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Attn: Ben Prior; Project Manager

RE: Westgate Industrial Estate, 253-267 Aldington Road, Kemps Creek [SSD-23480429] – Response to Submissions

Dear Ben,

We refer to the relevant submission received in relation to the aforementioned State Significant Development under consideration by the Department of Planning, Housing and Infrastructure (DPHI). Specifically, DPHI have provided the following comment in relation to traffic:

3. *Provide details of the potential coordination and sequencing works required to deliver the full width of Road 1 on both the site and Anrich's land. The response is to include how traffic will be managed through the construction phase of the southern half of Road 1.*

The previous submission included a staging and sequencing plan prepared by AT&L, which included the following staging:

- Stage 1 – delivery of the half road within the Site. These works would be undertaken as part of the initial stages of construction of the Site.
- Stage 2 – delivery of the southern side of the road within Anrich's land. It is noted that the Proponent has no control over when this would occur.
- Stage 3 – tie in works.

The staging plans and the cross section (prepared by AT&L) which demonstrate the half road state have been re-provided separately for DPHI's information.

The works within Stage 1 include a 500mm offset and safety barrier which will sit directly south of the future centreline line of the road. This is to allow for tie-in works to occur with almost minimal impact to the traffic using the northern section of the half-road. Further, the safety barrier will allow for construction on Stage 2 (in Anrich's land) to occur without impacting the flow on the northern side.

The construction traffic access arrangements for Anrich's land are subject to planning for that site and the relevant approval processes. However, it is not unreasonable to assume that a temporary construction access would be sought further to the south, along the Aldington Road frontage. This would allow for construction of the southern portion of the road, as well as other works (bulk earthworks & main construction) in that area of the site.

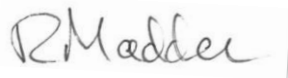
This is consistent with the other development sites in the Precinct, where temporary construction accesses have been utilised while permanent arrangements are delivered. It will be subject to the relevant approvals

for that site and the timing for when construction would commence, with consideration to the other activities occurring at that time.

The tie-in works between the two sides of the road would be minimal and traffic would be readily managed with both sides of the road complete. While the final methodology would need to be confirmed by the planning for Anrich's site, the design of the half road ensures that traffic can be readily managed during the tie-in period, with the standard tools to be utilised (traffic control / TGS / signage) being more than adequate.

We trust the above is of assistance and please don't hesitate to contact the undersigned to discuss further.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'R. Madden', followed by a vertical line.

Rebecca Butler-Madden

Principal Transport Planner

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