





Construction Traffic Management Plan
Lot 206 Horsley Logistics Park
Horsley Park

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Revision History

Version	Date	Approved	Signature
Draft	11/7/2022		
Final	25/7/2022	Glenn Burbridge RSA-02-1064 PWZTMP #0051952947	
Final Rev.1	18/08/2022	Glenn Burbridge RSA-02-1064 PWZTMP #0051952947	

Acronyms

CCS	Community Communications Strategy
CEP	Construction Execution Procedure
COP	Code of Practice
ENV	Environment
WHS	Work Health and Safety
PMP	Pedestrian Movement Plan
RMS	Roads and Maritime Services
ROL	Road Occupancy License
SWMS	Safe Work Method Statement
SZA	Speed Zoning Authorisations
TMP	Traffic Management Plan
TMC	Transport Management Centre
TGS	Traffic Guidance Scheme
FCC	Fairfield City Council
TCWS	Traffic Control at Works Sites Manual
TMP	Traffic Management Plan
VMP	Vehicle Movement Plan

1. Appendices

Appendix one	VMP/PMP
Appendix two	Construction Program

2. Purpose

The purpose of the Construction Traffic Management Plan (CTMP) is to provide specific instruction for the following scope of work to ensure the works are adequately planned, and to describe how ESR will implement the work in accordance with the requirements of the project and the Construction Traffic Management Framework ESR will ensure the works are constructed in accordance with drawings, specifications, legislation, and *Codes of Practice*. This CTMP describes how ESR proposes to safely manage vehicular, pedestrian traffic during the construction phase of the project. This report incorporates VMP, staging, risk and technical aspects as stipulated by AS1742.3. All TCPs/TGS are designed by a person who holds a Prepare Work Zone TMP Qualification issued by Work safe.

Guidelines and standards:
RMS supplements to Austroads guidelines where relevant (http://www.rms.nsw.gov.au/businessindustry/partners-suppliers/document types/supplements-Austroadsguides/index.html)
RMS Traffic Control at Work Site manual
Austroads Guide to Traffic Management (RTA 2011)
Procedures for Use in the preparation of a Traffic Management Plan (RTA 2001)
Austroads Road Safety Audit Second Edition 2002: Checklist 4. Pre-opening scheme audit
TFNSW Supplements to Austroads and Australian standards
Traffic Control at Work Sites Technical Manual (TfNSW)

3. Permits and Approvals

Initially tabled at Fairfield City Council and other stakeholder for review and feedback.

- After review and resolution of issues, submitted to Fairfield City Council for approval before construction commences at the relevant construction site.
- Sent to other stake holders for information only.
- If a dilapidation report is to be submitted the report will be submitted to council, separately to the CTMP.
- The contractor will be responsible for documenting all stakeholder feedback and comments in document specific issues register. These comments will be addressed and closed out by the contractor in consultation with the relevant stakeholders.

4. Key Stakeholders

Name	Organisation	Position	Email	Phone
Kerren Ven	Fairfield City Council	Strategic Planner	kven@fairfieldcity.nsw.gov.au	9725 0222
<u>David Mollerstrom</u>	ESR	Construction Manager	david.mollerstrom@esr.com	0409 156 134

5. Site Location

The construction site is located at **5 Johnston Crescent**, in the suburb of **Horsley Park** shown in figure one and under the jurisdiction of the Fairfield City Council. The site is bounded by the following roads: North: Burley Road and Johnson Crescent.



Figure One: Current site

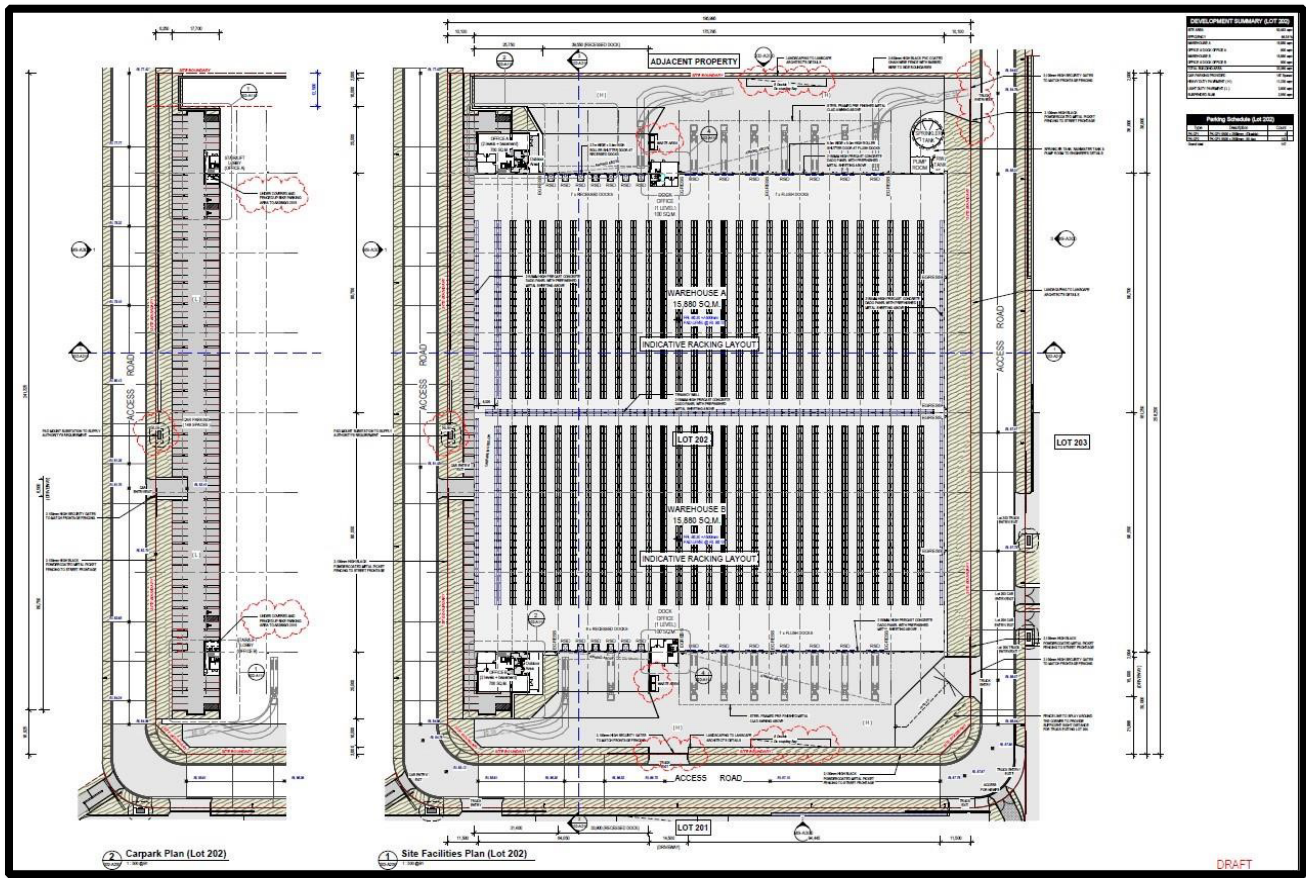


Figure two: Proposed Works

5.1 Surrounding construction sites

Other construction sites are located within the larger construction area the map below shows others construction sites.



Figure three: other construction sites

5.2 Major Road infrastructure is located in the vicinity shown by classification:

Old Walgrove Road Council Road is a 2-lane, 2-way divided road in Sydney's West. It runs in a North – South direction in the vicinity of the site. The road provides a link the site and Lenore drive to the North. At Lenore Drive the road changes to a state road and travels east to connect to Walgrove Road. Speed Limit: 60km/h
Distance to Site: 0 to 1.83km

Walgrove Road State Road is a 4-lane, 2-way road. It runs in a North-South direction. The road provides a link between The M4 to the north and Elizabeth Drive to the south.
Speed Limit: 60km/h to 80Km/h
Distance to Site: 3.7 Km

Lenore Drive State Road is a 4-lane, 2-way road in Erskine Park It runs in a East West direction. The road provides a link between Old Walgrove Road to the East and Erskine Park Road to the west
Speed Limit: 80km/h
Distance to Site: 1.83 Km

Burley Road Council Road is a 2 lane 2 way the provides access to the local industrial area.
Speed Limit: 60 Km/h Distance to Site: 0

Johnston Crescent Council Road: is a 2 lane 2 way the provides access to the local industrial area.
Speed Limit: 60Km/h Distance to Site: 0

6. Site Contacts

Name	Position	Phone
David Mollerstrom	Project Manager	0448 220 203

7. Construction Description

ESR construction will involve the internal site construction of a warehouse and carparks and Heavy vehicle loading and unloading docks, a fire water storage facilities and offices. All construction works we be internal, and no road construction will be required. The construction staging is shown in the table below, with timeframes for each. The total length of the project is expected to be 13 months or 56 weeks. Expected vehicle movements per day during construction is **10-15, with a peak of 20 per day during haulage operations**. Hours of work throughout project will be from **0700 to 1800 Monday to Friday and 0800 to 1300 Saturdays**. A detailed construction plan is provided in appendix two.

7.1 Construction Staging

Internal Construction phase (Approx.261 Days)
<ul style="list-style-type: none"> • Site preparation • Concrete piling works. • Bulk earthworks. • Stabilisation works. • Earthworks for loading docks. • Tank construction • Utilities • Pump house and fire sprinkler tank. • Pavement works • Fencing and land scaping
Traffic Management
<ul style="list-style-type: none"> • VMP

Warehouse A and B (180 Days)

- Footings
- Structural steel
- Precast panels
- Roofing
- Cladding and gutters
- Dividing wall
- Fit out

Main Office and Dock Office A (145 Days)

- Footings
- Structural steel
- Precast panels
- Roofing
- Cladding and gutters
- Dividing wall
- Fit out

Main Office and Dock Office B (145 Days)

- Footings
- Structural steel
- Precast panels
- Roofing
- Cladding and gutters
- Dividing wall
- Fit out

8. Traffic Management

8.1 Traffic controller requirements

Traffic controllers are generally not required onsite however, if traffic controllers are required at any time during construction the following is required:

- Traffic Controller Ticket
- Implement Traffic Control Plans Ticket
- All Traffic Controllers must also wear the appropriate PPE for the time of day & weather.
- Before commencing work all Traffic Controllers are required to attend inductions for the project.
- mandatory and attend toolbox talks prior to each shift.
- All Traffic Controllers need to have suitable TGSs and SWMS for the project on site, any modifications to the TGSs have to be signed off by a Traffic Control Team Leader who holds at least a “Implement Traffic Control Plan” ticket.

The traffic control devices such as signage and delineation must be in place before the Traffic Controllers commence work.

9. Road Safety & Network Efficiency

During construction, pedestrian movements will be maintained along the Johnston Crescent frontage of the site. It is expected that site fencing is to be located as close as possible to the property boundary, maintaining maximum footpath width along the Johnston Crescent frontage of the site to minimise impact on pedestrian amenity. Specifically, there will be no anticipated footpath closure along Johnston Crescent.

Construction hoarding / fencing arrangement shall be as per the arrangement documented in the Project’s CEMP. Traffic control measures will be used to manage pedestrian and vehicular traffic to ensure public safety while construction vehicles enter and exit the site. Also, traffic controls would need to be in accordance with AS1742.3 and TfNSW ‘Traffic Control at Worksites’ manual at all times.

Should any unforeseen activities require the temporary closure of any pedestrian access, a TCP should be developed and implemented by the contractor to ensure a safe alternative for pedestrians traversing these routes in the vicinity of the site.

As this development is located within a greenfield industrial development area, that currently have very low traffic volumes, the increased traffic associated with construction activities will have minor impacts on the existing road network.

Larger deliveries (such as structural steel deliveries and precast panels) will be made by vehicles up to 20 m AVs where it will enter and exit the site in a forward direction. Vehicles up to 12.5 m HRVs will deliver plants (including booms, excavators and cladding materials) and will also enter and exit the site in a forward direction.

10. Emergency Services

ESR will implement an emergency management plan for the works, the emergency management plan will be implemented during any unforeseen traffic event or an emergency onsite. All relevant emergency service numbers are provided below.

Agency	Service	Number
Law Enforcement / Emergencies	Police	000
Fire	Fire Brigades / (e.g.) Rural Fire Service	000
Hazardous Materials:	Fire Brigades	000
Flood	State Emergency Service	000
Storm and Tempest	State Emergency Service	000
Traffic	Transport Management Centre (TMC)	131700

11. Community Notifications

No community notification will be required for these works as all works are to be performed internally, apart from the haulage operations.

12. Pedestrian and Cycle Management

The internal access road does not provide a dedicated pedestrian path during the construction works. However, internal dedicated pedestrian paths within the ESR site area will be provided. A PMP is provided in appendix one.

13. Construction Site Access and Haulage Routes

13.1 Site compound and internal vehicle movements

The Site Compound/ Shed of the construction site is located at the southwestern end within the internal construction area. The location is shown on the VMP and in figure three below. Access to the site compound is via the internal access road shown in figure three. The site shed will be used for meetings, storage as well as portable amenities shown in figure three. A more detailed VMP which includes internal site movements and PMP can be found in appendix one.

13.2 Dedicated Parking

A parking location will be provided for all onsite staff and contractors and a parking area will be provided for cyclists who chose to ride to site. The location of the parking areas is shown in figure five.

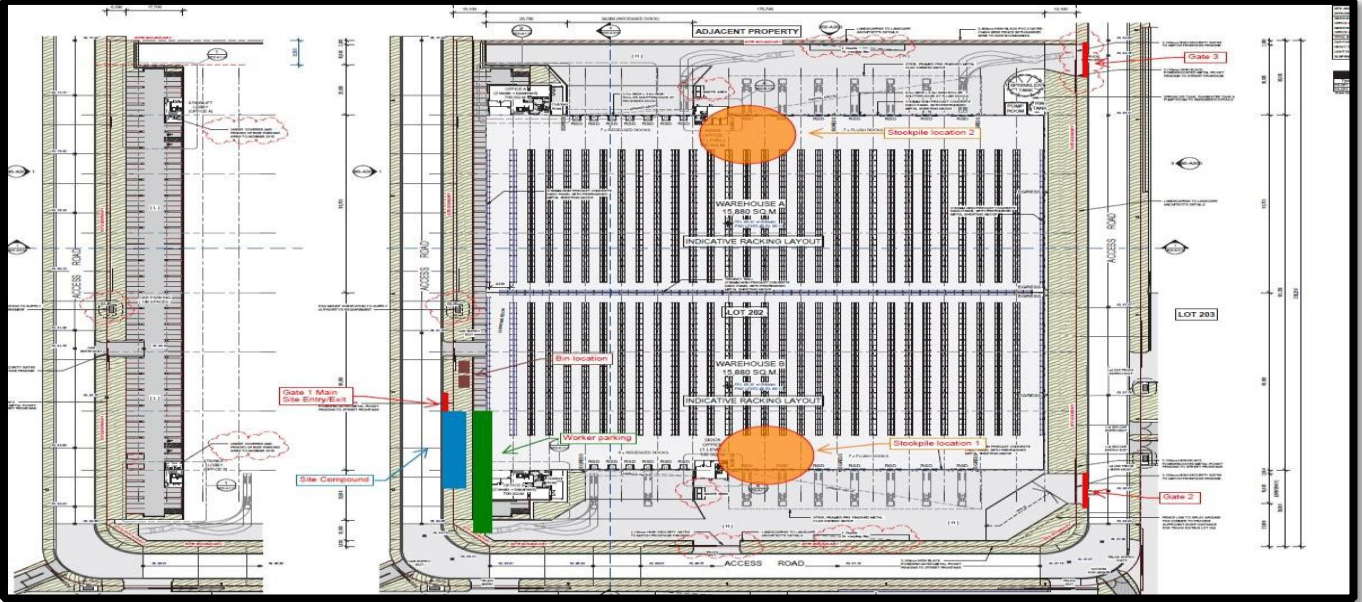


Figure five: Parking locations

13.4 Internal Movements

The majority of movements of heavy vehicles to stockpiles will be in a clockwise direction with smaller movements between stockpiles. No reversing of heavy vehicles will be permitted near the ingress and egress point without a spotter.

The movement of light vehicles must follow the signage displayed onsite. VMP showing the expected movements are shown in figure four.

All vehicles will adhere to the internal speed limit of 10Km/h unless otherwise specified. All loading and unloading of vehicles will be entirely within the site. All contractors and other light vehicles will be parked within the site as shown in figure six.

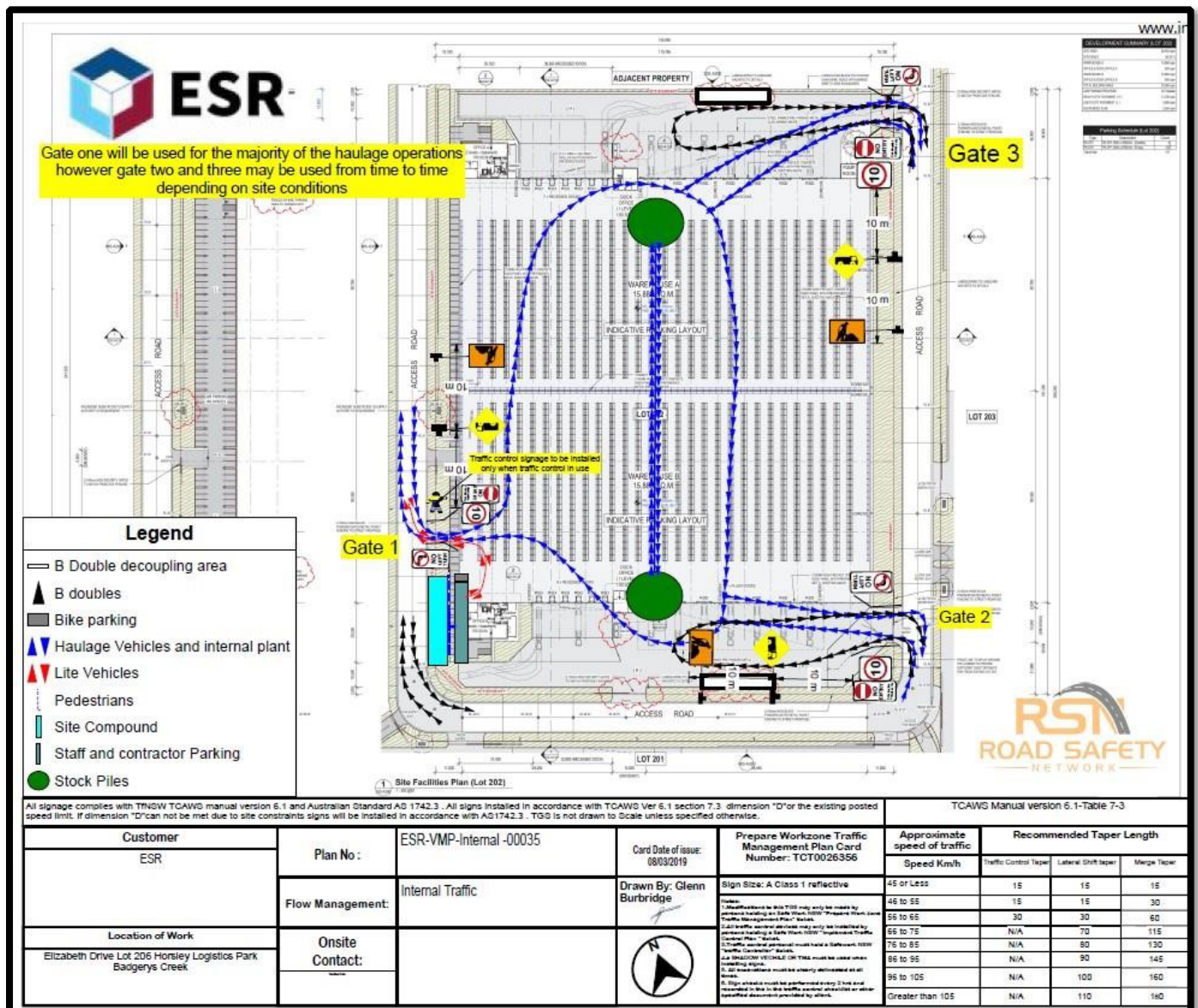


Figure six: Internal movements

13.5 Haulage Routes

Ingress

Construction Ingress via: - Wallgrove Road-Old Wallgrove Road-Johnson Road-Internal access road



Figure seven: Ingress

Egress

Construction Egress via: - Wallgrove Road -Old Wallgrove road-Johnson Road- Internal Access Road.

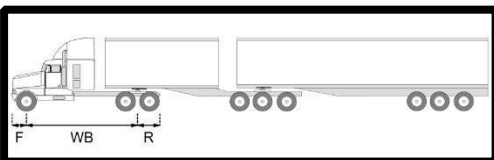


Figure eight:

The following Construction Vehicles will be on site:

- Cars
- Utes
- Bogies
- Truck & Dog (19m)

The largest heavy vehicle will be a 26 m B-Double



13.6 Driver code of conduct

ESR will ensure all heavy vehicles adhere to:

- No queuing on local roads
- All major haulage operations are performed where possible, outside of peak hours to minimise disruption to local and arterial roads.
- Heavy vehicles are shaken down or under carriage and wheels are free of mud and dirt when egressing site.
- All heavy vehicles follow the approved haulage route supplied.
- All heavy vehicles whilst onsite will follow the ESR VMP.
- All heavy vehicles will minimise noise where possible so not to disturb any local residents.
- ESR will keep a record of any complaints and monitor the effectiveness of the routes and make any changes if required.
- The community will be notified, if required of any disruptions occurring that may impact them.

All heavy construction vehicles will consult the NHVR Route Planner to determine their movements to and from site. The NHVR Route Planner can be viewed at <https://www.nhvr.gov.au/roadaccess/journey-planner>.

14. Monitoring and Review

Work Site Inspections, Recording and Report

To inspect, review and audit the temporary traffic management (TTM) arrangements implemented on site, the following actions are to be undertaken by suitably qualified personnel in accordance with TCAWS 6.0 requirements during all phases of construction, being:

- Shift TTM inspections to be undertaken twice per shift by site personnel
- Monthly TTM inspection to ensure the TMP and relevant TGS are appropriate and operating in a safe and effective manner.

Given that the length of construction is proposed to be 6 months and no regular works has been proposed outside of the site, monthly TTM inspections is considered to be sufficient.

Stakeholder Notification

In the event that any disruptions to roadways / footpath occur as a result of construction works, the procedure outlined below is to be followed:

- If any future disruptions to roadways / footpaths are required, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers using letter drops and Variable Message Sign (VMS)
- If any unforeseen disruptions to roadways / footpaths occur, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers via traffic controllers or Variable Message Sign (VMS)
- In the event that heavy vehicle damage to Council / TfNSW assets / infrastructure, contractors will notify Fairfield Council's Traffic & Transport team and / or Assets Branch.

15. Out of Hours Care

Contact details of the person responsible for the site must be displayed to allow for members of the public or emergency services to contact them in case of emergencies. All excavations must be fenced off to prevent vehicles or pedestrians from having access. All access gates shall be closed and fenced off. Out of hours Site contact will be David Mollerstrom – 0409 456 134

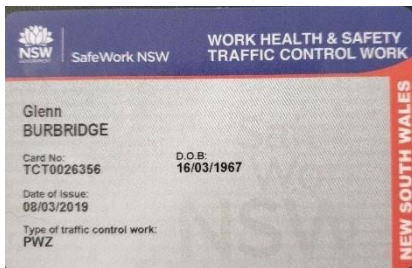
16. Environmental Management

ESR will follow the environmental requirements set out in the environmental management plan provided in a separate document.

Glenn Burbridge

RSA-02-1064

PWZTMP TCT0026356

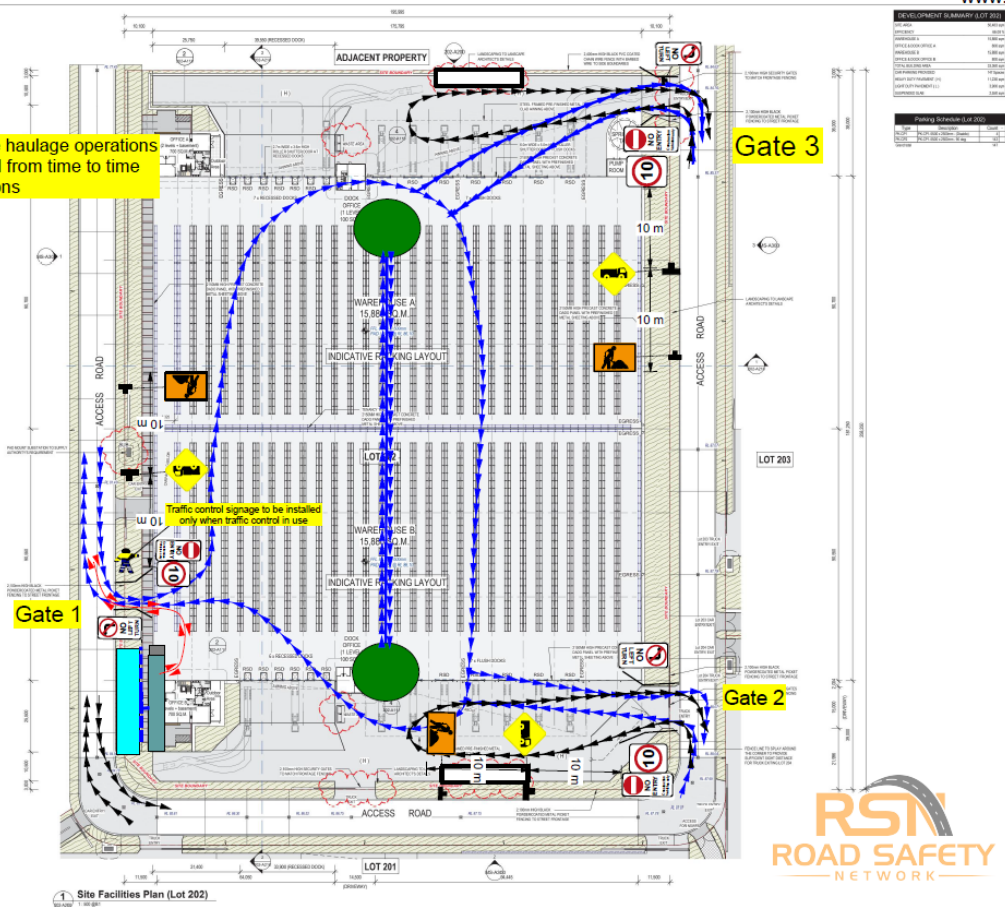


17. Appendix 1 TGS & VMP/PMP

www.invarion.com



Gate one will be used for the majority of the haulage operations however gate two and three may be used from time to time depending on site conditions



Legend

- B Double decoupling area
- B doubles
- Bike parking
- Haulage Vehicles and internal plant
- Lite Vehicles
- Pedestrians
- Site Compound
- Staff and contractor Parking
- Stock Piles

All signage complies with TNSW TCAWS manual version 6.1 and Australian Standard AS 1742.3. All signs installed in accordance with TCAWS Ver 6.1 section 7.3 dimension "D" or the existing posted speed limit. If dimension "D" can not be met due to site constraints signs will be installed in accordance with AS1742.3. TGS is not drawn to Scale unless specified otherwise.

Customer		Plan No :	ESR-VMP-Internal -00035	Card Date of issue: 08/03/2019	Prepare Workzone Traffic Management Plan Card Number: TCT0026356	TCAWS Manual version 6.1-Table 7-3		
ESR						Approximate speed of traffic	Recommended Taper Length	
Location of Work	Flow Management:	Internal Traffic	Drawn By: Glenn Burbridge	Sign Size: A Class 1 reflective	Speed Km/h	Traffic Control Taper	Lateral Shift taper	Merge Taper
					Elizabeth Drive Lot 206 Horsley Logistics Park Badgerys Creek	Onsite Contact:	[North Arrow]	[North Arrow]
46 to 55	15	15	30					
56 to 65	30	30	60					
66 to 75	N/A	70	115					
76 to 85	N/A	80	130					
86 to 95	N/A	90	145					
96 to 105	N/A	100	160					
Greater than 105	N/A	110	180					

18. Construction Program

See Attached