



EASTERN CREEK WASTE PROJECT

REVISED 16 March 2017

## **ENVIRONMENTAL MANAGEMENT STRATEGY (EMS)**

### **TRAFFIC AND TRANSPORT CODE OF CONDUCT**

Former QUARRY SITE AT OLD WALLGROVE ROAD EASTERN CREEK

MATERIALS PROCESSING CENTRE (MPC)

WASTE TRANSFER FACILITY associated with an adjacent

SOLID WASTE LANDFILL

Document Control

For controlled copies of this EMS the copy number is shown below and initialled in Red by Dial A Dump Industries and the ThaQuarry Unit Trust Project Manager.

Reference Document:

Traffic Impact Assessment prepared by Transport and Traffic Planning Associates (**Traffic Impact Assessment**)

Prepared by: DADI June 2011	Authorised by: Christopher Biggs
Issue 7: Revised 16 March 2017	Position: Group General Counsel



## **REVISION HISTORY**

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<b>Version</b>	<b>Date</b>	<b>Reasons for Change</b>	<b>Prepared By</b>	<b>Authorised by</b>
1	June 2011	Initial commission	Legal	Group General Counsel
2	February 2012	Review	Legal	Group General Counsel
3	January 2013	Review	Legal	Group General Counsel
4	January 2014	Review	Legal	Group General Counsel
5	February 2015	Review	Legal	Group General Counsel
6	April 2016	Review	Legal	Group General Counsel
<b>7</b>	March 2017	Review	Legal	Group General Counsel



## **1 TRAFFIC AND TRANSPORT CODE OF CONDUCT**

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### **CRITERIA**

The relevant criteria is set out in Schedule 3 Conditions 42, 43, 47, 48 49 & 51 within Development Consent MP 06\_0239 (as modified) dated October 2013.

Condition 42 states:

Access to the Project from Archbold Road is not permitted.

Condition 43 states:

Access to the Project shall be via Old Wallgrove Road or Wonderland Drive, via the public Precinct Plan Road network, wherever a public road is available.

Condition 47 states:

The Proponent shall:

- a) ensure that all internal site paved, trafficable or parking areas on site complies with AS2890.1 and/or AS2890.2 or their latest versions; and
- b) construct at least 50 parking spaces for employees and visitors with at least 2% Of those spaces provided for disabled drivers, clearly marked and signposted.

Condition 48 states:

The Proponent shall ensure that vehicles associated with the project do not park or queue on the public road network at any time.

Condition 51 states:

The Proponent shall prepare and implement a Transport Code of Conduct for the development to the satisfaction of the Director-General. This protocol must:



- a) be submitted to the Director-General for approval prior to the commencement of operations;
- b) be prepared in consultation with the RTA and Blacktown Council; and
- c) describe measures that would be implemented to:
  - minimise the impacts of the development on the local and regional road network, including traffic noise.

## ACHIEVEMENT OF REQUIREMENTS

Table 1.1 lists the consent conditions under Condition 42; provides a summary of the current compliance status and provides recommendations to achieve compliance and to improve the presentation of the program.

**Table 1.1 Consent Conditions (Condition 42 of Schedule 3)**

CONSENT REQUIREMENTS	COMPLIANCE STATUS
<i>Access to the Project from Archbold Road is not permitted</i>	Complies Refer: This Management Plan; and Section 3.1 of Traffic Impact Assessment

Table 1.2 lists the consent conditions under Condition 47; provides a summary of the current compliance status and provides recommendations to achieve compliance and to improve the presentation of the program.

**Table 1.2 Consent Conditions (Condition 47 of Schedule 3)**

CONSENT REQUIREMENTS	COMPLIANCE STATUS
<i>The Proponent shall:</i> a) <i>ensure that all internal site paved, trafficable or parking areas on site complies with AS2890.1 and/or AS2890.2 or their latest versions; and</i> b) <i>construct at least 50 parking spaces for employees and visitors with at least 2% of those spaces provided for disabled drivers, clearly marked and signposted.</i>	Complies: Refer Section 5.2 of Traffic Impact Assessment  Complies At least 50 parking spaces with at least 2% of those provided for disabled drives have been constructed in the area identified as "carpark" (Appendix A)



Table 1.3 lists the consent conditions under Condition 48; provides a summary of the current compliance status and provides recommendations to achieve compliance and to improve the presentation of the program.

**Table 1.3 Consent Conditions (Condition 48 of Schedule 3)**

CONSENT REQUIREMENTS	COMPLIANCE STATUS
<i>The Proponent shall ensure that vehicles associated with the project do not park or queue on the public road network at any time</i>	Complies: Refer this Management Plan

Table 1.4 lists the consent conditions under Condition 51; provides a summary of the current compliance status and provides recommendations to achieve compliance and to improve the presentation of the program.

**Table 1.4 Consent Conditions (Condition 52 of Schedule 3)**

CONSENT REQUIREMENTS	COMPLIANCE STATUS
<i>The Proponent shall prepare and implement a Transport Code of Conduct for the development to the satisfaction of the Director-General. This protocol must:</i>	Complies Refer this Management Plan to be submitted to the Director-General
<i>a) be submitted to the Director-General for approval prior to the commencement of operations;</i>	Future action
<i>b) be prepared in consultation with the RTA and Blacktown Council; and</i>	Complies: Section 7 of Traffic Impact Assessment
<i>c) describe measures that would be implemented to:</i>	Complies Refer: This Management Plan (generally); and Traffic Impact Assessment (generally)
<i>• minimise the impacts of the development on the local and regional road network, including traffic noise.</i>	

**Access to the Site via Archbold Road is not Permitted.**

**Access to and from the Project shall be via the public precinct plan road network wherever a public road is available, namely Wonderland Drive.**



This Code of Conduct will prevail in every aspect of the haulage to and from the Project Site at Eastern Creek.

**AIM:**

To demonstrate to the community a very real commitment to professional, efficient, safe and responsible haulage to and from the Eastern Creek Site.

To develop and maintain community confidence in the operation of the Eastern Creek Facility.

To minimise the impact of operational traffic on the surrounding local and regional road network, including traffic noise.

To promote employee and community road safety awareness in order to minimise potential traffic conflict and/or personal injury resulting from traffic movements on the site.

Endorsement of and compliance with Local and State Government regulations Universal commitment to enforce and abide by the Code of Conduct Transparent and proactive compliance to the Code of Conduct.

**OBLIGATION:**

Dial A Dump Industries (DADI) accepts the obligation of this code and will endeavour to enforce all aspects of this code with all operators, contractors and clients.

**COMPLIANCE:**

DADI will ensure that breaches of this Code of Conduct will be dealt with in a professional, responsible and ethical manner.

Breaches of this code will result in warning and counselling of the individual, continuing disregard of this code will result in;

- Termination of employment in regards to employees



- Termination of contracts in respect of Contractors
- Where a client vehicle is responsible, DADI will contact the employer and request a meeting to discuss the relevant issues. If a single driver is responsible DADI will ban that driver from the site, where the company fails to enforce this, the organisation will be banned from the site.

## **CODE OF CONDUCT RESPONSIBILITIES**

The Site Manager shall ensure:

- (a) that the Traffic Management Plan (Appendix B) continues to operate and ensure that all haulage routes are maintained to an agreed satisfactory standard.
- (b) that all staff on site are trained and regularly updated on the Traffic Management Plan
- (c) that all operations are clearly identified by signage
- (d) all speed restrictions and directional signage are enforced
- (e) that all signs are maintained in a clearly visible and readable state
- (f) that all haulage operations are managed to eliminate dust and mud egress from the site
- (g) the Drug and Alcohol Policy is enforced
- (h) that Load covers appropriate for all transport requirements are enforced and the de-tarping facilities provided on site enable this to take place (Appendix C)
- (i) that all Company drivers have required licenses.
- (j) overloading for any haulage combination does not occur
- (k) that there is no access to or from the facility from Archbold Road
- (l) that vehicles associated with the facility do not park or queue on the public road network at any time



The Site Manager shall provide:

- (a) personal protective equipment for all employees
- (b) Maintain all vehicles and trailers in a safe and clean working condition in accordance with regulations.

Encourage professional and appropriate use of radio communication & not tolerate use of obscene language on radio communication.

Not tolerate littering by any employees.

Not allow the transport of any dangerous article, explosive or firearm in any vehicle.

#### **VEHICLE DRIVERS OBLIGATIONS (employee, contractor and clients)**

Vehicle drivers attending the site Must:

- a) hold a current appropriate licence for the vehicle they are operating.
- b) strictly comply with all traffic regulations.
- c) comply with all maximum gazetted speed limits on all roads, or a lesser speed as dictated by the site specific signage.
- d) drive in a manner at all times that is in accordance with road conditions.
- e) yield "right of way" whenever appropriate to ensure safe passage of other road users.
- f) at all times leave adequate distance between vehicles to allow safe passing by other road users.
- g) decrease vehicle speeds to minimise dust and noise around private dwellings, road works and stationary vehicles.
- h) not use engine braking where noise is likely to adversely impact on residents.
- i) remain calm and courteous when in contact with other road users, members of the public, landowners
- j) not operate any machinery whilst under the influence of drugs and/or alcohol.
- k) not operate any machine whilst suffering from fatigue.
- l) not interfere with any public property, livestock or farm infrastructure in the course of haulage operations.





- m) promptly report to their supervisor any aspect of any operation that could negatively impact on the safe working environment, natural environment and/or the public
- n) wear the Personal Protective Equipment supplied by their employer.
- o) maintain a professional standard when using radio communication
- p) not use obscene language on radio communication.
- q) not accept overloading of vehicles.
- r) accurately complete required paperwork prior to departure.
- s) check security of the load at least once in transit and re-secure where necessary.
- t) not allow unauthorised passengers to travel in vehicles.
- u) maintain vehicles in a clean and tidy condition.
- v) ensure that there is no littering.
- w) not carry any dangerous article, explosive or firearm in any vehicle at any time.
- x) not carry any animal in any vehicle at any time.

## **TRAINING**

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Adequate training as well as the co-operation of all employees, contractors and visitors on site will ensure compliance of the Driver Codes of Conduct and **Work Health & Safety Act 2011**.

The training program is being implemented through:

- Site induction sessions;
- Project specific induction sessions;
- Appropriate signage and manuals; and
- Notifying employees, contractors and visitors of any changes to license and/or traffic conditions

It is a requirement of this Plan that vehicles accessing and leaving the site shall not be permitted access to Minchinbury via Archbold Road and may only use Precinct Roads via Honeycomb Drive. Ensuring compliance will minimise the Impacts of the site on the local and regional road network.



Vehicles will not be permitted to queue upon the public road network.

### **TRAFFIC MANAGEMENT (Benchmark Technique Table BM 32)**

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Traffic signs, notices, sign posts and general instructions on the site are maintained and replaced as necessary.

Traffic signs contain clear instructions and are legible from the cabs of vehicles.

Stop signs and give way signs are in place at all intersections of internal roads on the facility. Roads are linemarked in a manner consistent with linemarking on public roads. All roads have been signposted with speed limit signs of 15kph.

Signs are placed warning that speed cameras are in use on the site.

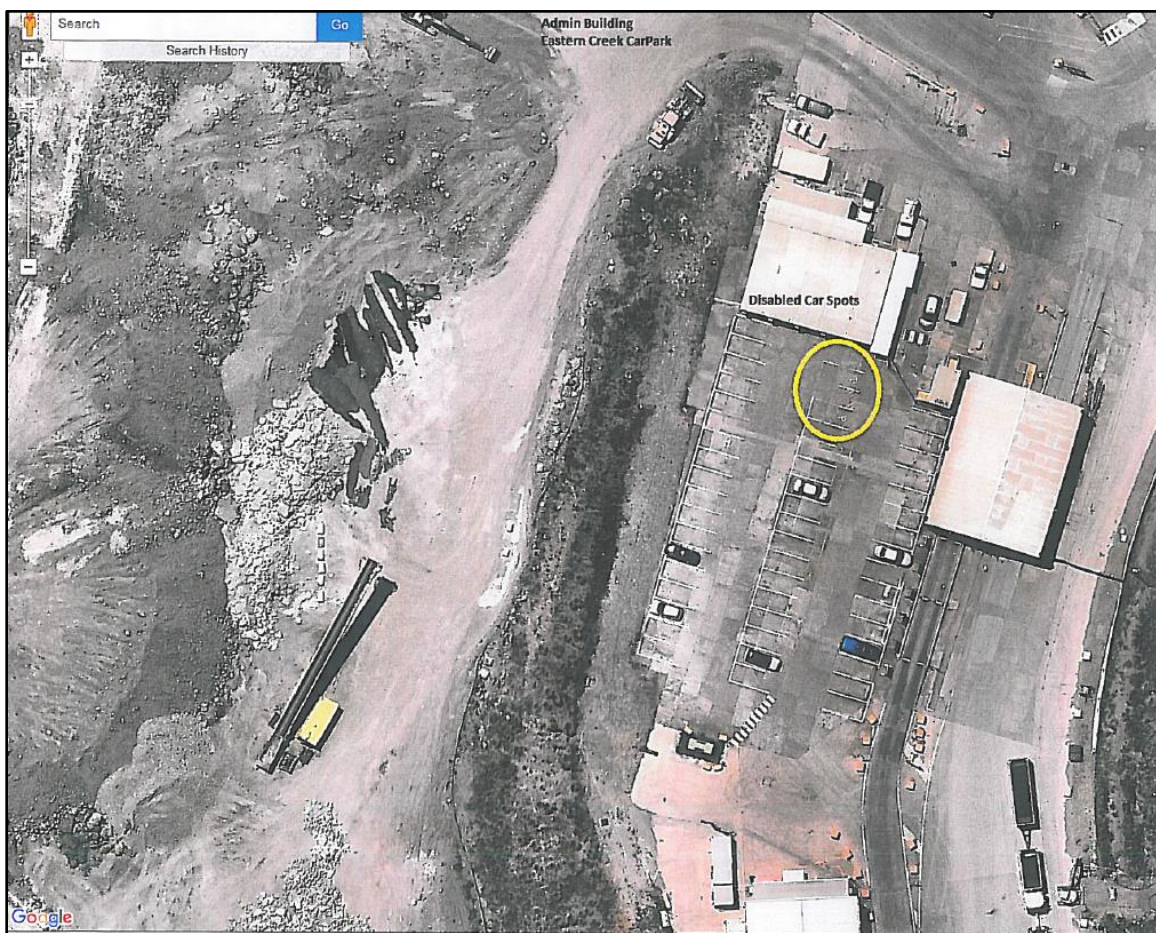
Similarly barriers, bollards, drums and bunting which restrict (public) access to certain areas of the site are maintained and replaced as required to ensure smooth traffic management and safe operations.

Active noise mitigation measures to be employed include the following:

- All operating plant and machinery on the site to be well maintained and noise muffled;
- Trucks entering the site are to be reported if excessively noisy and signs are erected to request that trucks do not rev engines excessively or use air brakes unless necessary for safety reasons;
- In the event of any noise related complaints the source of noise will be identified by observation and additional noise monitoring. The source of noise will be mitigated or eliminated as appropriate.

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## APPENDIX A – AERIAL IMAGE OF CARPARK REQUIREMENTS



***Genesis, Eastern Creek***



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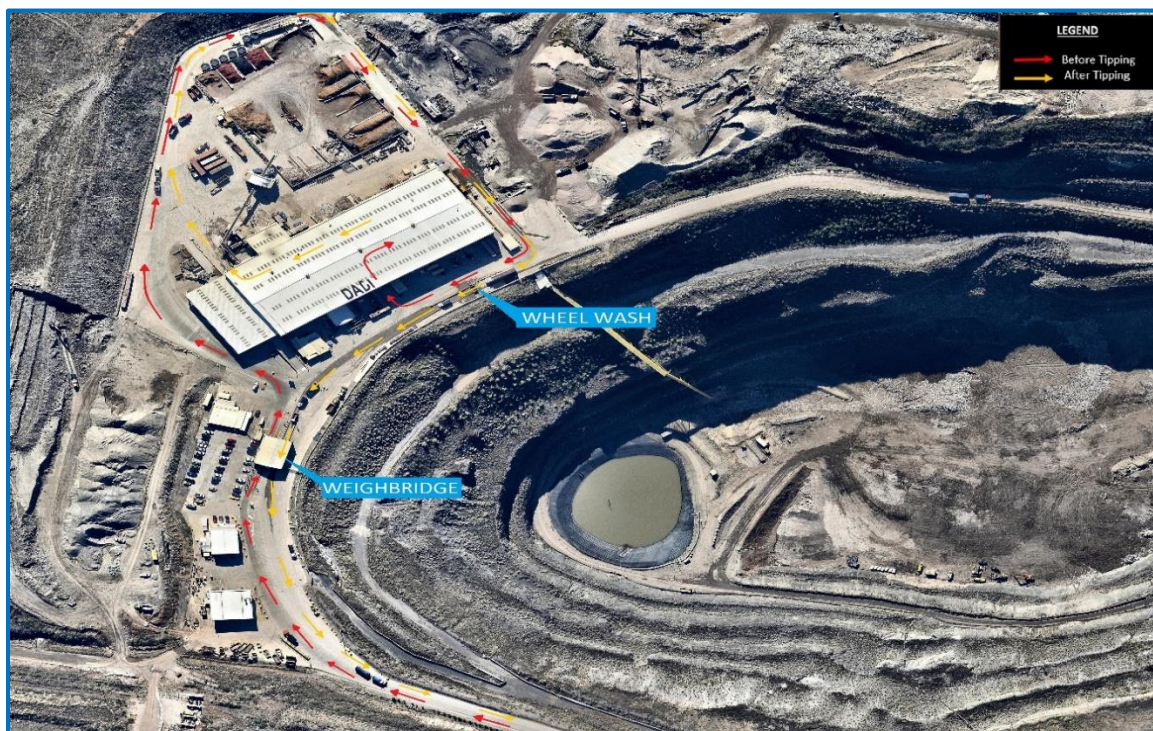
## **APPENDIX B – TRAFFIC MANAGEMENT PLANS**



## Genesis, Eastern Creek



**Image 1** – Traffic Flow for Waste Disposal to Landfill



**Image 2** – Traffic Flow for Waste Disposal in the Materials Processing Centre



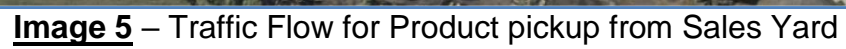


**Image 3** – Traffic Flow for Waste Disposal in the Greenwaste area



**Image 4** – Traffic Flow for Waste Disposal to the Crushing Area







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## APPENDIX C – TARPING FACILITIES ON SITE



Truck entering Genesis with covered load  
Time/Date Taken: 09:04 12/01/2016



De-tarpping station for trucks entering  
with covered loads  
Time/Date Taken: 09:05 12/01/2016