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253-267 Aldington Road, Kemps Creek
Construction Traffic Management Plan

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P1730

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1 Introduction

1.1 Overview

Ason Group has been engaged by RP Infrastructure to prepare a Construction Traffic Management Plan (CTMP) in relation to the construction works associated with a State Significant Development Application (SSD-23480429) for a proposed industrial development (the Proposal) located at 253-267 Aldington Road, Kemps Creek (the Site).

This CTMP details the proposed construction management strategies during all construction phases of the development.

1.1.1 Development Consent

This CTMP responds to relevant conditions of the SSD-23480429 Development Consent issued on 1 August 2025.

Table 1: Development Consent (SSD-23480429)

Ref.	Requirement	Response
A7	All construction traffic associated with the development must access and depart the site via Abbotts Road. No construction vehicles are permitted to access the site via Bakers Lane.	Construction traffic access will access and depart the Site via Abbotts Road as specified in **Section 2.3** and the Driver Code of Conduct in **Appendix A**; access via Bakers Lane is restricted.
A51	Prior to the commencement of construction of the development and until all components of the development are constructed and operational, the Applicant must participate in a working group with relevant consent holders in the MRP, to the satisfaction of the Planning Secretary. The purpose of the working group is to consult and coordinate construction works within the MRP to assist with managing and mitigating potential cumulative environmental impacts. The working group must:	Noted.
	(d) review the performance of approved industrial developments in the MRP and identify trends in the data with respect to cumulative construction traffic, erosion and sediment control, noise, stormwater management and waterway health objectives under the MRP DCP;	Details of construction traffic volumes and management measures are provided in **Section 3**. The CTMP will be updated as required to address any actions coming out of the MRP working group meetings. Any discussions relating to erosion and sediment control, noise, stormwater management and waterway health objectives are included in the overarching Construction Environmental Management Plan (CEMP).
	(f) identify interim traffic safety measures to manage construction traffic and how these measures will be coordinated, communicated, funded and monitored in the MRP;	Traffic Guidance Schemes (TGS) are attached in **Appendix C**, and access protocols and temporary traffic management methods are outlined in **Section 2.5** which are to be implemented by the Contractor.

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:	This CTMP report has been prepared as required by Condition B1.
	(a) be prepared by a suitably qualified and experienced person(s),;	This CTMP has been prepared by suitably qualified Transport Engineers who hold a SafeWork NSW WHS Control Work card and are accredited for the 'Prepare a Work Zone Traffic Management Plan. Refer **Section 1.2**.
	(b) be prepared in consultation with Council and TfNSW;	Consultation has been undertaken with Penrith City Council and TfNSW. The evidence of consultation is provided in **Appendix D** and **Appendix E**.
	(c) incorporate any traffic safety outcomes and actions from the MRP working group;	This report will be updated to incorporate any traffic safety actions emerging from consultation with the MRP working group, as required.
	(d) outline traffic management and contingency measures to be implemented for the site to: (i) ensure access and road safety and network efficiency is maintained; (ii) manage cumulative construction traffic from other concurrent construction works and traffic associated with operational facilities within the Mamre Road Precinct; detail heavy vehicle routes, access and parking arrangements;	Refer **Section 3** for details of construction traffic volumes and management measures. To address traffic safety and road network efficiency, refer **Appendix C** for relevant Traffic Guidance Schemes (TGS) and **Section 2.5** for access protocols which are to be implemented. Refer to **Section 3.3** and **Section 3.4** which provides cumulative construction traffic from concurrent works and traffic associated with operational facilities.
	(e) (i) minimise the impacts of earthworks and construction on the local and regional road network; (ii) minimise conflicts with other road users; (iii) minimise road traffic noise; and (iv) ensure truck drivers use specified routes;	Refer **Section 3.5** to **Section 3.11** for mitigation and management measures to minimising traffic impacts and conflicts. Refer to **Section 2.3**, **Section 2.4** and the Driver Code of Conduct (**Appendix A**) for designated construction vehicle routes.
	(f) include a program to monitor the effectiveness of these measures; and	Refer **Section 4** for the monitoring program.
	(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	Refer **Section 1.5**. The Contractor will notify the community liaison representative when traffic conditions are expected to exceed parameters within Condition Green of **Table 16**. Measures that may be included with the strategy have been identified in **Section 4.1** and **Table 14**.
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	The Contractor is to ensure that the CTMP is approved prior to commencing construction.

	(b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.	The Contractor is to ensure that the latest approved version of the CTMP is implemented.
C1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	
	(a) a condition compliance table for that plan.	Refer this table (**Table 1**).
	(b) detailed baseline data, where relevant.	Refer **Section 1.6**. Details further to this condition is outlined within the overarching CEMP.
	(c) details of: (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions) (ii) any relevant limits or performance measures and criteria (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.	Refer to **Section 0** for relevant traffic volume performance thresholds.
	(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria.	Refer to **Section 3** and **Section 4**. Otherwise, the environmental management commitments are outlined within the overarching CEMP.
	(e) a program to monitor and report on the: (i) impacts and environmental performance of the development (ii) effectiveness of the management measures set out pursuant to paragraph (c) above.	Refer to **Section 4**.
	(f) 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 to **Section 4.3**.
	(g) a program to investigate and implement ways to improve the environmental performance of the development over time.	Refer to **Section 4**. This CTMP will be updated as required to address any traffic safety actions emerging from consultation with the MRP working group.
	(h) 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.	Refer to **Section 4.2**.
	(i) a protocol for periodic review of the plan	Refer to **Section 4.1** and **Table 14**.

1.2 Report purpose

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

- To minimise traffic impacts on the surrounding road network and adjacent landowners / occupiers,
- Ensure safety of workers, pedestrians, road users and any site-specific considerations (including schools and neighbours to the west),
- Provide appropriate warnings of changes in road / traffic conditions, and of personnel / workers and plant engaged in the works on or adjacent to roads accessible to the general public.
- Provide information regarding the construction vehicle access routes and any changed road conditions (if applicable); and
- Communicate the arrangements for and impacts of any activities affecting traffic.

It is expected that this plan will be updated should any necessary changes to the currently proposed arrangements arise in the future. Any special events (if required) would be subject to a separate request for a specific permit not covered by this report. Ason Group is responsible for the preparation of this Plan only and not for its implementation, which is the responsibility of the Contractor.

This report has been prepared by a consultant who holds a SafeWork NSW WHS Control Work card, accredited for the 'Prepare a Work Zone Traffic Management Plan. Details of the accredited consultant is provided below:

- Jae Jeon Ticket No. TCT1055002
- Jensen Wu Ticket No. TCT1051048

1.3 Project Details

The Project will comprise a state-of-the-art industrial warehouse and logistics estate. The key features of the project are summarised below:

- Site establishment:
  - Removal of farm dams
  - Remediation as required
  - Bulk earthworks (175,000m^3 of fill) and retaining walls
- Staged construction and operation of an industrial estate within three buildings, including ancillary office spaces, hardstand areas and car parking, with a total gross floor area (GFA) of 34,245m^2, maximum floor space ratio of 0.34:1, maximum height of 19.7m (inclusive of rooftop plant), split over four warehouses contained within three buildings with ancillary hardstand and office spaces:
  - Stage 1
    - Warehouse 1A: 7,189m^2 with 318m^2 office space (total GFA – 7,507m^2)
    - Warehouse 1B: 7,060m^2 with 307m^2 office space (total GFA – 7367m^2)
    - Warehouse 1C: 6,480m^2 office space (total GFA – 6,787m^2)
  - Stage 2
    - Warehouse 2 (temperature controlled): 11,959m^2 with total 625m^2 office space (total GFA – 12,584m^2)
- Use of the buildings for warehouse and distribution purposes 24 hours per day 7 days per week
- Ancillary development including:

  - Signage (a pylon estate sign and individual tenant identification and wayfinding signage)
  - Under croft car parking (149 vehicular spaces)
    - Warehouse 1A: 32 spaces
    - Warehouse 1B/1C: 61 spaces
    - Warehouse 2: 56 spaces
- Landscaping
- Utility infrastructure and services connection
- Stormwater management including naturalised open channel drainage as well as below ground on-site detention of stormwater
- Construction of two new industrial roads. This includes an east-west road (Road 1) and north-south road (Road 2). These roads are proposed to be delivered with an interim and ultimate access design:
  - Interim road design: half-road design for Road 1 and interim cul-de-sac at the northern end of Road 2
  - Ultimate road design: full road design for Road 1 and connection to the lot to the north (removal of cul-de-sac) for Road 2. The ultimate road design will be delivered in co-ordination with the neighbouring landowners. The ultimate road design will be dedicated to Council once the Aldington Road Intersections have been completed
- Subdivision of the site into two Torrens title allotments in addition to a road reserve lot for Road 1, Road 2 and area for the Aldington Road widening and intersection upgrade located on the site
- Dedication of land required for the widening of Aldington Road and the part of the Aldington Road Intersection upgrade which is located on the site.

1.4 Site context

The Proposal is located at 253-267 Aldington Road, Kemps Creek and is legally described as Lot 9 in DP253503. The State Significant Development Application (SSD-23480429; approved 1 August 2025) was previously submitted for the construction and operation of three warehouse buildings with a total floor area of 45,550m^2. This includes demolition, bulk earthworks, road construction, site servicing, on-site detention, landscaping and subdivision.

The proposed operational traffic volumes, outlined in the SSDA Traffic Management & Accessibility Plan (Ason Group Ref: 1730r01v12[1]) are as follows:

- AM Peak: 105 veh/hr (7:00am – 8:00am)
- PM Peak: 109 veh/hr (4:00pm – 5:00pm)

1.5 Stakeholder engagement

1.5.1 Authority Consultation

In accordance with the requirements of Condition B1(b), the CTMP must be developed in consultation with Council and TfNSW. Consultation has been undertaken with evidence provided in **Appendix D** and **Appendix E**.

[1] https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-23480429%2120231219T054522.111%20GMT

In addition, the MRP Working Group (MRPWG) serves as a dedicated forum to consult with key stakeholders, providing a platform to discuss construction programs, potential impacts, and outcomes from previous engagements.

1.5.2 Communication Strategy

This communication strategy aims be an effective communication method to ensure adequate information within the community and assist the project team to deliver the traffic changes with minimal disruption to the road network.

Ongoing communication is proposed so that stakeholders, road users and surrounding land owners are kept up to date of works and potential impacts. Early communication to motorists will aim to get the driver to make the decision between an alternate route before they arrive near the site or simply be aware of the works ahead.

Potential challenges include ensuring an effective interface with the Project Team and relevant stakeholders with regards to communications channels such as stakeholder meetings, advertising, signage and notification as well as staging to ensure minimal impact to the network where possible. A list of key community stakeholders is outlined in **Table 2**.

Table 2: Stakeholder consultation actions

Stakeholder	Action
DPHI	RP Infrastructure to submit CTMP to stakeholder. RP Infrastructure to liaise with stakeholder to address comments and re-submit final CTMP.
TfNSW	RP Infrastructure to submit CTMP to stakeholder. RP Infrastructure to liaise with stakeholder to address comments and re-submit final CTMP.
Penrith City Council	RP Infrastructure to submit CTMP to stakeholder. RP Infrastructure to liaise with stakeholder to address comments and re-submit final CTMP.
Transport Management Centre (TMC)	Tied to consultation with TfNSW. Any consultation will be undertaken in tandem with TfNSW.

The Contractor will consult with the required stakeholders regarding construction schedules and trucks routes. Any conflicts with stakeholders will be raised at the earliest time. RP Infrastructure is to consult with key stakeholders, and provides a platform to discuss programmes, impacts and any outcomes from previous engagements.

1.5.3 Stakeholder notification

In the event that any disruptions (unexpected or in advance) to roadways / footpath occur as a result of construction works, the procedure outlined below is to be followed:

- The Developer and/ or their nominated representatives will submit this CTMP to key stakeholders including TfNSW and Council for review and will liaise accordingly with all stakeholders to address any comments.
- If any future disruptions to roadways / footpaths are required, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers using letter drops and Variable Message Sign (VMS).
- If any unforeseen disruptions to roadways / footpaths occur, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers via traffic controllers and VMS.
- In the event that heavy vehicle damage to Council / TfNSW assets / infrastructure, contractors will notify Penrith City Council and TfNSW.

- If any future disruptions to the surrounding community, they will be notified by the appointed Communications and Community Liaison Representative (CCLR).

The relevant timeframes and distribution method are summarised below.

Table 3: Stakeholder Notification

Communication Tool	Timeframe	Distribution
Community Notification	7 days prior work commencement	Affected properties
Project Website	14 days prior work commencement	Online stakeholders
Stakeholder Email	7 days prior work commencement	Stakeholder database
Temporary VMS	14 days prior work commencement	Number and specific locations to be confirmed

1.6 Site-related information

1.6.1 Road details

The network surrounding the Site is presented in **Figure 1** below.

Key roads in the vicinity of the Site include:

- **Mamre Road**: Mamre Road is an arterial road servicing traffic between the Great Western Highway and M4 to the north and Elizabeth Drive to the south. Mamre Road generally provides 1 traffic lane in each direction, with additional through movement and turning infrastructure at key intersections to the north through the Erskine Park and Mamre West industrial precincts, and at Elizabeth Drive to the south. Mamre Road has a posted speed limit of 80km/h in the vicinity of the Site.
- **Aldington Road**: Aldington Road is a local, unclassified road that provides access to a number of rural residential properties and future industrial developments. It provides 1 traffic lane in each direction and connects to Bakers Lane to the north and Abbots Road to the south. Aldington Road has a posted speed limit of 60km/h in the vicinity of the Site.
- **Bakers Lane**: Bakers Lane is a local, unclassified road that runs east-west between Mamre Road and Aldington Road. It provides 1 traffic lane in each direction and has a posted speed limit of 60km/h.
- **Abbotts Road**: Abbotts Road is a local, unclassified road that connects Aldington Road to Mamre Road. It provides 1 traffic lane in each direction and has a post speed limit of 60km/h.

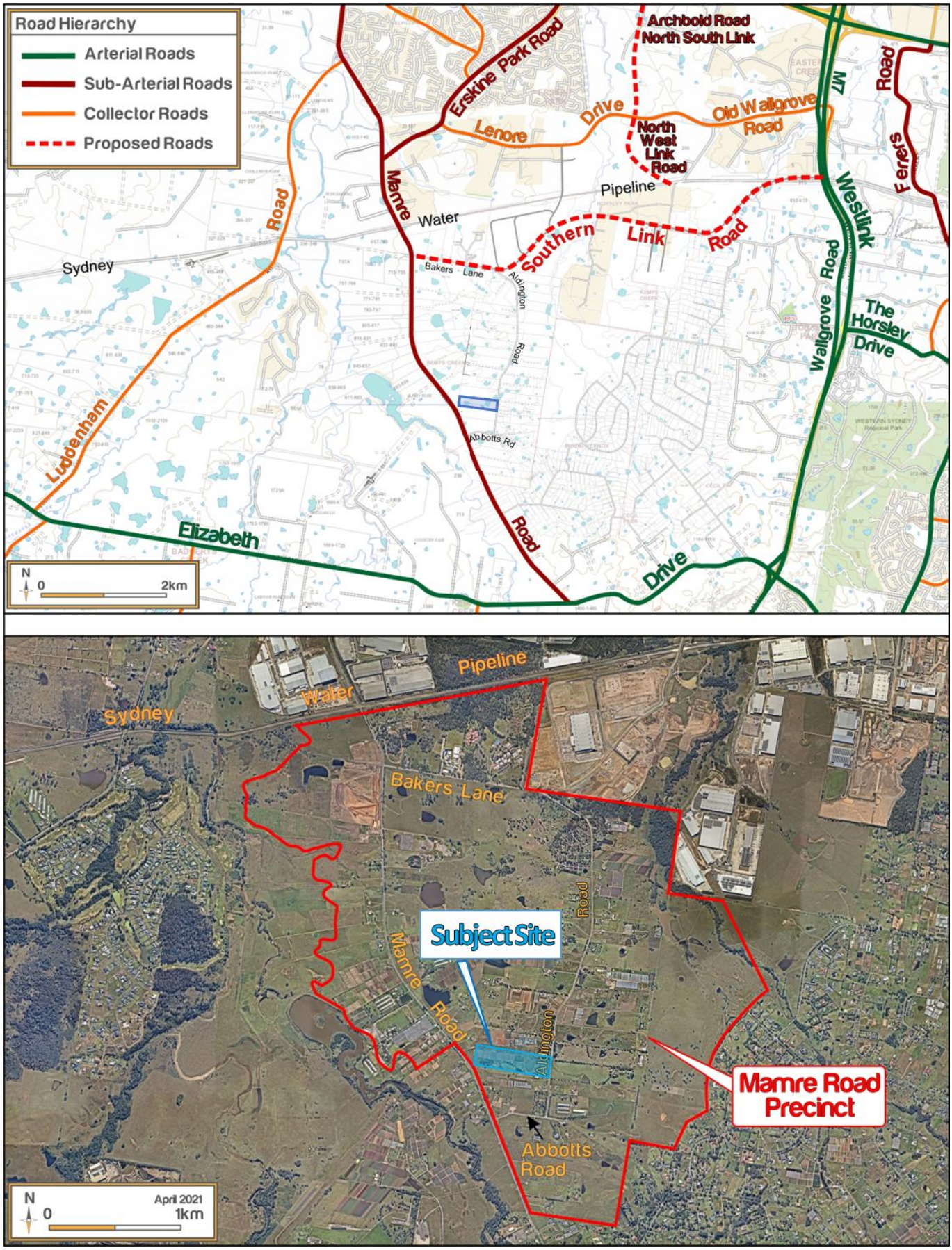


Figure 1: Surrounding road network

1.6.2 Crash history

A review of the RMS crash database has been undertaken to establish the crash history in the vicinity of the Site for the 5-year period of 2019 to 2023 (inclusive).

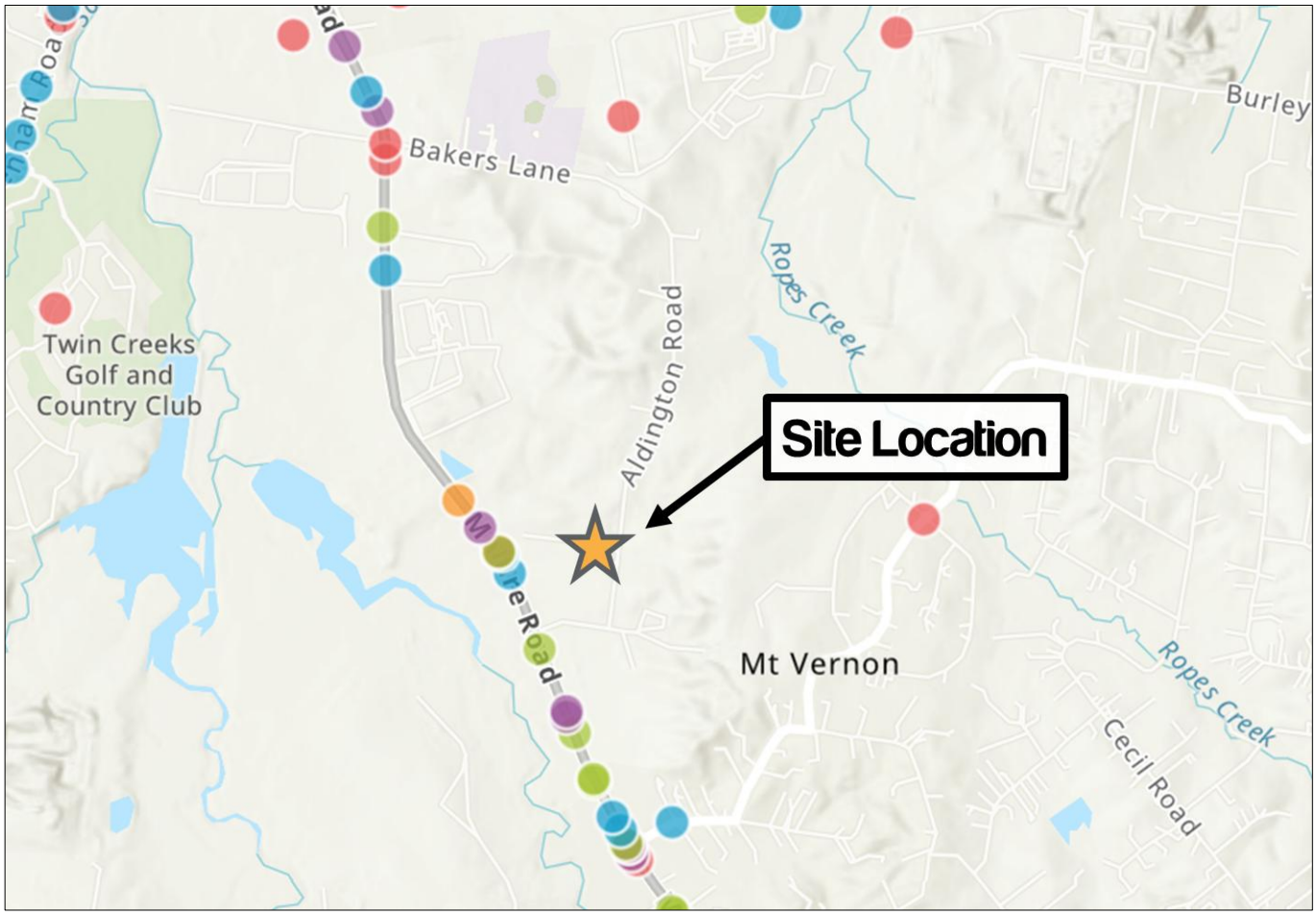


Figure 2: Crash locations and types (2019-2023)

It is noted that there were no crashes along the Site frontage or vicinity of Aldington Road, suggesting no inherent safety issues in the immediate vicinity of the Site.

1.6.3 Vulnerable road users

Vulnerable road users (VRU) are road users not in a car, bus or truck. In the event of a crash, VRUs have little to no protection from crash forces, therefore, need to be addressed within this CTMP. The table below provides context to VRUs surrounding the Site.

Table 4: Public and active transport

Road Name	Pedestrian	Cycling	Public Transport
Mamre Road	No	Yes, within shoulder	None close to the Site
Aldington Road	No	No	No
Abbotts Road	No	No	No

1.6.4 Neighbouring construction works

The Site is located in the broader Mamre Road Precinct. Currently, the construction activities identified being undertaken within the vicinity of the Site includes:

- 290-308 Aldington Road, 59-62 Abbotts Road and 63 Abbotts Road, Kemps Creek – Westlink Stage 2 (SSD-9138102)
- 141-251 Aldington Road, Kemps Creek – Edge South Estate (SSD-17552047)
- 200 Aldington Road, Kemps Creek Lot F and J – Fife Capital Estate (SSD-10479)
- 113-153 Aldington Road, Kemps Creek – Dexus Estate (SSD-32722834)

This assessment also considers the external road upgrades which relate to Mamre Road, Abbotts Road and Aldington Road, as summarised below.

- Mamre Road / Abbotts Road intersection upgrade (MAIU)
- Abbotts Road upgrade including the Abbotts Road / Aldington Road intersection upgrade (AARU Phase 1)
- Aldington Road upgrade (AARU Phase 2)

It is expected that each site would be under various stages of construction, however, typically would involve earthworks, infrastructure works (roadways, water, electrical, etc), warehouse construction (pads, warehouse, fit out, etc), and / or landscaping.

2 Proposed works and staging

2.1 Overview of works

Details of the proposed construction stages have been provided by the Contractors and summarised in **Table 5** below.

Table 5: Construction Staging

Contractor	**Simmons**		**Texco**		
Stage	Early Works	Earthworks & Civil Work	Earthworks / Retaining Walls / Stormwater	Structure Steel, Roofing, Precast and Concrete Pours	Services and Finishing
Start date	December 2025	December 2025	September 2026	September 2026	September 2026
End date	December 2025	December 2026	June 2027	June 2027	June 2027
Max. Vehicle size	20m Articulated Vehicle, Truck & Dog				20m Articulated Vehicle
Maximum daily vehicle movements	LV: 34 / day HV: 270 / day	LV: 100 / day HV: 744 / day	LV: 40 / day HV: 102 / day	LV: 80 / day HV: 72 / day	LV: 120 / day HV: 40 / day
Truck Access Requirements	All vehicles shall enter the Site via Aldington Road by a left-in, right-out arrangement. No construction vehicles are to access or depart the Site via Bakers Lane.				
Vehicle access / egress in a forward direction (Y / N)	Y				
Out of Hours Deliveries (Y/N)	N				
Contractor parking	Y – On-site parking and facilities will be available				
Pedestrian control	Construction fencing will be installed.				
Public transport services affected	N				
Road occupancy requirements	N	N	N	N	N

Lane or Footpath Closures	N	N	N	N	N
Traffic Guidance Scheme	Refer **Appendix F**	Refer **Appendix F**	Refer **Appendix F**	Refer **Appendix F**	Refer **Appendix F**
Crane requirements	N/A	N/A	During Stormwater phase	Crane zone around perimeter of each warehouse	N/A

Note: There is no overlap of construction duration between Simmons Early Works and Earthworks & Civil Works stage.

2.2 Construction hours

Per Condition B31 of the development consent, the approved hours of construction are shown in **Table 6**.

Table 6: Hours of work

Activity	Day	Time
Earthworks and construction	Monday – Friday Saturday	7:00am – 6:00pm 8:00am – 1:00pm
	Sunday Public Holiday	No work

It is anticipated that construction works will not be conducted outside of the hours outlined above. Should out of work hours be required, RP Infrastructure will lodge an application for an Out of Work Hours Permit with the Planning Secretary to seek approval for these works. The type of works that might be undertaken outside the recommended standard hours are:

- The delivery of oversized plant or structures including what authorities determine require special arrangements to transport along public roads.
- Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm.
- Public infrastructure works that shorten the length of the project and are supported by the affected community.
- Works where a proponent demonstrates and justifies a need to operate outside the recommended standard hours.

2.3 Site access arrangement

Emergency vehicle access to and from the Site will be available at all times while the site is occupied by construction activities. This process would be implemented through emergency protocols on the site which will be developed by the Contractor and shall be documented within the Contractor's Construction Management Plan.

Any oversized plant or structure that require special arrangements to transport along public roads will require approval from the National Heavy Vehicle Regulator (NHVR) and Council. All vehicles are to access the site via Aldington Road and Abbotts Road.

Access to the site is to be provided in a left-in, right-out arrangement, as shown in **Figure 3**. As required by Condition A7, no construction vehicle is to access or depart the Site via Bakers Lane.

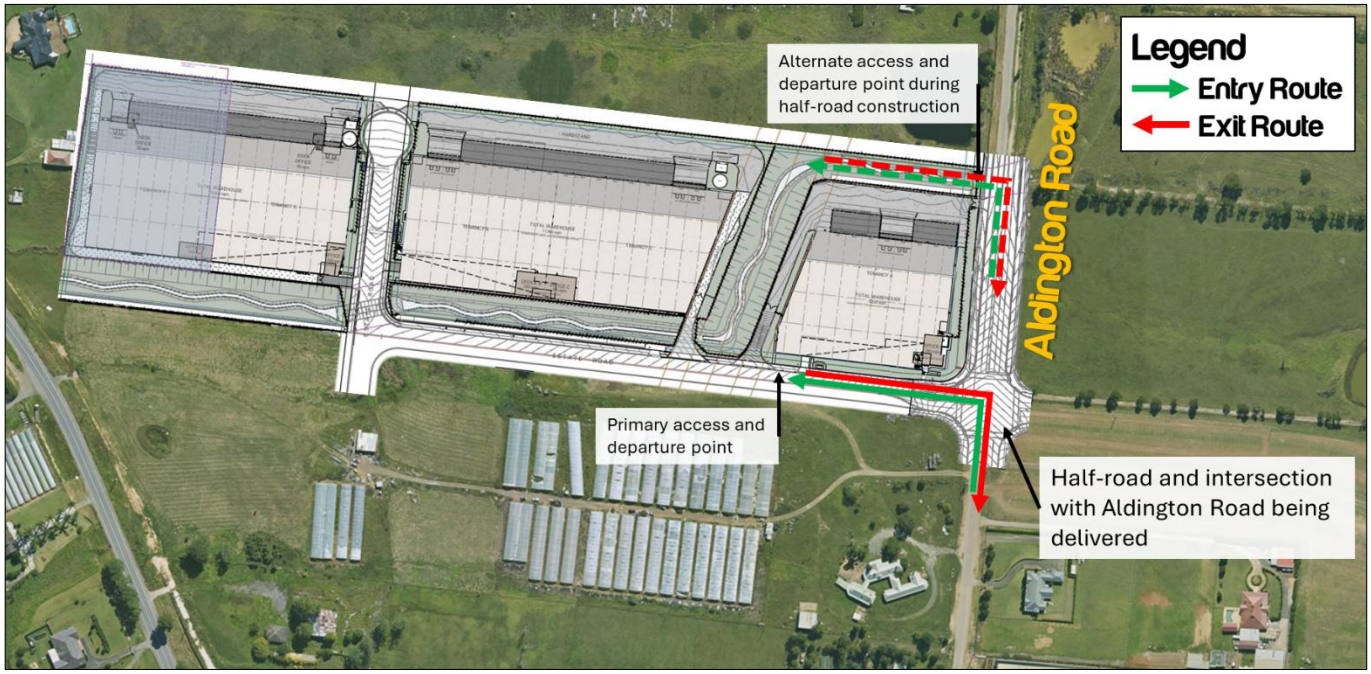


Figure 3: Construction vehicle access arrangement

2.4 Truck routes

It is expected that all heavy vehicles will access the Site via the appropriate TfNSW Restricted Access Vehicle (RAV) routes.

A copy of the approved routes will be distributed to all drivers before their arrival to the Site. No trucks will queue on any roads on approach to the construction site. Mobile phones, two-way radios or application-based solutions will be used to coordinate truck arrivals.

The proposed construction access routes are shown in **Figure 4**. As required by Condition A7, no construction vehicle is to access or depart the Site via Bakers Lane. This includes site personnel and contractors in light vehicles.

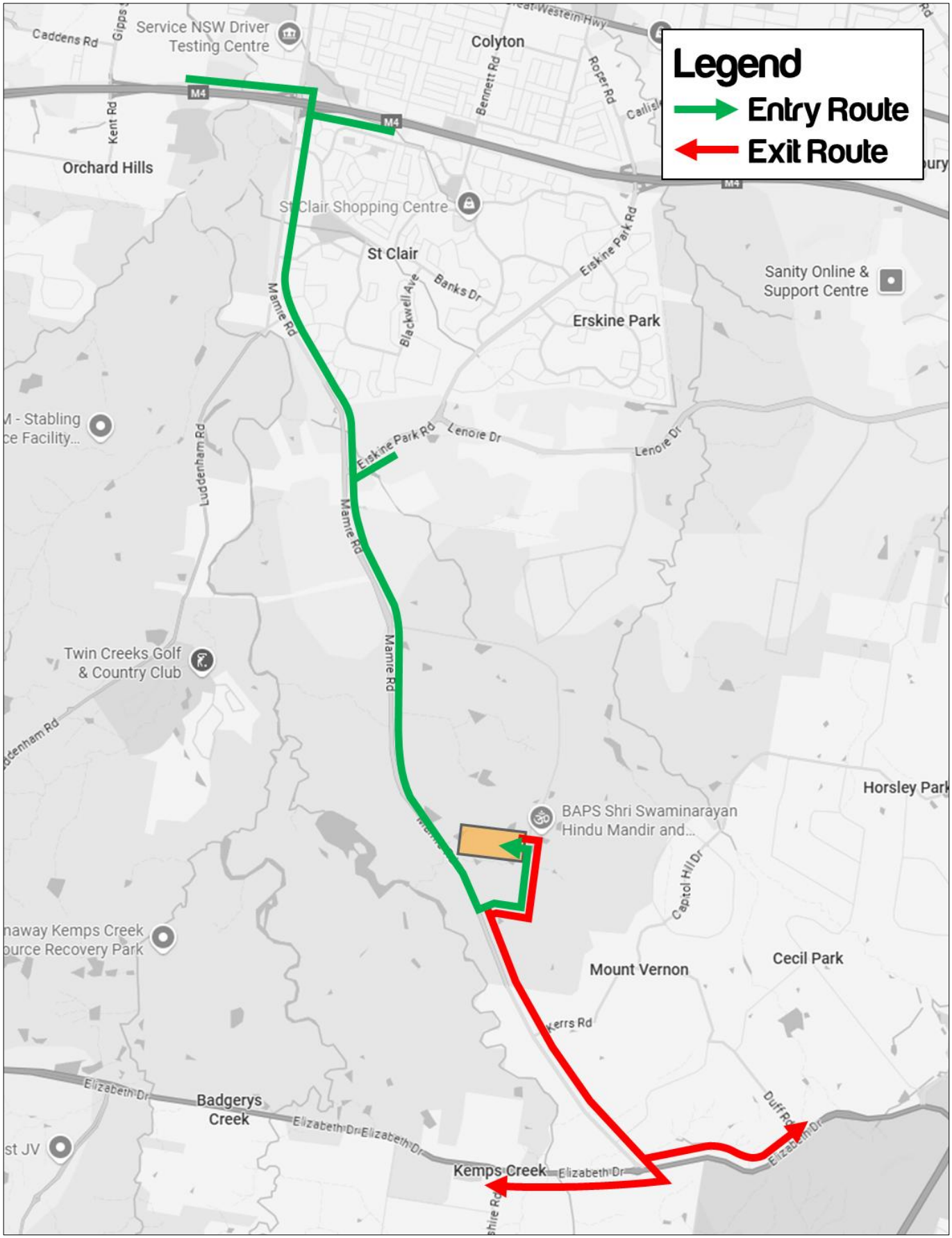


Figure 4: Construction access routes

The NHVR Restricted Access Vehicles (RAV) maps for vehicles up to and including 26m B-doubles is shown in **Figure 5**. It should be noted that Aldington Road and Abbotts Road are not approved for 26m B-Doubles.

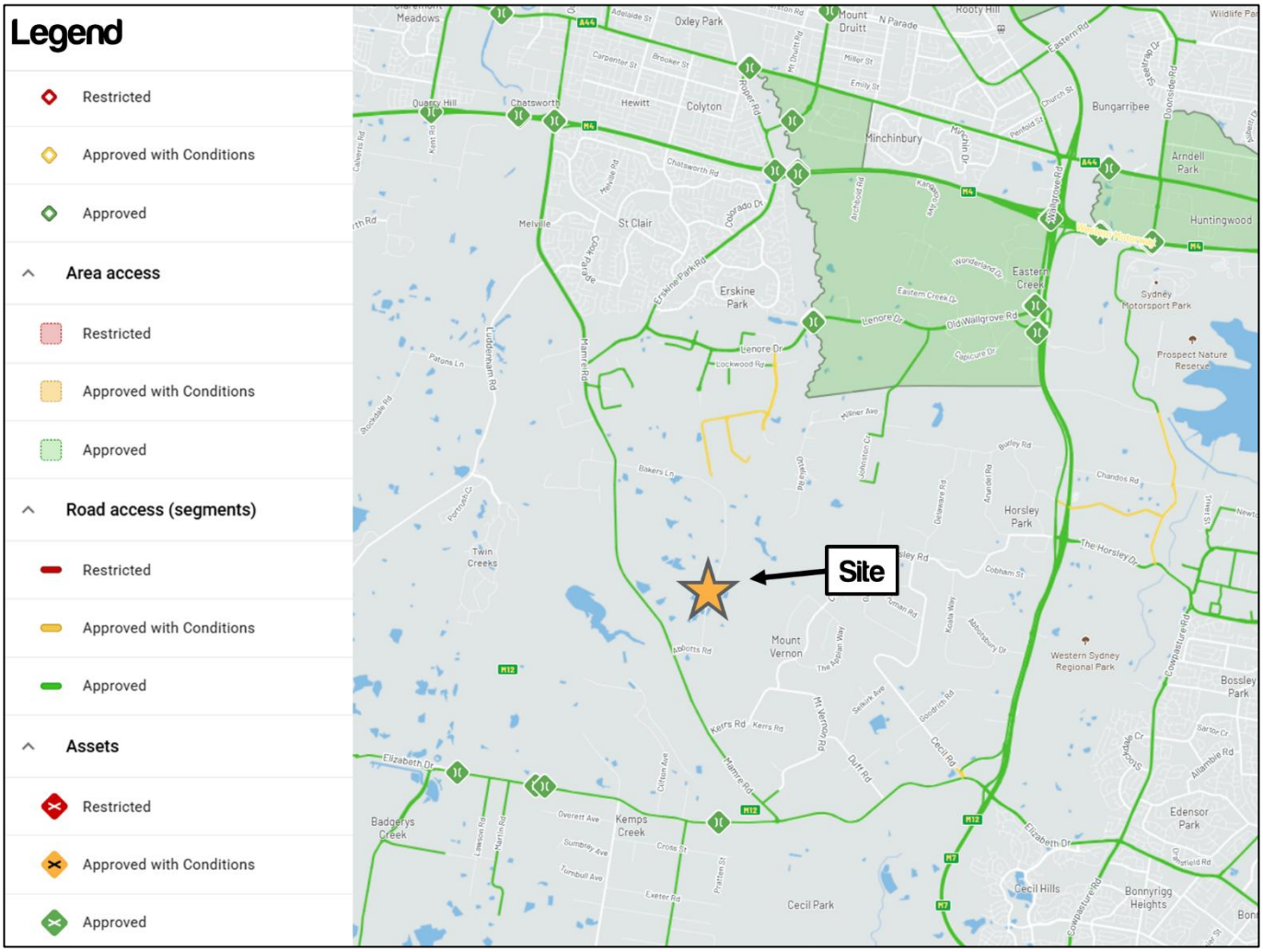
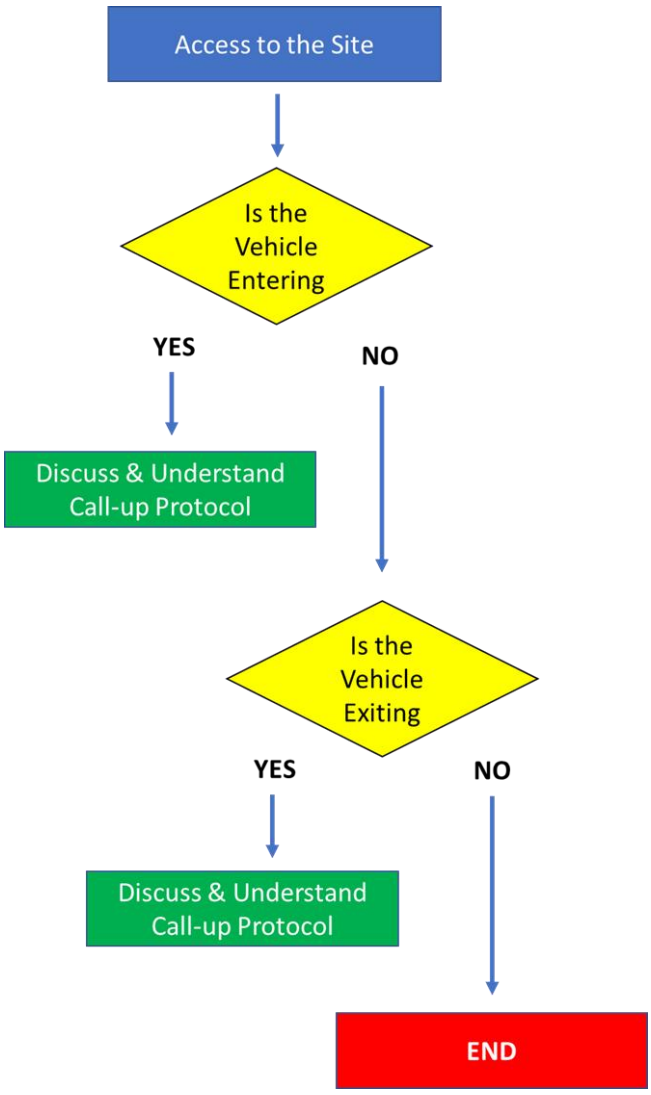


Figure 5: NHVR Restricted access vehicle (RAV) map – 25/26m B-double routes

2.5 Temporary traffic management method

Traffic management shall be undertaken in accordance with the methodology outlined within the TGS (attached in **Appendix C**) and the access protocols and methodology in **Table 7** below. All road users are expected to be directed around the worksite in order to physically separate the road user from any hazards within the worksite.

Table 7: Access protocols and methodology

Responsibility	Notes	Procedure
Site Manager / Foreman	**ENTRY PROTOCOL:** Via UHF radio, channel agreed at pre-start. 1. Vehicle to advise Site Manager when 200m from gate via UHF — vehicle to ensure flashing lights are on 2. Vehicle advises of metres from gate in 50m lots (i.e. 150 m from gate, 100m from gate). 3. Site Manager advises safe to enter, vehicle enters site and decelerates behind barriers 4. If not safe to enter, vehicle is to continue driving and not stop / queue on the public roadway 5. Vehicle uses road network to return and make another attempt at entering site	
Site Manager / Foreman	**EXIT PROTOCOL:** Via UHF radio, channel agreed at pre-start. 1. Vehicle driver to radio Site Manager to ensure exit is possible – vehicle to ensure flashing lights are on 2. If no issues driver to accelerate to exit gate and merge with traffic. 3. If driver cannot exit, Site Manager to order vehicle to hold until gate is clear. **The vehicle driver is not to stop traffic on the public road network.**	

2.6 Risk assessment

A risk assessment is aimed to identify the hazards and risks associated with the works. The purpose of this risk assessment is to determine the controls required for the protection of the road workers and road users. A risk assessment has been completed and is attached in **Appendix B**.

2.7 Site contact

The key contacts for the Site during Construction have been outlined below.

Table 8: Construction contact list

Role	Name	Company	Contact
Superintendent	Ben Prior	RP Infrastructure	ben.prior@rpinfrastructure.com.au
Contractor	TBC	Simmons	TBC
Contractor	**TBC**	**Texco**	**TBC**

The list of key contacts shall be provided within the site induction to all staff and contractors, as well as be posted on the site shed. Consideration should also be given to presenting this list of contacts within the project's website.

2.8 Works zone

No Works Zone is required in relation to the current scope of works with all construction works to occur wholly within the site boundaries.

Notwithstanding, in the event that the implementation of further temporary traffic control measures on public roads/ road related areas is required, the Contractor will obtain a Road Occupancy Licence (ROL) from Council. If excavation and/ or road opening works on a public road are necessary, the Contractor will obtain a ROL.

3 Traffic management

3.1 Approved operational traffic volumes

The Site TMAP (Ason Group Ref: 1730r01v12) supporting the development outlines the future operational traffic volumes associated with the Site. The relevant figures for the network peak hours have been summarised in **Table 9**.

Table 9: Approved operational traffic generation

Time Period	GFA m^2	Trip Rate per $100m^2$	Trips
AM Peak (7am – 8am)	45,530	0.23	105
PM Peak (4pm – 5pm)		0.24	109
Daily		2.91	1,325

In this context, the above volumes have been considered as the thresholds for which peak hour construction traffic volumes are benchmarked against.

3.2 Forecast Volumes – Westgate

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

- AM peak (7:00 – 08:00):
  - Light vehicle movements: 15
  - Heavy vehicle movements: 88
  - Total movements: 103
- PM peak (16:00 – 17:00)
  - Light vehicle movements: 43
  - Heavy vehicle movements: 30
  - Total movements: 73

It should be noted that the AM and PM peak periods have been assessed in relation to the network peak periods and are not necessarily representative of the peak LV or HV volumes during any given one-hour period. For 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-contractor's 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).

- Design / management consultants arriving to Site for meetings.

- Food vans / food deliveries by non-contracted parties.
- Relevant Authorities / Agencies (including DPHI or Penrith City Council, the Environmental Representative (ER), and other stakeholders who have assets on the site)
- Members of the public who may drive in ad hoc.

The estimated construction traffic volumes have been benchmarked against the operational traffic volumes outlined in **Section 3.1**. A comparison has been provided in **Table 10**.

Table 10: Operational vs construction traffic generation

Period	Operational Traffic Volumes	Construction Traffic Volumes	Net Difference
AM Peak (7am – 8am)	105	103	-2
PM Peak (4pm – 5pm)	109	73	-36

With reference to the above, the estimated construction traffic volumes are shown to fall below the future operational traffic volumes for the Site. Therefore, the construction traffic is not expected to have any material impacts on the surrounding road network.

3.3 Forecast volumes – Surrounding approved developments

This assessment has specifically focused on sites with access via Aldington Road and Abbotts Road and include the following approved developments:

- 290-308 Aldington Road, 59-62 Abbotts Road and 63 Abbotts Road, Kemps Creek – Westlink Stage 2 (SSD-9138102)
- 141-251 Aldington Road, Kemps Creek – Edge South Estate (SSD-17552047)
- 200 Aldington Road, Kemps Creek Lot F and J – Fife Capital Estate (SSD-10479)
- 113-153 Aldington Road, Kemps Creek – Dexus Estate (SSD-32722834)

This assessment also considers the external road upgrades which relate to Mamre Road, Abbotts Road and Aldington Road, as summarised below.

- Mamre Road / Abbotts Road intersection upgrade (MAIU)
- Abbotts Road upgrade including the Abbotts Road / Aldington Road intersection upgrade (AARU Phase 1)
- Aldington Road upgrade (AARU Phase 2)

Ason Group has completed the CTMPs for most of the surrounding approved developments and the approved infrastructure works. The daily cumulative construction volumes have been summarised in Table 11 for the duration of the construction period for the Site. The volumes are based on provided contractor forecasts with reasonable assumptions made where appropriate.

Table 11: Forecast cumulative daily construction traffic volumes

Project	Vehicle Type	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27
Westgate Industrial Estate	LV	100	100	100	100	100	100	100	100	100	340	340	340	340	340	240	240	240	240	240
	HV	744	744	744	744	744	744	744	744	744	934	934	934	934	934	214	214	214	214	214
Westlink	LV	270	232	232	232	292	292	392	360	360	360	460	250	300	300	350	350	300	250	150
	HV	130	436	436	436	522	522	582	582	582	522	522	130	130	130	180	140	120	100	60
Edge South Estate	LV	362	362	362	362	362	319	366	366	366	366	292	292	249	249	249	249	64	64	
	HV	276	276	276	276	276	243	279	279	279	279	222	222	190	190	190	190	49	49	
Fife Capital Estate	LV	180	180	180	90	90	90													
	HV	390	390	390	195	195	195													
Dexus Estate	LV	181	181	181	181	181	181	160	183	183	183	183	146	146	125	125	125	125	32	32
	HV	138	138	138	138	138	138	122	139	139	139	139	111	111	95	95	95	95	24	24
MAIU	LV	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	
	HV	176	176	176	176	176	176	176	176	176	176	176	176	176	176	176	176	176	176	
AARU Phase 1	LV	78	78	78																
	HV	88	88	88																
AARU Phase 2	LV	48	48	48	48	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138
	HV	368	368	368	368	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220
Total	**LV**	**1,327**	**1,289**	**1,289**	**1,121**	**1,271**	**1,228**	**1,264**	**1,255**	**1,255**	**1,495**	**1,521**	**1,274**	**1,281**	**1,260**	**1,210**	**1,210**	**975**	**832**	**560**
	HV	**2,310**	**2,616**	**2,616**	**2,333**	**2,271**	**2,238**	**2,123**	**2,140**	**2,140**	**2,270**	**2,213**	**1,793**	**1,761**	**1,745**	**1,075**	**1,035**	**874**	**783**	**518**
	Total	**3,637**	**3,905**	**3,905**	**3,454**	**3,542**	**3,466**	**3,387**	**3,395**	**3,395**	**3,765**	**3,734**	**3,067**	**3,042**	**3,005**	**2,285**	**2,245**	**1,849**	**1,615**	**1,078**

3.4 Cumulative Traffic Assessment

Further to the cumulative daily construction assessment, it is also important to consider the traffic movements during the network AM and PM peak periods to ensure the cumulative traffic volumes do not adversely impact the surrounding road network.

It should be noted that the daily cumulative traffic assessment indicates that the peak daily vehicle trips would occur in January and February 2026. However, the peak hour assessment indicates that the highest peak hour vehicular trips are expected to occur in August 2026 (prior to installation of the interim traffic signals at Abbotts Road / Mamre Road intersection) and October 2026 (following installation of interim traffic signals and prior to completion of all external road upgrades).

The anticipated peak hour volumes have been summarised in Table 12 and Table 13 for the duration of the construction period for the Site. The following should be noted when reviewing the cumulative peak hour traffic volumes:

- Construction traffic volumes have been highlighted in green
- Operational traffic volumes have been highlighted in blue
- Westlink comprises multiple lots with construction completing at various stages and lots becoming operational at different stages. Therefore, the traffic volumes presented in Table 12 and Table 13 represent a consolidation of construction and operational volumes.
- Operational volume for Fife Capital Estate takes into consideration the approved operational threshold for Lot F and J.
- It is understood that there is currently an application for the fit out and use of the Stage 1 building on Lot F which proposes a reduction in traffic generation. This application has not yet been approved therefore this cumulative assessment has taken into consideration the approved Stage 1 traffic generation for Lot F.

Table 12: Forecast cumulative AM traffic volumes

Project	Vehicle Type	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27
Westgate Industrial Estate	LV	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	HV	70	16	16	16	16	16	16	16	16	88	88	88	88	8	8	8	8	8	8
Westlink	LV	42	63	63	63	65	65	74	63	63	63	72	39	43	43	47	47	43	39	30
	HV	20	82	82	82	81	81	87	94	94	88	88	19	19	19	24	20	18	15	11
Edge South Estate	LV	32	32	32	32	32	28	32	32	32	32	26	26	22	22	22	22	6	6	110
	HV	29	29	29	29	29	25	29	29	29	29	23	23	20	20	20	20	5	5	40
Fife Capital Estate	LV	16	16	16	8	8	8	115	115	115	115	115	115	115	115	115	115	115	115	115
	HV	41	41	41	20	20	20	42	42	42	42	42	42	42	42	42	42	42	42	42
Dexus Estate	LV	16	16	16	16	16	16	14	16	16	16	16	13	13	11	11	11	11	3	3
	HV	14	14	14	14	14	14	13	15	15	15	15	12	12	10	10	10	10	3	3
MAIU	LV	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AARU Phase 1	LV	20	20	20																
	HV	0	0	0																
AARU Phase 2	LV	10	10	10	10	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
	HV	30	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**LV**	**186**	**202**	**202**	**174**	**206**	**203**	**206**	**196**	**196**	**196**	**199**	**162**	**163**	**161**	**165**	**165**	**145**	**132**	**197**
	HV	**204**	**212**	**212**	**191**	**160**	**157**	**145**	**153**	**153**	**219**	**213**	**141**	**138**	**56**	**61**	**57**	**40**	**31**	**62**
	Total	**390**	**414**	**414**	**366**	**367**	**360**	**351**	**350**	**350**	**415**	**412**	**304**	**301**	**217**	**227**	**223**	**185**	**163**	**259**

Table 13: Forecast cumulative PM traffic volumes

Project	Vehicle Type	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27
Westgate Industrial Estate	LV	11	8	8	8	8	8	8	8	8	43	43	43	43	35	35	35	35	35	35
	HV	32	24	24	24	24	24	24	24	24	30	30	30	30	6	6	6	6	6	6
Westlink	LV	40	40	40	40	36	36	46	51	51	51	61	39	43	43	48	48	43	39	29
	HV	14	36	36	36	39	39	44	49	49	44	44	15	15	15	19	16	14	13	10
Edge South Estate	LV	34	34	34	34	34	30	34	34	34	34	27	27	23	23	23	23	6	6	115
	HV	21	21	21	21	21	19	21	21	21	21	17	17	14	14	14	14	4	4	42
Fife Capital Estate	LV	17	17	17	8	8	8	126	126	126	126	126	126	126	126	126	126	126	126	126
	HV	30	30	30	15	15	15	46	46	46	46	46	46	46	46	46	46	46	46	46
Dexus Estate	LV	17	17	17	17	17	17	15	17	17	17	17	14	14	12	12	12	12	3	3
	HV	10	10	10	10	10	10	9	11	11	11	11	8	8	7	7	7	7	2	2
MAIU	LV	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	HV	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
AARU Phase 1	LV	2	2	2																
	HV	8	8	8																
AARU Phase 2	LV	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	HV	30	30	30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Total	**LV**	**125**	**122**	**122**	**111**	**107**	**103**	**107**	**114**	**114**	**149**	**152**	**126**	**127**	**117**	**122**	**122**	**100**	**86**	**184**
	HV	**161**	**175**	**175**	**152**	**145**	**143**	**134**	**141**	**141**	**142**	**138**	**106**	**104**	**79**	**82**	**79**	**67**	**60**	**79**
	Total	**285**	**297**	**297**	**263**	**252**	**246**	**241**	**255**	**255**	**291**	**289**	**233**	**231**	**196**	**204**	**201**	**167**	**147**	**264**

The volumes are based on provided contractor forecast and the expectation is that each respective appointed contractor for the construction sites will be responsible to manage construction traffic volumes within the approved thresholds. The coordination of the number of construction sites is critical to ensure that the overall construction traffic volumes do not have an adverse impact on the external road network. Therefore, it is envisaged that this will be actively coordinated throughout the Mamre Road Precinct Working Group meetings where the stakeholders will be notified of any changes to the construction programmes which may impact on the cumulative traffic volumes.

3.5 Minimising traffic impacts on surrounding network

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

- **Monitoring Construction Vehicles**: Each contractor is responsible for monitoring construction vehicle volumes, utilising either manual methods or CCTV monitoring at their respective site entrances to ensure adherence to approved construction volumes and approved site ingress and egress arrangements. The contractors shall be responsible to review the volumes relevant to their works and report this to the Principal, RP Infrastructure, regularly. Notwithstanding, it is also the responsibility of each contractor to notify the Principal if the observed construction volumes get close to the maximum volumes. The Principal shall provide the Environmental Representative (ER) with the vehicle volumes for monthly reporting and advise the ER and DPHI if those volumes have been exceeded. This monitoring approach aligns with efforts to ensure traffic impacts are minimised on the surrounding network. This has been outlined in more detail in **Table 16**.
- **Construction Traffic routes**: Construction traffic will use the Site's primary access on Aldington Road to access the work area for the works, connecting to the wider network via Mamre Road. To ensure the impacts to motorists within the area are kept to a minimum, construction traffic will be contained with the prescribed volumes.
- **Management of deliveries**: The Contractor will manage deliveries to ensure that construction vehicles, particularly heavy vehicles, will not exceed approved traffic thresholds.
- **Safety During Construction**: Safety to motorists and pedestrians throughout the area will be maintained during construction through the preparation and execution of TGS's. A range of TGS's are to be implemented by the contractor CTMPs, 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. TGS's shall be monitored and updated accordingly throughout the project.
- **Reporting**: Monitoring of traffic movements during peak periods is to be undertaken to ensure that drivers are adhering to the rules set out in this CTMP. This will ensure that the traffic generation and subsequent impacts on the road network, are in line with those approved. All near misses are to be documented to ensure any developing issues can be resolved with the relevant stakeholders
- **Compliance and issue resolution**: Non-compliance issues (e.g. route deviations or excessive traffic volumes) will be documented, reviewed and rectified through the MRPWG and relevant authorities. Contractors will be required to adjust construction schedules if cumulative traffic impacts exceed agreed thresholds. Any disputes or conflicts between projects will be escalated to the MRPWG for resolution.
- With the above measures, it is not expected that this level of traffic movement would create any adverse impact on the surrounding road network.

3.6 Vehicle management

In accordance with TfNSW requirements and the Conditions of Consent, all drivers are to be familiar with the Driver Code of Conduct before attending the Site. A copy of the Code is included in **Appendix A**.

All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. Public roads used by construction vehicles are to be kept clean at all times. All vehicles enter and exit the site in a forward direction.

All subcontractors must be inducted by the contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site.

Vehicle movements to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads, access points and internal parking areas will not be obstructed by any materials, unapproved vehicles, refuse skips or the like, under any circumstances. At no time shall heavy vehicles and bins associated with the development park on local roads or footpaths in the vicinity of the Site. Additionally, no loading, unloading, material handling or storage of materials or vehicles is to occur on any part of the public road–paved, unpaved, or roadside.

All vehicles are to be wholly contained on site before being required to stop. In this regard, any site boom gates and access point controls should be located well within the site to ensure that no vehicle queuing occurs on the public road network. A schedule for deliveries of goods and materials will be established prior to that day, with Traffic Controllers to maintain radio contact with construction vehicles at all times. The anticipated deliveries will be made known to site personnel at daily prestart meetings.

3.7 Contractor and heavy vehicle parking

Contractors are expected to drive to site given the absence of practical bus services in close proximity to the Site. As such, contractors will nominate and make available on-site parking zones for contractors and heavy vehicles, such that any vehicle manoeuvre routes are not obstructed and suitable pedestrian connections are maintained between work areas and parking throughout all work stages. Additionally, there shall be no illegal parking of contractor or heavy vehicles prior to entering the Site.

These details shall be outlined and communicated at regular toolbox meetings. Parking is to be regularly monitored to ensure sufficient provisions and to prevent queuing onto the roadway.

3.8 Pedestrian and cyclist management

Aldington Road does not have any footpath, bicycle path or shared paths along the frontage of the Site. Therefore, pedestrian and cyclist management measures are generally not expected to be required for the Site.

Notwithstanding, consideration can be given to providing safety measures and traffic controllers in the case that any pedestrian and/or cycling infrastructure is delivered as construction progresses. This can be updated as part of the ongoing monitoring and review process.

3.9 Public transport impact

All loading and unloading of materials will occur within the site boundary. The construction activities are not expected to impact existing public transport services near the site, including the bus services using Aldington Road, Abbotts Road and Mamre Road.

3.10 Fencing requirements

Fencing requirements will consist of fencing to the perimeter of the Site with man-proof fencing on the property boundary. During temporary and signal intersection works, concrete jersey kerbs along the site frontage will be installed.

The fencing is to ensure unauthorised persons are kept out of the Site.

3.11 Traffic Guidance Scheme

Site-specific Traffic Guidance Schemes (TGS) on Aldington Road are provided in **Appendix C**. are designed to alert drivers to the presence of heavy vehicles entering or exiting the existing access road, promoting safer driving practices.

3.12 Driver awareness and code of conduct

All drivers shall be made aware and adhere to the Driver Code of Conduct, outlined in **Appendix A**.

3.13 Worker induction

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

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

4 Monitoring and review

4.1 Monitoring program

This CTMP shall be subject to a regular review and will be updated accordingly. Regular reviews will be undertaken by the on-site coordinator during implementation and execution of this CTMP. Monitoring of this CTMP shall also be picked up in the Environmental checklists, with any incidents being reported within the weekly site meeting. The monitoring procedure has been outlined in **Figure 6**.

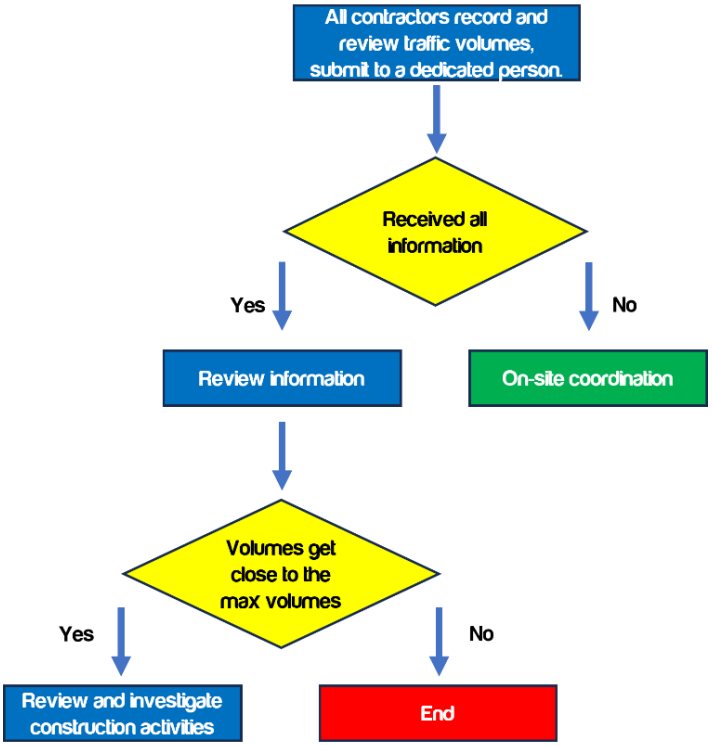


Figure 6: Monitoring procedure

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

- To ensure the implementation of the CTMP and TGS's are consistent with the intent of this report, and that the most recent version of the CTMP and TGS (as approved by the Planning Secretary) is being implemented.
- 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.
- It is expected the contractor will undertake a truck and car count/review with RP Infrastructure to ensure volumes are within Condition Green of **Table 16**, and will be undertaken once a month. In addition, the Contractor is required to retain a log of all vehicles accessing the Site on a daily basis.
- To identify any shortfalls and develop an updated action plan to address issues that may arise during construction (Parking and access issues)
- To ensure TGS'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 to ensure all loads are entering and leaving site covered as outlined within this CTMP.

As such the table below provides triggers to monitor and review this CTMP.

Table 14: Monitoring and reviews of CTMP

Type of Review	Frequency	Considerations
Scheduled	The scheduled TMP review must be undertaken monthly or as specified otherwise	The scheduled CTMP review must consider the following: CTMP and TGS are approved; Identify required variations to the TGS, and ensure that they are updated, recorded, and approved; Review any departures or variations of the CTMP and/or TGS to ensure they have been documented and approved; Speed control effectiveness; and Construction vehicle entry/egress suitability, with no queuing on the public road network at any time. Construction vehicle daily / peak hour movements are compliant with approved volumes. Periodic checks to ensure that heavy vehicles are using the correct access route.
Change Generated Review	The change generated review must be undertaken when implementing new traffic stages, switches, or other construction-based activities.	The change generated CTMP review must consider the following: The work site is operating safely; Delineation is effective with appropriate signage installed for changed conditions; Safe passage is provided for all road users; Road Safety Audits are arranged or confirmed as required. Accountability for approval and inspection is well understood and documented
Non-Compliance, Post Incident or Near Miss Review	The Non-Compliance, post-incident or near miss review must be undertaken following an incident or near miss.	Any non-compliance must be reported to immediately to the supervisor. A non-compliance is anything other than 'Condition Green' as outlined within **Table 16**. All workplace incidents must be reported immediately to the supervisor, who is to determine responsibility for investigating the incident. The incident and investigation must also be recorded in the incident reporting system of Transport. The post incident or near miss CTMP review must consider: Causal factors; Contributory factors or changes required; and Identified changes to TGS are completed, approved, recorded, and communicated. For any incidents or near miss (where required) a safety alert must also be prepared and distributed by the Transport project manager to share learnings with other work sites.

This monitoring process is expected to form part of the monitoring plan required to be included as part of this CTMP. The roadway (including footpath) must be kept in a serviceable condition for the duration of construction.

4.2 Work site inspections, recording and reporting

Recording and reporting of the monitoring programs are critical for immediate traffic safety improvements. These shall be done in accordance with Section E.3, E.4 and E.5 of the TCAWs Manual. As such, the structure, schedule, and frequency of these activities have been considered and identified.

To inspect, review and audit the temporary traffic management (TTM) arrangements implemented on site, the following actions are to be undertaken by suitably qualified personnel in accordance with TCAWS 6.1 requirement during all phases of construction, being:

Table 15: Example review of activities

Activity	Heading		Frequency of Details
Shift Inspections	☐ Yes	☐ No	
Regular Inspections	☐ Yes	☐ No	
TMP Review	☐ Yes	☐ No	
Road Safety Audit	☐ Yes	☐ No	
Other	☐ Yes	☐ No	
Comments			

Given that the length of construction and that no regular works have been proposed outside of the site, monthly TTM inspections is considered to be sufficient.

4.2.1 Incident management

For the purposes of this CTMP, an 'incident' is an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. Furthermore, a 'non-compliance' is an occurrence, set of circumstances or development that is a breach of the consent.

All incidents related to traffic, including those of the Principal Contractor, subcontractors, and/or visitors that occur during construction works will be managed in conjunction with the requirements outlined in RP Infrastructure's CEMP Incident and Non-compliance Response and Handling Procedure.

Whilst it is noted that key Contractors will be implementing their own environmental management system procedures and processes, RP Infrastructure will be responsible for ensuring that these systems and processes satisfy the requirements, including the incident management components. The Contractor will be responsible for providing all necessary documentation with regards to the incident investigation and close-out actions where required. The timing of the provision of this documentation is to align with RP Infrastructure requirements.

RP Infrastructure's Project Manager must be notified immediately of any environmental incident or near miss related to traffic. Such incidents may include, but are not limited to:

- Vehicle crash or injury resulting from construction traffic related to the project.
- Failure to correctly implement required traffic controls for planned activities.
- Queuing onto Aldington Road, in breach of the requirements set out under this CTMP.
- Spill of any dangerous goods or hazardous substance to ground or water.
- Substantiated complaints received from members of the community or regulatory authorities relating to traffic management.

- Land-based off-site sediment loss to the environment, including sediment tracking onto the roadway.

RP Infrastructure's Project Manager will be responsible for all notifiable environmental incidents in line with the regulatory notification requirements.

All environmental incidents will be reported to the ER and DPHI in writing via the Planning Portal within 24 hours after RP Infrastructure become aware of the incident. Any notification to DPHI must identify the development, including the application number, and set out the location and nature of the incident.

In the event of a notifiable non-compliance incident arising, the Principal Contractor will notify RP Infrastructure's Project Manager immediately, who is then required to notify DPHI in writing (via the Planning Portal) within 7 days. Any notification to DPHI must:

- identify the development, including the application number,
- set out the condition of approval that the development is non-compliant with,
- the way in which it does not comply,
- the reasons for the non- compliance (if known) and
- what actions have been taken, or will be taken, to address the non- compliance.

4.3 Contingency plan

A contingency plan shall be established by the Contractor. Notwithstanding, **Table 16** outlines an indicative plan to be undertaken by the Contractor in the event that the monitoring program identifies the management plan is not effective in managing the construction impacts.

Table 16: Contingency plan

Risk		Condition Green	Condition Amber	Condition Red
Construction Movements	Trigger	Both peak hour and daily Construction traffic volumes are in accordance with volume and time constraints as outlined within **Section 2.2** and **Section 3.1**.	Construction traffic volumes exceeds programmed Peak volumes but is within permissible volume constraints as outlined within **Section 2.2** and **Section 3.1**.	Construction traffic volumes exceeds permissible volume and time constraints as outlined within **Section 2.2** and **Section 3.1**.
	Response	No response required.	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: Review CTMP and update where necessary. Provide additional training.	As with Condition Amber, plus; If it is concluded that construction activities were directly responsible for the exceedance, notify the DPHI as per condition C10 of the Development Consent. Stop all transportation into and out of the site.

Queuing	Trigger	No queuing identified	Queuing identified within site, but not on to public road.	Queuing identified on the public road.
	Response	No response required. Continue monitoring program.	Review the delivery schedule prepared by the builder. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the Driver Code of Conduct.	As with Condition Amber, plus Review and investigate construction activities. If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report nor non-compliance report to government agencies. Temporary halting of activities and resuming when conditions have improved. Stop all transportation into and out of the site. Review CTMP and update where necessary, provide additional training
Traffic Guidance Scheme	Trigger	No observable issues (TGS implements according to plan).	Minor inconsistencies with TGS to onsite operations (such as covered signs, missing signs, fallen code, etc.)	Near miss or incident occurring regardless of / as a result of the TGS being implemented.
	Response	No response required.	Traffic Controller to amend TGS on site and to keep a log of all changes	Stop work until an investigation has been undertaken into the incident. There are to be changes made to the TGS to ensure that the safety of all workers, students and civilians are catered for.

Appendix A Driver Code of Conduct

Safe Driving Policy for 253-267 Aldington Road, Kemps Creek.

Objectives of the Driver 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.

Code of Conduct

The code of conduct requires that while driving any vehicle for work-related purposes. Drivers are to be issues 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.
- Drivers must ensure all heavy vehicles pass through the correct truck washdown / rumble grid and are free from dirt and any other loose material.

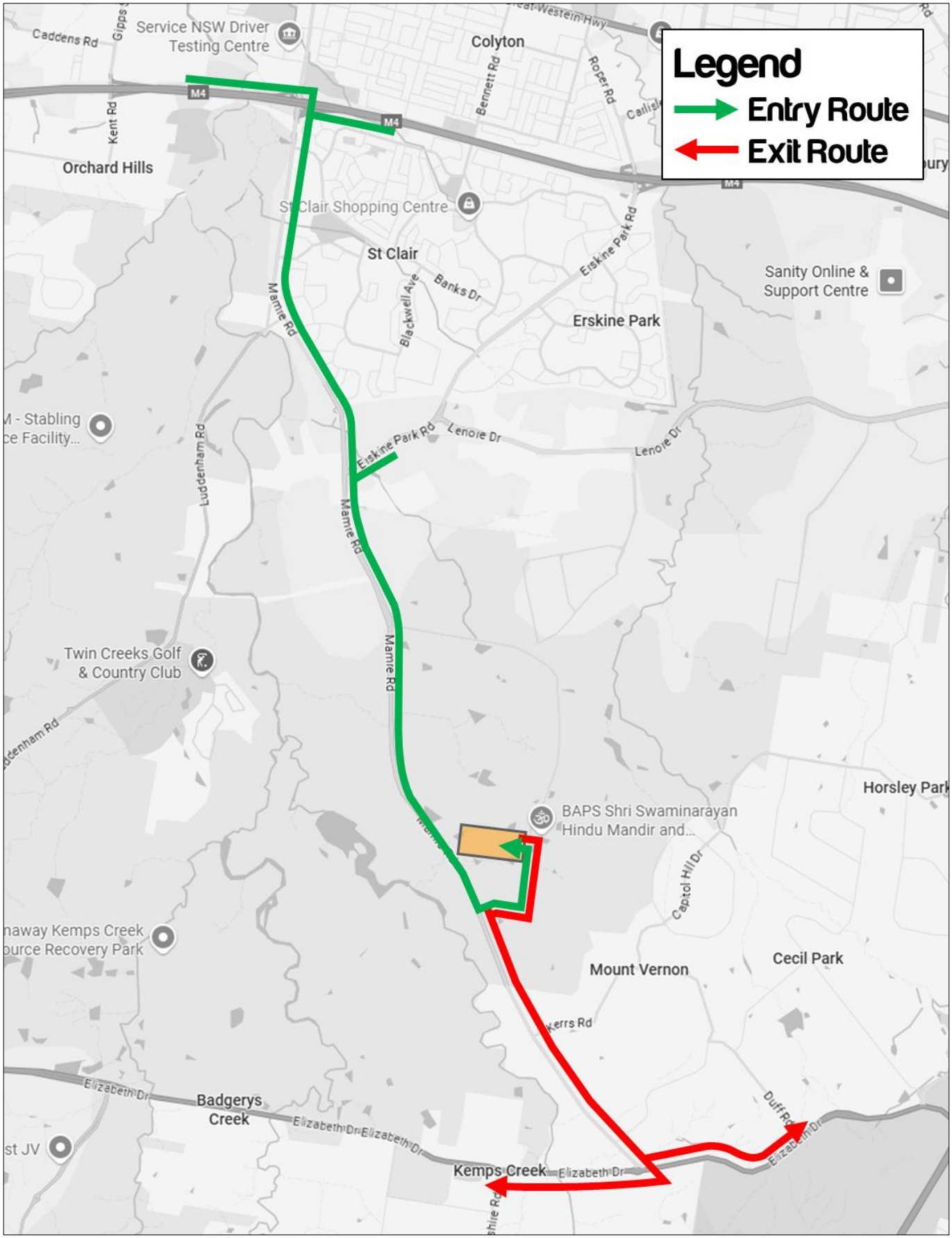
Police are regularly monitoring traffic movements in the area and drives will be fined for disobeying road rules. The below activities in any vehicles will be considered as a breach of conduct and will result in removal from site:

- 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

Driver Responsibilities

All drivers accessing and departing the Site must:

- Abide by the following routes to and from the Site.



- Be responsible and accountable for their actions when operating a company vehicle or driving for the purposes of work.

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

Site Team and Contractor 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.
- Attendance at Mamre Road Precinct (MRP) Working Group sessions to address any emerging issues supported by collaborative discussions with stakeholders.
- Reporting any violation of road rules to police and the Principal and maintaining clear communication pathways for offender management to encourage site compliance.

Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
  - Details of the other vehicles and registration numbers.
  - Names and addresses of the other vehicle drivers.
  - Names and addresses of witnesses.
  - Insurers details.
- Give the following information to the involved parties:
  - Name, address, and company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
  - If there is a disagreement over the cause of the crash.
  - If there are injuries.
  - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.

Environmental Procedures

A range of measures 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, implementing respite periods and refraining unnecessary horn honking and engine revving;
- Adhere to approved site hours for arrivals and departures;
- Watering of dusty activities will be undertaken, or activities temporarily halted and then resumed once weather conditions have improved;
- Containment measures for spillages will be provided at appropriate locations and in close proximity to staff car park areas, dangerous goods stores areas and main Project work areas;
- All vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria, and
- Keep an accurate record which includes the range of measures undertaken to reduce environmental impacts.

Appendix B Risk Assessment

Project Number	P1730
Project Name	P1730r04 CTMP_ Aldington Road, Kemps Creek, Draft
Site Location	253-267 Aldington Road, Kemps Creek
Date of Assessment	28/08/2025
Revision	Draft

Name	Company	Title
J. Laidler	Ason Group	Principal Transport Engineer
J. Jeon	Ason Group	Senior Transport Engineer
J. D. Wu	Ason Group	Transport Engineer
Ben Prior	RP Infrastructure	Senior Project Manager

Document Control

Date Issued	Revision	Issued By	Checked By
28/08/2025	Draft	J. D. Wu	J. Jeon
03/09/2025	I	J. D. Wu	J. Jeon

Risk Matrix		**Consequence**				
		Minor	Major	Severe	Critical	Catastrophic
		A	B	C	D	E
Very Unlikely	1	Low	Low	Medium	Medium	Medium
Unlikely	2	Low	Low	Medium	Medium	High
Possible	3	Low	Medium	High	High	High
Likely	4	Medium	Medium	High	High	Extreme
Almost Certain	5	Medium	High	High	Extreme	Extreme

Consequence Description	
A - Minor	Could result in injury or illness not resulting in a lost workday or minimal environmental damage not required to be notified under jurisdiction requirements.
B - Major	Could result in injury or illness resulting in one or more lost workday(s) or environmental damage can be mitigated and is not required to be notified under jurisdiction requirements where restoration activities can be accomplished.
C - Severe	Could result in permanent partial disability, injuries or illness that may result in hospitalisation of persons or environmental damage can be mitigated and is required to be notified under jurisdiction requirements.
D - Critical	Could result in permanent total disability or reversible environmental damage required to be notified under jurisdiction requirements.
E - Catastrophic	Could result in fatality or irreversible severe environmental damage required to be notified under jurisdiction requirements.

Likelihood Description	Design Likelihood
1 - Very unlikely	Industry experience suggests design failure is very unlikely. It can be assumed failure occurrence may not be experienced.
2 - Unlikely	Industry experience suggests design failure is unlikely to occur in the life of design.
3 - Possible	Industry experience suggests design failure is possible sometime during the life of the design.
4 - Likely	Industry experience suggests design failure is likely to occur during the life of the design.
5 - Almost certain	Industry experience suggests design failure is almost certain to occur during the life of the design.

ID. Ref	Risk and/ or Hazard	Risk Description	Location	Existing Control	Initial Risk Rating			Design Response to risk and /or hazard	Status of Risk	Assignment of risk or hazard	Residual risk rating		
					C	L	RR				C	L	RR
1	Unauthorized Access to the Site	Site prevents unauthorised access	Entire Site	Nil	C	2	High	Construction fencing will be provided as part of the main works. The design provides a defined separation	Design Solution	Main Contractor	B	2	Low

								between public areas and work area.					
2	Interaction between pedestrians and vehicles	Vehicles and pedestrians to be separated as best possible	Entire Site & Access Roads	Nil	D	3	High	Separate pedestrians from vehicles in construction sites, use barrier fencing, signage and markings, traffic control measures, and temporary walkways. Ensure that the site is well-lit, especially when it gets dark, and train workers on safety around construction equipment and vehicles to promote awareness of potential hazards	Design Solution	Main Contractor	B	2	Low
3	Potential vehicle conflict points	Vehicles can crash with each other while manoeuvring through the site	Entire Site & Access Roads	Nil	B	3	Medium	Use one-way manoeuvring around a site to limit interaction between vehicles to designated access points. Maintain Low speeds throughout the site to ensure safety for drivers.	Design Solution	Main Contractor	B	1	Low
4	Fatigue	Injury caused by fatigue	Entire Site	Nil	C	3	High	Toolbox meetings and regular breaks (in line with WHS practices) to minimise fatigue	Design Solution	Main Contractor	B	1	Low
5	Fall risks	Injury due to falls (in general)	Entire Site	Nil	E	3	High	Proper safety equipment, training, and site maintenance	Design Solution	Main Contractor	C	2	Medium

								should be implemented to ensure a safe work environment.					
6	Misdirected access into neighbouring site	Vehicle in unsafe locations	Entire Site	Nil	C	3	High	Ensuring appropriate directional signage has been provided to ensure vehicles do not access the wrong construction site, which could create potential safety breaches and hazards for all parties. Additionally, communicating with the neighbouring site can help to identify any potential issues related to access or safety, and facilitate the sharing of best practices and resources. This can promote a culture of collaboration and cooperation between neighbouring sites, and ultimately help to improve overall safety and efficiency in the area.	Design Solution	Main Contractor	B	2	Low
7	Conflicting Traffic Management	Coordinating Traffic Controllers could create misleading and wrong advice	Entire Site	Nil	C	3	High	Regular toolbox meetings, safety briefings, liaison with traffic management teams, and updated signage plans can minimize construction	Design Solution	Main Contractor	C	2	Medium

								site hazards by adopting a comprehensive approach to traffic management.					

Appendix C Traffic Guidance Scheme

Legend

- Sign Stand
- Site Gate
- Work Area

Designer

Full Name: Jensen Wu
Role: Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1051048
Signature:

Date: 03/09/2025

Approver

Full Name: Jae Jeon
Role: Senior Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1055002
Signature:

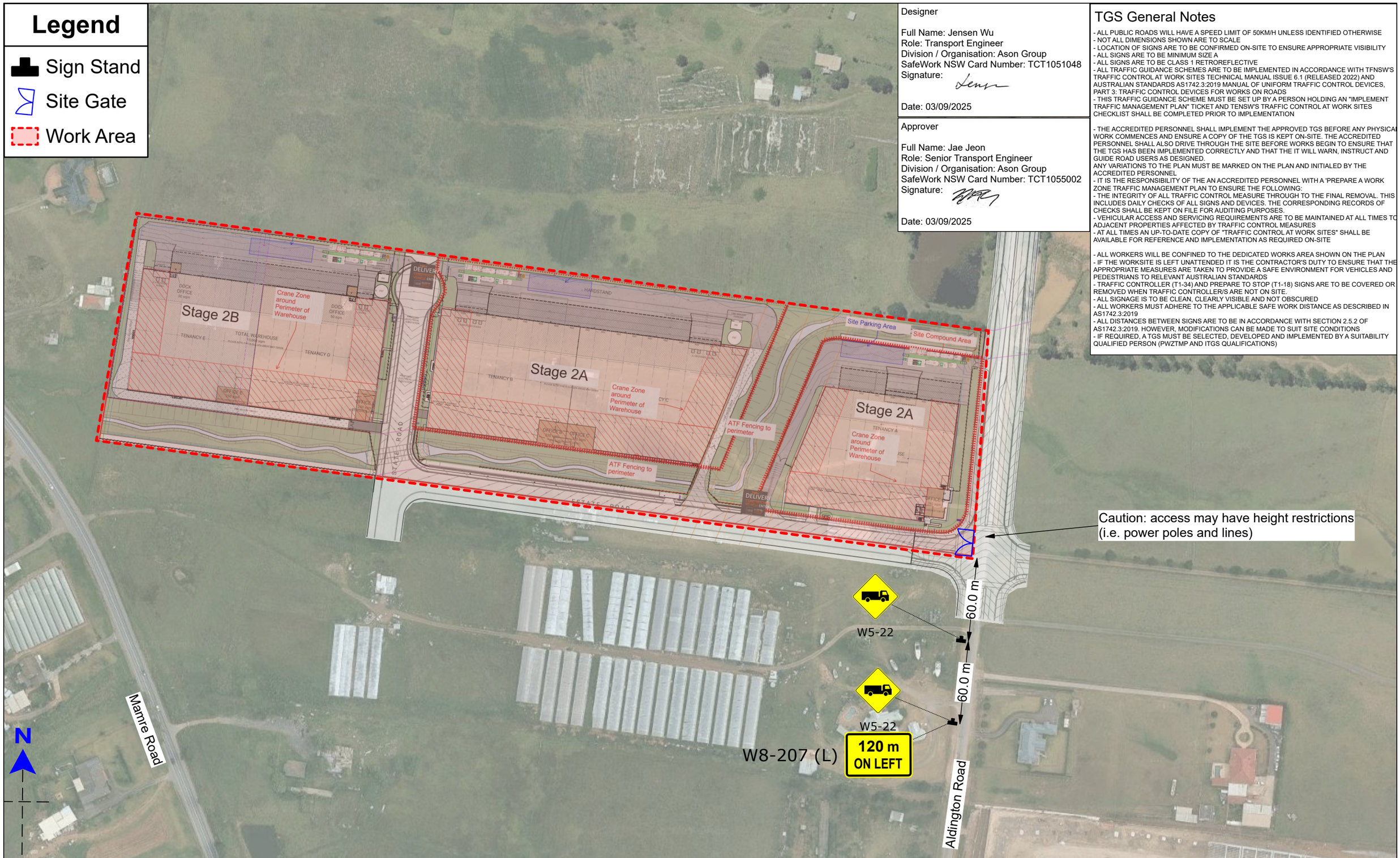
Date: 03/09/2025

TGS General Notes

- ALL PUBLIC ROADS WILL HAVE A SPEED LIMIT OF 50KM/H UNLESS IDENTIFIED OTHERWISE
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE
- LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY
- ALL SIGNS ARE TO BE MINIMUM SIZE A
- ALL SIGNS ARE TO BE CLASS 1 RETROREFLECTIVE
- ALL TRAFFIC GUIDANCE SCHEMES ARE TO BE IMPLEMENTED IN ACCORDANCE WITH TFNSW'S TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL ISSUE 6.1 (RELEASED 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS
- THIS TRAFFIC GUIDANCE SCHEME MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND TENSW'S TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION

- THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TGS BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TGS IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TGS HAS BEEN IMPLEMENTED CORRECTLY AND THAT THE IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED.
ANY VARIATIONS TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL
- IT IS THE RESPONSIBILITY OF THE AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN TO ENSURE THE FOLLOWING:
- THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURE THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
- VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
- AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE

- ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN
- IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS
- TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS ARE TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
- ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED
- ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019
- ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS
- IF REQUIRED, A TGS MUST BE SELECTED, DEVELOPED AND IMPLEMENTED BY A SUITABILITY QUALIFIED PERSON (PWZTMP AND ITGS QUALIFICATIONS)



AMENDMENTS

EV	DATE	DESCRIPTION	DRW	CHK	APP
	03/09/25	TGS	JDW	JJ	JJ

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.

Aldington Road has a posted speed limit of 60km/hr.

DESIGNED: JDW	PAPER SIZE: A3
CHECKED BY: JJ	DATE: 03/09/2025
APPROVED BY: JJ	SCALE: 1:1000

CLIENT
RP Infrastructure

PROJECT
P1730
253-267 Aldington Road, Kemps Creek

DOCUMENT INFORMATION

Traffic Guidance Scheme

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

DRAWING STATUS	FILE NAME	SHEET
Issue 1	AG1730-01v01	AG01

Legend

- Sign Stand
- Site Gate
- Work Area

Designer

Full Name: Jensen Wu
Role: Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1051048
Signature:

Date: 03/09/2025

Approver

Full Name: Jae Jeon
Role: Senior Transport Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1055002
Signature:

Date: 03/09/2025

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- IF REQUIRED, A TGS MUST BE SELECTED, DEVELOPED AND IMPLEMENTED BY A SUITABILITY QUALIFIED PERSON (PWZTMP AND ITGS QUALIFICATIONS)

Caution: access may have height restrictions (i.e. power poles and lines)

W5-22

W5-22

W8-207 (L)

120 m ON LEFT

60.0 m

Stage 2B

Stage 2A

Stage 2A

Crane Zone around Perimeter of Warehouse

ATF Fencing to perimeter

Site Parking Area

Site Compound Area

DELIVERY

HARDSTAND

ESTATE ROAD

Mamre Road

Aldington Road

N

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
	03/09/25	TGS - access during half-road construction	JDW	JJ	JJ

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.

Aldington Road has a posted speed limit of 60km/hr.

DESIGNED: JDW	PAPER SIZE: A3
CHECKED BY: JJ	DATE: 03/09/2025
APPROVED BY: JJ	SCALE: 1:1000

CLIENT
RP Infrastructure

PROJECT
P1730

253-267 Aldington Road, Kemps Creek

DOCUMENT INFORMATION
Traffic Guidance Scheme

Construction access during half-road construction

DRAWING STATUS: Issue 1

FILE NAME: AG1730-01v01

SHEET: AG02

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

Appendix D Consultation with Penrith City Council

Jae Jeon

From: John Skaf <John.Skaf@penrith.city>
Sent: Monday, 22 September 2025 11:16 AM
To: Jae Jeon
Cc: Jensen Wu; Ben Prior (ben.prior@rpinfrastructure.com.au)
Subject: RE: 253-267 Aldington Road - Construction Traffic Management Plan
Attachments: P1730r04v01 CTMP_253-267 Aldington Road, Kemps Creek.pdf

Hi Jae,

My sincere apologies for the delay in providing you with Council's feedback on the CTMP. It is appreciated that the CTMP is submitted to Council for consultation as required by condition B1(b). Council has reviewed the CTMP prepared by Ason Group, reference number P1730, revision I, dated 03 September 2025 and has no objections on the CTMP. As such, please accept this e-mail as your proof of consultation with Council for the purpose of addressing the requirements of condition B1(b). Any changes to the CTMP will need to be consulted with Council.

Kind Regards,

John Skaf
Senior Engineer - Major Developments
Engineering Services

E John.Skaf@penrith.city
T +61247328085 | M +61427304533
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

PENRITH CITY COUNCIL

Follow us

From: Jae Jeon <jae.jeon@asongroup.com.au>
Sent: Thursday, 4 September 2025 1:15 PM
To: John Skaf <John.Skaf@penrith.city>
Cc: Jensen Wu <jensen.wu@asongroup.com.au>
Subject: 253-267 Aldington Road - Construction Traffic Management Plan

Hi John

Hope this email finds you well.

Ason Group has been engaged to prepare a Construction Traffic Management Plan (CTMP) for the recently approved (SSD-23480429) warehouse development located at 253-267 Aldington Road, Kemps Creek.

The Development Consent requires that the CTMP be prepared in consultation with Council and TfNSW (Condition B1 (b)).

Please find attached the CTMP for your review.

We welcome any comments and please don't hesitate to give me a call if you have any queries and will be happy to discuss with you.

Regards,

Jae Jeon
Senior Transport Engineer | Ason Group

T: +61 2 9083 6601 | **M**: +61 403 939 158
E: jae.jeon@asongroup.com.au
NSW: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000
QLD: Suite A, Level 20, 127 Creek Street, Brisbane QLD 4000

Appendix E Consultation with Transport for NSW

Jae Jeon

From: Patrick Wu <Patrick.Wu@transport.nsw.gov.au>
Sent: Tuesday, 16 September 2025 2:53 PM
To: Jae Jeon; Development CTMP CJP
Cc: Jensen Wu; Development Applications
Subject: Re: 253-267 Aldington Road - Construction Traffic Management Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jae,

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.
- Notify school bus and bus operators for any proposed road closures including shoulders/parking lanes during school peak times
- 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 with 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 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
- All temporary road signs, including both portable and fixed signs used to advise road users of nearby work sites and changes in traffic conditions due to the implementation of the CTMP, must be removed upon completion of the works.
- Please note CTMPs are only valid for 12 months and must be resubmitted after this period.

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 development.CTMP.CJP@transport.nsw.gov.au,Developments.CJP@transport.nsw.gov.au or further review and endorsement.

Kind regards

Patrick Wu *He/Him*
Precinct Manager, Precinct Operations
Operations Planning
Coordinator-General Division

Transport for NSW

M: 0439035796 **Email:** patrick.wu@transport.nsw.gov.au

transport.nsw.gov.au

Transport for NSW

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: Jae Jeon <jae.jeon@asongroup.com.au>
Sent: Tuesday, September 16, 2025 10:15
To: Patrick Wu <Patrick.Wu@transport.nsw.gov.au>; Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Jensen Wu <jensen.wu@asongroup.com.au>
Subject: RE: 253-267 Aldington Road - Construction Traffic Management Plan

Hi Patrick

Noted on timing.

As I mentioned over the call last week, the clients are working on an extremely tight deadline and I have advised them that we should be expecting comments by 17th based on our conversation. If you can provide the comments by then it would be greatly appreciated.

Regards,

Jae Jeon
Senior Transport Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 403 939 158
E: jae.jeon@asongroup.com.au
NSW: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000
QLD: Suite A, Level 20, 127 Creek Street, Brisbane QLD 4000

From: Patrick Wu <Patrick.Wu@transport.nsw.gov.au>
Sent: Tuesday, 16 September 2025 10:04 AM
To: Jae Jeon <jae.jeon@asongroup.com.au>; Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Jensen Wu <jensen.wu@asongroup.com.au>
Subject: Re: 253-267 Aldington Road - Construction Traffic Management Plan

Morning Jae,

I expect I can provide feedback by this week.

Kind regards

Patrick Wu *He/Him*
Precinct Manager, Precinct Operations
Operations Planning
Coordinator-General Division

Transport for NSW

M: 0439035796 **Email:** patrick.wu@transport.nsw.gov.au

transport.nsw.gov.au

Transport for NSW

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.

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From: Jae Jeon <jae.jeon@asongroup.com.au>
Sent: Tuesday, September 16, 2025 09:52
To: Patrick Wu <Patrick.Wu@transport.nsw.gov.au>; Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Jensen Wu <jensen.wu@asongroup.com.au>
Subject: RE: 253-267 Aldington Road - Construction Traffic Management Plan

Hi Patrick

Thank you for your time on the phone last week.

Just touching base to see how you're tracking with providing comments?

Let me know if there's anything that we can do to expedite the process.

Much appreciated and feel free to give me a call to discuss.

Regards,

Jae Jeon
Senior Transport Engineer | Ason Group
asongroup

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From: Jae Jeon
Sent: Thursday, 4 September 2025 1:11 PM
To: patrick.wu@transport.nsw.gov.au; Development CTMP CJP <development.ctmp.cjp@transport.nsw.gov.au>
Cc: Jensen Wu <jensen.wu@asongroup.com.au>
Subject: 253-267 Aldington Road - Construction Traffic Management Plan

Hi Patrick

Hope you've been well!

Ason Group has been engaged to prepare a Construction Traffic Management Plan (CTMP) for the recently approved (SSD-23480429) warehouse development located at 253-267 Aldington Road, Kemps Creek.

As you're well aware, the Development Consent requires that the CTMP be prepared in consultation with Council and TfNSW (Condition B1 (b)).

Please find attached the CTMP for your review.

We welcome any comments and please don't hesitate to give me a call if you have any queries and will be happy to discuss with you.

Regards,

Jae Jeon
Senior Transport Engineer | Ason Group
asongroup

T: +61 2 9083 6601 | M: +61 403 939 158

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Appendix F Verification Checklist

TGS Verification must be undertaken after selecting or designing a TGS as a confirmation of appropriateness prior to approval for use. A PWZTMP or TGS qualified person must undertake this verification.

Completed by:				
Name:	Jensen Wu	**Signature:**		
Qualification	Transport Engineer TCT1051048			
TGS details:				
TMP Reference:	P1730r04 CTMP_253-267 Aldington Road, Kemps Creek, Draft	**TGS Reference:**	AG1730-01v01	
Date:	28/08/2025	**Review type**	☐ Site Inspection	☑ Desktop Review
Sources used for desktop review	Metromap, Dated 06/04/2025			
Site details				
Street name:	Aldington Road	**Confirmed posted speed limits:**	60km/h	
Street name:		**Confirmed posted speed limits:**		
Street name:		**Confirmed posted speed limits:**		
List unique site-specific Hazards / Risks identified on site. **E.g., utilities, infrastructure, vegetation, schools,**				
The temporary left in, right out access arrangement is proposed on Aldington Road which is classified as a local road.				

TGS details					
Have the below been addressed on the TGS for this location?					
Traffic volumes	☑ Yes	☐ No	☐ N/A	**Details**	Traffic volumes have been assessed for Aldington Road and the Site. The expected construction traffic for the works are 103 movements during the AM peak and 73 movements during the PM peak which is within the approved operational volumes (refer to **Section 0**).
Predicted queue length	☑ Yes	☐ No	☐ N/A	**Details**	Vehicles will not be required to stop before entering the Site, therefore, there will be no queuing on Aldington Road. There is ample distance between the Aldington Road access and each site compound which can cater for any potential queuing internally.
Shoulder widths	☐ Yes	☐ No	☑ N/A	**Details**	Aldington Road has no formed road shoulder.
Sight distances	☑ Yes	☐ No	☐ N/A	**Details**	Straight road with no obstructions and good sight distance and no on-street parking.
Existing infrastructure	☑ Yes	☐ No	☐ N/A	**Details**	Existing electrical pole along the west site frontage on Aldington Road.
Transport services	☑ Yes	☐ No	☐ N/A	**Details**	There is no bus stop directly fronting the Site and will not be affected by the construction works.
Pedestrian generators	☑ Yes	☐ No	☐ N/A	**Details**	Pedestrians are given right of way as far as possible.
Appropriate site access	☑ Yes	☐ No	☐ N/A	**Details**	Appropriate site access for largest vehicle will be provided.
Appropriate escape route for traffic controllers	☑ Yes	☐ No	☐ N/A	**Details**	An escape route will be provided for traffic controllers as necessary during all stages of construction.