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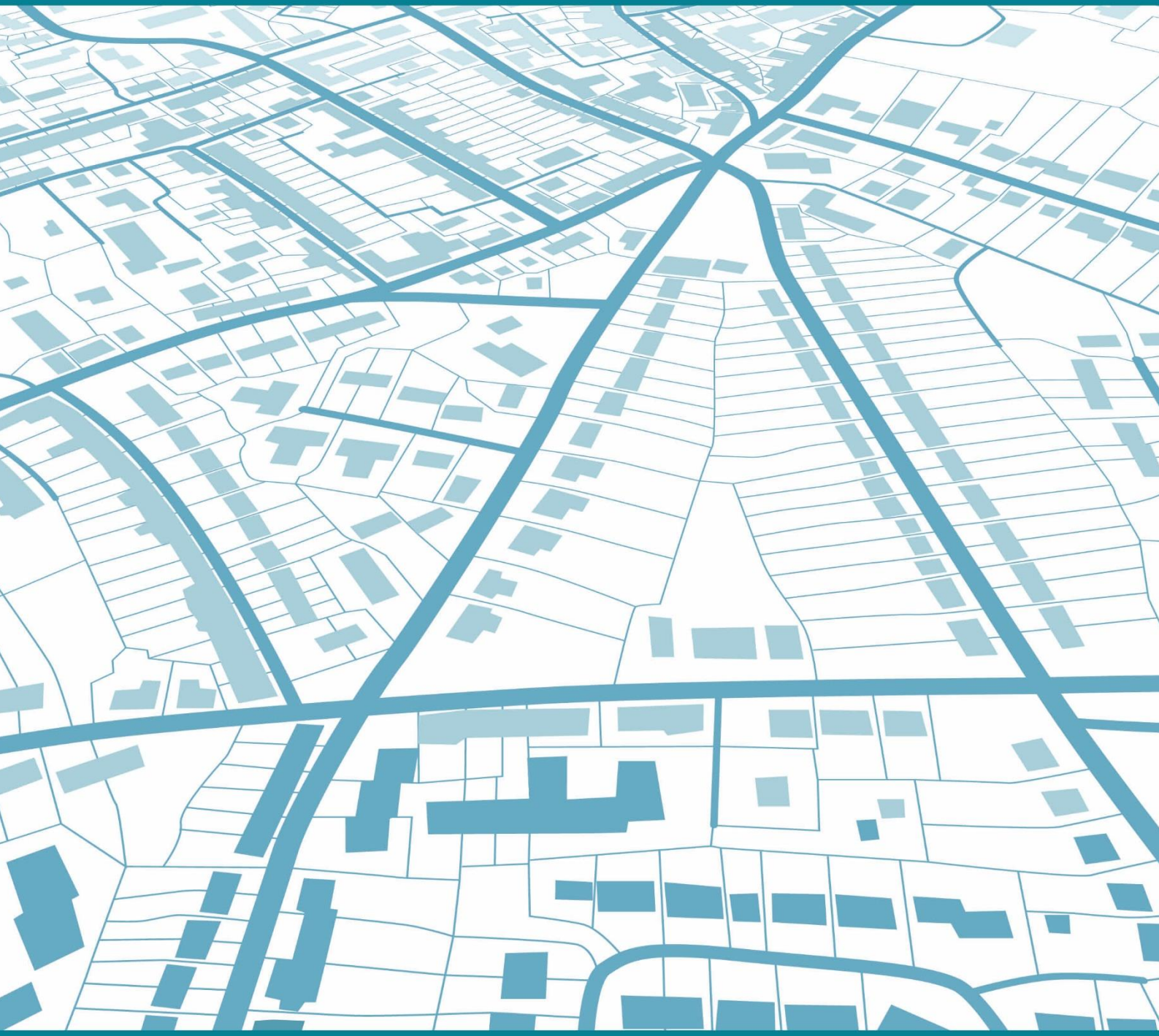

Proposed Warehouse & Distribution Centre

11 – 13 Percy Street, Auburn

Construction Traffic Management Plan

Ref: 218/2021
Date: August 2021
Rev: B

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1.0 Introduction

A Development Application has been approved for construction of a warehouse and distribution centre on the consolidated site of 11 & 13 Percy Street, Auburn (Figure 1).

This report has been prepared in satisfaction of Consent Condition № B8 of SSD10470 which requires submission of a Construction Traffic Management Plan as part of the Construction Certificate documentation. Consent Condition B8 specifies the following requirements which have been addressed in this CTMP as follows:

Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:

(a) be prepared by a suitably qualified and experienced person(s);	Prepared by Ross Nettle Director TTPA
(b) be prepared in consultation with Council;	See Appendix C details
(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;	Measures already exist to ensure road safety and network efficiency and these include: - traffic signals at the St Hilliers Road/Hall Street intersection providing controlled access to/from the immediate arterial road system - left turn only provisions for the turn from Parramatta Road and to Rawson Street

	The proposed additional measures will include: - provision of Traffic Controllers at the site accesses - provision of Traffic Control Plans as required.
(d) detail heavy vehicle routes, access and parking arrangements;	See Sections 2.4 and 4.1
(e) include a Driver Code of Conduct to: (i) minimise the impacts of earthworks and construction on the local and regional road network; (ii) minimise conflicts with other road users; (iii) minimise road traffic noise; and (iv) ensure truck drivers use specified routes;	See Section 5.0
(f) include a program to monitor the effectiveness of these measures; and	See Section 6.0
(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	See Section 4.8

LEGEND

LOCATION

FIG 1

2.0 Proposed Development

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of Lot 1 & Lot 2 in DP1183821 which occupies a rectangular shaped area of 32,453m^2 with a frontage to the eastern side of Percy Street being bound to the east by a stormwater channel. The site is located centrally within the small Auburn Industrial Area and nearby uses include:

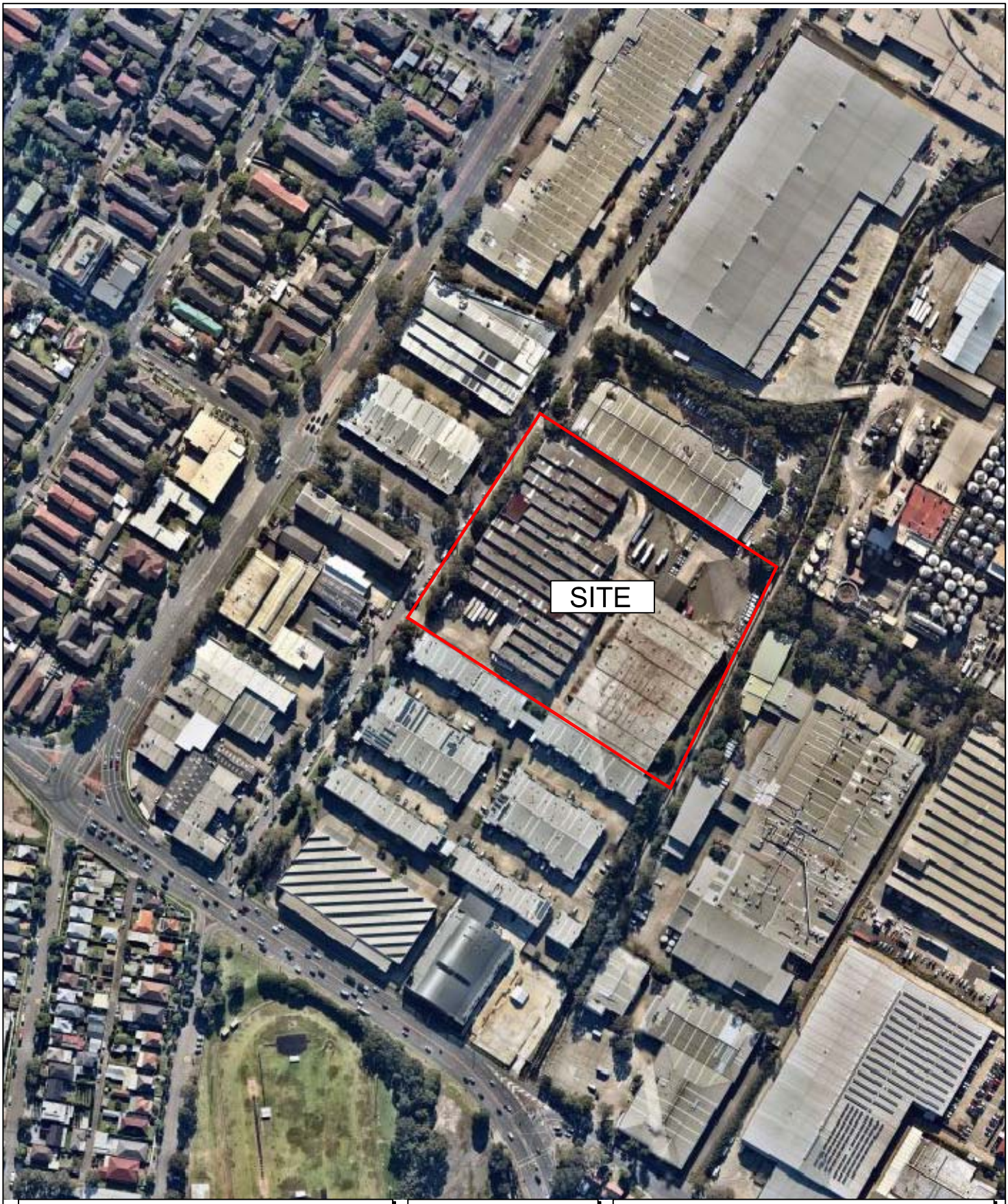
- single and multi-unit industrial complexes along Percy Street and the western aide of St Hilliers Road
- the industrial uses extending to the east and the residential area extending to the west of St Hilliers Road
- Auburn Railway Station and retail centre are situated just to the south-west

There are 2 existing large older style industrial buildings on the site with a number of truck and car parking areas and vehicle access driveways on the Percy Street frontage.

2.2 Approved Development

Consent (SSD-10470) has been granted for the demolition the existing buildings and bulk earthworks to provide level platforms for the new building, parking and hardstand areas. The proposed development will involve a new building located across the central part with loading docks along the eastern and western sides. The development will comprise:

Warehouse		20,866.7m^2
Office/amenities		1,257.3m^2
Control Tower Office		312.2m^2
Team Office		35.1m^2
	Total	**22,471.3m^2**



LEGEND

N

SITE

FIG 2

A total of 147 staff parking spaces will be provided as well as various pickup/van bays with vehicle accesses will be located on the Percy Street at the northern and southern site boundaries.

2.3 Construction Program

A process has been established for completion of the various work processes as follows:

Demolition	5 weeks
Earthworks	10 weeks
Construction	58 weeks
Total:	**73 weeks**

2.4 Construction Process

Demolition

Demolition of the existing buildings will be proceeded by the erection of A Class perimeter fencing with gates provided at the northern and southern boundaries. The demolition process will take some 5 weeks to complete using “Truck&Dog” and Bogie Truck units with an average of some 10 visitations per day and the 20 workers will be able to park on the site during this process.

Earthworks

This activity will involve excavation/fill to provide for level platforms for the new building and hardstand areas and this process is anticipated to take 10 weeks to complete using Truck&Dog units. The truck activity associated with this process will average some 5 visitations a day and trucks will enter and depart the site in a forward direction under Traffic Controller supervision on the Percy Street frontage travelling to and from the St Hilliers Road via Hall Street as shown on the Appendix B turning path diagrams. The number of workers on-site will be some 30 persons and they will be able to park on the site during this process.

Construction

The construction and fitout phase will be the process of longest duration (approximately 58 weeks) and at peak activity involve up to 150 people on the site any one time.

Whilst the activity on the site will be more intense during this period the movement of heavy vehicles will reduce to an average of around 5 – 10 visitations per day with more (up to 20) during concrete pours. Parking will be available for workers on the site, however, workers will be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site or alternatively to car pool wherever possible.

The provision for loading/unloading for this process will involve trucks standing within the site with all materials being unloaded and stored within the site.

3.0 Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

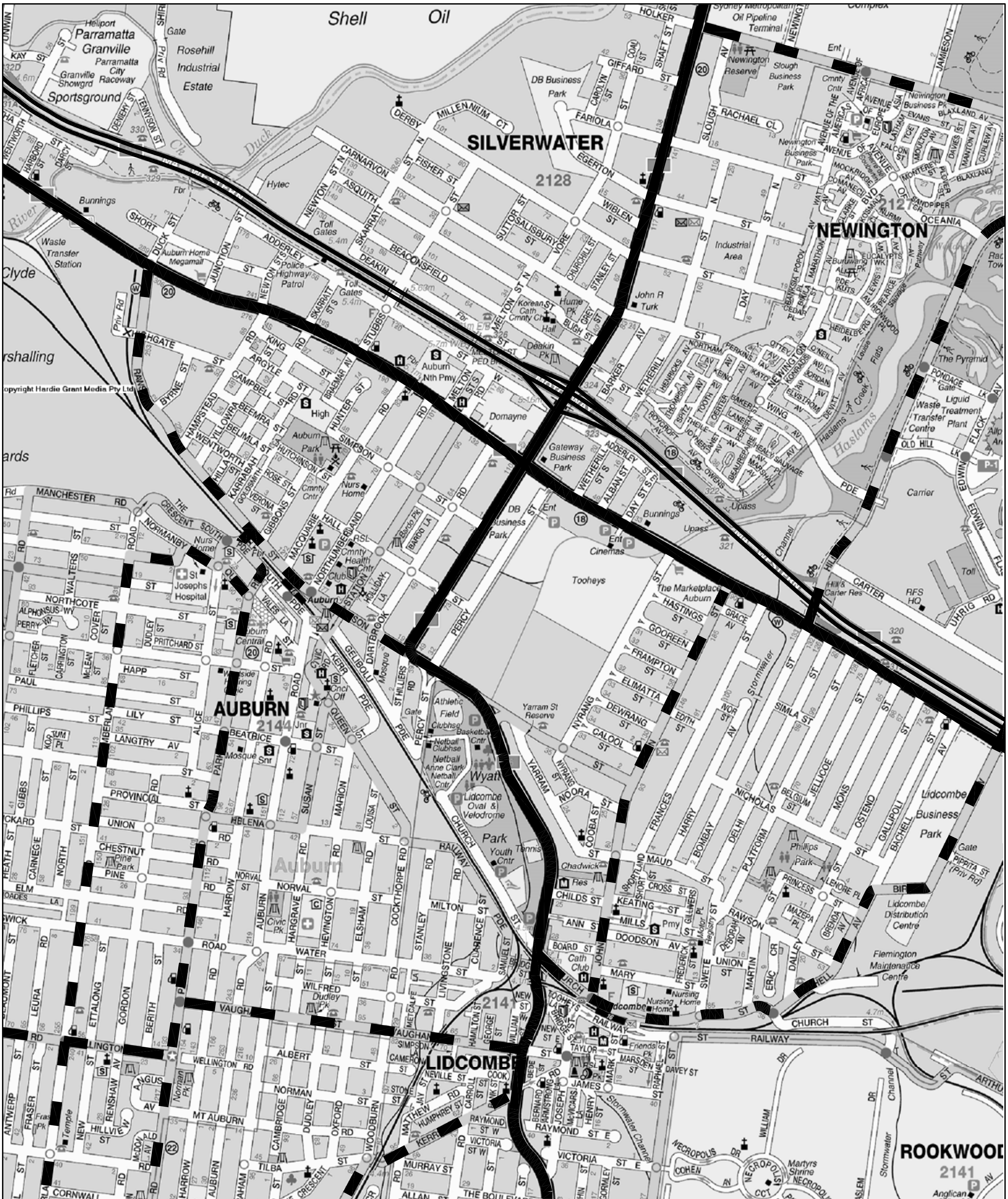
- *M4 Motorway* – a major arterial route, linking between the City and Penrith
- *Parramatta Road* – a State Highway and major arterial route linking between the City and Parramatta
- *Silverwater Road/St Hi/Hers Road/Olympic Drive* – a State Road and arterial route linking between Victoria Road and the Hume Highway providing connection to the M4 and Parramatta Road
- *Rawson Street/Boorea Street* – a Regional Road and major collector road route
- *Station Road/Queen Street* – a collector road route
- *Percy Street and Hall Street* – local access roads

Percy Street and Hall Street are relatively straight and level with a 13.0 metre wide carriageways in the vicinity of the site.

3.2 Traffic Controls

The existing traffic controls which have been applied to the roads in the vicinity of the site (Figure 4) include:

- the traffic signals at the St Hilliers Road/Hall Street intersection. Details of this intersection arrangement is shown on the design plan reproduced overleaf
- the traffic signals at the Parramatta Road/Silverwater Road/St Hilliers Road intersection
- the roundabout at the Nyrang Street/Boorea Street intersection



LEGEND

ARTERIAL

SUB-ARTERIAL

COLLECTOR

ROAD NETWORK

FIG 3

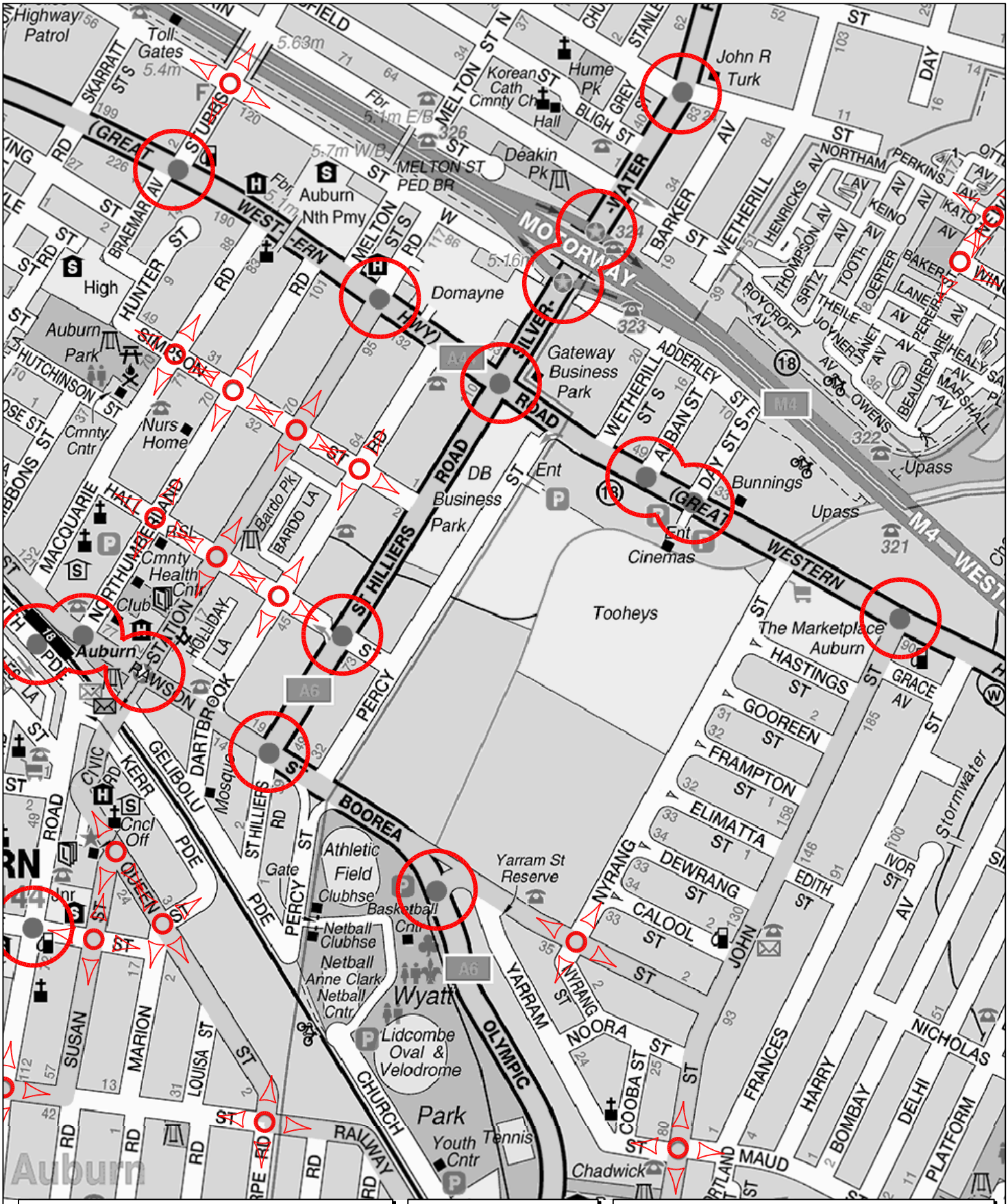
- the traffic signals at the intersection of:
    - St Hilliers Road, Rawson Street and Boorea Street
    - Parramatta Road and John Street
- The 60 kmph speed limit along Parramatta Road and St Hilliers Road and 50 kmph limit along Percy Street
- The CLEARWAY/NO STOPPING restrictions along Parramatta Road and St Hilliers Road
- The left-turn only ingress from Parramatta Road to Percy Street (i.e. no egress or right-turn egress)
- The approved 'B Double' routes along Parramatta Road, St Hilliers Road, Percy Street, Hall Street and Rawson Street/Olympic Drive

3.3 Traffic Conditions

An indication of the existing traffic conditions in the vicinity of the site is provided by data published by the TfNSW and surveys undertaken as part of this study. The TfNSW data is expressed in terms of Annual Average Daily Traffic (AADT) and details are provided in the following:

Location	AADT
Parramatta Road at John Street	38,319
St Hilliers Road north of Hall Street	36,667
Olympic Drive east of St Hilliers Road	44,663

Traffic surveys have been undertaken at the St Hilliers Road/Hall Street intersection during the morning and afternoon peak periods. The results of those surveys are summarised in the following:



LEGEND

- TRAFFIC SIGNAL CONTROL
- ROUNDABOUT
- RESTRICTED TURNING MOVEMENT

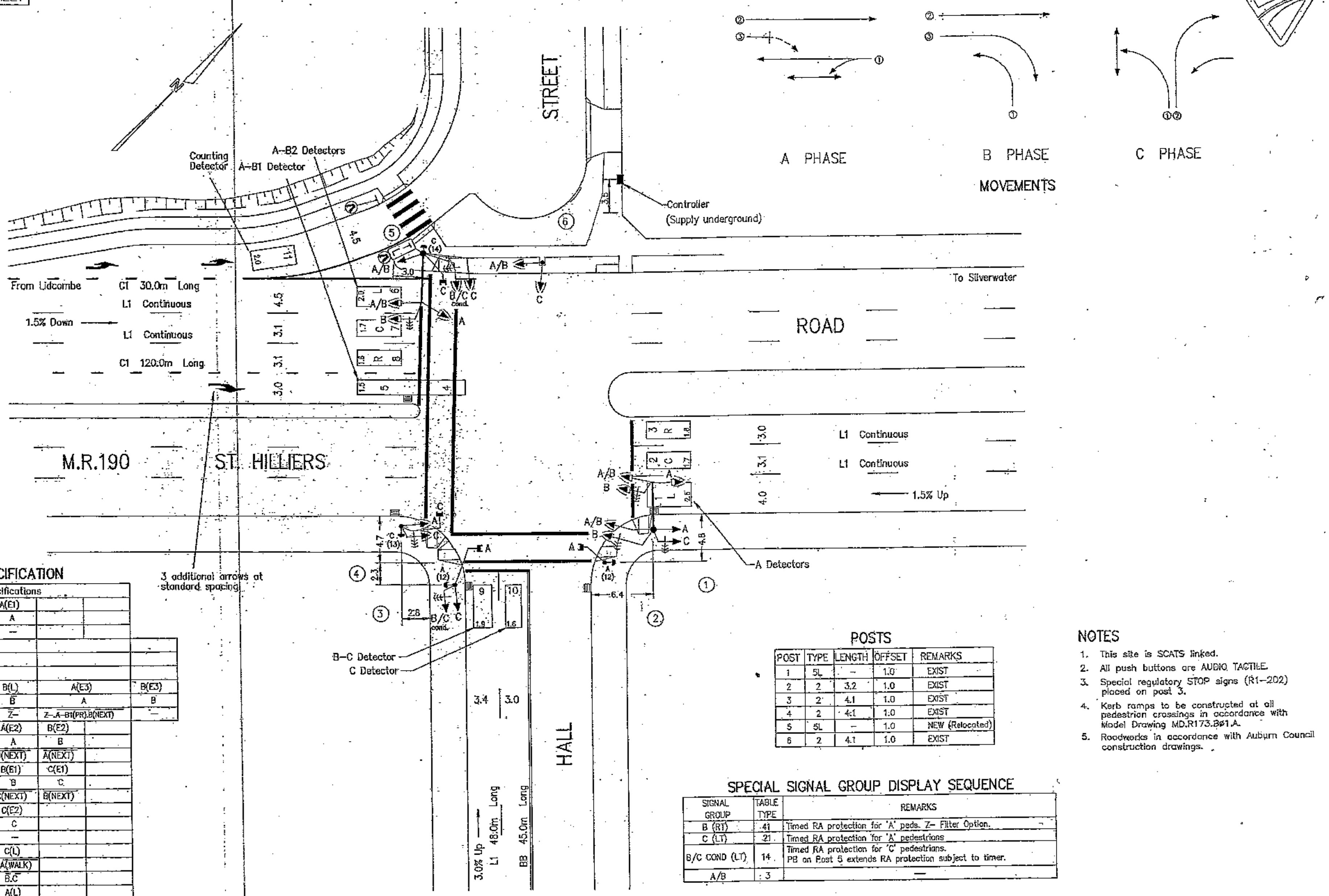
N

TRAFFIC CONTROLS

FIG 4

DRAWN BY CADD
DO NOT AMEND MANUALLY

DATE IN SERVICE : 28/06/88



DETECTOR SPECIFICATION

Detector		Specifications			
A	FN	A(L)	A(E1)		
	SG/PS	A	A		
	DS	–	–		
A–B1 Depart. & Approach	FN	B(PR)			
	SG/PS	A			
	DS	Z–			
A–B1 Approach	FN	A(L):B(L)	B(L)	A(E3)	B(E3)
	SG/PS	A/B	B	A	B
	DS	Z–	Z–	Z–A–B1(PR).B(NEXT)	
A–B2	FN	A(L)	A(E2)	B(E2)	
	SG/PS	A/B	A	B	
	DS	–	B(NEXT)	A(NEXT)	
B–C	FN	B(PR)	B(E1)	C(E1)	
	SG/PS	B.C	B	C	
	DS	C	C(NEXT)	B(NEXT)	
C	FN	C(L)	C(E2)		
	SG/PS	C	C		
	DS	–	–		
A P.B.	FN	A(PB)	C(L)		
	SG/PS	A(WALK)	A.A(WALK)		
	DS	–	B.C		
C P.B.	FN	C(PB)	A(L)		
	SG/PS	C(WALK)	C.C(WALK)		
	DS	–	A.B		

POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	5L	–	1.0	EXIST
2	2	3.2	1.0	EXIST
3	2	4.1	1.0	EXIST
4	2	4.1	1.0	EXIST
5	5L	–	1.0	NEW (Relocated)
6	2	4.1	1.0	EXIST

NOTES

1. This site is SCATS linked.
2. All push buttons are AUDIO TACTILE.
3. Special regulatory STOP signs (R1–202) placed on post 3.
4. Kerb ramps to be constructed at all pedestrian crossings in accordance with Model Drawing MD.R173.B01.A.
5. Roadworks in accordance with Auburn Council construction drawings.

SPECIAL SIGNAL GROUP DISPLAY SEQUENCE

SIGNAL GROUP	TABLE TYPE	REMARKS
B (RT)	41	Timed RA protection for 'A' peds. Z– Filter Option.
C (LT)	21	Timed RA protection for 'A' pedestrians
B/C COND (LT)	14	Timed RA protection for 'C' pedestrians. PB on Post 5 extends RA protection subject to timer.
A/B	3	—

DESIGN APPROVAL — APPROVED — G.J.VIDLER, DIVISIONAL ENGINEER, 20.10.87

RTA ACCEPTANCE — RECOMMENDED — ACCEPTED

Roads and Traffic Authority, N.S.W

AUBURN CITY COUNCIL AREA
TRAFFIC SIGNALS AT THE INTERSECTION OF
M.R.190 ST. HILLIERS ROAD AND HALL STREET
AUBURN

DESIGN LAYOUT — TCS No 0947

EXISTING ☐ PROPOSED ☑
CADD FILE: W_0947_7D.DNG
SCALE (1:200)
FILE 12.TS.264
SUPERSEDES SHEET/ISSUE 7C
ISSUE D
REGN. 0190.012.VV.0947
SHEET 7

PROPOSED 0190.012.VV.0947_7D

		AM	PM
St Hilliers Road	Northbound	1,442	1,155
	Right-turn	116	49
	Southbound	1,338	1,758
	Left-turn	126	72
Hall Street	Right-turn	56	149
	Left-turn	17	83

Surveys at Parramatta Road/Percy Street and Percy Street/Boorea Street reveal the following movements:

		AM	PM
Parramatta Road	Left-turn	48	142
Boorea Street	Left-turn	44	26
Percy Street	Left-turn	42	164

The operational performance of the St Hilliers Road/Percy Street intersection under the recorded peak traffic demands has been modelled using the SIDRA program. The results of that analysis indicating a relatively satisfactory operational performance are provided in the following while the criteria for interpreting the model output are provided overleaf.

	AM	PM
Level of Service	B	B
Degree of Saturation	0.81	0.79
Average vehicle delay	21.6	21.0

The traffic activity in the Auburn Industrial Area is largely controlled by the traffic signals at the major arterial intersections of:

- Parramatta Road/St Hilliers Road/Silverwater Road
- St Hilliers Road/Rawson Street
- Silverwater Road/M4 ramps

Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and Accident Study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below, which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabouts	Give Way and Stop Signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals** both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

3.4 Transport Services

Public transport services relative to the site are provided by:

- the rail services at Auburn Railway Station located some 1 km to the south-west
- the bus services which operate along Parramatta Road and St Hilliers Road providing connection to Lidcombe, Auburn, Granville and Parramatta Railway Station

4.0 Proposed Construction Traffic Management Plan

4.1 Construction Vehicle Route

Truck movements associated with the demolition, earthworks and construction processes will approach and depart the site along St Hilliers Road, Hall Street and Percy Street as indicated in Figure 5.

4.2 Truck Movements

The envisaged truck arrivals will be:

Demolition	10 per day
Earthworks	5 per day
Construction	5 – 10 per day (more during concrete pours)

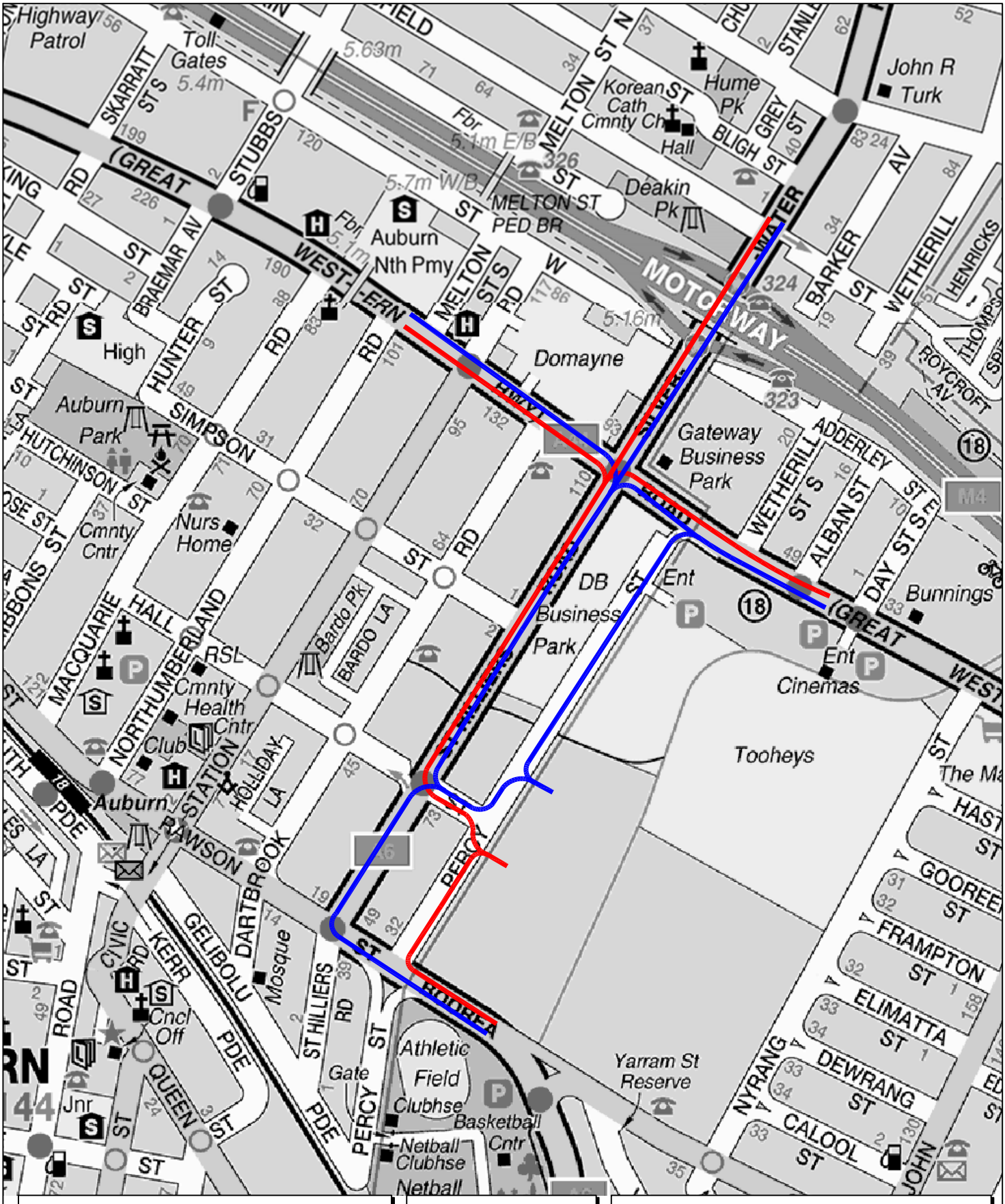
4.3 Construction Hours

The approved hours of construction activity will be:

7.00am – 6.00pm	Monday to Friday
8.00am – 1.00pm	Saturday
No work	Sunday and public holidays

4.4 Cranage and Materials Handling

The delivery of materials, equipment etc. and the removal of demolition and other materials will all be undertaken within the site at all times. There may be a need to use mobile cranes (or similar), however these activities will also be contained within the site and all materials and equipment will be stored within the site.


Highway Patrol
Toll Gates
5.4m
5.63m
Fbr 5.1m E/B
5.7m W/B
Fbr 5.1m
MELTON ST PED BR
Auburn Nth Pmy
Deakin Pk
Hume Pk
Korean Cath Cmnty Ch
Hall
John R Turk
MOTORWAY
5.16m
Domayne
Gateway Business Park
DB Business Park
Ent
Cinemas
Bunnings
Tooheys
Auburn Park
High
Cmnty Cntr
Nurs Home
RSL
Cmnty Health Cntr
Club
Auburn
Bardo Pk
Athletic Field
Clubhse
Basketball Cntr
Netball Clubhse
Netball
Yarram St Reserve
Gate
Mosque
Cncl Off
Jnr
GREAT WEST RD
STUBBS ST
MELTON ST N
MELTON ST S
HUNTER ST
SIMPSON RD
HUTCHINSON ST
MACQUARIE HALL
NORTHUMBERLAND
STATION
HOLLIDAY LA
RAWSON
DARTBROOK
GELIBOLU PDE
KERR
CIVIC RD
ROAD
QUEEN ST
ST HILLIERS RD
PERCY ST
PDE
BARDO LA
BARKER ST
WETHERILL ST
ADDERLEY ST
ALBAN ST
DAY ST
BOYCROFT AV
HENRICKS
GREY ST
BLIGH ST
STANLEY
GOOREE ST
FRAMPTON ST
ELIMATTA ST
DEWRANG ST
CALOOL ST
NYRANG
JOHN
M4
18
LEGEND
ARRIVAL
DEPARTURE
N
TRUCK ROUTES
FIG 5

4.5 Site Induction

All workers and visitors on the site will be subject to a formal 'site induction' process and all the inductions will be performed specific to each trade according to Workcover OH&S requirements and will include instruction in regard to the requirements of the CTMP and specified construction vehicle routes.

4.6 Traffic Control Plans

Traffic Control plans will be prepared by the Traffic Control contractor as required throughout the process and submitted to Council for approval.

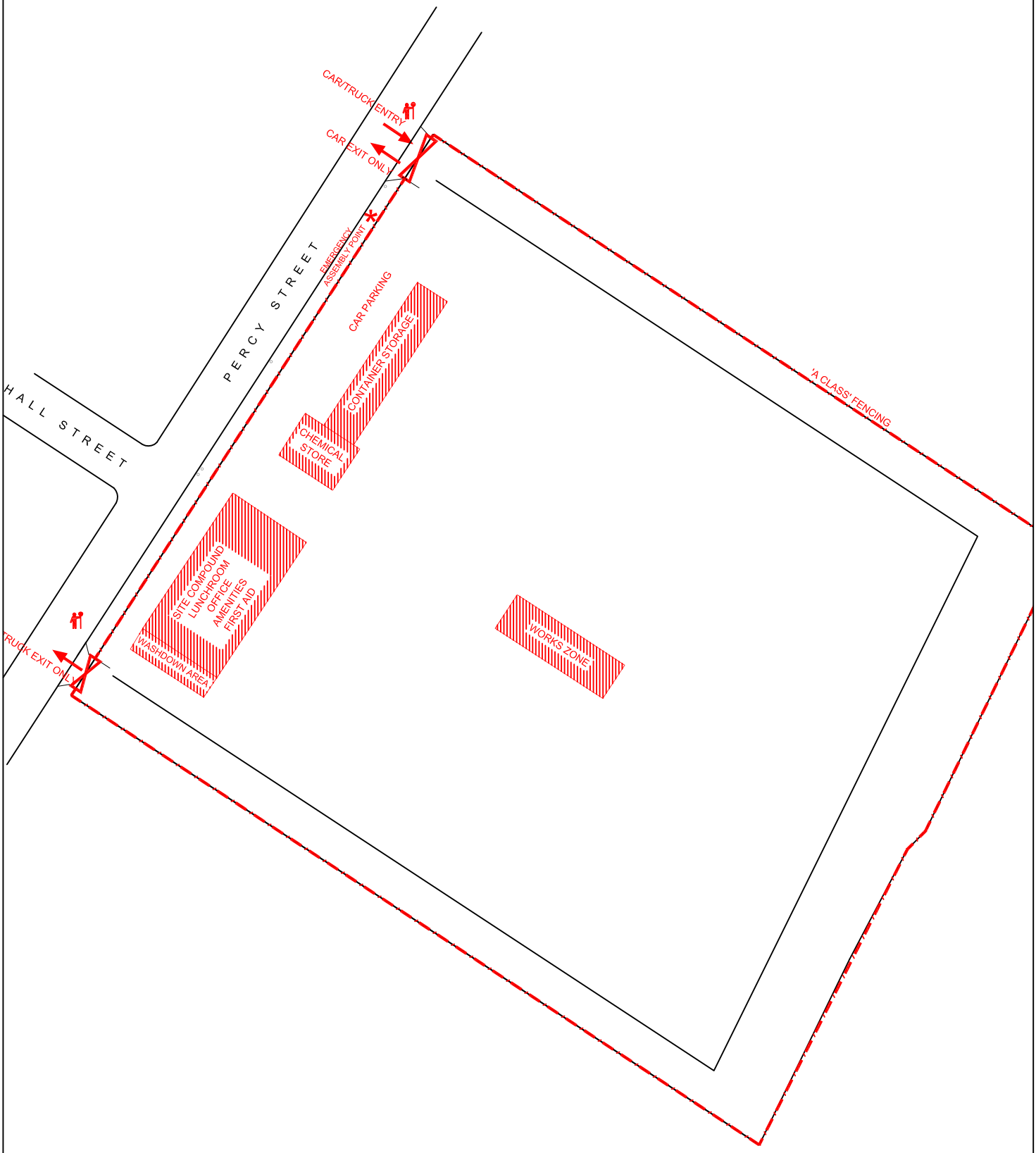
Traffic controllers will be in placed at the site entry and exit points to control heavy vehicle movements in order to maintain the safety of pedestrians and other road users.

4.7 Traffic Management Plan

The principal elements of the traffic management plan (Figure 6) are:

- vehicle access points
- storage areas
- A Class fencing
- traffic controllers
- office and parking areas
- emergency meeting point

These elements are indicated on Figure 6 while details of on-site turning for trucks is provided in Appendix B.



LEGEND

N

TRAFFIC MANAGEMENT PLAN

FIG 6

4.8 Community Notification

The site is located within an industrial area with ready traffic signal controlled access to a State Road. The construction process will not involve any disruption to vehicle or pedestrian movements or any road closure or diversion of traffic. The generated construction vehicle movements will be no greater than that of industrial use on the site and will not impact on any residential streets and it is therefore not envisaged that there will be any need for community notification. The adjoining property owners will be contacted should there be a need.

5.0 Driver Code of Conduct

FOR ALL DRIVERS OF PLANT, TRUCKS & VEHICLES THAT ACCESS & EGRESS THIS PROJECT.

Driver's Code of Conduct (Condition of Entry):

- **All drivers shall follow instructions of Vaughan Constructions staff at all times,**
- **All drivers are to adhere to all signposted directions,**
- **Vehicles shall not queue outside the site,**
- **Vehicles shall enter and exit the site in a safe and orderly manner,**
- **Primary site access and egress for site is from Percy Street.**
- **Movements within the site are restricted to 10kmp/h,**
- **Vehicles shall follow the main traffic route at all times,**
- **Drivers must maintain a safe 'buffer' distance from any person / or plant being operated by a person whilst moving on / around the site,**
- **Drivers (of deliveries) are not to move their vehicle's around site with 'unrestrained loads'. This means, any and all items must be adequately chained or tied down to the vehicle, prior to the vehicle's movement on or around the site,**
- **All loads being removed from site shall be secured and/or covered appropriately,**
- **All parking shall be within designated areas unless approved by SM, and**
- **Appropriate measures will be put in place to ensure that vehicles leaving the site do not deposit dirt or mud on surrounding roadways.**

VAUGHAN CONSTRUCTIONS

Management

6.0 Monitoring Measures

The Site Manager (or specified staff) will be responsible for ensuring compliance with the Driver Code of Conduct by:

- Undertaking random surveillance of driver activity on the site and on the public road at a minimum of monthly frequency
- Reviewing the Incident Register at a minimum of monthly frequency
- Interviewing the access control staff at a minimum of monthly frequency

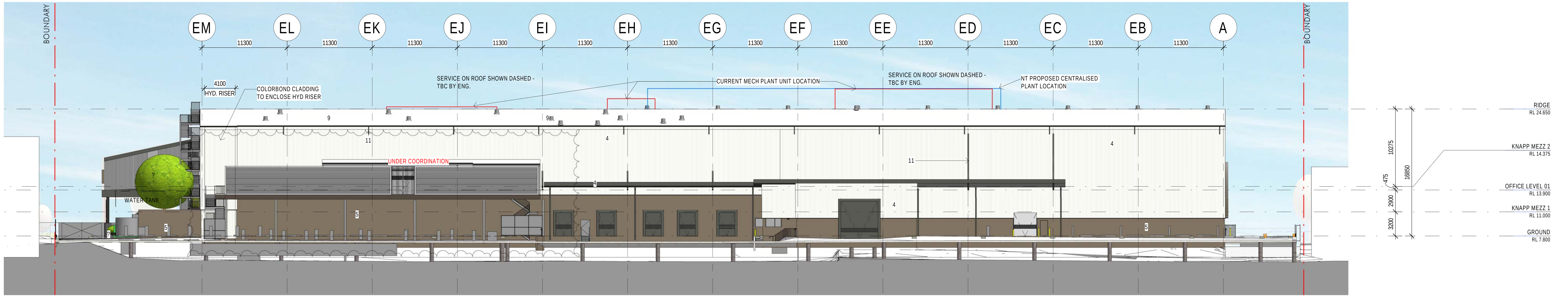
Failure to comply with the Driver Code of Conduct will result in a “Warning Notice” being issued by the Site Manager and disciplinary action if the offender is an employee of Vaughan Constructions. If the offending driver is engaged/employed by another company then suspension of cancellation of service could be pursued.

7.0 Consultation

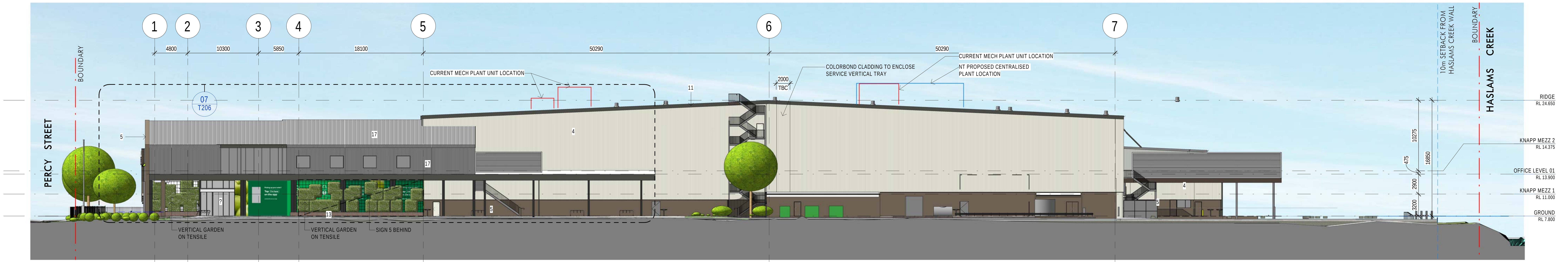
Council will be consulted and the CTMP provided for their consideration through the DPIE Portal. The issues raised by Council and the responses to these issues will be provided in Appendix C.

Appendix A

Development Plans



03 T101 SOUTH EAST ELEVATION
1 : 300



04 T101 SOUTHWEST ELEVATION
1 : 300

EXTERIOR FINISHES SCHEDULE

1. Nawkaw finished precast concrete panel to match "Surfmist", or similar
2. Powdercoated aluminium blades & window reveals - "Jasper",or similar
3. Metal cladding - "Wallaby",or similar
4. Metal wall cladding - "Surfmist",or similar
5. Nawkaw finished concrete panel to match "Jasper",or similar
6. Powdercoated roller shutter doors - "Monument",or similar
7. Painted egress door - "Jasper",or similar
8. Longline profiled metal cladding cladding - "Shalegrey",or similar
9. Metal roof cladding - "Whiteheaven", or similar
10. Powdercoated Aluminium Louvre - Grey
11. Gutter, downpipes, fascia, toe mould & capping - "Monument",or similar
12. Painted finish - "Monument",or similar
13. Brick - "Balmerino" blend,or similar
14. Powdercoated aluminium window frame - "Shalegrey",or similar
15. Performance glazing - Grey
16. CFC with expressed vertical joint - "Territory" Concrete,or similar
17. Longline profiled metal cladding - Grey, Matt
18. Powdercoated aluminium sunshade - "Wallaby",or similar
19. Painted egress door to mach "Surfmist"

Client

Woolworths

Issue	Description	Date
1	FOR TENDER	30.04.21
P2	100% DRAFT	16.04.21
P1	FOR INFORMATION	19.03.21

TENDER

Builder

Project Name
CFC Percy St. Auburn

Project Address
13 Percy Street, Auburn, NSW 2144

Key Plan

0 2000 5000

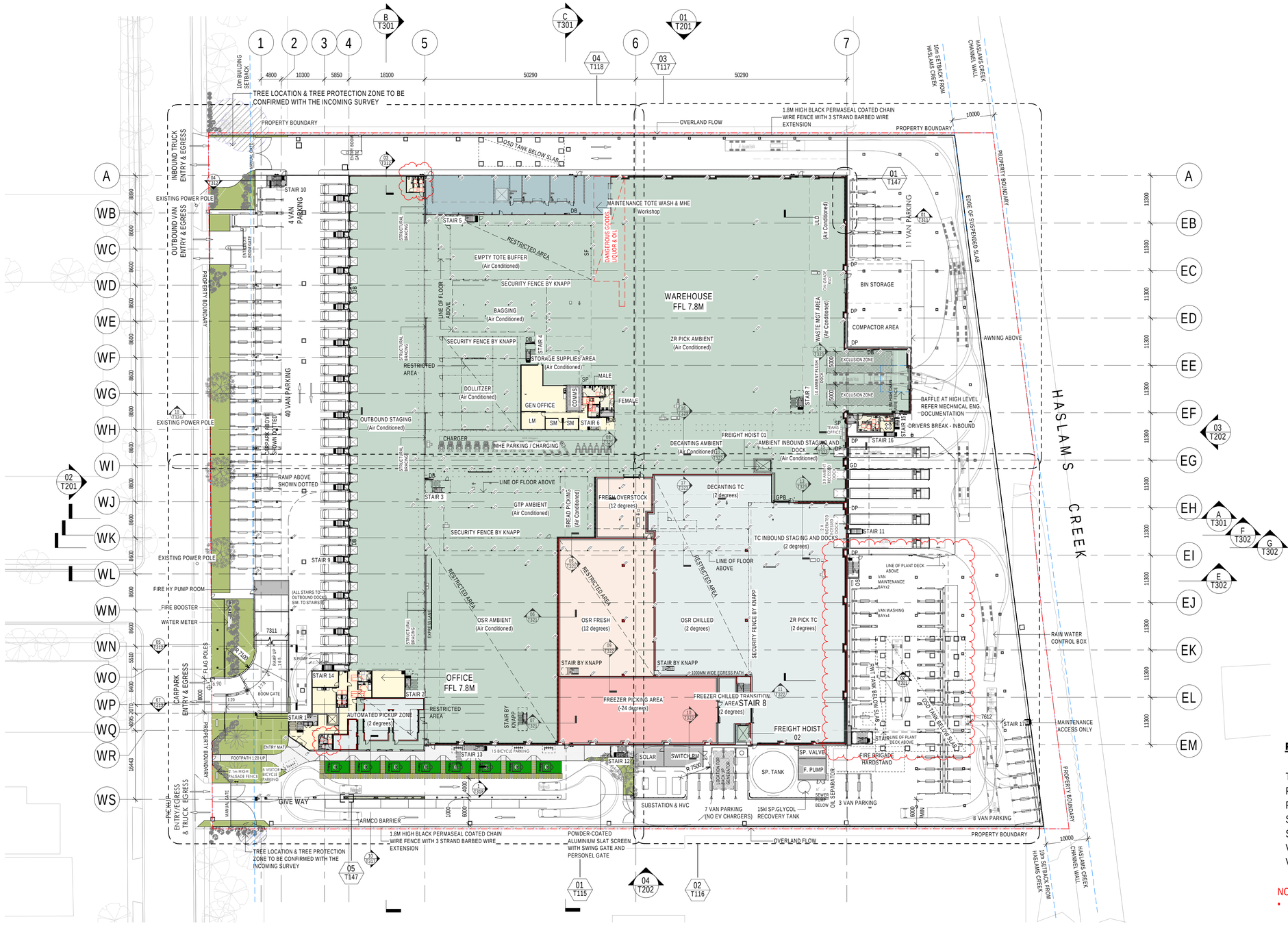
Drawing Title:
Elevations - Sheet 02

Author: RA
Checker: -
Sheet Size: A1
Scale: 1:300

Drawing Number: **11250_T202**
Issue: **1**

nettletontribe
nettleton tribe partnership pty ltd ABN 58 161 683 122
117 Willoughby Road, Crows Nest, NSW 2065
t +61 2 9431 6431
e: sydney@nettletontribe.com.au w: nettletontribe.com.au

12/05/2021 11:10:22 PM C:\REVIT LOCAL 2020\11250_R20_WOWPSA_A_ARCHITECTURAL



GENERAL ARRANGEMENT NOTES

- ALL SETOUT WORKS ARE TO BE BY A LICENSED SURVEYOR TO ESTABLISH, DATUMS, GRIDS, FINISHED FLOOR LEVELS, SERVICES AND SERVICE DUCTS.

- VERIFY SITE LEVELS AND DIMENSIONS ON ALL DRAWINGS PRIOR TO COMMENCEMENT OF WORKS ON SITE.

- REFER TO HYDRAULIC DRAWINGS FOR WORKS ASSOCIATED WITH FIRE SERVICES, SEWER & WATER. BOX GUTTER EXPANSION JOINTS AS PER HYDRAULIC DETAILS SPECIFICATIONS.

- REFER TO MECHANICAL & ELECTRICAL DRAWINGS FOR WORKS ASSOCIATED WITH ELECTRICAL SERVICES & MECHANICAL SERVICES.

- REFER TO FIRE ENGINEERING REPORT FOR FIRE RATING AND SMOKE ZONE REQUIREMENTS.

- PROVIDE FIRE COLLARS AND SMOKE SEAL TO ALL PENETRATIONS TO WALLS. REFER TO SERVICES DRAWINGS FOR SPECIFICATION.

- FOR ALL PENETRATIONS (INCLUDING STRUCTURE AND SERVICES) THROUGH SMOKE SEPARATION WALLS AND FIRE RATED (FRL) WALLS, PROVIDE SMOKE/FIRE SEALS EQUAL TO THE RATING OF THE WALL.

- REFER TO THE DOOR SCHEDULE FOR ALL DOOR TYPES AND DOOR FURNITURE IN APPENDICES TO ARCHITECTURAL SPECIFICATION.

- STRUCTURAL BRACING ZONES IN WALLS AS INDICATED. CHECK WITH STRUCTURAL ENGINEERS DRAWINGS PRIOR TO CONSTRUCTION TO ALLOW FOR SUFFICIENT CLEARANCES.

- BRACE THE CEILING HEIGHT STUD WALLS ABOVE CEILING TO SOFFIT/PURLINS/ROOF STRUCTURE AS REQUIRED TO ENSURE A RIGID AND STRUCTURALLY STABLE WALL. REFER TO THE APPROPRIATE SECTIONS OF THE ARCHITECTURAL SPECIFICATION AND APPENDICES TO ARCHITECTURAL SPECIFICATION FOR ADDITIONAL DETAILS.

- FOR ALL CONTROL & MOVEMENT JOINT REFER STRUCTURAL ENGINEER'S DRAWINGS. ARCHITECTURAL SETOUT TO BE ISSUED UPON CONFIRMATION OF STRUCTURAL DRAWINGS. FOR ALL CONCRETE JOINT TYPES, STRUCTURAL ENGINEER DRAWINGS ARE TO TAKE PRECEDENCE.

- BUILDER TO CO-ORDINATE SAW-CUT JOINTS WITH FLOOR TILE JOINT LOCATIONS - REFER TO FLOOR FINISHES PLANS FOR FURTHER INFORMATION.

- BUILDER TO CO-ORDINATE IN-FLOOR SERVICES PRIOR TO CONSTRUCTION OF SLAB.

- FOR HYDRAULIC, MECHANICAL, FIRE AND ELECTRICAL PENETRATIONS REFER TO SPECIFIC ENGINEERS DRAWINGS AND SPECIFICATIONS. PENETRATIONS TO BE COORDINATED WITH ARCHITECTURAL DRAWINGS. ALL SERVICES PENETRATIONS THROUGH FIRE COMPARTMENTS TO BE FIRE SEALED TO NCC/STANDARDS/FER REQUIREMENTS.

- WATERPROOFING UNDER SLAB AND LIFT PIT REFER TO ENGINEER SPECIFICATION.

- SLABS OUTSIDE BUILDING LINE REFER TO CIVIL ENGINEERS DRAWINGS.

- PLINTH FOR MECHANICAL EQUIPMENT. REFER TO MECHANICAL ENGINEERS DETAILS & SPECIFICATIONS SETOUT BY MECHANICAL CONTRACTOR ON SITE.

- WHERE STEEL COLUMN IS DIRECTLY SUPPORTED ONTO FOOTING UNDER THE CONCRETE SLAB, CAULK ALL GAPS BETWEEN THE COLUMN & SLAB.

- REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR LANDSCAPE DETAILS

- ALLOW COLOURBOND CLADDING /CAPPING TO ENCLOSE EXTERNAL SERVICES PIPES AND EQUIPMENTS

- TRAFFIC ZONE - DESIGNATED WALKING PATH

DRAWING REFERENCE

AUTOMATED LAYOUT

GROUND FLOOR
DRAWING NAME : C100-004772-02-05 (ISSUE DATE: 01.04.2021)

KNAPP MEZZ 1
DRAWING NAME : C100-004772-02-06 (ISSUE DATE: 01.04.2021)

KNAPP MEZZ 2 & PRODUCTION AREA
DRAWING NAME : C100-004772-02-07 (ISSUE DATE: 01.04.2021)

WOW DRAWING

WORKSHOP LAYOUT, MEP CHARGER BAY, MANUAL FREEZER GROUND AND MANUAL FREEZER LEVEL 1 AND UDL -

FILE NAME : Auburn Manual Elements 1 (ISSUED VIA EMAIL ON 03.02.21)

DEVELOPMENT SCHEDULE

SITE AREA	32453 m²
WAREHOUSE	
GROUND FLOOR	15972.2 m²
MEZZ. 1 FLOOR	1948.3 m²
MEZZ. 2 FLOOR	2966.2 m²
TOTAL WAREHOUSE AREA	20886.7 m²
OFFICE	
CFC OFFICE - GROUND	307.4 m²
CFC OFFICE - L1	949.9 m²
TOTAL OFFICE AREA	1257.3 m²
INBOUND TEAM OFFICE	
GROUND FLOOR	35.1 m²
TOTAL INBOUND TEAM OFFICE AREA	35.1 m²
CONTROL TOWER OFFICE	
GROUND FLOOR	253.5 m²
MEZZ. 1 FLOOR	58.7 m²
TOTAL CONTROL TOWER OFFICE AREA	312.2 m²
TOTAL GFA	22491.3 m²

PARKING

TYPE OF PARKING	PARKING BAY DIMENSIONS	NO OF PARKING
PICKUP BAYS	3m x 6m	8
PICKUP HOLDING BAYS	2.1m x 6.6m	8
STAFF PARKING	2.5m x 5.5m	145
STAFF PARKING- ACCESSIBLE	2.5m x 5.5m	2
VAN DOCKS	2.9m X 6.1m	27
VAN PARKING	2.9m X 6.1m	113

PARKING TBC SUBJECT TO FINAL MECHANICAL LAYOUT

NOTE:

- DOOR LOCATIONS TO BE CORDINATED WITH BCA, KNAPP AND WOW
- BCA REQUIREMENT TO BE COORDINATED WITH PENDING BCA REPORT
- OFFICE TO BE DEVELOPED WITH FITOUT SCOPE
- COOL ROOM & PIR PANELS TO BE REVIEWED & COORDINATED WITH NOMINATED CONTRACTORS
- ALL STEEL WORK WHERE EXPOSED NEEDS TO BE FIRE RATED (REFER STRCUTURAL ENG. DOCUMNETATION)

Client: Woolworths

Issue	Description	Date
2	FOR TENDER	12.05.21
1	FOR TENDER	30.04.21
P3	100% DRAFT	16.04.21
P2	PRELIMINARY	01.04.21
P1	FOR INFORMATION	19.03.21

TENDER

Builder

Project Name
CFC Percy St. Auburn

Project Address
13 Percy Street, Auburn, NSW 2144

Key Plan
0 10000 25000

Drawing Title:
Ground Floor Plan

Author:	Checker:	Sheet Size:	Scale:
RA	ES	A1	1:500

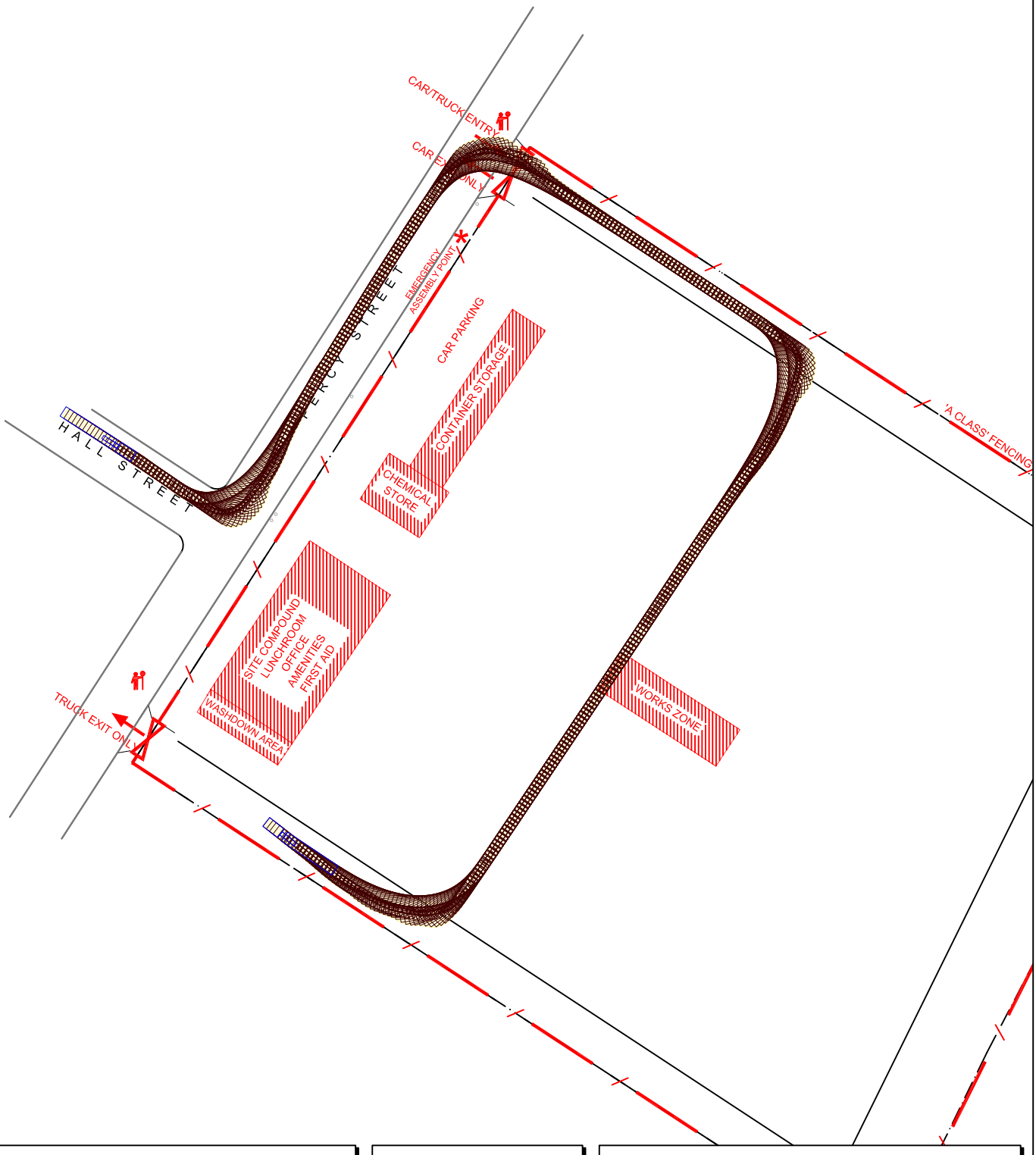
Drawing Number: **11250_T101**

Issue: **2**

nettleton tribe partnership pty ltd ABN 58 161 683 122
117 Willoughby Road, Crows Nest, NSW 2065
t +61 2 9431 6431
e: sydney@nettletontribe.com.au w: nettletontribe.com.au

Appendix B

Turning Path Assessment



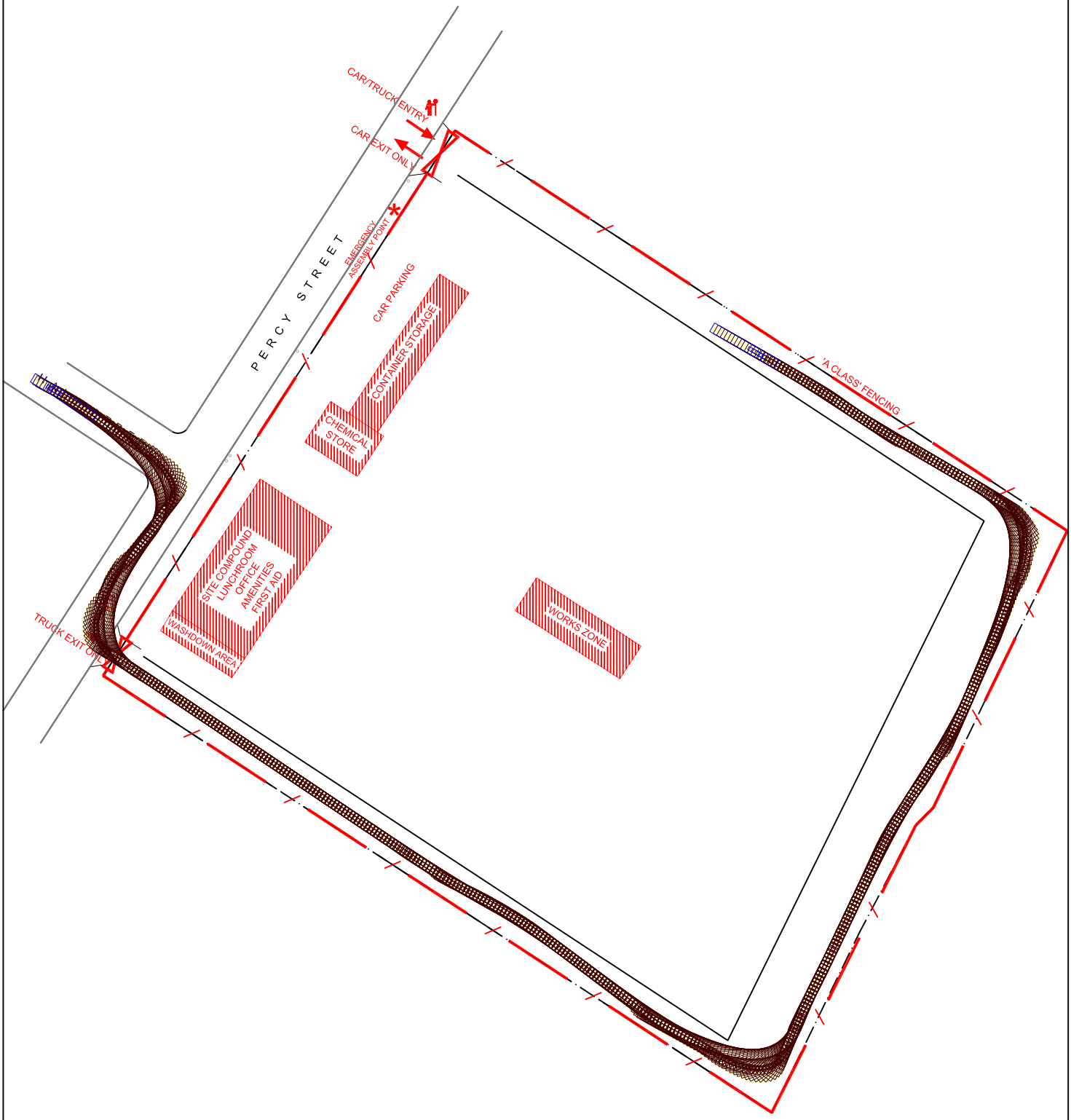
NOTE

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

N

SWEPT PATH ANALYSIS OF A 19m ARTICULATED VEHICLE ENTERING THE SITE

SP 1



NOTE

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

N

SWEPT PATH ANALYSIS OF A 19m ARTICULATED VEHICLE EXITING THE SITE

SP 2

Appendix C

Council Response

Ross Nettle

From: Ross Nettle
Sent: Thursday, 26 August 2021 10:50 AM
To: Ashur Toma (ashur.toma@cumberland.nsw.gov.au)
Cc: Marija Radmanovic; George Aronis
Subject: CTMP - 11-13 Percy Street, Auburn (218/2021)
Attachments: 11 - 13 PERCY STREET, AUBURN AUG 2021 CTMP REV A.pdf

Importance: High

Ashur

As discussed the CTMP is attached. An early response acknowledging consideration of the CTMP and no problems with it would be appreciated.

Thank you for your attention.

Regards

Ross Nettle | Director

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES Established 1994

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067
P (02) 9411 5660 F (02) 9904 6622 W ttpa.com.au

CUMBERLAND CITY COUNCIL

TAX INVOICE

ABN 22 798 563 329

Transport and Traffic Planning Associates*
Level 5
Suite 502/282 Victoria Avenue
CHATSWOOD NSW 2067

Date	27 August 2021
Invoice Number	2022599
Application Ref.	RDA2021/1024
Application Type	Road Approval - Temporary Road Closure
Property	11 Percy Street AUBURN NSW 2144
Due Date	26/09/2021

CHARGE SUMMARY

Description	Qty	Comment	Ex. Tax Amount	Discount	GST	Inc. Tax Amount	Balance
Traffic Management Plan - Application (Rel to Dev)	1		$323.00	$0.00	$0.00	$323.00	$323.00
Total Amount Due							$323.00

PLEASE DETACH AND RETURN THIS SECTION WITH YOUR PAYMENT:

Balance Statement *– This section provides the* ***charge balance for ALL charges on Application Number RDA2021/1024****, including unpaid amounts from previous Tax Invoices issued by Cumberland City Council.*

Issue Date	27 August 2021	**Invoice No:**	2022599
Applicant:	Transport and Traffic Planning Associates*	**Receipt Source:**	Rams
Application Ref:	**RDA2021/1024**	**Amount:**	**$323.00**
Receipt No. & Date:		**Payment Due Date:**	**26/09/2021**

METHODS OF PAYMENT

Online Services: onlineservices.cumberland.nsw.gov.au and click on 'Application Payment'
If paying by CREDIT CARD, an additional 0.55% processing fee will apply.

By Mail: Make cheque payable to 'Cumberland City Council' and crossed 'Not Negotiable'.
Mail payment to Cumberland City Council, PO Box 42, Merrylands NSW 2160

In Person: Present this payment slip to Customer Services at:
Auburn Service Centre - 1 Susan Street, Auburn NSW 2144
Merrylands Service Centre - 16 Memorial Avenue, Merrylands NSW 2160