

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 24 Davis Road Wetherill Park

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Prepared By

David Pavey

Director

B.E (Civil) Grad Dip LGE. LGE Cert. MAIPM, MAICD, MAITPM

Authorised SafeWork NSW - Prepare a Work Zone Plans - No TCT1017730

Pavey Consulting Services

Email: paveyconsulting@iinet.net.au

Phone: 0419696212

David Pavey Pty Ltd

23 Stanley Street

Merewether

NSW 2291

ABN 12 150 774 413

ACN 150 774 413

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Revision Register

Rev	Date	Author	Checked by	Approved By	Remarks
0	31 January 2022	David Pavey	Sharyn Pavey	David Pavey	Issued for client review
1	3 February 2022	David Pavey	Sharyn Pavey	David Pavey	Issued for Consultation with Council
2	7 February 2022	David Pavey	Sharyn Pavey	David Pavey	Minor update in operation hours
3	28 February 2022	David Pavey	Sharyn Pavey	David Pavey	Minor update to reflect comments raised by Council Section 7 heavy vehicles Appendix B
4	3 March 2022	David Pavey	Sharyn Pavey	David Pavey	Final version after Council Consultation
5	21 July 2022	James Sutton	James Sutton	James Sutton	Amendment to TMP

1.0 INTRODUCTION

Pavey Consulting Services has been commissioned to prepare an Operational Traffic Management Plan (OTMP) and a Traffic Control Plan (TCP) for 24 Davis Road Wetherell Park in accordance with the following Development Consent condition C7.

“Prior to the commencement of operations. the Applicant must prepare on Operational Traffic Management Plans (OTMP) for the Development to the satisfaction of the Secretary. The plan must form part of the OEMP required by Condition C7.

The OTMP must:

- a) be prepared by a suitably qualified and experienced person(s),
- b) be prepared in consultation with the Council,
- c) detail the measures that are to be implemented to ensure road safety and network efficiency is maintained including restricting queuing or parking of vehicles on Davis Road and redirecting heavy vehicles during peak times so that queuing is appropriately managed,
- d) detail heavy vehicle routes driveway widening and access and parking arrangements,
- e) Include a Driver Code of Conduct to:
 - i. Minimise the impact on the local and regional road network.
 - ii. Minimise conflicts with other road users.
 - iii. Minimise road traffic noise.
 - iv. ensure truck drivers use specified routes, and
 - v. include program to monitor the effectiveness of these measures.
- f) include a Traffic Control Plan detailing:
 - i. the location of signage to direct heavy vehicles to the relevant operating areas,
 - ii. the on-site measures to be implemented to control the movement of trucks in, out and onsite. Such as left turn only signs and traffic controller, and
 - iii. provisions for requiring a dedicated traffic controller to stop exiting trucks to allow entering truck to manoeuvre into the site unhindered.

2.0 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.

3.0 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)

4.0 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. Where this is not possible consider:

- 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,
- providing designated clearly marked, signposted and well-lit reversing areas, and
- excluding non-essential workers from the area.

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, manoeuvring 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.

5.0 COUNCIL CONSULTATION

Fairfield City Council has been consulted during the development of this Operational Traffic Management Plan.

Council was provided a draft copy on 15th February 2022 and provided their advice on 3 March 2022. That traffic requirements outlined in the OTMP are satisfied.

Full details of their feedback are included in Appendix D.

6.0 SITE LOCATION

The subject site is located at 24 Davis Road, Wetherill Park. And is on the northern side of Davis Road, approximately 100 m west of its intersection with Elizabeth Street, Wetherill Park.

The site is surrounded by large scale industrial developments contained within the Wetherill Park industrial estate as shown in Figure 1.

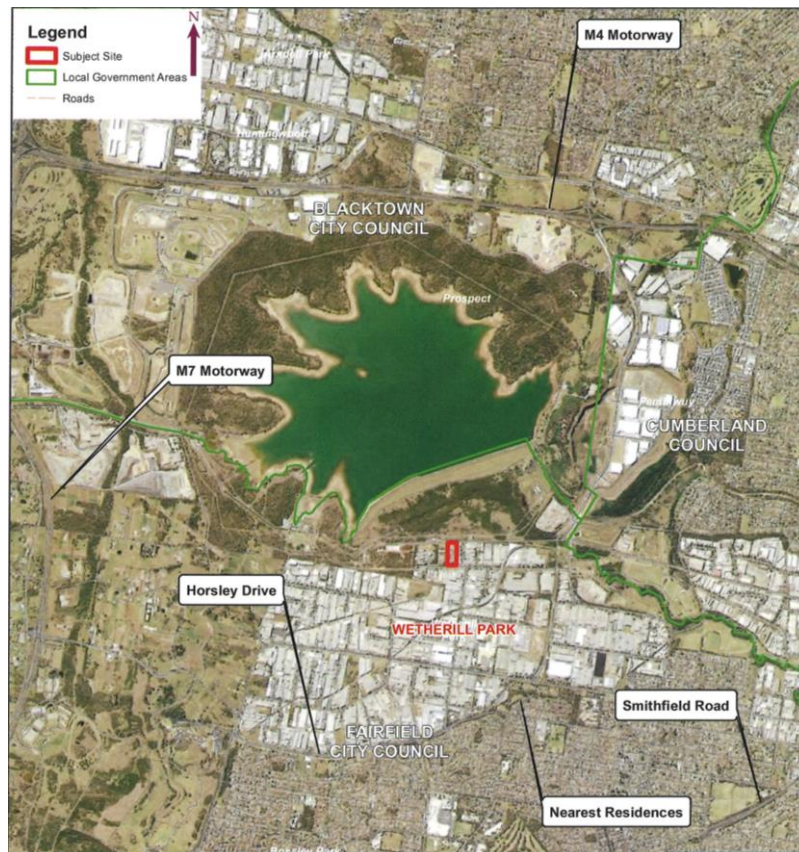


Figure 1.

Figure 1: Locality Map

7.0 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.

Objectives

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

- a) Ensure compliance with the conditions,
- b) Encourage compliance and acceptance of the Truck Driver Code of Conduct by all heavy vehicle drivers,
- c) Minimise the heavy vehicle impacts on the community,
- d) Foster an understanding and awareness within the company of community expectations and legislative requirements in regard to heavy vehicle movements,
- e) Protect and enhance public safety through compliance with relevant road rules, and
- f) 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:

- To process 350,000 tpa at the recycling and resource recovery materials,
- Construct a large partly enclosed shed over the existing drill mud processing area and bulk landscape area, and

- To include additional waste streams for processing.

The approved development allows for the construction of additional shedding which would provide all-weather processing and the enclosure of plant and equipment including:

- Receival/dispatch area which includes two weighbridges, weighbridge kiosk, main administration office, and car parking,
- Drill mud processing plant and equipment with 4 x hydro-tips and 2 x tip-pits,
- Partially enclosed shed over the drill mud processing plant and equipment, including truck unloading area,
- Screening walls,
- Rainwater/raw water storage tanks,
- Internal roadways and hardstand areas,
- Bulk landscape material storage bays within shed,
- Food de-packaging building,
- Garden and food organics sorting building, and
- Garden and food organics office.

Site Access and Internal Operations

Access Arrangements

Access to the site is controlled by reDirect 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 15 km/h and this will be enforced.

The subject site is proposed to be serviced by 2 driveways as follows:

- a combined ingress/egress access driveway, providing a 12.5 m width at the western property boundary and facilitating connectivity between the off-street parking and internal heavy vehicle circulation areas.
- a combined ingress / egress driveway, providing a 5.5 m width adjacent to the eastern property boundary facilitating service access to the office complex only and emergency access for Fire NSW.

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.

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 carparks to reception and office locations.

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 is significant storage / waiting areas for heavy vehicles on site on site including up to 3 vehicles (1 on weighbridge and 2 on approach to weighbridge) being provided between the property boundary and the weighbridge.

Based on the peak number of truck movements per this holding area would ensure that no spill over of heavy vehicles onto Davis Rd is anticipated.

Should queuing start to extend towards Davis Rd, the site controller shall hold all departing vehicles at the loading points to enable clearance of the weighbridge for incoming vehicles.

Hours of Operation

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

Operation	Receival	Dispatch	Processing
Hydro-Excavation, Drill Mud and Fluids Processing Facility	Monday to Sunday 24 Hours	Monday to Sunday 24 Hours	Monday to Sunday 24 Hours
FGO Facility	Monday to Sunday 24 Hours	Monday to Sunday 24 Hours	Monday to Sunday 24 Hours
FLD Facility	Monday to Sunday 24 Hours	Monday to Sunday 24 Hours	Monday to Sunday 24 Hours
Landscaping Material Suppliers Facility	Monday to Sunday 24 Hours	Monday to Sunday 24 Hours	Not Applicable

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:

- Approach routes:
 - Travel on Davis Road in westerly direction, turn right into reDirect Recycling facility.
 - Or as determined by the Haulage Plan as provided
- Departure routes:
 - Turn left onto Davis Road exiting reDirect Recycling facility in easterly direction, vehicles can then turn right onto Elizabeth Street or continue to the end of Davis Road to Widemere Road.
 - Or as determined by the Haulage Plan as provided

Driveway improvements

Can be accommodated in the proposed 12.5 m vehicle crossing provided a suitable splay on exit side is included on the eastern side in accordance with Council standard design practice.

Monitoring of Product Transport

The Proponent shall keep accurate records of:

- The amount of quarry 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 Davis Rd and other haul roads.

8.0 DRIVER CODE OF CONDUCT

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

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 minimise the need for on street parking.

9.0 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 at three monthly intervals will be undertaken to document any remedial actions with employees, heavy vehicle drivers or haulage companies that may be necessary as a result of these observations.