

ESR AUSTRALIA

CONSTRUCTION TRAFFIC
MANAGEMENT PLAN FOR
HUNTINGWOOD INDUSTRIAL ESTATE

AUGUSTA STREET, HUNTINGWOOD

FEBRUARY 2025
(Revised 27 February 2025)

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I. INTRODUCTION

I.1 This Construction Traffic Management Plan (CTMP) has been prepared by Colston Budd Rogers & Kafes Pty Ltd on behalf of ESR Australia to support the State Significant Development (SSD 36138263) for the proposed Huntingwood Industrial Estate (the Development) at Augusta Street, Huntingwood (the Site).

I.2 The CTMP has been prepared with reference to:

- The SSD 36138263 Development Consent and the included conditions of consent (CoC);
- Environmental Impact Statement (EIS, Urbis, 12 September 2023);
- The SSD 36138263 Planning Secretary's Environmental Assessment Requirements which were issued in November 2023.

I.3 Consent conditions B1, B2, B19 and B20 are as follows:

Traffic and Access

B1. Construction Traffic Management Plan

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

- (a) be prepared by a suitably qualified and experienced person(s);*
 - (b) be prepared in consultation with Council and TfNSW;*
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- (c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;
- (d) detail heavy vehicle routes, parking and access arrangements, including any proposed direct construction access from the Great Western Highway;
- (e) 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; minimise road traffic noise; and
 - (iii) ensure truck drivers use specified routes;
- (f) include a program to monitor the effectiveness of these measures; and
- (g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.

B2. The Applicant must:

- (a) not commence construction until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and
- (b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.

Hours of Work

B19. The Applicant must:

Table 2: Hours of Work		
Activity	Day	Time
Earthworks and construction	Monday – Friday	7am to 6pm
	Saturday	8am to 1pm
Operation	Monday - Sunday	24 hours

B20. Works outside of the hours identified in condition B19 may be undertaken in the following circumstances:

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

Site Context

I.4 The Development seeks to construct and operate a modern industrial warehouse and distribution precinct which would be located at Augusta Street, Huntingwood East within the Blacktown local government area. The Site comprises multiple parcels of land and is legally described as:

- Lot 1 DP835264;
 - Lots 218-219 DP457024;
 - Lot 2151 DP135859;
 - Lot 2 DP516449;
 - Lots 163-164, 168-188 and 216 DP8716;
 - Lot 1 DP119616;
 - Lots 4-6 DP226294;
 - Lots 50-52 DP1144623;
 - Lot 7 DP803359;
 - Lots 6-10 DP801210;
 - Lot 4 DP585492;
 - Lot 4 DP583442;
 - Lot 2 DP1263824.
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- I.5 The Site is approximately 34km west of the Sydney CBD and approximately 3.3km south of the Blacktown commercial centre.
- I.6 The Site comprises a total of 26.64ha of undeveloped industrial zoned land within the Western Sydney Employment Area. The Site is immediately adjacent to two main roads, the Great Western Highway and the M4, bordering the north and south of the Site, respectively.
- I.7 Access to the Site is currently obtained via Flushcombe Road and Augusta Street. Flushcombe Road intersects with the Greater Western Highway, providing east-west access to the metropolitan road network. The region features a mix of land uses, including residential and employment generating activities. The Huntingwood and Pemulwuy industrial estates are located to the west and south-east. The Prospect Reservoir is approximately 1km south of the Site, adjacent to the Western Sydney Parklands.
- I.8 The majority of the Site is currently owned by Huntingwood Property Trust. Landowners consent has been obtained from the current owners of the remaining land which is to be acquired (i.e. Blacktown City Council and Amplitel Pty Ltd) to facilitate lodgement of the SSD 36138263 Development Application.
- I.9 The Development involves:
- Site earthworks, including cutting and filling, required to deliver large-scale warehouse buildings;
 - Construction and fit-out of four buildings (comprising 15 warehouse tenancies) including:
 - Warehouse Building 1, single-level (maximum building height 17.39m);
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- Warehouse Building 2, single-level (maximum building height 19.61m);
 - Warehouse Buildings 3 & 4, single-level (maximum building height 19.4m);
 - Warehouse Building 5, multi-level (maximum building height 34.84m).
- A total of 134,565m² of gross floor area will be provided in the above buildings, comprising:
 - Warehouse: 128,027m²;
 - Office: 6,538m².
- Vehicle access to Warehouses 1-4 is via Augusta Street and Flushcombe Road. A new intersection providing access from the Great Western Highway will enable access to Warehouse 5.
- On site car parking provision of 951 spaces, including an overflow car parking area to satisfy Council's parking requirements, as well as forecast demand.
- Riparian planting and landscaping within the conservation areas and along the site boundaries.
- Business and building identification signage.
- Consolidation of the existing lots and subdivision into three Torren title lots.

1.10 The Site has been cleared but is undeveloped with scattered trees across the western boundary and southern boundaries and in the north-eastern corner. Blacktown Creek runs north-south through the central part of the Site with riparian vegetation along this corridor.

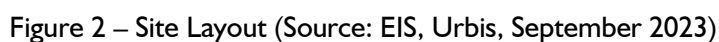
1.11 The Development does not include the remediation of the land or demolition of existing structures. These are to be undertaken via exempt development and Complying Development Certificate (CDC) pathways.

- I.12 The Development site is indicated by red outline on Figure I and the site layout for the Development is shown in Figure 2.



Figure I – Site Location (Source: EIS, Urbis, September 2023)

- I.13 The Site is affected by multiple easements and restrictions including:
- ❑ multiple easements up to 30 metres wide for transmission lines along the southern part of the site. the site features high voltage power lines along the southern side;
 - ❑ easement for water supply which runs north-south within the central part of the site, with associated nine metre wide and three metre wide easements for construction purposes.



- North: The Site adjoins the Great Western Highway. The land further north primarily comprises residential development including detached single and double storey dwellings. A small natural reserve known as Timbertop Reserve separates the residential development and associated landscaping;
- East: The land immediately to the east of the Site is vacant. The Prospect Highway is located further east, providing access to the M4 Motorway and the Great Western Highway. St Bartholomew's Church and Cemetery is located on the eastern side of the Prospect Highway;

- ❑ South: The M4 Motorway runs along the southern boundary of the Site, with boundary landscaping provided for visual screening of the site. The land on the opposite side of the Motorway comprises recreational and entertainment facilities in the form of a water park and drive-in movie theatre;
- ❑ West: The land to the west comprises a number of industrial developments and a vacant site located on the south western corner of the intersection of the Great Western Highway and Flushcombe Road.

Development Consent Conditions

- I.15 This CTMP has been prepared with reference to the SSD-36138263 Development Consent. The conditions of consent are set out in Table I.1, with specific reference to the CTMP where these conditions have been addressed.

Table I.1: SSD-36138263 Development Consent Conditions	
Development Consent Conditions	Section of report
Construction Traffic Management	
<i>B1. Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:</i>	
<i>(a) be prepared by a suitably qualified and experienced person(s).</i>	The CTMP has been prepared by Stan Kafes. Traffic Control Work Card (TCT 0069143SEQ01).
<i>(b) be prepared in consultation with Council and TfNSW.</i>	The CTMP has been referred to Council and TfNSW for comment and consultation prior to finalisation.

Table I.1: SSD-36138263 Development Consent Conditions (cont.)	
Development Consent Conditions	Section of report
(c) <i>detail the measures that are to be implemented to ensure road safety and network efficiency during construction.</i>	Construction traffic effects are discussed in paragraphs 2.42 to 2.54.
(d) <i>detail heavy vehicle routes, parking and access arrangements, including any proposed direct construction access from the Great Western Highway.</i>	Heavy vehicle routes are discussed in paragraphs 2.25 to 2.28. Construction worker parking is discussed in paragraphs 2.55 to 2.58 Construction site access is discussed in paragraphs 2.29 to 2.33. With regards to construction access from the Great Western Highway, separate construction traffic management plans will be prepared for the external road works, including the provision of the temporary construction access from the Great Western Highway.
(e) <i>include a Driver Code of Conduct to:</i> (i) <i>minimise the impacts of earthworks and construction on the local and regional road network;</i> (ii) <i>minimise conflicts with other road users;</i> (iii) <i>minimise road traffic noise; and</i> (iv) <i>ensure truck drivers use specified routes</i>	Driver Code of Conduct is discussed in paragraphs 2.63 to 2.67 and in Appendix D.

Table 1.1: SSD-36138263 Development Consent Conditions (cont.)	
Development Consent Conditions	Section of report
<i>(f) include a program to monitor the effectiveness of these measures; and</i>	The principal contractor/s will be responsible for the management of the site, the movement of trucks on and off the site and the control of on-site loading during the period of construction. For matters relating to incidents and complaints of construction activity, the site manager will establish an incidents/complaints register and procedures to respond to incidents and issues. Truck drivers will be inducted and advised of the Driver Code of Conduct requirements for the site.
<i>(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes</i>	Community/public consultation is discussed in paragraphs 2.68 to 2.69.

Hours of Work			The hours of work detailed in Table 2 have been adopted during construction, as discussed in paragraphs 2.19 to 2.21.
B19. The Applicant must comply with the hours detailed in Table 2.			
Table 2: Hours of Work			
Activity	Day	Time	
Earthworks and Construction Operation	Mon-Fri	7am to 6pm	
	Sat	8am to 1pm	
	Mon-Sun	24 hours	

Table I.1: SSD-36138263 Development Consent Conditions (cont.)	
Development Consent Conditions	Section of report
<i>B20. Works outside of the hours identified in condition B19 may be undertaken in the following circumstances:</i>	
<i>(a) works that are inaudible at the nearest sensitive receivers;</i>	For work undertaken outside the hours identified in condition B20, is discussed in paragraphs 2.20 to 2.21.
<i>(b) works agreed to in writing by the Planning Secretary;</i>	
<i>(c) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons: or</i>	
<i>(d) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.</i>	

- I.16 During the preparation of the CTMP and in accordance with Consent Condition B1(b), Colston Budd Rogers & Kafes (CTMP) has undertaken consultation with Blacktown Council and TfNSW, as set out in Chapter 2 – Consultation with Authorities.
- I.17 The CTMP for the proposed Huntingwood Industrial Estate is presented in the following chapter.

2. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

2.1 The construction traffic management plan for the Huntingwood Industrial Estate is set down through the following sections:

- ❑ site location and road network;
- ❑ public transport;
- ❑ overall principles for traffic management;
- ❑ hours of work;
- ❑ construction methodology and staging works;
- ❑ truck routes;
- ❑ construction access arrangements;
- ❑ construction vehicle management,
- ❑ construction traffic effects;
- ❑ external road works;
- ❑ construction workers;
- ❑ pedestrians and cyclists;
- ❑ driver code of conduct;
- ❑ community public consultation; and
- ❑ construction traffic management plan.

Site Location and Road Network

2.2 The Site is located at Augusta Street, Huntingwood. It is bounded by the Great Western Highway to the north, M4 Western Motorway to the south, Flushcombe Road to the west and Prospect Highway to the east.

- 2.3 The proposed development includes construction and fit-out of four buildings (comprising 15 warehouse tenancies), including:
- Warehouse Building 1, single-level (maximum building height 17.39m);
 - Warehouse Building 2, single-level (maximum building height 19.61m);
 - Warehouse Buildings 3 & 4, single-level (maximum building height 19.4m);
 - Warehouse Building 5, multi-level (maximum building height 34.84m).
- 2.4 The Site has been cleared but is undeveloped with scattered trees across the western boundary and southern boundaries and in the north-eastern corner. Blacktown Creek runs north-south through the central part of the Site with riparian vegetation along the corridor.
- 2.5 The road network in the vicinity of the Site includes the Great Western Highway, Flushcombe Road and Augusta Street. In addition, the M4 Motorway (to the south), M7 Motorway (to the west) and Prospect Highway (to the east) are major roads that provide regional access to/from the employment zone located in Western Sydney.
- 2.6 The Great Western Highway runs in an east-west direction along the northern boundary of the Site. It is a multi-lane arterial road that connects Penrith in the west with Parramatta and Sydney CBD in the east. Major intersections along the Great Western Highway are traffic signal controlled. The kerb side lanes on the Great Western Highway (in both directions) are T2 transit lanes during the weekday morning and afternoon peak periods.
- 2.7 Flushcombe Road is located west of the site and runs in a north-south direction connecting Blacktown town centre with the Great Western Highway.
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Flushcombe Road generally provides one traffic and one parking lane in each direction. South of the Great Western Highway, it is a no through road, providing access to the Site and to the eastern section of the Huntingwood employment area. South of the Great Western Highway, Flushcombe Road provides one traffic lane in each direction, with unformed shoulders (no kerb and gutter) and no on street parking. During construction, access to the Site will be provided from various construction access driveways on Flushcombe Road and Augusta Street.

- 2.8 Augusta Street is a no through road that provides access to the Site. It provides one traffic lane in each direction with kerb and gutter on part of the northern side and an unformed shoulder on the southern side. A gate at the bridge over a culvert prevents access to the eastern section of Augusta Street. The road pavement adjacent to the bridge and culvert has failed, restricting access to the Site. The intersection of Augusta Street/Flushcombe Road is a priority controlled t-intersection with Flushcombe Road the major road.
- 2.9 TfNSW is currently undertaking works to upgrade the Prospect Highway from two lanes to four lanes between Reservoir Road and St Martins Crescent. Part of the upgrade is the provision of a new connection between Prospect Highway and Great Western Highway on the western side of the existing overpass and construction of a new traffic signal controlled intersection on the Great Western Highway (catering for all movements). A concept plan of the proposed works (as shown in the December 2021 Prospect Highway Upgrade - Project Update) is provided in Appendix A.
- 2.10 As part of the proposed Development, access to the eastern portion of the site (Warehouse 5) will be provided via a fourth leg onto the new intersection of the Great Western Highway and Prospect Highway connection (part of the Prospect
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Highway upgrade currently under construction), providing right in/right out and left in/left out movements for Warehouse 5. Access to the western portion of the Site (Warehouses 1 to 4) will be provided via Flushcombe Road and Augusta Street.

Public Transport

- 2.11 Local and regional bus services operate through the area along Flushcombe Road, Reservoir Road and Prospect Highway. Busways operates the following services through the area:
- ❑ Route 722 – Blacktown to Prospect via Flushcombe Road (Loop Service);
 - ❑ Route 723 –Mount Druitt to Blacktown via Eastern Creek;
 - ❑ Route 724 – Blacktown to Arndell Park via Huntingwood (Loop Service); and
 - ❑ Route 812 – Blacktown to Fairfield via Prospect Highway.
- 2.12 Bus route 722 operates along Flushcombe Road, bus routes 723 and 724 operate along Reservoir Road and bus route 812 operates along the Prospect Highway.
- 2.13 The closest bus stop to the Site is located on Flushcombe Road, north of Azalea Street, some 400 metres to the north of the Site. Bus route 722 services this bus stop via a loop service between Blacktown Station and Prospect. Bus route 722 operates seven days a week at some 15 minutes frequencies during the weekday morning and afternoon peak periods and at some 30 minutes frequencies outside of peak times and on weekends.
- 2.14 Blacktown Railway Station is located some 3.5 kilometres north of the Site. It is serviced by multiple metropolitan rail lines, including the T1 North Shore,
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Northern and Western Line; T5 Leppington to Richmond Line; and intercity services between Bathurst and Central. Train services run frequently throughout the day, with train frequencies of some six to ten minutes in each direction through the station

- 2.15 Given its location from the Site, Blacktown Railway Station is some distance outside the area of influence to solely encourage travel by train, as a singular mode of transport to and from the Site. However, construction workers wanting to access the Site via public transport can use existing bus services (bus route 722) to link to rail services at Blacktown Railway Station.
- 2.16 In association with the construction of the proposed Development, consideration could be given to providing a mini bus shuttle service during the morning and afternoon periods to transport construction workers to and from the Site and Blacktown Station.
- 2.17 A Travel Access Guide (TAG), as shown in Figure 3, will be provided to all construction workers. The TAG will provide a map of the surrounding area and information with regards to the location of bus stops, existing public transport services, frequency of services, location and frequency of shuttle service, and location and access to walking/cycling paths in the vicinity of the Site.

Overall Principles for Traffic Management

- 2.18 The overall principles for traffic management associated with the proposed earthworks, bulk excavation and construction of the Development are as follows:
- provide appropriate access to the Site for construction traffic;

- ❑ provide appropriate construction fencing along the Great Western Highway, M4 Western Motorway and Flushcombe Road;
- ❑ manage and control construction vehicle activity to and from the Site and on adjacent roads;
- ❑ maintain traffic capacity at intersections and mid-block around the Site;
- ❑ provide a convenient and appropriate environment for pedestrians;
- ❑ minimise effects on pedestrian movements and amenity;
- ❑ maintain access to other properties adjacent to the Site, along Flushcombe Road;
- ❑ restrict vehicle activity to designated truck routes through the area;
- ❑ maintain safety for construction workers;
- ❑ provide appropriate measures for driver code of conduct; and
- ❑ provide appropriate community public consultation process relating to the construction traffic management procedures.

Hours of Work

- 2.19 In accordance with consent condition B19, work associated with construction activities will be carried out between the following hours, unless otherwise agreed
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with the relevant authorities via an out of hours works protocol, or exempt per the conditions:

- Monday to Friday - 7:00am to 6:00pm;
- Saturday - 8:00am to 1:00pm; and
- Sunday/public holidays - No work.

2.20 In accordance with consent condition B20, work outside these hours may be undertaken in the following circumstances:

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

2.21 All work including earthworks, bulk excavation and construction during these hours will be carried out in accordance with the conditions of consent and the Australian Standard AS2436.2010 Guide to Noise Control and Construction, Maintenance and Demolition Sites. The principal contractor/s in all instances will be responsible to instruct and control sub-contractors regarding the hours of work.

Construction Methodology and Staging Works

2.22 Construction methodology, staging plans and construction program for the proposed development, prepared by Modalus, are shown in Appendix B and C.

As set out in the staging plans, the construction methodology will include the following:

- Enabling works:
 - site establishment, including construction fencing, site offices, construction compounds, material handling areas and construction worker amenities;
 - provision of appropriate construction site access from various construction access driveways on Flushcombe Road and Augusta Street (noting that Augusta Street will be initially closed associated with the reestablishment of road and bridge connection over culvert);
 - provision of construction worker parking areas;
 - commence WAD documentation for external roadworks on the Great Western Highway;
- Retaining walls and retention piling;
- Earthworks and bulk excavation (commencing with Warehouse 5, then Warehouses 3/4, then Warehouse 2 and then Warehouse 1);
- Detailed excavation and substructure work;
- External road works on the Great Western Highway;
- Construction of super structure works (commencing with Warehouse 5, then Warehouses 3/4, then Warehouse 2 and then Warehouse 1); and
- Landscaping, at-grade carparking, building fitout and finishes.

2.23 The construction staging, set out in Appendix B will include the following:

- Construction Stage I
 - site establishment and preparation;
 - utility adjustments
 - bulk earthworks, including remediation – commencing with Warehouse 5;
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- civil works – commencing with Warehouse 5;
 - Flushcombe Road and Augusta Street roadworks;
 - Construction Stage 2
 - ongoing bulk earthworks, including remediation – for Warehouses 3/4;
 - ongoing civil works – for Warehouses 3/4;
 - ongoing Flushcombe Road and Augusta Street roadworks;
 - commence WAD works on Great Western Highway;
 - commence Warehouse 5 construction;
 - Construction Stage 3
 - complete Flushcombe Road and Augusta Street roadworks;
 - ongoing bulk earthworks, including Warehouses 1 and 2;
 - ongoing WAD works on Great Western Highway;
 - ongoing Warehouse 5 construction;
 - commence Warehouses 3/4 construction;
 - Construction Stage 4
 - ongoing bulk earthworks, including remediation – for Warehouse 1;
 - ongoing civil works – for Warehouse 1;
 - ongoing WAD works on Great Western Highway;
 - ongoing Warehouse 5 construction;
 - ongoing Warehouses 3/4 construction;
 - commence Warehouse 2 construction;
 - Construction Stage 5
 - ongoing bulk earthworks, including remediation – for Warehouse 1;
 - ongoing civil works – for Warehouse 1;
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- ongoing WAD works on Great Western Highway;
 - ongoing Warehouse 5 construction;
 - ongoing Warehouses 3/4 construction;
 - ongoing Warehouse 2 construction;
 - commence Warehouse 1 construction;
- Construction Stage 6
- completed bulk earthworks, including remediation;
 - completed civil works;
 - completed WAD works on Great Western Highway;
 - ongoing Warehouse 5 construction;
 - ongoing Warehouses 3/4 construction;
 - ongoing Warehouse 2 construction;
 - ongoing Warehouse 1 construction;
- Construction Stage 7
- completed Warehouses 3/4 construction;
 - completed Warehouse 2 construction;
 - ongoing Warehouse 5 construction;
 - ongoing Warehouse 1 construction;
- Construction Stage 8
- completed Warehouse 5 construction;
 - completed Warehouse 1 construction;
 - all stages of construction completed
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2.24 It is estimated that construction of the proposed development will take some 24 to 30 months to complete, including the following estimated durations for the various construction stages:

- Enabling works - some 3 to 4 months;
- Bulk earthworks and piling - some 4 to 6 months;
- External road works - some 4 to 6 months;
- Construction
 - Warehouse 1 - some 6 to 8 months;
 - Warehouse 2 - some 8 to 10 months;
 - Warehouse 3 and 4 - some 12 to 14 months;
 - Warehouse 5 - some 14 to 16 months; and
- Landscaping, fitout and finishes - some 3 to 4 months.

2.25 As set out in the construction program, work associated with the various construction stages will overlap for the various warehouse developments.

Truck Routes

2.26 During earthworks, bulk excavation and construction, trucks removing spoil and transporting construction material to the Site will be accommodated on-site. Appropriate construction compounds and material handling areas will be established for the various warehouse buildings. Access to and from the Site will be provided from Flushcombe Road and Augusta Street, via temporary construction access driveways. Construction access across Blacktown Creek, to provide appropriate construction access to the eastern portion of the Site, will be via the existing crossing and as documented in the ERSED plans. Further

temporary crossings and access points will be established as required to rehabilitate the creek.

- 2.27 Access arrangements and vehicle movements to and from the Site will be managed by the principal contractor/s. Construction vehicles will include single unit dump trucks, concrete trucks, large rigid trucks, articulated vehicles and truck and trailer combinations.
- 2.28 Traffic movements on surrounding roads and continued access to adjacent properties along Flushcombe Road will be maintained during construction, unless a permit is obtained from Council/TfNSW for a temporary road closure associated with the required road works. Truck movements will be restricted to designated truck routes and will be confined to the main road network in the vicinity of the Site.
- 2.29 The proposed truck routes for the removal of spoil and for the delivery of construction materials, are shown on Figure 4, and include the Great Western Highway, M4 Western Motorway, Prospect Highway, Reservoir Road and Flushcombe Road. Truck drivers will be inducted and advised of the designated truck routes to and from the Site. The designated truck routes to and from the Site are proposed to restrict construction traffic to the main road network through the area.

Construction Access Arrangements

- 2.30 Construction access to and from the Site will be provided from Flushcombe Road and Augusta Street, via temporary construction access driveways. Temporary construction access will also be established across Blacktown Creek at a number
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of locations to provide appropriate access to the eastern portion of the Site, servicing Warehouse 5. During the later stages of construction, following the completion of the eastern access onto the Great Western Highway, the temporary construction access across the Blacktown Creek will be removed and the riparian vegetation corridor, separating the eastern and western portions of the site, will be rehabilitated.

- 2.31 Trucks will enter and exit the Site in a forward direction. The temporary construction access driveways onto Flushcombe Road and Augusta Street will be managed and controlled by the principal contractor/s. Appropriately qualified site personnel will manage truck movements to and from the Site. They will ensure that the access driveways are kept clear at all times, to allow trucks unobstructed access to the Site. Trucks will use the existing traffic signals at the intersection of the Great Western Highway and Flushcombe Road to access the surrounding road network.
- 2.32 The construction access driveways will provide appropriate sight lines for construction vehicle access, with regards to the number, type and size of construction vehicles. Pedestrian warning signs will be erected adjacent to the driveways and on pedestrian paths adjacent to the construction activity, in accordance with SafeWork NSW requirements.
- 2.33 Truck drivers will be advised of the presence of the traffic controllers. All traffic controllers will be fully qualified with the relevant TfNSW Traffic Controllers qualifications.
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- 2.34 All traffic controllers/site personnel will be required to wear high visibility fluorescent safety vests and Personnel Protective Equipment (PPE). Wet weather clothing will be made of fluorescent high visibility material.

Construction Vehicle Management

- 2.35 During the site establishment works, plant and equipment including construction fencing/scaffolding material, site sheds, amenities and machinery will be required to be delivered to the Site. The delivery and removal of plant and equipment to and from the Site will be undertaken from the on-site materials handling/loading areas, via the use of machine floats.
- 2.36 During the later stages of excavation, at the commencement of the substructure work, mobile cranes will be used to move construction material around the Site, associated with the construction of the various warehouse buildings.
- 2.37 The delivery and removal of plant and equipment will be subject to a separate application/permit and separate prior approval from the Blacktown City Council and other relevant authorities. All plant and equipment deliveries will be carried out in accordance with Council's requirements and the NSW Police regulations.
- 2.38 Earthworks and bulk excavation will be carried out using dozers, hydraulic excavators, scrapers, articulated dump trucks, rollers, compactors, etc. Spoil and excavated material required to be removed from the Site will be loaded onto trucks from the on-site material handling areas. Construction fencing will be provided around the construction compounds, with qualified site personnel managing the movement of construction vehicles to and from the Site.
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- 2.39 Excavated material will be checked and contaminated material will be sorted and treated prior to removal from the site. Contaminated material will be classified in accordance with the provisions of the Protection of the 'Environment Operations Act 1997 and the NSW DECC Waste Classification Guidelines, Part 1: Classifying Waste (April 2008)'.
- 2.40 All trucks removing spoil and excavated material from the Site will be loaded to prescribed weight limits and loose material will be covered during transport from the Site. Loose material will be removed from all vehicles and/or machinery before leaving the Site and entering the road system.
- 2.41 All vehicles leaving the Site will be cleaned. Each of the principal contractor/s will be responsible for locating a truck wash facility or other appropriate cleaning mechanism adjacent to the construction access driveways. Any run-off from the washing down of vehicles will be directed to the sediment control system to be located within the Site.
- 2.42 The loading of spoil and excavated material onto trucks will be carried out on-site in an approved and controlled manner. The management of the on-site materials handling/loading areas and the movement of trucks on and off the site will be the responsibility of each of the principal contractor/s.

Construction Traffic Effects

- 2.43 It is estimated that construction of the proposed development will take some 24 to 30 months to complete. The Site establishment and enabling works will be undertaken in the first 3 to 4 months and will include erection of construction fencing, delivery and installation of site offices and construction worker amenities,
-

and delivery of plant and equipment. The number of construction vehicles generated during the site establishment and enabling works is likely to be some 5 to 10 truck deliveries per day. This truck generation translates to an average of some 1 to 2 trucks per hour two-way over the day.

2.44 Following the completion of the enabling works and the establishment of the construction access along Augusta Street, work will commence on the site earthworks and bulk excavation, including establishment of retaining walls and retention piling. Site earthworks and bulk excavation are estimated to take some 4 to 6 months to complete. During this period, it is estimated that construction vehicle movements will range from some 10 to 20 trucks per day associated with the construction of retaining walls and piling, and peaking at some 30 to 40 trucks per day associated with the removal of excess excavated material from the Site. This truck generation translates to an average of some 2 to 4 trucks per hour two-way for retaining and piling works and some 6 to 8 trucks per hour two-way over a peak day for bulk excavation. Trucks removing excess excavated material from the Site will be loaded on-site via the use of excavators. Excavated material will be checked, sorted and treated prior to removal from the Site.

2.45 Following the completion of the earthworks and bulk excavation within the various pad sites, work will commence on the construction of the main super structure of the associated warehouse building. At the commencement of the substructure work, mobile cranes will be used to move construction material around the Site. The mobile cranes will be used to transport construction material across each of the pad sites to the various material storage and handling areas associated with each of the warehouse buildings.

- 2.46 The peak traffic activity generated during the construction period will occur during concrete pours. It is anticipated that during peak periods each of the warehouse buildings could have up to five to six concrete pours per week.
- 2.47 The number of concrete trucks generated during a concrete pour has been estimated by Modalus for each of the warehouse buildings, as shown in Table 2.1.

Table 2.1: Number of Concrete Trucks per Day		
	Moderate Concrete Pour (Trucks per Day)	Large Concrete Pour (Trucks per Day)
Warehouse 1	10 to 15	20 to 30
Warehouse 2	10 to 15	20 to 30
Warehouse 3/4	20 to 30	40 to 50
Warehouse 5	20 to 30	40 to 50

- 2.48 This traffic generation translates to an average of some 4 to 6 trucks per hour two-way over the day for a moderate pour and some 8 to 10 trucks per hour two-way over the day for a large pour. At other times during construction, the number of trucks associated with the delivery of reinforcement, formwork, blockwork and other construction materials, including the removal of waste bins, will be some 10 to 15 trucks per day for each warehouse building.
- 2.49 Given that construction of the various warehouse buildings will coincide, the cumulative effect of the construction activity is estimated to be some 100 to 150 construction vehicle deliveries per day, or some 20 to 30 trucks per hour two-way over the day on peak days.

2.50 Construction traffic will be managed to minimise the overall traffic effects on the surrounding road network, through the following measures:

- ❑ ensure that construction vehicles travel to and from the Site along the designated truck routes;
- ❑ the principal contractor/s and associated site personnel will manage the movement of construction vehicles on and off the Site. Construction vehicles to enter and exit the Site in a forward direction;
- ❑ control the size of construction vehicles;
- ❑ ensure that trucks do not park within surrounding streets. All construction vehicles are to be accommodated on-site;
- ❑ co-ordinate and manage the arrival of trucks and the delivery of construction material to and from the Site, associated with the construction of the various warehouse buildings; and
- ❑ ensure that all truck drivers are advised of the construction traffic management procedures.

External Road Works

2.51 In association with the proposed development, the following external road works are proposed:

Great Western Highway/Flushcombe Road Traffic Signals

- ❑ extend the existing right turn bay on the Great Western Highway (eastern approach) by some 50 metres;
- ❑ provide a separate signalised left turn lane (some 120 metres) on the Great Western Highway (eastern approach);
- ❑ upgrade the Flushcombe Road (northern approach) to provide a shared left/through lane and separate right turn lane;
- ❑ modify the existing pedestrian crossing on the Great Western Highway (western approach) to a staged crossing; and
- ❑ upgrade Flushcombe Road on approach to the Great Western Highway in accordance with the Huntingwood Precinct DCP requirements.

Great Western Highway/Prospect Highway Connection Traffic Signals

- ❑ modify the Great Western Highway/Prospect Highway connecting traffic signals currently being constructed by TfNSW as part of the Prospect Highway upgrade to provide a fourth lane (southern) leg for access to Warehouse 5;
 - ❑ access to Warehouse 5 would be limited to left and right turns to/from the Great Western Highway. No through movements between Warehouse 5 and the Prospect Highway would be permitted;
-

- ❑ provide a separate right turn bay on the Great Western Highway (western approach);
- ❑ provide a separate signalised left turn lane on the Great Western Highway (eastern approach);
- ❑ provide a new southern approach to the intersection with two lanes (separate left and right turn lanes);
- ❑ provide a pedestrian crossing on the southern approach to the intersection; and
- ❑ provide a 4.0 metre wide shared cycle/pedestrian path along the Great Western Highway frontage of the site.

2.52 Prior to the issuing of any construction certificate for building structures on the subject site, an application shall be made to TfNSW under section 87(4) of the Roads Act 1993 for TCS works at the intersections of Great Western Highway/ Flushcombe Road and the Great Western Highway/Prospect Highway connection. Subject to the section 87(4) approval of TfNSW, the developer will be required to enter a Works Authorisation Deed (WAD) with the agency for the proposed TCS and associated civil works prior to commencing the traffic signal and road works.

2.53 Subject to section 87(4) approval, land will be required to be dedicated associated with the signalised fourth leg at the Great Western Highway/Prospect Highway connection to enable TfNSW unfettered maintenance access to the traffic signal hardware and associated infrastructure with further details to be provided as part of the WAD process.

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- 2.54 In addition to the above, concurrence is required from TfNSW for the proposed access road connection to the Great Western Highway under section 138 of the Roads Act.
- 2.55 Prior to the commencement of operation of the first warehouse building of Warehouses 1 to 4, the upgrade works to Great Western Highway/Flushcombe Road intersection and the upgrades to Augusta Street must be completed to the satisfaction of the relevant roads authority for each component of the works.
- 2.56 Prior to the commencement of operation of Warehouse 5, the upgrade works to Great Western Highway/Prospect Highway intersection must be completed to the satisfaction of the relevant roads authority for each component of the works.
- 2.57 In association with the WAD process for the proposed external road works separate construction traffic management plans will be prepared and separate prior approval from TfNSW would be required for these works. The CTMP's will be prepared by an accredited engineer registered to undertake these management plans for TfNSW, taking into account TfNSW requirements set out in the WAD.

Construction Workers

- 2.58 Construction worker numbers will vary over the construction period. The number of construction workers has been estimated by Modalus to be some 50 to 100 construction workers per day during the initial enabling works and site earthworks/bulk excavation. During the construction of the various warehouse buildings, construction worker numbers across the overall Site would be expected to increase to some 200 to 300 construction workers per day. During the final
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stages of construction associated with building fitout and finishes for the various warehouse buildings and landscaping, construction worker numbers would be expected to be some 100 to 150 construction workers over the day.

- 2.59 Appropriate on-site construction worker parking will be provided during the various stages of construction. The construction worker parking areas will be located within the various construction compounds associated with the various warehouse buildings, adjacent to the site offices and construction worker amenity facilities. During the overall construction period, construction worker parking areas may need to be relocated, reconfigured and/or consolidated in association with the construction staging of the various warehouse buildings.
- 2.60 In addition to the provision of on-site construction worker parking areas, the principal contractor/s could give consideration to providing a mini bus shuttle service for construction workers wanting to access the site via public transport. The shuttle service would operate during the morning and afternoon periods, between the Site and Blacktown Station.
- 2.61 Construction workers will be provided with a Travel Access Guide (TAG) as shown in Figure 3. The TAG will provide a map of the surrounding area and information with regards to the location of bus stops, existing public transport services, frequency of services, location and frequency of shuttle services, and location and access to walking/cycling paths in the vicinity of the Site.

Pedestrians and Cyclists

- 2.62 Pedestrian routes in the vicinity of the Site will be maintained during construction. In association with the proposed external road works for the development,
-

pedestrian footpaths will be provided along Flushcombe Road and Augusta Street, and improved pedestrian crossings will be provided at the intersection of the Great Western Highway and Flushcombe Road.

- 2.63 No construction vehicles will be parked, nor will material/equipment be stored on the public footpaths adjacent to the Site. Construction safety fencing will be erected around the perimeter of the site compounds, with scaffolding and overhead protection provided where required. The design, set-out and erection of the construction safety fencing will be the responsibility of the principal contractor/s.
- 2.64 The openings in the construction fencing at the construction access driveways will be managed and controlled by principal contractor/s and the associated site personnel. Pedestrian warning signs will be erected adjacent to the driveways and on pedestrian paths adjacent to the construction activity, in accordance with SafeWork NSW requirements.
- 2.65 The movement of trucks entering and exiting the Site, and the movement of pedestrians across the construction access driveways when the gate is in use, will be managed and controlled by qualified site personnel. When the construction gate is not manned or the gate is not in use, it will be closed.

Driver Code of Conduct

- 2.66 Truck drivers accessing the Site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard construction procedures and site constraints, OH&S, driver protocols and emergency procedures. In addition, they will be
-

advised of the presence of the traffic controllers, and that they must observe his or her direction at all times. The movement of trucks on and off the site and the behaviour of truck drivers will be the responsibility of the principal contractor/s.

2.67 Heavy vehicle drivers accessing the Site will be required to:

- i) have undertaken a site induction carried out by a suitably qualified person under the direction of the construction site manager;
- ii) hold a valid driver's license for the class of vehicle that they operate;
- iii) operate the vehicle in a safe manner within the construction site and on the surrounding road network;
- iv) comply with the direction of the authorised traffic controllers and site personnel within the site.

2.68 A driver code of conduct will be established to minimise the impact of trucks on the operation of the local and regional road network, and to minimise conflict with other road users, as shown in Appendix D. The driver code of conduct will include the following:

- restrict truck movements to designated routes to and from the Site and confine these movements to the main road network;
 - require truck drivers to observe the posted speed limits on the surrounding road network and within the construction site, with speeds adjusted
-

appropriately to suit road environment and conditions, to comply with the Australian road rules;

- ensure that trucks do not park on-street in the vicinity of the Site;
- truck drivers will not be permitted to reverse onto the Site or perform U-turns on public street;
- reduce the impact of vehicle noise during the early morning period by ensuring that trucks arrive during the approved construction operating hours;
- ensure that drivers are aware of the adopted fatigue management scheme and operate within its requirements;
- ensure that drivers apply brakes appropriately so as not to create excessive noise. Compression braking is only to be used if required for safety reasons;
- truck drivers will be required to wear high visibility fluorescent safety vests and Personnel Protective Equipment (PPE);
- truck drivers are to ensure that trucks removing material from the Site are loaded to the prescribed limits of their vehicle;
- trucks transporting loose material will be require to have the load covered during transport from the Site, prior to the trucks accessing the surrounding road network;

- ❑ trucks will be cleaned on-site and loose material removed from all vehicles and/or machinery prior to trucks leaving the Site;
- ❑ trucks will not be permitted to travel in a convoy. Trucks arriving and departing the Site will be scheduled to eliminate queuing at the site access and on the adjacent road network.

2.69 The movement of trucks on and off the Site, and the management and control of the on-site loading will be the responsibility of the principal contractor/s. For matters relating to incidents and complaints of construction activity, the site manager will establish an incidents/complaints register. The site manager will establish procedures to respond to incidents and issues raised by stakeholders, public and community groups.

2.70 The construction site manager will carryout regular tool time talks with all construction personnel and with the transport delivery partners, including truck drivers, to inform them of the procedures to respond to the incidents, issues raised, potential hazards and traffic/noise impacts.

Community Public Consultation

2.71 In regards, to community public consultation process relating to the construction activity, LOGOS and the appointed principal contractor/s will undertake meetings and discussions with Blacktown City Council and other authorities. A line of communication will be established between LOGOS, the principal contractor/s and the various stakeholders to discuss the proposed staging and construction activity.

- 2.72 For matters relating to the project status and to respond to matters raised relating to the construction activity, the principal contractor/s will establish a 24 hour feedback telephone hotline and complaints register, and establish procedures to respond to issues raised by stakeholders, public and community groups. A dedicated website will be established containing information about the project, status of work and other relevant notices.

Construction Traffic Management Plan

- 2.73 The construction traffic management plan for the overall Site is shown in Figure 5. The plan presents the principles of traffic management and is subject to SafeWork NSW requirements, final design and endorsement from Council and TfNSW. Separate construction traffic management plans will be prepared for the external road works, in accordance with the WAD process for these works. They will require separate prior approval from TfNSW and will be prepared by an accredited engineer registered to undertake these management plans for TfNSW, taking into account TfNSW requirements set out in the WAD.
- 2.74 Site operations, signage, construction fencing/hoardings, overhead protection, safety barriers and line marking detail will be provided in accordance with Australian Standards Manual of Uniform Traffic Control Devices (AS1742.3-2019) and the TfNSW Manual for Traffic Control at Work Sites. Traffic control at work sites will be undertaken with specific reference to SafeWork NSW requirements and the company's own Occupational Health and Safety Manual.
- 2.75 A copy of the construction traffic management plan will be kept on-site at all times. Signage detail, traffic management and the control of pedestrians and
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cyclists in the vicinity of the site, and the control of trucks to and from the site will be the responsibility of the principal contractor/s.

2.76 A Road Occupancy Form will be prepared and submitted to the TMC together with any relevant TfNSW correspondence associated with the WAD for external road works and the proposed construction access driveways.

2.77 The CTMP includes the following:

- ❑ all construction activity, including the loading and unloading of trucks and the delivery of plant and equipment, to be provided on-site within the designated construction compounds and materials handling/loading area;
- ❑ construction safety fencing and scaffolding to be erected around the construction site compounds, with overhead protection provided where required;
- ❑ separate CTMP's will be prepared for the proposed external road works at the intersections of the Great Western Highway/Flushcombe Road and the Great Western Highway/Prospect Highway connection. The CTMP's will be prepared in accordance with the WAD for the external works, taking into account TfNSW requirements;
- ❑ construction work to be restricted to the approved construction hours. Any work outside the approved hours would be subject to prior approval from Blacktown City Council and other relevant authorities;

- ❑ the movement of trucks to and from the Site, on the internal access roads and at the construction access driveways, to be managed and controlled by the principal Contractor/s and associated site personnel;
 - ❑ truck movements to and from the Site to be restricted to designated truck routes through the area, as shown on Figure 4;
 - ❑ all construction vehicles, including trucks transporting material from the Site, to enter and exit the site in a forward direction;
 - ❑ the existing service road through the Site will be diverted to the southern section of the northern lot via a temporary road to be constructed by others;
 - ❑ the temporary construction access driveways to be managed and controlled by qualified site personnel;
 - ❑ maintain appropriate access to other adjacent properties in the vicinity of the Site;
 - ❑ the principal contractor/s will ensure that the construction access driveways are kept clear at all times, to allow trucks unobstructed access to the site;
 - ❑ site personnel will not enter the public road reserve or attempt to stop vehicle in Flushcombe Road. Trucks exiting the Site will give way to traffic on the adjacent roads;
 - ❑ manage and control truck movements on the adjacent road network and to/from the construction site;
-

- ❑ maintain appropriate capacity for pedestrians and cyclists along the adjacent footpaths;
- ❑ trucks will not be permitted to park on-street in the vicinity of the Site;
- ❑ pedestrian and cyclist activity across the construction access driveways to be managed and controlled by qualified site personnel;
- ❑ pedestrian and cyclist warning signs, construction safety signs/devices and construction safety fencing/barriers to be utilised in the vicinity of the Site;
- ❑ the principal contractor/s will be responsible for the management of the Site, the movement of trucks on and off the Site, signage detail, traffic management and the control of pedestrians/cyclists during the period of construction;
- ❑ pedestrian arrangements, construction activity and erection of safety fencing will be in accordance with SafeWork NSW requirements; and
- ❑ construction signage to be provided in accordance with Australian Standards and the TfNSW Manual for Traffic Control at Work Sites.

Consultation with Authorities

- 2.78 During the preparation of the CTMP and in accordance with consent condition BI(b), Colston Budd Rogers & Kafes Pty Ltd has undertaken consultation with Blacktown City Council and TfNSW. The draft CTMP was provided to Council and TfNSW for review and comment on the 9 and 10 January 2025.
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- 2.79 An email was received for Council on the 14 January 2025 indicating that the CTMP was in in order based on the information provided. A copy of the email is attached in Appendix F.
- 2.80 An email was received from TfNSW on the 26 February 2025 indicating endorsement of the CTMP, subject to the following condition:
- ❑ any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS;
 - ❑ proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals;
 - ❑ access to be maintained for residents, businesses and emergency vehicles at all times;
 - ❑ no marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available;
 - ❑ when heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles;
 - ❑ access to the site should be at the farthest point from the intersection as practicable to reduce additional conflicting vehicle manoeuvres;
-

- ❑ TfNSW reserve the right to alter the CTMP conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area;
- ❑ any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained within the work area and not on the carriageway. When a works zone is not in use, the area/lane must be opened up to allow for normal trafficable conditions;
- ❑ should TfNSW Network and Asset Management, Network Operations, CJP Operations, Network and Safety or other TfNSW business area determine that more information is to be provided for review and acceptance, including other TCS locations, this information must be submitted prior to the CTMP being implemented, or otherwise agreed upon;
- ❑ any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742.

2.81 The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

2.82 A copy of the email is attached in Appendix G.

FIGURE 3: Travel Access Guide For Huntingwood Industrial Estate
Augusta Street Huntingwood





Truck Routes

Figure 4

Signs to be located in accordance with the Traffic Control Plan and Australian Standards AS1742.1, AS1742.2, AS1742.3, and AS1742.10.

APPROPRIATE SECURE FENCING TO BE PROVIDED AROUND PERIMETER OF THE SITE.

CONSTRUCTION SITE ACCESS TO BE MANAGED AND CONTROLLED BY ACCREDITED SITE PERSONNEL. PEDESTRIAN MOVEMENTS ACROSS THE DRIVEWAY (WHEN IN USE) TO BE MANAGED AND CONTROLLED BY ACCREDITED SITE PERSONNEL. PEDESTRIAN CONCERTINA BARRIERS TO BE PROVIDED EITHER SIDE OF THE CONSTRUCTION ACCESS DRIVEWAYS.

CONSTRUCTION SITE ACCESS TO BE MANAGED AND CONTROLLED BY ACCREDITED SITE PERSONNEL. PEDESTRIAN MOVEMENTS ACROSS THE DRIVEWAY (WHEN IN USE) TO BE MANAGED AND CONTROLLED BY ACCREDITED SITE PERSONNEL. PEDESTRIAN CONCERNING BARRIERS TO BE PROVIDED EITHER SIDE OF THE CONSTRUCTION ACCESS DRIVEWAYS.

Imagery © 2024, Nearnmap, HERE

Nearmap

Figure 5

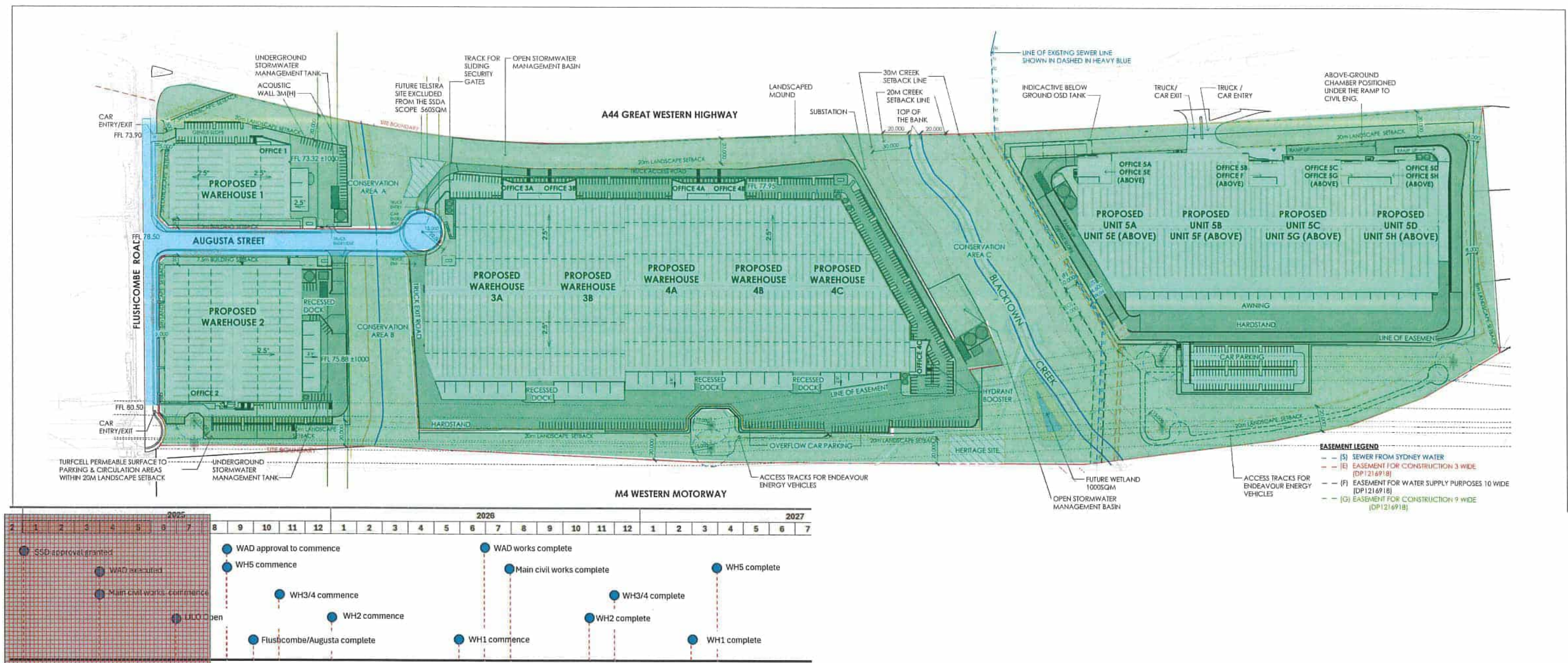
APPENDIX A

PROSPECT HIGHWAY UPGRADE



APPENDIX B

CONSTRUCTION METHODOLOGY AND STAGING PLANS



Stage 1

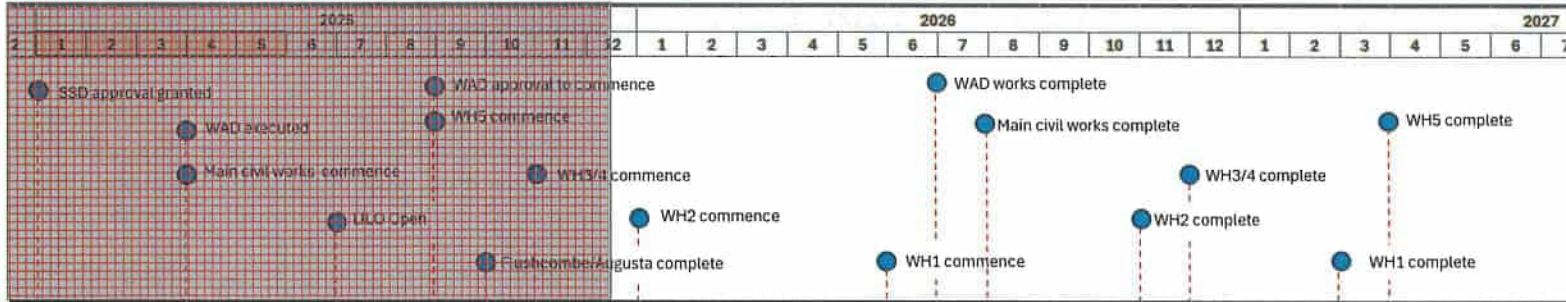
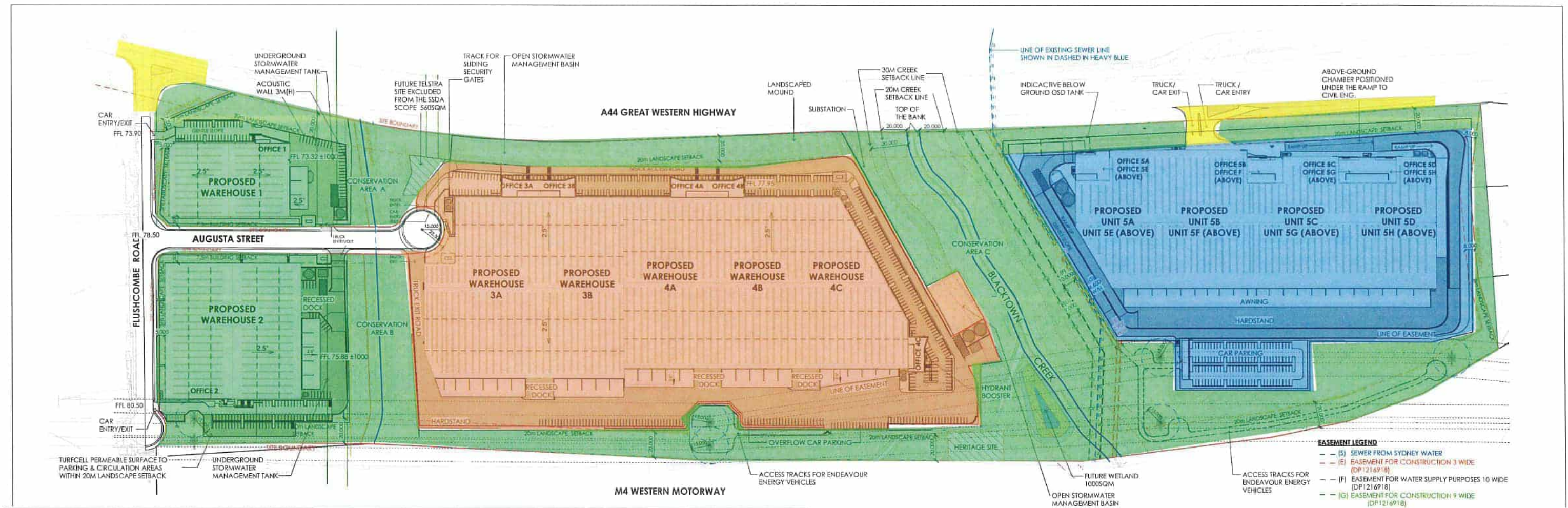
Site Establishment and Preparation

Utility Adjustments

Bulk Earthworks, including remediation - commencing from Warehouse 5 pad

Civil Works - commencing from Warehouse 5 pad

Flushcombe Road and Augusta Street Roadworks



Stage 3

Complete - Flushcombe Road and Augusta Street Roadworks

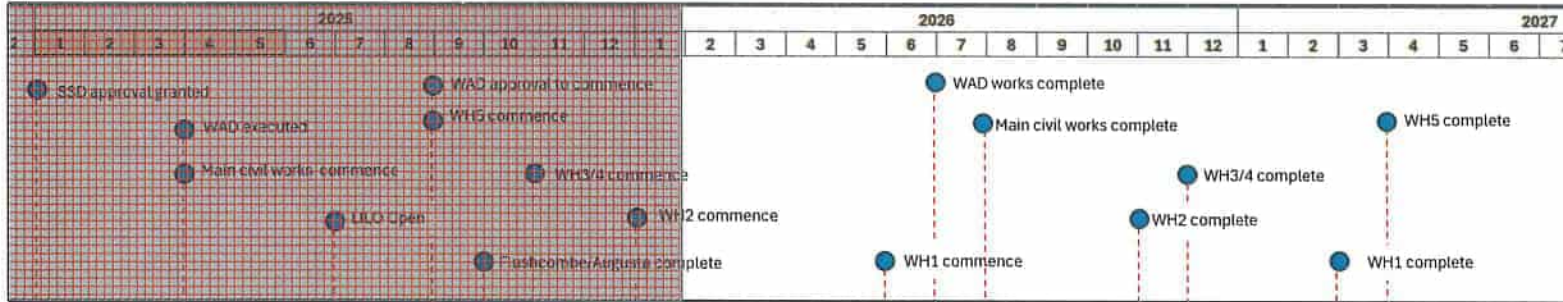
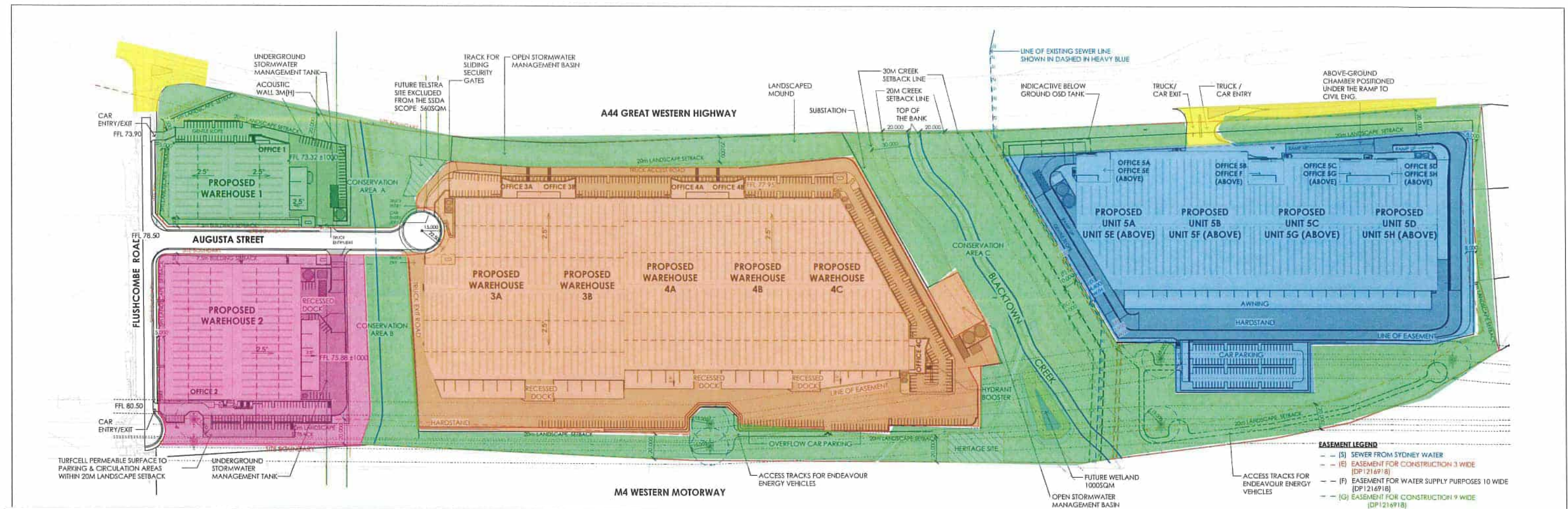
Ongoing Bulk Earthworks, including remediation - for Warehouse 2 and 1

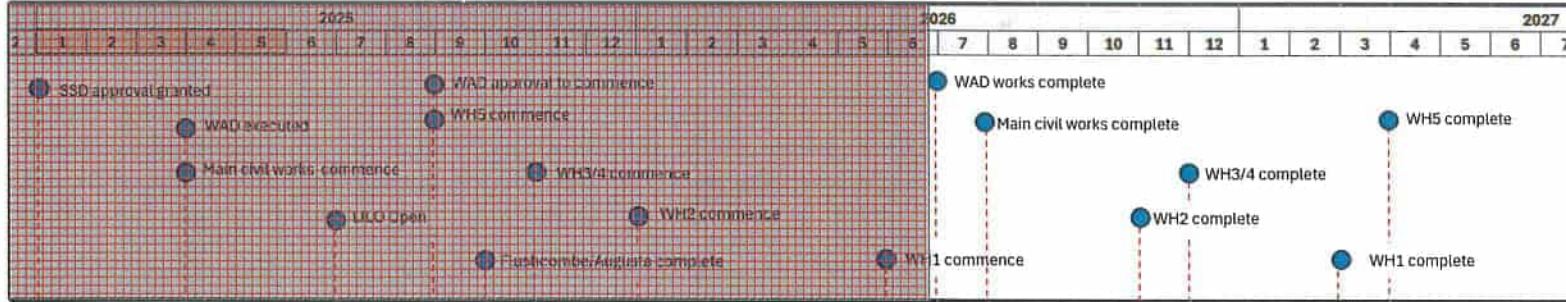
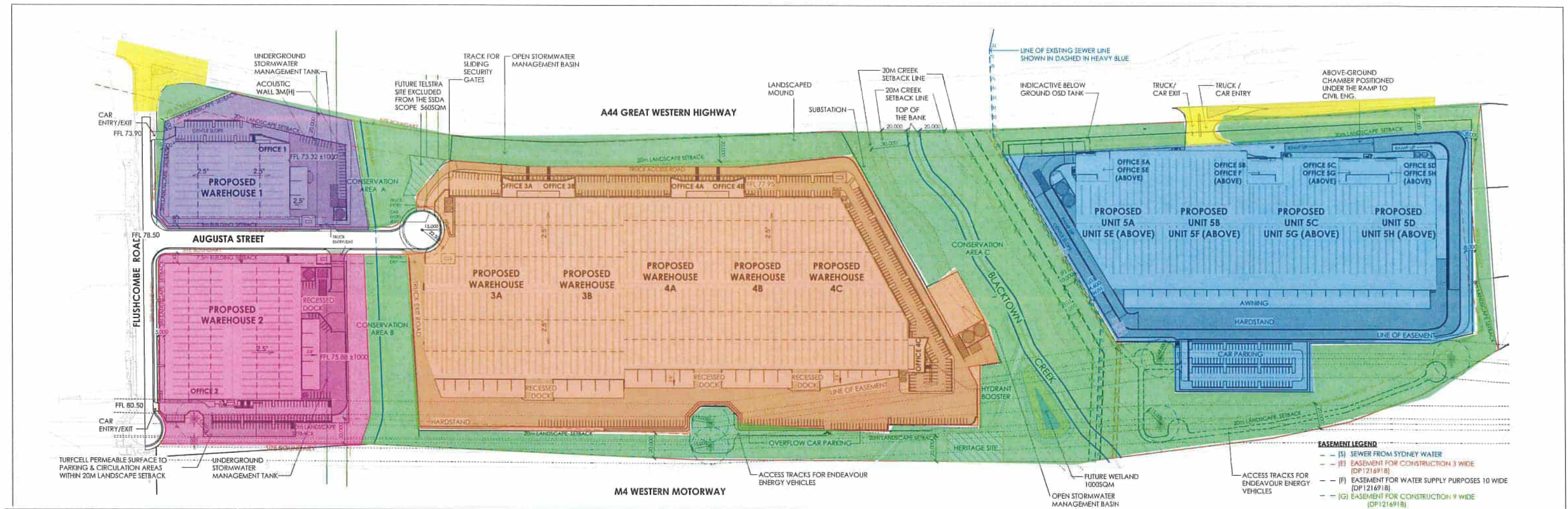
Ongoing Civil Works - for Warehouse 2 and 1

Ongoing WAD Works on Great Western Highway

Ongoing Warehouse 5 Construction

Commence Warehouse 3 and 4 Construction

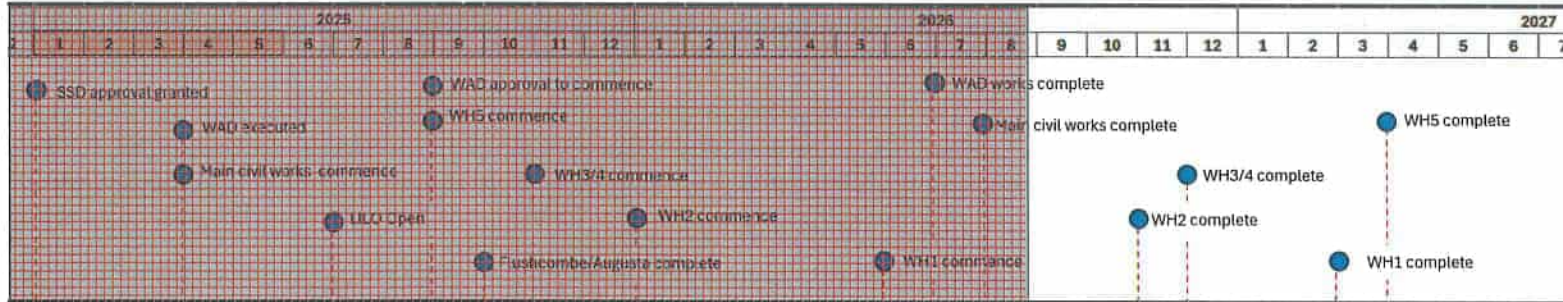
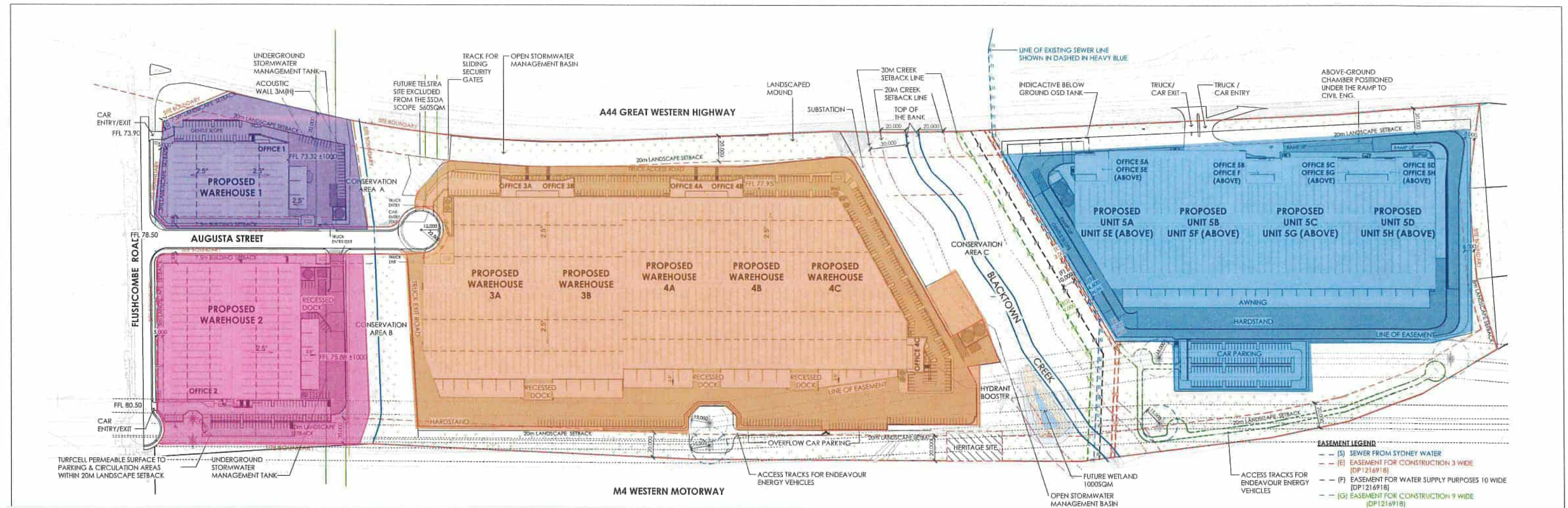




Stage 5

Ongoing Bulk Earthworks, including remediation - for Warehouse 1
 Ongoing Civil Works - for Warehouse 1
 Ongoing WAD Works on Great Western Highway
 Ongoing Warehouse 5 Construction
 Ongoing Warehouse 3 and 4 Construction
 Ongoing Warehouse 2 Construction

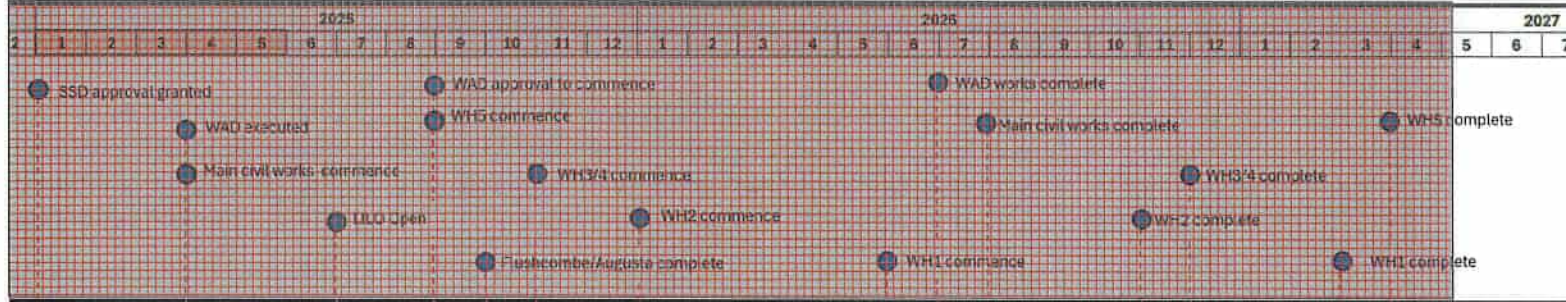
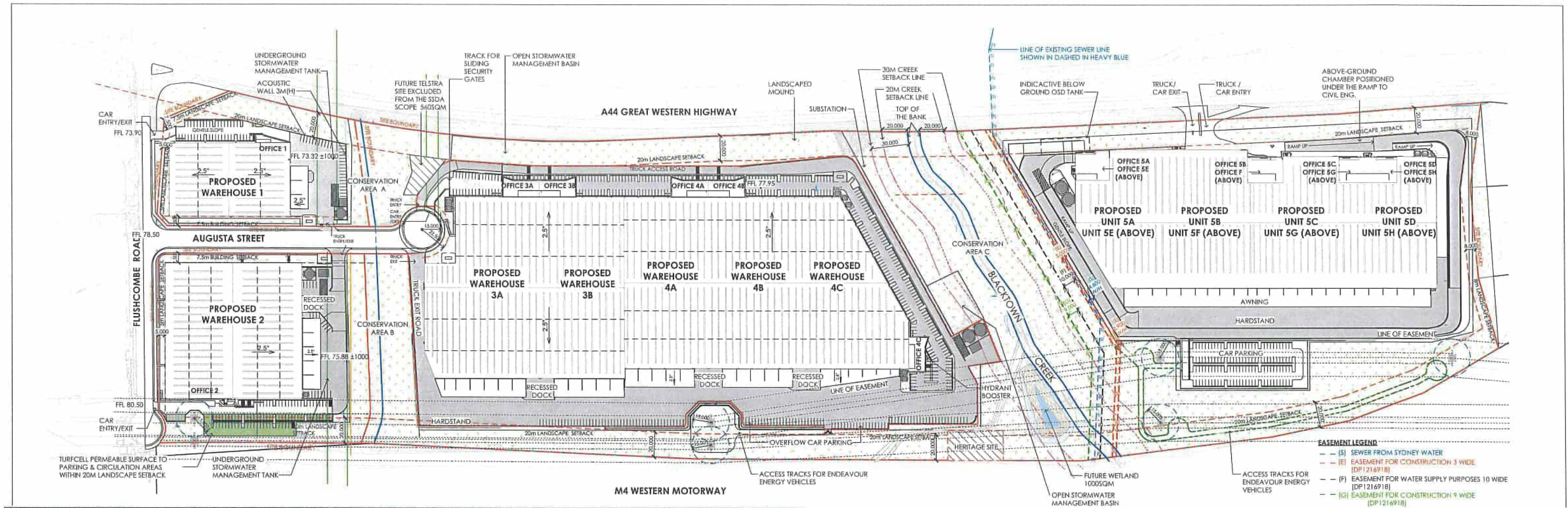
Commence Warehouse 1 Construction



Stage 6

Completed Bulk Earthworks, including remediation
 Completed Civil Works
 Completed WAD Works on Great Western Highway

Ongoing Warehouse 5 Construction
 Ongoing Warehouse 3 and 4 Construction
 Ongoing Warehouse 2 Construction
 Ongoing Warehouse 1 Construction



Stage 7

Completed Warehouse 5 Construction
Completed Warehouse 1 Construction

All stages completed

APPENDIX C

CONSTRUCTION PROGRAM

APPENDIX D

HEAVY VEHICLE DRIVER CODE OF CONDUCT

Heavy Vehicle Driver Code of Conduct

Augusta Street, Huntingwood – Warehouse & Distribution Centre

1. General Requirements

All Heavy vehicle drivers performing works associated with the Augusta Street Huntingwood project must:

- i) have undertaken a delivery driver site induction;
- ii) hold a valid driver's licence for the class of vehicle that they operate;
- iii) operate the vehicle in a safe manner within and external to the site;
- iv) comply with the direction of authorised site personnel when within the site;

2. Heavy Vehicle Speed

Increased speed means not only an increased risk of crashing but also increased severity if an accident occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty accident (source: Roads and Maritime Services RMS).

There are two types of speeding:

- i) where a heavy vehicle travels faster than the posted speed limit; and
- ii) where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate. (Source RMS).

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by the Roads and Maritime Services which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the Roads and Maritime Services will record a strike against that vehicle. If three strikes are recorded within a three year period, the Roads and Maritime Services will act to suspend the registration of that vehicle (up to three months).

More information is available from the Roads and Maritime Services website.

Vehicle speed on public roads is enforced by the NSW Police Service.

The speed limit within the site is 10 km/h which is to be strictly maintained.

All heavy vehicle drivers involved in the Augusta Street Huntingwood project are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the NSW Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.

3. Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of accidents for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007.

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne GVM (however there are Ministerial Exemption Notices that can apply). Under the law, industry has the choice of operating under three fatigue management schemes:

- i) Standard Hours of Operation
- ii) Basic Fatigue Management (BFM)
- iii) Advanced Fatigue Management (AFM)

All heavy vehicle drivers involved in the Augusta Street Huntingwood project are to be aware of their adopted fatigue management scheme and operate within its requirements.

4. Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when residents are especially sensitive to noise. In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

All heavy vehicle drivers involved in the Augusta Street Huntingwood project are to ensure brakes are applied so as not to create excessive noise that could disturb local residents where possible.

5. Heavy Vehicle Noise

The operating hours for transportation of materials off-site are:

- Monday - Friday (except Public Holidays) - 7:00 am to 5:00 pm;
- Saturdays - 8:00 am to 5:00 pm; and
- Sundays and Public Holidays - No activities.

The following activities may be carried out on the site outside these hours of operation:

- i) delivery or dispatch of materials as requested by Police or other authorities; and
- ii) emergency work to avoid the loss of lives, property and/or to prevent environmental harm.

6. Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage. All trucks arriving at or departing from the Augusta Street Huntingwood project whether loaded with material or not are required to have an effective cover their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site.

All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.

Drivers must ensure that following tipping that the tailgate is locked before leaving the site.

7. Vehicle Departure and Arrival

Heavy vehicles travelling in close proximity on single lane public roads can be of concern to light vehicle drivers as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated by a minimum two minute interval.

8. Breakdowns and Incidents

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the TMC (Transport Management Centre) on 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage company is required. In order to ensure rapid response to incidents, drivers must contact the RMS TMC on 131700, as soon as the stranded vehicle and load is safely secured.

If there is a product spill while loading/unloading or en-route the driver must:

- i) immediately warn persons in the area who may be at risk;
- ii) inform supervisor and the main contractor site manager so that emergency services can be contacted and a clean-up initiated;
- iii) all spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner;
- iv) put out warning triangles where it is safe to do so;
- iv) contact the NSW Police Service.

9. Contact Numbers

- i) Builder/Site Contractor – TBC;
 - ii) Transport Management Centre – 131700;
 - iii) Blacktown City Council - (02) 5300 6000;
 - iv) NSW Police Service – Emergency's 000 Non-Emergency's 131 444;
 - v) Driver employee shift supervisor - (To be supplied by driver if separate company).
-

APPENDIX E

TRAFFIC CONTROL WORK CARD
(Card No. TCT 0069143SEQ01)



SafeWork NSW

WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

Stan
KAFES

Card No:
TCT0069143

D.O.B:
02/08/1960

Date of issue:
05/10/2017

Type of traffic control work:
PWZ

NEW SOUTH WALES

APPENDIX F

BLACKTOWN CITY COUNCIL
EMAIL CORRESPONDENCE

Stan Kafes

From: Nadeem Shaikh <Nadeem.Shaikh@blacktown.nsw.gov.au>
Sent: Tuesday, 14 January 2025 10:03 AM
To: Stan Kafes; Abdun.Noor@blacktown.nsw.gov.au; Blacktown Council
Cc: Nathan Cairney; Fei Chen
Subject: RE: Draft Construction Traffic Management Plan for Huntingwood Industrial Estate

We have reviewed the Construction Traffic Management Plan (CTMP) prepared by the Colston Budd Rogers & Kafes Pty Ltd. It appears to be in order based on the information provided.

It is the project manager's responsibility to implement the traffic control measures as identified in the CTMP.



Nadeem Shaikh
Coordinator Transport Planning

9839 6017 | 0409 735 657
PO Box 63 Blacktown NSW 2148
blacktown.nsw.gov.au

**We acknowledge the Dharug as the
First People of the Blacktown City region**

Follow us on social media

From: Stan Kafes <stan.kafes@cbrk.com.au>
Sent: Thursday, 9 January 2025 9:23 AM
To: Abdun.Noor@blacktown.nsw.gov.au; Blacktown Council <Blacktown.Council@blacktown.nsw.gov.au>
Cc: Nadeem Shaikh <Nadeem.Shaikh@blacktown.nsw.gov.au>; Nathan Cairney <n.cairney@modalus.au>; Fei Chen <f.chen@modalus.au>
Subject: Draft Construction Traffic Management Plan for Huntingwood Industrial Estate

Dear Abdun and Nadeem,

On behalf of ESR Australia, we would like to submit the Construction Traffic Management Plan (CTMP) for the approved Huntingwood Industrial Estate, located at Augusta Street Huntingwood. As required under Condition B1(b) of SSDA-36138263, we require the CTMP to be prepared in consultation with Council and TfNSW. Please find the attached proposed CTMP addressing the consent condition for your review and comment and if required we are happy to meet and discuss. We'd appreciate any feedback by no later than **21st of January 2025**, where we will then finalise the CTMP with consideration of your feedback for submission to DPHI.

Should you have any queries, please do not hesitate to contact us.

Regards,



Stan Kafes

Director – Colston Budd Rogers & Kafes Pty Ltd

W: (02) 9411 2411 M: 0411 757 646

Email: stan.kafes@cbrk.com.au

Suite 1801 - Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067

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APPENDIX G

TRANSPORT FOR NEW SOUTH WALES
EMAIL CORRESPONDENCE

Michael Corban

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Sent: Wednesday, 26 February 2025 2:41 PM
To: Stan Kafes
Cc: Development CTMP CJP; Development Applications; Nathan Cairney
Subject: RE: Draft Construction Traffic Management Plan for Huntingwood Industrial Estate

Hi Stan,

Transport for NSW (TfNSW), Coordinator General division has reviewed the CTMP and endorse the proposed temporary construction arrangements, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
- Access to be maintained for residents, businesses and emergency vehicles at all times.
- No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- Access to the site should be at the farthest point from the intersection as practicable to reduce additional conflicting vehicle manoeuvres.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area.
- Any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained within the work area and not on the carriageway. When a work zone is not in use, the area/lane must be opened up to allow for normal trafficable conditions
- Should TfNSW Network and Asset Management, Network Operations, CJP Operations, Network and Safety or other TfNSW business area determine that more information is to be provided for review and acceptance, including other TCS locations, this information must be submitted prior to the CTMP being implemented, or otherwise agreed upon.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742.

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.

Regards,

M 0437575239 | E maryam.yadak@transport.nsw.gov.au
transport.nsw.gov.au



Transport
for NSW



(optional) I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL

From: Stan Kafes <stan.kafes@cbrk.com.au>
Sent: Wednesday, 26 February 2025 9:45 AM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>; Maryam Yadak <Maryam.Yadak@transport.nsw.gov.au>
Cc: Development Applications <Developments.CJP@transport.nsw.gov.au>; Nathan Cairney <n.cairney@modalus.au>
Subject: RE: Draft Construction Traffic Management Plan for Huntingwood Industrial Estate

Some people who received this message don't often get email from stan.kafes@cbrk.com.au. [Learn why this is important](#)

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Hi Maryam,

Subsequent to our previous email dated 17 February, could you please confirm if TfNSW require any further information relating to the draft CTMP for the Huntingwood Industrial Estate.

Should you have any queries, please not hesitate to contact us.

Regards,

Stan Kafes

Director – Colston Budd Rogers & Kafes Pty Ltd