will be separate from the construction access associated with the WNSLR works which itself is to be constructed along the future Southern Link Road alignment. The Site's construction access shall be located to the west of the SLR access.

Vehicles shall be tracked upon entry and exit of the Site's access to ensure that vehicles are abiding by both the timed restrictions and construction volume constraints.

#### 4.2.9 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).

### 4.3 Phase 1 - Prior to the completion of WNSLR

#### 4.3.1 Key Stage Details Summary

**Table 2: Stage Summary – Phase 1**

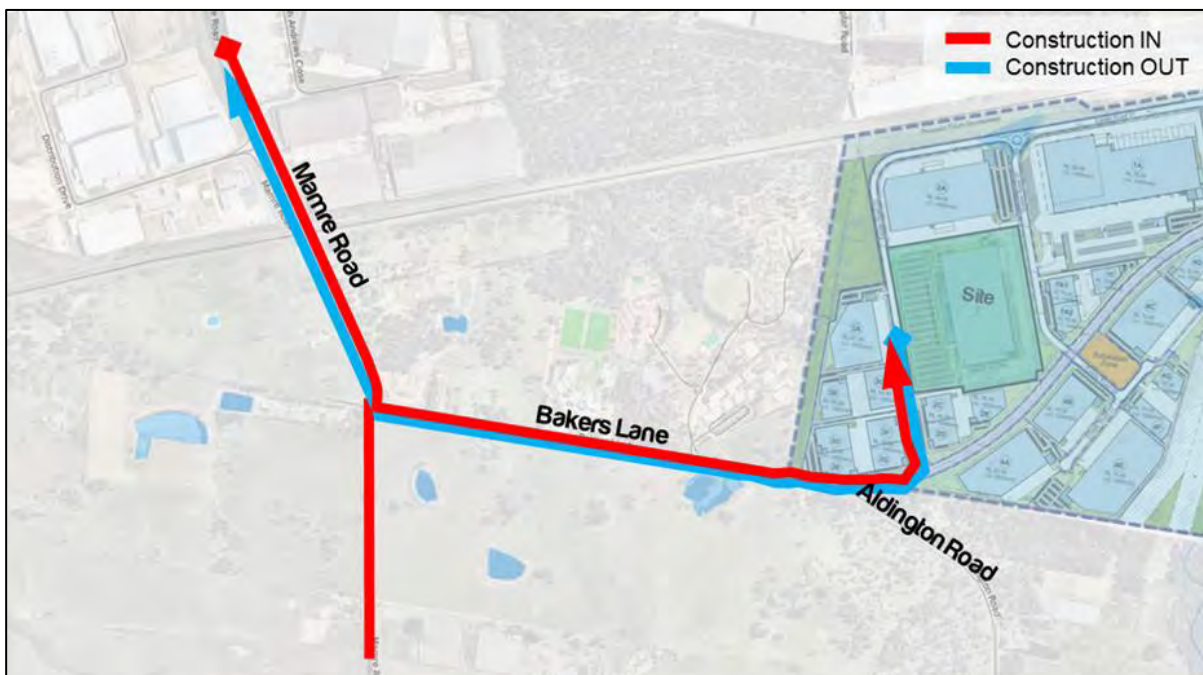
Criteria	Response
Description of Key Activities	General earthworks, Construction of the temporary accesses, and General construction of warehouse and car parks
Max. Vehicle Size	Truck + Dog Trailer (Special Permits may be required for floating in plant)
Vehicle Movement Frequency	Approximately 1,760 <u>movements</u> / day (Will not exceed 1,870 Movements / day)
Truck Access Requirements	All vehicles shall access via Baker Lane outside of school peak periods Access during school periods shall be limited to vehicles up to 9.6m in length via Aldington Road (including concrete trucks)– therefore no other heavy vehicles to arrive to site during school peak periods.
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	Y – upon receipt of final conditions
Contractor Parking	Y – Location varies depending on discreet work area(s). Builder shall nominate contactor parking zones, clear of truck manoeuvring areas and wholly within Site
Pedestrian Control	Wire mesh site boundary fencing.
Public Transport Services Affected	Nil
Road Occupancy Requirements (if yes, provide further details)	N – all affected internal road will be in private ownership until completion of construction.
Lane or Footpath Closures (if yes, provide further details)	Y – Kerbside lane occupancy within Access Road 03 may be required for a short duration. Works may be restricted to outside of peak periods or prior to road becoming a publicly owned asset
Traffic Control Plan	Refer below.

#### 4.3.2 Truck Movements & Contractor Parking

Truck access routes under Phase 1 shall occur via Bakers Lane as shown in Figure 6 and Figure 7, in accordance with the conditions of consent received. 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 stage shall queueing occur on the public road network.

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 stage shall queueing occur on the public road network.

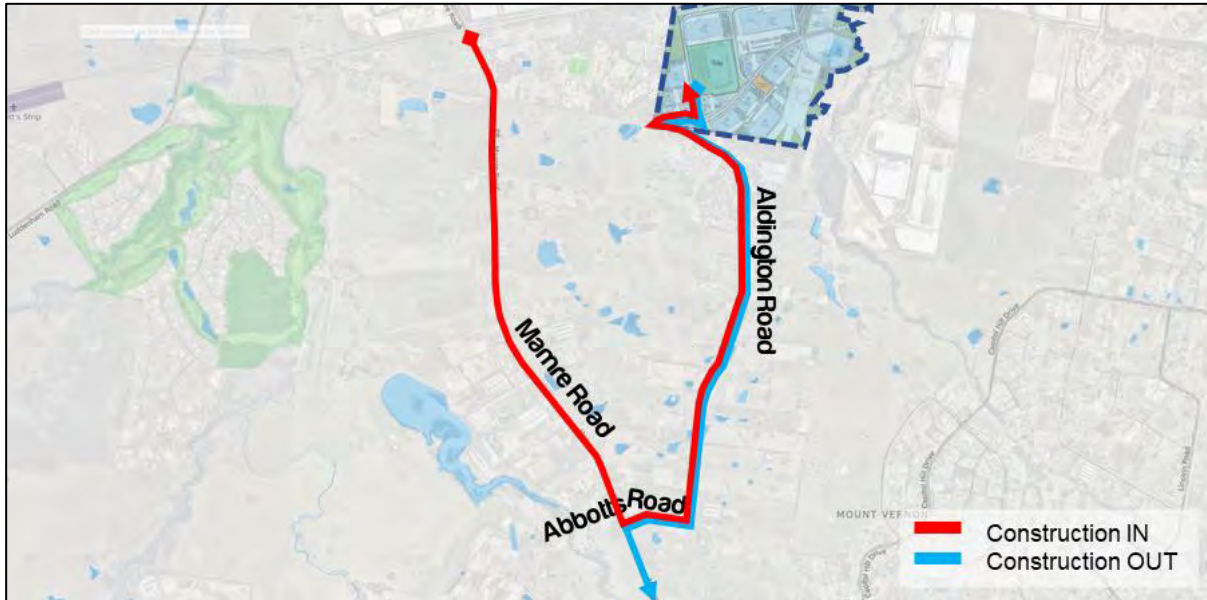
For access **OUTSIDE** of the network peak hours vehicles shall utilise **Bakers Lane**, via Mamre Road from the north and south as shown in Figure 6. The Mamre Road / Bakers Lane intersection currently exists as a signalised intersection.



**Figure 6: Network Non-Peak Route via Bakers Lane**

In consideration of the existing vehicular traffic and the response to conditions imposed under the consent, construction traffic accessing and egressing the site **DURING network Peak periods** will be rerouted to utilise **Aldington Road** and the **Abbotts Road** connection to Mamre Road, as identified within Figure 7. There shall be further restrictions to restrict right hand turns into and out of Abbotts Road.

The alternative route is due to safety concerns surrounding the interaction between the schools and construction vehicles. By separating construction vehicles from schools, a safer route for the schools shall be utilised by removing construction vehicles on Bakers Lane during the school pick-up and drop-off periods.



**Figure 7: Network -Peak Route via Abbotts Road**

A Traffic Control Plan (TCP) provided within Appendix A outlines the number and location of TC's during the AM school peak, as well as the VMS and additional signage along Bakers Lane.

It is expected that there will be some queueing (although minimal) within the haulage road within the site. At no time shall there be queueing on Bakers Lane. In the event that vehicles were required to use a layover prior to arrival to site, it is expected that the vehicles shall laydown within Distribution Drive before arriving to site in order to avoid any on-street queueing. Distribution Drive is a more preferable location for a layover than Bakers Lane, as it off a main road, and removed from larger interactions to schools. **Figure 8** identifies the proposed location in reference to the Site.





Figure 8: Truck Layover Locations

These sub-phases assume that Stage 1 earthworks and surrounding precinct roads will be completed first to enable building works associated with the final built form to commence, whilst remaining earthworks are to be complete. It is expected that the contractor shall prepare Vehicle Movement Plans (VMP) for on-site circulation.

In preparing the relevant details to be included within 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.
- Maintain connectivity between Bakers Lane and the southern end of the WNSLR works

It should be noted that TfNSW is yet to complete detailed design of the SLR. As such, it is unlikely that SLR works will commence during the timeframes envisaged by this CTMP. Nevertheless, regular engagement with TfNSW should be undertaken to coordinate any final design and/or construction access requirements.

#### 4.3.3 Traffic Control Plans

Having regard for the anticipated truck movements exceeding 20 movements per day, it is expected that signage (e.g. “Trucks Turning”) may 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.

Further to the above, it is expected that additional signage shall be installed within Bakers Lane near the intersection of Mamre Road x Bakers lane, and VMS shall be installed on approach to the schools to provide additional opportunities for drivers to be made aware of the increased pedestrian activity ahead.

In addition, site-specific versions of standard TCP 93 will be required for any works within the road network, 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.



## 4.4 Phase 2 – Post completion of the WNSLR

### 4.4.1 Key Stage Details Summary

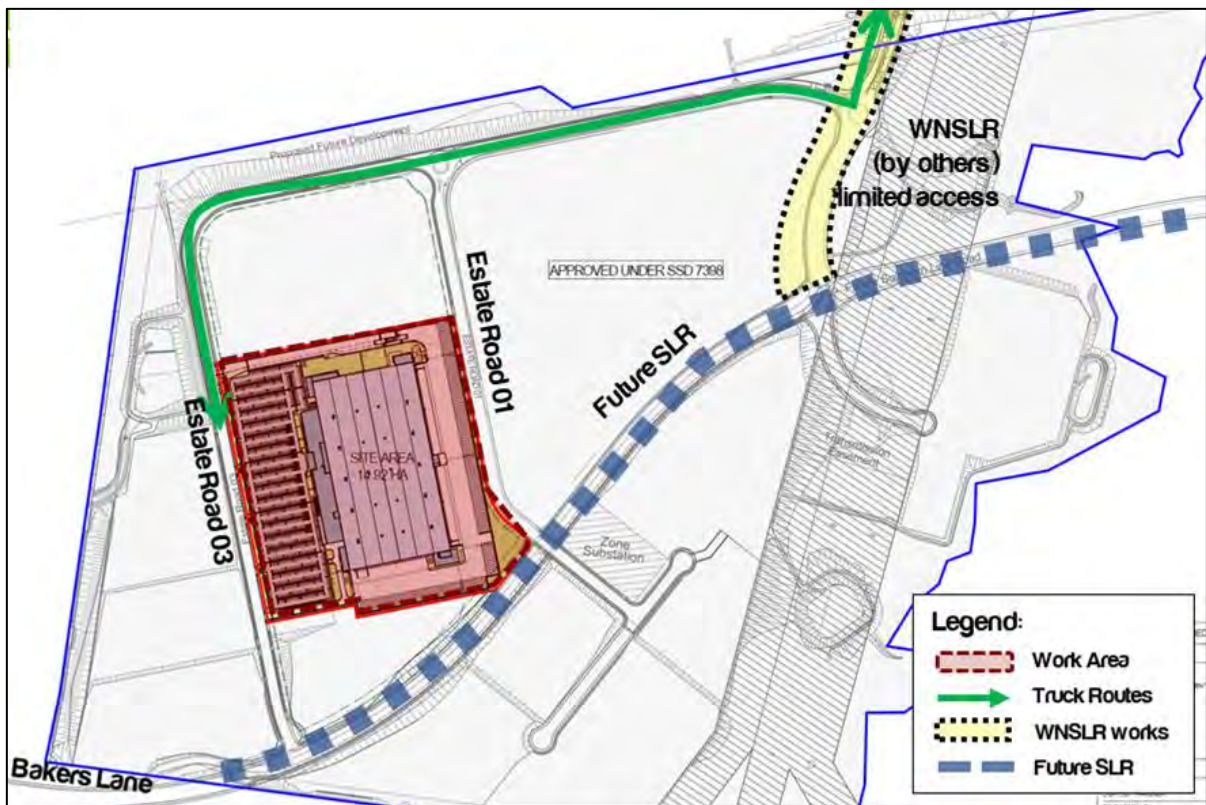
**Table 3: Stage Summary – Phase 2**

Criteria	Response
Description of Key Activities	General construction of warehouse and car parks, and Associated landscape works.
Max. Vehicle Size	Truck + Dog Trailer (Special Permits may be required for floating in plant)
Vehicle Movement Frequency	Approximately 2,076 <u>movements</u> / day
Truck Access Requirements	All vehicles shall access via the WNSLR.
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	Y
Contractor Parking	Y – Location varies depending on discreet work area(s). Builder shall nominate contactor parking zones, clear of truck manoeuvring areas and wholly within Site
Pedestrian Control	Wire mesh site boundary fencing.
Public Transport Services Affected	Nil
Road Occupancy Requirements (if yes, provide further details)	N – all affected internal road will be in private ownership until completion of construction.
Lane or Footpath Closures (if yes, provide further details)	N
Traffic Control Plan	Refer below.

#### 4.4.2 Truck Movements & Contractor Parking

Relevant truck routes to be adhered to during this Phase are outlined below in **Figure 9**. Upon the completion of the WNSLR, all construction vehicles shall access work areas via the WNSLR.

Contractors shall nominate a parking area within the Site that does not obstruct any construction vehicle manoeuvre routes, nor shall any contractor parking be permitted on estate roads.



**Figure 9: Truck Routes - Phase 2**

#### 4.4.3 Traffic Control Plans

Having regard for the anticipated truck movements, it is expected that signage (e.g. “Trucks Turning”) may 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.

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

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 Drivers Code of Conduct

Safe Driving Policy for Building 2B construction activities.

### 5.1 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; and
- Ensure truck drivers use project approved routes only

### 5.2 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
- Turning right into Abbots Road from Mamre Road, or turning right out of Abbots Road into Mamre Road in direct contradiction to the approved traffic route.

### 5.3 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, including the adhering to any project specific road rules such as the no right turn out of or in to Abbots Road.
- 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 Section 3
- 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.

## 5.4 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.

## 5.5 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.

## 5.6 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.

## 6 Transport Impact Assessment

### 6.1 Construction Traffic Generation

#### 6.1.1 Phase 1 Construction Traffic – Prior to the completion of WNSLR

As discussed above, the construction works are expected to generate up to 1,760 vehicle movements per day. Vehicle movements will be spread throughout the day. Reference is made to the detailed breakdown of vehicle movements which details projected movements during a number of periods:

- Pre-School Zone (3:00 – 8:00AM)
- Morning School Zone (8:00 – 9:30AM)
- Between School Zones (9:30AM – 2:30PM)
- Afternoon School Zone (2:30 – 4:00PM)
- Post-School Zones (4:00 – 6:00PM)
- Evening (6:00 – 10:00PM)

The peak for each of these periods varies for each work area during the life of the construction program. Works will typically generate peak hourly traffic before and after the School Zone periods, as demonstrated below. This adopts a similar Light Vehicle (LV) and Heavy Vehicle (HV) arrival profile via Bakers Lane / Aldington Road to other construction works in the locality.

**Table 4: Hourly Construction Traffic Movements – Phase 1 via Bakers Lane**

Vehicle Type	Pre-School Zones	Morning School Zone	Between School Zones	Afternoon School Zone	Post School Zones	Evening	Daily
Light (up to 6.4m)	134	5	14	5	105	35	1,140
Light Rigid (6.4 – 9.6m)	19	0	2	0	1	0	107
Rigid Heavy (12.5m)	1	0	1	0	0	0	10
Articulated Heavy (>12.5m)	19	0	3	0	0	0	112
<b>TOTAL</b>	<b>173</b>	<b>5</b>	<b>20</b>	<b>5</b>	<b>107</b>	<b>35</b>	<b>1,369</b>

Note: 1) Vehicles in excess of 9.6m are not to arrive to site during School Zone periods.

**Table 5: Hourly Construction Traffic Movements – Phase 1 via Aldington Road**

Vehicle Type	Pre-School Zones	Morning School Zone	Between School Zones	Afternoon School Zone	Post School Zones	Evening	Daily
Light (up to 6.4m)	0	107	0	107	0	0	321
Light Rigid (6.4 – 9.6m)	0	45	0	1	0	0	69
Rigid Heavy (12.5m)	0	0	0	0	0	0	0
Articulated Heavy (>12.5m)	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>390</b>

Note: 1) Vehicles in excess of 9.6m are not to arrive to site during School Zone periods

2) In the event that the WNSLR has not been completed by the end of November 2020, these volumes shall increase to approximately 465 movements.

When combined, the daily construction traffic movements are as follows.

**Table 6: Hourly Construction Traffic Movements – Combined**

Vehicle Type	Pre-School Zones	Morning School Zone	Between School Zones	Afternoon School Zone	Post School Zones	Evening	Daily
Light (up to 6.4m)	134	112	14	112	105	35	1,461
Light Rigid (6.4 – 9.6m)	19	45	2	1	1	0	176
Rigid Heavy (12.5m)	1	0	1	0	0	0	10
Articulated Heavy (>12.5m)	19	0	3	0	0	0	112
<b>TOTAL</b>	<b>173</b>	<b>157</b>	<b>20</b>	<b>113</b>	<b>107</b>	<b>34</b>	<b>1,759</b>

Note: 1) Vehicles in excess of 9.6m are not to arrive to site during School Zone periods.

2) In the event that the WNSLR has not been completed by the end of November 2020, these volumes shall increase to approximately 1,952 movements.

### 6.1.2 Phase 2 Construction Traffic – Post completion of the WNSLR

Post completion of the WSLNR, the construction works are expected to generate up to approximately 2,080 vehicle movements per day, spread across the day. During this time, construction traffic volumes utilise this access via the WNSLR and therefore will not utilise Bakers Lane, ultimately not creating a material impact the operation of the schools within Bakers Lane.

**Table 7: Hourly Construction Traffic Movements – Phase 2 via WNSLR to Lenore Dr**

Vehicle Type	Pre-School Zones	Morning School Zone	Between School Zones	Afternoon School Zone	Post School Zones	Evening	Daily
LV	190	5	62	76	57	36	1,676
HV	28	54	25	16	15	0	400
<b>TOTAL</b>	<b>218</b>	<b>59</b>	<b>87</b>	<b>92</b>	<b>72</b>	<b>36</b>	<b>2,076</b>

Volumes of heavy vehicles are to increase as the capacity within the WNSLR exceeds the proposed daily volumes of heavy vehicle movements. It should be noted that OWE – when fully operational – will generate up to 1,108 vehicles per hour, or 9,776 vehicle movements per day (MOD 3) and relies upon similar network (i.e. once WNSLR is operational). Construction traffic is substantially less than this future operational traffic and will therefore not have any unacceptable impacts on the surrounding road network.

## 6.2 Impacts on Surrounding Network

The impacts of construction traffic and the mitigating measures to be implemented are outlined below.

- **Construction Traffic in Bakers Lane:** Construction traffic will initially use Bakers Lane to access the work area for preliminary works. To ensure the impacts to residents and schools within the area is kept to a minimum, TC's shall monitor the accesses of the schools, and direct deliveries to use Abbots Road / Aldington Road.

Additionally, the installation of ancillary signage and VMS's along Bakers Lane also attempts to increase awareness of the high pedestrian area ahead (the schools).

- **Right hand turn out of Abbots Road:** Additional signage on Mamre Road and Abbots Road shall be installed to notify drivers that they cannot turn right in to or out of Abbots Roads. Furthermore, the Drivers Code of Conduct shall include commentary to ensure that all drivers are aware of the changed traffic conditions at the intersection of Mamre Road x Abbots Road.

- **Construction Traffic within WNSLR:** Highest construction traffic volumes will occur after completion of the WNSLR, providing an alternative access to OWE. Construction traffic is substantially less than the approved future operational traffic volumes and will therefore not create any unacceptable impacts on the surrounding road network
- **Management of deliveries:** Construction vehicle access via Bakers Lane shall be directed to use Abbotts Road / Aldington Road during school peaks in order to maximise the safety of all patrons of the schools and retirement village within Bakers lane.
- **Safety During Construction:** Safety to motorists and pedestrians throughout the area will be maintained during construction through the preparation and execution of Traffic Control Plans (TCP's). A range of TCP's will be prepared for each access throughout construction, to identify all reasonably foreseeable hazards, assess the hazards, and manage the hazards as best possible by either eliminating or minimising the risks. TCP's shall be monitored and updated accordingly throughout the project.
- **Reporting:** Reporting and monitoring of movements during key school periods is to be undertaken to ensure that drivers are adhering to restricted times, and to ensure that the approved traffic generation, and subsequent impacts on the road network, are in line with those approved.

In summary, based on the traffic numbers currently envisaged, the traffic impacts are considered acceptable.

### 6.3 Cumulative Impacts

The above relates to construction traffic associated with Oakdale West Estate works in isolation.

Noting that a number of other concurrent works are proposed, the cumulative impact of known construction works (covered by separate CTMPs) is addressed within a Cumulative Construction Traffic Impact Assessment (CCTIA). This CCTIA is prepared separately and shall be updated from time to time should any existing or future CTMPs envisage an increase in the cumulative construction traffic on the surrounding road network. In this regard, the CCTI report shall be subject to ongoing review and will be updated as required.

Notwithstanding, the table below outlines the cumulative construction movements for all known works during the worst peak period (AM school peak) both before and after the opening of the WNSLR.

Table 8: Consolidated AM Site Peak Hour Construction Traffic Volumes

Access Route	Vehicle Type	Period	
		Phase 1	Phase 2
Bakers Lane	LV	175	
	HV	0	
Lenore Drive	LV		252
	HV		220
Total (Combined)	TOTAL	175	472

Furthermore, the Site's peak hours occur prior to the network peak and the AM school peak, therefore the background volume of traffic will be negligible and can be discounted from the review of impacts within the road network. Tube counts undertaken in March 2016 further illustrates that volumes within Bakers Lane remains negligible during the before school peak period (between 3:00am to 8:00am) and can be seen within **Figure 10**.

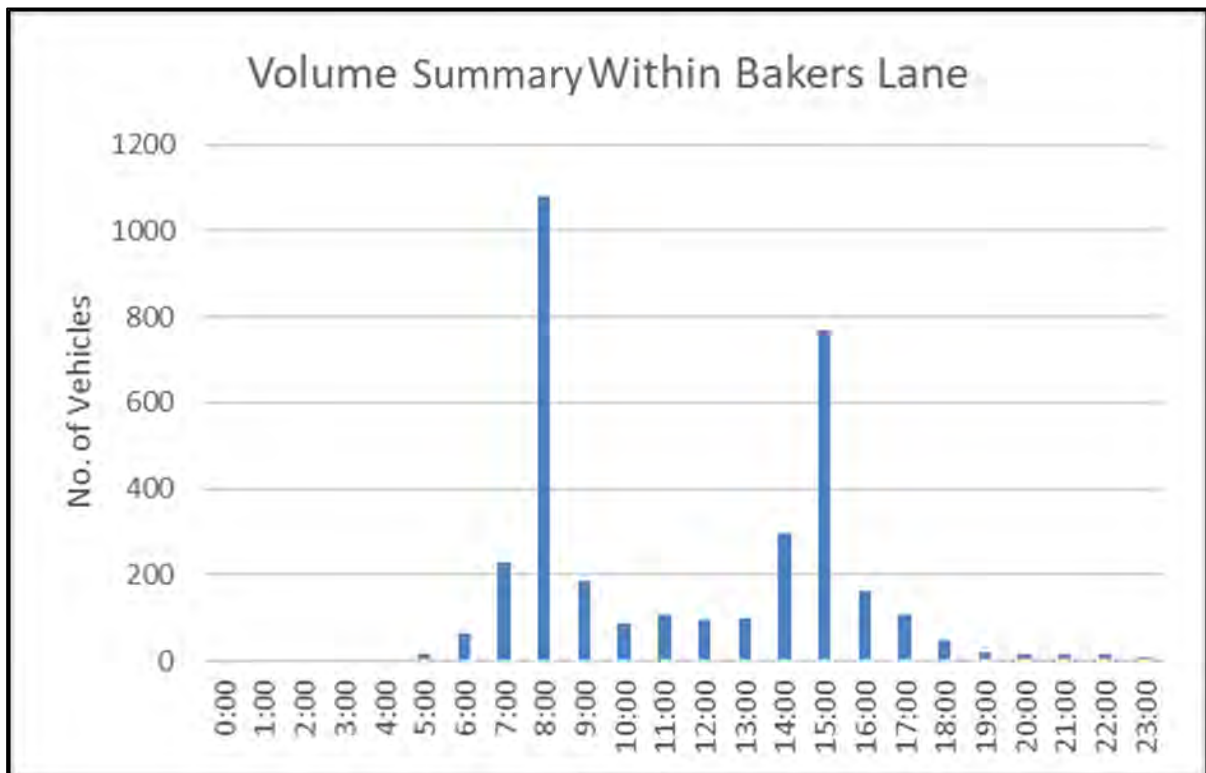


Figure 10: Vehicle Counts within Bakers Lane



Having regard for the above and for the approved operational daily volumes outlined within Section 4 (580 vehicles per hour), it is evident that the operational threshold will not be exceeded and therefore will not result in any unreasonable impacts on the surrounding road network. Notwithstanding, each contractor shall liaise regularly in order to avoid any conflict of large deliveries and to ensure that the cumulative construction impacts are minimised.

Currently, it is unknown if there are any further construction projects planned throughout the duration of the project. In the event that other construction works are to be undertaken, consultation with all projects will be undertaken. Notwithstanding, any additional impacts would be determined on the timing and type of activity, and would be site-specific in nature, so are difficult to define at this stage.

## 7 Plan Administration

### 7.1 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, review of the CTMP shall occur monthly. 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.
- A Dilapidation report shall be undertaken every periodically to assess the condition of the road and note whether there has been any reduction in quality of the road as result of construction vehicles.

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 the overarching CEMP. Notwithstanding, **Table 9** 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 9: 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 permissible 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> <p>Temporary halting of activities and resuming when conditions have improved</p> <p>Review CTMP and update where necessary</p> <p>Provide additional training</p>	<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> <p>Temporary halting of activities and resuming when conditions have improved</p> <p>Stop all transportation into and out of the site.</p> <p>Review CTMP and update where necessary.</p> <p>Provide additional training</p>
	Trigger	Construction traffic does not utilise Bakers Lane during School Peaks	Construction traffic utilises Bakers Lane close to School Peaks	Construction traffic utilises Bakers Lane during School Peaks
	Response	No response required Continue monitoring program	<p>Review and investigate construction activities, and where appropriate, implement additional remediation measures such as:</p> <p>Review vehicles arriving to site and remind them of the strict exclusion time periods</p> <p>Provide additional training (including toolbox talks and further notification of Driver Code of Conduct)</p>	<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> <p>Stop all transportation into and out of the site.</p> <p>Review CTMP and update where necessary.</p> <p>Provide additional training (including toolbox talks and further notification of Driver Code of Conduct).</p>

Risk		Condition Green	Condition Amber	Condition Red
Queuing	Trigger	No queuing identified	Queuing identified within site	Queuing identified on the public road
	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	<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.</p> <p>Where appropriate, implement additional remediation measures such as:</p> <p>Temporary halting of activities and resuming when conditions have improved</p> <p>Stop all transportation into and out of the site.</p> <p>Review CTMP and update where necessary.</p> <p>Provide additional training.</p>
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 Continue monitoring program.	Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts.	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.
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.

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 Continue monitoring program	<p>Review and investigate construction activities and respective control measures, where appropriate. Implement additional remedial measures, such as:</p> <p>Deployment of additional water sprays</p> <p>Relocation or modification of dust-generating sources</p> <p>Check condition of vibrating grids to ensure they are functioning correctly</p> <p>Temporary halting of activities and resuming when conditions have improved</p>	<p>Review and investigate construction activities and respective control measures.</p> <p>If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies.</p> <p>Implement relevant responses and undertake immediate review to avoid such occurrence in future.</p>

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.

### 7.3 Communications Strategy

A communications strategy shall be established by the Contractor and is included in the overarching CEMP. The contractor is to notify the community liaison representative when traffic is expected to exceed the parameters set within “Condition Green” of Table 9. Notwithstanding, **Table 10** outlines an indicative communication strategy to ensure that adequate communication with key stakeholders have been met.

**Table 10: Communication Strategy**

Risk	Impact	Comms Channel
Wider Traffic Disruption	Wider community and stakeholders informed through local and wider advertising and notification	Stakeholder Meetings Stakeholder email blast Email to local schools & Dept of Education
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	

Previously, there has been communication undertaken with Penrith City Council and schools adjacent to the Site. Comments received has generally been accepting of the proposed construction strategy. The responses of the initial communication to the key stakeholders are as follows.

**Table 11: Stakeholder Responses**

Stakeholder	Response
Catholic Education Diocese of Parramatta	We note and appreciate the restrictions on heavy vehicle movement during peak drop off and peak times. At this point, we have no further comment, but will monitor traffic flow and raise any safety concerns that may arise as the project progresses
The Anglican Schools Corporation	<p>The current designated "peak periods" nominated appear reasonable but should continue to be assessed during the works to identify as to whether these time periods need to be altered.</p> <p>The school is a "live environment" that can change quickly during any day and we feel that on-going effective communication between the school and those responsible for traffic management during the works should be maintained to provide the school with an avenue for raising any concerns.</p> <p>The peak periods identified are typical for a standard operating day. Each of the schools along Bakers Lane will have a number of "special days and activities" during the course of the year such as "grandparents day and carnivals" where peak period shall need to be extended and we request a mechanism be established for allowing effective communication of these requirements by the school.</p>
Catholic Healthcare	No issues

Further to the above, additional stakeholder meetings have taken place in April 2020 with the schools along Bakers Lane. The meeting minutes of this consultation have been attached within the Appendix C.



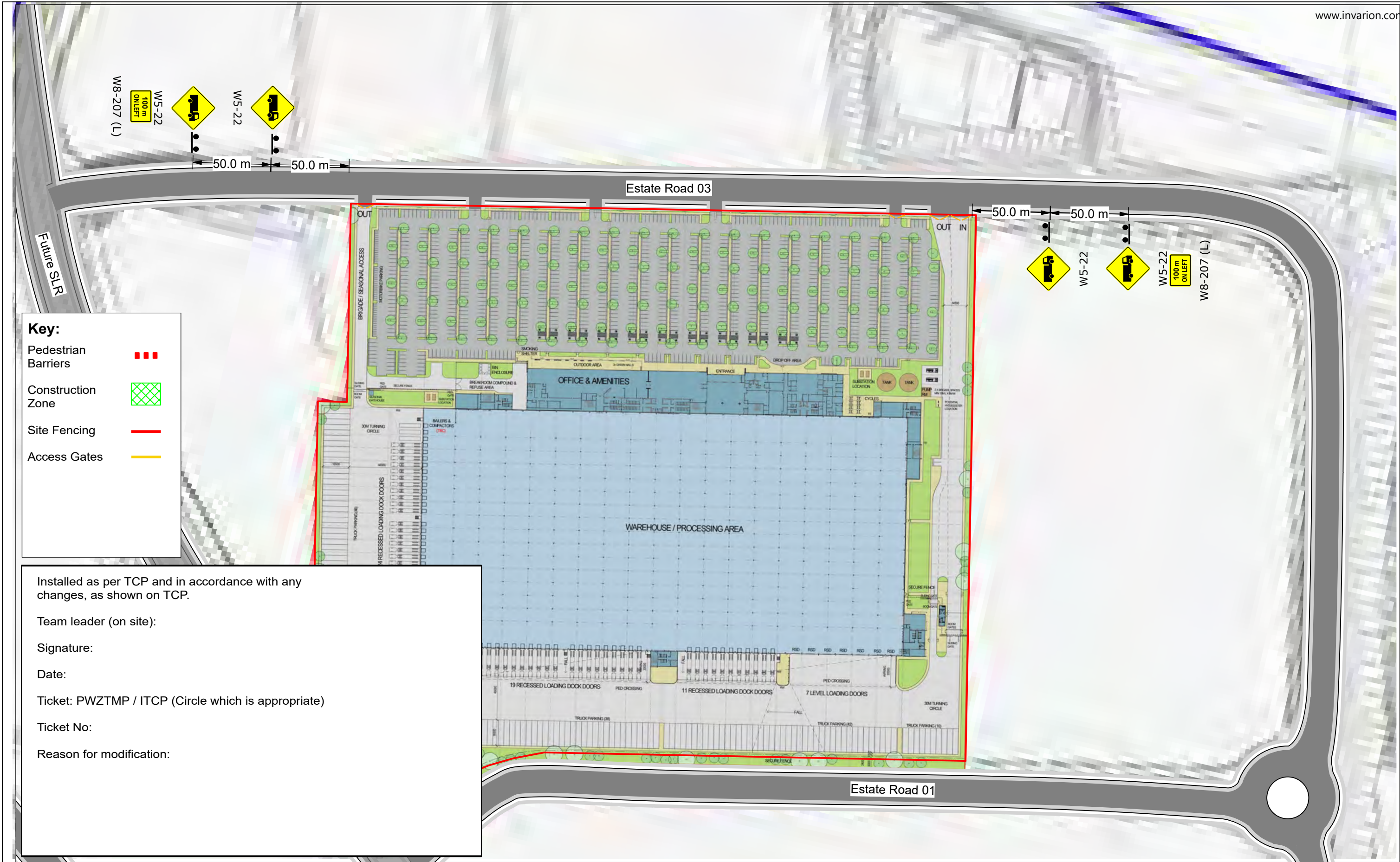
Following consultation with the key stakeholders, construction related traffic issues shall be monitored (as outlined within Section 7.1), be mitigated through the Community Consultation Strategy, and through meetings held with key stakeholders throughout the life of the project (these meetings include the standard community liaison group meetings). Regular meetings shall be undertaken with key stakeholders in order to inform the stakeholders of any upcoming extra-ordinary activities. These meetings shall be utilised from both the OWE works and any additional school activities (such as carnivals or grandparents' day).

This communications strategy outlines 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.

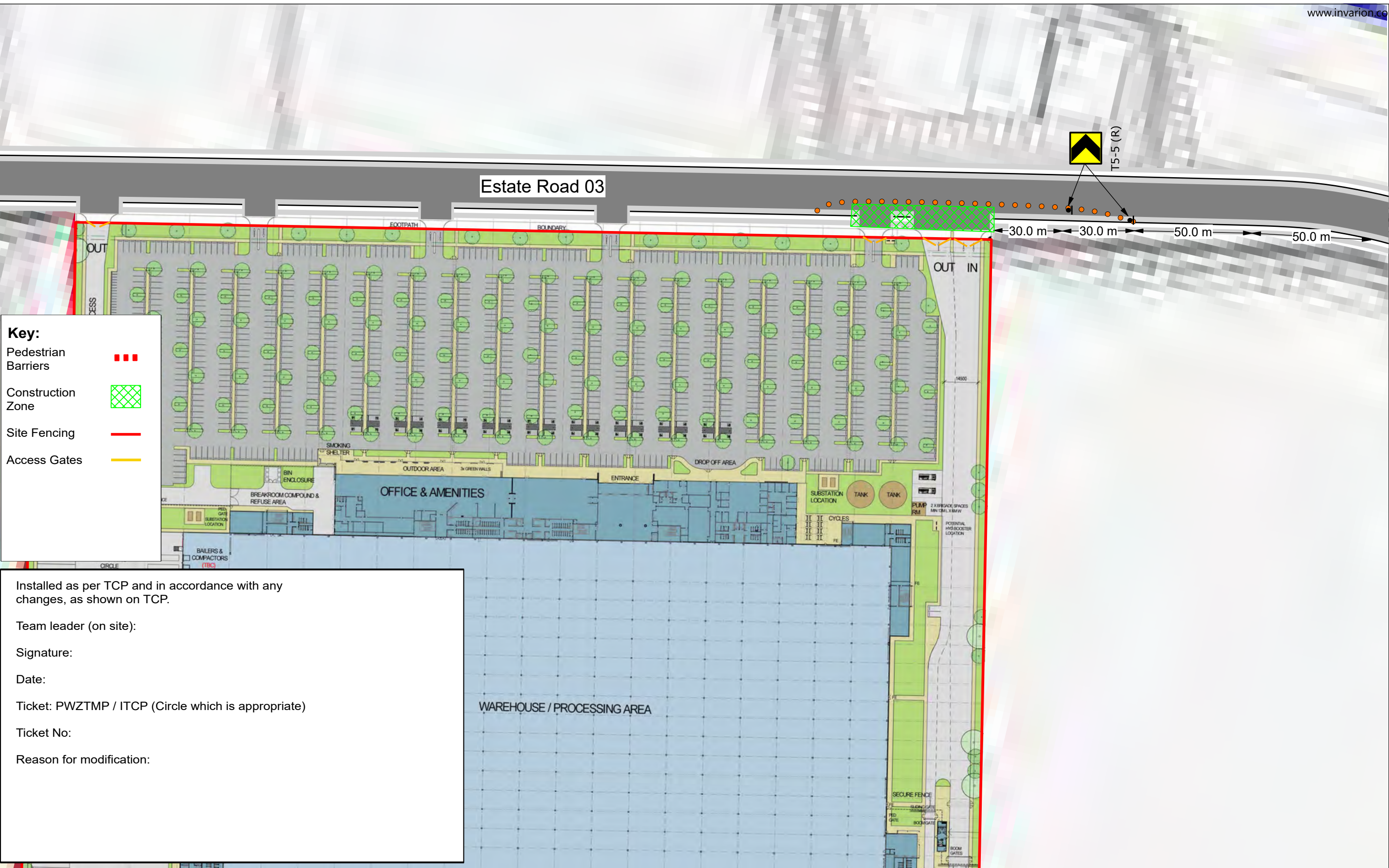
Furthermore, ongoing communication is also to be undertaken so that all stakeholders are kept up to date of works and potential impacts.

# Appendix A

## Traffic Control Plans







NOTES

- All vehicles to have flashing orange lights
- Ensure signs are visible to vehicles
- Cover vehicle required for hard protection while TC's or workers are exposed to live traffic
- All staff to have reflective safety vests
- All signs to be Class 1 retro-reflective
- Maintain daily logs of ALL activities
- This PVMP is drawn in accordance with AS1742.3, the RTA's TCWS Manual & WHS Manual
- All staff to have reflective safety vests
- All trucks are to have prior notice of UHF channel to radio Foreman on arrival

Closure:  
TCP

Client:  
Goodman Property

Project:  
Job No: 1086  
Address: Project Waratah, Kemps Creek

Drawing Title:  
1086-TCP-02-Project Waratah\_Kemps Creek

Date:  
05/02/2020

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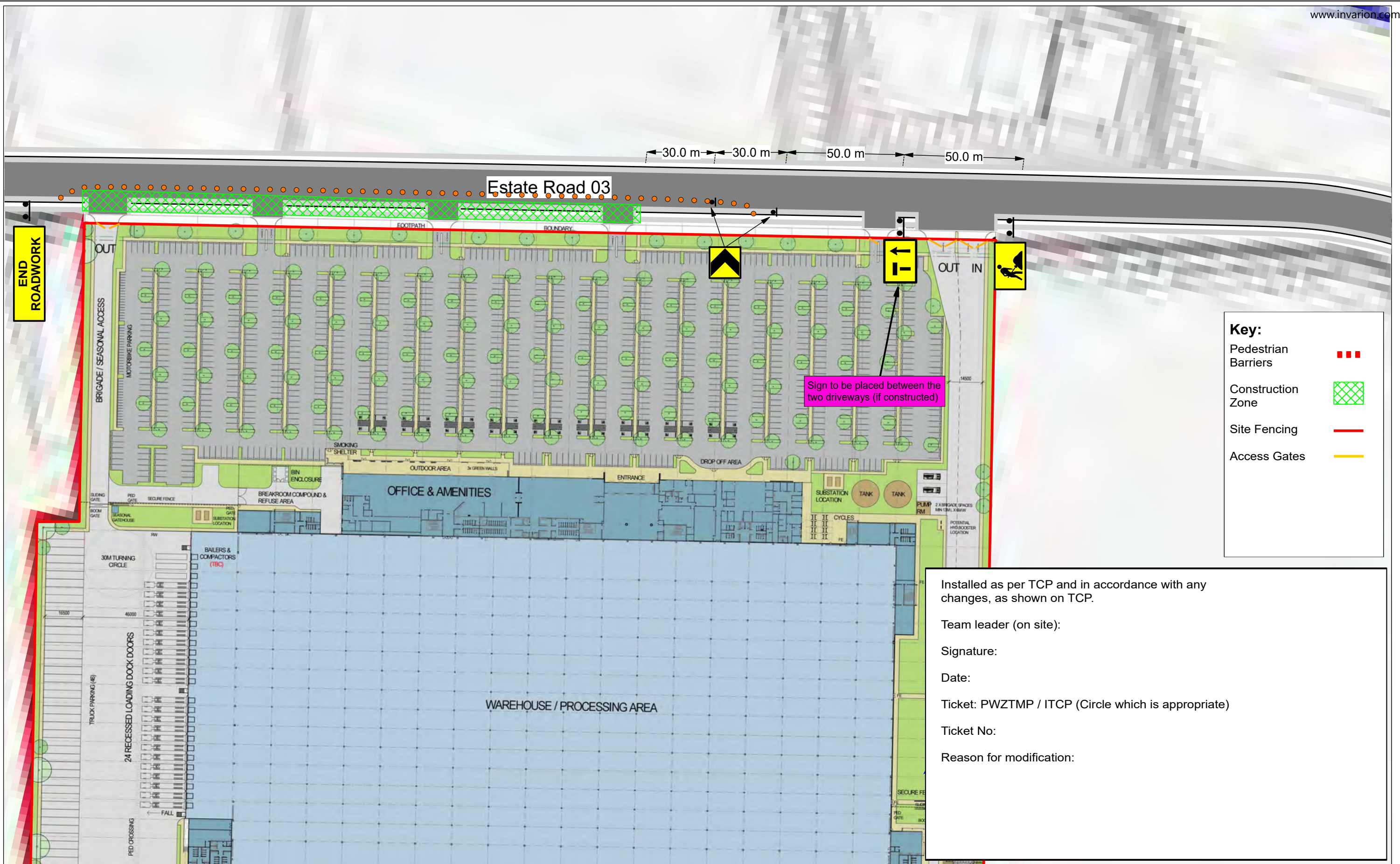
Drawing Number:  
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asongroup

DESIGNER: JAMES LAIDLER  
CERT: 0034322012

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**NOTES**

- All vehicles to have flashing orange lights
- Ensure signs are visible to vehicles
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**Closure:**  
TCP

**Client:**  
Goodman Property

**Project:**  
Job No: 1086  
Address: Project Waratah, Kemps Creek

**Drawing Title:**  
1086-TCP-03-Project Waratah\_Kemps Creek

**Date:**  
05/02/2020

**Scale @ A3:**

**Drawing Number:**  
AG.03

**asongroup**

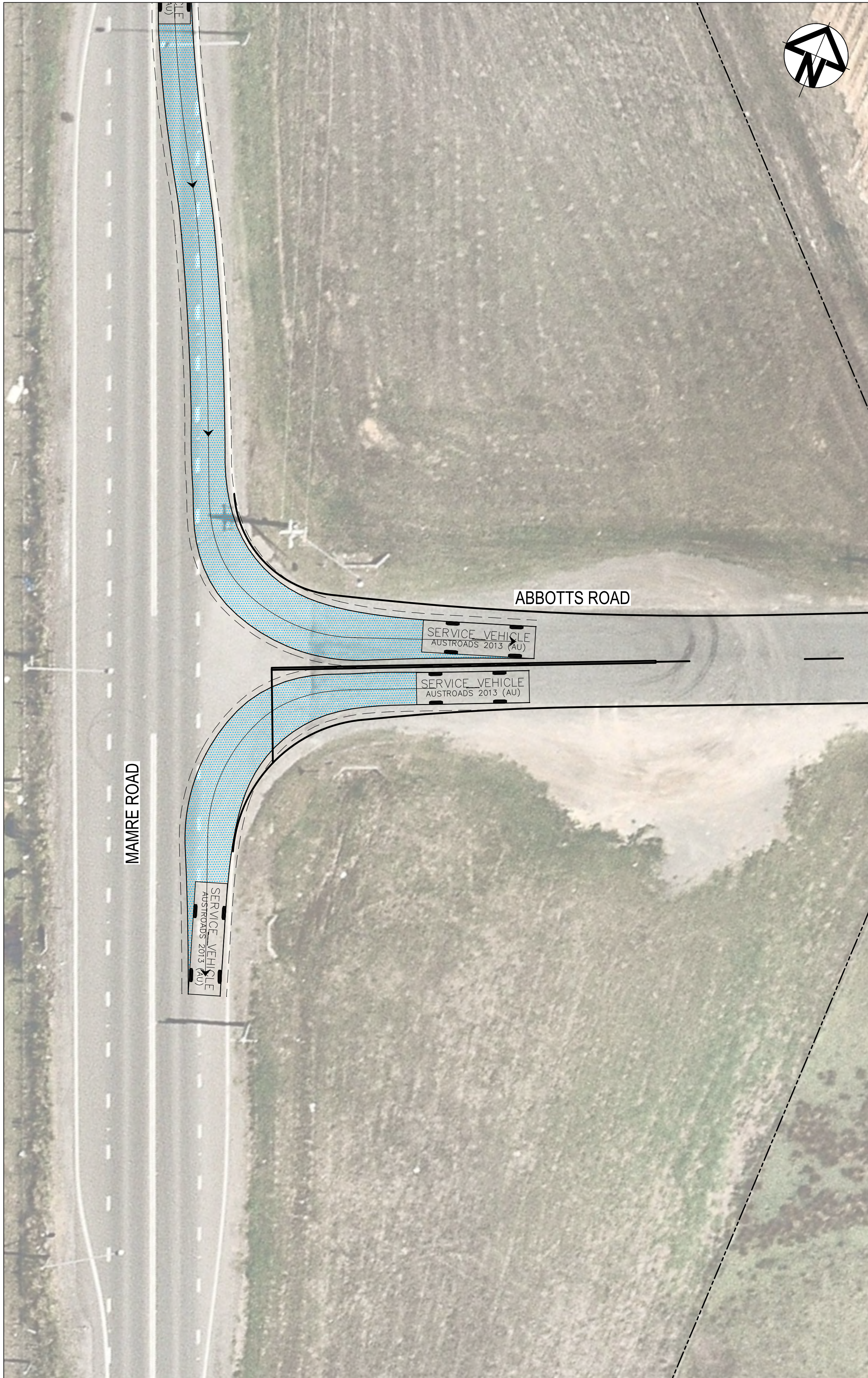
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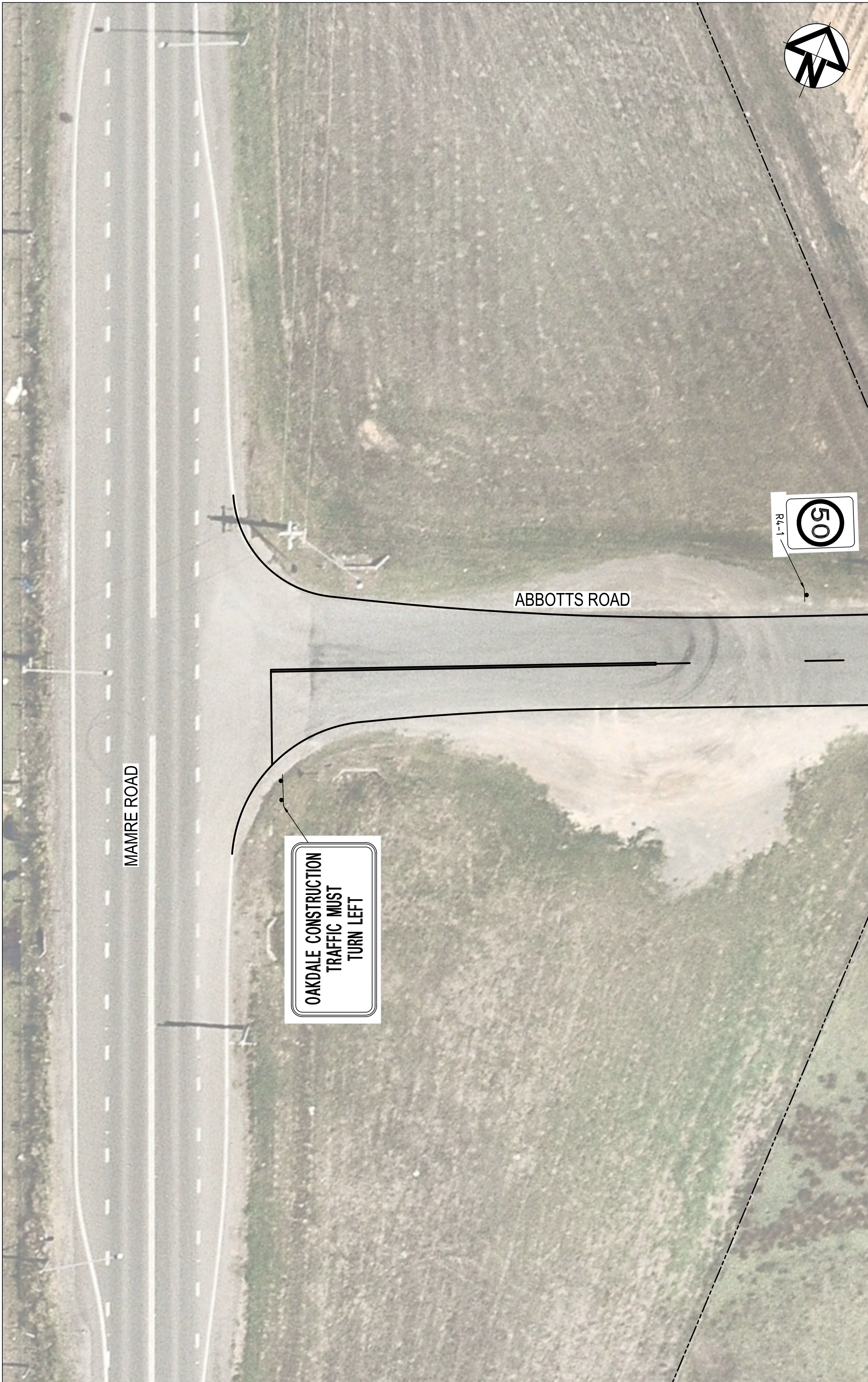
# Appendix B

## Swept Path Analysis

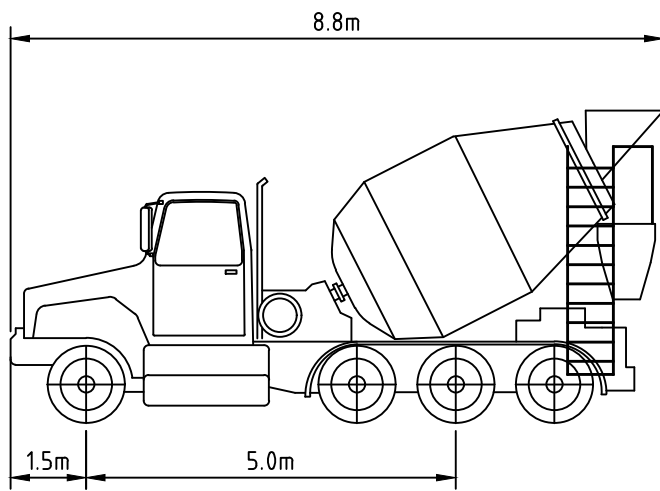




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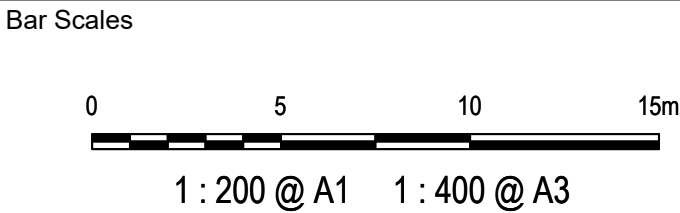


PLAN  
1 : 200



8.8m CONCRETE TRUCK

	METERS
WIDTH	: 2.50
TRACK	: 2.50
LOCK TO LOCK TIME	: 6.0
STEERING ANGLE	: 38.7



Issue	Description	Date
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P1	ISSUED FOR INFORMATION	05-03-20

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Status	<b>PRELIMINARY ONLY</b>	<b>A1</b>
<b>NOT TO BE USED FOR CONSTRUCTION</b>		

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Height Datum	AHD	Checked	AL
Grid	MGA	Approved	AM



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Project

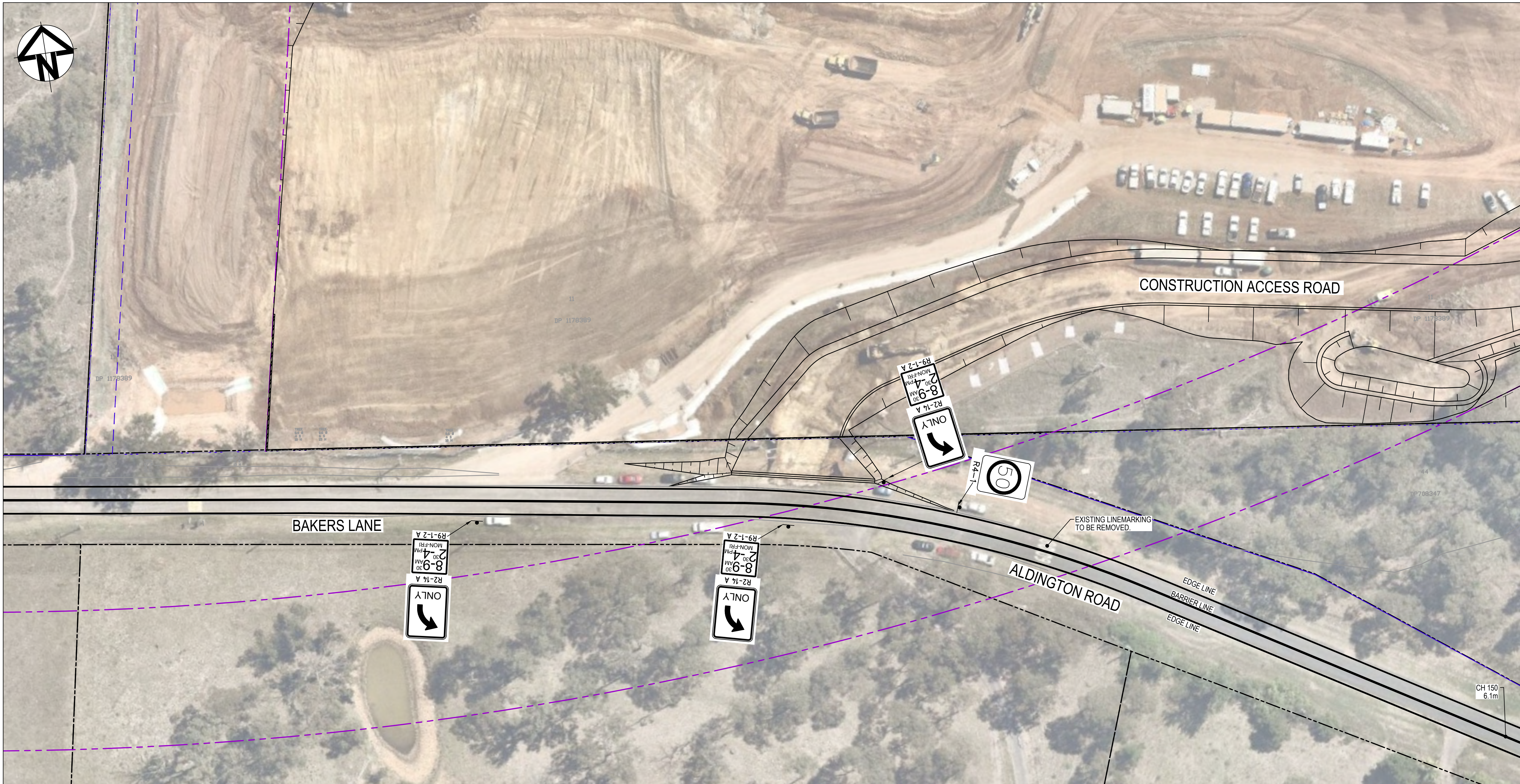
**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title

**MAMRE ROAD ABBOTTS ROAD 8.8m SERVICE VEHICLE TURNING PATH PLAN**

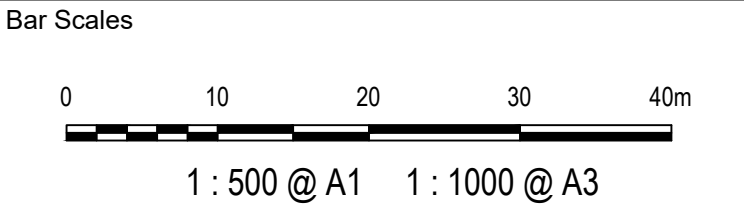
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Issue	Description	Date
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P1	ISSUED FOR INFORMATION	17-03-20

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Scales

SKC322 - Aldington Road

Site Access Plan Sheet 1.dwg

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Drawn

GB

Designed

GB

Height Datum

AHD

Checked

AL

Grid

MGA

Approved

AM



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Project

**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

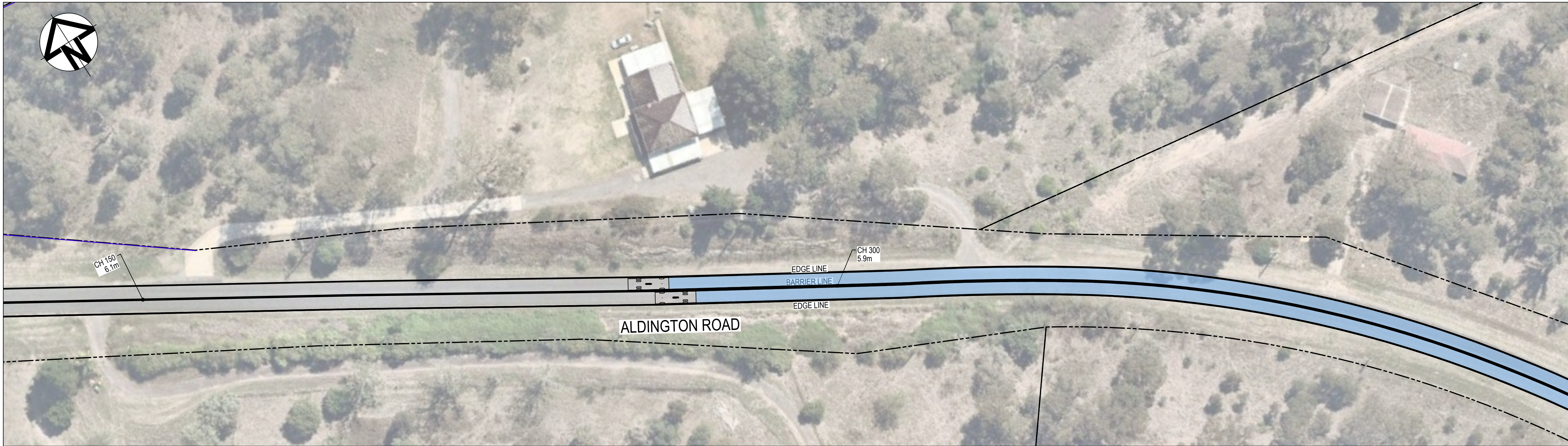
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**ALDINGTON ROAD SITE ACCESS PLAN SHEET 1**

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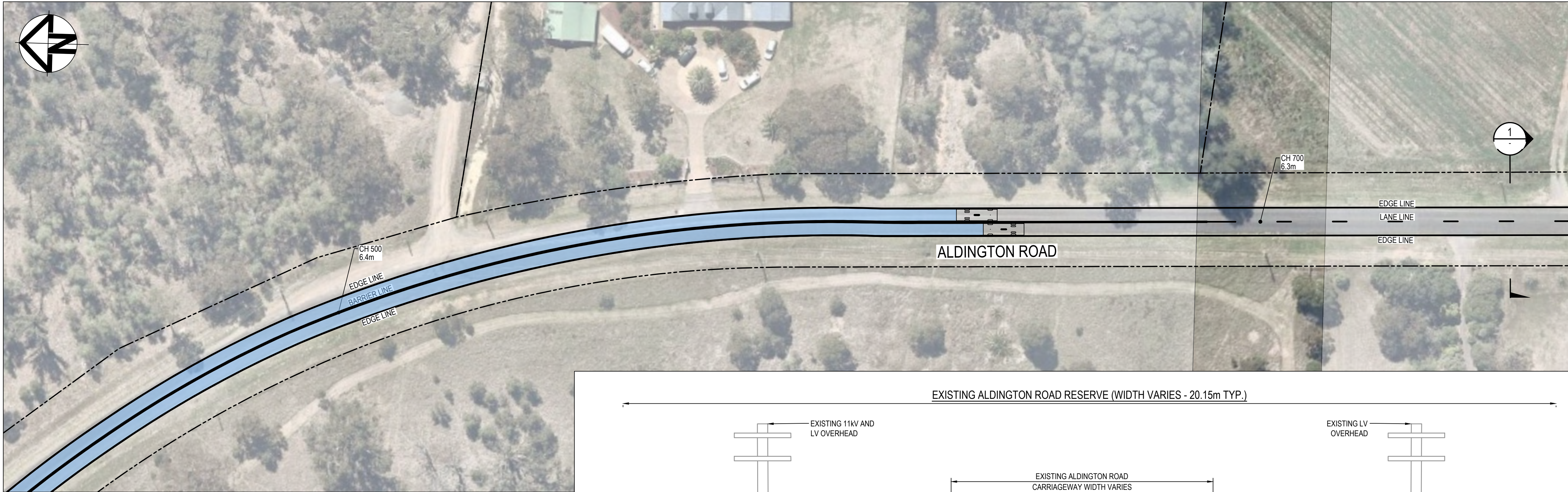
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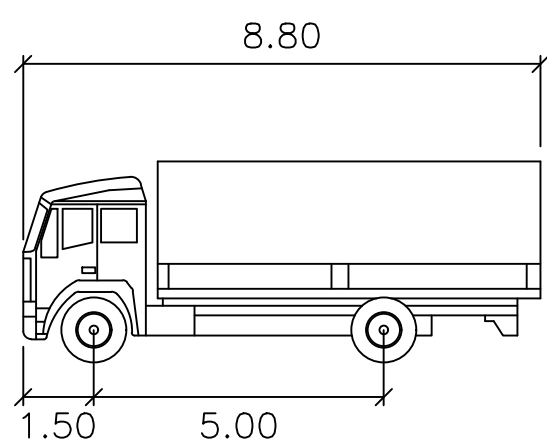
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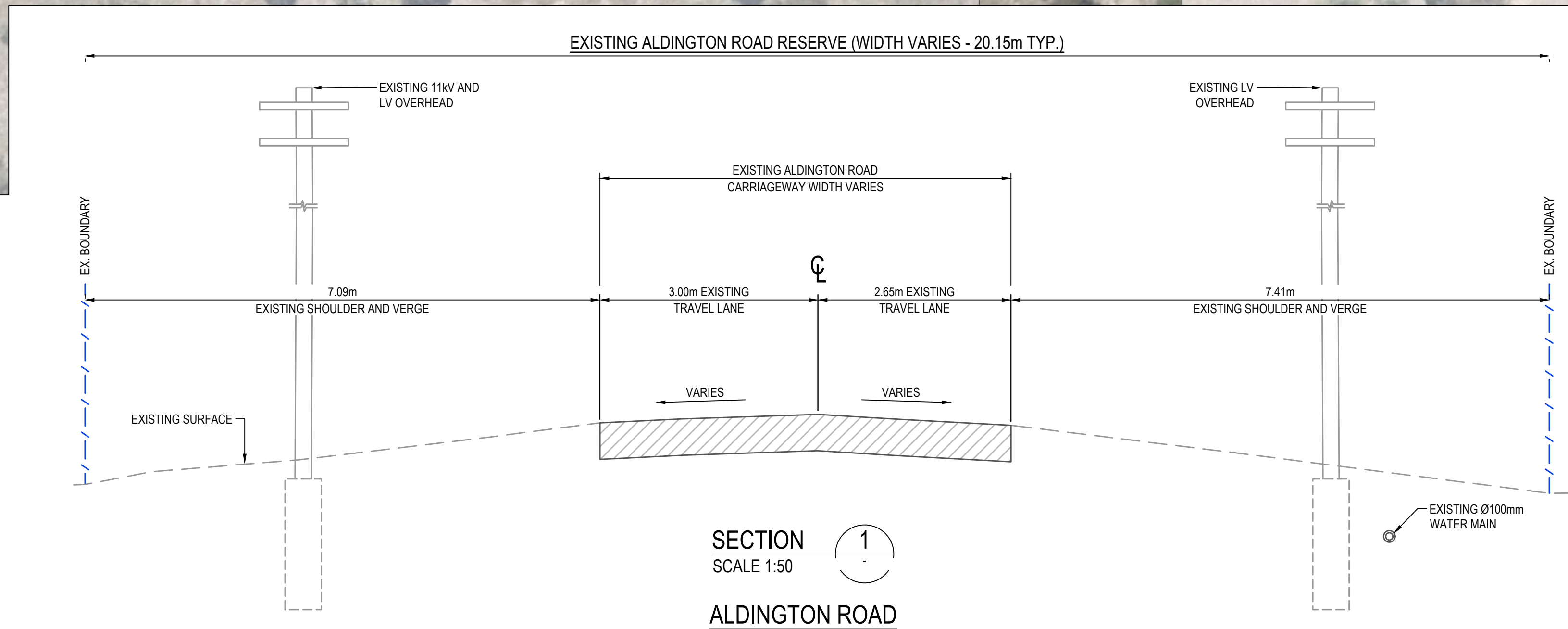


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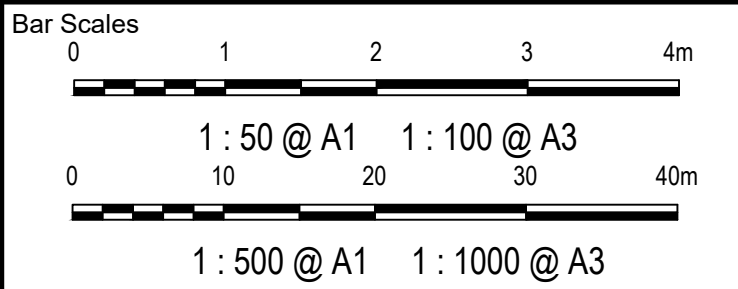
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MRV  
Width : 2.50  
Track : 2.50  
Lock to Lock Time : 6.0  
Steering Angle : 34.0  
meters



SECTION  
SCALE 1:50  
ALDINGTON ROAD



Issue	Description	Date
P2	ISSUED FOR INFORMATION	04-04-20
P1	ISSUED FOR INFORMATION	17-03-20

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A1

ScalesSKC323 - Aldington Road Site Access Plan Sheet 2.dwg

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	Designed	GB

Height Datum	AHD	Checked	AL
Grid	MGA	Approved	AM



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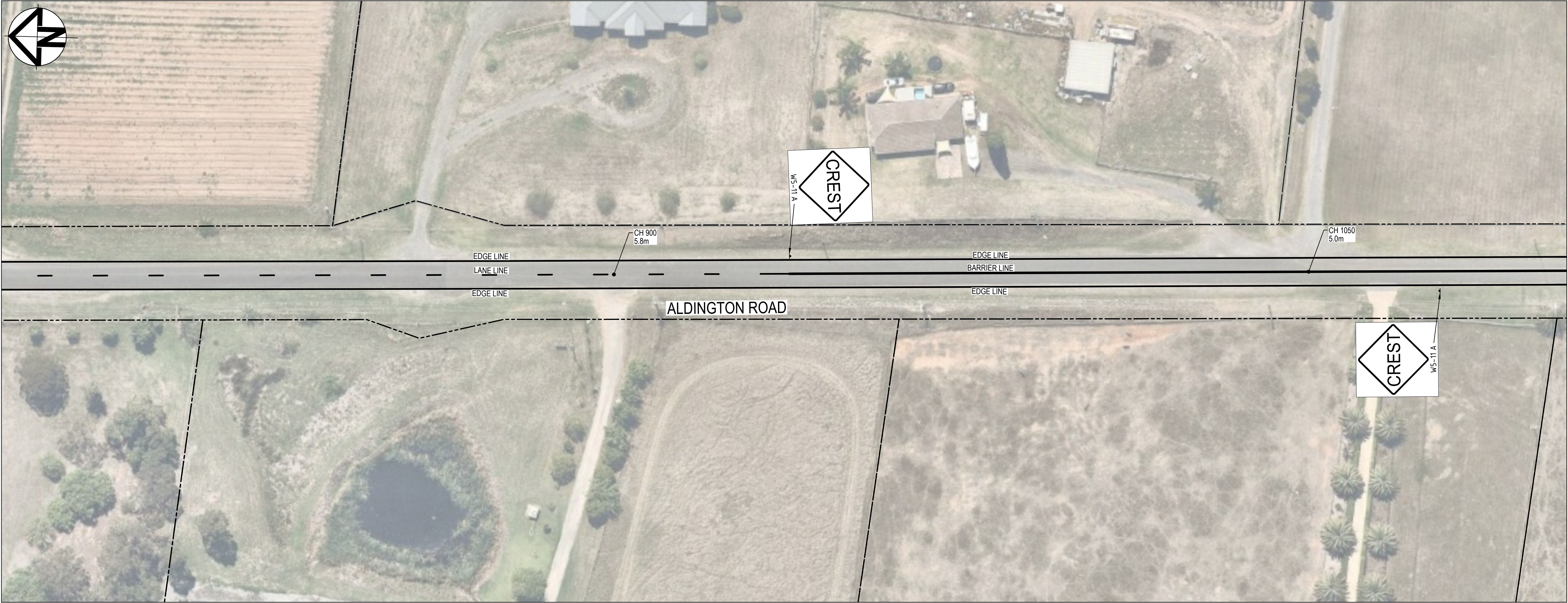
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**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title  
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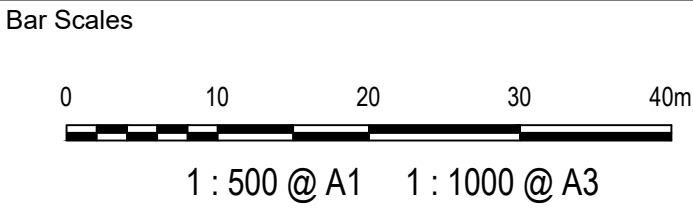


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P1	ISSUED FOR INFORMATION	17-03-20
Issue	Description	Date

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ScalesSKC324 - Aldington Road

Site Access Plan Sheet 3.dwg

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Designed

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Height Datum

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Project

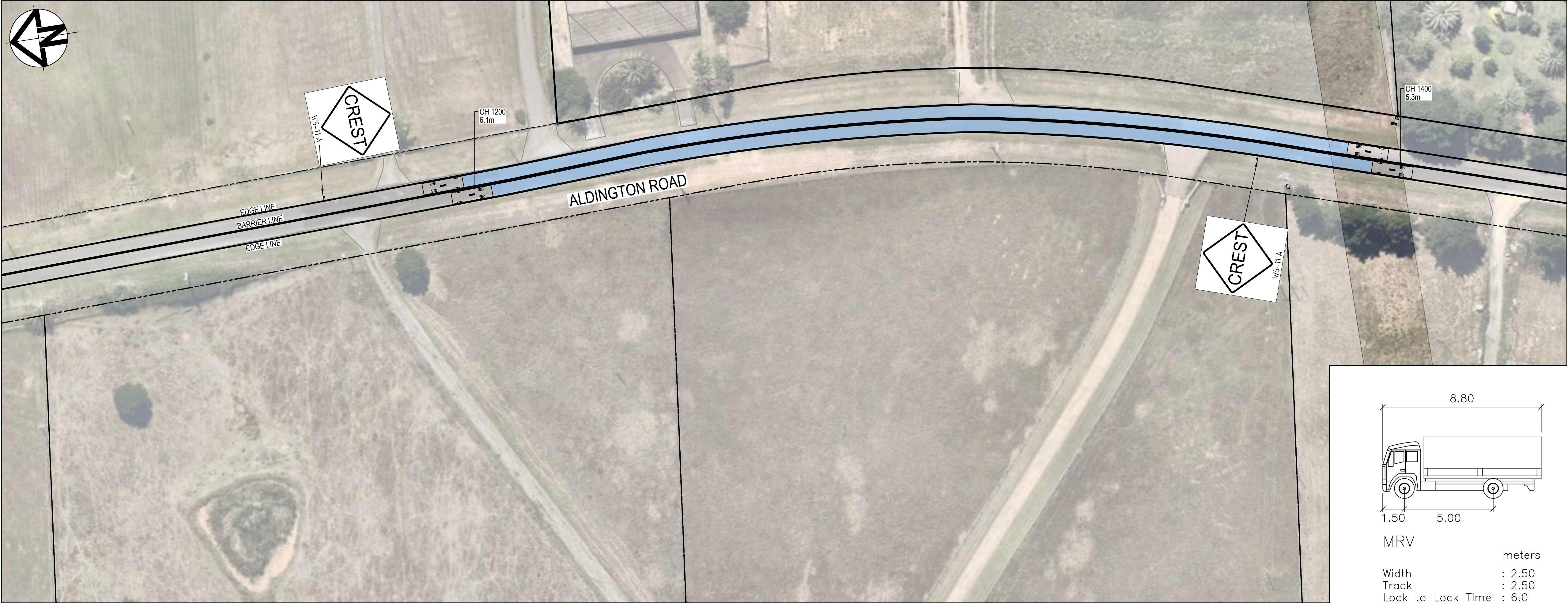
**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title

**ALDINGTON ROAD SITE ACCESS PLAN SHEET 3**

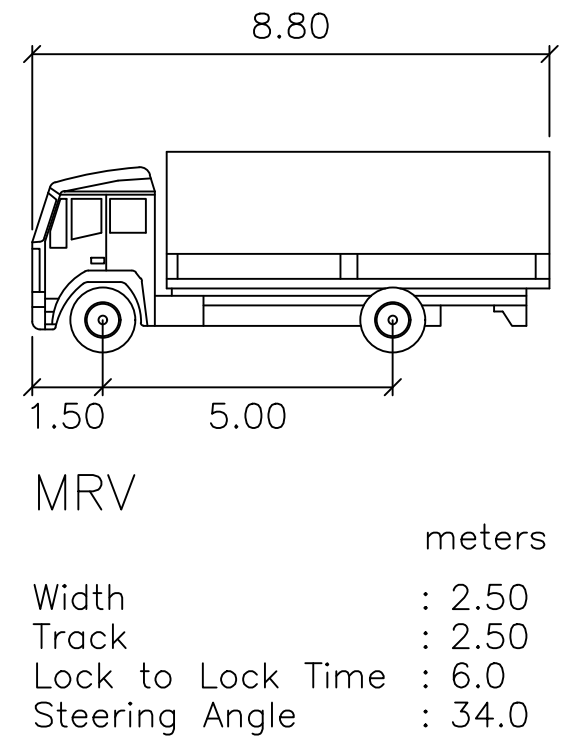
Drawing No.	Project No.	Issue
<b>SKC324</b>	<b>15-272</b>	<b>P2</b>

REFER ABOVE FOR CONTINUATION



PLAN  
1 : 500 @ A1

REFER DRAWING SKC325 FOR CONTINUATION







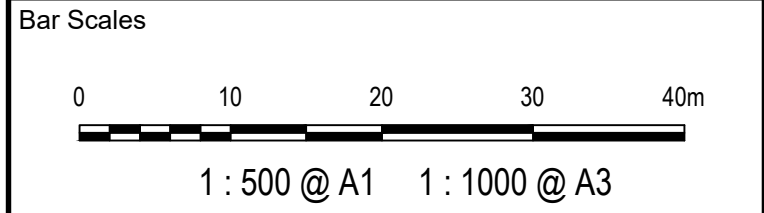
PLAN  
1 : 500 @ A1



PLAN  
1 : 500 @ A1

REFER BELOW FOR CONTINUATION

REFER DRAWING SKC326 FOR CONTINUATION



P2	ISSUED FOR INFORMATION	04-04-20
P1	ISSUED FOR INFORMATION	17-03-20
Issue	Description	Date

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Status	PRELIMINARY ONLY	A1
NOT TO BE USED FOR CONSTRUCTION		
ScaleSKC325 - Aldington Road Site Access Plan Sheet 4.dwg		

	1 : 500 @ A1	Drawn	GB
		Designed	GB
Height Datum	AHD	Checked	AL
Grid	MGA	Approved	AM



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Project

PROPOSED INDUSTRIAL DEVELOPMENT  
OAKDALE WEST

Title

ALDINGTON ROAD  
SITE ACCESS PLAN  
SHEET 4

Drawing No.	Project No.	Issue
SKC325	15-272	P2



REFER DRAWING SKC325 FOR CONTINUATION



REFER BELOW FOR CONTINUATION

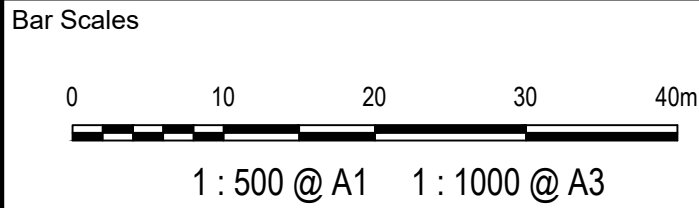
PLAN  
1 : 500 @ A1

REFER ABOVE FOR CONTINUATION



REFER DRAWING SKC327 FOR CONTINUATION

PLAN  
1 : 500 @ A1



P2	ISSUED FOR INFORMATION	04-04-20
P1	ISSUED FOR INFORMATION	17-03-20
Issue	Description	Date

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	<b>NOT TO BE USED FOR CONSTRUCTION</b>	
	<b>A1</b>	

ScalesSKC326 - Aldington Road Site Access Plan Sheet 5.dwg

1 : 500 @ A1	Drawn	GB
	Designed	GB
Height Datum	AHD	Checked AL
Grid	MGA	Approved AM



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Project

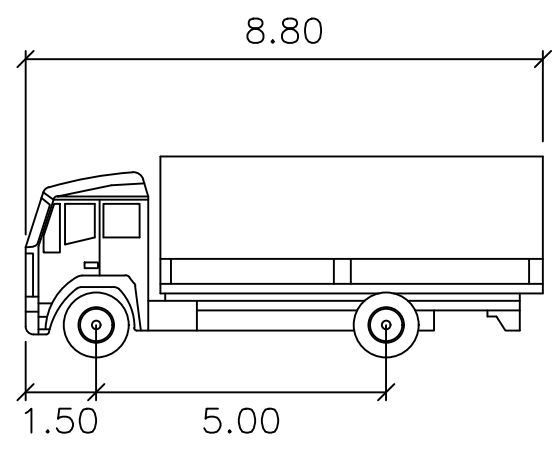
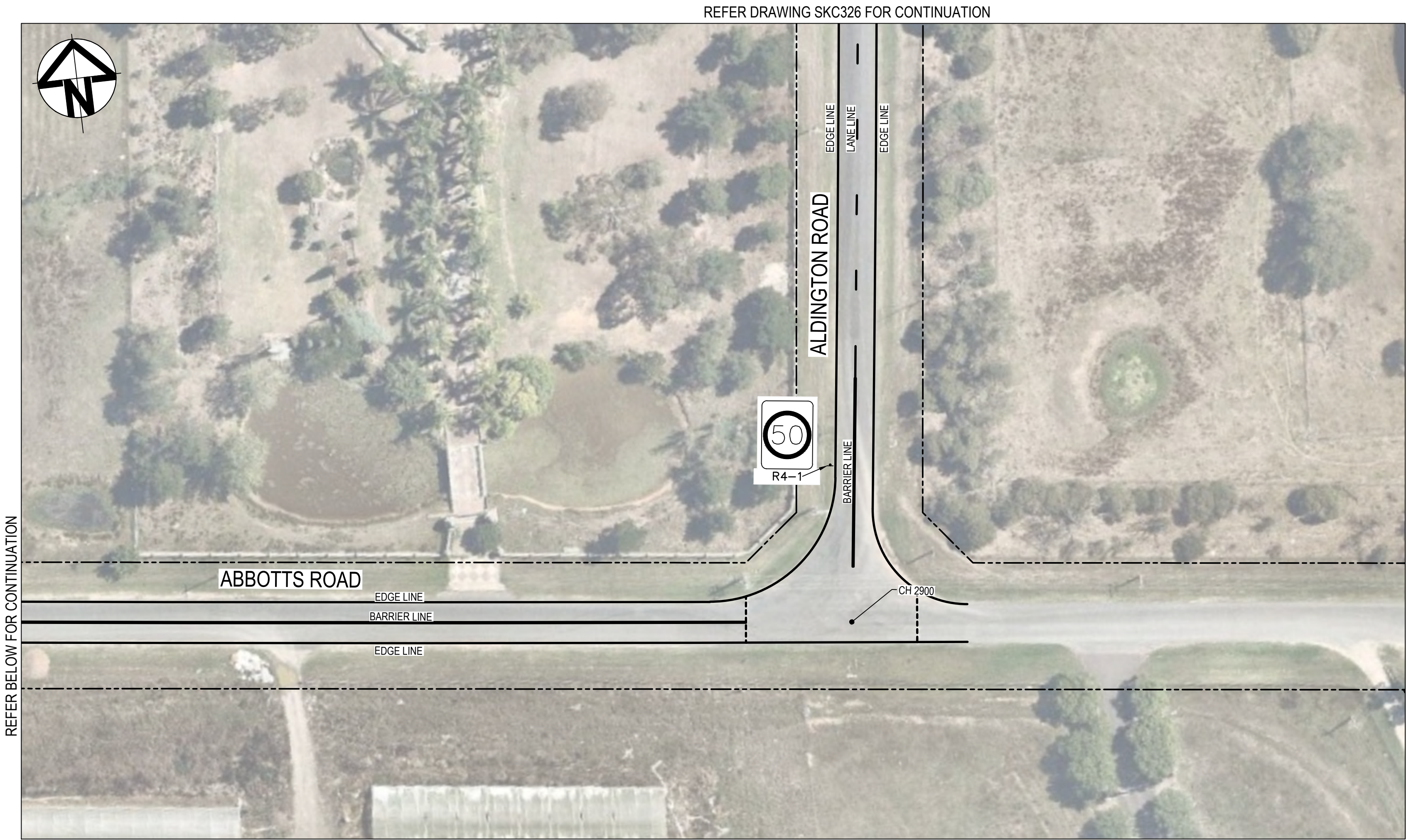
**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title

**ALDINGTON ROAD SITE ACCESS PLAN SHEET 5**

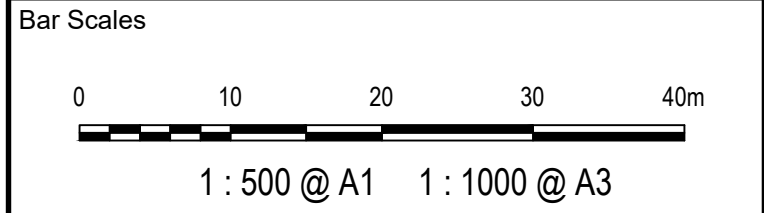
Drawing No.	Project No.	Issue
<b>SKC326</b>	<b>15-272</b>	<b>P2</b>





MRV

Width : 2.50  
Track : 2.50  
Lock to Lock Time : 6.0  
Steering Angle : 34.0



PLAN  
1 : 500 @ A1



PLAN  
1 : 500 @ A1

REFER ABOVE FOR CONTINUATION

P2	ISSUED FOR INFORMATION	04-04-20
P1	ISSUED FOR INFORMATION	17-03-20
Issue	Description	Date

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Status  
**PRELIMINARY ONLY**  
**NOT TO BE USED FOR CONSTRUCTION**  
**A1**

ScalesSKC327 - Aldington Road Site Access Plan Sheet 6.dwg

1 : 500 @ A1	Drawn	GB
	Designed	GB

Height Datum	AHD	Checked	AL
Grid	MGA	Approved	AM



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Project

**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title

**ALDINGTON ROAD SITE ACCESS PLAN SHEET 6**

Drawing No.	Project No.	Issue
SKC327	15-272	P2



# Appendix C

## Meeting Minutes

# Meeting with School Principals – Traffic and Stage 2B Consultation

## Minutes

23 April 2020

10:30am

Virtual (Zoom)

ATTENDEES	Robert Nastasi – Principal Emmaus College (RN), Catherine Hey – Principal Trinity Primary School (CH), Cathie Graydon – Principal Mamre Anglican School (CG), Stephanie Partridge - Goodman (SP), Kym Dracopoulos - Goodman (KD), Kate McKinnon – SLR Consulting
APOLOGIES	Nil
MINUTES TAKER	Kate McKinnon

ITEM	DISCUSSION
SP	<p>Purpose of meeting is to provide an update in relation to Construction traffic (with specific reference to the CTMP) and the timing of construction of Building 1A and 2B, Oakdale West;</p> <p>Goodman recently received approval for Building 1A and Building 2B at the site;</p> <p>The Building 2B project remains on track for a 1 June 2020 commencement;</p> <p>Site handover from the earthworks contractor to the building contractor is taking place over a staged process and commenced on the 14<sup>th</sup> of April through to end of May 2020;</p> <p>Steel deliveries are underway and will continue throughout the coming months;</p> <p>Building 1A will not commence until the Western North South Link Road is completed (expected Jan 21).</p> <p>Construction access to the site will continue along Bakers Lane, with Aldington / Abbots Road being used during school peak-hour periods;</p> <p>This has been endorsed 'in-principle' by DPIE, PCC, and TrfNSW to determine.</p>
CG	When is the WNSLR due to open?
SP	Opening of WNSLR is targeted for early next year (2021) dependant on weather. Once it is built all traffic will be via that road. We are obviously keen to complete it as soon as possible
SP	<p>The consent granted for Building 2B had several conditions attached to the use of Aldington Road / Abbots Road</p> <p>This includes and is not limited to consultation with relevant authorities and stakeholders, completion of dilapidation report, completion of Road Safety Audit where recommendations are made to complete minor works on Aldington Road / Abbots Road to ensure safety along this road noting that it is a rural road;</p> <p>Goodman has completed the dilapidation report and Road Safety Audit;</p> <p>Findings from the Road Safety Audit have been discussed with Penrith City Council;</p> <p>AT&amp;L / ASON are currently preparing a proposed scope of works including line marking, signage, and minor upgrade works to satisfy the requirements of the Penrith City Council and TrfNSW;</p> <p>This will not result in any works out the front of the school;</p> <p>All works will be completed from the site entry through to Mamre Road (via Aldington &amp; Abbots Road);</p>
CG	What is the timeframe for this to commence?
SP	We want to have everything in place to commence building works on 1 June. The road safety works will take place over the next 6 weeks.

ITEM	DISCUSSION
KD	We are also conscious of the condition of Bakers Lane -potholes present. We are liaising with PCC on how that is best repaired, everyone recognises they are rural roads. There is monitoring and street sweeping currently underway and we are working through the long term process/plan for the road.
CG	Given COVID19 our traffic is well down at the moment. Once school resumes in full (about 6 weeks away) traffic will likely increase. We still have students attending, we had 40 students and 30 staff at end of last term and anticipate the same for the first 2 weeks back. From May 11 approx we are anticipating 200 students on site everyday.
SP	Our contractors have been asking what is the plan moving forward however the current situation is unprecedented. With the lower number of students attending in the next two weeks the contractors are questioning the implications this will have on construction traffic, it's an ongoing discussion we will need to have.
CG	We still have 10 bus services running but parent traffic is well down.
CH	We have had around 20 students in last couple of weeks and the same for staff but I anticipate larger numbers commencing this week from Wednesday onwards
RN	<p>We are in the same situation.</p> <p>Steph and Kym – We are grateful for what you've done in terms of the hours and working outside the peaks, you will be aware of the petitions we put forward, that was done with good will – I agree with both Cath's that we will have greater numbers returning compared to last term.</p> <p>I witnessed a truck using Bakers Lane at 8am in the last week of last term. That is not a criticism but I think a few of them were taking advantage of the low numbers and quietness of Bakers Lane.</p> <p>Would it be worth having someone on the intersection of Bakers Lane and Mamre to deter trucks using Bakers Lane.</p>
SP	We have a solution for traffic coming out of site – someone standing at exit point of site during peak hours in addition we are installing gatehouse to formalise that process also.
CG	We have started a project at Mamre and we have had big trucks coming in. I have asked them not to use Bakers Lane after 8am or peak times. They are trucks and graders because we are putting in a COLA. It may have been one of our trucks
RN	<p>I witnessed it driving to the Goodman site. We would like to see additional calming measures to support everyone.</p> <p>We would also like a fact sheet to distribute to our community. It would appease and allay fears among our community.</p>
CH	Particular information regarding traffic restrictions regarding school hours should be included
SP	<p>Yes we can arrange that for you.</p> <p>Any additional questions please contact myself or Kate, please keep us updated also, I respect it's a constantly changing situation.</p>
RN	Thankyou for the work at the Creek – much appreciated. The creek is looking terrific, thankyou for your support
KD	The works were completed yesterday, the workers are proud of the work and enjoyed working with the School's staff.
CG	Thankyou for responding to concerns, we are the faces of our school in a unique and difficult situation being surrounded by industrial development. Thankyou for being so responsive
SP	Always happy to hear feedback and do right by the community.

---

ITEM	DISCUSSION
	Regarding the precinct to the South of the School – the rezoning is to go through quite soon (in the next couple of weeks)
CG	I have been working with the Department of Planning on a State level and they were hoping to get that through by the end of April to the Minister. We are well aware of our site being rezoned for Industrial however there are caveats on the land that we can still proceed as a School. It will change a lot in the coming years and working out how to handle that will be tricky
SP	We will continue to keep you posted, thankyou for your time
<b>Meeting Close 10:53am</b>	

## James Laidler

---

**From:** Malgy Coman <Malgy.COMAN@transport.nsw.gov.au>  
**Sent:** Friday, 1 May 2020 9:09 AM  
**To:** anthony.m@atl.net.au  
**Cc:** Stephanie Partridge; Deana Burn; Pahee Rathan; Rachel Cumming  
**Subject:** FW: Aldington Road

Hi Anthony,

Reference is made to your email regarding the Mamre Road left turn slip lane comments in the RSA. TfNSW previously considered the left-in/left-out 9.8m long vehicle swept path plans and traffic counts provided for the left turning construction vehicles at the Mamre Road/Abbotts Road intersection. TfNSW provided comments/requirements to DPI&E on 30 March 2020 and 2 April 2020 regarding construction access arrangements for vehicles up to 9.8m long, in a left-in/left-out arrangement, during the school zone times.

TfNSW does not require additional road works on Mamre Road to extend the left turn slip lane, based on the information that has been provided to TfNSW to date.

I hope this information is of assistance.

Regards,

Malgy

Malgy Coman  
Senior Land Use Planner  
Part-time arrangements – Monday, Tuesday and Thursday  
Sydney Roads  
Greater Sydney  
**Transport for NSW**

T 02 8849 2413  
27 Argyle Street Parramatta NSW 2150



---

**From:** Anthony McLandsborough [<mailto:anthony.m@atl.net.au>]  
**Sent:** Thursday, 30 April 2020 11:03 AM  
**To:** Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>  
**Cc:** [stephanie.partridge@goodman.com](mailto:stephanie.partridge@goodman.com); Alex Lohrisch <[Alex.L@atl.net.au](mailto:Alex.L@atl.net.au)>; Kym Dracopoulos <[Kym.Dracopoulos@goodman.com](mailto:Kym.Dracopoulos@goodman.com)>  
**Subject:** Aldington Road

Pahee, further to our discussion last week regarding SSD 10397 and the use of Aldington Road (during school AM/PM peaks) for construction vehicle access an RSA has been prepared in accordance with condition B9.d.ii. The RSA identified several finding one of these being the length of the left turn lane into Abbotts Road.

Whilst the left slip is of limited length, it will require the left turning vehicles during the AM and PM school peak to decelerate on approach to Abbotts Road slip lane. This is the existing situation.

We are not proposing to undertake any additional works at the intersection at this stage as we discussed.


I would ask for you to please confirm back, that this is also your understanding.


If you have any questions, please give me a call.


Kind Regards.



**Anthony McLandsborough**  
Director

 **Level 7, 153 Walker Street**  
**North Sydney NSW 2060**

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**m: 0433 973 423**

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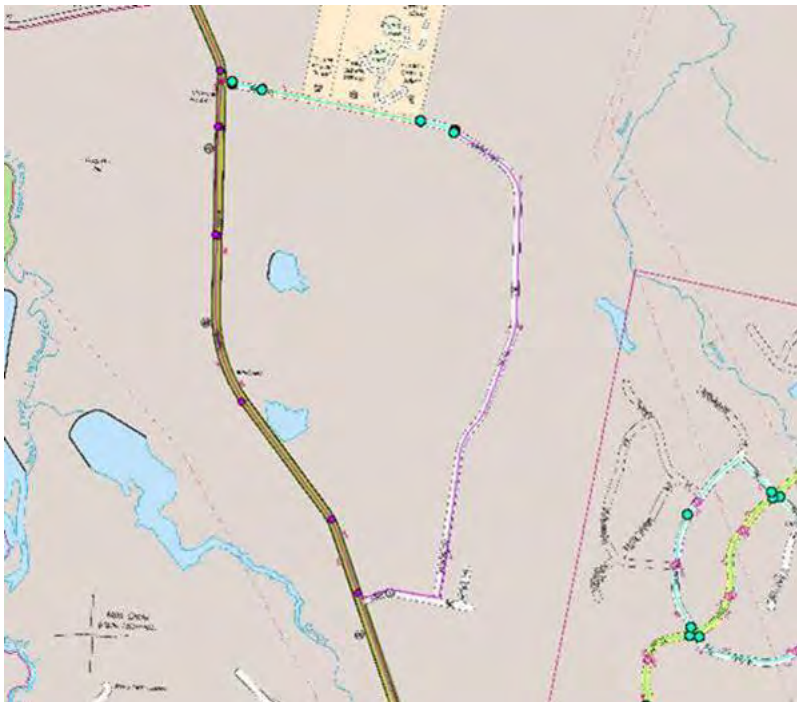
## James Laidler

---

**From:** Malgy Coman <Malgy.COMAN@transport.nsw.gov.au>  
**Sent:** Wednesday, 29 April 2020 8:29 PM  
**To:** Stephanie Partridge  
**Cc:** Pahee Rathan; Rachel Cumming; Deana Burn  
**Subject:** RE: Meeting with Stephanie from Goodman

Hi Stephanie,

Regarding the speed zone matter I have obtained some information for the existing speed limits for Aldington Road and Abbotts Road and the following speed map shows that these two roads have a 80km/hr speed limit (purple coloured line). Bakers Lane is the green/aqua coloured line with a 60km/hr speed limit.



It could take some considerable time for TfNSW to consider the 60km/hr signage proposed in the RSA and undertake a speed limit review, due to various approval and community communication requirements. In the interim it would be better for Goodman to work with Council to obtain signoff for a 60km/hr road works zone via a TCP, whilst TfNSW undertakes a speed limit review for Aldington Road and Abbotts Road. Please let me know if you have any questions regarding this information.

I will need to discuss point two in your email with Pahee tomorrow. The meeting that I proposed earlier in the week for tomorrow is currently postponed.

Regards,

Malgy

Malgy Coman  
Senior Land Use Planner  
Part-time arrangements – Monday, Tuesday and Thursday  
Sydney Roads  
Greater Sydney  
Transport for NSW



---

**From:** Stephanie Partridge [mailto:Stephanie.Partridge@goodman.com]  
**Sent:** Wednesday, 29 April 2020 6:32 PM  
**To:** Malgy Coman <Malgy.COMAN@transport.nsw.gov.au>  
**Cc:** Pahee Rathan <Pahee.RATHAN@transport.nsw.gov.au>  
**Subject:** RE: Meeting with Stephanie from Goodman

Hi Malgy

As mentioned today, please see attached results / recommendations from the Road Safety Audit.

The two items that we require assistance from RMS are as follows;

- 1.) 1a-1c & 3 of the attached – per our discussions today. RMS to confirm steps forward re speed zone;
- 2.) 2 of the attached – I understand Pahee has spoken to AT&L about this. RMS to confirm position on this item.

Many thanks for your assistance.

Regards  
Stephanie



+ Stephanie Partridge  
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Mobile: +61 410 470 138  
Fax: +61 2 9230 7444  
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**From:** Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>  
**Sent:** Tuesday, 28 April 2020 8:38 PM  
**To:** Stephanie Partridge <[Stephanie.Partridge@goodman.com](mailto:Stephanie.Partridge@goodman.com)>  
**Cc:** Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>  
**Subject:** FW: Meeting with Stephanie from Goodman

Hi Stephanie,

The email below refers to changing speed signs to 60kph and we are seeking more information regarding this proposal because TfNSW is the responsible roads authority for speed changes across Sydney.

Is there any chance that we could have a teleconference with yourself and any other relevant consultants sometime this week to discuss this matter? We have Microsoft teams set up and are both free 12noon-2pm on Thursday and 11:30am-2pm on Friday.

Regards,

Malgy

Malgy Coman  
Senior Land Use Planner  
Part-time arrangements – Monday, Tuesday and Thursday  
Sydney Roads  
Greater Sydney  
Transport for NSW

T 02 8849 2413  
27 Argyle Street Parramatta NSW 2150



---

**From:** Stephanie Partridge [<mailto:Stephanie.Partridge@goodman.com>]  
**Sent:** Monday, 27 April 2020 12:42 PM  
**To:** Rhian Greenup <[rhian.greenup@penrith.city](mailto:rhian.greenup@penrith.city)>; Gavin Cherry <[Gavin.Cherry@penrith.city](mailto:Gavin.Cherry@penrith.city)>; Isaac Mann <[Isaac.Mann@penrith.city](mailto:Isaac.Mann@penrith.city)>; David Drozd <[David.Drozd@penrith.city](mailto:David.Drozd@penrith.city)>  
**Cc:** Anthony McLandsborough <[anthony.m@atl.net.au](mailto:anthony.m@atl.net.au)>; Kym Dracopoulos <[Kym.Dracopoulos@goodman.com](mailto:Kym.Dracopoulos@goodman.com)>; Tim Lewis <[tim.lewis@asongroup.com.au](mailto:tim.lewis@asongroup.com.au)>; James Laidler <[james.laidler@asongroup.com.au](mailto:james.laidler@asongroup.com.au)>; Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>; Alex Lohrisch <[Alex.L@atl.net.au](mailto:Alex.L@atl.net.au)>  
**Subject:** RE: Meeting with Stephanie from Goodman

Hi All

Thanks for your time last Tuesday to discuss the proposed use of Aldington & Abbots Road.

Please see below comments / actions:

- Attached are the construction traffic volumes proposed;
- GMG to discuss with TrfNSW the Road Safety Audit and specifically the item raised at Mamre Road / Abbots Road intersection – AT&L to resolve with TrfNSW;
- GMG to provide an updated proposal (plans showing proposed upgrade works) to PCC for approval;
- Based on our discussions and the Road Safety Audit, we see the following modifications to the roads required;
  - Ensure there is at least a 6m seal;
  - Ensure at least 1m shoulder both sides (total 8m formation);
  - Modify areas on the road where pooling water was found in RSA;
  - Ensure safe space on shoulder for vehicles attempting to overtake a turning vehicle into the site gate;
  - Change speed signs to 60kph in line with the RSA;
  - Install linemarking generally as noted once the 6m seal is achieved.

In order to ensure these works are done properly, we are undertaking a survey and Geotech investigations which will inform the specifics of the above scope.

These works will take 2-3 weeks to be completed.

Thereafter, final plans will be provided for approval by PCC and TrfNSW.

We believe the CTMP can be finalised and submitted to DPIE on the basis that the above works will be completed prior to Aldington / Abbotts Road being used. The details of the design and scope can be worked through in parallel to the CTMP being approved by DPIE.

Please let me know if you have any anything to add to the above, or any comments regarding process.

Kind regards  
Stephanie



**Stephanie Partridge**  
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-----Original Appointment-----

**From:** Rhian Greenup <[rhian.greenup@penrith.city](mailto:rhian.greenup@penrith.city)>

**Sent:** Wednesday, 15 April 2020 2:44 PM

**To:** Rhian Greenup; Gavin Cherry; Isaac Mann; David Drozd; Stephanie Partridge

**Cc:** Anthony McLandsborough; Kym Dracopoulos; Tim Lewis; James Laidler; Pahee Rathan

**Subject:** Meeting with Stephanie from Goodman

**When:** Tuesday, 21 April 2020 10:00 AM-11:30 AM (UTC+10:00) Canberra, Melbourne, Sydney.

**Where:**

Meeting with Traffic Engineers regarding Oakdale West

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## James Laidler

---

**From:** David Drozd <David.Drozd@penrith.city>  
**Sent:** Thursday, 30 April 2020 10:01 AM  
**To:** Stephanie Partridge; Tim Lewis; James Laidler; Anthony McLandsborough; Alex Lohrisch; Kym Dracopoulos; Gavin Cherry  
**Subject:** RE: Meeting with Stephanie from Goodman

Hi all, there is no issue with having it a temporary 60km/h under work zone conditions, this was always going to be the approach to my knowledge.

This does not however negate the need for widening and signage / linemarking as previously discussed

Thanks  
David

**David Drozd**  
Traffic Engineering Coordinator

E [David.Drozd@penrith.city](mailto:David.Drozd@penrith.city)  
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**From:** Stephanie Partridge <Stephanie.Partridge@goodman.com>  
**Sent:** Thursday, April 30, 2020 8:12 AM  
**To:** Tim Lewis <tim.lewis@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>; Anthony McLandsborough <anthony.m@atl.net.au>; Alex Lohrisch <Alex.L@atl.net.au>; Kym Dracopoulos <Kym.Dracopoulos@goodman.com>; Gavin Cherry <Gavin.Cherry@penrith.city>; David Drozd <David.Drozd@penrith.city>  
**Subject:** FW: Meeting with Stephanie from Goodman

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---

All

Please see below from RMS.

Gavin / David – could you please review and advise if council would be pleased for Goodman to have a 60km/hr work zone instead of amending the line marking and signage.

Regards  
Stephanie



+Stephanie Partridge  
Development Manager

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Mobile: +61 410 470 138  
Fax: +61 2 9230 7444  
[Stephanie.Partridge@goodman.com](mailto:Stephanie.Partridge@goodman.com)  
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**From:** Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>

**Sent:** Wednesday, 29 April 2020 8:29 PM

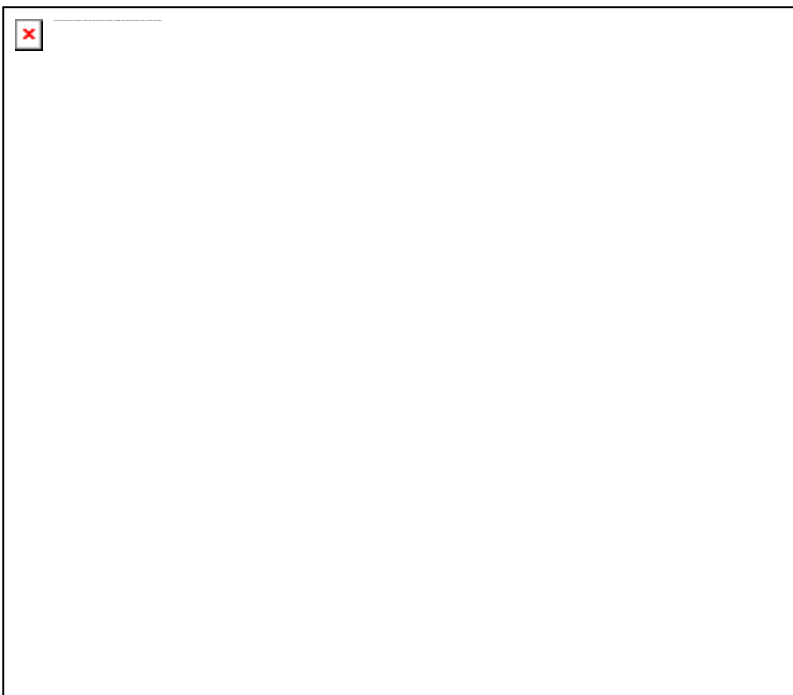
**To:** Stephanie Partridge <[Stephanie.Partridge@goodman.com](mailto:Stephanie.Partridge@goodman.com)>

**Cc:** Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>; Rachel Cumming  
<[rachel.cumming@transport.nsw.gov.au](mailto:rachel.cumming@transport.nsw.gov.au)>; Deana Burn <[Deana.Burn@planning.nsw.gov.au](mailto:Deana.Burn@planning.nsw.gov.au)>

**Subject:** RE: Meeting with Stephanie from Goodman

Hi Stephanie,

Regarding the speed zone matter I have obtained some information for the existing speed limits for Aldington Road and Abbotts Road and the following speed map shows that these two roads have a 80km/hr speed limit (purple coloured line). Bakers Lane is the green/aqua coloured line with a 60km/hr speed limit.





It could take some considerable time for TfNSW to consider the 60km/hr signage proposed in the RSA and undertake a speed limit review, due to various approval and community communication requirements. In the interim it would be better for Goodman to work with Council to obtain signoff for a 60km/hr road works zone via a TCP, whilst TfNSW undertakes a speed limit review for Aldington Road and Abbotts Road. Please let me know if you have any questions regarding this information.

I will need to discuss point two in your email with Pahee tomorrow. The meeting that I proposed earlier in the week for tomorrow is currently postponed.

Regards,

Malgy

Malgy Coman  
Senior Land Use Planner  
Part-time arrangements – Monday, Tuesday and Thursday  
Sydney Roads  
Greater Sydney  
**Transport for NSW**

T 02 8849 2413  
27 Argyle Street Parramatta NSW 2150



---

**From:** Stephanie Partridge [<mailto:Stephanie.Partridge@goodman.com>]  
**Sent:** Wednesday, 29 April 2020 6:32 PM  
**To:** Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>  
**Cc:** Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>  
**Subject:** RE: Meeting with Stephanie from Goodman

Hi Malgy

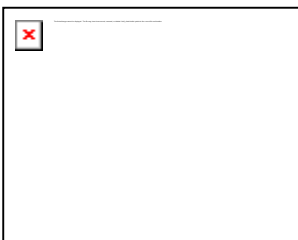
As mentioned today, please see attached results / recommendations from the Road Safety Audit.

The two items that we require assistance from RMS are as follows;

- 1.) 1a-1c & 3 of the attached – per our discussions today. RMS to confirm steps forward re speed zone;
- 2.) 2 of the attached – I understand Pahee has spoken to AT&L about this. RMS to confirm position on this item.

Many thanks for your assistance.

Regards  
Stephanie



**Stephanie Partridge**  
Development Manager  
  
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---

**From:** Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>  
**Sent:** Tuesday, 28 April 2020 8:38 PM  
**To:** Stephanie Partridge <[Stephanie.Partridge@goodman.com](mailto:Stephanie.Partridge@goodman.com)>  
**Cc:** Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>  
**Subject:** FW: Meeting with Stephanie from Goodman

Hi Stephanie,

The email below refers to changing speed signs to 60kph and we are seeking more information regarding this proposal because TfNSW is the responsible roads authority for speed changes across Sydney.

Is there any chance that we could have a teleconference with yourself and any other relevant consultants sometime this week to discuss this matter? We have Microsoft teams set up and are both free 12noon-2pm on Thursday and 11:30am-2pm on Friday.

Regards,

Malgy

Malgy Coman  
Senior Land Use Planner  
Part-time arrangements – Monday, Tuesday and Thursday  
Sydney Roads  
Greater Sydney  
**Transport for NSW**

T 02 8849 2413  
27 Argyle Street Parramatta NSW 2150



---

**From:** Stephanie Partridge [<mailto:Stephanie.Partridge@goodman.com>]  
**Sent:** Monday, 27 April 2020 12:42 PM  
**To:** Rhian Greenup <[rhian.greenup@penrith.city](mailto:rhian.greenup@penrith.city)>; Gavin Cherry <[Gavin.Cherry@penrith.city](mailto:Gavin.Cherry@penrith.city)>; Isaac Mann <[Isaac.Mann@penrith.city](mailto:Isaac.Mann@penrith.city)>; David Drozd <[David.Drozd@penrith.city](mailto:David.Drozd@penrith.city)>  
**Cc:** Anthony McLandsborough <[anthony.m@atl.net.au](mailto:anthony.m@atl.net.au)>; Kym Dracopoulos <[Kym.Dracopoulos@goodman.com](mailto:Kym.Dracopoulos@goodman.com)>; Tim Lewis <[tim.lewis@asongroup.com.au](mailto:tim.lewis@asongroup.com.au)>; James Laidler <[james.laidler@asongroup.com.au](mailto:james.laidler@asongroup.com.au)>; Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>; Alex Lohrisch <[Alex.L@atl.net.au](mailto:Alex.L@atl.net.au)>  
**Subject:** RE: Meeting with Stephanie from Goodman

Hi All

Thanks for your time last Tuesday to discuss the proposed use of Aldington & Abbotts Road.

Please see below comments / actions:

- Attached are the construction traffic volumes proposed;
- GMG to discuss with TrfNSW the Road Safety Audit and specifically the item raised at Mamre Road / Abbotts Road intersection – AT&L to resolve with TrfNSW;
- GMG to provide an updated proposal (plans showing proposed upgrade works) to PCC for approval;
- Based on our discussions and the Road Safety Audit, we see the following modifications to the roads required;
  - Ensure there is at least a 6m seal;
  - Ensure at least 1m shoulder both sides (total 8m formation);
  - Modify areas on the road where pooling water was found in RSA;
  - Ensure safe space on shoulder for vehicles attempting to overtake a turning vehicle into the site gate;
  - Change speed signs to 60kph in line with the RSA;
  - Install linemarking generally as noted once the 6m seal is achieved.

In order to ensure these works are done properly, we are undertaking a survey and Geotech investigations which will inform the specifics of the above scope.

These works will take 2-3 weeks to be completed.

Thereafter, final plans will be provided for approval by PCC and TrfNSW.

We believe the CTMP can be finalised and submitted to DPIE on the basis that the above works will be completed prior to Aldington / Abbotts Road being used. The details of the design and scope can be worked through in parallel to the CTMP being approved by DPIE.

Please let me know if you have any anything to add to the above, or any comments regarding process.

Kind regards  
Stephanie



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-----Original Appointment-----

**From:** Rhian Greenup <[rhian.greenup@penrith.city](mailto:rhian.greenup@penrith.city)>

**Sent:** Wednesday, 15 April 2020 2:44 PM

**To:** Rhian Greenup; Gavin Cherry; Isaac Mann; David Drozd; Stephanie Partridge

**Cc:** Anthony McLandsborough; Kym Dracopoulos; Tim Lewis; James Laidler; Pahee Rathan

**Subject:** Meeting with Stephanie from Goodman

**When:** Tuesday, 21 April 2020 10:00 AM-11:30 AM (UTC+10:00) Canberra, Melbourne, Sydney.

**Where:**

Meeting with Traffic Engineers regarding Oakdale West

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14 April 2020

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Sydney, NSW 2000  
www.asongroup.com.au

Attn: Stephanie Patridge; Development Manager

**RE: Oakdale West Estate – Stage 2 SSDA (10397) Construction Traffic Impact Assessment**

Dear Stephanie,

I refer to the Oakdale West Estate (OWE), Stage 2 State Significant Development (SSD 10397) and the recent meeting with the Department of Planning, Industry and Environment (DPIE) held on 16 March 2020 (the meeting).

For context, the exhibited Transport Impact Assessment (Ason Group Traffic Impact Assessment, *Oakdale West Estate, State Significant Development Application – Response to Submissions*, Ref: 0129r04v02) proposed that construction vehicles would utilise the Mamre Road / Abbotts Road intersection during the morning and afternoon school zone peak periods.

However, during the meeting, it was established that DPIE seeks to undertake further consultation with the schools in relation to the construction access routes and forecast construction traffic volumes in Bakers Lane. In response to school concerns, it is now proposed that the majority of construction traffic shall use Abbotts Road / Mamre Road during school peak periods to minimise interaction with local school traffic. It is still intended that the Mamre Road / Bakers Lane intersection shall still be utilised by construction vehicles, outside of school peak periods.

Accordingly, we have now been requested to clarify:

- the number of vehicles proposed to use Bakers Lane, compared to the initial SSD approval, and
- to further outline the volume of vehicles using Mamre Road / Abbotts Road access. Outside of the school peak periods.

Regarding the above, this Technical Note (TN) addresses those additional concerns and requests.

## **1 Construction Period**

Based on the advice provided to Ason Group, the use of Mamre Road / Bakers Lane and Mamre Road / Abbotts Road intersections will be temporary and limited to the period between April 2020 to the end of November 2020 (i.e. two school terms only). The Western North South Link Road (WNSLR) has a targeted completion date of November 2020 and all construction traffic shall use that link, once available.

## **2 Construction Traffic Management Plan (CTMP)**

This assessment considers the cumulative traffic from the following construction programs and their respective Construction Traffic Management Plans, which have been prepared previously and detail the appropriate management measures to manage the construction traffic within Bakers Lane:

- Stage 2 SSD (Building 2B) construction works (1086r03v9 CTMP\_Building 2B, Kemps Creek),
- OWE infrastructure works (0129r06v20 CTMP\_Oakdale West Estate, Kemps Creek Issue XX), and
- WNSLR construction works (0605r01v14 CTMP\_WNSLR, Erskine Park)

### 3 **Cumulative Construction Traffic Estimate**

Following submission of the originally exhibited TIA, additional detailed regarding construction works and estimate has become available. As such, the Project Team has provided us with more accurate estimates of the construction traffic volumes for the following construction projects;

- OWE construction works,
- WNSLR construction works, and
- Stage 2 SSD (Building 2B).

As such, **Table 1** provides a comparison of the approved volumes (and the projects which they were based) against the updated and proposed volumes. These proposed volumes are based on the busiest month (November 2020) and against the updated **worst case cumulative daily construction traffic volumes**.

**Table 1: Maximum Cumulative Construction Traffic Volumes (Two-ways) – November 2020**

	OWE	WNSLR	Building 2B	Cumulative Daily Volumes
Approved	400	260	Not Assessed	660
Proposed	810	420	1,760	2,990
<b>Difference</b>	<b>+410</b>	<b>+160</b>	<b>+1,760</b>	<b>+2,330</b>

From the outset, it should be noted that there shall be no intent for vehicles to utilise Bakers Lane during school peak periods, which includes Monday to Friday 8:00 – 9.30AM and 2.30 – 4:00PM (also including Higher School Certificate exam periods). These restrictions shall not be enforced during school holidays. It is expected that light vehicles and essential rigid trucks (effectively concrete trucks during scheduled 'pour' days) shall utilise Abbotts Road / Aldington Road during these school peak periods. Heavy Vehicles—other than concrete trucks—are not to arrive to site within these times.

For reference, the definition of a light and heavy vehicles are as follows;

- Light Vehicles: For the purpose of this report a light vehicle is a car, ute, four-wheel drive, small bus, and/or concrete trucks up to 9.6m in length.
- Heavy Vehicle: For the purpose of this report, a heavy vehicle ranges from (but is not limited to) a 12.5m Heavy Rigid Vehicle (HRV) up to a 26.0m B-Double.

Although there is an increase in daily volumes between the approved and proposed, the proposed construction hours have also changed as outlined within Table 2. As you can see, there is an increase in construction hours in which the increased construction vehicles are to arrive and depart the site, minimising the amount of additional traffic during peak periods.

**Table 2: Approved vs Proposed Hours of Operation**

	Monday - Friday	Saturday	Sunday & Public Holidays
Approved	7:00am – 6:00pm	8:00am – 1:00pm	No Work
Proposed	3:00am – 10:00pm	3:00am – 10:00pm	3:00am – 10:00pm
<b>Difference</b>	<b>+ 8 hours</b>	<b>+ 14 hours</b>	<b>+ 19 hours</b>

It is important to again re-iterate that the construction works will only be temporary and in accordance with the periods indicated above. Cumulative daily construction movements exhibit their peak load in Bakers Lane during **November 2020**. In this regard, the respective proportion of daily construction traffic volumes are compared against the peak volumes and outlined in the following **Table 3**.

**Table 3: Estimated Construction Traffic Volumes Percentage**

Peak Period	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20
<b>Daily</b>	15%	16%	29%	46%	56%	70%	84%	<b>100%</b>

It is noteworthy reiterate that the targeted opening of the WNSLR is November 2020, and post opening, all construction vehicles will utilise the WNSLR rather than Bakers Lane.

Post completion of the WSLNR, the construction traffic volumes utilise the access via the WNSLR and therefore will not utilise Bakers Lane, ultimately not creating a material impact the operation of the schools within Bakers Lane. It should be noted that OWE – when fully operational – will generate up to 1,108 vehicles per hour, or 9,776 vehicle movements per day. As such, the construction traffic projected after November 2020 will not have a material impact on the surrounding road network—that network being designed for much larger future operational volumes.

#### **4 Traffic Management Measures**

In addition to access restrictions during peak times (as outlined above), the following measures shall be implemented to minimise the impact to the schools, as far as practicable, from construction vehicles using Bakers Lane during the school peak periods:

- All suppliers/haulage contractors to have Vehicle Movement Plans issued at supply agreement stage,
- When placing all orders, dispatch shall be instructed to refrain from organising deliveries during school peak periods and include the notification on the delivery docket provided to the driver, where possible,
- Additional signage to be provided on Bakers Lane prior to the schools, notifying delivery drivers of increased school activity interactions ahead and to use extra caution. Such signage includes long term fixed signs and Variable Message Signage (VMS) boards. There is signage already erected within the site to advise drivers not to leave the site during school peak periods,



- Similarly, additional signage is to be installed along Aldington Road – particularly near crests in the road – outlining an increase in construction vehicles, and the prominence in crests which limits sight visibility to oncoming vehicles ahead.
- Line marking is to be installed along the full length of Aldington Road with centreline and edge-line marking, whilst also including raised reflective pavement markers (RRPM's).
- Tracking loads in/out of each site, which also includes communicating and monitoring access/egress routes accordingly, to ensure that construction volumes are kept within the prescribed limits,
- Any vehicles found to be in breach of the Driver Code of Conduct (to be provided to all drivers prior to arrival to the site) to undergo driver induction on the spot and their manager/dispatch advised; repeat offenders to be prevented from returning to site

We trust the above is of assistance and please contact either the undersigned or Tim Lewis should you have any queries or require further information in relation to the above.

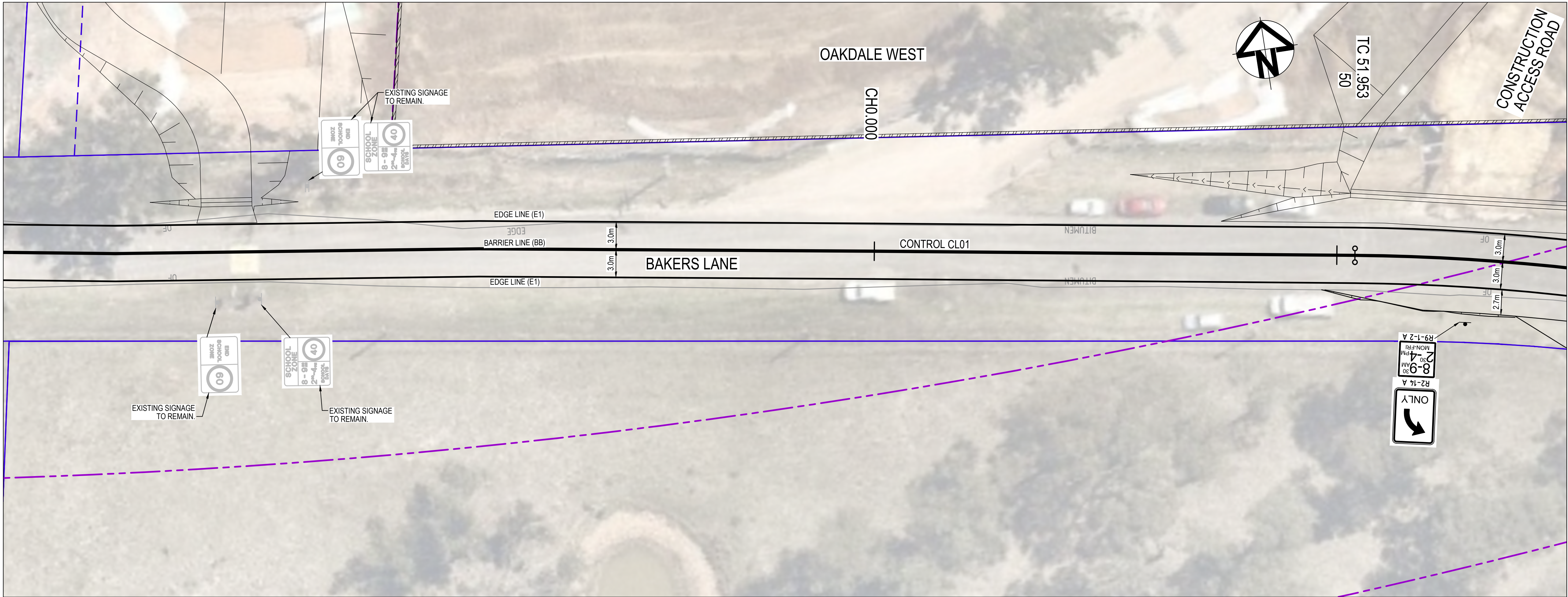
Yours sincerely,



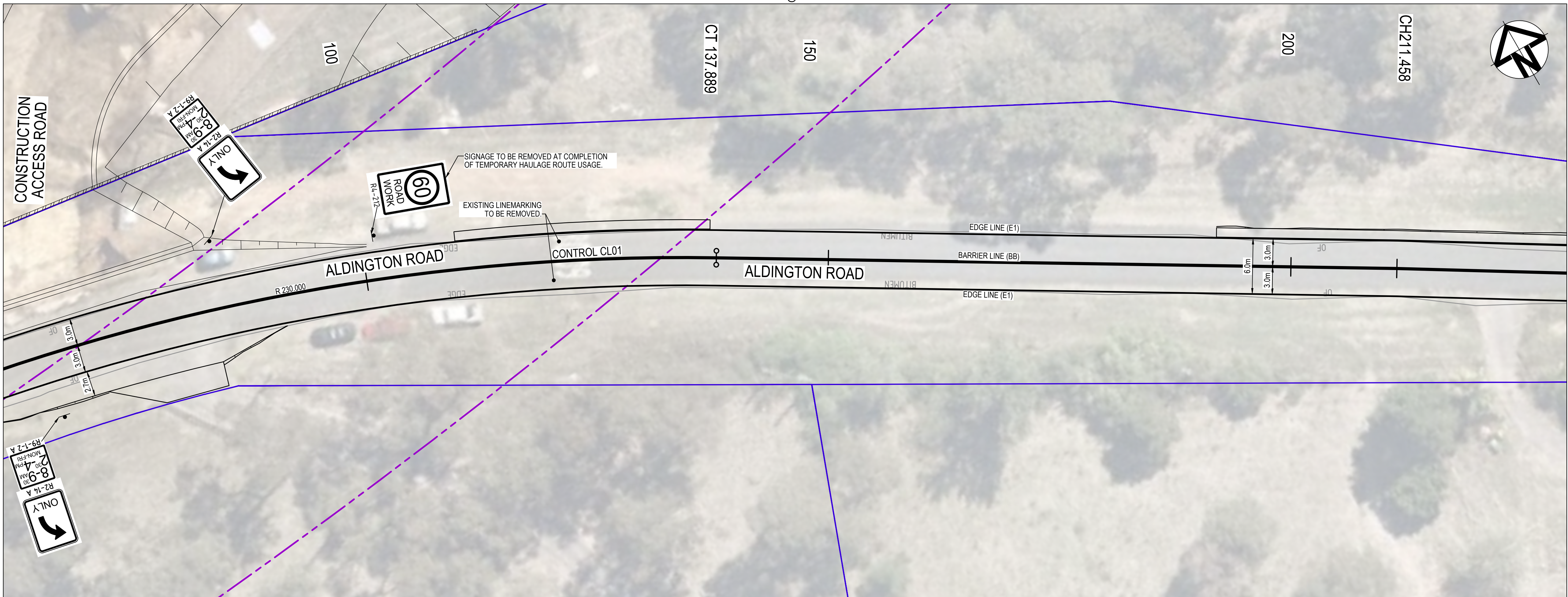
**Traffic Engineer – Ason Group**

Email: [james.laidler@asongroup.com.au](mailto:james.laidler@asongroup.com.au)

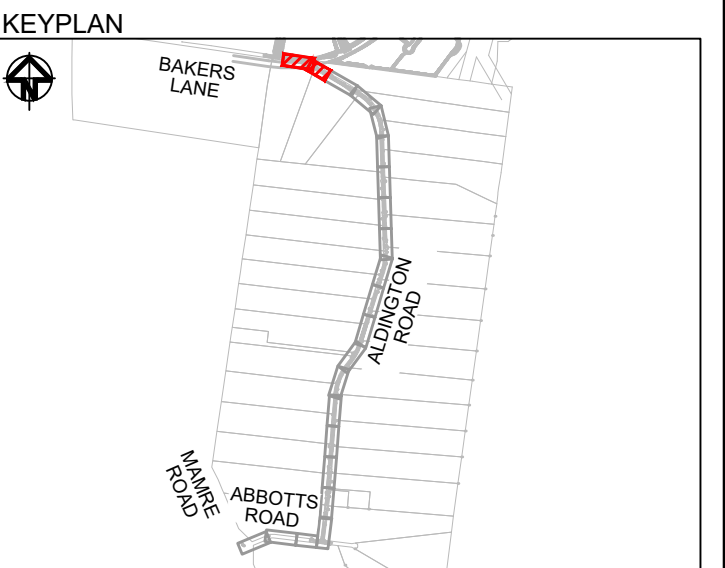




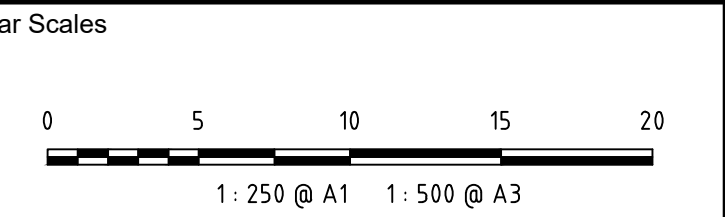
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PLAN  
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LONGITUDINAL LINES	
SEPARATION LINES	
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BARRIER LINES	
BB	BB
EDGE LINES	
E1	E1
TRANSVERSE LINES	
GIVEWAY LINE	
TB	TB
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3. TRANSITION LINEMARKING TO SUIT EXISTING WHERE REQUIRED.	
4. RELOCATE/ REMOVE EXISTING SIGNS AS REQUIRED.	
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7. ALL LINEMARKING TO BE WHITE IN COLOUR WITH THE EXCEPTION OF C2 AND C3 LINES AND LINEMARKING ON CONCRETE PAVEMENTS WHICH ARE TO BE YELLOW.	



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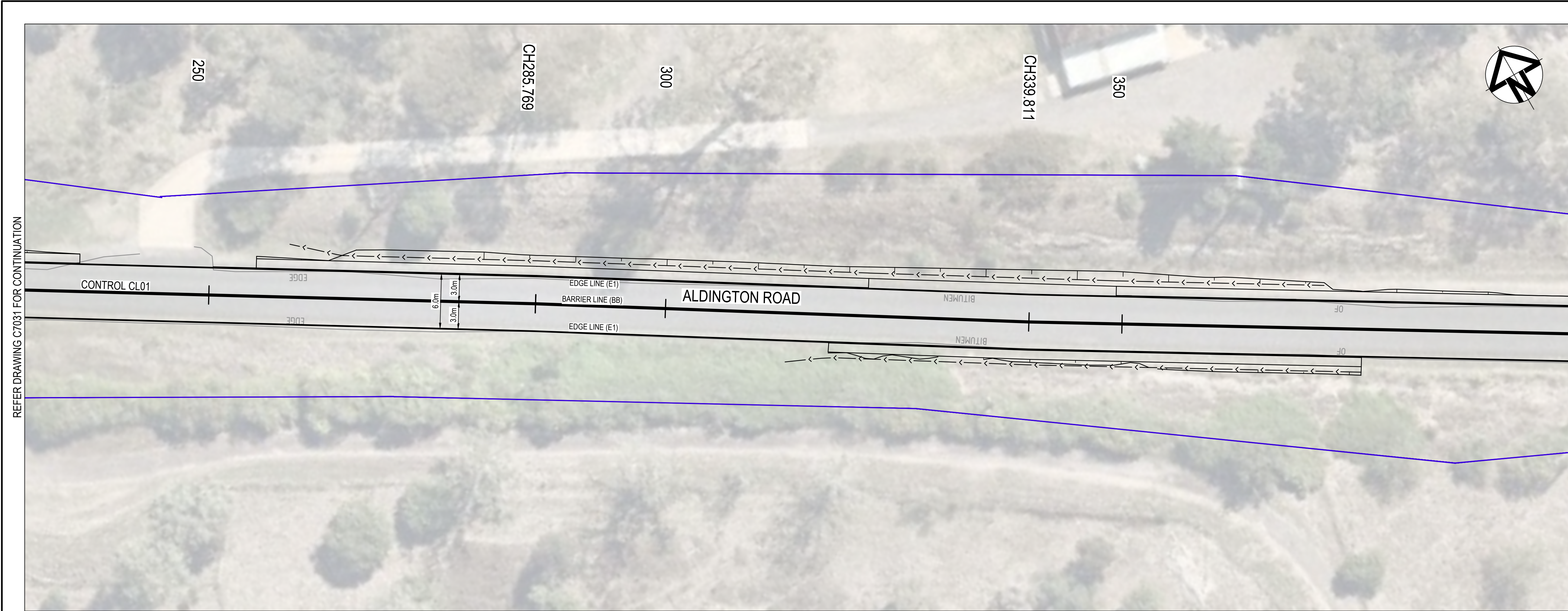
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Project  
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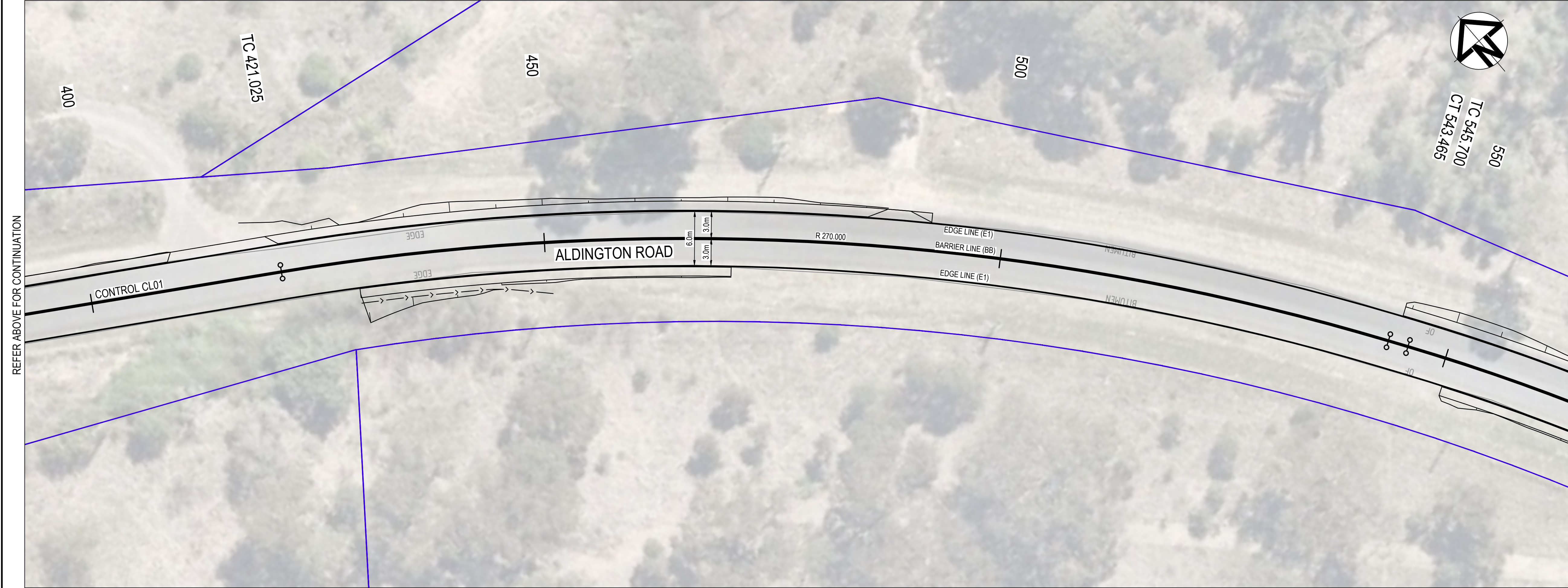
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Drawing No.	Project No.	Issue
15-272-C7031	15-272	A

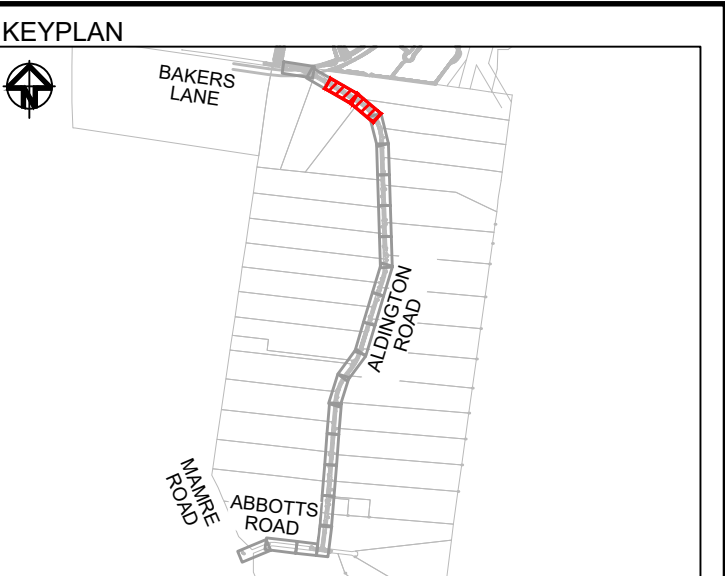




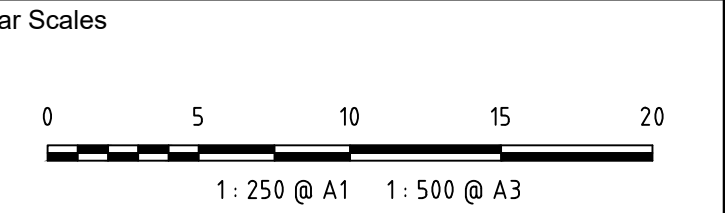
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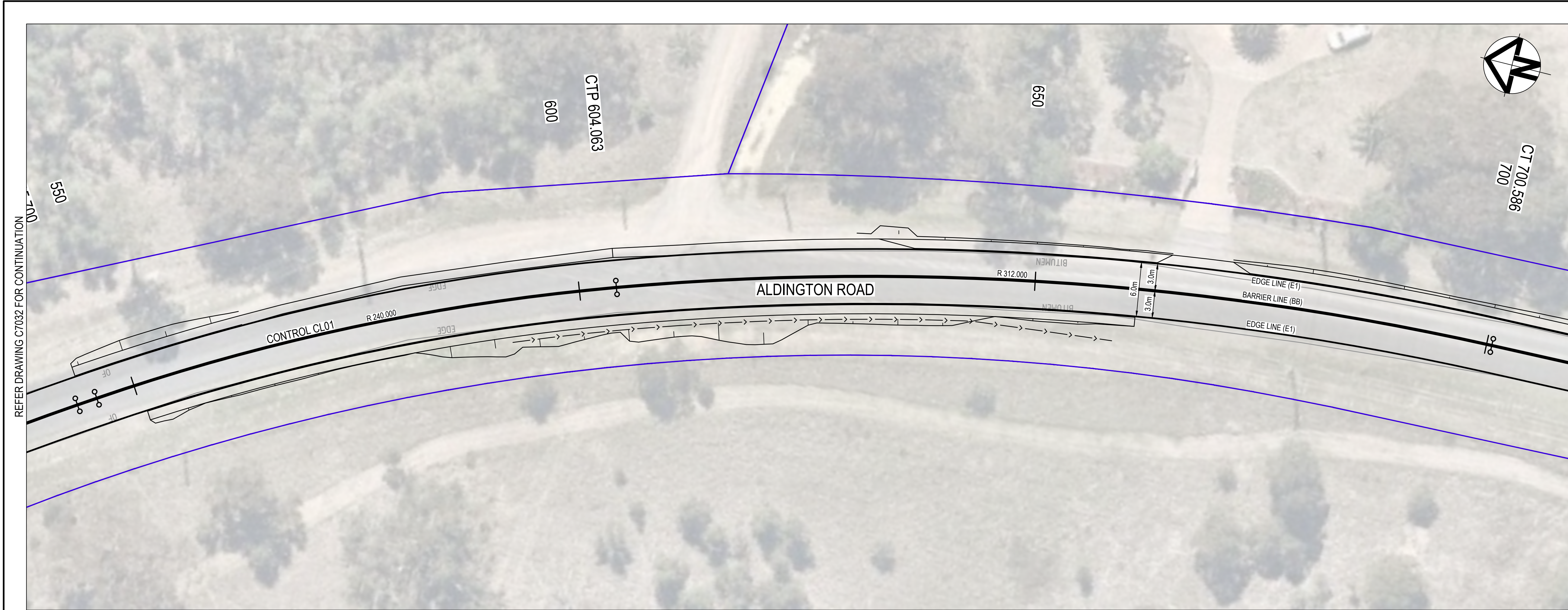
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ABN 96 130 882 405  
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Fax: 02 9923 1055  
www.atl.net.au  
info@atl.net.au

Project  
**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

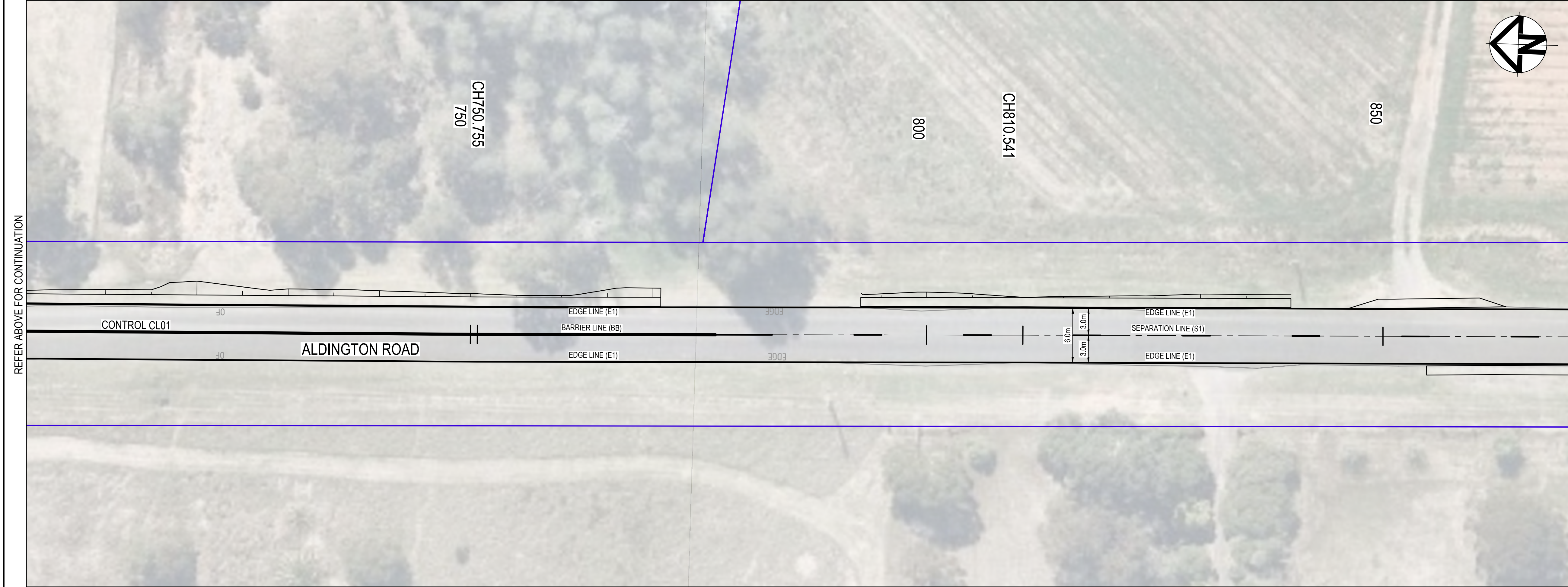
Title  
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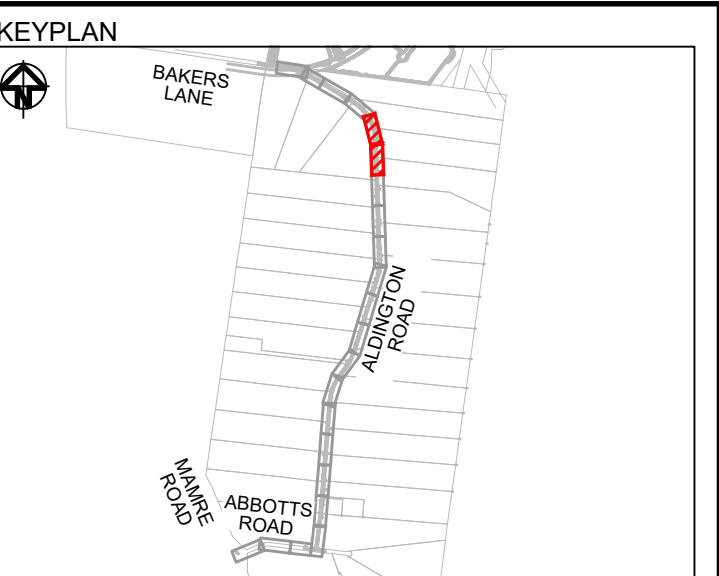




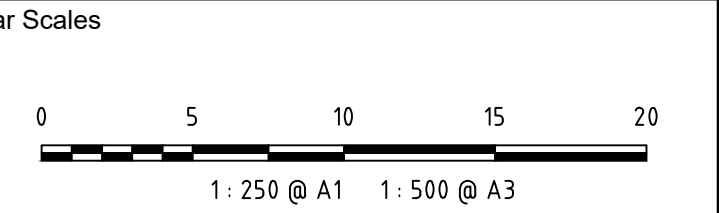
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1 : 250 @ A1



PAVEMENT MARKING SCHEDULE	
LONGITUDINAL LINES	
SEPARATION LINES	
S1	S1
BARRIER LINES	
BB	BB
EDGE LINES	
E1	E1
TRANSVERSE LINES	
GIVEWAY LINE	
TB	TB
NOTES:	
1. ALL SIGNAGE TO BE IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS 1742.	
2. ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH THE RMS DELINEATION MANUAL.	
3. TRANSITION LINEMARKING TO SUIT EXISTING WHERE REQUIRED.	
4. RELOCATE/ REMOVE EXISTING SIGNS AS REQUIRED.	
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6. PROVIDE ADEQUATE APPROACH WARNING SIGNS DURING AND AFTER CONSTRUCTION.	
7. ALL LINEMARKING TO BE WHITE IN COLOUR WITH THE EXCEPTION OF C2 AND C3 LINES AND LINEMARKING ON CONCRETE PAVEMENTS WHICH ARE TO BE YELLOW.	



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P1	ISSUED FOR INFORMATION	01-06-20
Issue	Description	Date

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Status	FOR APPROVAL	A1
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		Drawn	GB
		Designed	GB
Height Datum	AHD	Checked	AL
Grid	MGA	Approved	AL



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www.atl.net.au  
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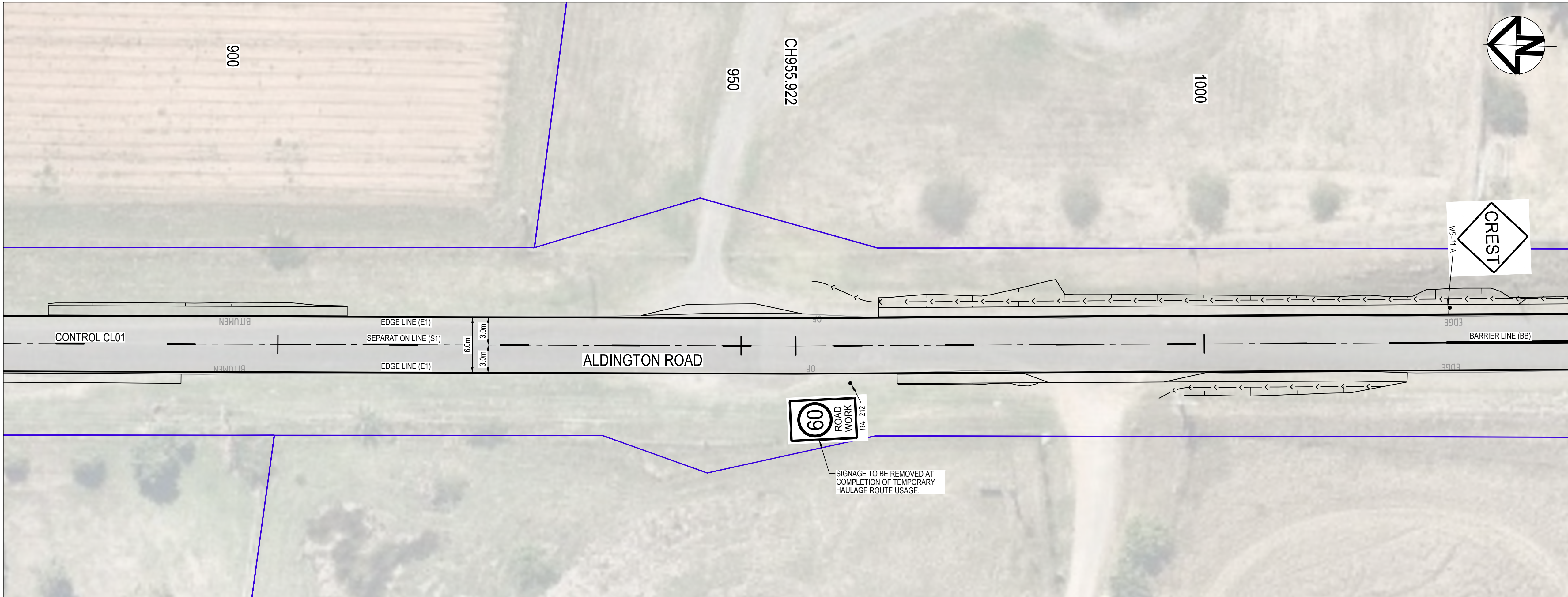
Project  
**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title  
**PARKING MARKING AND SIGNPOSTING PLAN SHEET 3**

Drawing No.	Project No.	Issue
15-272-C7033	15-272	A

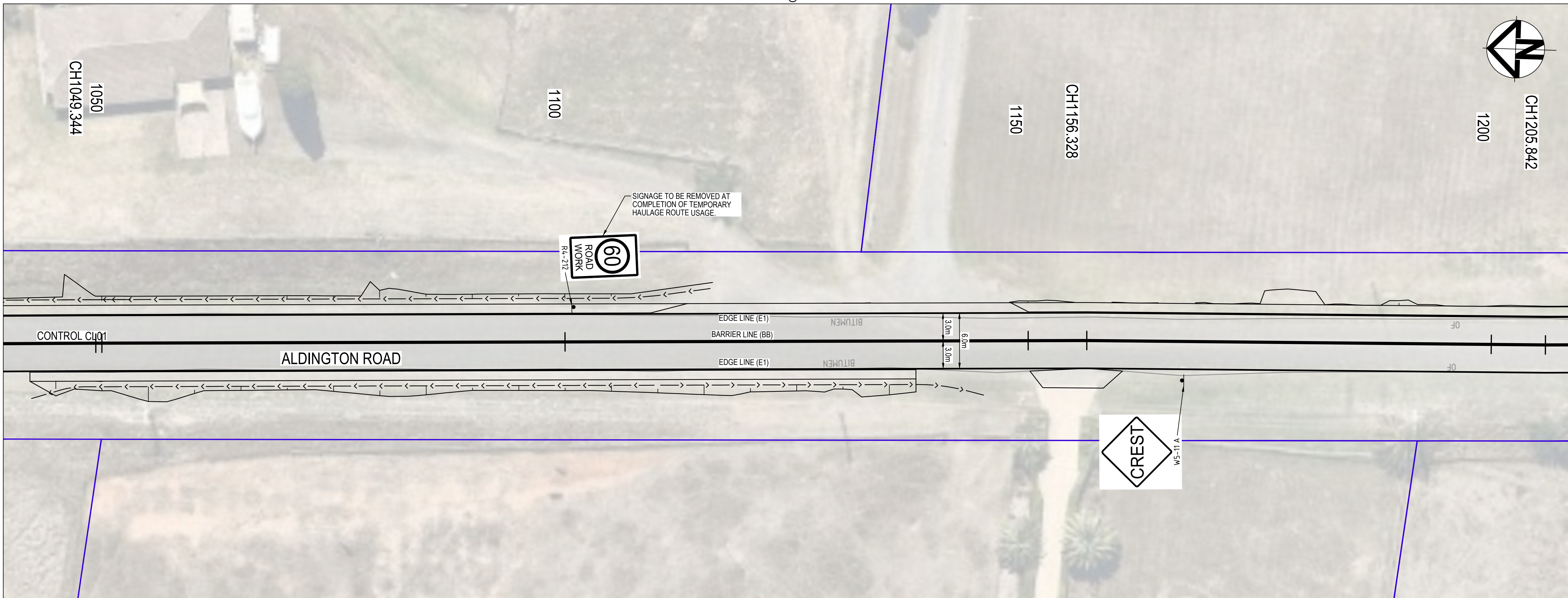


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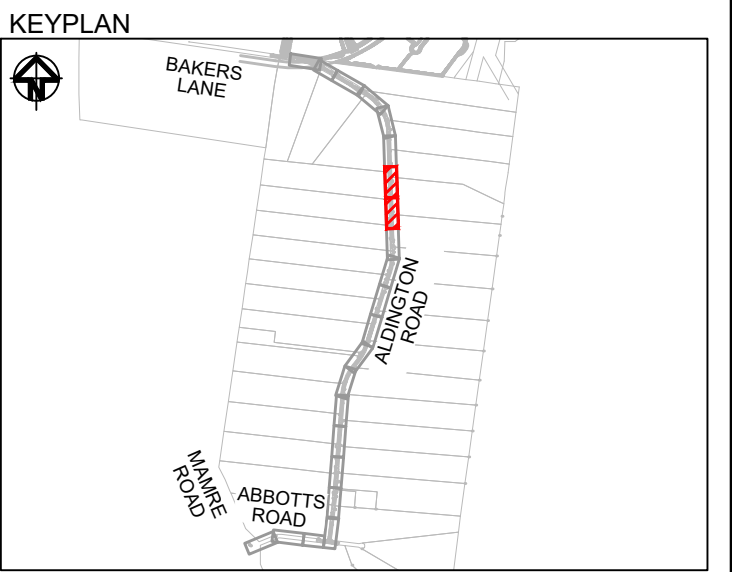


PLAN  
1 : 250 @ A1

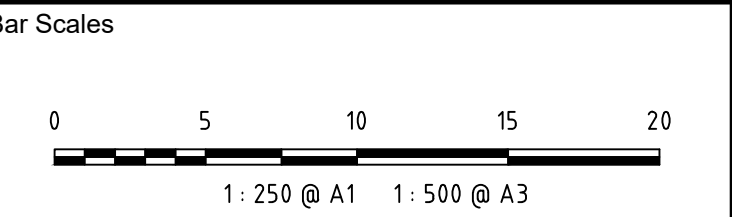
REFER ABOVE FOR CONTINUATION



PLAN  
1 : 250 @ A1



PAVEMENT MARKING SCHEDULE	
LONGITUDINAL LINES	
SEPARATION LINES	
S1	S1
BARRIER LINES	
BB	BB
EDGE LINES	
E1	E1
TRANSVERSE LINES	
GIVEWAY LINE	
TB	TB
NOTES:	
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Status	FOR APPROVAL	A1
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Scales		15-272-C7034.dwg	
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	Designed	GB	
Height Datum	AHD	Checked	AL
Grid	MGA	Approved	AL



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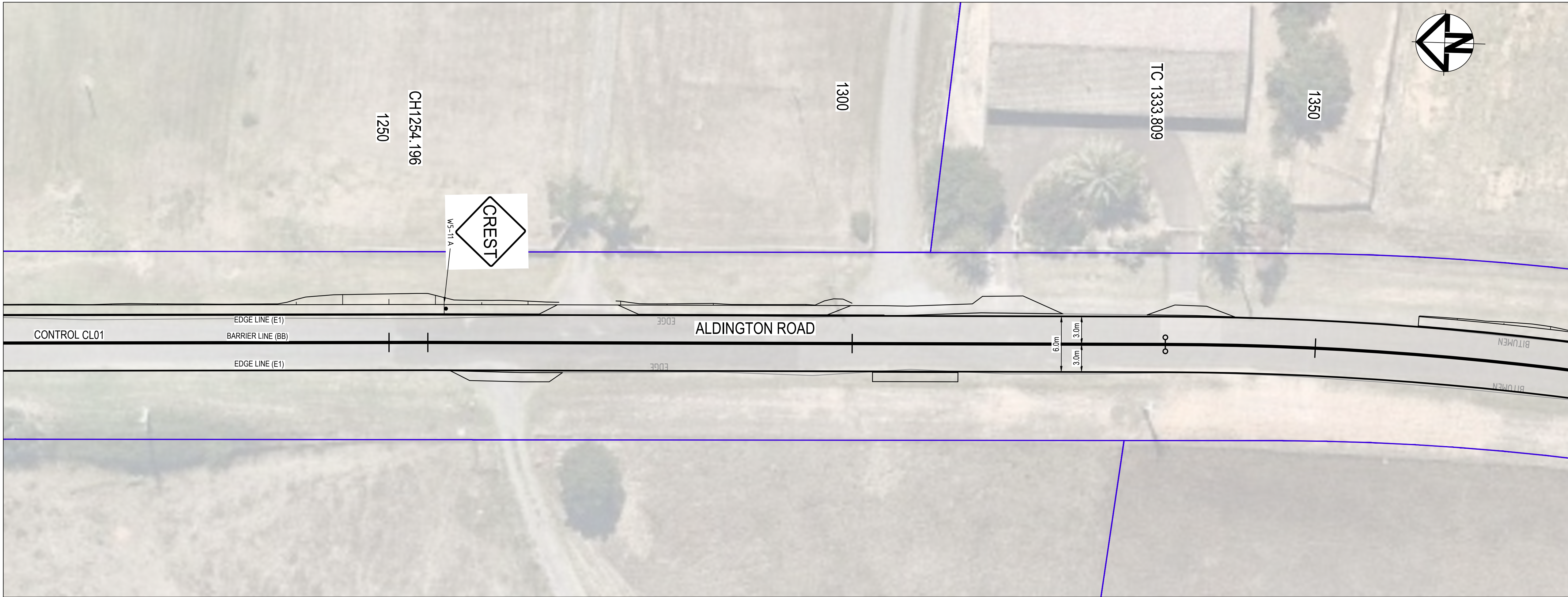
Project  
**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title  
**PARKING MARKING AND SIGNPOSTING PLAN SHEET 4**

Drawing No.	Project No.	Issue
15-272-C7034	15-272	A

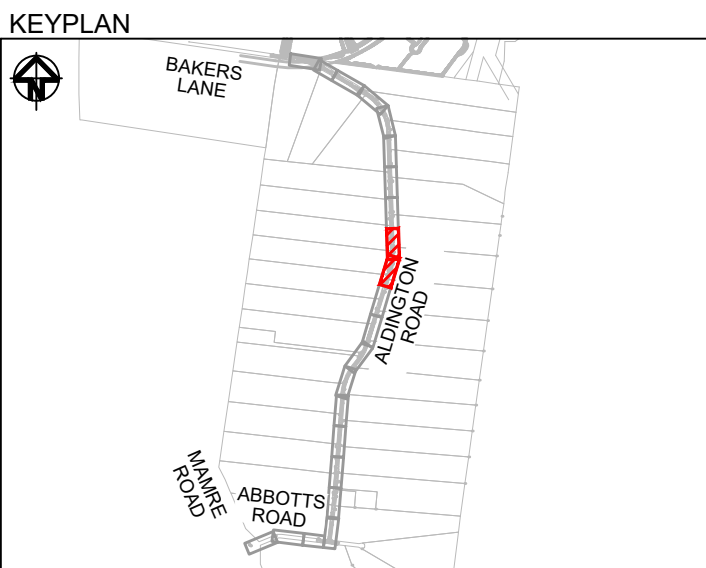


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PLAN  
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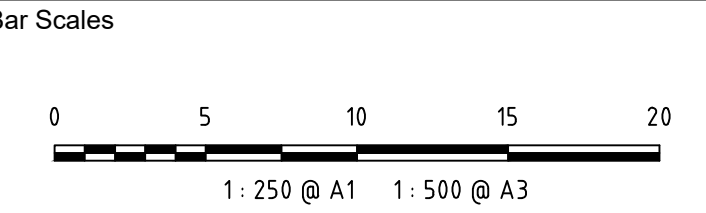
REFER BELOW FOR CONTINUATION



PAVEMENT MARKING SCHEDULE

LONGITUDINAL LINES	
SEPARATION LINES	
S1	S1
BARRIER LINES	
BB	BB
EDGE LINES	
E1	E1
TRANSVERSE LINES	
GIVEWAY LINE	
TB	TB

- NOTES:
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  - ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH THE RMS DELINEATION MANUAL.
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Issue	Description	Date
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P1	ISSUED FOR INFORMATION	01-06-20

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Status	FOR APPROVAL	A1
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Scales	1 : 250 @ A1	15-272-C7035.dwg	
		Drawn	GB
		Designed	GB
Height Datum	AHD	Checked	AL
Grid	MGA	Approved	AL



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Project

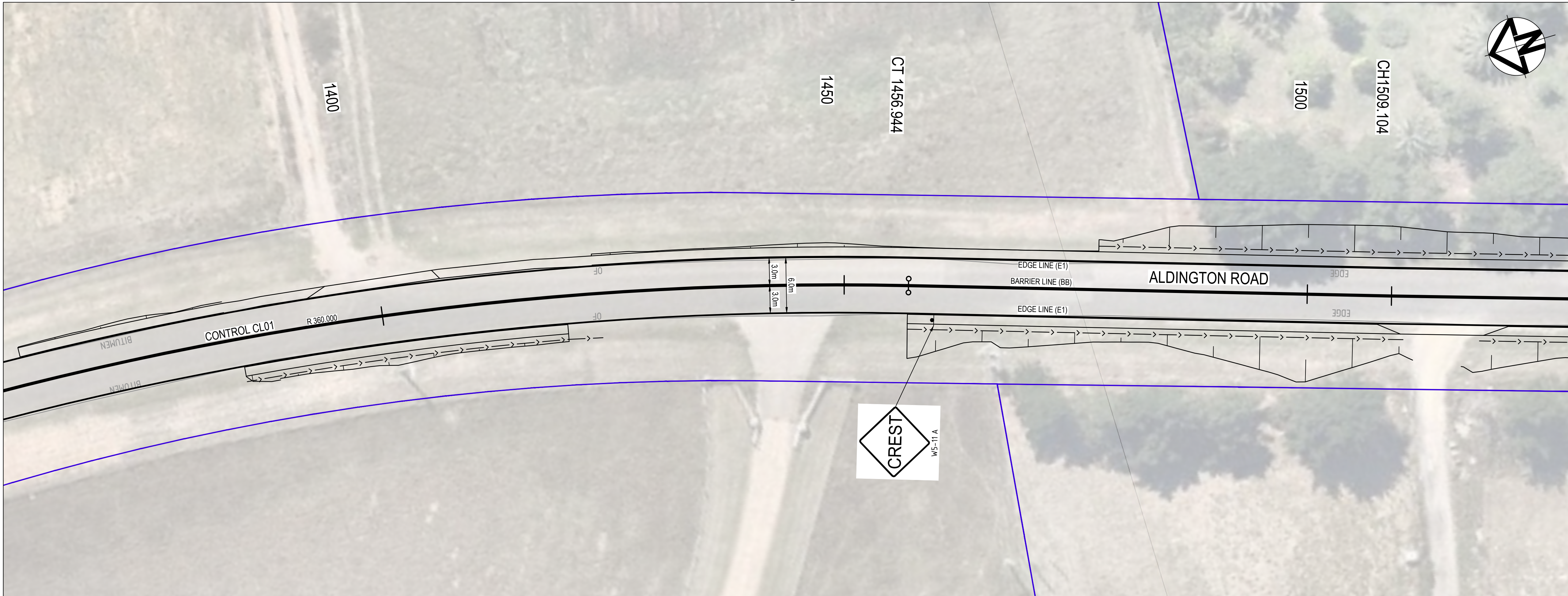
**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title

**PARKING MARKING AND SIGNPOSTING PLAN SHEET 5**

Drawing No.	Project No.	Issue
15-272-C7035	15-272	A

REFER ABOVE FOR CONTINUATION

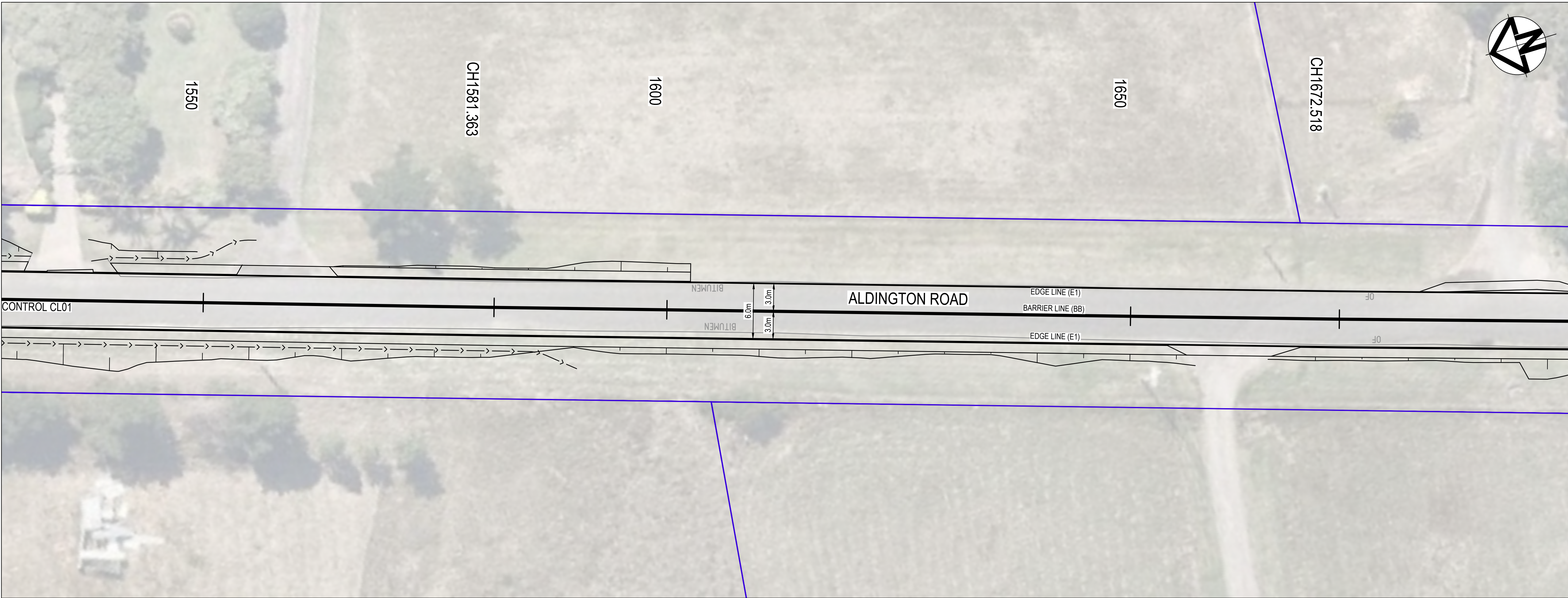


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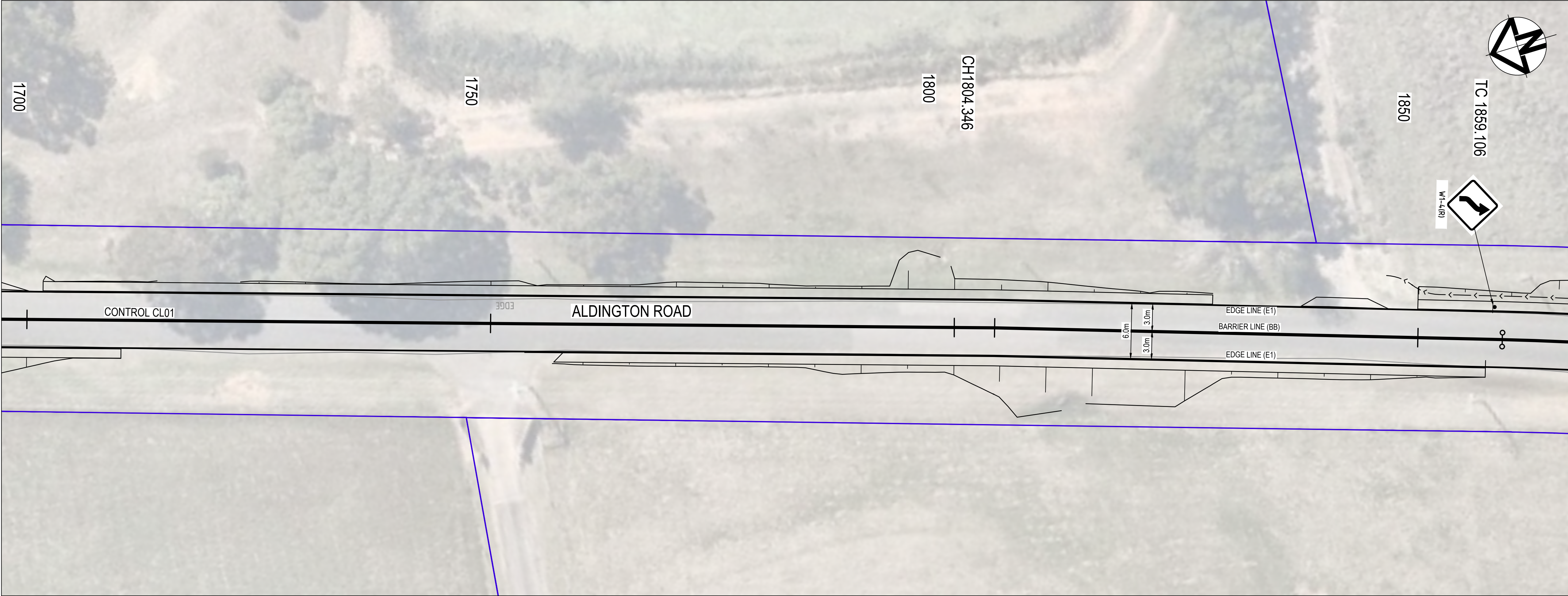


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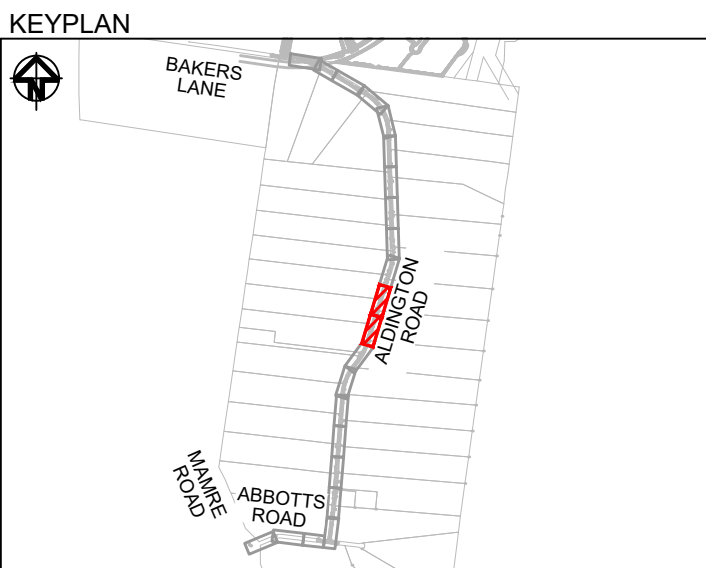


PLAN  
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REFER ABOVE FOR CONTINUATION



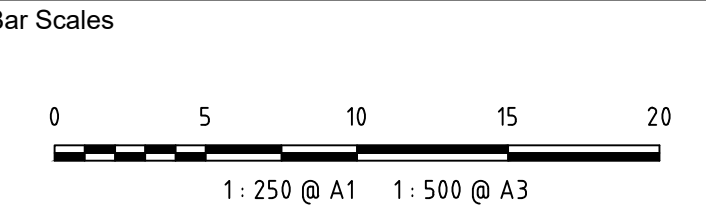
PLAN  
1 : 250 @ A1



#### PAVEMENT MARKING SCHEDULE

LONGITUDINAL LINES	
SEPARATION LINES	
S1	S1
BARRIER LINES	
BB	BB
EDGE LINES	
E1	E1
TRANSVERSE LINES	
GIVEWAY LINE	
TB	TB

- NOTES:
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		Drawn	GB
		Designed	GB
Height Datum	AHD	Checked	AL
Grid	MGA	Approved	AL



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Project

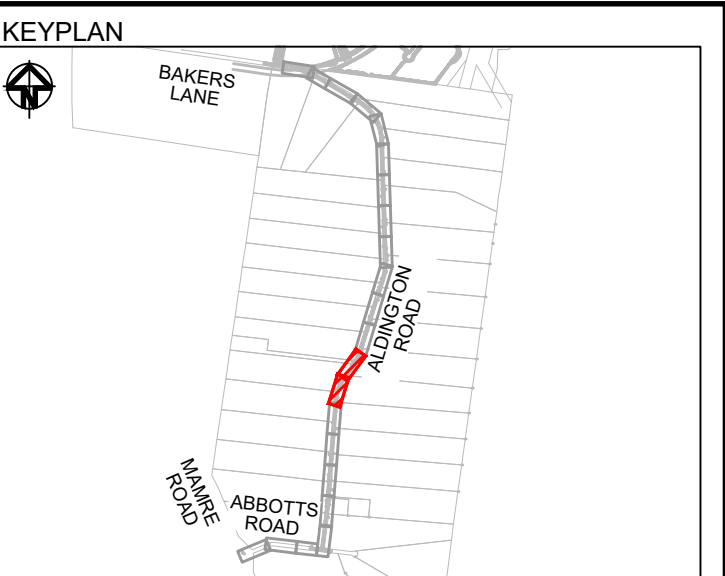
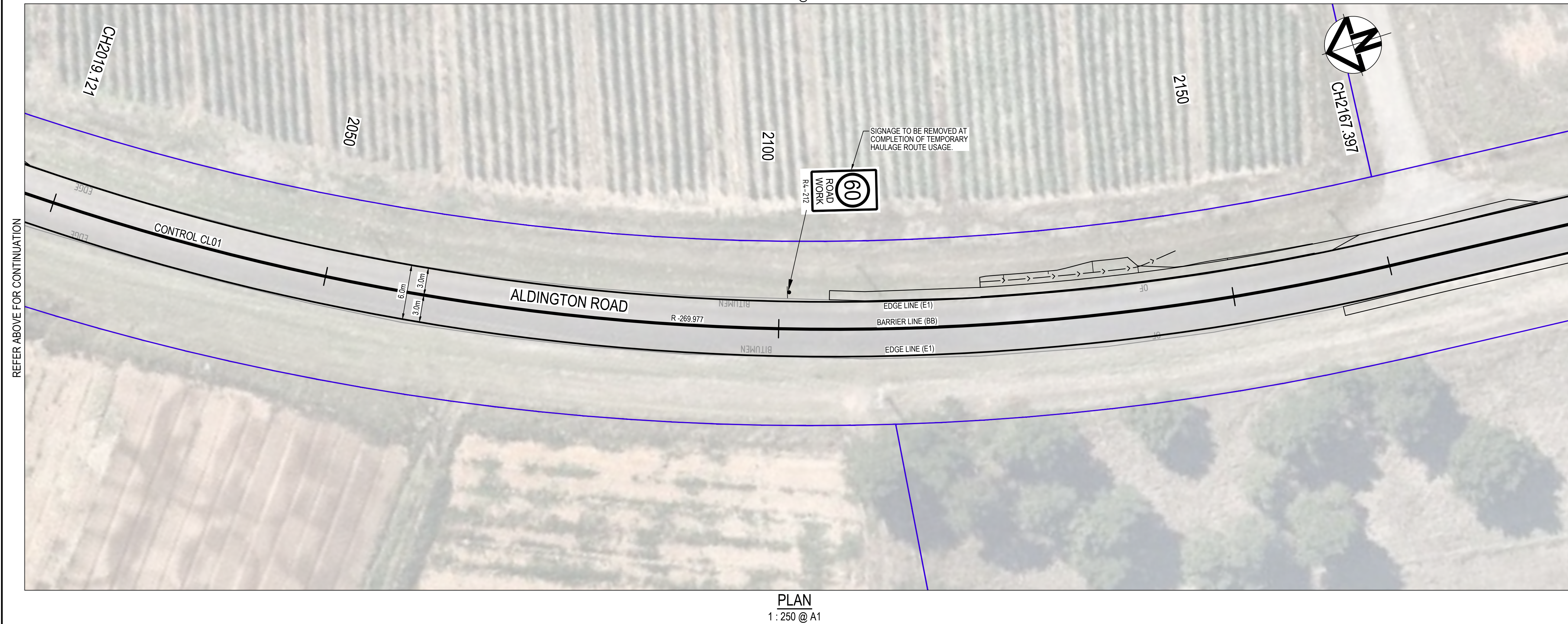
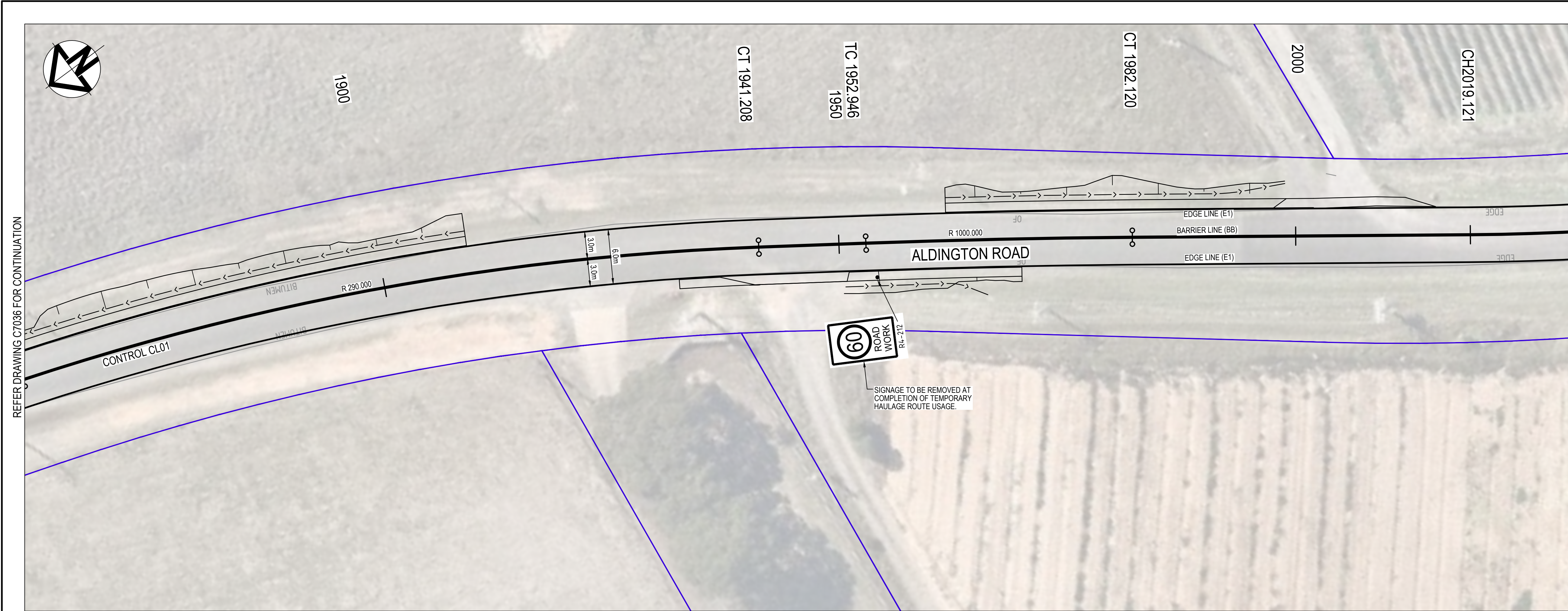
**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title

**PARKING MARKING AND SIGNPOSTING PLAN SHEET 6**

Drawing No.	Project No.	Issue
15-272-C7036	15-272	A





PAVEMENT MARKING SCHEDULE

LONGITUDINAL LINES

SEPARATION LINES

S1

BARRIER LINES

BB

EDGE LINES

E1

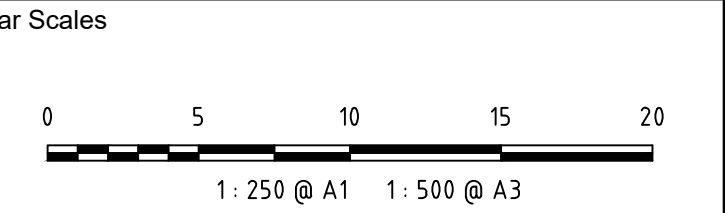
TRANSVERSE LINES

GIVEWAY LINE

TB

NOTES:

1. ALL SIGNAGE TO BE IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS 1742.
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Scales	1 : 250 @ A1	15-272-C7037.dwg
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	Designed	GB
Height Datum	AHD	Checked
Grid	MGA	Approved
		AL



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**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

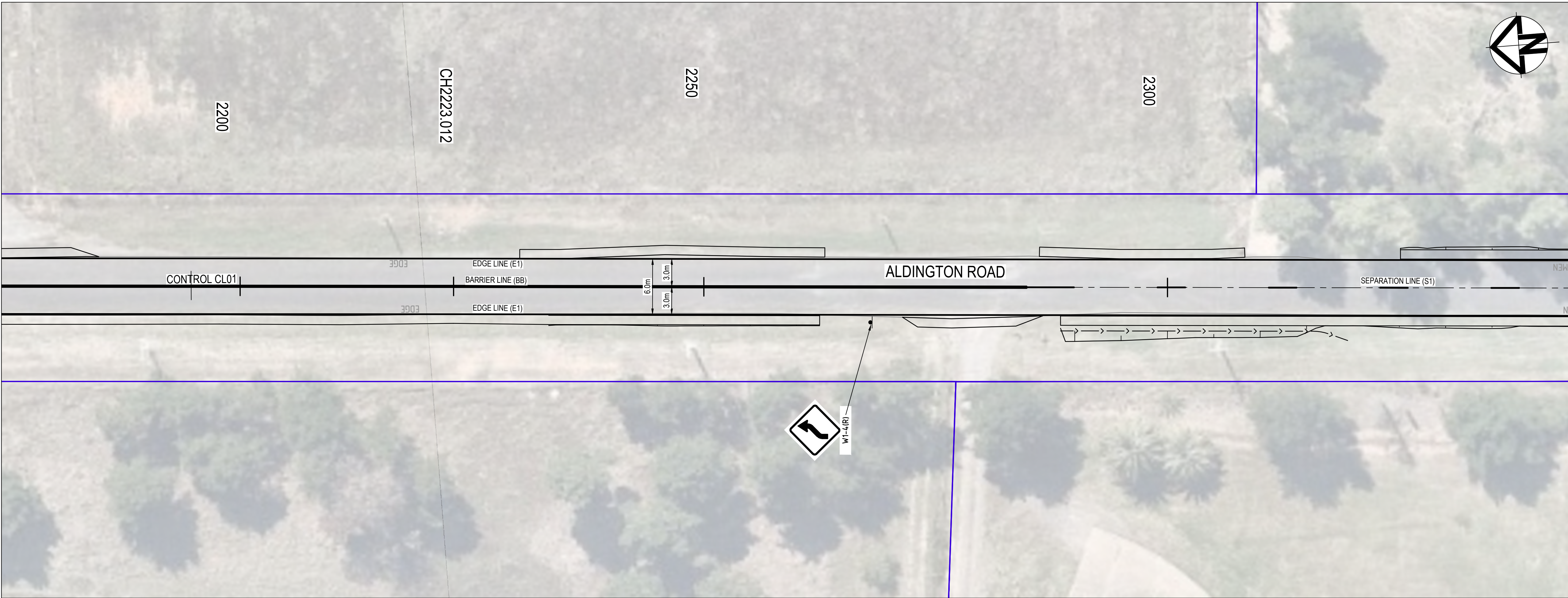
Title

**PARKING MARKING AND SIGNPOSTING PLAN SHEET 7**

Drawing No.	Project No.	Issue
15-272-C7037	15-272	A

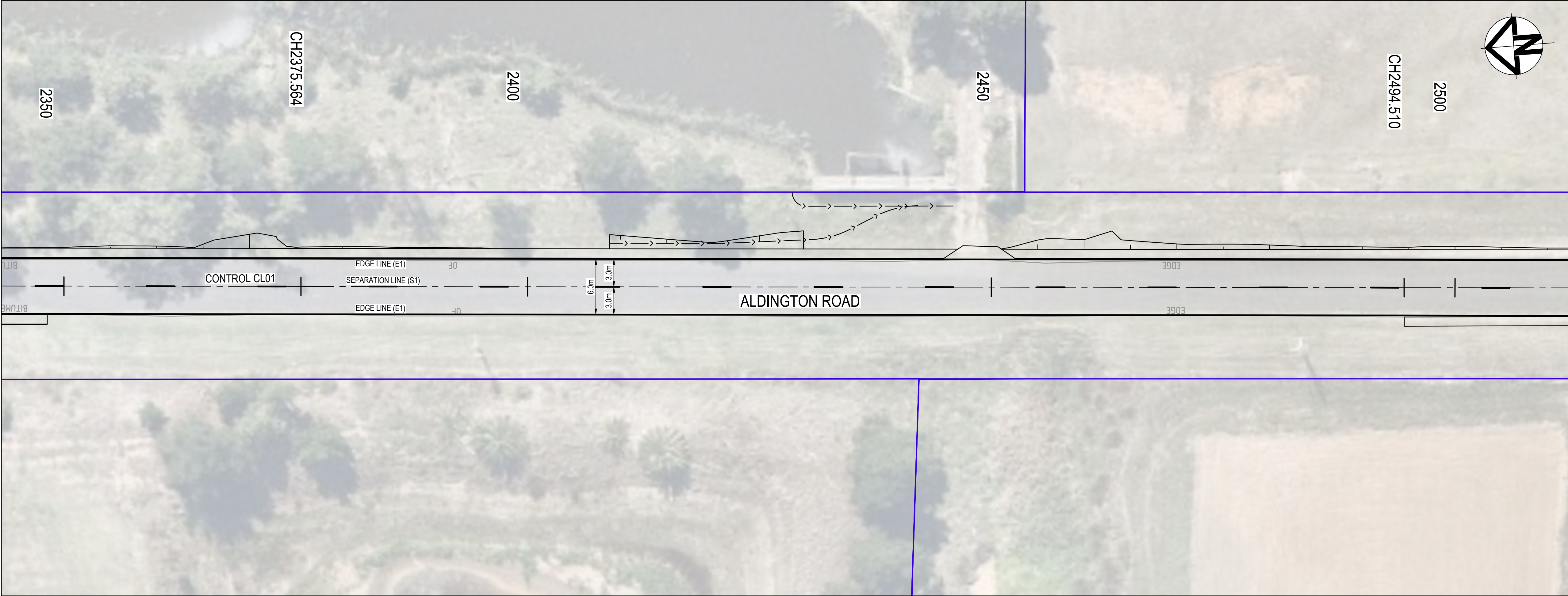


REFER DRAWING C7037 FOR CONTINUATION

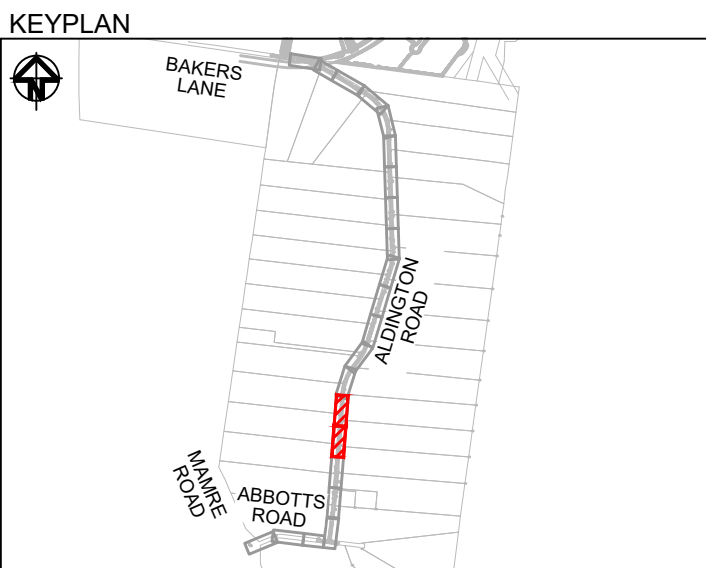


PLAN  
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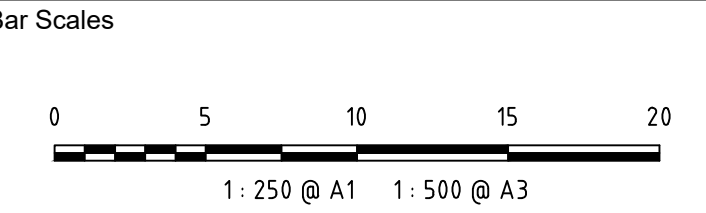
REFER ABOVE FOR CONTINUATION



PLAN  
1 : 250 @ A1



PAVEMENT MARKING SCHEDULE	
LONGITUDINAL LINES	
SEPARATION LINES	
S1	S1
BARRIER LINES	
BB	BB
EDGE LINES	
E1	E1
TRANSVERSE LINES	
GIVEWAY LINE	
TB	TB
NOTES:	
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		Designed	GB
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Project

**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

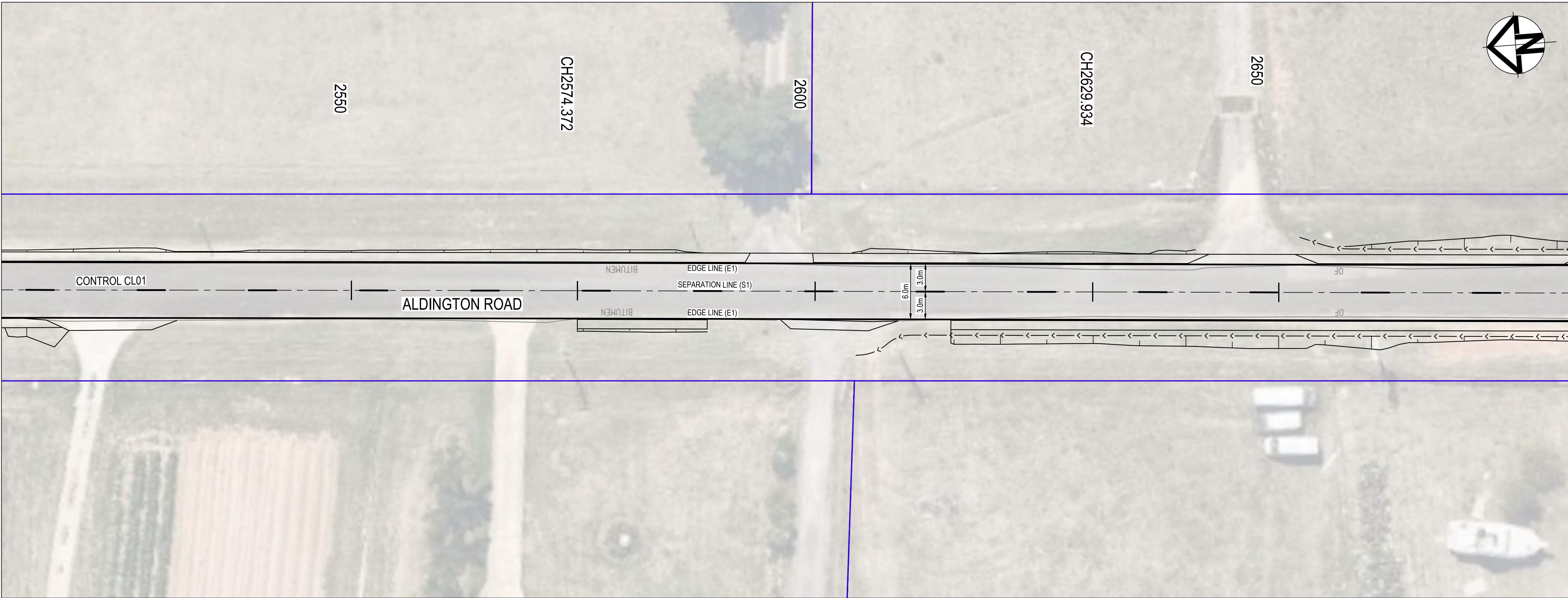
Title

**PARKING MARKING AND SIGNPOSTING PLAN SHEET 8**

Drawing No.	Project No.	Issue
15-272-C7038	15-272	A

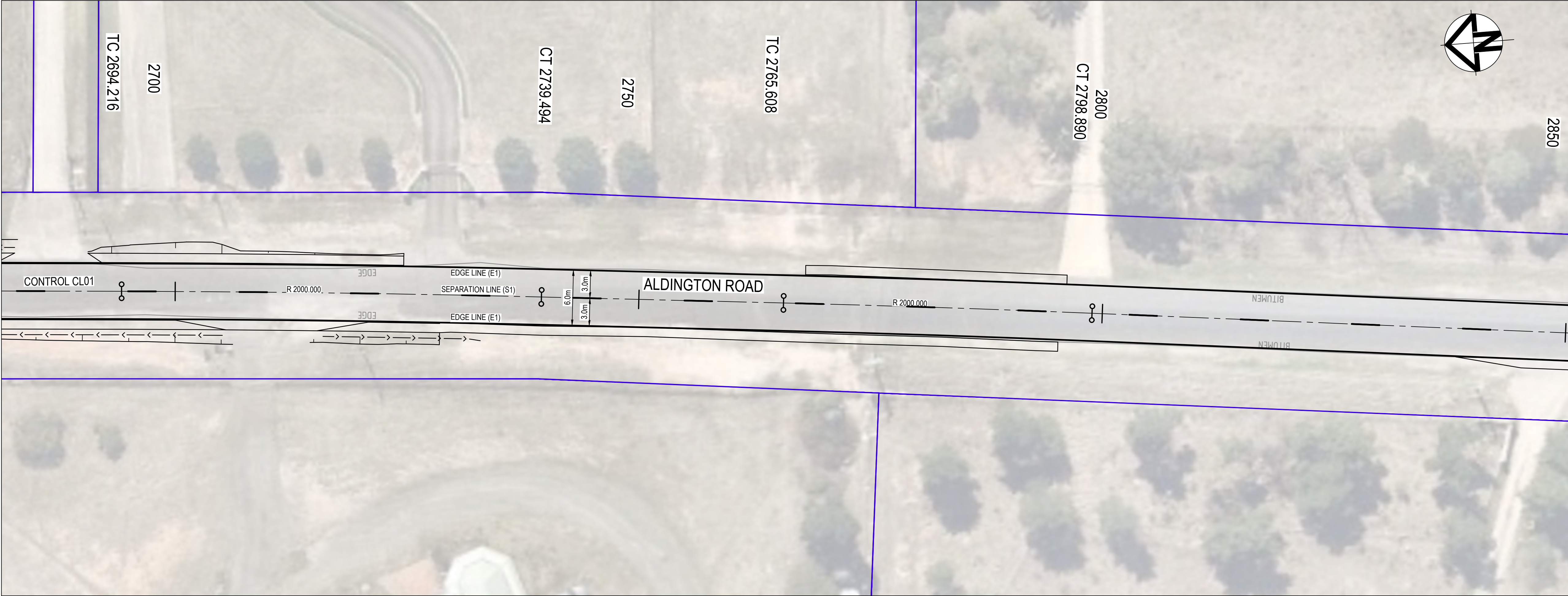


REFER DRAWING C7038 FOR CONTINUATION

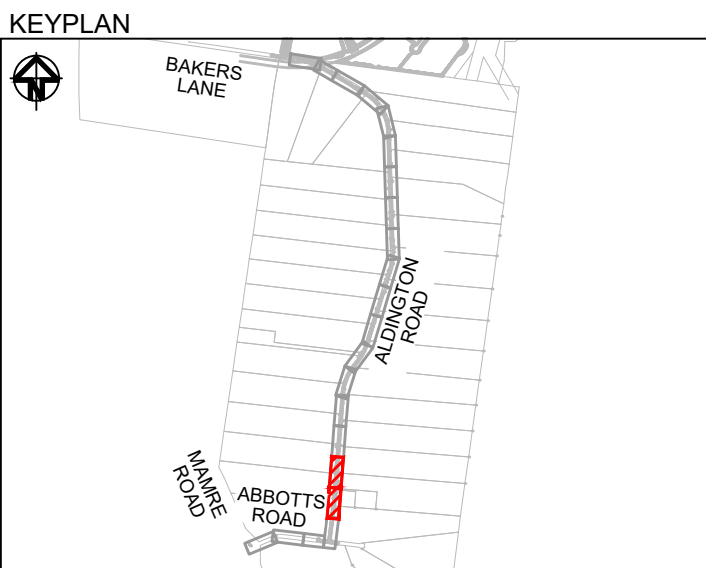


PLAN  
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REFER ABOVE FOR CONTINUATION



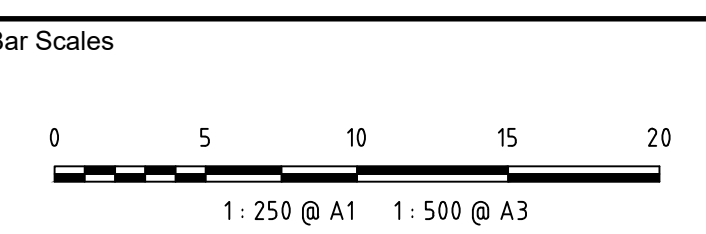
PLAN  
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PAVEMENT MARKING SCHEDULE

LONGITUDINAL LINES	
SEPARATION LINES	
S1	S1
BARRIER LINES	
BB	BB
EDGE LINES	
E1	E1
TRANSVERSE LINES	
GIVEWAY LINE	
TB	TB

- NOTES:
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		Designed	GB
Height Datum	AHD	Checked	AL
Grid	MGA	Approved	AL



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Project

**PROPOSED INDUSTRIAL DEVELOPMENT OAKDALE WEST**

Title

**PARKING MARKING AND SIGNPOSTING PLAN SHEET 9**

Drawing No.	Project No.	Issue
15-272-C7039	15-272	A













## **Annexure B**





Our reference: SSD 10397 (MDA20/0002)  
Contact: Stephen Masters  
Telephone: 4732 7759

15 June 2020

Goodman Property Services  
L17, 60 Castlereagh Street  
Sydney NSW 2000

**Attention: Alasdair Cameron**

Dear Alasdair

**Re: EA20/0016 Roads Act Approval for works in Aldington Road and Abbotts Road, Kemps Creek**

Under Section 138 of the Roads Act 1993, approval is granted for works in the road reserve of Aldington Road and Abbotts Road, Kemps Creek as detailed by Condition No. B11 of SSD 10397 and in accordance with the stamped approved plans by AT&L listed in the attached Annexure.

Approval is subject to the following conditions:

1. All works shall be undertaken in accordance with the approved plans, Penrith City Council's Engineering Construction Specification for Civil Works and at the direction of Penrith City Council.
2. The contractor is to notify all affected residents in writing two (2) days prior to the commencement of construction. Vehicular access to all properties is to be maintained throughout the construction. The contractor's contact details are to be included in the letter.
3. Inspections are to be undertaken in accordance with the requirements of Penrith City Council's Engineering Construction Specification for Civil Works and at the direction of Penrith City Council Officers.
4. All new areas of pavement are to be sealed to the existing pavement to the satisfaction of Council.
5. The Principal Certifying Authority shall not issue an Occupation Certificate for the building development until such times as Council has provided written confirmation that all works under this approval have been completed to the satisfaction of Council.
6. The approved engineering plans that are associated with this Roads Act Approval are subject to any recommendations that are made during either the Local Traffic Committee or Council's Ordinary meeting.

For further information in respect of this approval, please contact Arsh Singh Development Engineer on 4732 7759.

Yours sincerely

Stephen Masters  
**Senior Engineer – Major Developments**

## Annexure A

### APPROVED DOCUMENTS LISTING:

#### **Plans by AT&L - Project No 15-272 - Proposed Industrial Development Oakdale West**

<b>Drawing</b>	<b>Rev No.</b>	<b>Date</b>	<b>Description</b>
15-272-C7000	A	03.06.2020	Cover Sheet, Drawing List and Locality Plan
15-272-C7001	A	03.06.2020	General Notes
15-272-C7002	A	03.06.2020	General Arrangement Plan
15-272-C7005	A	03.06.2020	Typical Sections Sheet 1
15-272-C7006	A	03.06.2020	Typical Sections Sheet 2
15-272-C7007	A	03.06.2020	Siteworks Details
15-272-C7011	A	03.06.2020	Roadworks Plan Sheet 1
15-272-C7012	A	03.06.2020	Roadworks Plan Sheet 2
15-272-C7013	A	03.06.2020	Roadworks Plan Sheet 3
15-272-C7014	A	03.06.2020	Roadworks Plan Sheet 4
15-272-C7015	A	03.06.2020	Roadworks Plan Sheet 5
15-272-C7016	A	03.06.2020	Roadworks Plan Sheet 6
15-272-C7017	A	03.06.2020	Roadworks Plan Sheet 7
15-272-C7018	A	03.06.2020	Roadworks Plan Sheet 8
15-272-C7019	A	03.06.2020	Roadworks Plan Sheet 9
15-272-C7020	A	03.06.2020	Roadworks Plan Sheet 10
15-272-C7021	A	03.06.2020	Roadworks Plan Sheet 11



**Senior Engineer –  
Major Developments**

**Annexure A**

**APPROVED DOCUMENTS LISTING (Cont'):**

**Plans by AT&L - Project No 15-272 - Proposed Industrial Development  
Oakdale West**

<b>Drawing</b>	<b>Rev No.</b>	<b>Date</b>	<b>Description</b>
15-272-C7031	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 1
15-272-C7032	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 2
15-272-C7033	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 3
15-272-C7034	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 4
15-272-C7035	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 5
15-272-C7036	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 6
15-272-C7037	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 7
15-272-C7038	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 8
15-272-C7039	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 9
15-272-C7040	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 10
15-272-C7041	A	03.06.2020	Pavement Marking and Signposting Plan Sheet 11



**Senior Engineer –  
Major Developments**



## **Annexure C**

<b>PENRITH</b> CITY COUNCIL	<h2 style="text-align: center;">Engineering Certificate of Inspection</h2>	<b>Project numbers</b>  <b>EA20/0016</b>  <b>SSD10397</b>  <b>MDA20/0002</b>
--------------------------------	--	--

Engineering Works at: Aldington Road & Abbotts Road, Kemps Creek

Date: 26/6/2020

**Work Inspected**

### **Final Inspection Certificate**

All works completed on Aldington Road & Abbotts Road as approved under EA20/0016 are to Penrith City Council's satisfaction. No objections are raised for the use of Aldington Road & Abbotts Road by heavy vehicles to access Oakdale West Estate construction site.

NOTE:

**Contractor's Name: Goodman**

**Contractor's Representative Name: Alasdair Cameron**

**Inspecting Officer: Brett Smith    Arsh Singh**