

Ms Evelyn Craigie
Planner
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Ms Craigie

Horsley Drive Business Park - Warehouse and Distribution Facility Development

Thank you for your email message dated 21 September 2015 requesting Transport for NSW (TfNSW) comment on the above.

TfNSW provides the following comments on the above development application.

Swept Paths of Heavy Vehicles

It is noted that swept paths of heavy vehicles shown in the figures for the Traffic Impact Report are not clear. The swept path of B-doubles has been adopted for the access and some internal movements. However, the swept path of 19m semitrailers has been used for the movements at the loading docks.

Given the proximity of the site to the Sydney Motorway network, subject to future government policy on HPV (High Productivity Vehicle) routes, the proposed development would be able to take advantage of the productivity benefits that High Productivity Vehicles offer. Therefore, it would be prudent to adopt a PBS Level 2B (i.e. up to 30m in length) vehicle turning path to design the site access and internal circulation roads at this stage to avoid changes to access arrangements in the future.

TfNSW requests that the swept path of maximum size of heavy vehicles that are envisaged to access the site be adopted for the design of the site access and internal area including the loading dock area to ensure sufficient space exists on the hardstand apron.

Construction Traffic Management Plan

Prior to the commencement of any works on the site, a Construction Traffic Management Plan (CTMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with Fairfield City Council, Roads and Maritime Services and TfNSW. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP.

The CTMP shall include the cumulative construction impacts of all the projects adjacent to the site. The Applicant shall submit a copy of the CTMP to Fairfield City Council, prior to the commencement of work.

Road Occupancy Licence

A Road Occupancy Licence (ROL) must be obtained from the Transport Management Centre (TMC) for any activity likely to impact on the operational efficiency of the road network. The ROL allows the applicant to use a specified road space at approved times, provided certain conditions are met.

The applicant must allow a minimum of 10 working days for processing from date of receipt. Traffic Control Plans are to accompany each ROL application.

Cyclist and Pedestrian Facilities

TfNSW requests that the proponent provides the following information in relation to cyclist/pedestrian demand and facilities for the proposed development:

- Existing and future demand for walking and cycling and assess how well the networks service this demand.
- The details of end of trip facilities such as showers, lockers, change rooms that will be made available to all users of the development.
- The number and location of bicycle parking spaces required for the proposed development.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 8202 2198.

Yours sincerely



12/10/15

Mark Ozinga
**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

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