

State Significant Development Application
Proposed Warehouse Development – 311 South St, Marsden Park

Preliminary Construction Traffic Management Plan

Prepared for: Dexus Pty Ltd

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1. Introduction

This Preliminary Construction Management Plan (PCMP) has been prepared as required by the SEARs issued for the SSDA for the proposed development of the site known as No.311 South Street, Marsden Park for a warehouse development. This report presents a preliminary Construction Traffic Management Plan (CTMP) based on the known information of the development prior to a formal commissioning of a building contractor for construction of the development.

The SSDA submission (SSD-29668067) is a State Significant Development Application under Section 4.12(8) of the Environmental Planning and Assessment Act & Schedule 2 of the Environmental Planning and Assessment Regulation 200083B of the EP&A Act, and addresses the SEARs issued by the Department of Planning on 15 October 2021.

The following requirements pertaining to the management of construction traffic generated by the development as requested in the SEARS includes the following:

6. Traffic, Transport and Accessibility

- *Provide a Construction Traffic Management Plan detailing predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.*



2. Existing Development / Conditions

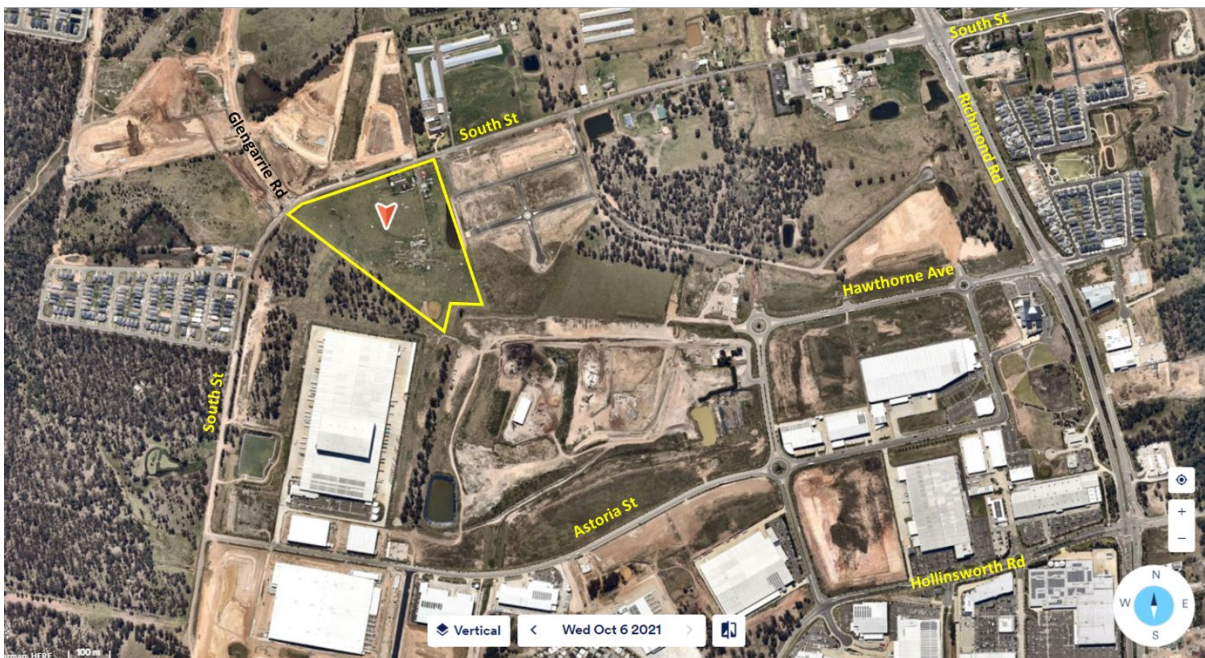
The following presents a summary of existing site and traffic conditions.

2.1 Site Location

The proposed development site is located within the Marsden Park Industrial Precinct which has been approved for redevelopment and includes its own Integrated Land Use Plan. Of note redevelopment of a number of areas within the Marsden Park Industrial Precinct has already occurred and / or are currently under construction. The site is located within an area of B7 zoning within the precinct.

The site is located is currently a greenfield site and is shown in **Figure 1**.

Figure 1 - Site Location



Source: Nearmap

2.2 Existing Road Network

South Street – is currently a local street under the care and control of Blacktown City Council and connects directly to Richmond Road, the main north-south arterial road through the area via a signalised intersection. In its current form across the site frontage South Street includes a single lane of traffic in each direction and unformed shoulders. A posted speed limit of 60km/hr applies to the street. The existing nature of the road environment near the subject site is presented below in **Figure 2**.

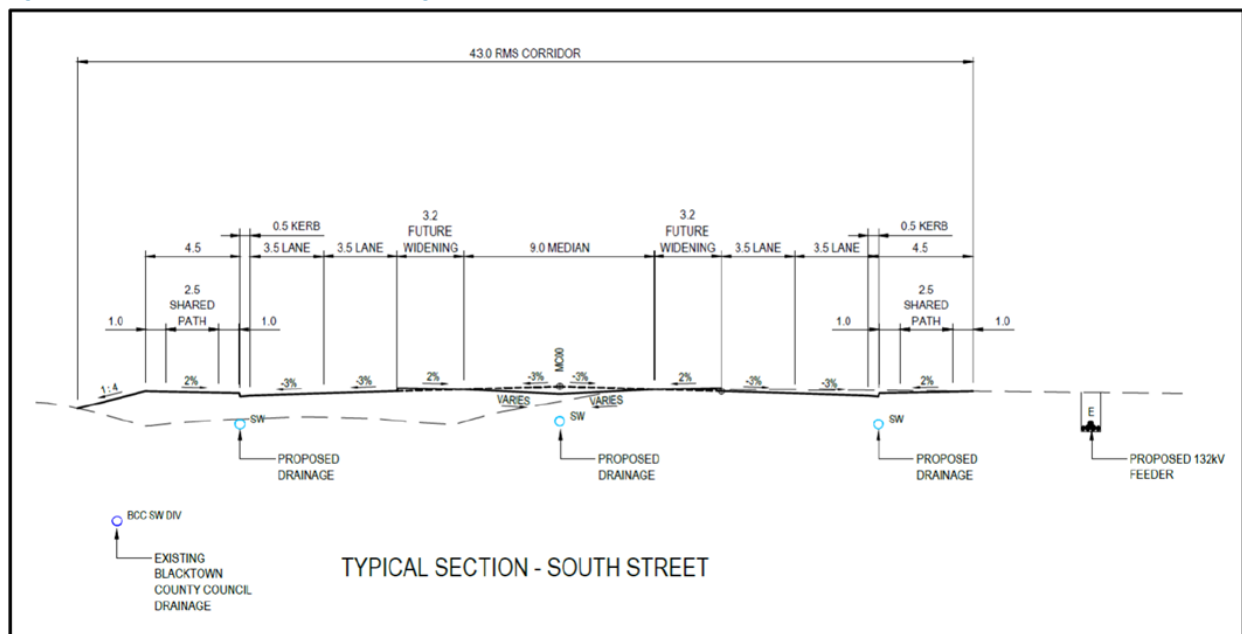
Figure 2 – South Street Existing Environment



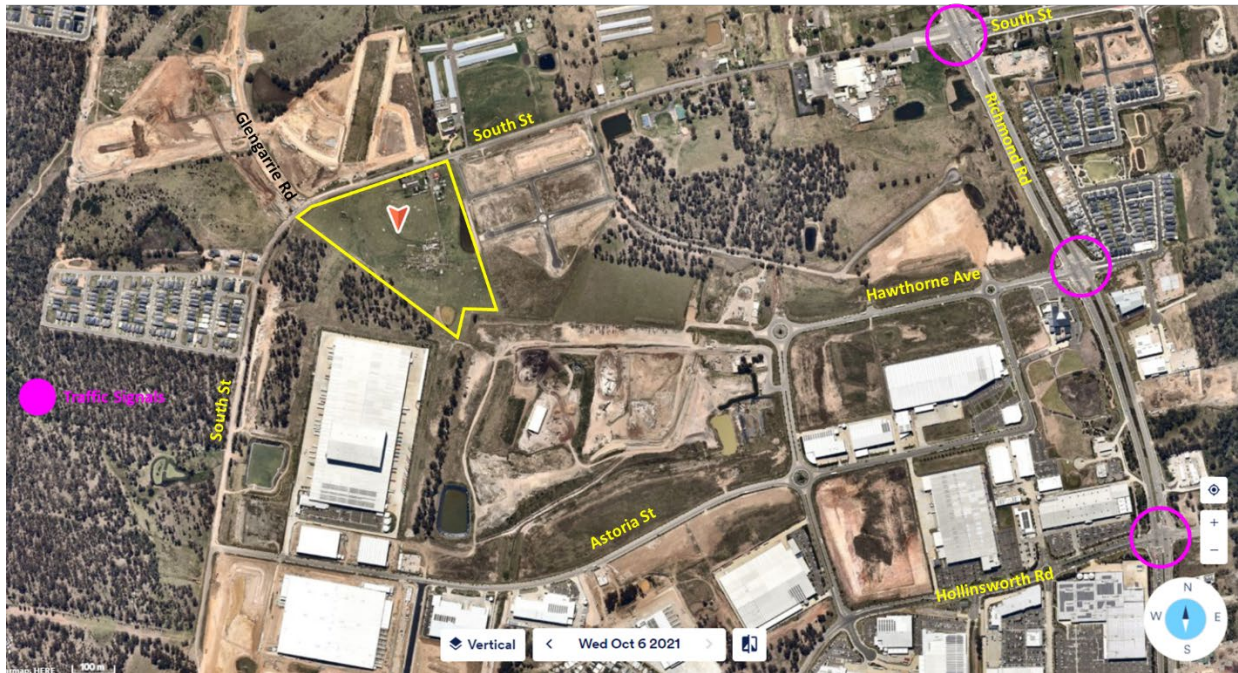
As shown above South Street in its current form does not include any formal pedestrian or cycle facilities. Further, South Street is not an identified cycle route.

However, South Street has been identified as a major sub-arterial road in the future at which time the road would be under the care and control of Transport for NSW. A SIC levy applies to the Marsden Park Industrial Precinct to deliver South Street to its future form which is shown below in [Figure 3](#).

Figure 3 – South Street Future Road Configuration



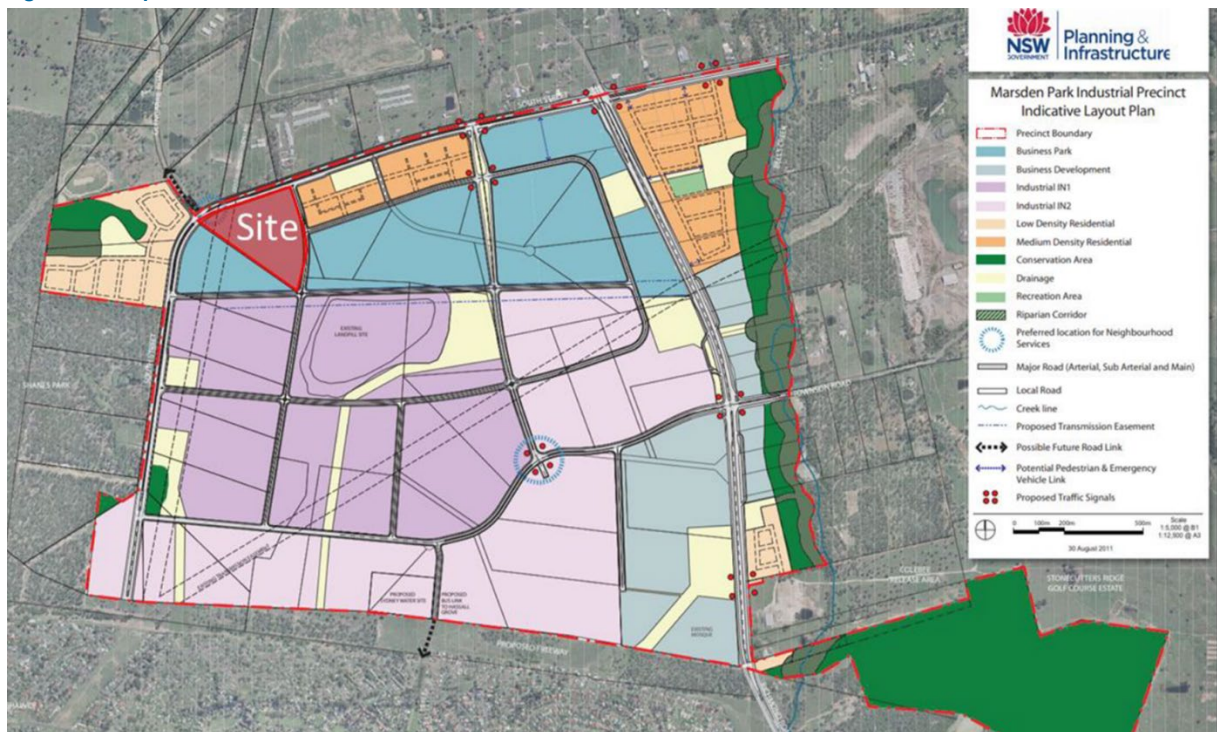
The existing traffic controls at intersections in the vicinity of the proposed development site are presented in [Figure 4](#).

Figure 4 – Existing Intersection Traffic Controls

2.3 Future Road Network

As stated above, the development site is located within the Marsden Park Industrial Precinct which is currently experiencing growth in development including improvements / expansion to the available road networks. The location of the proposed site within the context of the Marsden Park Industrial Precinct future road network is shown below in **Figure 5**.

Figure 5 – Proposed Site Location within Marsden Park Industrial Precinct Future Road Network



As shown above ultimately the development site would include a sub-arterial road along its frontage in South Street and a collector road forming its eastern frontage.

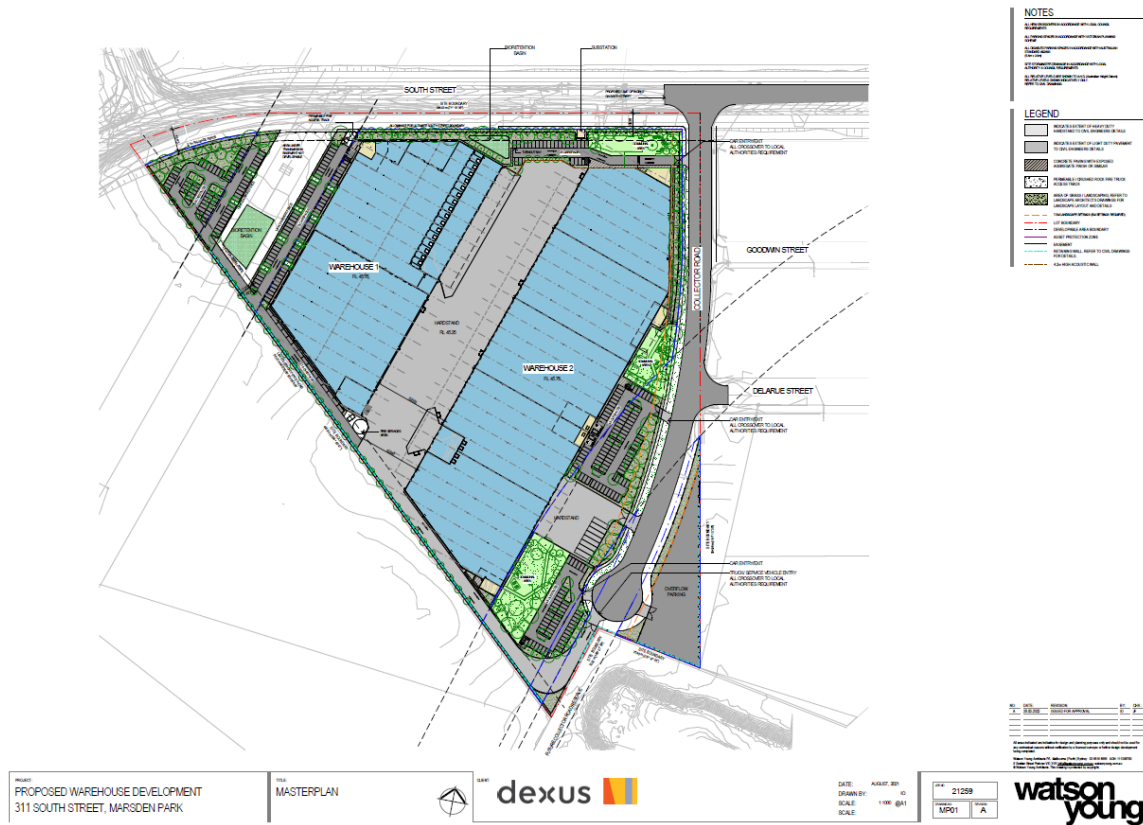
3. The Proposed Development

The key components of the proposed development are described below.

- Construction of an industrial warehouse development with a total site area of 102,445m² and developable area of 81,039m².
- Six (6) x large floorplate warehouse units with potential building area of 41,100m² warehouse space and 2,100m² ancillary office space (overall total of 43,200m² GFA).
- Proposed construction commencement in Quarter 2 2022 with occupation of the development proposed for Quarter 3, 2023.
- Light vehicle access from four (4) driveways within eastern frontage collector road.
- Heavy / large vehicle (up to B Double trucks) access via a service vehicle only left in / left out driveway access located at the southern end of the half road construction of the eastern boundary collector road.
- Half road construction of the eastern boundary collector road across the full eastern frontage of the development site.
- 8.0m wide southern boundary roadway to provide access to centralised service vehicle / loading dock areas of proposed buildings.
- Provision of a large hardstand area adjacent to the eastern boundary of the site located within the T2SM rail corridor.
- Total on-site parking provision of **327** parking spaces.
- As stated in the Economic Assessment Report, the site has the potential to provide a total employment of **315 jobs**.

A plan of the proposed development arrangement is provided below in **Figure 6**.

Figure 6 – Proposed Development Arrangement



4. Preliminary Construction Traffic Management Plan

4.1 Introduction

At this stage of planning and without a construction company formally commissioned to undertake any stage of the proposal, finer grain details of expected construction traffic demands are not known. These details include volumes of materials removed and taken to the site for each stage, number of construction workers and all relevant information which would underpin traffic demand forecasts.

Thus, it is expected that for each stage of the development a separate Construction Traffic Management Plan / Pedestrian Management Plan would be prepared accordingly and submitted for approval.

4.2 Vehicle Access

- Construction vehicle access would initially be via South Street until such time as half road construction of the eastern collector road provides alternative vehicle access during construction and ultimately for the site.
- It is anticipated that the construction contractor(s) will update the construction traffic & pedestrian management plan for each stage of the project prior to obtaining a construction certificate.
- The contractor will monitor and coordinate all vehicles entering and exiting the construction site available access points over the course of construction.
- Not road closures of any kind are envisaged throughout the life of the construction of the site.
- Appropriate traffic controls will be put in place during construction to separate construction activities from the public. In addition, traffic controllers will be engaged to manage the interface between pedestrians and to direct vehicles entering and leaving the site.
- Any work from neighbouring properties will be managed and coordinated with these stakeholders to maintain access and amenity.
- The number and path of vehicle movements will vary during the construction period of the project. The majority of construction vehicles will access directly onto the work sites.

4.3 Construction Vehicle Routes of Travel

The existing road network (including South Street) of the Marsden Park Industrial Precinct enables larger vehicles to travel to / from the site and the main north – south arterial road through the area, namely Richmond Road. Construction vehicles are not required to use the local street network to any great extent.

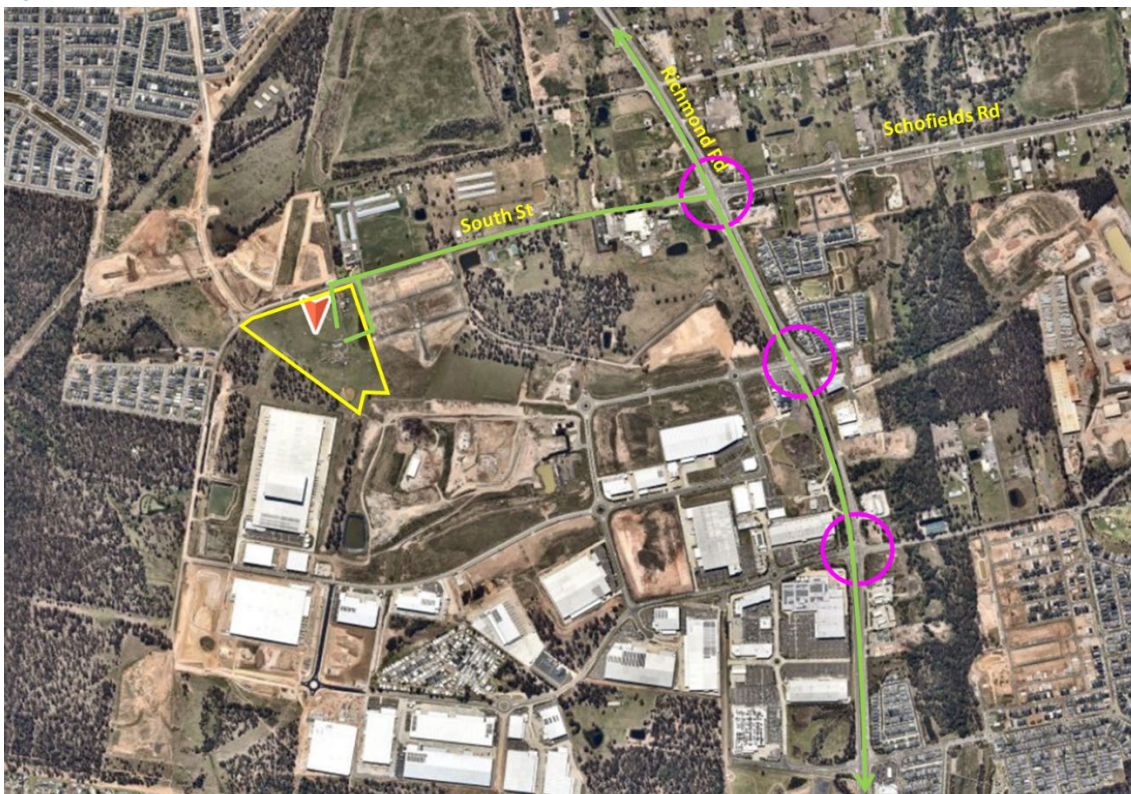
South Street provides the shortest route of travel to / from Richmond Road for large / heavy vehicles.

All heavy vehicles involved in the demolition, excavation and construction of the proposed development would approach and depart the site as shown in [Figure 7](#) and [Figure 8](#).

Figure 7 – Proposed Inbound Truck Routes



Figure 8 – Proposed Outbound Truck Routes



- The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.
- Light traffic roads and those subject to load or height limits will be avoided.

4.4 Loading / Unloading

- No loading or unloading of any vehicle would occur via the South Street or eastern boundary collector road frontages during any stage of the construction project. The site benefits from being a large site with relatively small proportion of building occupation upon completion.
- Construction material delivery trucks, including concrete pumping, will occur wholly within the site where possible or from potential Works Zones typically using small and medium rigid trucks.
- As necessary, RMS-accredited traffic controllers will be in place at all times during truck movements to ensure the safety of pedestrians and minimise disruption to local traffic.
- The site manager will co-ordinate the work such that two deliveries do not occur at the same time, unless they can be both accommodated on site or within the potential Works Zones.
- All materials are to be stored on site. At no time are materials to be stored on any road or Council property unless prior approval is granted by Blacktown City Council.

4.5 Neighbouring Properties

- All neighbouring properties are to have their access maintained at all times.
- All nearby residents and businesses will be updated on a regular basis and at key construction stages with respect to the construction process, particularly in relation to construction vehicles movements, and be provided with a phone number to contact the site manager.
- Furthermore, the site manager must liaise with the site managers of any nearby construction sites to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and spoil truck routes.
- Along with Council's and other statutory requirements, a minimum seven (7) days notification should be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

4.6 General Matters

4.6.1 Site Fencing, Hoardings and Accommodation

- Temporary Site fencing and gates will be installed around all internal and external construction site areas.
- Temporary B-Class hoardings and scaffold systems will be installed to boundaries adjoining the Demolition and overhead Construction site areas.
- Site accommodation will be established subject to the amount of personnel working on site by stage.

- Temporary hoardings and signage will be adopted in working areas at all times during construction.

4.6.2 Temporary Utilities and Services

- All existing services in the construction area will be identified and located to minimise disruption to the construction works and to adjacent facilities. Thorough investigation and staging of works will be undertaken to ensure that any capping and removal of services does not affect other stages of the development.
- All existing services and utilities shall be disconnected and /or diverted around building work areas prior to demolition or construction works commencing. These services works will be carried out with the relevant utilities or services provider.
- Reticulated power and lighting installations will comply to the requirements of the WH&S Regulations, Electricity Supply Authority and the Code of Practice for Temporary Electrical Installations on Building and Construction Sites.
- Noise, air and vibration monitoring units will be established to manage air quality and vibration movement during the demolition and construction of the Project.

4.6.3 Cranage and Materials Handling

- It is expected that Mobile cranes will also be intermittently required to facilitate some of the loading of materials on to the sites. However, all cranes would be accommodated on site and not within the surrounding road network.
- Although lifting will most likely be from construction delivery vehicles and contractor laydown areas within the site, in some instances, crane(s) will need to be capable of lifting from construction vehicles from approved work zones.
- Demolition and Excavation material disposal and delivery of small items will be undertaken via designated gates at site boundaries for each stage of construction.
- Delivery of Structural Steel frames and beams will most likely occur using a table top semi-trailer, prime mover.
- Smaller building elements can be lifted from within the site or approved work zones, delivered via smaller table top trucks.

4.6.4 Site Safety Management and Work Method Statements

- A Site Safety Plan and safe work method statements will be developed by the Construction Contractor to demonstrate the commitment to Work Health & Safety (WH&S) prior to construction of any stage of the project.
- The site safety plan is required to identify the scope of work to be undertaken, the hazards associated with the work and the risk assessment processes and risk control measures to be used in the execution of the project activities.
- Objectives for a Site Safety Plan include the following:
 - a) maintain lost time injury reporting and review positive performance indicators,
 - b) report all incidents and near misses and develop corrective action plans,
 - c) conduct Senior Management and WH&S Group reviews,
 - d) develop required WH&S resources,

- e) formalise regular senior management reviews of WH&S systems and implement relevant improvements,
- f) continually develop WH&S systems, policies, procedures and WH&S Plans to comply with statutory requirements and industry best practice,
- g) maintain an Audit Programme to comply with system's requirements,
- h) ensure all corrective actions and Non-Conformances are closed out,
- i) meet or exceed the requirements of AS 4801 certification and Federal Safety commission accreditation,
- j) adopt a zero tolerance safety philosophy,
- k) provide Safety Awareness and other appropriate WH&S training,
- l) continue to implement ongoing induction procedures on all Projects,
- m) hold regular Consultative Committee meetings, maintain minutes and record actions,
- n) issue Safety Alerts to all staff and other stakeholders according to requirements,
- o) conduct and record regular toolbox meetings on site.
- A Site Safety Plan would also outline the key responsibilities for achieving the above objectives. A statement of responsibilities by the Construction Contractor would identify who will be responsible for the following:
 - a) undertake audits to ensure appropriate implementation of the WH&S Plan occurs,
 - b) coordinate WH&S training,
 - c) establish, implement and maintain procedures for controlling all relevant documents and data required,
 - d) implement WH&S matters in construction design and planning,
 - e) make all reasonable endeavours to ensure that the WH&S management system is established, implemented and maintained on the Project,
 - f) monitor and constantly review risk management to the site,
 - g) ensure all Work Method Statements have been received on site prior to the commencement of work.
- 72 The Site Safety Plan would also address the following requirements, as required:
 - a) WH&S training – identification of WH&S training needs of all personnel, induction training, refresher training, attendance of WH&S committee personnel at consultation training etc;
 - b) incident management – identifies who will be available during and outside normal working hours to prevent, prepare for, respond to and recover from illness/ injury and incidents;
 - c) site safety rules – As a minimum will include induction and safety training, PPE, Site access and security, emergency procedures, illness and injury, protection of personnel and the public, work at elevated areas, safe working, hazardous materials and dangerous goods etc;
 - d) Safe Work Method Statements – All activities assessed as having WH&S risks require a SWMS to be prepared and implemented.

4.7 Construction Methodology

The following presents the anticipated methodology of construction of the development based on knowledge and understanding of historical similar developments. Refinement of this construction

staging would be undertaken as part of the preparation of a further Construction Traffic Management Plan (CTMP) report as part of the Construction Certificate application.

4.7.1 Stage 1 – Site Establishment / Enabling Works (4 Months June 2022 – September 2022)

- General earthworks for site levelling.
- Transport of site sheds / work areas.
- Establishment of loading areas / waste areas / storage areas.
- Temporary fencing of site.
- Connections to services as required.

4.7.2 Stage 2 – Building Structure Construction (10 months, August 2022 – May 2023)

- Transport of building materials for warehouse construction.
- Detailed excavation including footings and concrete pours.
- Structural steel erection.
- Concrete slab forming and pouring.
- Warehouse wall installation.
- Warehouse roof construction
- Inground and above ground services provision.

4.7.3 Stage 3 – Building Envelope Works (4 months, May 2023 – August 2023)

- Building finishes.
- Connection of all services.
- Warehouse / office fitouts.

4.7.4 Stage 4 – External Works – (4 months, May 2023 – August 2023)

- Provision of car parking areas including concrete pours of hardstand areas.
- Landscaping.
- Permanent site fencing installation.

Based on the site arrangement shown above in **Figure 6**, the following presents the anticipated location of site offices during the course of construction for the majority of the period of works.

Figure 9 – Potential Site Office Locations

4.8 Potential Construction Traffic Generation

At the time of preparing this preliminary CTMP report, the precise estimates for volumes of materials to be removed / brought to / from the site was unknown. However, based on similar projects of the same scale, the following is estimated.

On each workday, it is expected that service vehicle movements would average 5 movements per day in each direction.

During periods of excavation works and concrete pours, daily heavy vehicle movements are expected to be in the order of 30 movements per workday.

On the matter of staff demands, at peak construction activity at the site, the number of staff is estimated to be 60 construction workers. Allowing for a conservative estimate of 1 vehicle per worker, staff travel to / from the site would equate to 60 vehicle movements inbound in the AM period and 60 vehicle movements outbound in the PM period. Of note, travel during the AM period often occurs before the peak hour of the surrounding road network.

Overall, these potential daily traffic volumes are not expected to have a significant impact on either the mid-block capacity of South Street or operation of surrounding key intersections.