

Proposed Warehouse/Industrial Facilities

Proposed Lot 2

Horsley Drive Business Park

Construction Traffic Management Plan

Prepared for...



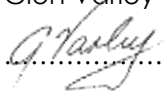
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Signed .....
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Date 18 July 2016.....

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INTRODUCTION

Road Delay Solutions Pty Ltd has been engaged by *Frasers Property* to prepare a Construction Traffic Management Plan for proposed Lot 2 of the Horsley Drive Business Park, Wetherill Park.

This management plan has been prepared in consultation with *AWJ Civil*.

The site occupying a total area of 34,538m² (3.45384ha), situated within the region identified under state planning as the *Western Sydney Parklands* catchment and is generally bounded by Cowpasture Road to the east, The Horsley Drive to the south and vacant lands to the west and north.

LOCATION

Situated within the *Western Sydney Parklands* catchment, Wetherill Park, and identified as proposed Lot 2 occupying a total area of 34,538m² (3.45384ha), as indicated in *Figure 2*, the site is located on Copland Close, some 150m west of Cowpasture Road and generally bounded by Cowpasture Road to the east, The Horsley Drive to the south and currently vacant lands to the west and north.

Figure 1 **HDBP Site Context**

Source Google Earth 2015



The HDBP is situated approximately...

- 2.4 km of the M7/The Horsley Drive Interchange,
- 7 km from the M4/M7 interchange,
- 9 km from the M4/Prospect Highway Interchange, and
- 18 km's from the junction of the M5 and M7 Motorways, providing business with good connectivity with the Sydney CBD, Port Botany and other significant Regional Centres.

The Horsley Drive and Cowpasture Road are recognised B-Double and heavy vehicle corridors, as defined on the RMS website www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map

Figure 2 Identified B-Double Routes

Source RMS, 2016

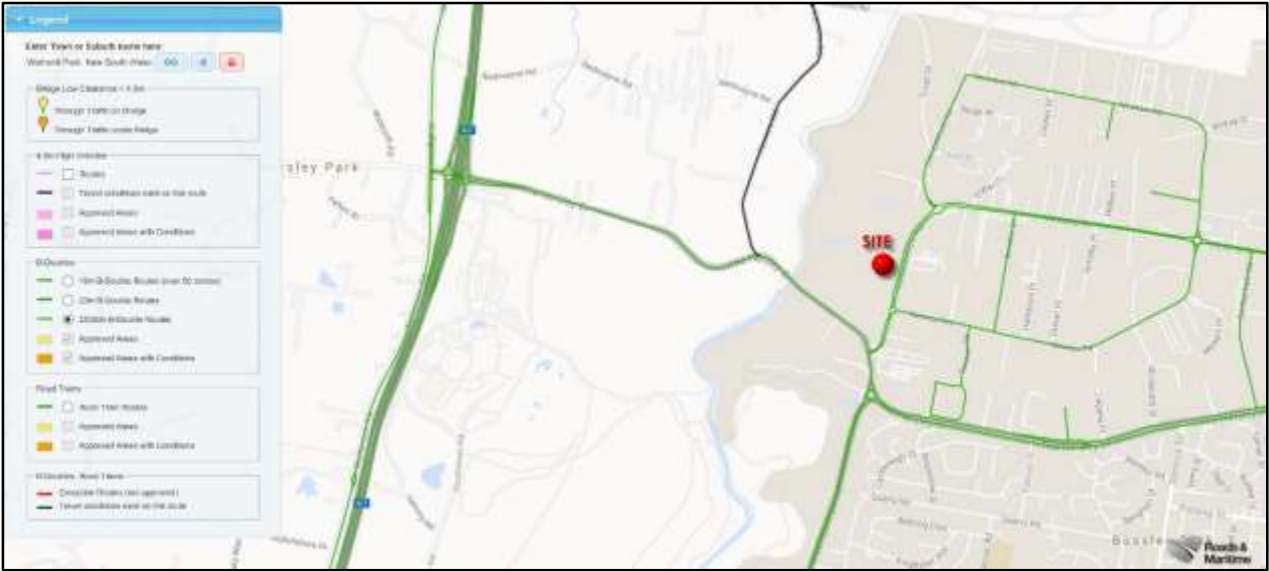
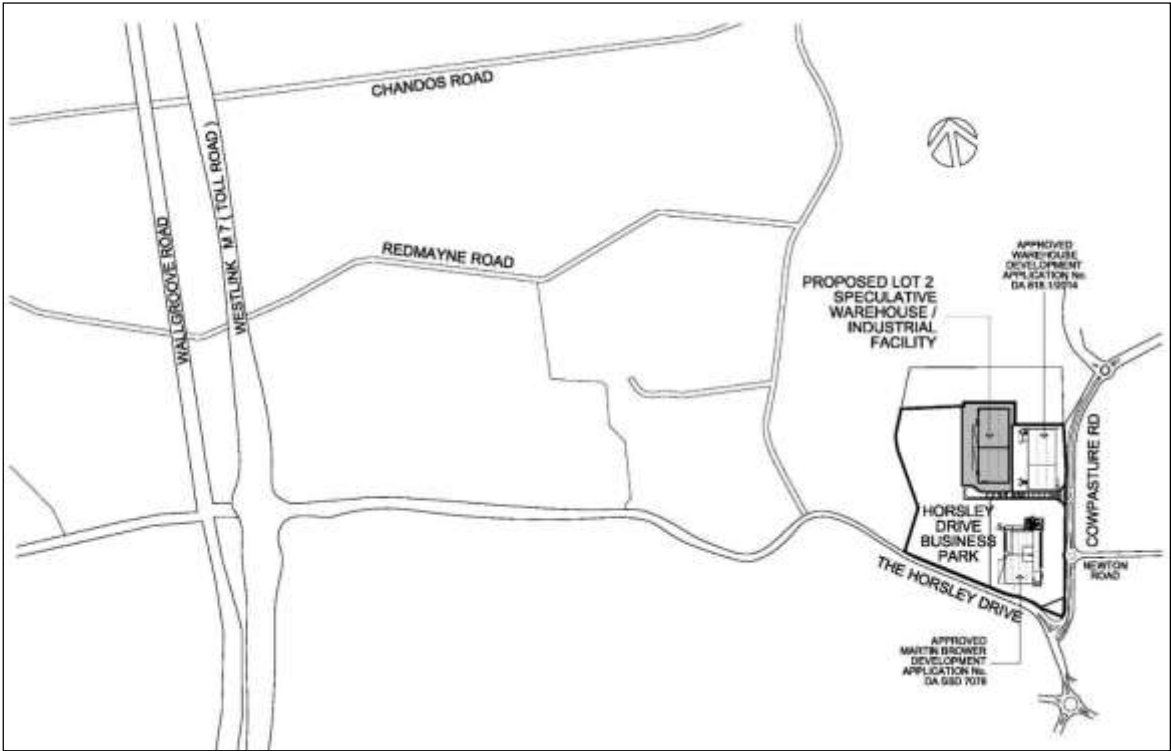


Figure 3 Lot 2 Site Location and Accessibility Plan

Source Frasers Property, 2016



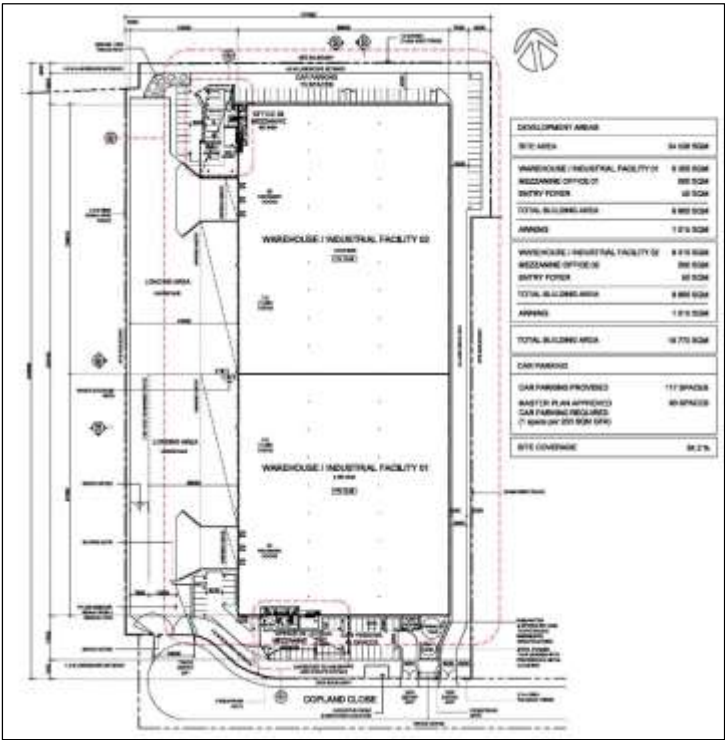
THE DEVELOPMENT

A detailed description of the proposed development is provided in a separate submission, prepared by *Frasers Property*. The site is intended for general warehousing, distribution and industrial uses. The Lot 2 development footprint and proposed structure of the site is presented in *Figure 2*.

The development, being the construction of two warehouse, distribution and industrial facilities on Lot 2 of the HDBP, Wetherill Park, will consists of...

- A total site area of 34,538m² (3.4538ha),
- A warehouse facility 1 for distribution and industrial uses with a total floor area of 8,355m²,
- Office space 1 of 550m²,
- A warehouse facility 2 for distribution and industrial uses with a total floor area of 9,315m²,
- Office space 2 of 550m², and
- A site occupation rate, excluding awnings of 54.3%.

Figure 4 The Development Footprint
Source *Frasers Property, 2016*



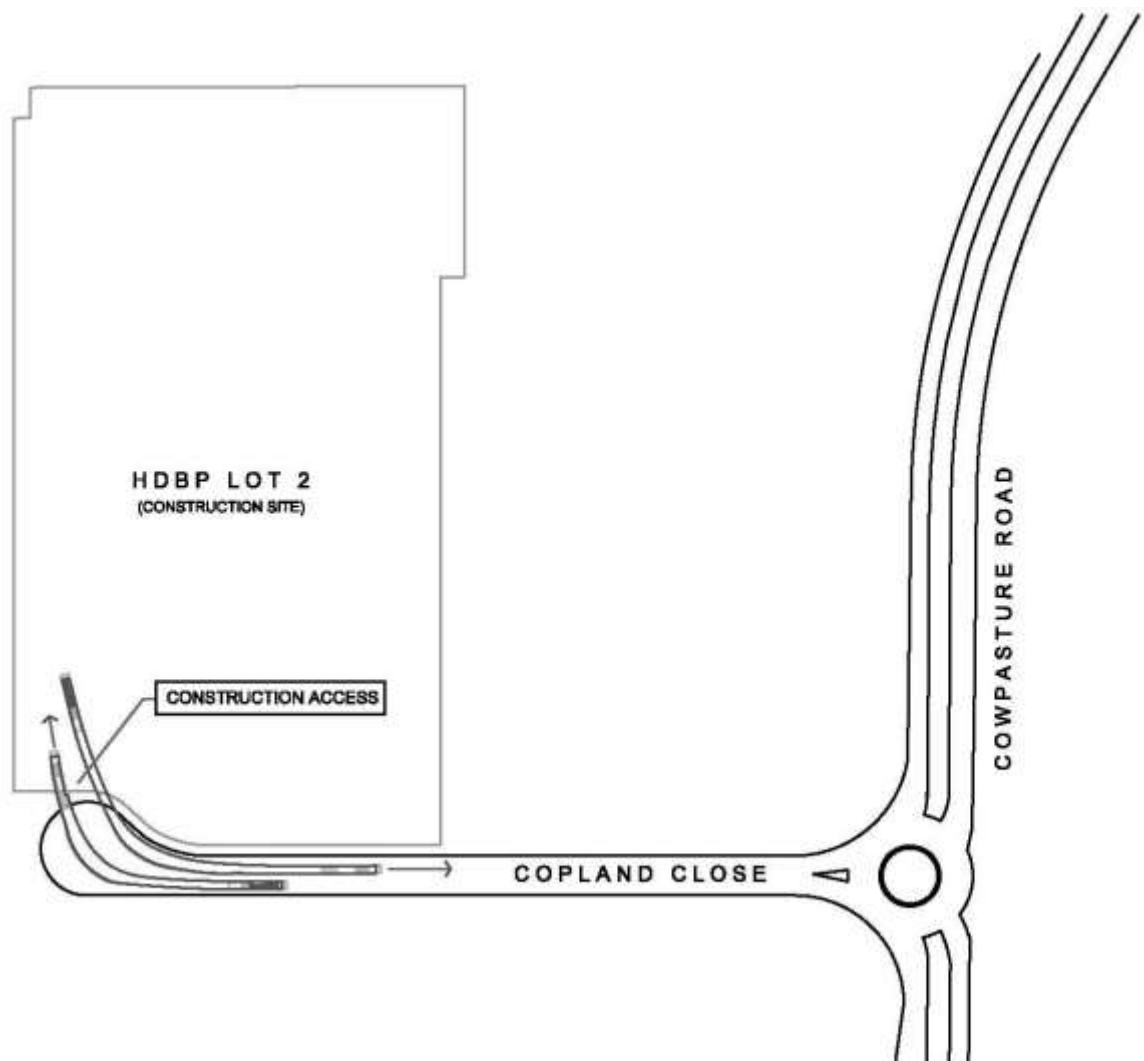
SITE ACCESS

Access to the site during construction, will be accommodated from Copland Close, some 245m west of the Cowpasture Road roundabout.

No temporary roadworks, detours or alternate travel paths will be required for the duration of construction.

Figure 5 **Site Access During Construction**

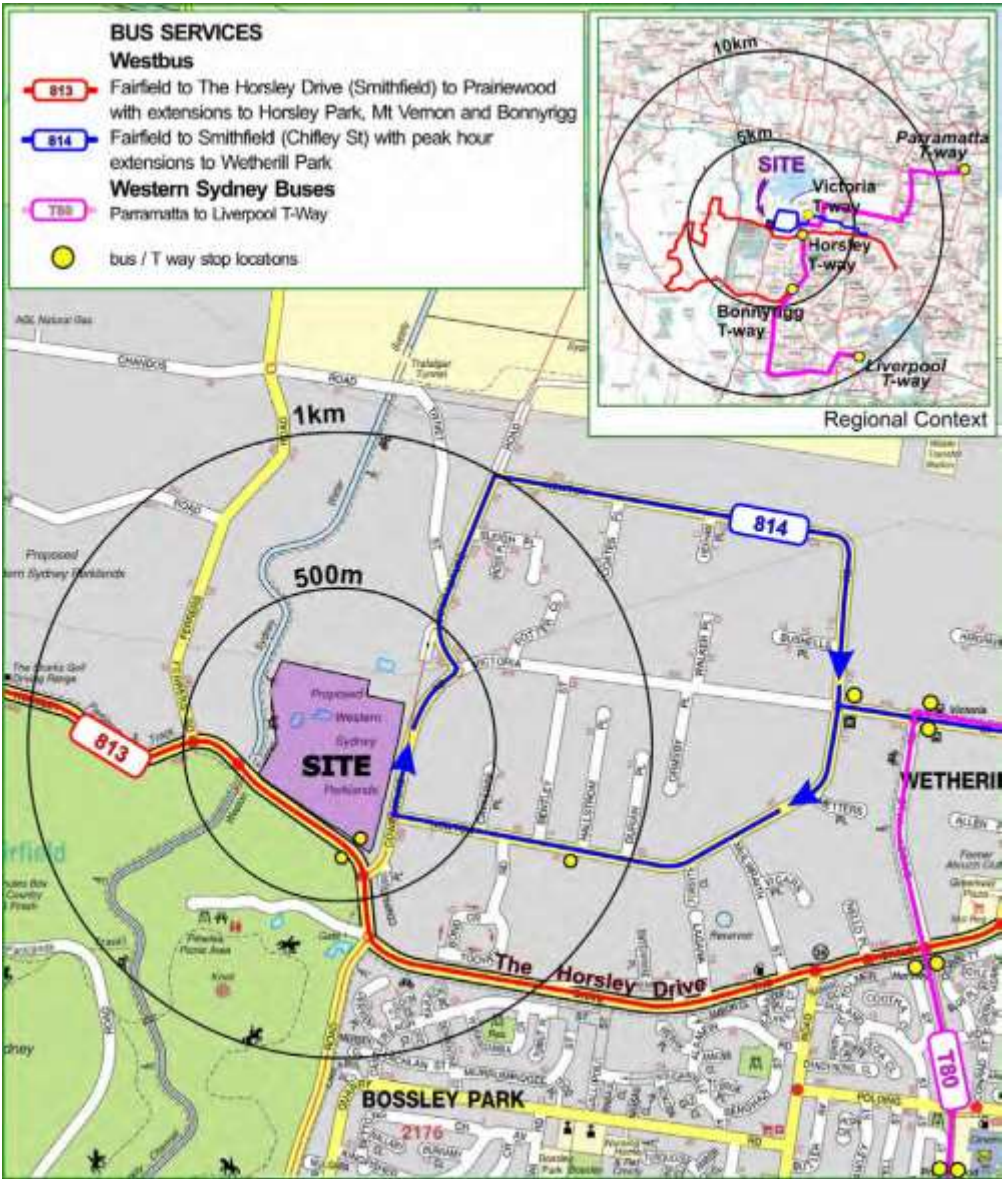
Source *Road Delay Solutions, 2016*



BUS SERVICES

Bus services on the Horsley Drive and Cowpasture Road currently provide frequent operations to Fairfield, Liverpool and Blacktown. Construction traffic, associated with Lot 2, should not directly interfere, or cause delay, to any current bus operations around the site.

Figure 6 **Bus Services**
Source *Transport NSW, 2016*



PEDESTRIANS AND CYCLISTS

Pedestrian activity around the site is currently low. Construction activity will invariably coincide with pedestrian and cycle movements around the site but will be consistant and regulated within the current *Motor Traffic Act*.

No affect to current pedestrian and cycle movents are anticipated during construction.

PROPOSED CONSTRUCTION PROGRAM

The proposed construction schedule is to be staged as set out below. Stage 1 works are scheduled to commence in July 2016.

Construction Hours of Operation

Construction working hours are anticipated to be...

- Monday to Friday 6.00am to 7.00pm, and
- Saturday 7.00am to 4.00pm.

NOTE No construction work is to be performed ,on site, on Sundays.

Stage 1 (Duration 12 weeks)

With the bulk earthworks completed, construction works will commence on...

- Foundations,
- Structural steel,
- Concrete precasting,
- Roofing,
- The office suspended concrete slab, and
- External wall cladding.

Stage 2 (Duration 12 weeks)

- Services rough-in,
- PIR walls and ceilings, and
- Office fit-out.

Stage 3 (Duration 12 weeks)

- Continuation of office fit-out,
- External pavement and carpark preparation,
- Internal concrete slab,
- Plant room fit-out,
- Location and installation of services, and

- *Equipment installation such as dock levellers, solar, water heaters etc...*

Stage 4 (Duration 12 weeks)

- *Office furniture and cabinet joinery,*
- *External concrete works,*
- *Carpark construction,*
- *Landscaping,*
- *Services fit-out, and*
- *Services Commissioning.*

Stage 5 (Duration 8 weeks)

- *Defect identification and mitigation, and*
- *Handover.*

CONCURRENT WORKS

With internal roadworks completed construction works on Lot 2 will invariably coincide with similar construction works on the adjacent Lot 1 to the east and potentially, adjacent Lot 3 to the west. Each construction site will achieve vehicular and pedestrian access from Copland Close.

Each site will cater for exclusive access to all construction traffic and through a cooperative arrival and departure scheduling process, should ensure no cause for vehicular conflict on Copland Close.

Each construction contractor must ensure any queueing of vehicles, entering the site, do not transfer to or obstruct traffic movements on Cowpasture Road.



KEY STAKEHOLDERS

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AWJ Civil

Angelo Cavasinni (Traffic Manager)

M 0423 557 657

Fairfield City Council

Simon Cai (Traffic Co-ordinator)

T 02 97250 2222

CONSTRUCTION VEHICLE MOVEMENTS

All vehicles to be used during construction will conform to AUSTROADS' classification as shown in *Figure 7*.













A mixture of light and heavy vehicles will be accessing the site over the construction period, predominantly vehicle classifications 1 through 9.

The scheduled works has a projected 54 week construction phase, allowing for various contingencies, weather etc...

STAGE 1 ANTICIPATED VEHICLE MOVEMENTS		
Vehicle Manifest	Occurrence	Vehicle Class
Structural steel	3 loads per day	17 metre semi-trailer
Precast panels	15 / 20 movements per site visit – 3 visits expected	17 metre semi-trailer
Roof sheeting	4 movements all overnight long loads 2 deliveries expected	Standard oversized semi trailer
Wall sheeting	5 visits with 10 movements	9m rigid truck
Internal concrete slabs	40 movements per day	Concrete agitator
66 Truck Trips daily (inbound and outbound)		
STAGE 2 ANTICIPATED VEHICLE MOVEMENTS		
Vehicle Manifest	Occurrence	Vehicle Class
Internal Fit-out by trades	40 movements per day	Light vehicles
40 light vehicles, including vans and utilities daily (inbound and outbound)		
STAGE 3 ANTICIPATED VEHICLE MOVEMENTS		
Vehicle Manifest	Occurrence	Vehicle Class
External pavements	40 movements per day	Concrete agitator truck
40 Truck Trips daily (inbound and outbound)		

STAGES 4 and 5 ANTICIPATED VEHICLE MOVEMENTS		
Vehicle Manifest	Occurrence	Vehicle Class
Car park construction	20 movements per day	12m tipper truck
Compound removal	30 movements per day	9m rigid truck Light vehicles
Clean up	5 movements per day	9m rigid truck Light vehicles
55 Truck Trips daily (inbound and outbound)		

Figure 7 **Vehicle Classification Chart**
Source Austroads, 2016

CLASS	LIGHT VEHICLES
1	SHORT Car, Van, Wagon, 4WD, Utility, Bicycle, Motorcycle 
2	SHORT - TOWING Trailer, Caravan, Boat 
HEAVY VEHICLES	
3	TWO AXLE TRUCK OR BUS *2 axles 
4	THREE AXLE TRUCK OR BUS *3 axles, 2 axle groups 
5	FOUR (or FIVE) AXLE TRUCK *4 (5) axles, 2 axle groups 
6	THREE AXLE ARTICULATED *3 axles, 3 axle groups 
7	FOUR AXLE ARTICULATED *4 axles, 3 or 4 axle groups 
8	FIVE AXLE ARTICULATED *5 axles, 3+ axle groups 
9	SIX AXLE ARTICULATED *6 axles, 3+ axle groups or 7+ axles, 3 axle groups 
LONG VEHICLES AND ROAD TRAINS	
10	B DOUBLE or HEAVY TRUCK and TRAILER *7+ axles, 4 axle groups 
11	DOUBLE ROAD TRAIN *7+ axles, 5 or 6 axle groups 
12	TRIPLE ROAD TRAIN *7+ axles, 7+ axle groups 

HEAVY VEHICLE MOVEMENTS

All heavy vehicles, involved in construction of the site, will be able to ingress and egress the site in a forward direction at all times on Copland Close.

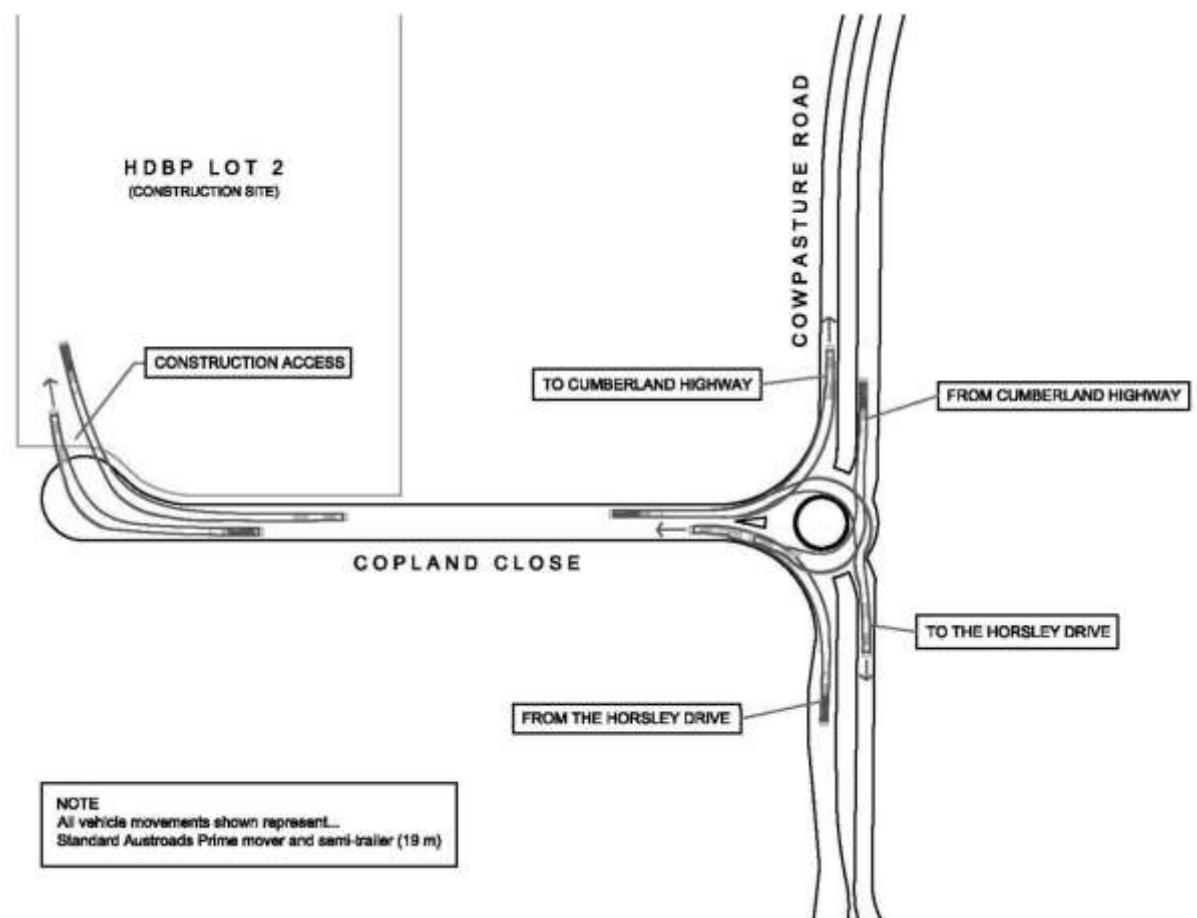
All internal vehicle movements will be performed solely on site.

Copland Close is a Council road intended for the operational use of the HDBP and vehicle classes 1 through 10.

External vehicle movements will arrive and depart Copland Close via the roundabout on Cowpasture Road.

Figure 8 Austroads 19m Semi Turning Paths Copland Close

Source Road Delay Solutions - AutoCad, 2016



A sweep path analysis has been conducted for Austroads class 9 type vehicles with a maximum length of 19m at the Cowpasture Road roundabout at Copland Close.

Construction trucks will use currently identified, local heavy vehicle routes to approach and leave the site, as per the prescribed routes designated by the RMS for such purposes. No temporary traffic arrangements or detours will be necessary during the construction period. All routes throughout the precinct and the greater Metropolitan Area are shown on the RMS website... www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map

The site manager must ensure that all vehicle activity on and around the site is managed in such a manner as to prevent construction vehicles from queueing on public roads, and in particular Cowpasture Road, prior to entering the site.

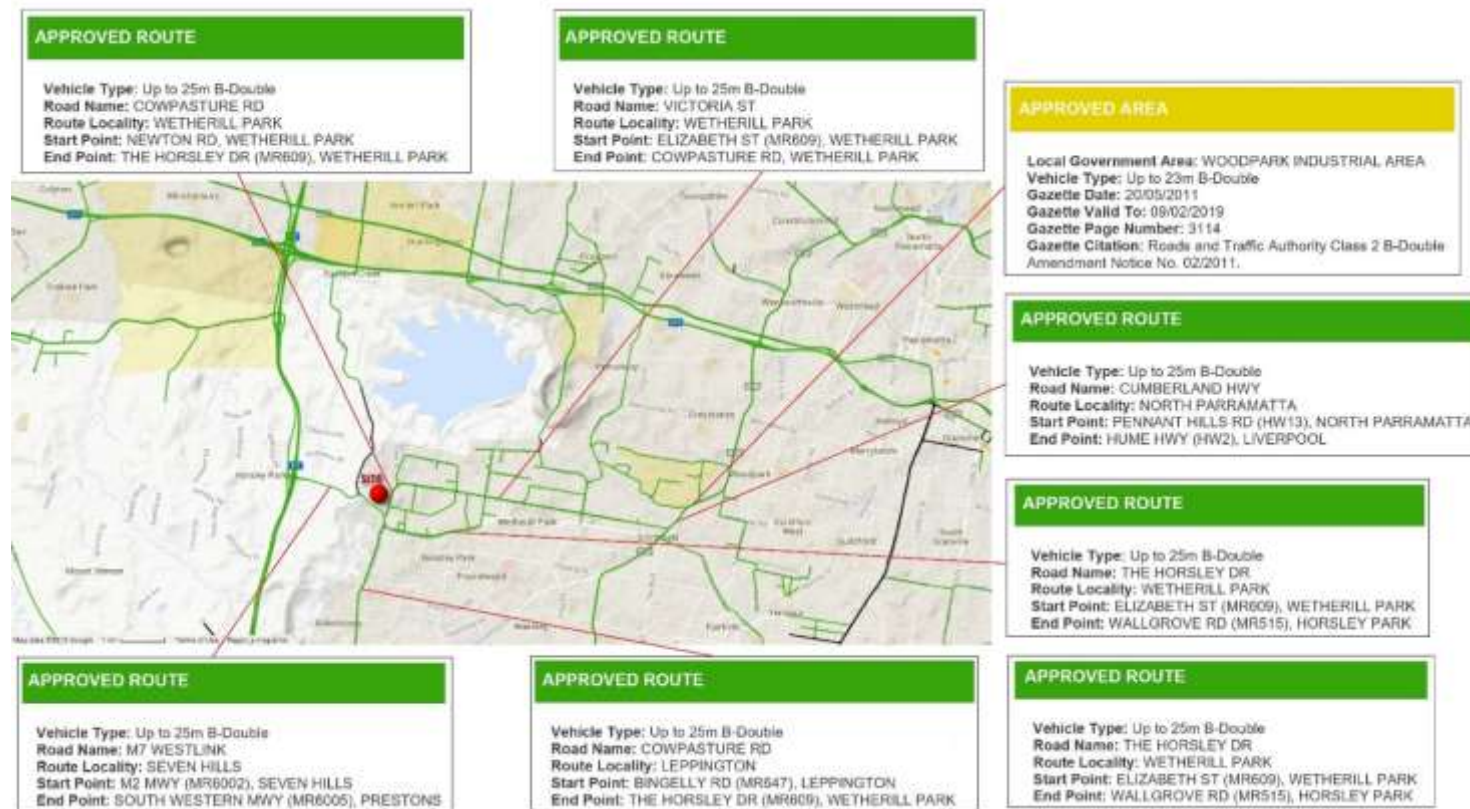
All vehicles involved in the construction process must adhere to their allotted schedule times. Any deviation must be accounted for by the site manager or delegated staff member. Adequate arrival and departure scheduling is the responsibility of the site manager.

Construction vehicles (such as concrete trucks) must maintain radio contact with the site manager, as required.

NOTE *Any use of oversized vehicles and their intended scheduling, during the course of construction, will be subject to a separate application, to be prepared by the proponent for acceptance.*

Figure 9 Approved Heavy Vehicle Corridors

Source RMS, 2016



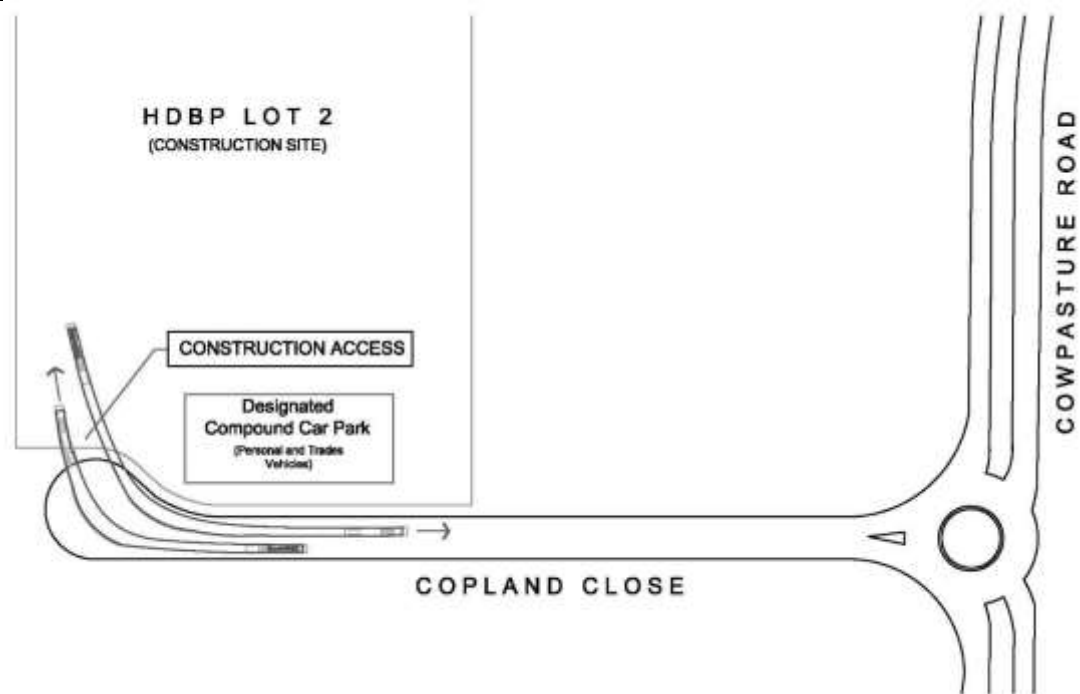
PERSONAL AND TRADE VEHICLE MOVEMENTS

Private and trade vehicles (*Austroads Class 1*) will access the site from Copland Close.

A designated parking area will be provided within the site compound. Signposting and clear direction will define the bounds and access conditions associated with the parking provisions.

Figure 10 **Approved Heavy Vehicle Corridors**

Source RMS, 2016



All vehicles will arrive at the site via Copland Close and will not be subjected to detours or alternate travel paths. All arrivals and departures will utilise the surrounding arterial and local road system.

Bulk vehicle movements should be restricted to off peak times to help minimise the impact on the road network. Any disruption or extraordinary use of a route should be notifiable to local residents and businesses, by letter box drop and Virtual Message Sign (VMS), at least 10 days in prior to disruption.

The envisaged movements by private and trade vehicles are..

- Stage 1 50 vehicles onsite per day,
- Stages 2, 3, 4 100 vehicles per day, and
- Stage 5 75 vehicles per day

DRIVER CODE OF CONDUCT

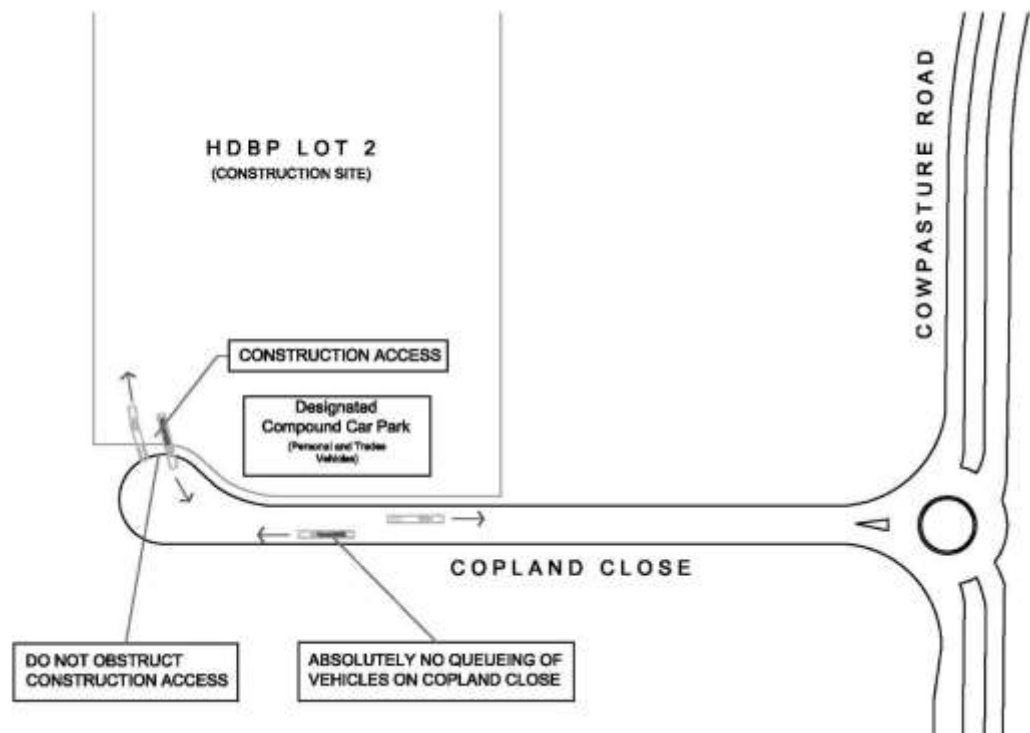
Drivers are to observe the following instructions when accessing the site...

- All drivers are to be aware of all other road users and exercise due care and caution when approaching and leaving the construction site.
- All vehicles may utilise any one or combination of regulated corridors supplied to them during site induction and specified on the RMS website www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map
- All drivers are to enter the site from the cul-de-sac head in Copland Close, some 245m west of Cowpasture Road. Vehicles are to enter from the left of the driveway and exit on the right. Under no circumstances are vehicles to block the access or cause and/or promote queueing on Copland Close.

Figure 11 Site Access Regulations

Source

Road Delay Solutions, 2016



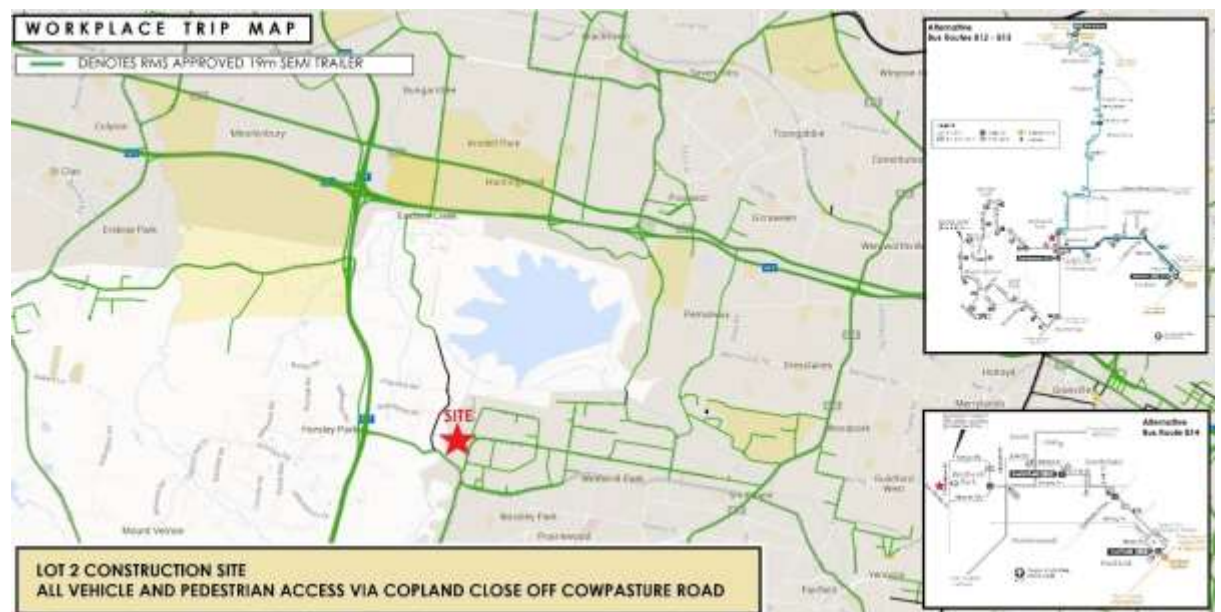
- All Heavy vehicles are to enter site when called via UHF or by phone.
- All heavy and trade vehicle drivers must secure and cover their load(s) prior to egressing from site.
- All drivers must not be under the influence of Drugs or Alcohol when in control of a vehicle.
- All drivers must obey any signposted internal site speed limits and all signposted directions, at all times.
- All drivers are to avoid, where possible, travelling during morning and afternoon commuter travel peaks to minimise impact on the surrounding road network.

WORKPLACE TRAVEL PLAN

No temporary roadworks, detours or alternate travel paths will be required for the duration of construction of Lot 2. All vehicle and pedestrian movement to and from the site will be contained within the confines of the current road network.

The site manager must ensure that the construction Workplace Trip Map is prominently displayed on the site, and that all contractors and employees are given a copy.

Figure 12 Workplace Trip Map
Source Road Delay Solutions, 2016



All contractors and employees will be clearly informed of their obligations pertaining to access, as part of their site induction procedure.

Alternative public transport options will be available through the use of current bus services being Route 812, 813 and 814. These services, which operate at 30 minute intervals on weekdays and hourly on weekends, provide access to Blacktown and Fairfield Railway Stations.

A bus stop is located 5-6 minutes walk from the site on the Horsley Drive and 10 minutes walk from the site on Victoria Street. Details and maps will be supplied during induction.

Carpooling will be encouraged during site induction to minimise the impact on the surrounding road network.

Car sharing is not permitted during construction and no dedicated car share spaces will be allocated within the compound car park. The nature of car sharing could encourage access onto the site by unauthorised persons collecting the car share vehicle. Access to the site is restricted to authorised personnel only.

Emergency Vehicle Access

Emergency vehicle access will be maintained at all times via the Copland Close access, some 245m west of Cowpasture Road.

Two (2) dedicated spaces will be allocated for use by emergency vehicles within the compound car park.

Use of the emergency spaces by any person or persons not directly engaged in emergency operations, will incur eviction from the site and may face a ban on any further entry, during the course of construction.

CONSULTATION

This Construction Traffic Management Plan (CTMP) will accompany the Development Application (DA) for the Speculative Warehouse Facility, Lot 2 of the Horsley Drive Business Park (HDBP), during which time, a copy of the CTMP will be forwarded by *Road Delay Solutions* on behalf of *Frasers Property* to emergency service operators and stakeholders in the road network operation.

These particular emergency services and stakeholders are listed below...

NSW Police

Darryl OLSEN
Senior Constable Traffic coordinator
Fairfield Local Area Command
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NSW Ambulance

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NSW Rural Fire Service

Inspector Justin Back
Operational Services Coordinator
Cumberland Zone NSW RURAL FIRE SERVICE
Headquarters P 02 8741 5555

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Austral Wright Metals

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