

Operational Traffic Management Plan

Warehouse/Industrial Facility 1
Lot 3, The Horsley Drive Business Park

Ref: 0315r03v2
05/10/2016

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1 Introduction

1.1 Purpose

Ason Group has been engaged by Frasers Property Australia to prepare an Operational Traffic Management Plan (OTMP) in relation to Lot 3, The Horsley Drive Business Park (HDBP) (the Site).

The purpose of this OTMP is to provide guidance in relation to the traffic management arrangements for the Site with an overall objective to ensure safe and efficient movement of vehicles and personnel. In particular, this plan details the following:

- Appropriate internal traffic controls, signage and line marking to ensure light and heavy vehicles can operate together;
- A truck route management plan;
- Proposed crossings and signage for safe movement of pedestrians between designated carpark to the office areas; and
- Details on the governance and administration of the plan.

This OTMP report also references general access, traffic and parking guidelines, including:

- *RMS Guide to Traffic Generating Developments* (RMS Guide)
- RMS Technical Direction TDT 2013/04a, *Guide to Traffic Generating Developments – Updated traffic surveys* (RMS Guide Update)

2 Site Details

2.1 Site Overview

The subject site, located at Lot 3, HDBP (the Site), is generally bounded by vacant land to the north and west, with Lot 2 and Lot 4 located to the east and south, respectively. The site is irregular in configuration as shown on the Site Plan at **Figure 1**, and has a total area of approximately 43,976m².

Access to the Site is provided from Burilda Close, a local road that runs generally east-west from the site to Cowpasture Road where the access to HDBP is provided via a roundabout controlled intersection

2.2 Public Transport

The Site is located adjacent to the following bus services, as illustrated in **Figure 2**:

- Route 814 – Fairfield to Smithfield
- Route 835 – Smithfield to Newton Road
- Route 813 – Prairiewood to UWS Penrith



Figure 1: Location and Site Plan

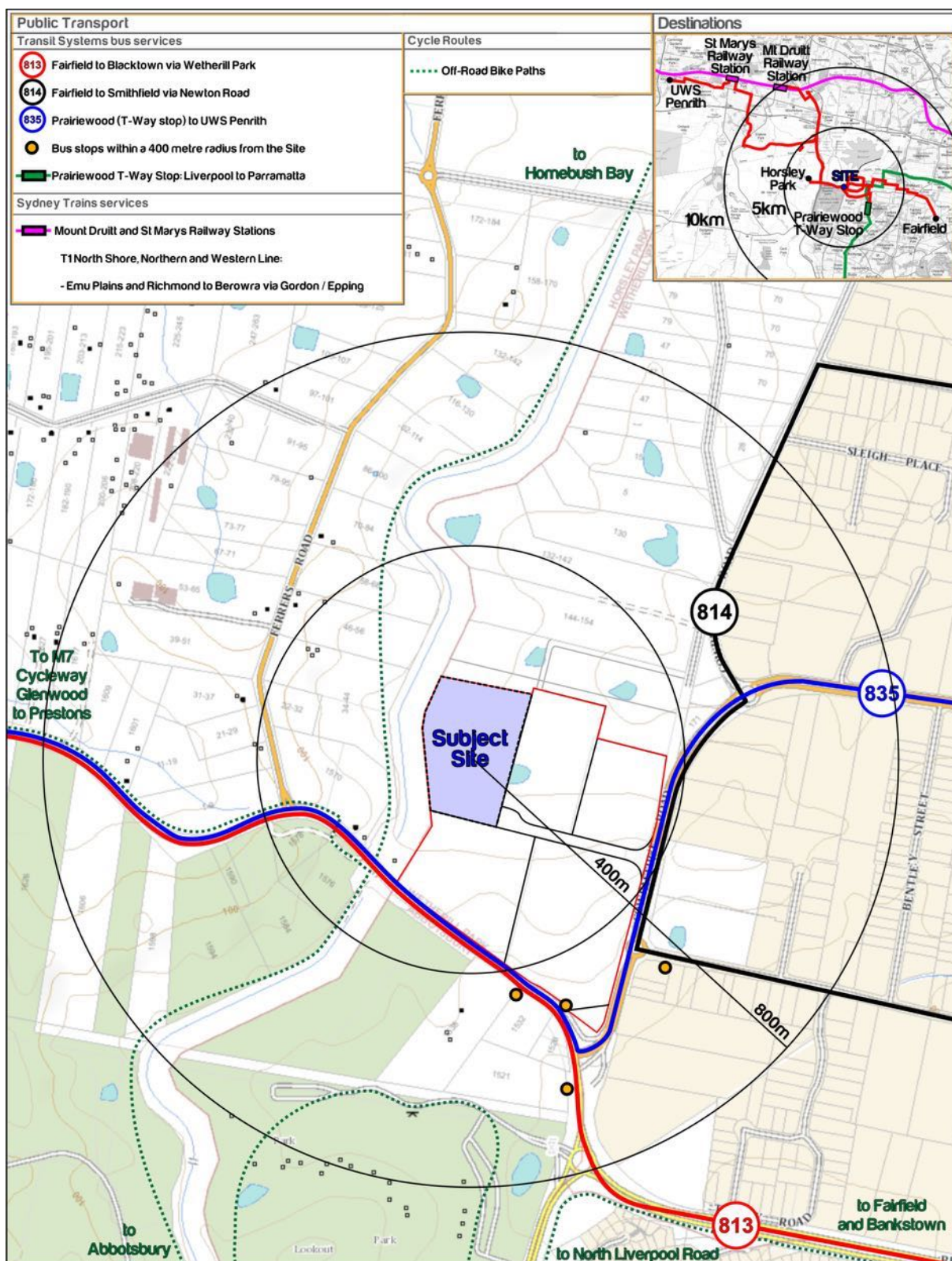


Figure 2: HDBP Public Transport Options

2.3 Proposed Development & Site Facilities

The development relates to a warehouse/industrial facility comprising of 2 main buildings, as shown in **Figure 3** below.

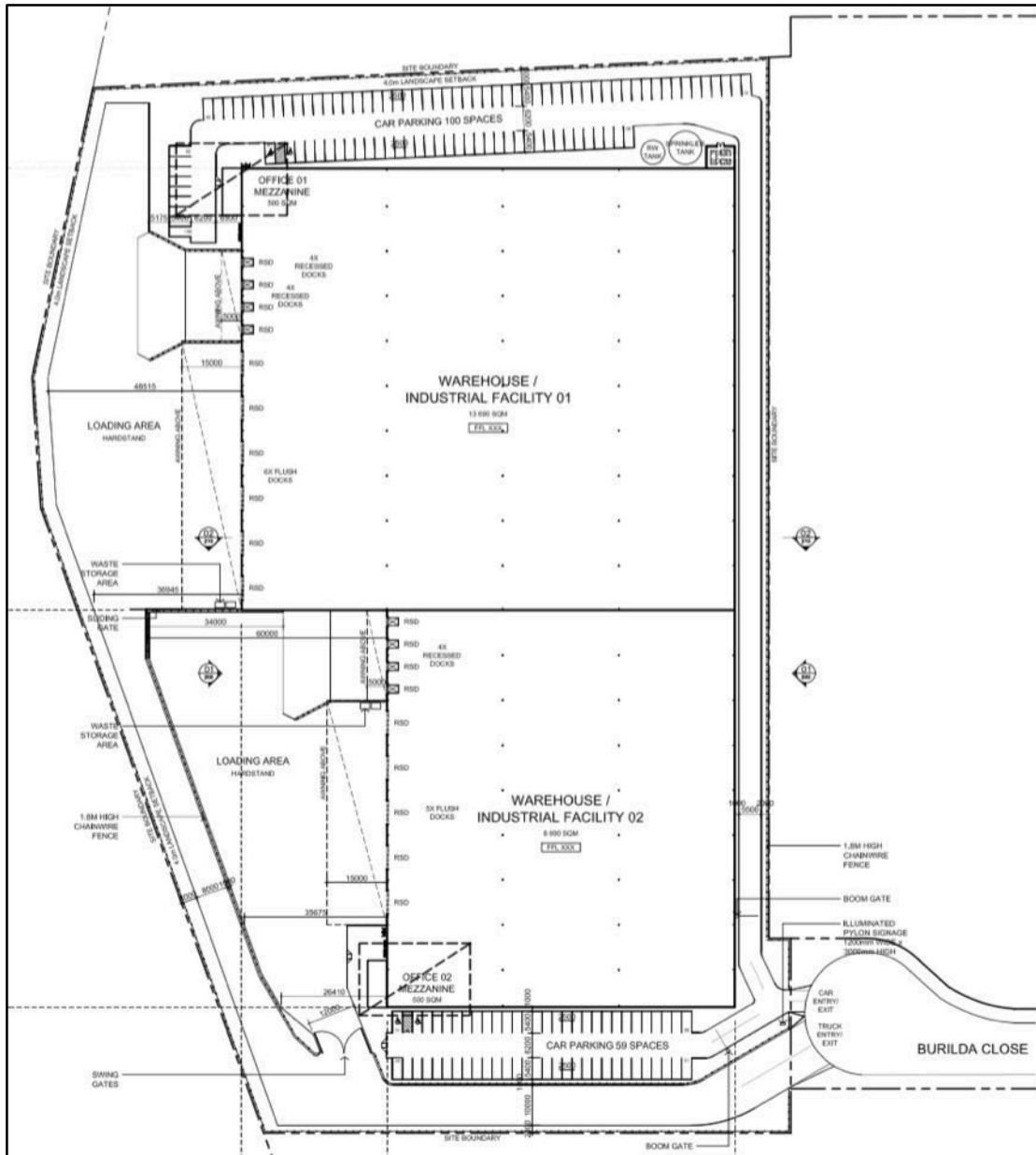


Figure 3: Development Site Plan

Key details for each building area are summarised below:

Table 1: Development Details

Facilities	Warehouse/Industrial Facility 1	Warehouse/Industrial Facility 2	TOTAL
Flush Docks	6	5	11
Recessed Loading Docks	4	4	8
Warehouse Floor Area	13,690m ²	8,690m ²	22,380m ²
Office Floor Area	500m ²	500m ²	1,000m ²

2.4 Lot 3 Vehicle Movements

The rates adopted in the for the Site are consistent with the RMS Guide Update, and included:

- 0.5 vehicles per hour per 100m² GFA of warehouse
- 2 vehicles per hour per 100m² GFA of office

A breakdown of the estimated volume of vehicles movements for the peak hour period for Lot 3 is provided in **Table 2**.

Table 2: Estimated Vehicle Movements

Use	Area (m ²)	Peak Hour Generation (vph)	Daily Generation (vpd)
Warehouse/Industrial Facility 01	13,690	68	548
Office 01	500	10	50
Warehouse/Industrial Facility 02	8,690	43	348
Office 02	500	10	50
Total	23,380	131	996

Based on the use of the RMS Guide traffic generation rates, the future development is expected to generate in the order of 131 vehicles per hour during peak periods (with approximately 105 in and 26 out in the morning peak, and vice versa during the evening peak hour). Of these, it is expected that roughly 10% of all movements will be associated with commercial vehicles equating to approximately 13 vehicles per hour during the morning and evening peak hour and 100 daily vehicle movements.

3 Operational Traffic Management Plan

3.1.1 Vehicle Management Design Vehicle

The site access driveways and external hardstand area has been designed for use by vehicles up to and including 26 metre B-doubles. This has been confirmed with Austroads 2013 Vehicle Templates. All docks can be accessed by vehicles up to and including 19m articulated vehicles. This has been confirmed with standard vehicle templates as per AS2890.2, and attached as **Appendix A**.

3.1.2 Truck Access Routes

Key hauling routes are provided from Cowpasture Road and The Horsley Drive. Vehicles accessing the Site should have regard for the vehicle restrictions shown in **Appendix B**. B-Double access is permitted for the roads adjacent the Site, including Cowpasture Road and The Horsley Drive. B-doubles are not permitted to use routes in areas that are not approved by RMS. All other smaller sized trucks, including 19 metre articulated vehicles, are permitted to use all other roads as necessary.

3.1.3 Speed Limits

All vehicles shall be subject to a 20km/hr on-site at all times. Vehicles travelling within the loading areas shall be subject to a reduced speed limit of 10km/hr.

3.1.4 Site Access

All drivers accessing the loading area light vehicle car parking area should adhere to the following access management measures.

Truck Entry: All drivers entering the site from the Burilda Close vehicle heavy vehicle crossing and keep left as far left as possible.

Light Vehicle Entry: All drivers must use the two-way light vehicle crossing to the Site (located immediately north of the heavy vehicle crossing), and keep as far left as practical.

Truck Exit: All drivers leaving the loading areas should keep left as practicable. Trucks exiting warehouse 1 have priority over all movements to / from warehouse 2 loading area.

Light Vehicle Exit: Drivers exiting warehouse 1 car park will have priority over drivers exiting warehouse 2 car parking area.

3.2 Pedestrian Management

Pedestrian access to the hardstand areas used by heavy vehicles shall be restricted, as far as practicable, for safety purposes. The shared truck access driveways for both warehouses should be nominated as a pedestrian exclusion area. Pedestrian exclusion areas should be clearly signposted with appropriate signage (example below).



Pedestrians moving to different areas within both warehouses should use the designated walkways along the warehouse 2 light vehicle access to the east of the proposed buildings (or within the building, if possible), where appropriate footpaths are to be provided

In the event that pedestrian access is required within vehicular manoeuvring areas, high visibility vests and other personal protective clothing shall be worn at all times. Where possible, temporary work areas within commercial vehicle manoeuvring areas should be clearly delineated by way of traffic cones and/or temporary barriers.

4 Plan Administration

4.1 Plan Maintenance

This Plan shall be subject to ongoing review and will be updated as necessary in response to changing requirements or in response to any documented WHS issues. In particular, a review of this Plan may be required where a new business occupies a tenancy and has different operational requirements to that envisaged under this Plan. Where a change of businesses does not alter the underlying characteristics of the operation, no change to this plan would be required.

4.2 Key Responsibilities

4.2.1 Management

Management of each respective business unit on-site shall:

- Ensure all staff and sub-contractors are provided with sufficient training to undertake the required tasks. This includes responsibility for measures to ensure that all staff and visitors are familiar with site specific rules through appropriate site induction procedures, including being inducted into this OTMP.
- Conduct all business in a safe, professional and legal manner.
- Be familiar with and address their respective duty of care requirements in accordance with the applicable state Work Health and Safety legislation.
- Ensure WHS Incident logbooks are maintained and undertake necessary action(s) in relation to any reported issues.
- Drivers must be afforded sufficient time to conduct trips in a legal, compliant and safe manner.
- Vehicles shall not, in any manner, be knowingly overloaded.
- Management must not, by their actions or requirements, force or coerce subcontractors or drivers to break the law.

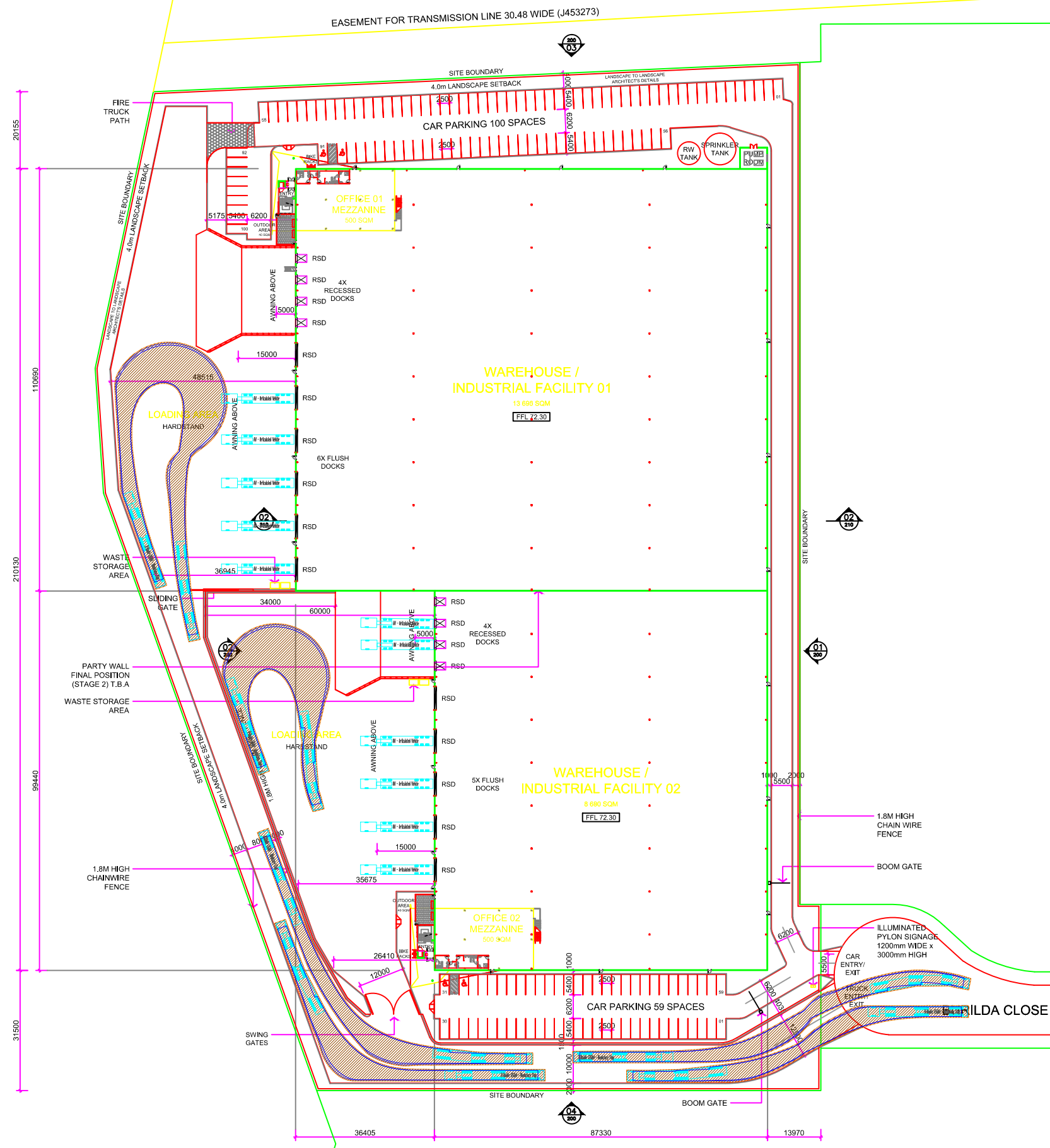
4.2.2 Driver Code of Conduct

All drivers are to operate in a manner consistent with the requirements of applicable Work Health and Safety (WHS) legislation and other business specific policies.

All commercial vehicle drivers are to be familiar with the Driver Code of Conduct before attending the Site. A copy of the Code is included in **Appendix C**.

Appendix A:

Loading Dock Swept Path Analysis



Revision notes:

Rev:	Date:	Notes:

Drawn By:

AJ

Client:

Fraser's Property Australia

Project:

0315
Lot 3 - Horsley Drive Business park

Drawing Title:

B-double Movements

Date:

28/09/2016

Scale @ A3:

1:1250

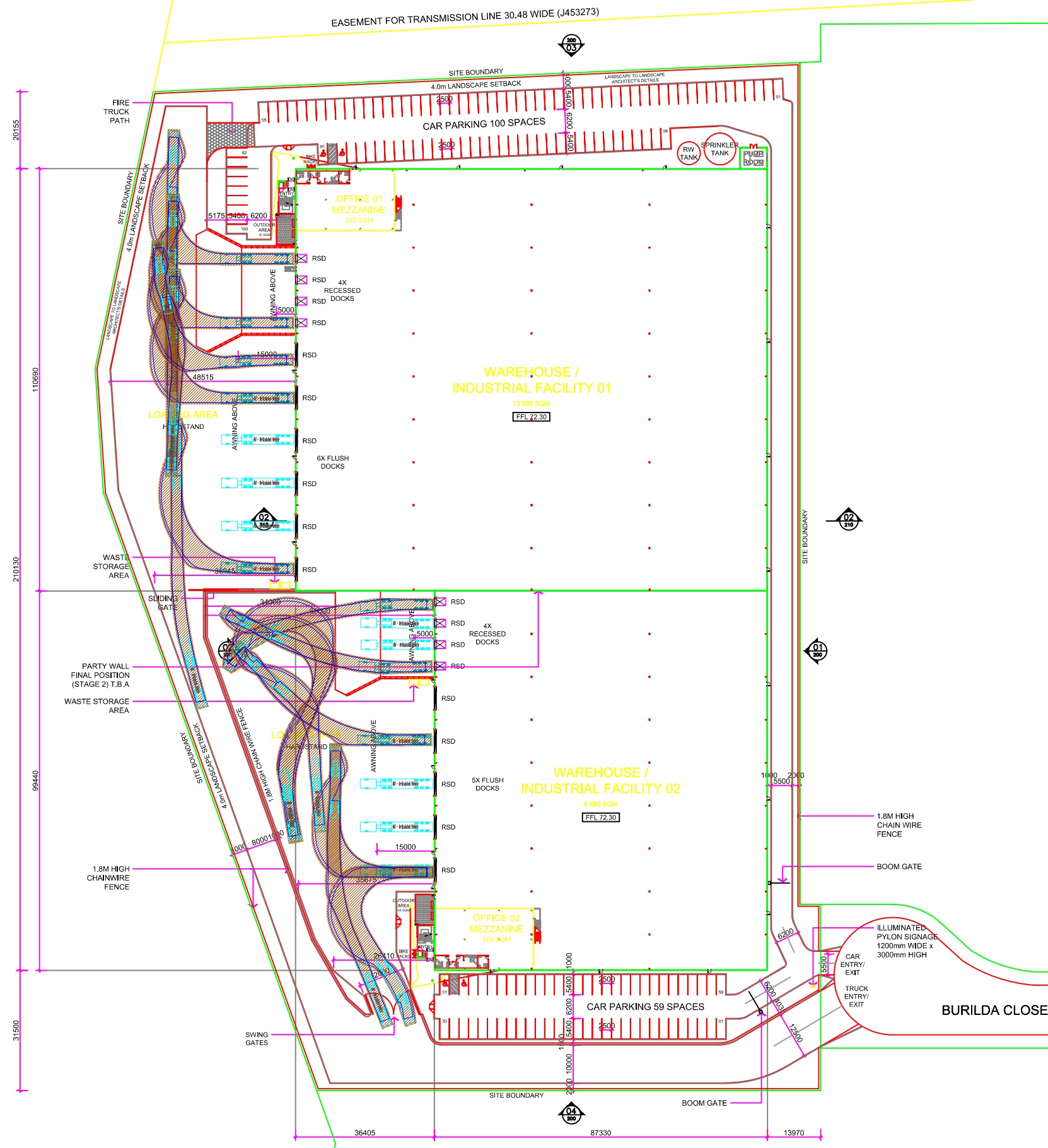
Drawing Number:

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Revision notes:

Rev:	Date:	Notes:

Drawn By:

AJ

Client:

Fraser's Property Australia

Project:

0315
Lot 3 - Horsley Drive Business park

Drawing Title:

19m Articulate Vehicle Movements

Date:

28/09/2016

Scale @ A3:

1:1250

Drawing Number:

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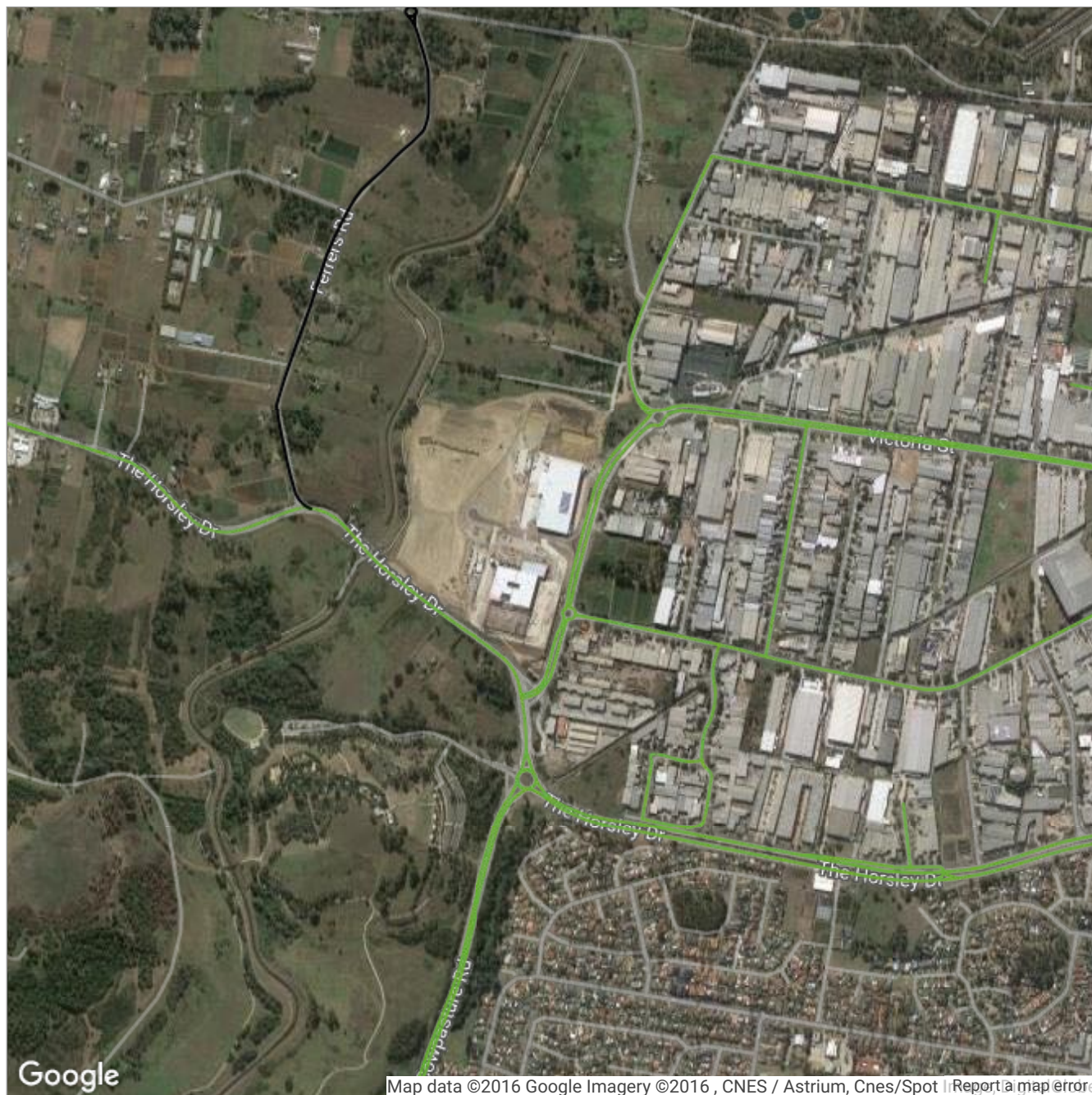
Appendix B

RMS Vehicle Access Restrictions Map

NSW Combined Higher Mass Limits (HML) and Restricted Access Vehicle (RAV) Map



Map last updated: 23/09/2016



Legend

GML and CML networks

25/26m B-double Routes

Approved Areas

Low Clearance Bridge (< 4.3m) -
Through Traffic under Bridge

Approved Routes With Travel
Conditions

Approved Areas with Travel
Conditions

Exception Routes (not approved)

Low Clearance Bridge (< 4.3m) -
Through Traffic on Bridge

Network Disclaimer

The networks are available for short combinations (up to 19 metres long) and B-doubles that comply with the requirements contained in the Heavy Vehicle National Law (HVNL); the [National Class 2 Heavy Vehicle B-double Authorisation \(Notice\) and the adjoining NSW Schedule](#) and for Higher Mass Limits (HML) the [New South Wales Higher Mass Limits Declaration 2015](#). These networks are based on a maximum vehicle width of 2.5 metres and are subject to sign-posted restrictions.

Provide feedback

[Contact Roads and Maritime Services](#) | Phone: 131 782

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DISCLAIMER ACCEPTED

Appendix C

Appendix C: Driver Code of Conduct

- Driver Code of Conduct -

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety.
 - Not adversely, by way of actions or otherwise, impact on the health and safety of other persons.
 - Notify their employer if they are not fit for duty prior to commencing their shift.
 - Obey all applicable road rules and laws at all times.
 - Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
 - Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas.
 - Ensure all loads are safely restrained, as necessary.
 - Operate their vehicles in a safe and professional manner, with consideration for all other road users.
 - Hold a current Australian State or Territory issued driver's licence.
 - Notify their employer or operator immediately should the status or conditions of their driver's license change in any way.
 - Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs.
 - Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device.
 - Advise management of any situations in which you know, or think may, present a threat to workplace health and safety.
 - Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary.
 - Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the site, as necessary, to avoid unnecessary delays to other vehicles.
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