

technical memo

Attention: Mark Ozinga

LOT 2 COPELAND CLOSE HORSLEY DRIVE BUSINESS PARK

In response to the Department's (TfNSW) correspondence dated 19 July 2016, the following is offered...

1. The proximity of the industrial facility site to the State Road Network has been noted. However, it is not the intention of the occupier of the site to employ the use of High Productivity Vehicles (HPV) but rather B-Doubles on a daily basis. Therefore, a Level 2B PBS Vehicle turning path is inappropriate for the site.
2. The adopted design vehicle for the site is a B-Double which will not engage in decoupling but employ side loading in close proximity to the loading docks, as outlined in the Loading Dock Management Plan, accompanying the Development Application (DA).
3. Council is requested to seek approval for the use of Copeland Close as a B-Double Heavy Vehicle Route through local Traffic Committee.
4. A Construction Traffic Management Plan (CTMP) has been prepared and submitted to Council with the DA considering the traffic impacts of the full development of the Horsley Drive Business Park (HDBP). The report also outlines the potential for use of all available public transport modes.
5. Consideration will be given to the possible preparation of a Travel Demand Management Plan upon issuing of the Conditions of Consent by the NSW Department of Planning & Environment. Any such plan will detail all bicycle and pedestrian activity and any identified measures to reduce the dependence on private vehicle usage.



I trust the above information meets your expectations.

Should you require further clarification of any aspect, pertaining to this memorandum, please contact Glen Varley of *Road Delay Solutions* on mobile 0414 800 912.

A handwritten signature in cursive script, appearing to read 'G Varley', positioned above a horizontal line.

Glen Varley

Director

Road Delay Solutions Pty Ltd