

asongroup



# **Preliminary Construction Traffic Management Plan**

Compass 2 Warehouse & Distribution Centre, Eastern Creek

10/02/2022

P1570r01

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## Document Control

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# 1 Introduction

## 1.1 Overview

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Ason Group has been engaged by Charter Hall to prepare this Preliminary Construction Traffic Management Plan (CTMP) to support the application in relation to State Significant Development (SSD) 30927027. The SSD relates to a proposed industrial development named Compass 2 Warehouse & Distribution Centre, located at Lot 1 (DP1274322) Eastern Creek Drive, Eastern Creek (the Site).

This Preliminary CTMP details the proposed construction management strategies to provide for the safe and efficient completion of the works while minimising construction traffic impacts on the surrounding road network and public road network users.

From the outset, it is noted that the future CTMP, once implemented, will be designed to be updated over time as additional details in regard to the construction methodologies are revised / finalised as is standard in any major construction project. All such updates would be completed in consultation with Blacktown City Council (Council) in whose Local Government Area (LGA) the Site lies; and / or with the relevant authorities such as Transport for NSW (TfNSW) where special road occupancy or the like are required.

Importantly, Ason Group has been responsible for the preparation of this Preliminary CTMP, which has been prepared with reference to all available information in regard to the project, and all relevant CTMP preparation guidelines. The implementation of the recommendations and strategies detailed in this CTMP are the strict responsibility of the future Builder and / or the designated construction Project Manager once appointed.

## 1.2 Proposed Development and Staging

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In summary, the application relates to the construction and 24/7 operation of a warehouse and distribution centre at Lot 1 Eastern Creek Drive, Eastern Creek, comprising:

- minor earthworks involving cut and fill works;
- site preparation works and servicing;
- warehouse, main office, ancillary office, dock office, loading docks, carparking, forklift charging room;
- external hardstands and landscaping;

The SSD Proposal is reproduced at a reduce scale in **Figure 1**.



## 2 The Site

### 2.1 Site Location

The Site is comprised of a single Lot (refer to **Table 1**) and is located at Eastern Creek Drive, Eastern Creek.

**TABLE 1: SITE DESCRIPTION**

Address	Title	Area (Ha)
Lot 1	Lot 1 / DP 1274322	4.81

The Site is shown in its sub-regional context in **Figure 2**.

Currently, the site has access points onto Eastern Creek Drive. Eastern Creek Drive connects to Old Wallgrove Road, to the south of the Site. From Old Wallgrove Road, access is available east to the Westlink M7 Motorway, and Wallgrove Road; subsequently leading to the M4 motorway and Great Western Highway to the north.

### 2.2 Road Network

Key roads in the vicinity of the Site are shown in Figure 2 and summarised below:

**TABLE 2: ROAD NETWORK**

Road Name	Jurisdiction	Road Classification	Number of Lanes	Speed Limit
Eastern Creek Drive	Council	Local Road	2 undivided	50km/h
Wonderland Drive	Council	Local Road	2 divided	50km/h
Honeycomb Drive	Council	Local Road	2 divided	50km/h
Old Wallgrove Road	TfNSW	Collector Road	4 divided	80km/h
Wallgrove Road	TfNSW	Collector Road	4 divided	70km/h
Westlink M7 Motorway	TfNSW	Arterial Road	4 divided	100km/h
M4 Motorway	TfNSW	Arterial Road	8 divided	100km/h

Further to the above, it is clear that the Site is well located in regard to immediate access to the local and sub-regional road network. **Figure 3** shows the Site context with specific reference to the current TfNSW Restricted Access Vehicle (RAV) routes, which allow for up to 25m/26m B-Double combinations.

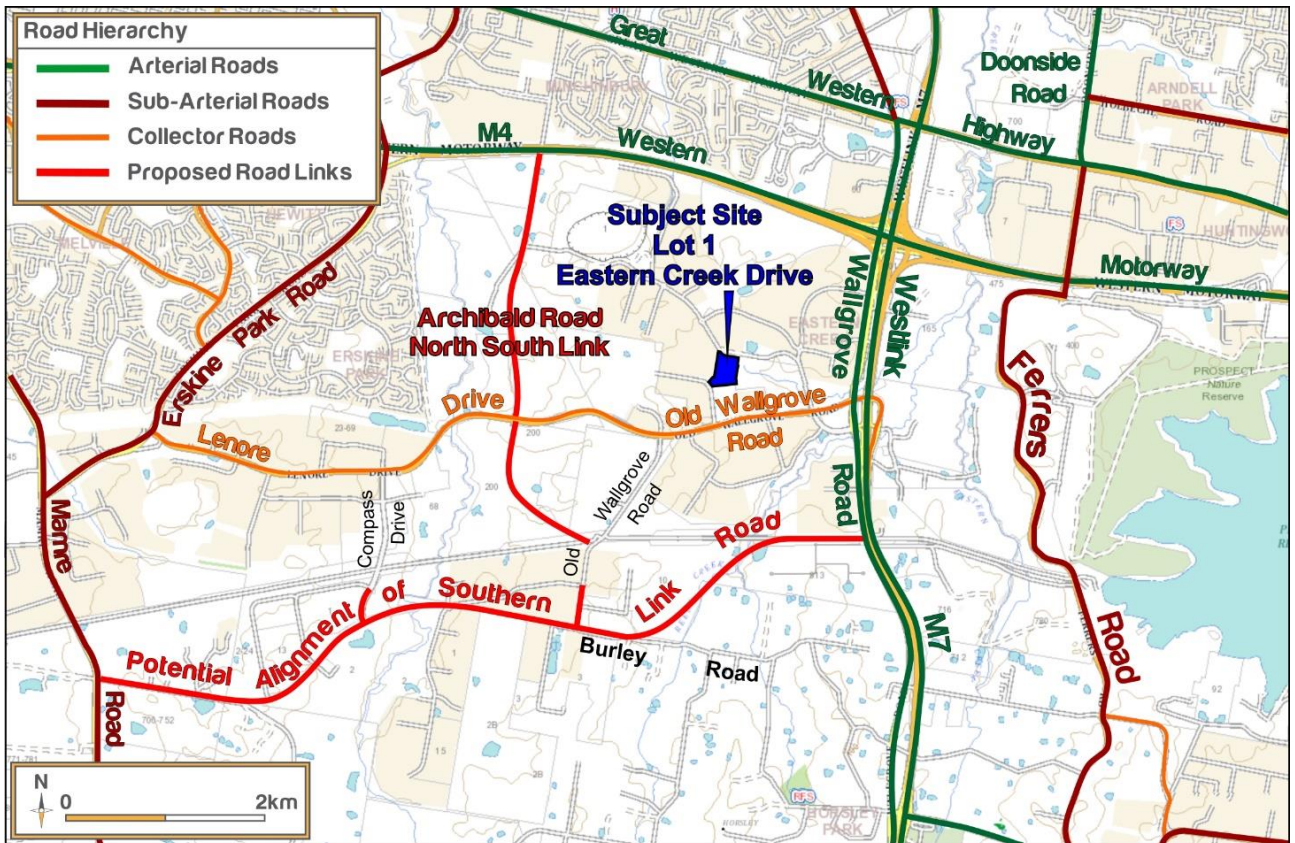


Figure 2: Site context and Road Hierarchy

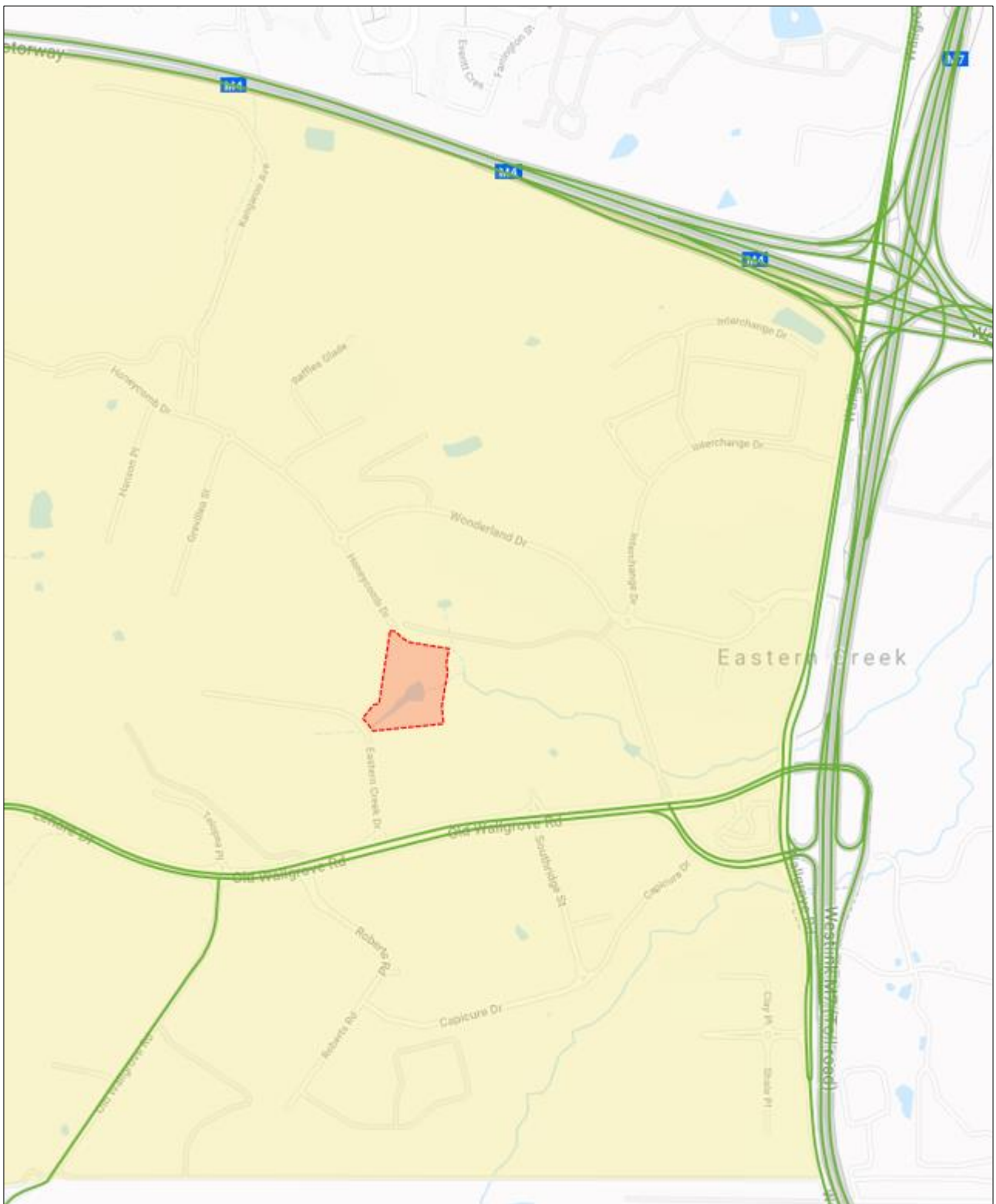


Figure 3: TfNSW Approved 25/26m B-Double Routes

## 3 Overview of Construction Works

### 3.1 Staging and Duration of Works

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While there is no Contractor engaged for the project, the staging and duration of works has been based on similar developments in the wider area, for the purposes of the Prelim CTMP. Based on this, it is anticipated that construction works for the preliminary stages would commence in mid-2022 and be completed over a duration between 1-2 years, subject to authority approvals and inclement weather delays.

The following summarises key aspects of the construction phases:

- Demolition works are anticipated to have a duration for 6-10 weeks.
- Excavation activities would continue for 6-12 months.
- General Construction works are estimated to continue concurrently to excavation activities for 12 months.

### 3.2 Construction Hours

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The type of work being undertaken will remain consistent throughout the duration of construction and associated activities. All works are expected to be undertaken within the following hours:

- Monday to Friday (other than Public Holidays): 7:00am – 6:00pm.
- Saturday: 8:00am – 1:00pm
- Sunday & Public Holidays: No works to be undertaken.

Any work to be undertaken outside of the standard construction hours will be required to obtain an Out of Hours (OOH) approval; any such works would necessarily be undertaken in accordance with the appropriate OOH protocols and approval processes.

### 3.3 Site Access

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#### 3.3.1 Construction Vehicle Access

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All construction vehicles will enter and depart the Site from / to Eastern Creek Drive by way of Old Wallgrove Road to the south of the Site.

It is anticipated that the largest vehicle accessing the Site would be a 19.6m Truck & Dog combination.

The following **Figure 4** shows the indicative Site access location and **Figure 5** details the likely key access strategy into the routes between the Site and the regional road network.

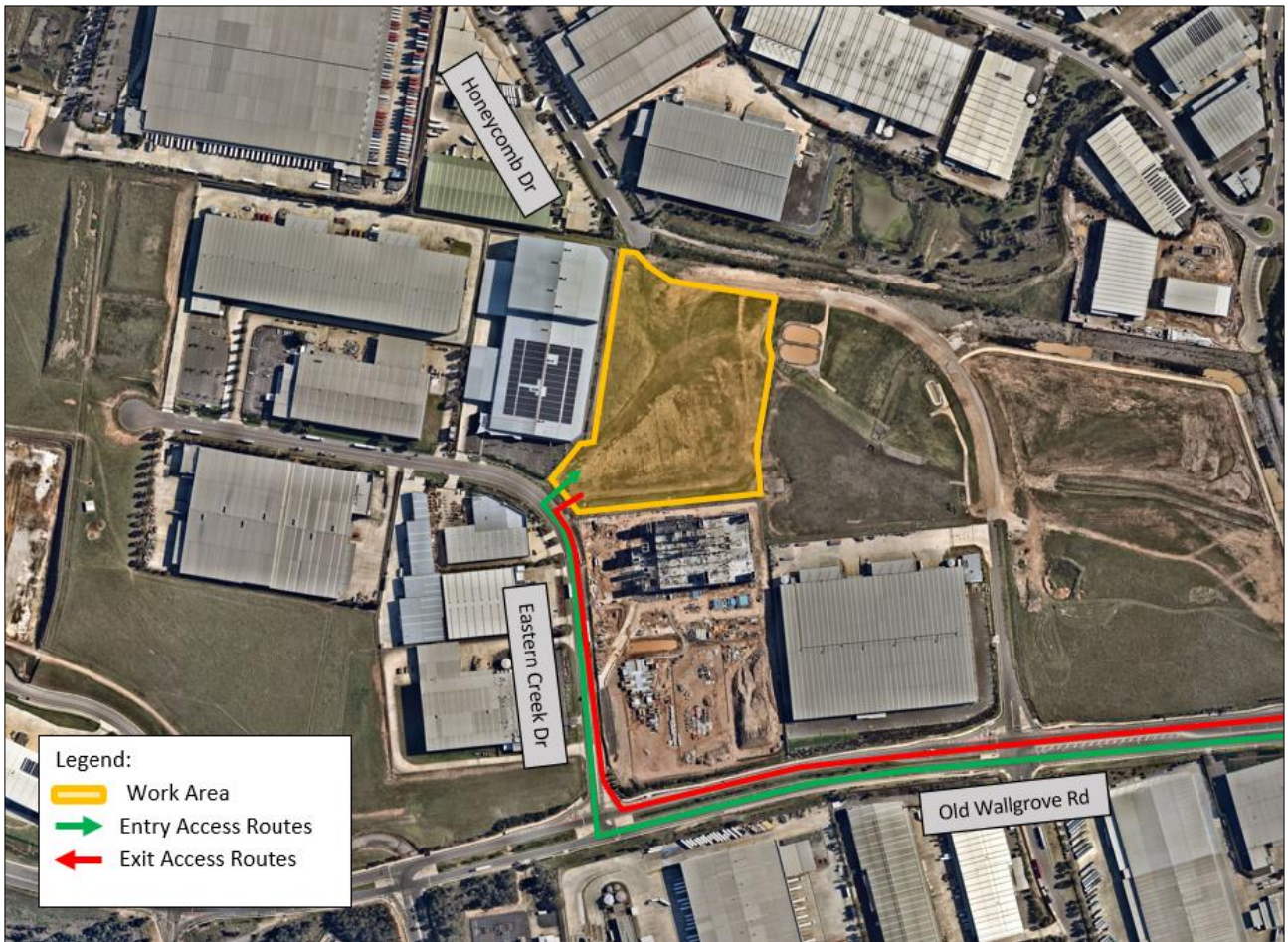


Figure 4: Indicative Vehicle Access Plan

### 3.3.2 Emergency Vehicle Access

Emergency vehicle access to and from the Site will be available at all times while the Site is occupied by construction workers; emergency protocols during the works will be developed by the Project Manager for inclusion within the final CTMP.

### 3.3.3 Pedestrian Access

There are currently no pedestrian facilities or footpaths along Eastern Creek Drive adjacent to the Site. However, the grassed verge on both sides of the road remains usable for any pedestrian that may wish to use it.

Further to the above, while there is no expectation of pedestrians crossing the future construction access road, pedestrian safety will be managed through the provision of appropriate signage and pedestrian barriers. Construction personnel will also be able to access the Site by foot via a secure access gate along the access road, though with all construction staff (and vehicle) parking to be provided within the Site there is again little potential for such pedestrian demand.

## 3.4 Construction Vehicle Access Routes

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As discussed, all construction vehicles will enter and exit the Site via Eastern Creek Drive.

It is anticipated that all heavy vehicles will access Site via the following routes:

- Arrival Trips:
  - Route 1: From Wallgrove Road, westbound along Old Wallgrove Road and right into Eastern Creek Drive, continue along Eastern Creek Drive and right into the Site.
  - Route 2: From Westlink M7 Motorway, westbound along Old Wallgrove Road and right into Eastern Creek Drive, continue along Eastern Creek Drive and right into the Site.
  - Route 3: From M4 Motorway, southbound along Wallgrove Road, right into Old Wallgrove Road and right into Eastern Creek Drive, continue along Eastern Creek Drive and right into the Site.
- Departure Trips:
  - Route 1: From the Site, left onto Eastern Creek Drive, then left onto Old Wallgrove Road then left to travel north or right to travel south on Wallgrove Road.
  - Route 2: From the Site, left onto Eastern Creek Drive, then left onto Old Wallgrove Road then right onto Westlink M7 Motorway to travel south, or right onto Mini Link Road and left onto Westlink M7 Motorway to travel north.
  - Route 3: From the Site, left onto Eastern Creek Drive, left onto Old Wallgrove Road, then left to onto Wallgrove Road, turn left to continue west or turn right to continue east on M4 motorway.

These routes are shown in **Figure 5**.

A copy of the approved routes will be distributed by the Project Manager to all drivers as part of their induction process.

In the event that an oversized or over-mass vehicles is required to travel to and / or from the Site, a permit from TfNSW and / or the National Heavy Vehicle Register (NHVR) will be required prior to arrival to the site. Notwithstanding, this CTMP relates to general construction which does not seek the use of oversize vehicles; a separate application would be submitted if such access is required.

## 3.5 Fencing Requirements

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Security fencing will be erected along the entire boundary of the Site and will be maintained for the duration of the construction works to ensure that unauthorised persons are kept out of the Site. The fencing will either be ATF or 2.4m chain wires.

Site access gates would be provided at the access driveway which would remain closed at all times outside of the permitted construction hours.

## 3.6 Materials Handling

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All material loading will be undertaken wholly within the Site, and all construction equipment, materials and waste will similarly be strictly kept within the Site.

While not anticipated, should any materials handling (or other constructed related activity) be required from the public roadway (i.e. Eastern Creek Drive or Honeycomb Drive) then prior approval shall be sought and obtained from the appropriate authorities.

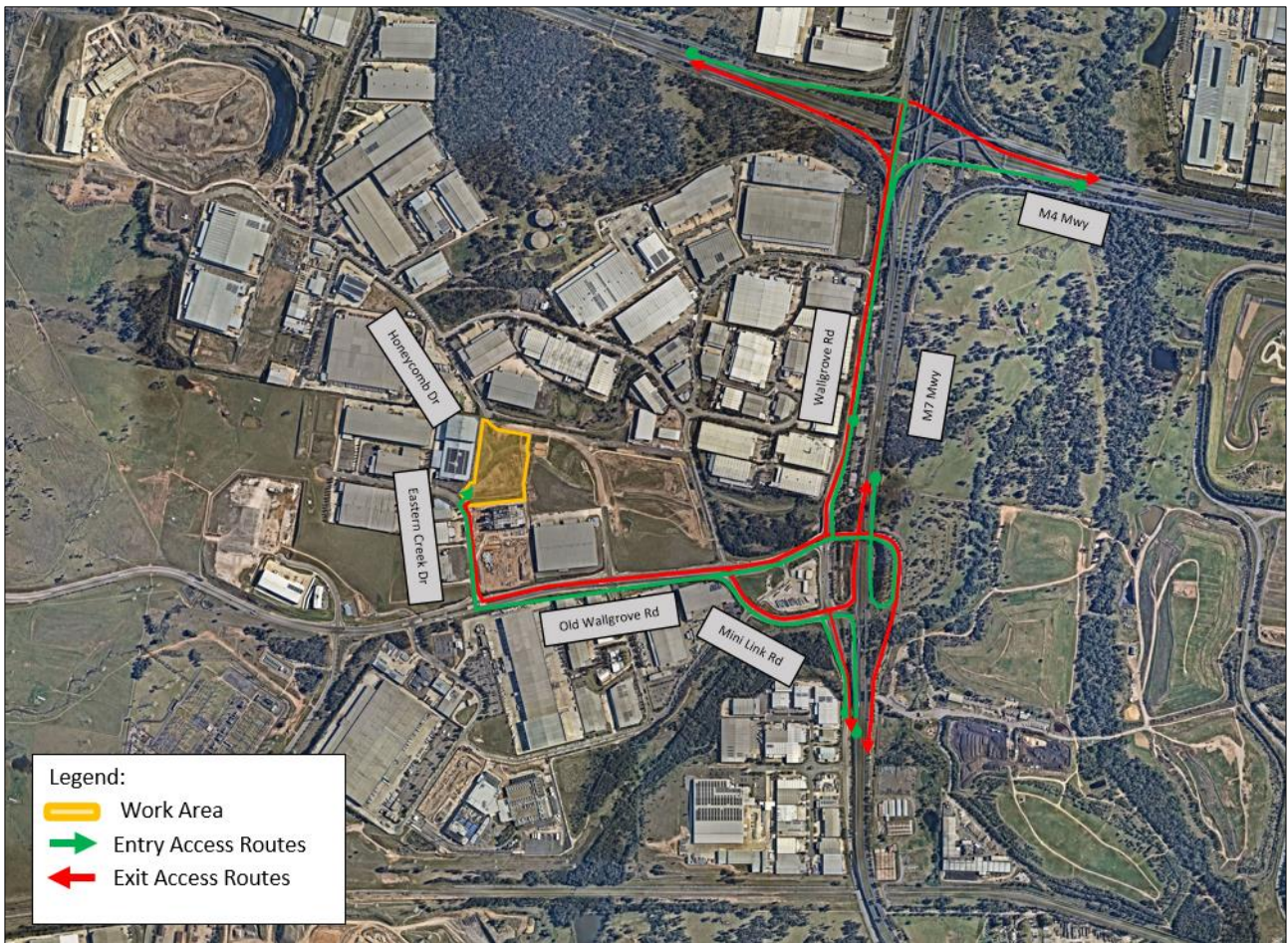


Figure 5: Construction Vehicle Routes

### 3.7 Additional Site Management

Although it is not expected, in the event that any Site construction traffic management outside of that described in the implemented CTMP is required, the Project Manager will be required to notify adjacent properties of any temporary traffic restrictions (or the like) at least fourteen (14) days in advance.

### 3.8 Road Occupancy

It is anticipated that some road occupancy will be required to facilitate construction of site access crossovers.

Road occupancy permits will necessarily be procured prior to starting construction works, while a detailed site-specific Traffic Guidance Scheme (TGS) would be prepared in consultation with Council and TfNSW to ensure traffic along Eastern Creek Drive would continue to operate adequately during any such occupancy period.

# 4 Assessment of Traffic & Transport Impacts

## 4.1 Construction Vehicle Traffic Generation

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### 4.1.1 Heavy Vehicles

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In lieu of a Contractor being onboard at this early stage, the specific construction requirements are not fully understood. Therefore, this section will need to be updated prior to implementation of the future CTMP. However, for the purposes of this assessment it is anticipated that the SSD Proposal would generate less traffic volumes than the Proposal itself once operational.

### 4.1.2 Light Vehicle Movements

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With respect to the potential impacts of light vehicle traffic, the overwhelming majority of trips would occur in the short workforce arrival and departure periods, being (based on the proposed construction hours) 6:30am – 7:00am and 6:00pm – 6:30pm respectively; as such, any light vehicle movements would occur outside of the existing (commuter) peak periods in the local network. While unknown at this stage, it is likely that a Site of this size could require up to a maximum of 50 staff onsite at any one time.

## 4.2 Vehicle Management

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### 4.2.1 Principles

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In accordance with TfNSW requirements, all vehicles transporting loose materials would 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.

Further to covering/securing the load to prevent deposits onto the roadway, a Shaker Grid is proposed and installed at the point of vehicle egress to minimise the risk of dirt tracking out onto Eastern Creek Drive.

### 4.2.2 Construction Staff Parking

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All construction staff and contractors will be required to park wholly within the Site, noting that there will be significant area available (at all times) to meet the peak parking demand.

# 5 Traffic Control

## 5.1 Traffic Control

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The RMS guide “Traffic Control at Worksites” (TCAW) manual contains standard traffic guidance schemes (TGS) for a range of work activities. The manual’s objective is to maximise safety by ensuring traffic control at worksites complies with best practice.

The RMS TCAW outlines the requirements for a Vehicle Movement Plan (VMP) for construction works such as proposed; a VMP is a diagram showing the preferred travel paths for vehicles associated with a work site entering, leaving or crossing the through traffic stream. A VMP should also show travel paths for trucks at key points on routes remote from the work site such as places to turn around, accesses, ramps and side roads.

Regarding construction work on roads with an average daily total (ADT) in excess of 1,500 vehicles, approach speeds of between 60 km/hr and 80 km/hr, with truck movements > 20 veh/shift, and sight distance is less than 2d, (where d equals the posted speed limit and in this instance the sight distance is required to be up to 120 metres), it would be expected for the following to be required by the RMS TCAW:

- A detailed Traffic Control Plan (TCP) with Traffic controllers.
- A VMP.
- Warning Signs required during shifts.

## 5.2 Authorised Traffic Controller

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An authorised Traffic Controller(s) is to be present on-site throughout the proposed works. Responsibilities of the Traffic Controller will include:

- The supervision of all construction vehicle movements into and out of site at all times,
- The supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project, and
- Pedestrian management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur, while maintaining radio communication with construction vehicles at all times.

# 6 Monitoring & Communication Strategies

## 6.1 Development of Monitoring Program

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The development of a program to monitor the effectiveness of this CTMP shall be established by the Project Manager and should consider scheduled reviews as well as additional reviews should construction characteristics be substantially changed (from those outlined in the Final CTMP). All and any reviews of the CTMP should be documented, with key considerations expected to include:

- Tracking heavy vehicle movements against the estimated heavy vehicle flows during the works.
- The identification of any shortfalls in the CTMP, and the development of revised strategies / action plans to address such issues.
- Ensuring that all TGS 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 departing the Site covered as outlined within this CTMP.

## 6.2 Communications Strategy

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A Communications Strategy shall be established by the Project Manager for implementation throughout the construction works; this strategy will outline the most effective communication methods to ensure adequate information within the community and assist the Project Team to ensure the construction works have minimal disruption on the road network. The Communications Strategy will include:

- The erection of appropriate signage providing advanced notice of works and any traffic control measures to be implemented.
- Written notices to surrounding landowners (and tenants) likely to be directly affected by the works, prior to commencement.

Ongoing communication is also required so that all stakeholders are kept up to date of works and potential impacts.