David Pavey Pty Ltd trading as
Pavey Consulting Services
Specialising in
Traffic Impact Assessments and Transportation Planning
Road Safety, Traffic Management Plans and Traffic Control Plans
Civil and Structural Design
Project Management and Contract Administration
Mediation and Government Relations

Operational Traffic Management Plan

reDirect Recovery Facility
25 Dunheved Circuit, St Marys

12 September 2022

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Revision Register

Rev	Date	Author	Checked by	Approved By	Remarks
0	11 July 2022	David Pavey	Sharyn Pavey	David Pavey	Issued for client review
1	10 August 2022	David Pavey	Sharyn Pavey	David Pavey	Issued for client for consultation with Council
2	10 August 2022	David Pavey	Sharyn Pavey	David Pavey	Final Updated to reflect Council's input
3	20 February 2023	David Pavey	Sharyn Pavey	David Pavey	Final minor adjustments
4	24 February 2025	James Sutton	James Sutton	James Sutton	Review triggered by October 2024 IEA - no amendments
5	20 May 2025	James Sutton	James Sutton	James Sutton	Review triggered by 2024 Annual Compliance Report - no amendments

1.0 INTRODUCTION

Pavey Consulting Services has been commissioned to prepare an Operational Traffic Management Plan (OTMP) and a Traffic Control Plan (TCP) for reDirect Recycling for its site at 25 Dunheved Circuit, St Marys in accordance with the following Development Consent condition B3.

Operational Traffic Management Plan

B3. Prior to the commencement of operation, the Applicant must prepare an Operational Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the OEMP required by Condition C2 and must:

(a) *be prepared by a suitably qualified and experienced person(s), in consultation with Council.*
(b) *detail the numbers and frequency of vehicle movements, including light and heavy vehicles, size of heavy vehicles, routes and peak movements and internal pedestrian routes;*
(c) *detail the measures to be implemented to ensure road safety and network efficiency throughout operation, including:*
    i. *ensuring no queuing or parking of heavy vehicles occurs in Dunheved Circuit, the adjacent reserve, footpaths or the surrounding road network.*
    ii. *redirecting incoming trucks to other facilities to prevent traffic build up and queuing in Dunheved Circuit; and*
    iii. *ensuring there is no conflict of vehicles entering and exiting the site at the driveway entrance, including the mitigation measures proposed in the memorandum prepared by The Transport Planning Partnership and dated 3 September 2021, included in the Supplementary Information;*
(d) *detail measures to minimise noise from development related traffic, including procedures for receiving and addressing complaints from the community about development related traffic and noise;*
(e) *include a Driver Code of Conduct and induction training that includes procedures for:*
    i. ensuring drivers implement safe driving practices and adhere to designated routes including prioritising the use of arterial roads and avoiding residential streets;
    ii. minimising road traffic noise, particularly during night-time operations;
    iii. ensuring drivers adhere to site-specific speed limits.
(f) *include a program to monitor the effectiveness of these measures;*
(g) *include procedures for ensuring all heavy vehicles that are 12.5 metres long or greater access the site by left-in enter and left-out exit only from the Dunheved Circuit driveway;*
(h) *restrict access to vehicles that are over 19.0 metres long;*
(i) *include a Traffic Control Plan (TCP) detailing the onsite measures to be implemented to control the maneuvering of vehicles in designated areas, and the installation of signage,*
(j) *recommend and implement additional traffic management measures where necessary, that have been developed in consultation with Council and to the satisfaction of the Planning Secretary, to maintain road safety and network efficiency throughout operation; and*
(k) *include a Workplace Travel Plan detailing measures to promote public transport usage and describing pedestrian and bicycle linkages and end of trip facilities available on site.*

2.0 SUITABILITY OF AUTHOR

As required by the Condition of Consent, this Traffic Management Plan has been prepared by David Pavey who has been endorsed by the Secretary Department of Planning and Environment suitably qualified and experienced person.

The author also holds the appropriate Safe Work NSW Certificate No: TCT1017730 - Prepare a Work Zone Plans.

3.0 LIMITS IF REPORT

This report takes into account the particular instructions and requirements of our client. Pavey Consulting Services has taken care in the preparation of this report, however it neither accepts liability nor responsibility whatsoever in respect of:

- Any use of this report by any third party,
- Any third party whose interests may be affected by any decision made regarding the contents of this report, and/or
- Any conclusion drawn resulting from omission or lack of full disclosure by the client, or the clients' consultants.

4.0 REFERENCES

- Work Health & Safety Act (NSW) 2011
- Work Health & Safety Regulations (NSW) 201
- Work Health & Safety (National Uniform Legislation) Act 2011
- Work Health & Safety (National Uniform Legislation) Regulations 2011
- Safe Work Australia: Construction Work - Code of Practice (2013)
- Safe Work Australia: General Guide for Workplace Traffic Management (2014)
- Safe Work Australia: Traffic Management: Guide for Construction Work (2014)

5.0 WAYS TO CONTROL TRAFFIC RISKS

Keeping people and vehicles apart

The best way to protect pedestrians is to make sure people and vehicles cannot interact. Where powered mobile plant is used at a workplace, you must ensure it does not collide with pedestrians or other powered mobile plant.

This can be achieved by not allowing vehicles in pedestrian spaces or not allowing pedestrians in vehicle operating areas, for example using overhead walkways.

However, this may not be reasonably practicable in all workplaces. If people and vehicles cannot be separated, you should consider using:

- barriers or guardrails at building entrances and exits to stop pedestrians walking in front of vehicles,
- high impact traffic control barriers,
- temporary physical barriers, or
- separate, clearly marked footpaths or walkways e.g., using lines painted on the ground or different coloured surfacing.

Vehicle routes

Vehicle routes at the workplace should have a firm and even surface, be wide and high enough for the largest vehicle using them and be well maintained and free from obstructions. They should be clearly sign-posted to indicate speed limits, traffic calming measures like speed humps and parking areas.

Reducing speed is very important where administrative control measures are the only reasonably practicable approach. Speed limits should be implemented and enforced and traffic

calming devices like speed humps considered.

Pedestrian crossings

Pedestrian crossings should be clearly marked with ground markings, lights or signs. If the vehicle route to be crossed is a road or railway consider control measures that will work with those already established by the relevant authority, for example a local council or rail authority.

Both pedestrians and vehicles should have good visibility, for example pallet goods should not be stored in a way that would obscure vision.

Procedures indicating who has right of way at crossings should also be established.

Parking areas

Parking may be needed for workers, visitors, trucks and other vehicles used in the workplace. Consider setting out the workplace so parking areas:

- are located away from busy work areas and traffic routes,
- have walkways leading to and from parking areas which are separated from vehicles or vehicle routes e.g. use physical controls like barriers or bollards to prevent vehicles from crossing into walking areas, and
- are clearly marked and sign-posted, well-lit and unobstructed.

Reversing vehicles

If reasonably practicable eliminate the need for reversing by using drive-through loading and unloading systems, multi-directional mobile plant or rotating cabins.

It should be noted that all vehicles will enter and leave the property in a forward direction.

Where the elimination of onsite reversing is not possible (i.e. at dedicated unloading areas) the following action should be considered:

- using devices like reversing sensors, reversing cameras, mirrors, rotating lights or audible reversing alarms,
- using a person to direct the reversing vehicle if they cannot see clearly behind—this person should be in visible contact with the driver at all times and wear high-visibility clothing,
- If visual contact cannot be maintained for the entire duration of reversing action than two way mobile communication should be implemented,
- providing designated clearly marked, signposted and well-lit reversing areas, and
- excluding non-essential workers from the area, and
- On occasions when vehicles cannot manoeuvre in a forward direction and need to reverse, then traffic marshals / controllers shall be in place to guide such operations.

Loading and unloading vehicles

It is important to make sure visitors including visiting drivers are aware of the workplace layout, the route they should take and safe working procedures for the workplace. Provide drivers with safe access to amenities away from loading areas or other vehicular traffic.

Provide effective ways to warn of loading in progress to other plant operators, drivers and pedestrians. Warning devices can include signage, cones, lights, alarms and horns.

Signs and road markings

Clear road markings like reflective paint and signs should be used to alert pedestrians and vehicle operators to traffic hazards in the workplace.

Signs should be provided to indicate exclusion and safety zones, parking areas, speed limits, vehicle crossings and hazards like blind corners, steep gradients and where forklifts are in use.

Lighting

Traffic routes, maneuvering areas and yards should be well lit with particular attention given to junctions, buildings, walkways and vehicles routes. Where possible they should be designed to avoid extreme light variation, for example drivers moving from bright into dull light or vice versa.

6.0 COUNCIL CONSULTATION

Feedback was received from Fairfield Council and is included in Appendix C- the report has been updated to reflect the items raised.

7.0 SITE LOCATION

The site is located at 25 Dunheved Circuit, St Marys, Lot 143 in DP 1013185. The subject site is situated 45 kilometres (km) west of the Sydney central business district (CBD). The site is located within the City of Penrith Local Government Area (LGA), within the electoral district of Londonderry and the federal Division of Lindsay. The proposed site is located approximately 6.5 km from Penrith CBD.

The subject site is located within an established industrial precinct that covers an area of approximately 1,000 hectares (ha) and comprises a mix of general, light and storage-based industries; including steel and sheet metal fabrication workshops, oil and lubricant storage facilities, transport depots, plant and equipment hire facilities and mechanical repair workshops as shown in Appendix A

8.0 TRAFFIC MANAGEMENT PLAN

Introduction

The purpose of this document is to minimise the impacts of the heavy vehicle traffic on Davis Rd, the surrounding properties and on the community and to manage the movement of heavy vehicles using best industry practice.

A Traffic Control Plan indicating signage, placement of concave mirror and line marking to control and direct vehicle and pedestrian movements on site is provided on Appendix A

Objectives

The objectives of this Traffic Management Plan and Driver Code of Conduct are to:

a) Ensure compliance with the conditions,
Encourage compliance and acceptance of the Truck Driver Code of Conduct by all heavy vehicle drivers,
b) Minimise the heavy vehicle impacts on the community,
c) Foster an understanding and awareness within the company of community expectations and legislative requirements in regard to heavy vehicle movements,
d) Protect and enhance public safety through compliance with relevant road rules, and
e) Increase OH&S understanding in relation to fatigue, vehicle operation in public areas and obligation to the general public.

Project Description

reDirect has consent to process 150,000 tonnes of general solid waste (non-putrescible) per year, comprising:

(a) 110,000 tonnes per year of wood and timber waste;
(b) 30,000 tonnes per year of plasterboard; and
(c) 10,000 tonnes per year of metal waste.

Traffic Generation

Deliveries to the site are proposed across a 24-hours/ 7-day period.

The majority of small to medium deliveries (around 95%) will be undertaken by rigid trucks during the day between 7am-4pm while most larger deliveries (around 80%) will occur at night between 6pm-3am.

Most of the processed material (around 80%) will be dispatched from the site after 6pm.

Delivery and collection vehicles will range in size from a 12.5 m heavy rigid vehicle (front lift truck/ hook- lift truck/ skip bin truck) to a 19 m semi-trailer (walking floor trailer).

A total of 126 daily vehicle trips are anticipated to be generated by the future facility on a typical day.

The 24-hour profile for vehicle trips generated by the facility is expected to be as presented in table below.

Hour Starting	Heavy Vehicles (Waste Deliveries and Product Collections)		Light Vehicle Trips (Employees)		Total (Light Vehicles + Heavy Vehicles)	
	No. of Vehicles	No. of Trips	No. of Vehicles	No. of Trips	No. of Vehicles	Total Trips
0:00	2	4	0	0	2	4
1:00	2	4	0	0	2	4
2:00	2	4	0	0	2	4
3:00	1	2	0	0	1	2
4:00	1	2	0	0	1	2
5:00	1	2	0	0	1	2
6:00	1	2	Shift change-over: 5 cars exit and 6 cars enter	11	12	13
7:00	2	4	0	0	2	4
8:00	2	4	0	0	2	4
9:00	2	4	0	0	2	4
10:00	2	4	0	0	2	4
11:00	2	4	0	0	2	4
12:00	2	4	0	0	2	4
13:00	2	4	0	0	2	4

14:00	2	4	Shift change-over: 6 cars exit and 6 cars enter	12	14	16
15:00	2	4	0	0	2	4
16:00	1	2	0	0	1	2
17:00	1	2	0	0	1	2
18:00	2	4	0	0	2	4
19:00	3	6	0	0	3	6
20:00	3	6	0	0	3	6

Site Access and Internal Operations
Access Arrangements

Access to the site is controlled by reDirect staff.

Al heavy vehicles ae to report to weighbridge prior to entering the processing building the site speed limit is 10 km/h and this will be enforced.

The subject site is proposed to be serviced by a combined ingress/egress access driveway.

To ensure there is no conflict of vehicles entering and exiting the site plan and the accompanying Traffic Control Plan has included measures listed in memorandum prepared by The Transport Planning Partnership and dated 3 September 2021 including:

- Hatched line marking on the driveway to ensure that it is kept clear,
- STOP sign for the exit movement from the site, and
- Installation of a convex mirror opposite the site access driveway

Pedestrian Access

All vehicle and pedestrian routes within the site would be separated, and signposted and/ or delineated as such. Pedestrians must give way to all vehicles onsite, including trucks and mobile plants. When moving around onsite, pedestrians must keep to the designated pathway. Where the pathway intersects with a traffic route, pedestrians are required to give- way to vehicles before crossing the traffic lane.

Personal Protective Equipment (PPE) must be worn by all persons when on-site.

Passenger Vehicles

The suitability of the proposed access driveway with respect to accommodating passenger vehicles is assessed based on guidelines provided within the Australian Standard for Off-Street Car parking (AS2890.1-2004). This publication provides driveway design recommendations based on several site characteristics such as the number and classification of vehicles to be accommodated on-site and the functional role of the frontage road.

It is evident that the proposed combined ingress/egress driveway suitably accords with the design criteria specified within AS2890.1-2004 and is therefore considered to be satisfactory in terms of servicing passenger vehicles.

Upon entry to the subject site, passenger vehicles will access the at-grade passenger vehicle parking areas located immediately prior to the weighbridge.

The parking bays and internal circulation of the parking areas has been designed to accord with the relevant requirements of AS2890.1 and AS2890.6.

The above compliance with the relevant AS2890.1 and AS2890.6- specifications is anticipated to result in safe and efficient internal manoeuvring and parking space accessibility.

Marked pedestrian paths are provided to guide pedestrians from the gate and carparks to reception and office.

Signage has been erected to direct all visitors to report to office prior to moving around the site.

Heavy Vehicles

Traffic movements for a range of heavy vehicles has been examined by preparing several swept path plans, which have been overlaid on the site.

This sweep analysis indicates that all heavy vehicles proposed to service the facility are capable of manoeuvring within the site in a safe and efficient manner without any unreasonable encroachment on internal passenger vehicle parking areas or structures. Accordingly, the internal heavy vehicle manoeuvring arrangements are satisfactory**.**

There are significant storage / waiting areas for heavy vehicles on site on being provided between the property boundary and the weighbridge.

Hours of Operation

The current approved development is approved to process materials during the following hours:

It is proposed to operate the facility 24 hours a day, 7 days a week including processing, waste delivery and collection.

There will be up to 10 staff employed onsite in processing, stockpiling, receiving, dispatch and office related work.

There will be 3 shifts, with 5-6 staff per shift depending on operations running. Shifts will be 6:30am- 2:30pm ,2:30pm-10:30pm, 10:30pm-6:30am.

Minimising Vehicle Movements

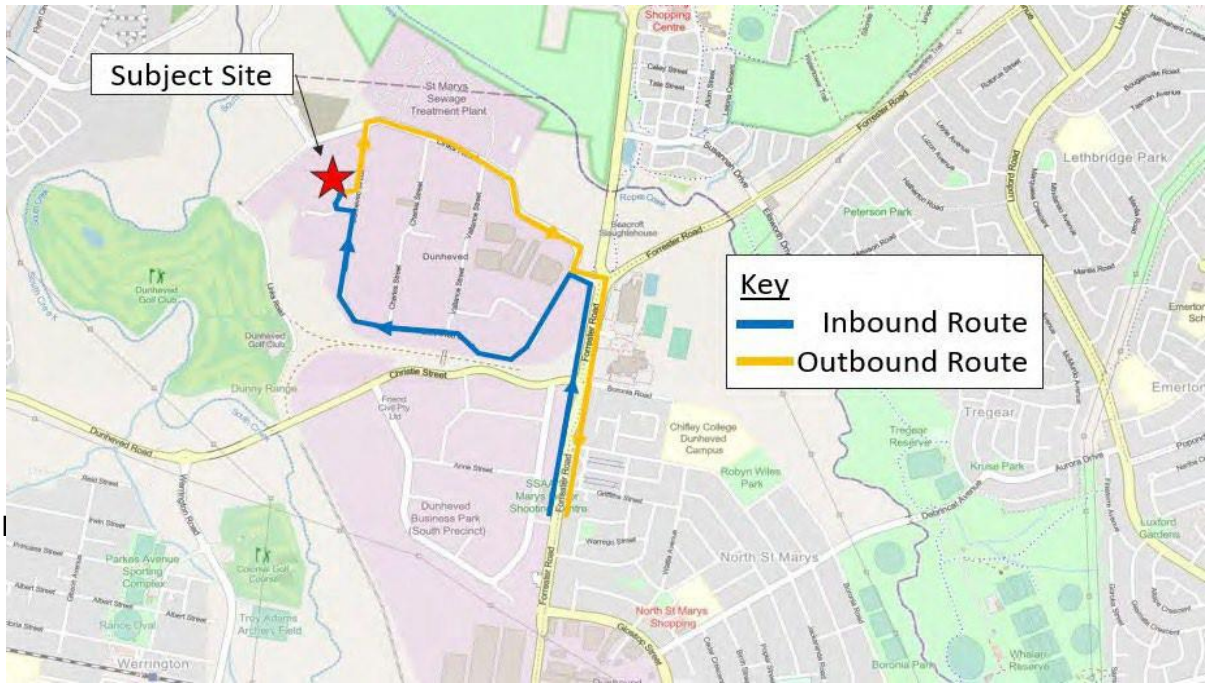
Traffic movement around the workplace should be minimised as much as possible. This will be achieved where practicable by:

- Controlling entry/exit to the work area by planning or engineering processes (e.g., gates, signage, speed control),
- Developing storage areas so delivery vehicles do not have to cross the site,
- Scheduling work processes to minimise the number of vehicles operating at the same time, and
- Scheduling work processes to minimise the number of vehicles operating while people are moving through an area (e.g. start and finish of shifts).

Haul Roads

All heavy vehicle drivers must adhere to the designated truck routes to/from the site as follows:

- Arrival routes:
    - Travel along Forrester Rd from the south, then left into links way than left into Dunheved Crt and the left into site.
- Departure routes:
    - Turn left onto Dunheved Crt than left onto Links Rd than right onto Forrester Rd



As detailed in the Traffic Impact Assessment prepared by The Transport Planning Partnership it is not anticipated that the 9 vehicle trips per direction during the operational peak hour will cause a delay or queuing of traffic onto Dunheved Circuit.

No on street parking or idling of heavy vehicles is allowed at any time.

The site manager will monitor vehicle movements on site and if ques begin to extend towards the gate due to increase incoming vehicles or breakdown of machine related to the unloading of vehicles than trucks will be diverted to Redirect Recycling's Ingleburn resource recovery facility located at 3B Williamson Rd, Ingleburn NSW.

Monitoring of Product Transport

The Proponent shall keep accurate records of:

- The amount of products transported from the site (per calendar month and year),
- The number of laden vehicle movements from the site (per hour, day, week, calendar month and year), and
- Monitor complaints with respect to the usage of Dunheved and other haul roads.

Road And Traffic Noise

No on street parking or idling of heavy vehicles is allowed at any time.

The site manager will monitor vehicle movements on site and if ques begin to case due to increase incoming vehicles or breakdown of machine related to the unloading of vehicles than trucks will be diverted to Redirect Recycling's Ingleburn resource recovery facility located at 3B Williamson Rd, Ingleburn NSW.

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when residents are especially sensitive to noise.

Compression braking should be avoided as much as possible.

A noise complaints handling procedure is detailed in Section 9.3 of the OEMP and this shall be followed if any issues relating to road and traffic noise are raised with the site manager.

Workplace Travel Plan

As detailed in the Traffic Impact Assessment prepared by The Transport Planning Partnership public transport is not generally available in the area as the nearest bus stop by is located

along Forrester Road, approximately 1.9 km walking distance (23-minute walk) east of the site and the nearest railway station is at St Marys 3.3 km (40-minute walk) north.

Busways operate two services within the vicinity, namely, routes 759 and 780 that [provide connection to Mount Druitt, Whalan, Tregear, Ropes Crossing, North St Marys, St Marys, Werrington, Cambridge Park, Kingswood, Wilmot, Lethbridge Park, Blackett, Dharruk, Hebersham, Emerton and Penrith.

Th T1 Western Line. Express train services to St Marys station run from major transport interchanges including Penrith, Blacktown, Paramatta and Central.

A footpath is located on Dunheved Circuit east side, however, there is no pathway within the Dunheved Circuit loop road. There is a mixture of off-road and on-road cycleways in the area. The on-road cycle route along Forrester Road is rated as medium difficulty and consists of riding in the road shoulder.

However, reDirect Recycling will engage staff to utilises these facilities if possible and have provided change rooms with showers and an area for parking of bicycles if staff are confident in travelling these distances either on foot or on bicycle.

9.0 DRIVER CODE OF CONDUCT

A driver code of conduct has been development for the site and is included in Appendix B.

This document includes:

Heavy vehicle drivers

- Have undertaken a site induction carried out by an approved member of staff,
- Hold a valid driver's licence for the class of vehicle that they operate,
- Operate the vehicle in a safe manner within and external to the site, and
- Comply with the direction of authorised site personnel when within the site.

Heavy Vehicle Speed

Heavy vehicle drivers need to comply with:

- signposted speed limits on haul routes,
- internally within the site, and
- Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by the Roads and Maritime Services which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the Roads and Maritime Services will record a strike against that vehicle. If three strikes are recorded within a three-year period, the Transport for NSW will act to suspend the registration of that vehicle (up to three months).

Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of accidents for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007.

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne GVM.

Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when residents are especially sensitive to noise.

In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage.

All trucks arriving at or departing the site whether loaded with material or not are required to

have an effective cover over their load for the duration of the trip.

All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.

Drivers must ensure that following tipping that the tailgate is locked before leaving the site.

Vehicle Departure and Arrival

Trucks should only be scheduled to arrive during operating hours to prevent the need for on street parking.

No on street parking or idling of heavy vehicles is allowed at any time.

10.0 COMPLIANCE MONITORING

Commencement of Traffic Management Plan & Driver Code of Conduct

It is proposed that this Traffic Management Plan will be initiated when the project becomes operational and reviewed after 12 months of operation.

The Driver Code of Conduct is to be signed by individual drivers and authorised representative of reDirect at the time when drivers attend their site induction or shortly thereafter.

Monitoring Measures

A formal observation of compliance against the OTMP at three monthly intervals will be undertaken to document any non-conformances.

Personnel undertaking traffic monitoring will record results and recommendations on a monitoring card (see **Attachment 10** OEMP)

The monitoring card may be replaced by a digital / tablet monitoring form if deemed to be more sustainable or suitable for ongoing management of the Facility. The results of quarterly traffic monitoring will be stored on the online project management system *DataStation*, with results and recommendations passed onto the Operations Manager and Environmental Manager.

Results and actions of traffic monitoring will be documented for use in the annual Compliance Report (prepared in accordance with Compliance Reporting Post Approval Requirements [Department 2020]) and to update Management Plan(s) when required.

Appendix A – Traffic Control Plan

EXISTING AREA 3,500m²

PROPOSED RESOURCE RECOVERY FACILITY

WASTE WOOD STORAGE PUSH & STORE

WASTE WOOD STORAGE PUSH & STORE

WASTE WOOD STORAGE PUSH & STORE

TIP & SPREAD

TIP & SPREAD

TIP & SPREAD

PRODUCT LOADING AREA

PLASTERBOARD TIP & SPREAD AREA

WOOD FOR PARTICLE BOARD

METAL

AUTHORISED PERSONNEL ONLY

BICYCLE PARKING

R.D

R.D

R.D

ENTRY

EXIT ONLY

SPRINKLER PUMP RM

WHEEL WASH

OFFICE

TOILETS

LUNCH

EXISTING OFFICE

F.W. TANK

WEIGHBRIDGE

INSPECTION AREA 1

WEIGHBRIDGE

OSD

OSD

OSD

OSD

OSD

ON SITE STORM WATER DETENTION (OSD)

PROPOSED EASEMENT FOR ACCESS AND SERVICES

DUNHEVED CIRCUIT

RECEIVING

ALL VEHICLES REPORT TO WEIGHBRIDGE

STAFF PARKING ONLY

LOT BOUNDARY

PEDESTRIAN & BICYCLE PATH

DIRECTIONAL ARROWS ON PAVEMENT

STOP

EXIT
LEFT TURN ONLY

EXISTING GATE

KEEP CLEAR

KEEP CLEAR

10

ENTRY
VEHICLES OVER 19m PROHIBITED

INSTALL CONCAVE MIRROR

ENGINEER -
DAVID PAVEY
B.E. (CIVIL)

SAFEWORK NSW - PREPARE WORKZONE PLANS NO TCT1017730.

1:100 0 1 2 3 4 5 6 7 8 9 10 m

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DESIGNED:	D.P.
DRAWN:	B.S.
APPROVED:	D.P.

PAVEY CONSULTING SERVICES

TITLE
REDIRECT RECYCLING RESOURCE RECOVERY CENTRE - ST MARYS
OPERATIONAL TRAFFIC MANAGEMENT PLAN

SCALE	SIZE	SKETCH No.	REVISION	DATE
1:250	A1	SK2022-023-001	1	10-08-22

JN: SK2022-023

Appendix B – Driver Code of Conduct

ReDirect Recycling Drivers Code of Conduct

This document sets out the truck driver requirements for all employees and contractors to ReDirect Recycling.

DECLARATION

I, the undersigned, hereby agree to abide by reDirect Recycling's' Driver Code of Conduct for the transportation of recycling / waste material to and from St Marys Operations in a safe manner.

I have read and understand the requirements outlined in the Code and will, to the best ofmy ability, comply and assist with their implementation, requirements and ongoing compliance.

Truck Driver

Full Name:

Signature:

Date:

General Requirements

The Drivers Code of Conduct is distributed to all employee drivers and sub-contractors transporting recycling / waste products to and from St Marys Site.

The Code would be provided to each driver to read and sign to confirm they have understood and pledge to follow the haulage instructions.

Heavy vehicle drivers hauling to and from the subject site must:

- Have read and signed the Drivers Code of Conduct (this document) prior as a condition of their employment;
- Hold a valid driver's license for the class of vehicle that is being operated;
- Operate the vehicle in a safe manner while on site and public road network;
- Comply with the directions of Borg Resources supervision, safety and operational requirements and nominated Haulage Routes;
- All drivers are to use seat belts when driving;
- All drivers are to drive to the sign posted speed limit, both on public roads, private roads and within the site.

Site Access

Access to the site is controlled by ReDirect Recyclings' staff. A programmable swipe card/tag will be provided to all employees and regular contractors to activate boom gates and access the weighbridge.

The site speed limit is 10 km/h and this will be enforced.

Heavy Vehicle Haul Routes

All heavy vehicle drivers must adhere to the designated truck routes to/from the site as follows:

- Approach routes:
  - Travel along Forrester Rd form the south, than left into links way than Left into Dunhevad Crt and the left into site
- Departure routes:
  - Turn left onto Dunheved Crt than left onto Links Rd than right onto Forrester Rd

Heavy Vehicle Speed

Truck drivers must comply with the Australian Road Rules with travelling along public roads and all drivers must in consideration of existing road conditions

Typical NSW Road Speed Limit Signs

Speed Reduction Ahead Warning Signs

Drivers are to observe the posted speed limits and adjust speed appropriately to suit the road and weather conditions at the time.

Speed limits on route to the site can between 40km/hr (school zones) up to 100km/hr. The maximum speed that a vehicle must travel is the signposted speed. Warning signs indicating a reduction in speed ahead must also be obeyed. These signs are shown below.

The speed limit within the site is 10 km/hr (unless sign posted otherwise in an area) which is to be strictly maintained.

Heavy Vehicles Driver Fatigue

The heavy vehicle driver fatigues law commenced in NSW in 2008 and applies to trucks and truck combinations over 8 tonnes GVM (however, Ministerial Exemption Notices may apply).

Under the law, industry has the choice of operating under three fatigue management schemes, namely:

1. Standard Hours of Operation – Borg Resources limited to 13 hours per day
2. Basic Fatigue Management (BFM)
3. Advanced Fatigue management (AFM).

All heavy vehicle drivers associated with the Resources team are to be aware of their adopted fatigue management scheme and operate within its requirements.

Heavy Vehicle Compression Braking

Compression braking on route to or hauling away from site should only be used when required and for safety reasons. It is not to be used in areas where prohibited.

Heavy Vehicle Noise

Impulsive and Tonal noise generating activities shall not be undertaken at site outside normal operating hours.

Load Covering (where applicable)

All loaded trucks arriving at and departing from the site are required to have an effective cover over their load for the duration of the journey. The load cover may be removed only upon arrival at the destination (ie. at the site).

Care must be taken to ensure that all loose debris from vehicles and wheels is removed prior to exiting the site.

Site management is to monitor loose material on the side of the haul route and take appropriate action regularly.

Other Safety Considerations along the Haul Route

Heavy vehicle drivers should be aware of the following:

- Load restraint remains the responsibility of every driver and failure to restrain a load will result in personal fines.
- Concealed driveways – drivers are to drive with caution around any signed concealed driveways
- Adverse weather safety – drivers should adjust their driving speed to suit weather conditions at the time. Be particularly aware of hazardous driving conditions for all road users in these conditions.
- Do not cross water courses when the water depth is above 100mm, report the situation to your manager to make alternative route arrangements.
- Remember, some of our trucks have signs on the rear trailer advising motorists of our safe driver practices, plus contact details and all have a registration number and your driving behaviour, good or poor, can be reported to Borg management.

Appendix C – Council Comments

From: Kablan Mowad <Kablan.Mowad@penrith.city>
Sent: Thursday, 8 September 2022 3:40 PM
To: James Sutton <suttonjd@redirectrecycling.com.au>
Cc: Lalaine Malaluan <Lalaine.Malaluan@penrith.city>; Oliver De Paz <Oliver.DePaz@penrith.city>; Brad James <brad.james@penrith.city>
Subject: RE: P-356598-F8W3_ Dunheved Road St Mays_ Attention: Asset Management Team

Hi James,

Following a review of the submitted OTMP the following items from condition B3 are considered to be satisfied by the current OTMP and need to be addressed:

- Point (c) (i) is not considered satisfied as the plan does not outline or definitively state that on-street parking of trucks will not take place. Instead it suggests that "Trucks should only be scheduled to arrive during operating hours to prevent the need for on
- street parking." which is not definitive wording.
- Point (c) (iii) sufficient detail on this point has not been provided in the OTMP
- Point (d) is not addressed.
- Point (h) is not considered satisfied as the section for haulage routes in the OTMP states that the routes are subject to change which may allow vehicles to turn right into the site in future.
- Point (i) is not considered satisfied as the TCP provided is generic and based on the best case scenario of vehicles travelling in a forward the direction. The TCP should address the statement in the OTMP which says that there may be occassions when vehicles cannot manoeuvre in a forward direction and need to reverse. This should include having accredited traffic controllers in place for this situation.

Regards,

Kablan Mowad
Senior Traffic Engineer

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