

OPERATIONAL TRAFFIC MANAGEMENT PLAN

MORTDALE RESOURCE
RECOVERY FACILITY

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OPERATIONAL TRAFFIC MANAGEMENT PLAN (OEMP)

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Mortdale Resource Recovery Facility Operational Traffic Management Plan

Prepared for:
Arcadis Australia Pacific Pty Ltd

10 January 2020

The Transport Planning Partnership

Mortdale Resource Recovery Facility Operational Traffic Management Plan

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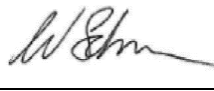
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1 Introduction

1.1 Background

On 20th December 2017, a State Significant Development Application (SSD 7421) was approved for the proposed demolition, construction and operation of a resource recovery facility (RRF) at No. 20 Hearne Street, Mortdale NSW. The RRF has been approved to process up to 220,000 tonnes per annum (tpa) of general solid waste (non-putrescible). The RRF is due to commence operation in January 2020.

A modification to SSD 7421 was submitted and determined in May 2019 (SSD 7421 Mod-1) to change the operational requirements of the site. These changes included an expansion of the incoming waste receival area, a reduction in the scale of recycling and waste processing plant, reduced on-site parking provision and changes to the operational layout of the site to promote simpler waste processing to better suit the broader network of resource recovery material available to the company.

This Operational Transport Management Plan (OTMP) has been prepared to satisfy the relevant conditions of consent specified by the Minister for Planning. Table 1.1 lists the consent conditions and the corresponding sections of the OTMP where they are addressed.

Table 1.1: Conditions of Consent – Operational Traffic Management Plan

| Condition B5 | Addressed in |
|---|----------------------------|
| (a) Be prepared by a suitably qualified and experienced person(s); | Throughout this OTMP |
| (b) Be prepared in consultation with Council; | Section 1.3 |
| (c) Detail the measures that are to be implemented to ensure road safety and network efficiency including: (i) ensuring no queuing or parking of vehicles occur on Hearne Street or the surrounding road network; (ii) redirecting incoming trucks to other facilities to prevent traffic build-up; and (iii) prioritising the removal of recycled products and residual waste outside of the road network peak hours; | Section 3.1, Appendix C |
| (d) Detail heavy vehicle routes, access and parking arrangements; | Section 3.2, 4.3 & 4.4 |
| (e) include a Driver Code of Conduct to: (i) minimise the impacts 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 haul routes and do not use Barry Avenue; and (v) include a program to monitor the effectiveness of these measures. | Appendix F |
| (f) Include a Traffic Control Plan (TCP) detailing: (i) the on-site measures to be implemented to control the manoeuvring of vehicles in designated areas; (ii) installation of way-finding signage, including a 'left turn only' sign at the exit; and | Section 4.3 and Appendix D |

| | |
|---|--------------------------------|
| (iii) use of a traffic controller at entry/exit to prioritise the entry of vehicles to the site to prevent queuing on Hearne Street | |
| (g) Include an Employee Transport Plan that: (i) details a strategy for the utilisation of public transport or carpooling to ensure no staff parking occurs offsite; and (ii) includes a program to monitor the effectiveness of this strategy | Section 6 |
| Condition B3 | Addressed in |
| Prior to the commencement of operation, the Applicant must; prepare and submit to the Department a parking layout plan providing 12 parking spaces on site in accordance with the latest version of AS 2890. ¹ | Section 2.5.2 & Appendix B |
| Condition B4 | Addressed in |
| (a) Internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are constructed and maintained in accordance with the latest version of AS 2890.1 and AS 2890.2; | Section 2.5, Appendix B, C & D |
| (b) The swept path of the longest vehicle entering and exiting the site, as well as manoeuvrability through the site, is in accordance with the relevant AUSTROADS guidelines; | Appendix C & D |
| (c) the Development does not result in any vehicles queuing on the public road network, including Hearne Street; | Section 3.2 |
| (d) heavy vehicle and bins associated with the Development are not parked on local roads or footpaths in the vicinity of the site; | Section 2.2 |
| (e) all vehicles are wholly contained on site before being required to stop; | Section 3.2 & 4.2 |
| (f) all loading and unloading of materials is carried out on-site; | Section 2.2 & 2.3 |
| (g) all trucks entering or leaving the site with loads have their loads covered and do not track dirt onto the public road network; and | Appendix F |
| (h) the proposed turning areas are kept clear of any obstacles, including parked cars, at all times. | Appendix C |
| Condition B45 | Addressed in |
| The applicant must install and operate equipment in line with best practice to ensure that the Development complies with all load limit, air quality criteria and air quality monitoring requirements as specified in the EPL for the site. | OEMP |
| Condition C6 | Addressed in |
| (a) detailed baseline data | Section 2.4 & Appendix A |
| (b) a description of: (i) the relevant statutory requirements (including any relevant approval, license or lease conditions); (ii) any relevant limits or performance measures/criteria; and (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the Development or any management measures; | Section 1.1 & OEMP |
| (c) a description of the management measures that would be implemented to comply with the relevant statutory requirements, limits or performance measures/criteria; | OEMP |
| (d) a program to monitor and report on the: | Section 5 |

¹ A modification to SSD 7421 was submitted (SSD 7421 Mod-1) to change the operational requirements of the site and reduce the on-site parking provision to 11 parking spaces which was approved in May 2019.

| | |
|---|-------------|
| (i) impacts and environmental performance of the Development; and (iii) effectiveness of any management measures (see (c) above); | |
| (e) a contingency plan to manage any unpredicted impacts and their consequences; | Section 3.2 |
| (f) a program to investigate and implement ways to improve the environment performance of the Development over time; | OEMP |
| (g) a protocol for managing and reporting any: (i) incidents; (ii) complaints (iii) non-compliance with statutory requirements; and (iv) exceedances of the impact assessment criteria and/or performance criteria; and | Section 5 |
| (h) a protocol for periodic review of the plan. | Section 5.2 |

1.2 Purpose of this OTMP

It is the intent of this OTMP to outline the long-term operation and management of the site and associated service vehicle facilities. In particular, this OTMP relates to management of access and parking arrangements of heavy vehicles and employees at the facility.

It recognises that management measures presented in this report may need to adapt to changing circumstances. This OTMP may be varied from time to time in order to account for changes to the site, altered traffic conditions and/or on-site or off-site operational imperatives. However, any changes to this OTMP shall be subject to approval from the Operator. In addition, some changes may require approval from relevant consent authorities.

1.3 Consultation with Council

During the preparation of this OTMP, Georges River Council was consulted for any additional aspects which required further assessment. Council requested that the comments as provided in Table 1.2 be addressed by the OTMP. Table 1.2 lists the sections of the report which address Council's comments.

Table 1.2: Georges River Council Consultation

| Comment made by Council | Addressed in |
|---|-------------------|
| <ul style="list-style-type: none"> Any damage caused to private or public property is the responsibility of the developer/owner. The developer must ensure that trucks accessing the site have clearance to do so without damaging public or private property. | Appendix E |
| <ul style="list-style-type: none"> That all loading and unloading activity must take place on site. | Section 2.2 & 2.3 |
| <ul style="list-style-type: none"> Queuing on Council's public road by the development's vehicles or caused by the development's vehicles will not be tolerate. | Section 3.2 |
| <ul style="list-style-type: none"> Ensure that the route nominated in the OTMP can carry out the load of the heaviest and largest truck as selected in your OTMP including the intersections along the nominated route. | Section 4.4 |
| <ul style="list-style-type: none"> All road rules must be adhered to at all times. | Appendix F |
| <ul style="list-style-type: none"> Pedestrian and motorists safety must never be compromised and their safety is ensured at all times. | Appendix F |

2 Facility Description

2.1 Site Location

The Facility as managed under this OEMP includes a resource recovery facility for non-putrescible general solid waste, as well as associated use of car parking, a site office and amenities building use.

The Facility covers an area of 0.76 hectares and is situated in the Peakhurst Industrial Area within the Georges River Council local government area.

Land uses surrounding the Facility are predominantly industrial and include manufacturing, automotive services, printing and supply services. Hurstville golf course is located approximately 450 metres south of the Facility. Dairy Creek is the nearest watercourse to the Facility, located approximately 850 metres to the south east of the Facility. The nearest residential receivers to the Facility are located approximately 200 metres south east of the Facility along Barry Avenue, and 250 metres to the east on Boundary Road. Funhouse Adventure Play and Party Centre for children is located approximately 250 metres south east of the Facility.

Access to the site is from Hearne Street, Mortdale. This is a two-lane street that connects Barry Avenue in the south to Boundary Road to the north. The surrounding arterial road network (including Forest Road, King Georges Road and M5) is serviced from the site via Boundary Road. A location map is provided in Figure 2.1.

Figure 2.1: Site Location



2.3 Activity Methodology

Waste processing at the Facility consists of screening incoming material into various size fractions, before being sent on for further resource recovery at a different facility downstream in the Bingo network.

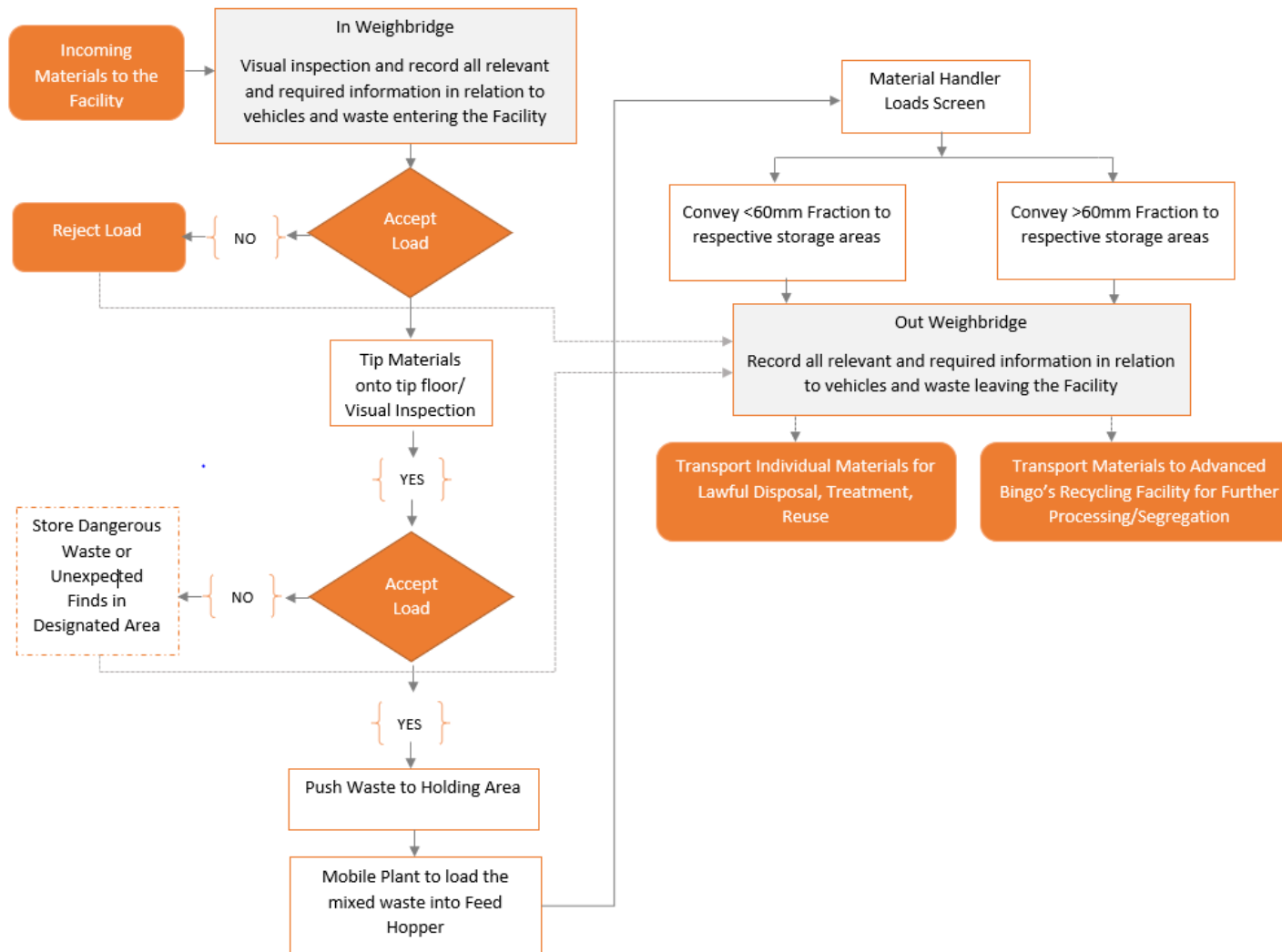
Operations at the Facility are performed largely within a purpose-built building (building). All material unloading, handling, storage, processing and loading activities are performed within this building, with only material transport being performed external to the building.

The following dot points list the operational process of waste sorting and screening to be undertaken under the Development Consent:

- Mixed waste would be delivered from an entrance located on the south west elevation of the building
- Waste would be tipped onto an expanded tip floor, which would allow for two vehicles to tip at one time
- Waste would be inspected. Eligible waste to be accepted would be loaded into a feed hopper using mobile plant.
- Any non-conforming waste would be separated and stored in a designated storage bay until it can be removed in accordance with the current approval. Any large items of steel, timber, and oversized concrete would be separated and stored in a designated storage bay
- Waste would be fed through the hopper and onto a screener which separates waste into two fraction sizes: <60mm soils and rubble; and >60mm soil, rubble and other products. Other materials including oversized concrete, timber and steel would also be recovered in this step
- The two material streams are then sent by conveyors to the respective storage areas until it is loaded into an outbound truck using mobile plant.

Figure 3 2 details the processing flow of waste material as it enters the Facility, is processed, stored and sent on for further processing and resource recovery.

Figure 2.3: Material Process Flowchart



2.4 Site Operational Hours

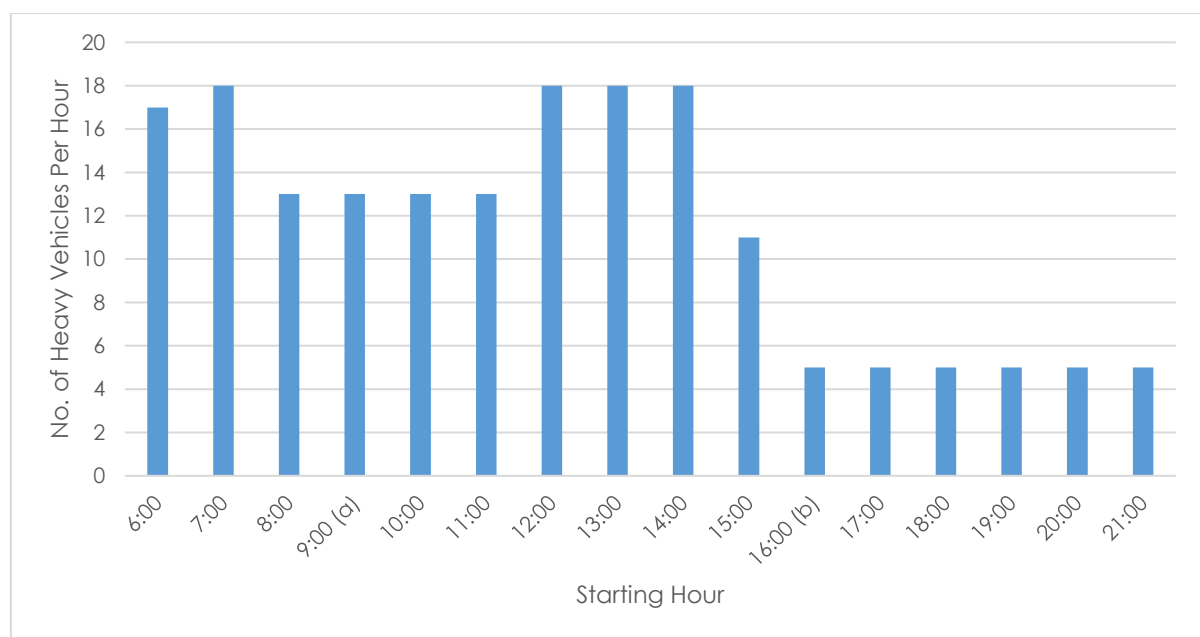
According to the Development Consent conditions issued by the Minister for Planning, operation hours of work are between 6:00am and 10:00pm Monday to Saturday, with no operation permitted on Sundays or Public Holidays.

2.5 Heavy Vehicle Trip Generation

The RFF will generate 182 heavy vehicles on a daily basis (i.e. 364 vehicle movements), and 18 heavy vehicles during the peak period of site operation. In the AM and PM road network peaks, the site will be expected to generate 13 heavy vehicles per hour and 5 heavy vehicles per hour respectively.

The detailed hourly traffic generation profile for waste deliveries and collections is provided in Appendix A while a summary of the heavy vehicle trip generation is presented in Figure 2.4.

Figure 2.4: Heavy Vehicle Trip Generation



(a) AM road network peak period
(b) PM road network peak period.

2.6 Site Access and Car Park Layout

2.6.1 Access Arrangement

The access driveway will provide two-way traffic flow into and out of the site. Traffic movements will be supervised by site personnel who will be stationed at the driveway.

Sight lines for drivers exiting the driveway will not be obstructed by objects at the site access and within the road verge adjacent to the driveway. Therefore, adequate visibility for drivers accessing the site and on the public road will be maintained.

Internal to the site, driver sight lines will also be adequately maintained by permitting no obstructions within the main areas of the site, including stacking areas, tip floor and bulk loadout areas, and all internal roads. Heavy vehicle stacking will be permitted only in designated spaces which will be delineated by linemarking.

Internal road and ramp grades comply with the maximum slopes as stipulated in Australian Standard (AS) 2890.2 for vehicles ranging in size from Small Rigid Vehicles to Articulated Vehicles. Generally, grades across the site are relatively flat which further ensure maximum driver sight lines on-site.

2.6.2 Car Park Layout

As approved by the modification to the SSD application (SSD 7421 Mod-1), a total of 11 car parking spaces has been provided on-site adjacent to the site access driveway. Parking spaces will be provided as Class 1A parking (employee parking) in accordance with Australian Standards (AS) 2890.1 which stipulates minimum parking dimensions as follows:

- Width of 2.4m;
- Length of 5.4m; and
- Aisle width of 5.8m.

The car park layout at the RRF will be provided in-line with the following dimensions:

- Width of 2.5m;
- Length of 5.5m; and
- Aisle width of 8.2m (minimum) adjacent to parking spaces.

A review of the car park layout compliance is contained in Appendix B.

2.7 Light Vehicle Trip Generation

A total of 11 car parking spaces will be provided on-site. On average, each parking space will generate two trips per day (one inbound and one outbound movement). On this basis, there will be in the order of 22 car trips generated by employees and visitors travelling to the RRF.

At all times, staff must give-way to heavy vehicles. Overall, the RRF will generate a low number of car trips, which will not conflict with heavy vehicle movements along at the site access.

2.8 Heavy Vehicle Types

The composition of vehicles delivering and collecting waste from the RRF will be as follows:

Vehicles delivering waste to site

- Small vans/ute
- Medium Rigid Vehicles (MRV) (up to 8.8m)
- Heavy Rigid Vehicles (HRV) (up to 12.5m)
- 19m semi-trailer articulated vehicle (AV)
- 19m Truck-and-dog articulated vehicle (AV)

Vehicles removing waste from site

- 19m semi-trailer articulated vehicle (AV)
- 19m Truck-and-dog articulated vehicle (AV)

3 Traffic Implications

3.1 Vehicle Frequency

A summary of the trip generation estimates for heavy vehicles is presented in Table 3.1.

Table 3.1 Trip Generation

| Starting Hour | No. of Heavy Vehicles |
|--|-----------------------|
| 6:00 | 17 |
| 7:00 | 18 |
| 8:00 | 13 |
| 9:00 (AM road network peak period) | 13 |
| 10:00 | 13 |
| 11:00 | 13 |
| 12:00 | 18 |
| 13:00 | 18 |
| 14:00 | 18 |
| 15:00 | 11 |
| 16:00 (PM road network peak period) | 5 |
| 17:00 | 5 |
| 18:00 | 5 |
| 19:00 | 5 |
| 20:00 | 5 |
| 21:00 | 5 |
| Daily Trip Generation | 182 |

During operation, the RRF will generate in the order of 13 heavy vehicles in the morning peak period and 5 heavy vehicles in the afternoon peak period. Each vehicle generates two trips, namely, one inbound movement plus one outbound movement. Therefore, there will be 26 and 10 heavy vehicle two-way trips in the morning peak period and afternoon peak period respectively.

The Site Operator will utilise its own fleet or pre-organised sub-contractors to transport waste to and from the site. Therefore, the Site Operator will be able to prioritise heavy vehicles outside of peak operation and road network peak periods.

3.2 Vehicle Stacking Analysis

An assessment of potential queuing has been undertaken to determine whether there is suitable queuing capacity internal to the RRF site thereby ensuring queuing will not extend onto the adjacent road network as well as truck manoeuvring within the site.

The vehicle stacking analysis factors in two components, namely;

1. The time which a vehicle spends on-site carrying out waste delivery/ collection activities, also known as the vehicle turnaround time, and
2. The number of stacking spaces available on-site.

3.2.1 Truck Turnaround Time

The typical turnaround time for a heavy vehicle at the RRF will be in the order of 17 minutes on average. As a contingency plan, a 'worst-case' scenario has also been assessed where the turnaround time is 25 minutes per vehicle. The contingency represents the site conditions in the event of an unpredicted incident, for example, a heavy vehicle or machinery breakdown.

3.2.2 Available Stacking Spaces

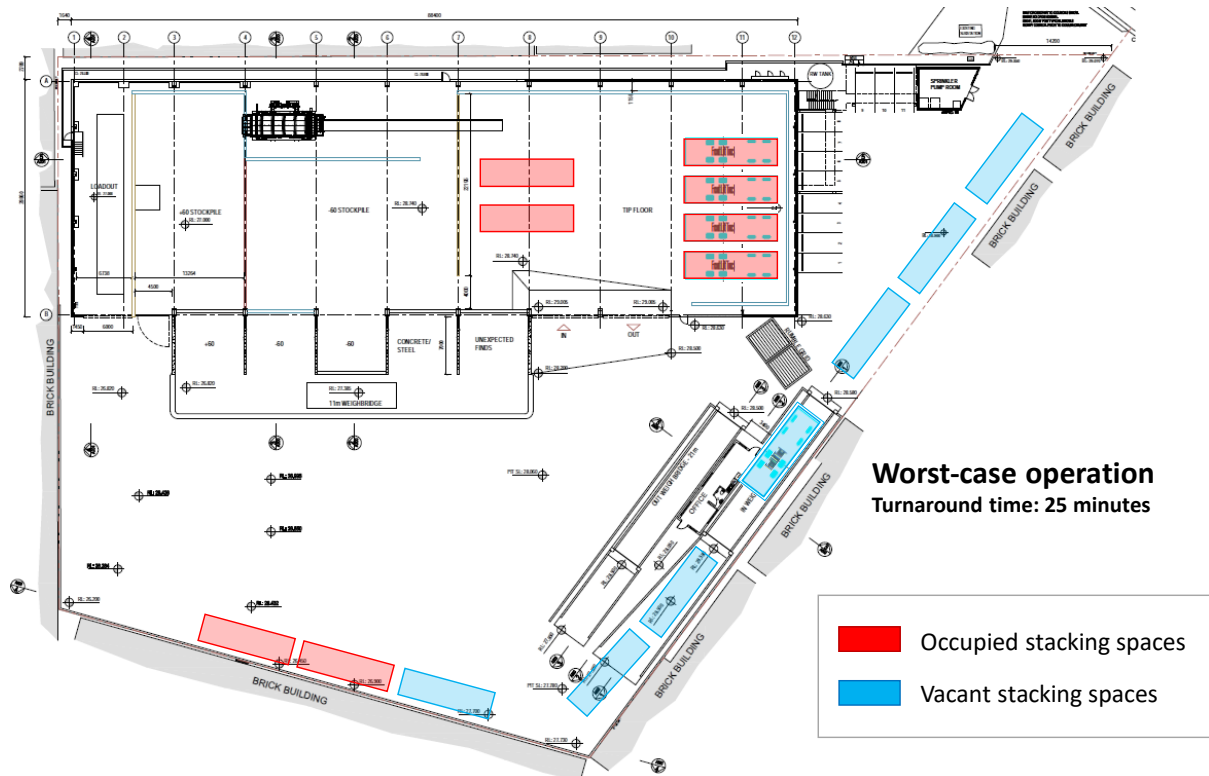
A stacking plan designed to accommodate the peak number of vehicles has been developed. A total of 15 stacking spaces will be available on-site.

3.2.3 Stacking Capacity Analysis

Based on a turnaround time of 17 minutes, each stacking space could accommodate 3.5 vehicles in one hour (60 minutes / 17 minutes). Therefore, during any hour of operation across the day the available stacking arrangement could accommodate the turn-over of 52 heavy vehicles (3.5 trucks x 15 spaces).

The available stacking spaces within the site will be able to adequately store the 18 heavy vehicles which are expected to arrive during peak site operation (Figure 2.4). These 18 heavy vehicles could be accommodated across only six stacking spaces, leaving nine stacking spaces vacant as shown in Figure 3.1.

Figure 3.2: Utilisation of Stacking Spaces – Worst-Case Operation



Under typical and worst-case stacking scenarios, there will be more than sufficient space on-site to accommodate heavy vehicles during peak periods. Peak operations represent only part of the full-day operation, therefore for the majority of the day, heavy vehicle volumes will be less than assessed above.

3.2.4 On-site Stacking and Manoeuvrability

A swept path analysis has been undertaken to assess whether heavy vehicles can stack within the premises without impeding turning movements of other vehicles on-site. The analysis shows that access to all processing areas within the RRF will be available to delivery and collection vehicles whilst heavy vehicles stack on-site.

Therefore, there will be no impedance caused by stacked heavy vehicles on the manoeuvrability of delivery and collection vehicles concurrently. Swept path and stacking plans have been included in Appendix C of this plan.

4 Operational Traffic Management

4.1 Risk Identification

Risks that have been identified based on the assessment presented in Section 3 are as follows:

- Queuing of heavy vehicles beyond the site boundary
- Conflict between heavy vehicles entering the site and heavy vehicles exiting the site
- Heavy vehicles using non-preferred routes, which may impact traffic noise and congestion on the surrounding road network especially on local roads.

This Section discusses the proposed traffic measures to manage the identified risks.

4.2 Stacking Arrangement

Based on the analysis presented in Section 3.2, the proposed on-site stacking arrangement will be sufficient to accommodate the number of trucks expected to access the RRF during the busiest period of site operation. Vehicles will be contained wholly within the site without queueing into Hearne Street and without impeding other turning movements on-site.

The stacking arrangement will adequately accommodate heavy vehicles in both typical and worst-case scenarios as assessed in Section 3.2.3 specifically.

Swept path and stacking plans have been included in Appendix C of this report.

4.3 Site Management Plan

Management of vehicles entering/leaving, and the stacking of vehicles will be overseen by site personnel at the weighbridge, within the yard and at the site access. Heavy vehicles accessing the site will be supervised at every stage of the waste delivery/ collection process, as follows:

- Entering the site from Hearne Street, a traffic controller (site personnel) will supervise turning movements in/out of the driveway and any potential access conflicts between large trucks.
- Whilst on the weighbridge, the Weighbridge Operator will instruct drivers where to stop for an accurate recording of truck mass and provide direction on when to proceed towards the stacking spaces.
- Whilst stacking, site personnel will usher drivers to the first available space to queue. When the tip floor or bulk loadout area is ready to accept the next vehicle, the site personnel will instruct the driver to proceed to the relevant area.
- When within the site shed/ tip floor, site personnel will advise drivers when to reverse towards the pit to unload waste or, when accessing the bulk loadout area, to collect waste.

- When leaving the site, drivers will proceed to the outbound weighbridge or directly to the exit (if weighed out earlier at storage bays or bulk loadout area) which will be supervised by site personnel.

Signage at the ingress will instruct drivers to keep left and travel through the site at a speed limit of 5 km/h, while signage at the egress will instruct drivers that only a left-out turn is permitted onto Hearne Street. The traffic controller (site personnel) will prioritise ingress movements above egress movements to ensure queuing on Hearne Street does not occur.

The traffic controller will be in radio contact with Bingo Fleet Allocators located at Bingo Head Quarters. Fleet Allocators can see the location of Bingo vehicles within the road network at all times and have the ability to re-assign Bingo vehicles amongst its sites in real-time. As shown in Figure 3.2, stacked vehicles will not extend beyond the inbound weighbridge in the worst-case scenario. Notwithstanding this, if the row of stacked vehicles extends beyond the inbound weighbridge the traffic controller will inform Fleet Allocators to re-assign Bingo trucks to other sites. Fleet Allocators are in constant radio contact with the drivers of Bingo vehicles and therefore can respond immediately to any given instruction.

A Traffic Control Plan for the site access is provided in Appendix D. A swept path analysis of heavy vehicle ingress and egress movements at the site access is contained in Appendix E.

4.4 Haul Routes

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

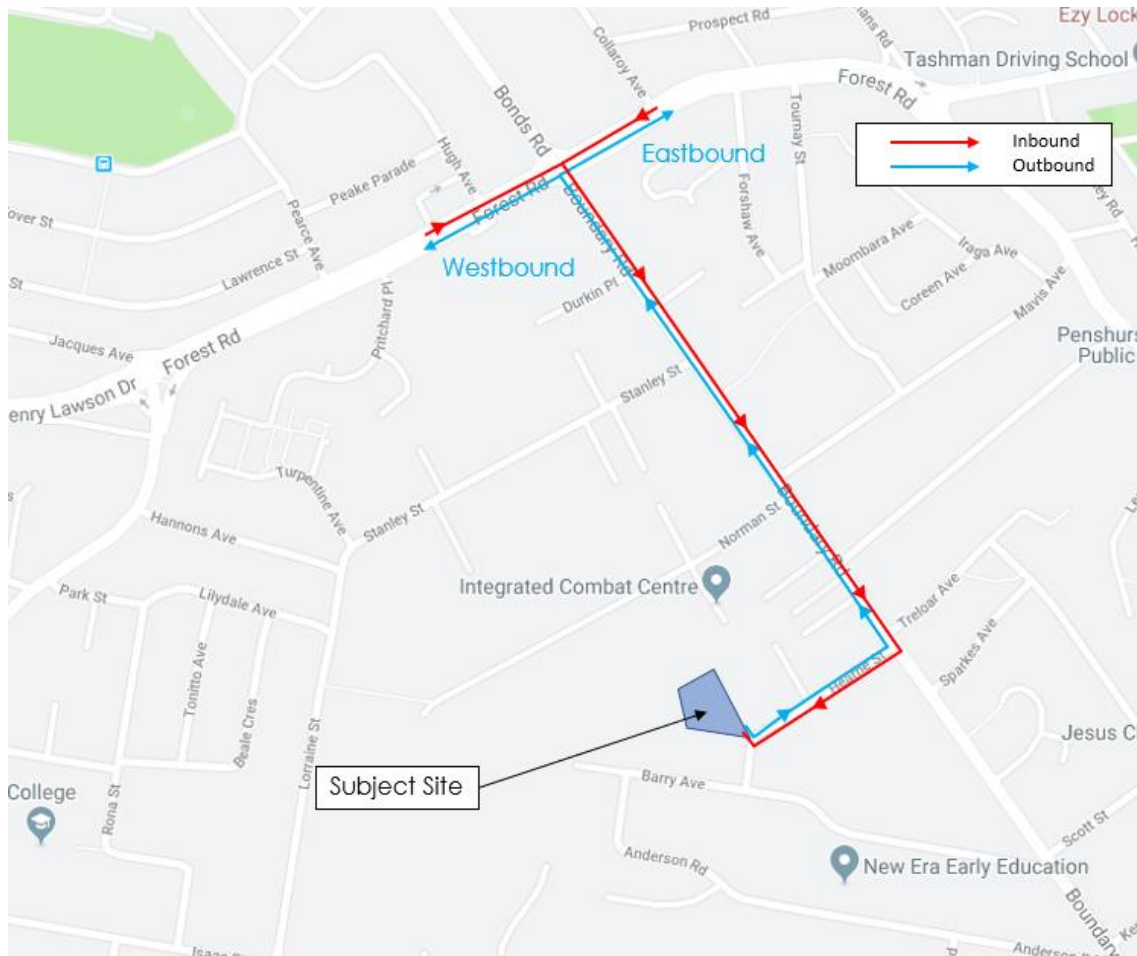
- Approach Route: head south on Boundary Road, turn right onto Hearne Street before turning right into the site.
- Departure Route: turn left onto Hearne Street when exiting the site, then turn left onto Boundary Road in the northbound direction. Turn left or right at Forest Road to head westbound or eastbound, respectively.

The abovementioned routes are approved for 19m semi-trailer articulated vehicles and 19m truck-and-dog vehicles of General Mass Limit (GML) which will be used to transport material to/from the Facility. GML vehicles have unrestricted access to the road system. Travelling to/from the subject site via Barry Avenue will be strictly prohibited for all heavy vehicles under any circumstance.

The prescribed haul routes will be communicated to all heavy vehicle operators through the Driver Code of Conduct which will be read and signed by all heavy vehicle operators accessing the RRF. The Driver Code of Conduct will be provided electronically by the Site Operator to all heavy vehicle sub-contractors.

The designated haulage routes are shown in Figure 4.1.

Figure 4.1: Haul Routes



4.5 Traffic Management Plan

Traffic movements at the site will be managed by implementing the following controls:

- A Left Arrow Only sign will be erected at the site access to instruct all drivers exiting the site to turn left onto Hearne Street. As currently practiced, drivers will be informed of the approved haul routes to the site as part of the site induction and via the Driver Code of Conduct. Emphasis will be placed on the routes via Hearne Street to/from the north, and that access via Barry Avenue is not permitted.
- Site personnel will be stationed at the site access driveway during site operation to supervise and manage traffic movements on the driveway and Hearne Street near the site access. The site personnel will instruct all heavy vehicles exiting the site to turn left onto Hearne Street.

Site personnel at the driveway access will communicate with other staff members via hand-held two-way radio. In the event of a traffic situation, real-time communication will allow site operators to attend to the issue immediately and resolve the problem as quickly as possible.

The site personnel will also oversee general driver behaviour including any drivers disobeying instructions to avoid travelling to/ from the site via Barry Avenue.

4.6 Drivers Code of Conduct Framework

The key role of the Driver's Code of Conduct is to ensure safety of drivers, Site Personnel and road users on the public road. The Driver Code of Conduct outlines the behaviour required of drivers when travelling to and from the site.

This section provides a framework of the Driver Code of Conduct noting that the document has been included in Appendix F.

The Driver Code of Conduct includes the following information:

- Noise Emission Control – Drivers are to be instructed to use horn and compression braking only when essential in order to minimise the noise impact.
- Covering Loads – Drivers should ensure that loads are covered properly for the duration of the trip to and from the site. Drivers should ensure that all loose debris from the vehicle body and wheels are removed prior to leaving the site.
- Vehicle Departure and Arrival – Drivers will be required to use the nominated routes to and from the site. Drivers should adhere to the agreed waste delivery schedule as determined by the Customer Service and Allocations Team at the Bingo Head Office.
- Driver Qualification – Drivers should notify their employer immediately if there is any change on the status or condition of their driver's license. Drivers must commit to training if and as required.
- Vehicle Road Worthiness – All service vehicles must be maintained in a safe and roadworthy condition compliant with related Australian Vehicle Standards, Australian Design Rules and other vehicle regulatory requirements. No driver shall be allowed to drive a mechanically unsafe vehicle at any time.

4.7 Work Health and Safety

Safety requirements for site personnel and employees include the following:

- In the event of an accident occurring on site, the Site Supervisor is to be notified immediately;
- In the event of an emergency, the Site Supervisor will work with the service provider to ensure that adequate response occurs;
- All persons must wear high-visibility vests/clothing and enclosed footwear (no thongs, sandals or open-toed shoes);
- No person is to work while under the influence of drugs or alcohol; and
- All drivers must drive at a speed no greater than 5 km/h within the site.

5 Monitoring Program

The following monitoring program shall be implemented to ensure that the OTMP and Driver Code of Conduct perform effectively and achieve the objectives set out in this OTMP.

5.1 Implementation of OTMP and Driver Code of Conduct

The OTMP and Driver Code of Conduct shall be included with all new site inductions for heavy vehicle operators regularly accessing the site. One-off truck delivery drivers must agree to abide by the Driver Code of Conduct by having read and signed the Code. An information pack, including the Driver Code of Conduct, will be provided by email to sub-contractors prior to visiting the site.

Prior to site entry for heavy vehicle operators, all drivers shall be provided with a copy of the Driver Code of Conduct. It is intended that all heavy vehicle drivers will have signed the Driver Code of Conduct declaration and agreed to be bound by its behavioural requirements before entering the site.

A copy of the Code has been included in Appendix F of this report.

5.2 Complaints and Compliments Register

A complaints and compliments register detailing matters such as driver behaviour and heavy vehicle related noise issues shall be developed and maintained. The Site Supervisor must ensure complaints concerning driver behaviour are added to the register.

Positive and negative feedback shall be documented using a Customer, Community and Stakeholder Complaint/ Compliment Form. The Site Operator shall gather as much information as possible which will allow them to take appropriate action. Appropriate action may include:

- Arranging a meeting to discuss and/or resolve issues
- Calling the customer, member of community or stakeholder to acknowledge feedback
- Writing a letter responding to the feedback.

Drivers shall also be provided the opportunity to give feedback on the implementation of the Driver Code of Conduct and other measures which could be considered for implementation into the Code.

5.3 Hazards and Incidents Register

A hazards and incidents register relating to safety, environment and process during the construction phase shall be maintained by the Site Operator as part of the Site Work, Health and Safety (WHS) Management Plan.

The Site WHS Management Plan shall detail the responsibilities specific to all stakeholders involved in the operation of the RRF, including:

- Bingo, as the Site Operator
- General Manager Resource Recovery NSW
- Site Supervisor
- Safety and Quality Manager
- Workers, sub-contractors and visitors.

5.3.1 Hazard Reporting

Hazards are to be either addressed by the worker who first observes it, or if that is not reasonably practicable and safe, then it must be reported to the Operations Manager or Site Supervisor. This shall apply to all workers including sub-contractors.

5.3.2 Injury Reporting

All injuries are to be reported in the incident management system within 24 hours of the injury and, where required, it shall be accompanied by a completed Incident Report Form.

5.3.3 Near Miss/ Damage and Environmental Incident Reporting

As soon as is reasonably practicable an Incident Report Form shall be submitted to the WHS Team for any near miss, damage or environmental incidents. The Safety, Environment and Quality (SEQ) Team and Site Supervisor shall then deal with all matters accordingly.

The Complaints and Compliments register, and Hazards and Incidents register shall be reviewed in accordance with incident management procedures to determine if any issues are arising from the implementation of the OTMP and Driver Code of Conduct.

6 Employee Transport Plan

6.1 Role of the Transport Plan

The purpose of the Employee Transport Plan is to encapsulate a strategy for managing travel demand that embraces sustainable transport principles. In its simplest form, the Employee Transport Plan will encourage use of transport modes with a low environmental impact such as public transport, carpooling, walking and cycling. A Travel Plan Coordinator or member of staff would be responsible for the management of the Plan.

6.2 On-site Parking Provision

As detailed in Section 2.6.2, a total of 11 car parking spaces will be provided on-site.

There will be on average of eight employees on-site and a maximum of 10 employees at any one time. One parking space will be allocated for visitor parking. Therefore, parking provision of 11 car parking spaces will adequately accommodate employee and visitor parking on-site. Parking on-street will not be permitted nor will it be required.

Notwithstanding this, use of sustainable transport will be encouraged amongst employees.

6.3 Existing Transport Context

The RRF is located approximately 2 km (25-minute walk) away from the nearest train station that is Mortdale train station. The nearest bus stop is located 250m (3-minute walk) away from the site on Boundary Road. Bus route 945 provides services between Mortdale train station and the site every 15 minutes during peak periods.

6.4 Pedestrian and Cycling Infrastructure

The site is accessible by walking and cycling, with a pedestrian footpath located on the east side of Hearne and mixed-traffic cycle routes on surrounding streets. The footpath extends from opposite the site access towards bus stops located on Boundary Road and beyond. On-road cycling is permitted on local streets and in the shoulder lane of busier streets, such as Boundary Road.

6.5 Methods of Encouraging Modal Shift

The following may be implemented by the Site Operator to encourage more sustainable travel to work:

- Public transport:
 - Provide service timetable and route map for the 945 bus service on noticeboards in the workplace where they will be visible to all employees (e.g. staff lunch room).

- Consider provision of pre-loaded Opal cards during staff induction to influence their travel pattern from day one.
- Carpooling:
 - Senior Management can help match employees living in the same area to travel together to/from work. Given there will be a small group of employees at the facility, it may be acceptable to display a map of the general travel routes which staff use on the way to/from work to encourage carpooling.
- Walking and cycling:
 - Implement a '10,000 steps per day initiative'. Employees who have achieved the 10,000 step goal over a set period could be rewarded.
 - Provide secure bike storage facilities and end-of-trip facilities for staff use.

6.6 Monitoring the Plan

Monitoring of the Employee Transport Plan will be undertaken to ensure staff are continually informed of sustainable transport options for travelling to/ from work and encouraged to adopt more sustainable methods of travel. The monitoring of the Plan will require a travel survey of staff to be undertaken with a focus to establish travel patterns and mode share of trips to and from the site.

It will also be necessary to investigate feedback from employees to ensure that the Employee Transport Plan is achievable.

For the Plan to be successful, it is key to establish the following:

- Communication – good communications is necessary to promote health, environmental and economic benefits of sustainable transport and provide information about the alternatives to driving alone.
- Commitment – the Plan involves changing established habits or providing the motivation for people in new developments to choose a travel mode other than private car use. To achieve cooperation, incentives or rewards for changing travel behaviour may be necessary.
- Building consensus – it will be necessary to obtain broad support for the introduction of the Plan from employees.

Once the Plan is adopted, it is essential to maintain interest in the scheme. Each new initiative in the Plan will need to be publicised within the workplace.

Any changes to mode shifts, and staff achievements and rewards will be recognised by the company and communicated with employees on a reoccurring basis, for example at quarterly workplace meetings.

Appendix A

Detailed Traffic Generation Profile

Resource Recycling Facility Traffic Generation

| | Average Hourly Vehicles | | | | | | |
|----------------------|-------------------------|-----|---------------------|---------------------|----------------|-------------------------|--|
| Starting Hour | Deliveries | | Collections | | Total Vehicles | Total Two-way Movements | |
| | Utes to HRV | AVs | AVs in Bulk Loadout | AVs in Storage Bays | | | |
| 6:00 | 12 | | | 5 | 17 | 34 | |
| 7:00 | 13 | | | 5 | 18 | 36 | |
| 8:00 | 13 | | | | 13 | 26 | |
| 9:00 ^(a) | 13 | | | | 13 | 26 | |
| 10:00 | 13 | | | | 13 | 26 | |
| 11:00 | 13 | | | | 13 | 26 | |
| 12:00 | 12 | 1 | | 5 | 18 | 36 | |
| 13:00 | 12 | 1 | | 5 | 18 | 36 | |
| 14:00 | 12 | 1 | | 5 | 18 | 36 | |
| 15:00 | | 1 | 5 | 5 | 11 | 22 | |
| 16:00 ^(b) | | | 5 | | 5 | 10 | |
| 17:00 | | | 5 | | 5 | 10 | |
| 18:00 | | | 5 | | 5 | 10 | |
| 19:00 | | | 5 | | 5 | 10 | |
| 20:00 | | | 5 | | 5 | 10 | |
| 21:00 | | | 5 | | 5 | 10 | |
| Total | 113 | 4 | 35 | 30 | 182 | 364 | |

Notes:

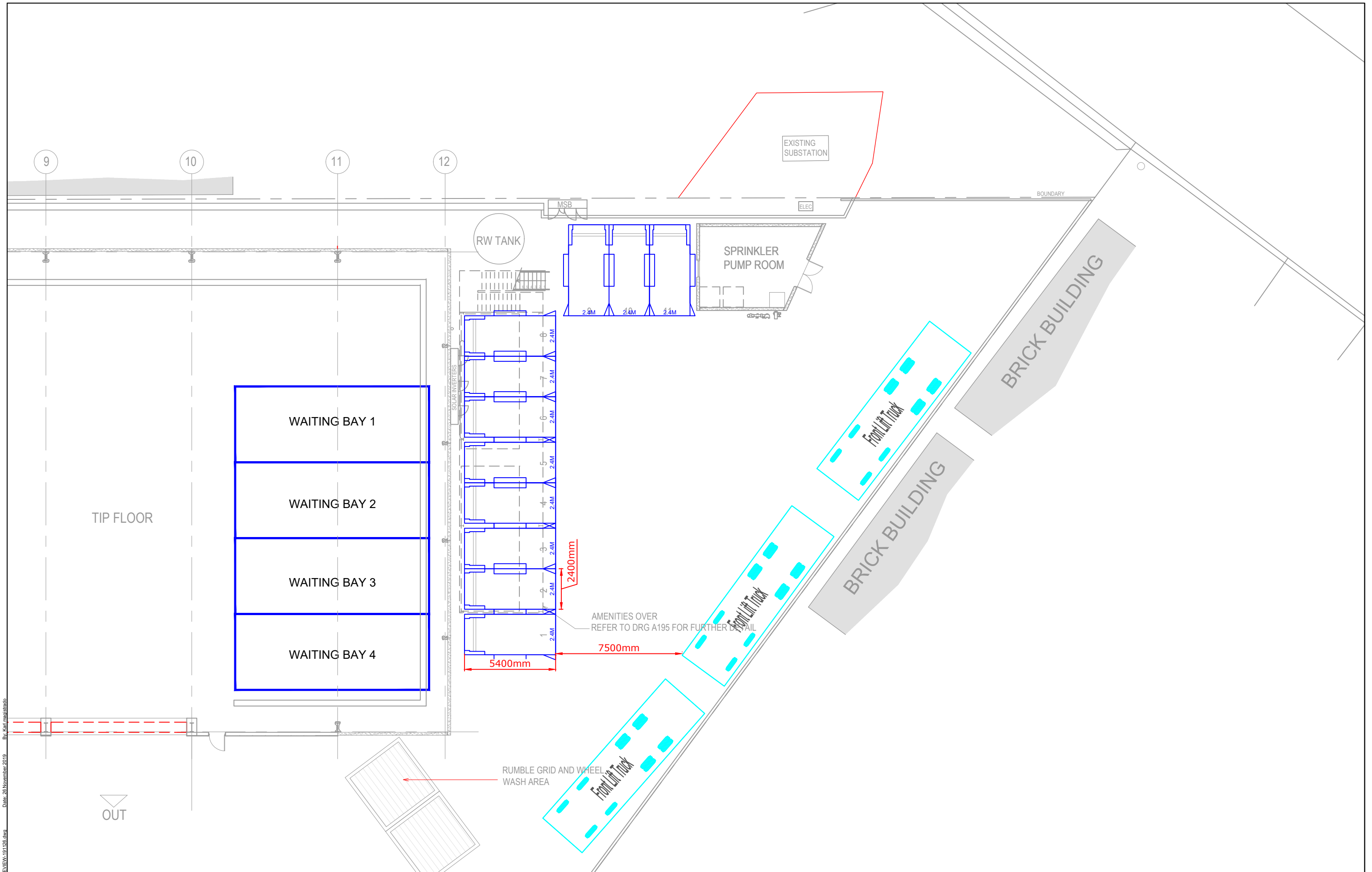
(a) Road network AM Peak Hour

(b) Road network PM Peak Hour

Source: 20 Hearne Street, Mortdale Transport Impact Assessment prepared by The Transport Planning Partnership; version Final 01, document dated 22/02/2019.

Appendix B

Car Park Compliance Review



| REV. | DESCRIPTION | DRAWN | CHECK | APP'D | DATE |
|------|----------------------|-------|-------|-------|----------|
| A | ISSUE FOR DISCUSSION | LM | SB | WJ | 26/11/19 |
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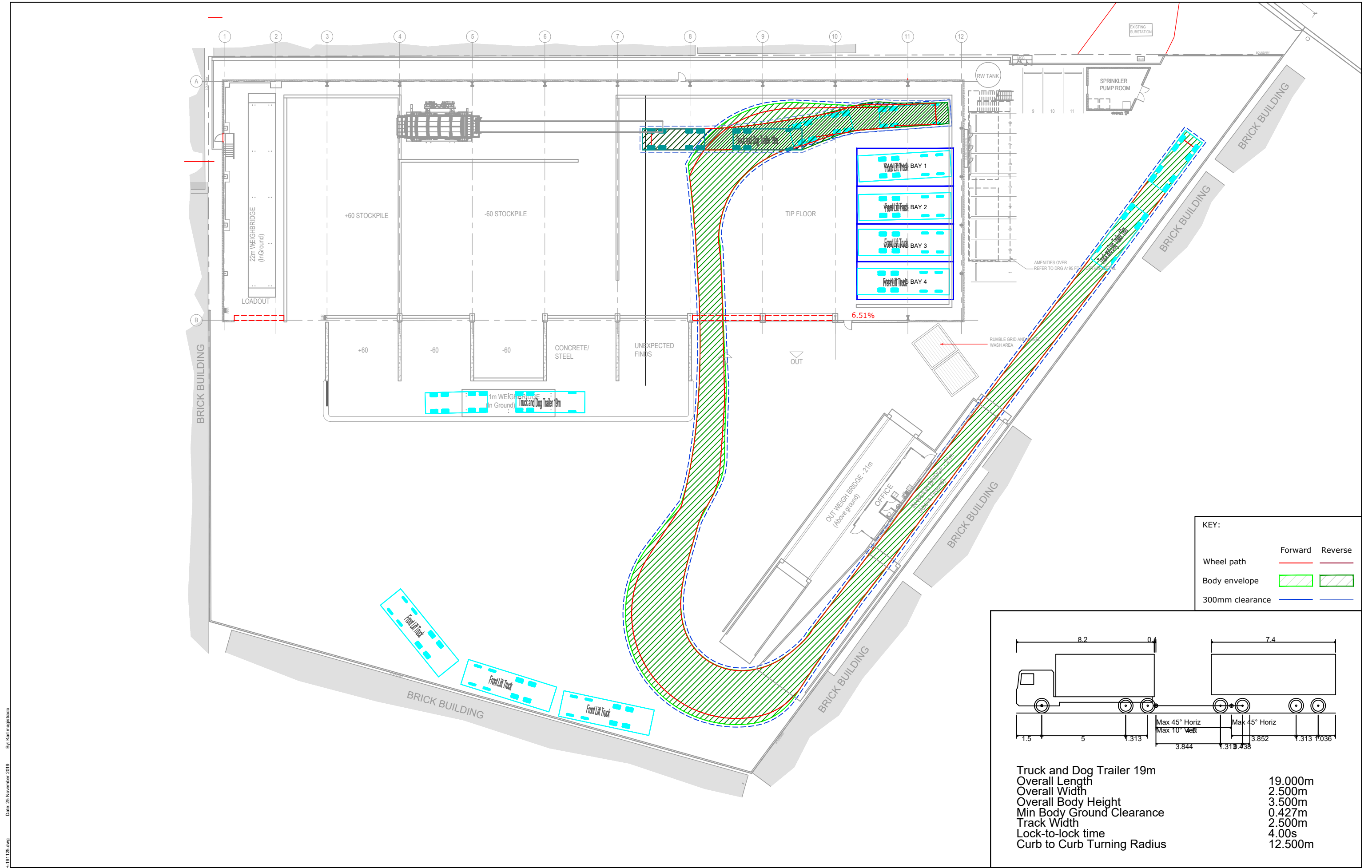


| | |
|---------|-----------------|
| PROJECT | BINGO MORTDALE |
| TITLE | CAR PARK REVIEW |

| | |
|-------------|------------------|
| DWG No. | 16222CAD012 |
| FIGURE 1 | |
| DATE STAMP | 26 NOVEMBER 2019 |
| PROJECT No. | 16222 |
| SCALE | 1:400 @ A3 |
| REV. | A |

Appendix C

On-site Stacking and Swept Path Plans

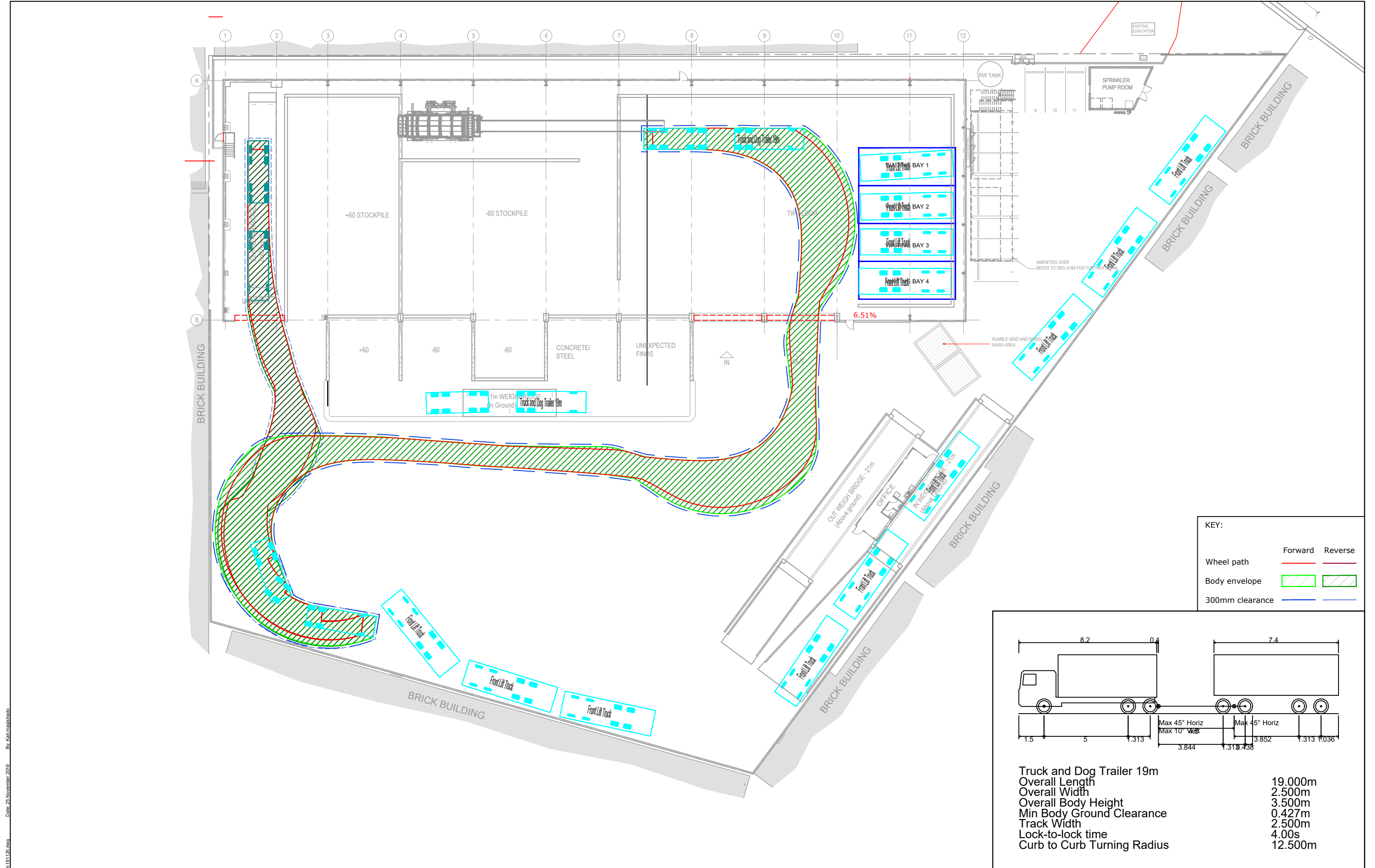


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|------|----------------------|-------|-------|-------|----------|
| A | ISSUE FOR DISCUSSION | KM | SB | WJ | 25/11/19 |
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|---------|---|--|
| PROJECT | BINGO MORTDALE | |
| TITLE | 19m TRUCK & DOG TRAILER VEHICLE SWEEP PATH ANALYSIS INBOUND WEIGHBRIDGE - DROP/ TIP AREA | |

| | | |
|-------------|------------------|------|
| DWG No. | 16222CAD008 | |
| | FIGURE 1 | |
| DATE STAMP | 25 NOVEMBER 2019 | |
| PROJECT No. | SCALE | REV. |
| 16222 | 1:400 @ A3 | A |

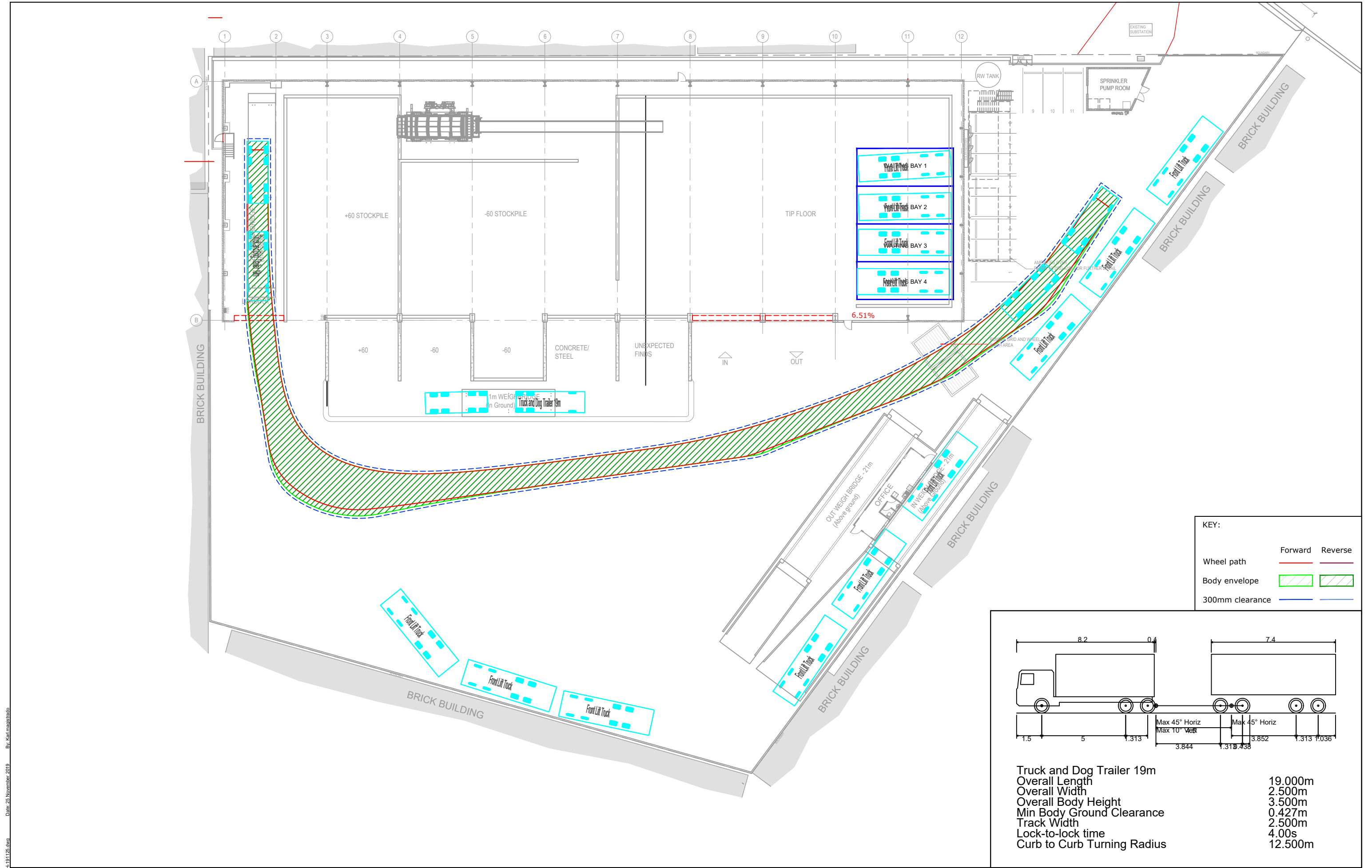


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| A | ISSUE FOR DISCUSSION | KM | SB | WJ | 25/11/19 |
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|---------|---|--|
| PROJECT | BINGO MORTDALE | |
| TITLE | 19m TRUCK & DOG TRAILER VEHICLE SWEEP PATH ANALYSIS DROP/ TIP AREA - BUNKER AREA | |

| | | |
|-------------|-------------------------|------|
| DWG No. | 16222CAD008 FIGURE 2 | |
| DATE STAMP | 25 NOVEMBER 2019 | |
| PROJECT No. | SCALE | REV. |
| 16222 | 1:400 @ A3 | A |

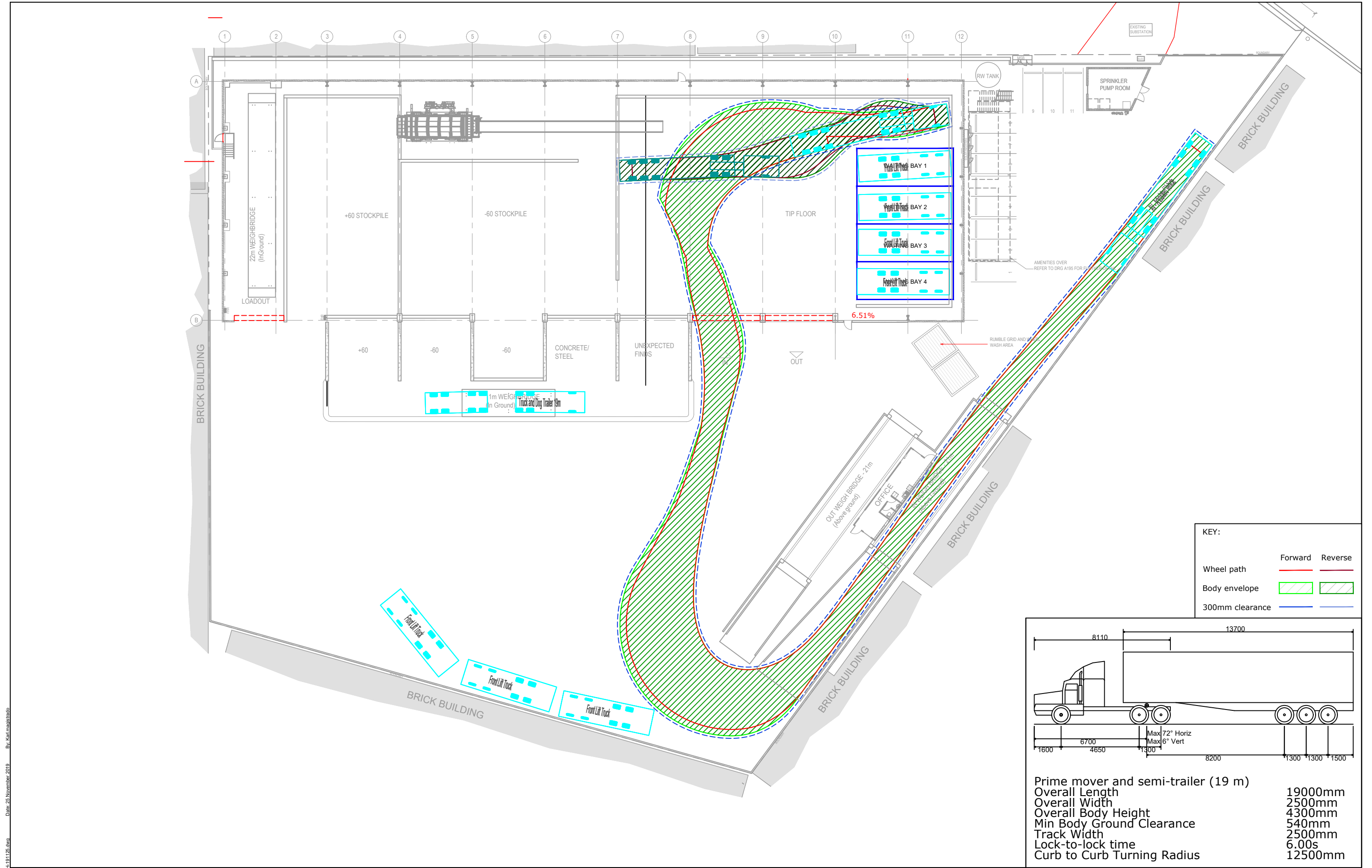


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| PROJECT | BINGO MORTDALE | |
| TITLE | 19m TRUCK & DOG TRAILER VEHICLE SWEEP PATH ANALYSIS BUNKER AREA - RUMBLE GRID/ WHEEL WASH AREA | |

| | | |
|-------------|-------------------------|------|
| DWG No. | 16222CAD008 FIGURE 3 | |
| DATE STAMP | 25 NOVEMBER 2019 | |
| PROJECT No. | SCALE | REV. |
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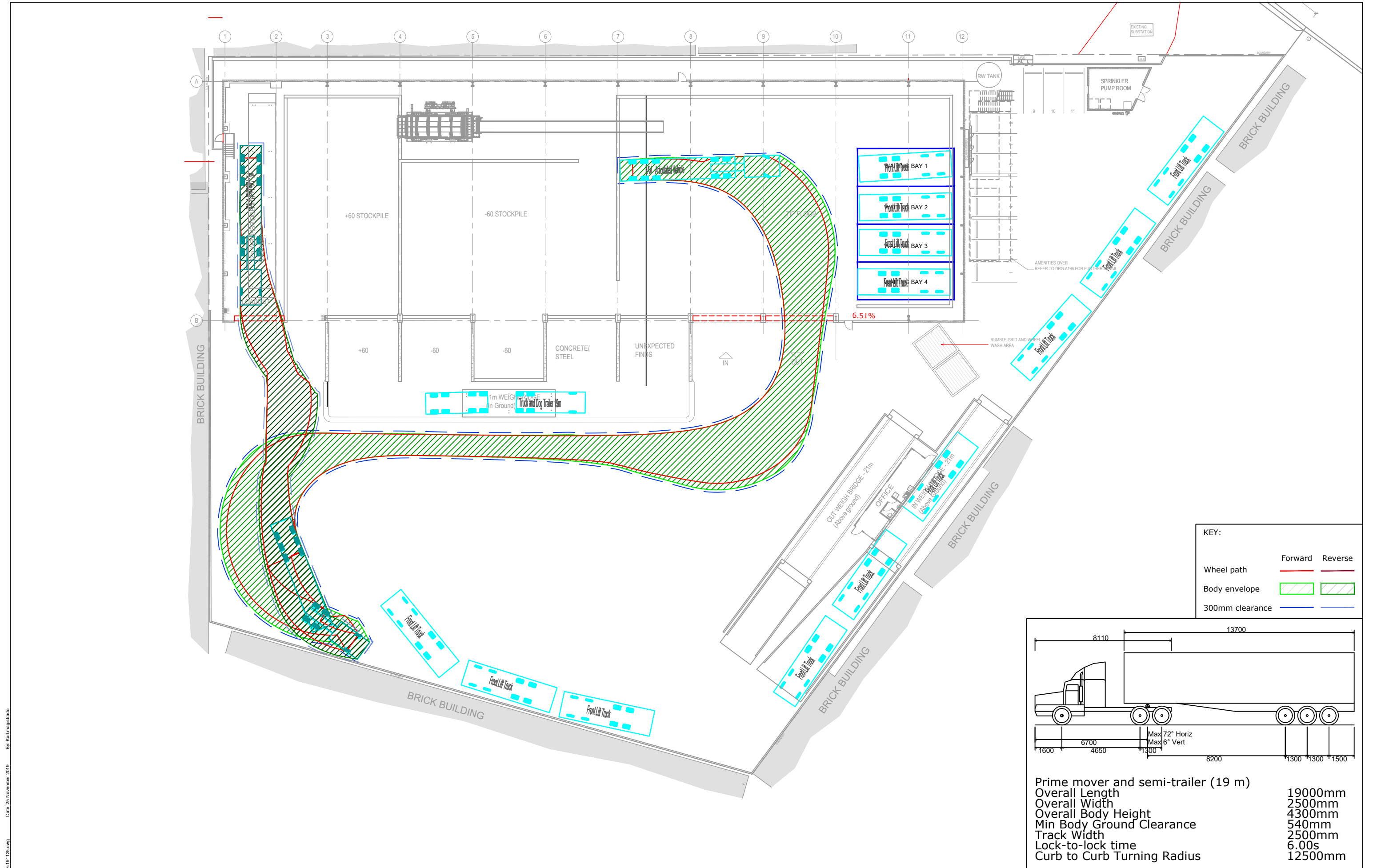


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| A | ISSUE FOR DISCUSSION | KM | SB | WJ | 25/11/19 |
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| PROJECT | BINGO MORTDALE | |
| TITLE | 19m PRIME MOVER & SEMI-TRAILER VEHICLE SWEEP PATH ANALYSIS INBOUND WEIGHBRIDGE - DROP/ TIP AREA | |

| | | |
|-------------|------------------|------|
| DWG No. | 16222CAD008 | |
| | FIGURE 4 | |
| DATE STAMP | 25 NOVEMBER 2019 | |
| PROJECT No. | SCALE | REV. |
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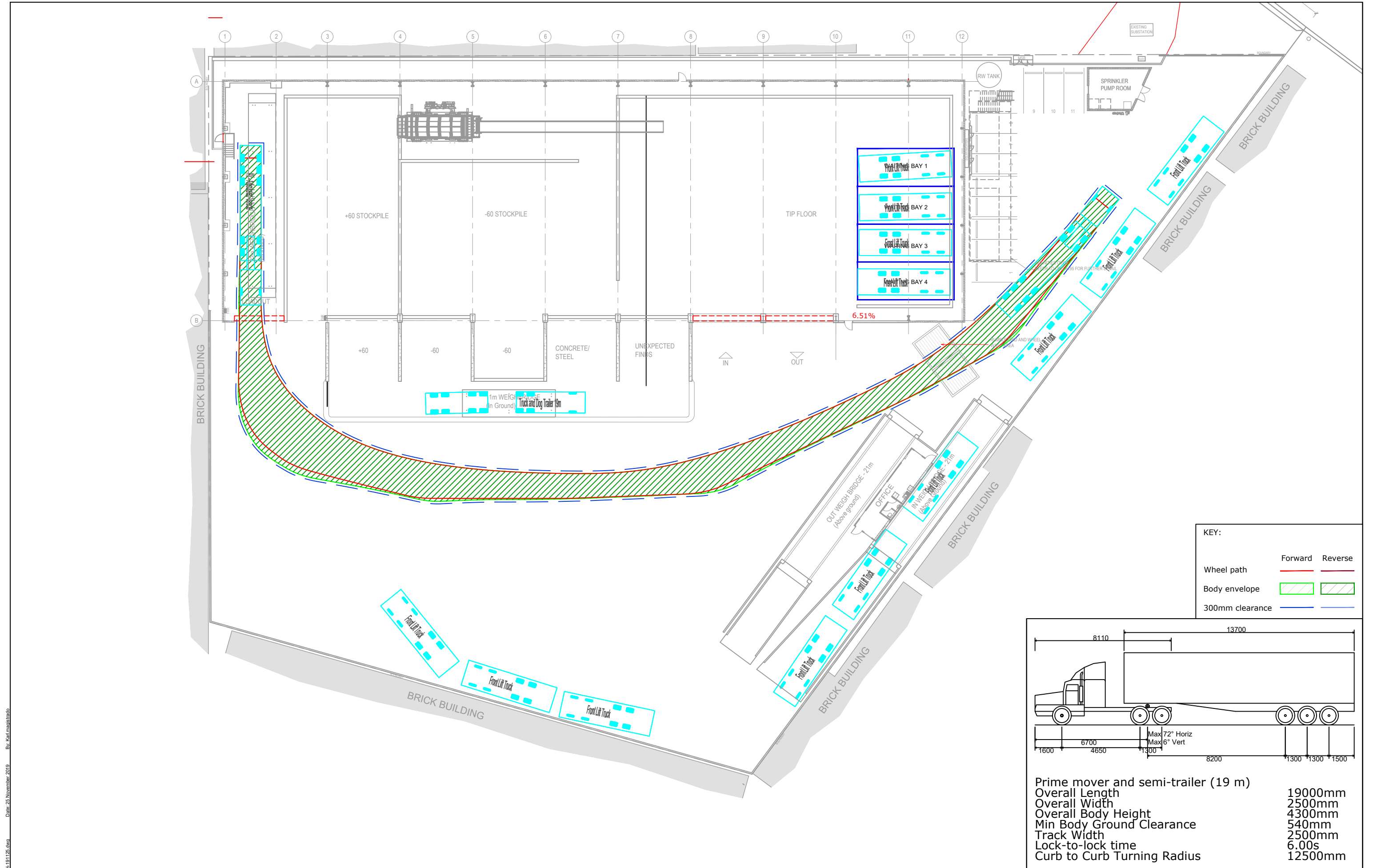


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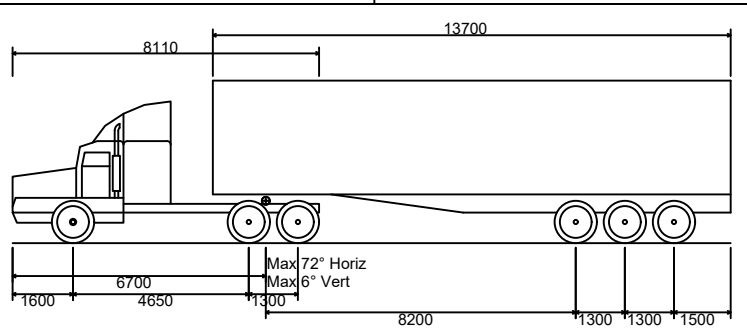


| | |
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| PROJECT | BINGO MORTDALE |
| TITLE | 19m PRIME MOVER & SEMI-TRAILER VEHICLE SWEEP PATH ANALYSIS DROP/ TIP AREA - BUNKER AREA |

| | |
|-------------|------------------|
| DWG No. | 16222CAD008 |
| FIGURE 5 | |
| DATE STAMP | 25 NOVEMBER 2019 |
| PROJECT No. | 16222 |
| SCALE | 1:400 @ A3 |
| REV. | A |



| KEY: | | |
|-----------------|---------------------------------------|---------------------------------------|
| | Forward | Reverse |
| Wheel path | — | — |
| Body envelope | ▨ | ▨ |
| 300mm clearance | --- | --- |



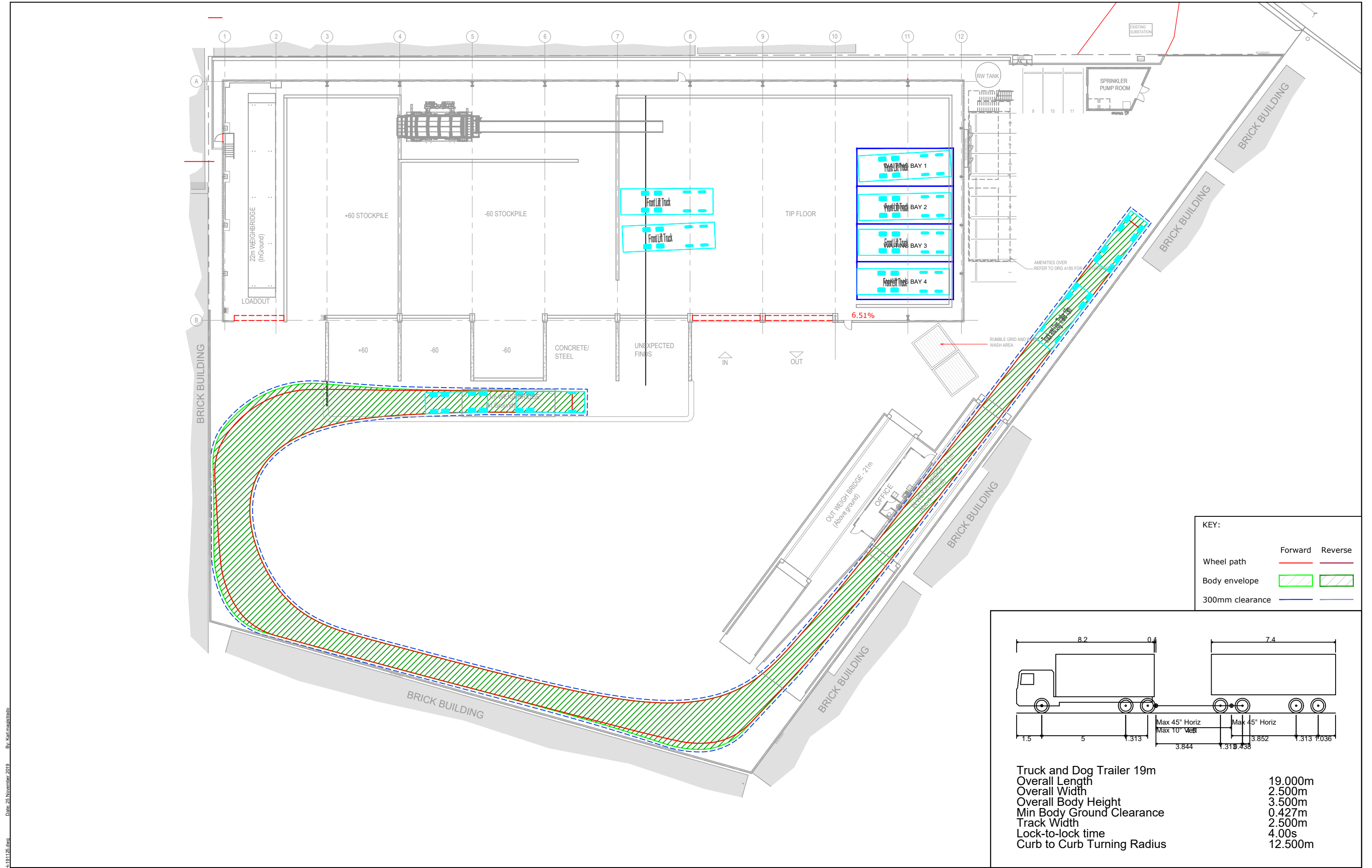
| | |
|-------------------------------------|---------|
| Prime mover and semi-trailer (19 m) | |
| Overall Length | 19000mm |
| Overall Width | 2500mm |
| Overall Body Height | 4300mm |
| Min Body Ground Clearance | 540mm |
| Track Width | 2500mm |
| Lock-to-lock time | 6.00s |
| Curb to Curb Turning Radius | 12500mm |

| REV. | DESCRIPTION | DRAWN | CHECK | APP'D | DATE |
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| PROJECT | BINGO MORTDALE |
| TITLE | 19m PRIME MOVER & SEMI-TRAILER VEHICLE SWEEP PATH ANALYSIS BUNKER AREA - RUMBLE GRID/ WHEEL WASH AREA |

| | |
|--------------------------------|-------------|
| DWG No. | 16222CAD008 |
| FIGURE 6 | |
| DATE STAMP 25 NOVEMBER 2019 | |
| PROJECT No. | 16222 |
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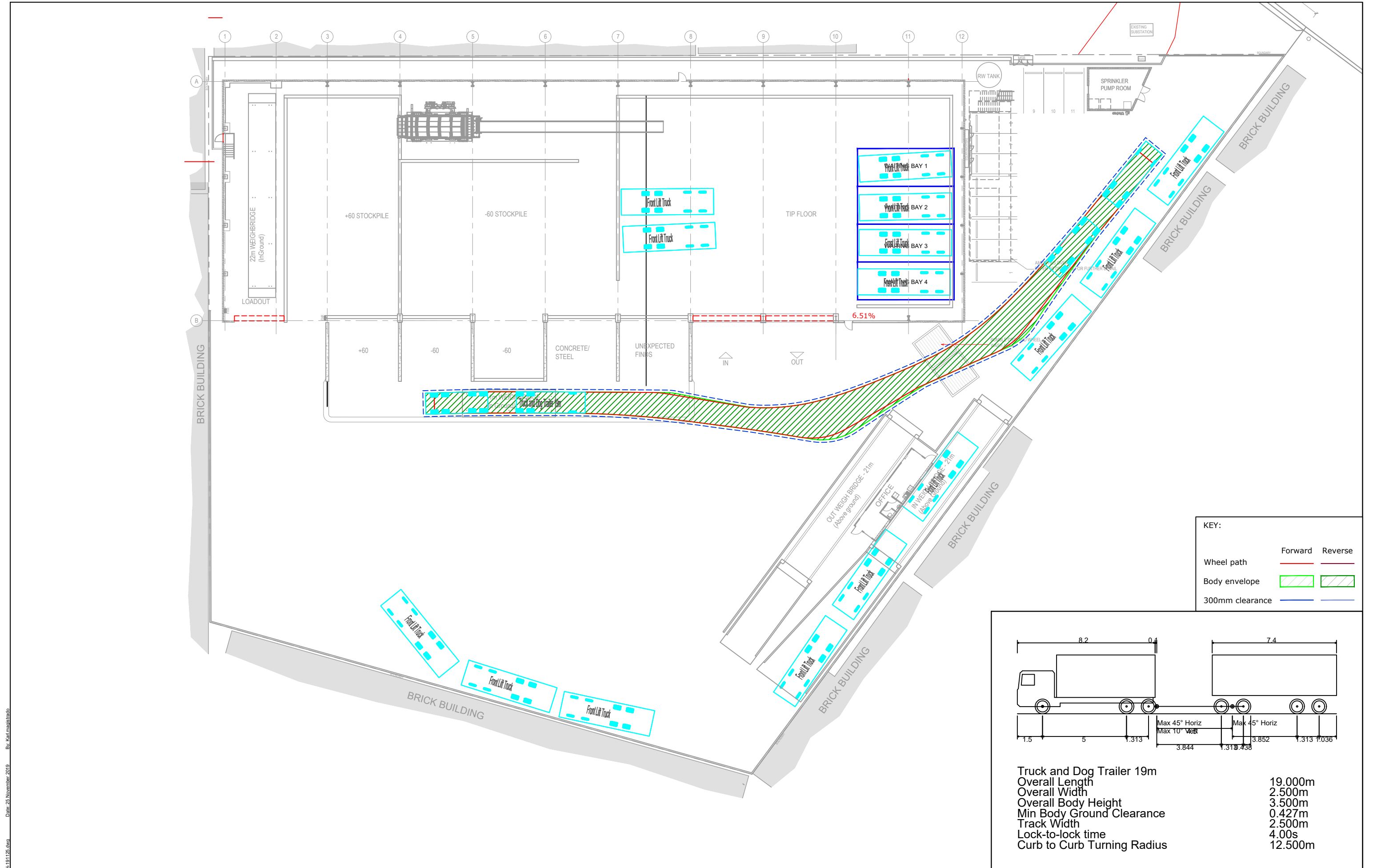


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| PROJECT | BINGO MORTDALE | |
| TITLE | 19m TRUCK & DOG TRAILER VEHICLE SWEEP PATH ANALYSIS INBOUND WEIGHBRIDGE - BIN AREA | |

| | | |
|-------------|-------------------------|------|
| DWG No. | 16222CAD008 FIGURE 7 | |
| DATE STAMP | 25 NOVEMBER 2019 | |
| PROJECT No. | SCALE | REV. |
| 16222 | 1:400 @ A3 | A |



Filename: 16222CAD008-SWEPT PATH-191125.dwg Date: 25 November 2019 By: Karl Maitland

| REV. | DESCRIPTION | DRAWN | CHECK | APP'D | DATE |
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| A | ISSUE FOR DISCUSSION | KM | SB | WJ | 25/11/19 |
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| PROJECT | BINGO MORTDALE |
|---------|--|
| TITLE | 19m TRUCK & DOG TRAILER VEHICLE SWEPT PATH ANALYSIS BIN AREA - RUMBLE GRID/ WHEEL WASH AREA |

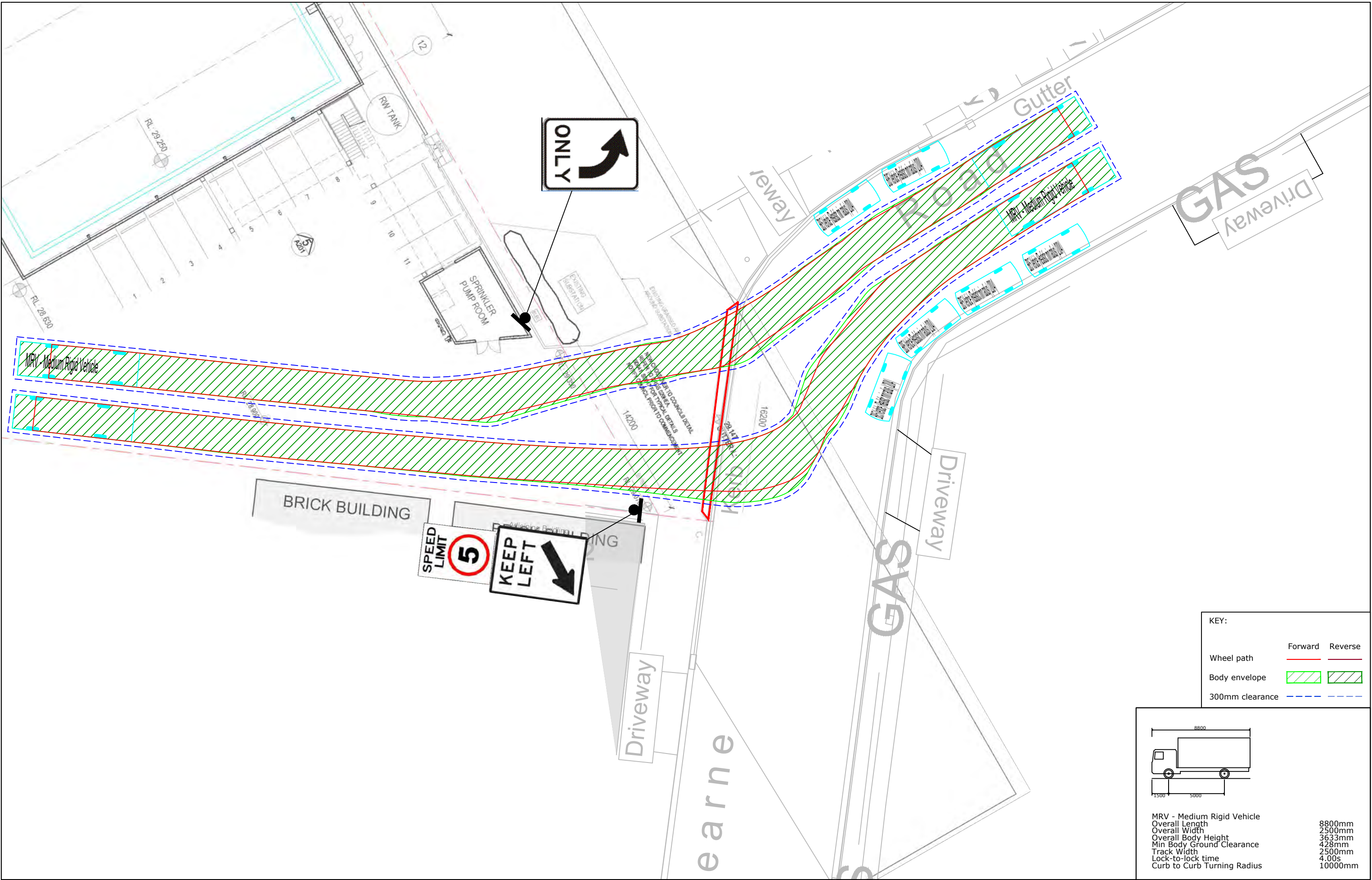
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| DWG No. | 16222CAD008 |
| FIGURE 8 | |
| DATE STAMP 25 NOVEMBER 2019 | |
| PROJECT No. | 16222 |
| SCALE | 1:400 @ A3 |
| REV. | A |

Appendix D

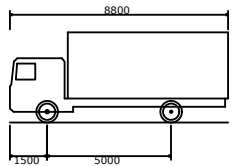
Traffic Control Plan

Appendix E

Site Access Swept Path Plans



| KEY: | | |
|-----------------|---------------------------------------|---------------------------------------|
| | Forward | Reverse |
| Wheel path | — | — |
| Body envelope | ▨ | ▨ |
| 300mm clearance | --- | --- |



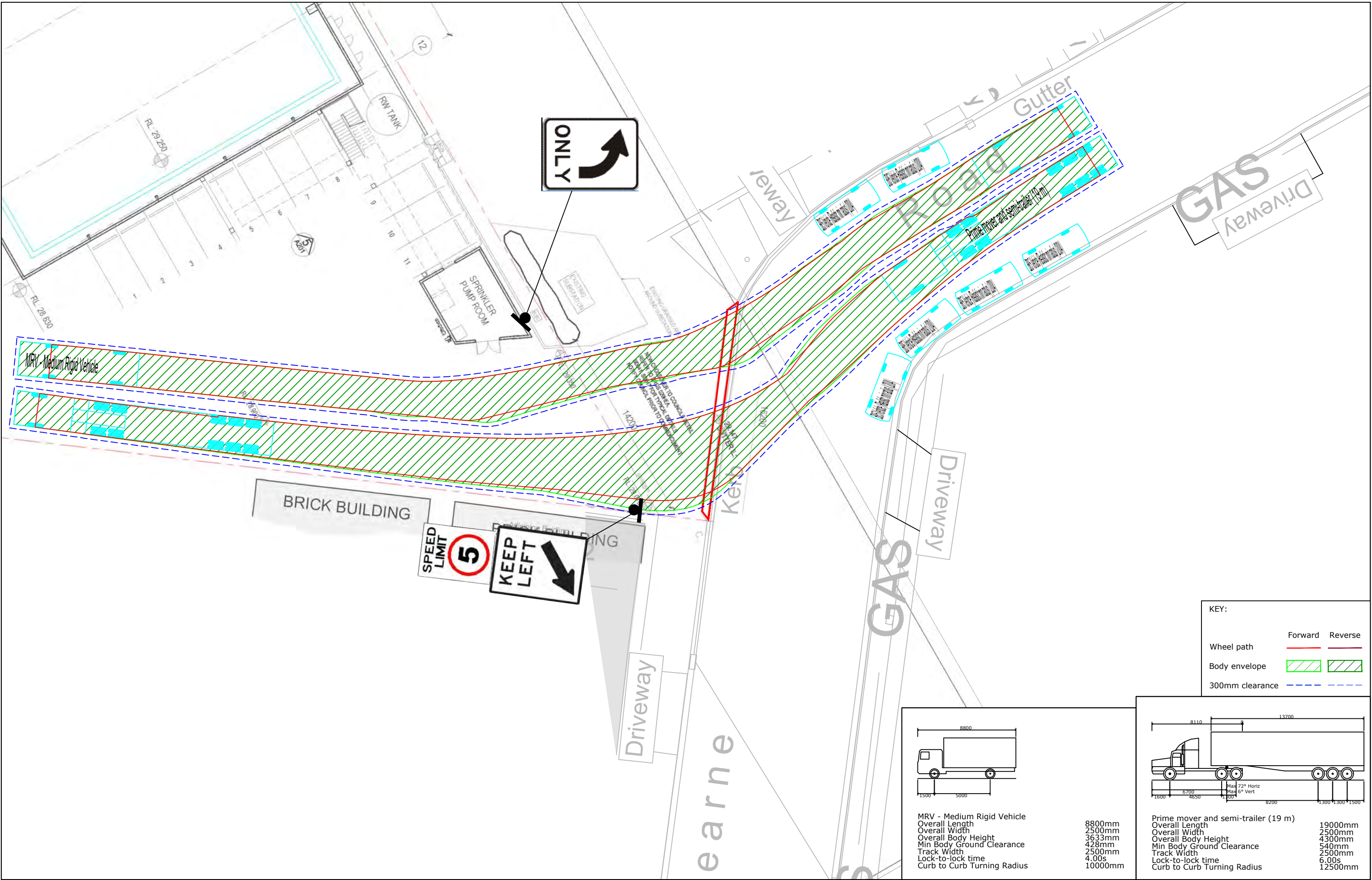
| | |
|-----------------------------|---------|
| MRV - Medium Rigid Vehicle | |
| Overall Length | 8800mm |
| Overall Width | 2500mm |
| Overall Body Height | 3633mm |
| Min Body Ground Clearance | 428mm |
| Track Width | 2500mm |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 10000mm |

| REV. | DESCRIPTION | DRAWN | CHECK | APP'D | DATE |
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| A | ISSUE FOR DISCUSSION | KM | SB | WJ | 15/11/19 |
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|---------|--------------------------------------|--|
| PROJECT | BINGO MORTDALE | |
| TITLE | 8.8m MEDIUM RIGID VEHICLE SWEEP PATH | |

| | | |
|-----------------------------|------------------|--------|
| DWG No. 16222CAD011 | | |
| FIGURE 1 | | |
| DATE STAMP 15 NOVEMBER 2019 | | |
| PROJECT No. 16222 | SCALE 1:250 @ A3 | REV. A |

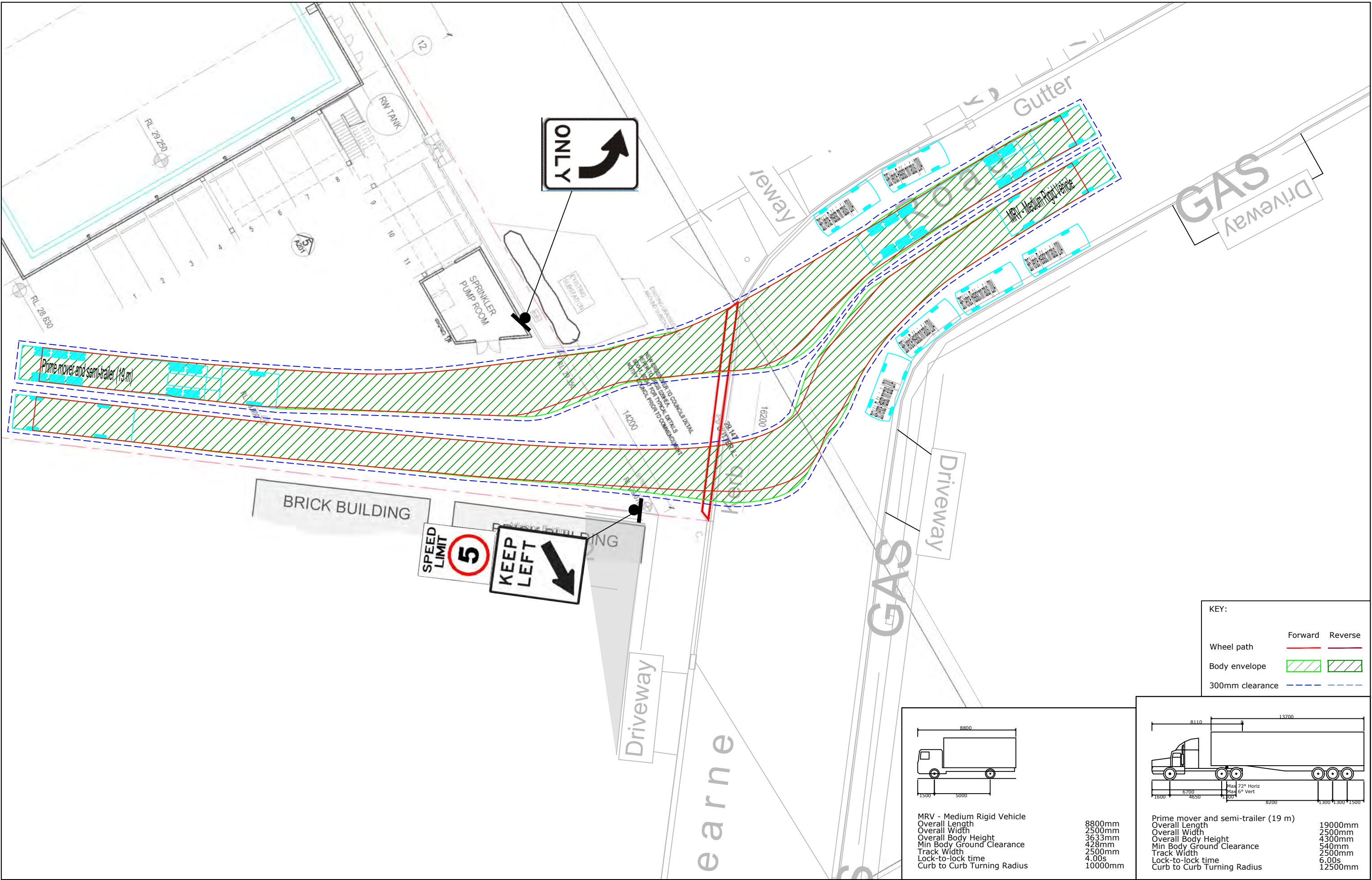


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| PROJECT | BINGO MORTDALE | | |
| TITLE | 19m SEMI-TRAILER AND 8.8m MEDIUM RIGID VEHICLE SWEEP PATH | | |

| | |
|-----------------------------|------------------|
| DWG No. 16222CAD011 | |
| FIGURE 2 | |
| DATE STAMP 15 NOVEMBER 2019 | |
| PROJECT No. 16222 | SCALE 1:250 @ A3 |
| REV. A | |



| REV. | DESCRIPTION | DRAWN | CHECK | APP'D | DATE |
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| A | ISSUE FOR DISCUSSION | KM | SB | WJ | 15/11/19 |
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PROJECT

BINGO MORTDALE

TITLE

19m SEMI-TRAILER AND 8.8m MEDIUM RIGID VEHICLE SWEEP PATH

DWG No.

16222CAD011

FIGURE 3

DATE STAMP

15 NOVEMBER 2019

PROJECT No.

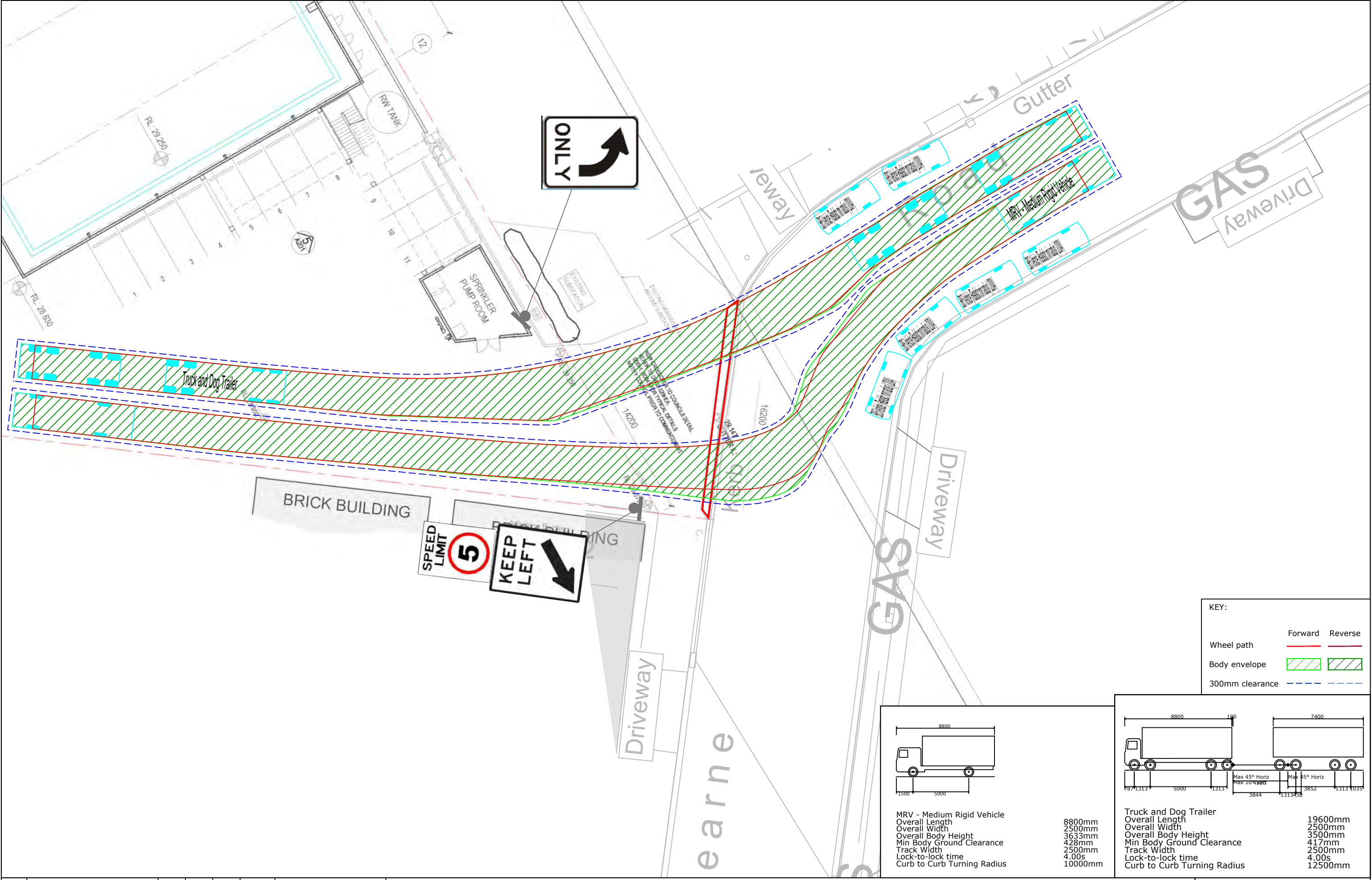
16222

SCALE

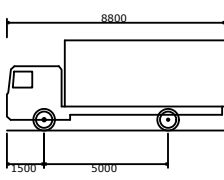
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REV.

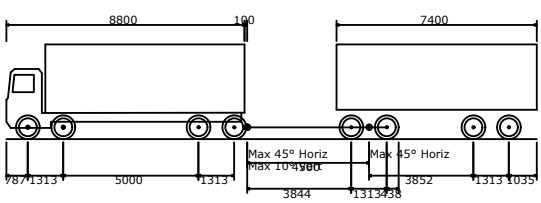
A



| KEY: | | |
|-----------------|---------------------------------------|---------------------------------------|
| | Forward | Reverse |
| Wheel path | — | — |
| Body envelope | ▨ | ▨ |
| 300mm clearance | --- | --- |



MRV - Medium Rigid Vehicle
Overall Length 8800mm
Overall Width 2500mm
Overall Body Height 3633mm
Min Body Ground Clearance 428mm
Track Width 2500mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10000mm



Truck and Dog Trailer
Overall Length 19600mm
Overall Width 2500mm
Overall Body Height 3500mm
Min Body Ground Clearance 417mm
Track Width 2500mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 12500mm

| REV. | DESCRIPTION | DRAWN | CHECK | APP'D | DATE |
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| A | ISSUE FOR DISCUSSION | KM | SB | WJ | 15/11/19 |
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|---------|---|--|
| PROJECT | BINGO MORTDALE | |
| TITLE | 19.6m TRUCK-AND-DOG AND 8.8m MEDIUM RIGID VEHICLE SWEPT PATH | |

| | |
|---------------------------------|------------------|
| DWG No. 16222CAD011 FIGURE 4 | |
| DATE STAMP 15 NOVEMBER 2019 | |
| PROJECT No. 16222 | SCALE 1:250 @ A3 |
| REV. A | |

Appendix F

Driver Code of Conduct

Driver Code of Conduct for Bingo Industries Pty Ltd

This document sets out the requirements for sub-contractors and service providers to Bingo Industries Pty Ltd (Bingo) at the Mortdale Recourse Recovery Facility.

DECLARATION

I, the undersigned, hereby agree to abide by Bingo's Driver Code of Conduct for the transportation of material to/ from the site at No. 20 Hearne Street, Mortdale in a safe manner.

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

Driver

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

General Requirements

The Driver Code of Conduct will be distributed to all heavy vehicle operators who are employed by Bingo directly, and sub-contractors and service providers to Bingo. The Code would be provided to each driver to read and sign to confirm they have understood and pledge to follow the haulage instructions. Once completed, a copy of the signed Code would be supplied by employee, sub-contractor or service provider to Bingo for record keeping.

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

- Have read and signed the Driver Code of Conduct (this document) prior to entry to the site;
- Hold a valid driver's license for the class of vehicle that it being operated;
- Operate the vehicle in a safe manner while on site and public road network;
- Comply with the direction of authorised site personnel when onsite;
- All drivers are to use seat belts when driving; and
- All drivers are to drive to the sign posted speed limit, both on public roads and within the site.

Site Access

All access to the Resource Recovery Facility (RRF) will be via the dedicated access driveway at No. 20 Hearne Street, Mortdale. All drivers must follow instructions by the site personnel stationed at the site access.

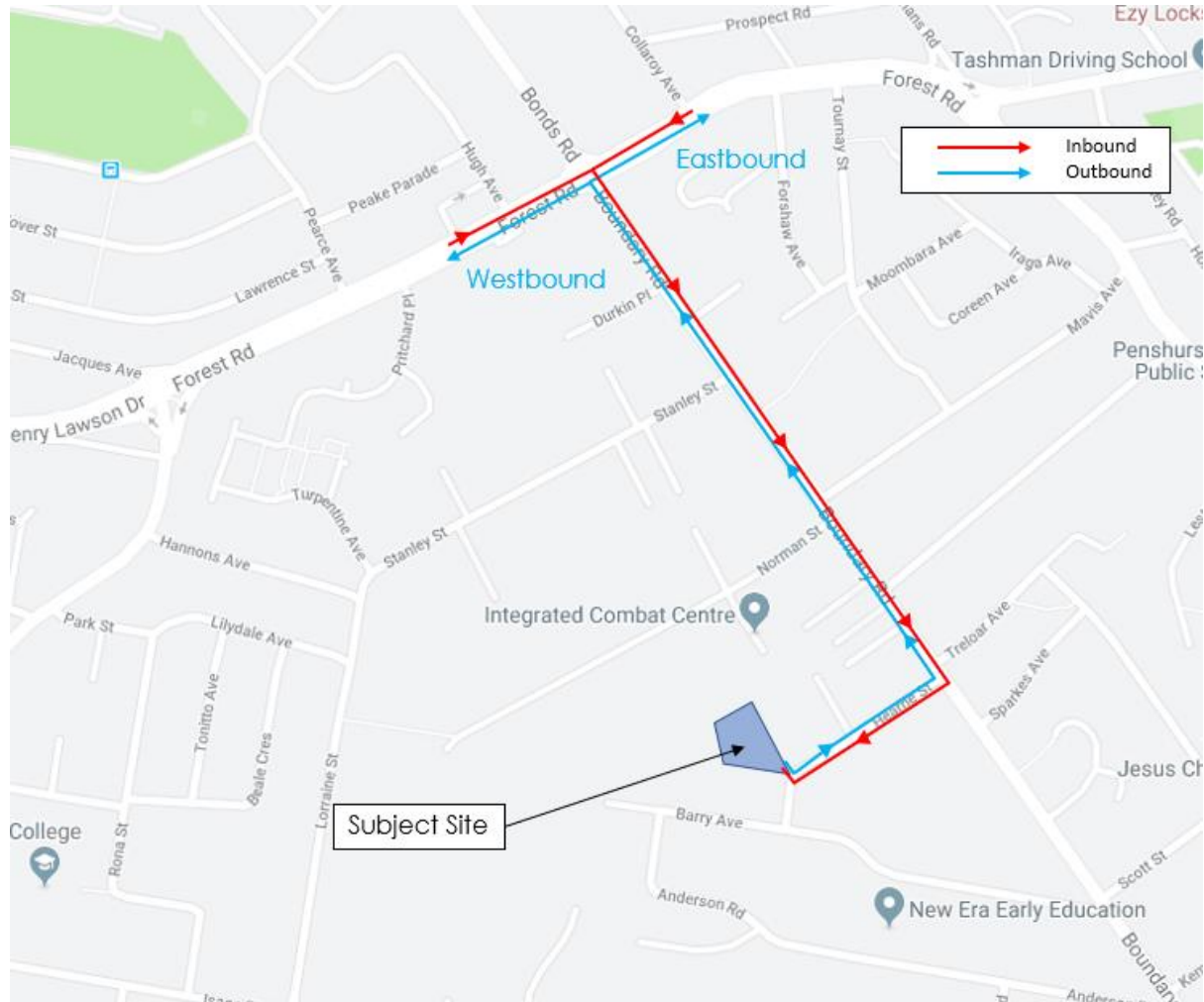
Heavy Vehicle Haul Routes

All heavy vehicle drivers must adhere to the designated truck routes to/from the site as follows and as shown in Figure 1:

- Approach Route: head south on Boundary Road, turn right onto Hearne Street before turning right into the site.
- Departure Route: turn left onto Hearne Street when exiting the site, then turn left onto Boundary Road in the northbound direction. Turn left or right at Forest Road to head westbound or eastbound, respectively.

Travelling to/from the subject site via Barry Avenue will be strictly prohibited for all heavy vehicles under any circumstance.

Figure 1: Heavy Vehicle Haul Routes



Heavy Vehicle Speed

Drivers must comply with the Australian Road Rules with travelling along public roads. 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 from areas surrounding Mortdale vary between 40 km/h (school zones) up to 100 km/h. 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.

NSW Road Speed Limit Signs**Speed Reduction Ahead Warning Sign**

The speed limit within the site is 5 km/hr which is to be strictly maintained.

Heavy Vehicles Driver Fatigue

The heavy vehicle driver fatigue law commenced in NSW in 2008 and applies to trucks and truck combinations over 12 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
2. Basic Fatigue Management (BFM)
3. Advanced Fatigue management (AFM).

All heavy vehicle drivers associated with the construction works at the subject site must be aware of their adopted fatigue management scheme and operate within its requirements.

Heavy Vehicle Noise

Truck drivers are not to use horns and compression braking in the vicinity of the site and any local streets. This is aimed to reduce any noise complaints from surrounding developments.

Site Operation

Permitted times of site operation are as follows:

- Monday to Saturday: 6.00am to 10.00pm
- Sunday and public holidays – no site operation permitted.

Load Covering

All loaded vehicles arriving and departing 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 once the vehicle is located within the site and once instructed by Site Personnel.

Care must be taken to ensure that all loose debris from vehicles and wheels is removed prior to exiting the site. All heavy vehicles must exit the site via the outbound weighbridge and wheelwash.

Other Safety Considerations Along the Haul Route

Heavy vehicle drivers should be aware of the following:

- Concealed driveways – drivers are to drive with caution around any signed concealed driveways
- Wet weather safety – drivers should adjust their driving speed to suit weather condition at the time.
- Other motorists – drivers should stay alert to other drivers, motorcyclists and cyclists on whilst driving to/ from the site
- Pedestrians – drivers must give-way to pedestrians where required, and be alert of their presence on local streets and at crossing points (e.g. at signalised intersections, priority-controlled intersections, and zebra crossings etc.)

Queueing and Idling

Heavy vehicle drivers are not permitted to park, queue or idle on Hearne Street or any other local streets surrounding the RRF at any time.

All heavy vehicles are to queue within the site premises in designated stacking spaces.

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