



# Operational Traffic Management Plan

## **Proposed Waste Management Facility 2-4 Hale Street, Botany**

Reference: 23.464r08v03  
Date: December 2025

## DOCUMENT VERIFICATION

| Job Number | 23.464r08               |               |               |                                                                                     |
|------------|-------------------------|---------------|---------------|-------------------------------------------------------------------------------------|
| Project    | 2-4 Hale Street, Botany |               |               |                                                                                     |
| Client     | Coombes Property Group  |               |               |                                                                                     |
| Revision   | Date                    | Prepared By   | Checked By    | Signed                                                                              |
| v03        | 16/12/2025              | Stephan Hoang | Justin Pindar |  |

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# 1. INTRODUCTION

TRAFFIX has been commissioned to prepare an Operational Traffic Management Plan (OTMP) to accompany a State Significant Development Application (SSD-62855708) for the operation of a proposed Construction and Demolition (C & D) waste management facility at 2-4 Hale Street, Botany. The proposed development is located within the Bayside Local Government Area (LGA) and has been assessed under that Council's controls.

The OTMP has been prepared in response to the Department of Planning, Housing and Infrastructure request for information for a State Significant Development application (SSD-62855708). Reference should also be made to the Traffic Impact Assessment (Reference: 23.464r01v13 dated 25 March 2025) which accompanied the SSDA Application.

This OTMP refers to a set of drawings prepared by Reid Campbell, presented in **Appendix A**, which are expected to undergo minor refinements as necessary to address any further comments from the RPP or Council during the assessment process.

The management procedures described in this report are to be implemented for the life of the development and are to be reviewed, with updates made as necessary to reflect changes in operations and surrounding road conditions.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Outlines the DPHI Requirements
- Section 4: Documents existing traffic conditions
- Section 5: Outlines the site description and activities occurring on site.
- Section 6: Describes the site operational requirements
- Section 7: Outlines the monitoring and review guidelines
- Section 8: Describes the onsite design aspects in relation to parking and circulation
- Section 9: Conclusion

## 2. DPHI REQUIREMENTS

### Departments Request for Additional Information

The DPHI requires the below items to be addressed:

#### Traffic

*The Chief Engineer has advised the development does present a risk to the performance of the local road network, if the traffic does not perform as per the traffic modelling and queuing assessment provided in the application documentation.*

*Given the reliance on the sites ability to operate and be managed as modelled in the application documentation, a Draft Operational Traffic Management Plan (OTMP) should be prepared and provided for review prior to determination of the application.*

*Recommendation: A draft OTMP must be provided which incorporates all management measures outlined in the application documentation to demonstrate how operational development traffic will be managed to prevent queuing on the road network. The OTMP must:*

| DPHI Requirement                                                                                      | Relevant Section Addressed in OTMP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>a) be prepared by a suitably qualified and experienced person(s) in consultation with Council.</i> | TRAFFIX is a traffic & transport engineering consultancy firm specialising in transport planning and traffic engineering which has been operating since 1993. Justin Pindar, a Director of TRAFFIX prepared this OTMP. Reference should be made to the CV of Justin Pindar presented in <b>Appendix B</b> for reference.<br><br>TRAFFIX attended a meeting with Council on Tuesday 2 <sup>nd</sup> December to discuss specific OTMP requirements. These requirements have been considered when preparing this OTMP. |
| <i>b) detail the measures that are to be implemented to ensure road safety and network efficiency</i> | Section 6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <i>c) detail heavy vehicle routes, access, and parking arrangements</i>                               | Section 6.3 (heavy vehicle routes) and Section 8.2 (parking arrangements).                                                                                                                                                                                                                                                                                                                                                                                                                                           |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| d) monitor and coordinate the arrival of truck vehicles to the site to ensure that traffic flow is not disrupted on Hale Street                                                                                                                                                                                                                                                                                                                                     | Section 6.4                                                                                                                                                         |
| e) include an Operational Driver Code of Conduct to: <ul style="list-style-type: none"> <li>i. minimise the impacts on the local and regional road network</li> <li>ii. minimise conflicts with other road users</li> <li>iii. minimise road traffic noise</li> <li>iv. inform truck drivers of the site access arrangements and use of specified haul routes</li> </ul>                                                                                            | Section 6.5                                                                                                                                                         |
| f) include a program to monitor the effectiveness of these measures                                                                                                                                                                                                                                                                                                                                                                                                 | Section 7                                                                                                                                                           |
| include a Traffic Control Plan (TCP) detailing: <ul style="list-style-type: none"> <li>i. heavy vehicle routes, road safety and efficiency measures and the on-site measures to be implemented to control the manoeuvring of vehicles in designated areas, including front-end loaders within the waste receipt and processing areas and mitigate the potential for on-site vehicle conflict; and</li> <li>ii. installation of weighbridges and signage.</li> </ul> | Section 6.1 (personnel training)<br>Section 6.2 (road safety)<br>Section 6.3 (heavy vehicle routes)<br><b>Appendix C</b> (weighbridge, signage & line marking plan) |

### 3. LOCATION AND SITE

The subject site is known as 2-4 Hale Street, Botany (Lot 1 of DP562374) and is located on the northern side of Hale Street, about 140 metres east of Foreshore Road. It is also located adjacent Sydney Airport, and 8.6 kilometres south of the Sydney CBD.

The site has a total site area of approximately 7,439m<sup>2</sup> and has a southern frontage of 150 metres to Hale Street. It is bounded to the north and west by vacant land, and industrial developments to the east.

At present the site is leased by multiple tenants including, Frontline Fabrications, Ripe Providores, Powder Coaters, a mechanic, Meat Storage, Smash Repairs a timber workshop and storage units.

Vehicular access to the site is currently provided via Hale Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



**Figure 1: Location Plan**



Figure 2: Site Plan

## 4. EXISTING TRAFFIC CONDITIONS

### 4.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- General Holmes Drive: a TfNSW Main Road (MR 194) that traverses in an east-west direction between Joyce Drive in the east and The Grand Parade in the west. In the vicinity of the site, General Holmes Drive generally accommodates three (3) lanes of traffic in westbound and four (4) lanes eastbound with opposing traffic flows separated by a central median island and is subject to a 70km/h speed zoning. Parking is not permitted along General Holmes Drive.
- Foreshore Road: a TfNSW Main Road (MR 617) that traverse in a north-south direction between Botany Road in the south and General Holmes Drive in the north. In the vicinity of the site, Foreshore Road accommodates two (2) lanes of traffic in each direction with opposing traffic flows separated by a central median island and is subject to an 80km/h speed zoning. Kerbside parking is prohibited along Foreshore Drive.
- Botany Road: a TfNSW Main Road (MR 170) that traverses in a north-south direction between Regent Street in the north and Bunnerong Road in the south. In the vicinity of the site, Botany Road accommodates a single lane of traffic in each direction and is subject to a 50km/h speed zoning. Kerbside parking is generally permitted in both directions, with restrictions.
- Hale Street: a local road that generally traverses in an east-west direction between Botany Road in the east and Foreshore Road in the west. In the vicinity of the site, Hale Street accommodates single lane of traffic in both directions and is subject to a 50km/h speed zoning. Kerbside parking is generally permitted in both directions.

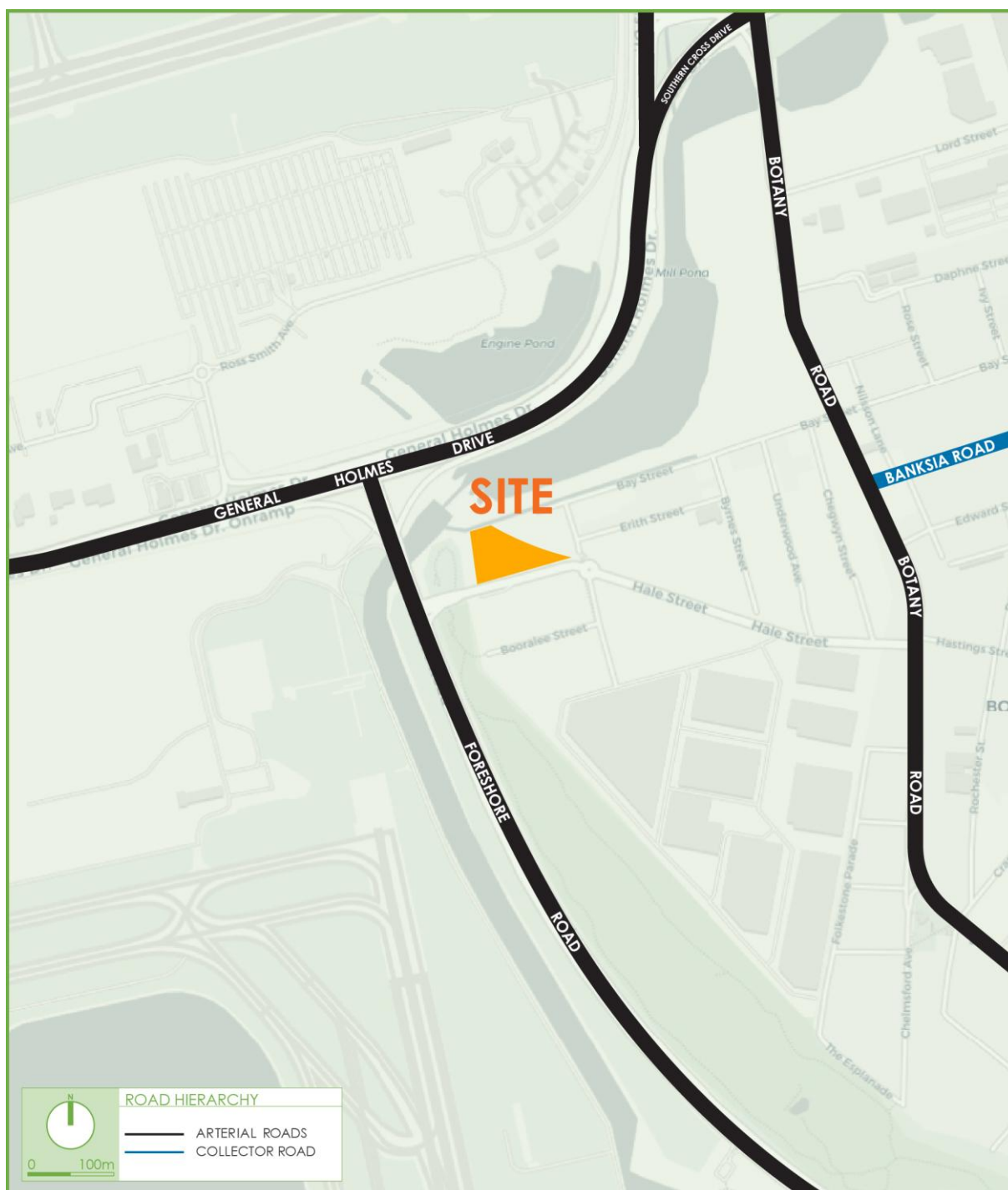


Figure 3: Road Hierarchy

## 5. SITE DESCRIPTION

### 5.1 Proposed Operations

The C & D waste management facility has the capacity to process up to 300,000 tonnes per annum of waste. These types of waste include recyclable, non-recyclable, organic, metal, and demolition waste. The proposed waste transfer centre will be capable of receipt, basic sorting, and aggregation of basic material. The facility will primarily sort construction and demolition waste, preparing it for dispatch to other facilities for further treatment.

Specifically, the proposed development will operate as a construction and demolition waste facility, with the following staging:

- **Delivery:** Trucks will deliver segregated heavy waste and co-mingled and other reclassified waste.
- **Waste Procedure:** Truck pass over the weighbridge and are visually inspected. Visibly unacceptable loads are rejected, logged and are transported offsite by the customer.  
  
Where entry to the site is permitted and trucks drive to the off-load inspection area – tip zone, in the waste transfer building where the waste (including co-mingled waste) is tipped, spread, turned, and inspected. Unacceptable loads are rejected and reloaded into the vehicle, logged on a register available to the EPA and directed to leave the facility. The customer is charged for the reload.
- **Stockpiling:** Accepted loads are stockpiled for sorting.
- **Sorting:** Waste is pre-sorted via a front-end loader/zero swing excavators within the incoming waste area. Following pre-sorting the waste is sorted by a front-end loader/excavator into four categories; Plant feed, clean concrete and brick, metal, and Light mixed waste.
- **Stockpiling:** Material are stockpiled into designated bays including, light waste, heavy waste, and metals.

- Dispatch: Plant feed and light mixed waste would be dispatched to other KLF advanced resource recovery facilities. Clean concrete, brick and metal is dispatched to recycling partners.

## 5.2 Operational Hours

The facility has been designed to operate 24 hours a day, 7 days a week.

## 5.3 Vehicular Access

The development proposes two (2) driveway crossings as follows:

- A driveway crossing to Hale Street (west). This driveway will be exclusively for light vehicles used by staff and visitors, generally at the end/beginning of each shift.
- A driveway crossing to Hale Street (east). This driveway will permit truck ingress/egress only

## 5.4 Truck Types

The development has been designed to accommodate the following commercial vehicles:

- Articulated vehicles up to and including 26 metre B-doubles;
- Truck and dog trailers up to 19.6 metres long; and
- Single rigid trucks up to and including 12.5m Heavy Rigid Vehicles (HRV).

## 5.5 Traffic Impacts

The anticipated truck volumes for the development are as follows:

### **Daily trips**

- A total of 350 heavy vehicle movements per day, comprising:
- 135 inbound heavy rigid vehicles (135 in, 135 out)
- 8 inbound articulated vehicles (8 in, 8 out).
- 14 outbound truck and dog combinations (14 in, 14 out).
- 18 outbound semi-trailer combinations (18 in, 18 out).

**Peak hour trips**

- Articulated vehicles and truck and dogs:  
6 vehicle trips per hour in the morning peak period (3 in, 3 out); and  
6 vehicle trips per hour in the evening peak period (3 in, 3 out).
- Heavy rigid vehicles:  
20 vehicle trips per hour in the morning peak period (10 in, 10 out); and  
20 vehicle trips in the evening peak period (10 in, 10 out).
- Total heavy vehicle trips:  
26 vehicle trips per hour in the morning peak period (13 in, 13 out); and  
26 vehicle trips per hour in the evening peak period (13 in, 13 out).

**Guidelines, Policies and Standards**

- *Australian Standards 2890.1 (2004)*
- *Australian Standards 2890.2 (2018).*

## 6. OPERATIONAL REQUIREMENTS

### 6.1 Personnel Training Schedule

- All employees, contractors (and their sub-contractors) are to be made aware of, and are instructed to comply with this OTMP.
- Public (third party) drivers who disregard site signage and rules may be prohibited from entering the site in the future. Approved haul routes to the site will be communicated to Renier drivers during their site induction. For clients with active contracts, the routes will be provided via direct communication and the Driver Code of Conduct.
- Management will ensure that all employees and contractors involved with the operations of the Facility are suitably inducted and trained with regards to the OTMP prior to commencing any work on site. Training in relation to traffic and access responsibilities and implementation of all traffic conditions and commitments will take place initially through a site induction and then on an on-going basis through “toolbox talks” (or similar). Communicate regularly with clients holding active contracts to provide updates, clarify requirements, and address any issues promptly.
- Some topics to be covered during the induction, toolbox talks include:
  - Familiarisation with the OTMP;
  - Awareness and understanding of the Operational Driver Code of Conduct;
  - Awareness and understanding of the Traffic Control Plan;
  - Understand vehicle parking limitations and prohibitions;
  - Understand locations for operational practices, such as unloading;
  - Knowledge of the permit for B-Doubles;
  - Learning how to effectively manage traffic and access as well as implement mitigation measures;
  - Vehicular access and parking on-site; and
  - Fire Safety.
- Records of all inductions and training undertaken will be recorded in a Training Register.

### 6.2 Road Safety

Vehicles up to 26.0m B-Doubles are required to access the subject development using the truck routes described in **Section 6.3** below. B-Doubles are approved to enter the subject

development since Hale Street is an approved B-Double route, with the condition that all trucks enter and exit via Foreshore Road. Reference should be made to the swept path analysis presented in **Appendix D** showing that B-Doubles are able to satisfactorily negotiate the Hale Street Site Access. No further external swept path analysis are required, as all other roads along proposed truck route are approved TfNSW 26.0m B-Double roads and are therefore suitable for all vehicles requiring access to and from the subject site.

Truck Drivers are to abide by the Driver's Code of Conduct presented in **Section 6.5**. Rennier and client drivers are to be provided with a copy of this document prior to attending site and a copy is to be maintained onsite at all times. Site management will ensure that all employees and contractors involved with the operations of the Facility are suitably inducted and trained with regards to the OTMP, including access and onsite operating requirements prior to commencing any work on site.

### 6.3 Heavy Vehicle Routes

The heavy vehicle routes are presented in the **Figure 5** below with the routes summarised as follows. Truck drivers are to be informed of the site access arrangements and use specified haul routes outlined below, with all trucks arriving and departing from Foreshore Road.

- Routes to Site:
  1. Arrive on General Holmes Drive.
  2. Turn left/right onto Foreshore Road, southbound.
  3. Turn left onto Hale Street, eastbound.
  4. Turn left into the site.
- Routes from Site:
  1. Turn right out of the site onto Hale Street, westbound.
  2. Turn right onto Foreshore Road, northbound
  3. Turn left/right onto General Holmes Drive.

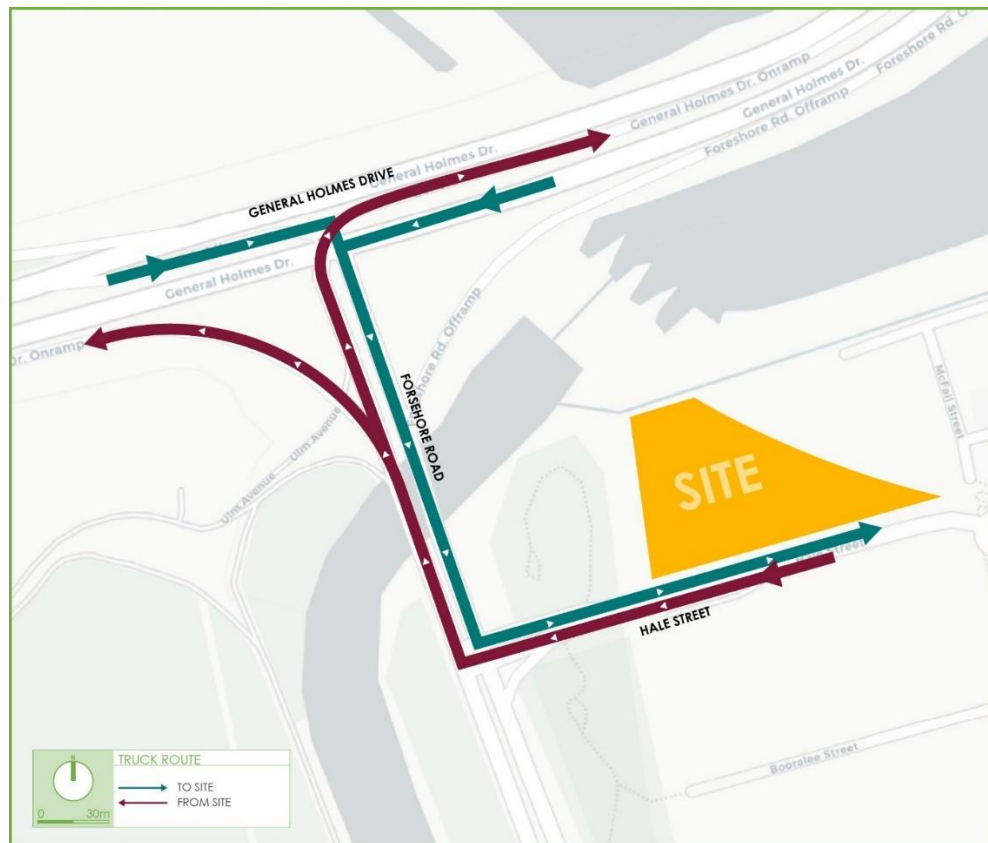


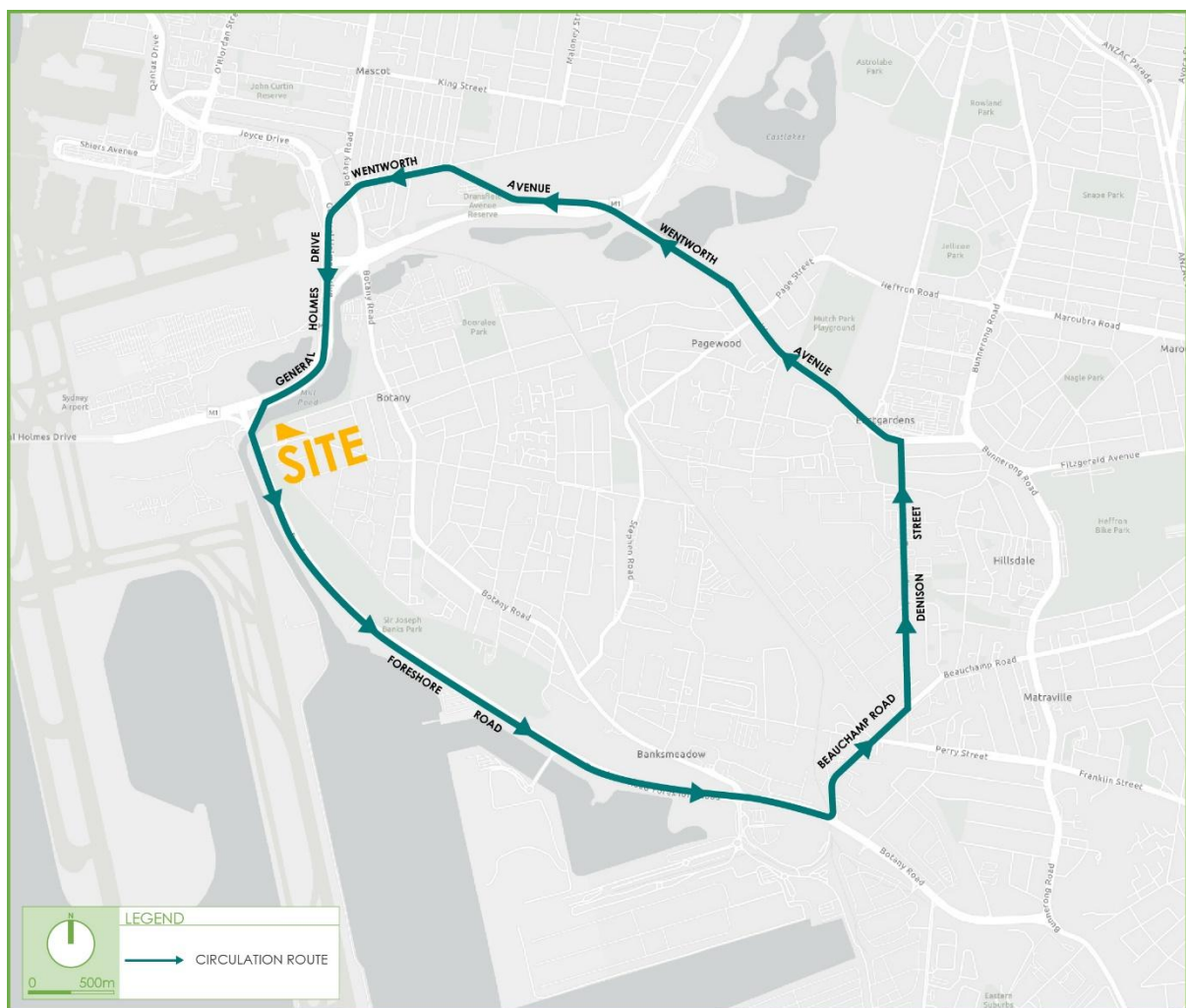
Figure 5: B-Double Truck Route

## 6.4 Contingency Truck Routes

Whilst the intent of this OTMP is to prevent queuing impacts onto the surrounding road network, in the unlikely event that excessive queues occur due to unforeseen circumstances, drivers may be directed by the travel coordinator on duty to circulate via the routes shown in **Figure 6 and 7** below, as a contingency measure. The truck routes described below and shown in **Figure 6** and **Figure 7** make use of TfNSW approved 26.0m B-double routes in accordance with the National Heavy Vehicle Register (NHVR) NSW route classification map.

Trucks approaching from the north travelling along Foreshore Road, southbound:

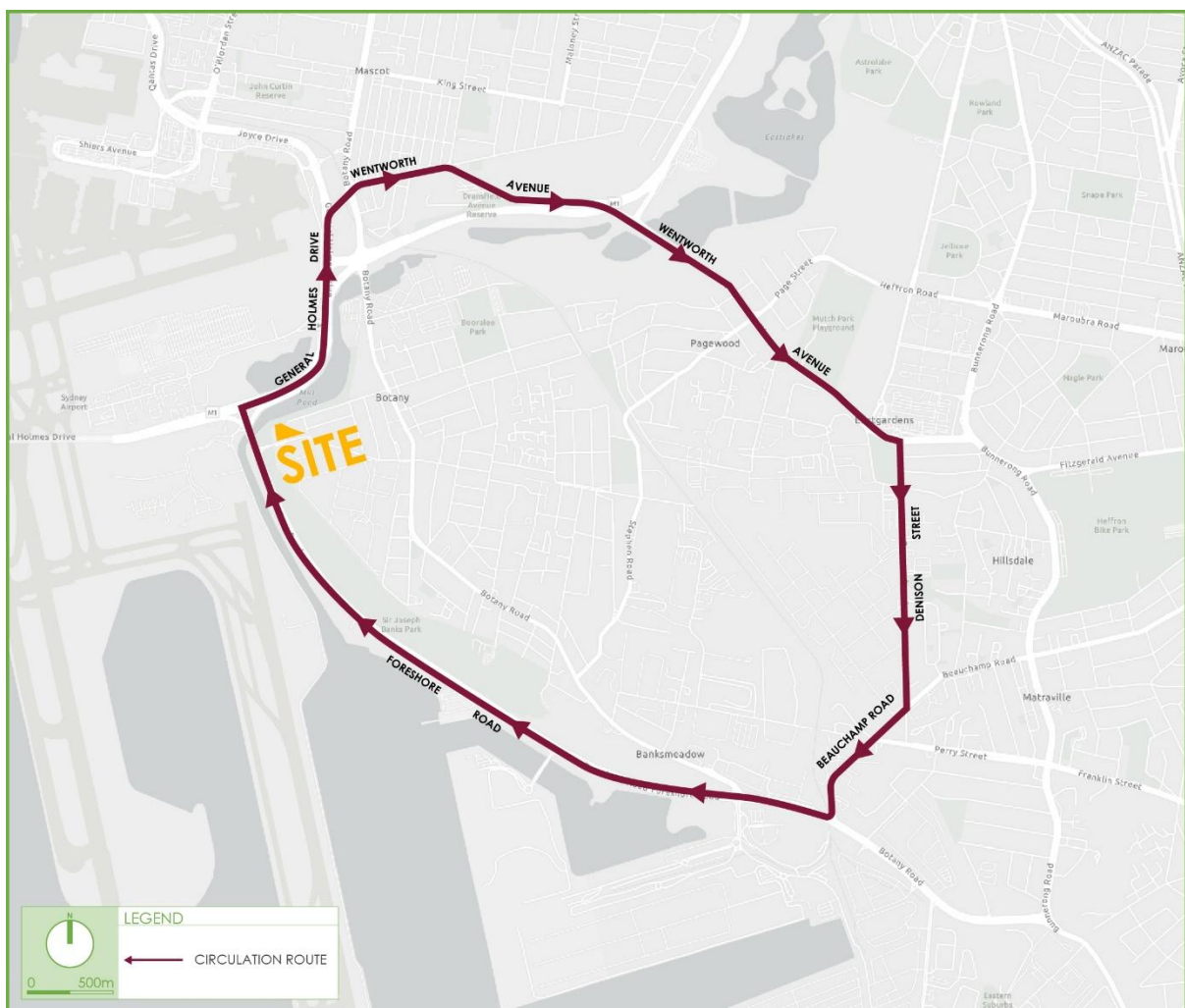
1. Arrive on Foreshore Road, southbound
2. Continue past Hale Street and turn left onto Beauchamp Road, eastbound.
3. Turn left onto Hale Street, eastbound.
4. Turn left onto Denison Street, northbound
5. Turn left onto Wentworth Avenue, westbound
6. Turn left onto General Holmes Drive, southbound
7. Turn left and arrive on Foreshore Road, southbound



**Figure 6: Northern Approach Circulation Route**

Trucks approaching from the south travelling along Foreshore Road, northbound:

1. Arrive on Foreshore Road, northbound
2. Continue past Hale Street and turn right onto General Holmes Drive, eastbound
3. Turn right onto Wentworth Avenue, eastbound
4. Turn right onto Denison Street, southbound
5. Turn right onto Beauchamp Road, southbound.
6. Turn right onto Foreshore Road, northbound.
7. Turn left and arrive on Foreshore Road, southbound.



**Figure 7: Southern Approach Circulation Route**

## 6.5 Driver Code of Conduct

The below Driver of Conduct is to be adhered to by all truck drivers accessing the site at all times. Audits are to be conducted every six (6) months to ensure the below Code is complied with.

### **DRIVER CODE OF CONDUCT**

Vehicle drivers attending the site must comply with the following:

- Hold a current appropriate licence for the vehicle they are operating
- Strictly comply with all traffic regulations
- Comply with all maximum gazetted speed limits on all roads, or a lesser speed as dictated by the site specific signage
- Minimise conflict with other road users and drive in a manner at all times that is in accordance with road conditions
- Use the specified truck routes to arrive at site and depart from the site
- Yield "right of way" whenever appropriate to ensure safe passage of other road users
- At all times leave adequate distance between vehicles to allow safe passing by other road users, as required
- Decrease vehicle speeds to minimise dust and noise around private dwellings, road works and stationary vehicles
- Vehicles to radio prior to arrival to avoid congestion around site entry
- No queuing permitted along Hale Street and Foreshore Road
- Minimise road traffic noise and not use engine braking where noise is likely to adversely impact on residents
- Remain calm and courteous when in contact with other road users, members of the public and landowners
- Not use obscene language on radio or intercom communication
- Accurately complete required paperwork prior to departure
- Maintain vehicles in a clean and tidy condition
- Ensure that there is no littering

- Avoid any other noise emitting activities for example loud music or raised voices.
  - Raised voices should be avoided
  - No shouting or yelling permitted;
  - Radio volume to be turned down;
- Reverse movements to be minimised;
- Truck engines to be turned off during deliveries;
- All trucks entering or leaving the site with loads have their loads covered and are to not track dirt onto the public road network;
- Truck drivers must access the site using the specified haul routes, arriving and departing the site from Foreshore Road.

## 6.6 Queuing

The facility layout provides one inbound weighbridge and one outbound weighbridge.

The proposed development has been purposefully designed for operational resilience and to eliminate the risk of queuing on site, even during equipment malfunction or unexpected operational scenarios. Key design features are illustrated on the site layout diagram and include:

- Dual weighbridges enabling simultaneous processing of incoming and outgoing vehicles, with contingency capacity if one weighbridge is obstructed by a broken-down truck;
- Dedicated breakdown zone / contingency holding bays to temporarily accommodate vehicles while any issues are resolved, ensuring continuous traffic flow within the site;
- Large, clear column-free tipping zone that can easily accommodate multiple trucks, and;
- Physical separation of tipping and loading zones (for collection / outgoing vehicles) to prevent crossover conflicts.

No parking or heavy vehicle queuing will occur outside the project boundaries to prevent disruptions to the local road network.

## 6.7 Traffic Management Plan

The Signage and Line Marking Plan provided in **Appendix C** below will ensure the manoeuvring of vehicles will occur within the designated areas. Pedestrian, light vehicle and heavy vehicle movements are separated wherever possible as shown by the pedestrian footpath and separated light and heavy vehicle accesses which continues into the site, thereby providing a designated pathway along pedestrian desire lines and providing priority for pedestrians at potential vehicle conflict points. Trucks are to use the dedicated entry and egress weighbridges.

### 6.7.1 Inbound – Waste delivery

Vehicle drivers attending the site and operational personnel must comply with the following:

- Drivers to follow the instructions of site personnel at each point of the operational cycle on site.
- All operational employees and drivers to use real-time two-way radio communication to enable coordinated truck movements.
- Dispatch drivers must give priority to inbound trucks to avoid interference with outbound movements.
- Incoming Renier waste trucks can be diverted to other Renier facilities to reduce congestion, if required.
- To minimise congestion during peak periods, truck schedules will be implemented for incoming waste trucks dispatching materials. Key measures include:
  - The daily schedule will be based on the day's outbound waste volumes.
  - Rescheduling bookings when needed to suit operational conditions.
  - Staggered load-out times to avoid peak periods both within the site and on surrounding roads.
  - Programmed load-out times to limit the number of trucks with trailers on site to no more than two at any time.
  - Drivers will be provided with the Driver Code of Conduct outlining site-specific requirements and expectations.

### **6.7.2 Outbound – Dispatch**

Truck and dog and 26m B-Double combinations are commonly used to collect and deliver materials between Renier Group sites and other recycling facilities.

#### **a. Type of Recovered Materials and Destination**

Most vehicles collecting recycled products will have a pre-recorded tare weight as they are clients with active contracts, and they are able to progress to the warehouse without needing to be weighed. The following describes the waste destinations:

- Heavy waste and light mixed waste → Sent to another Renier Group Recycling Facility.
- Clean concrete and brick → Sent to Concrete Recyclers.
- Metal → Sent to Sell & Parker.

#### **b. Truck Scheduling**

The following operational management will apply to truck scheduling:

- Book times in advance for vehicles collecting recycled products to manage the arrival of trucks.
- Allocate trips evenly throughout the day to reduce on-site congestion.
- Reschedule bookings when needed to suit operational conditions.

#### **c. Truck Arrival**

An empty truck will enter via the weighbridge without stopping, bypassing the visual inspection and weight requirement and turn into the loading zone.

#### **d. Communication**

The following communication strategies will be used:

- Use of two-way radios to communicate between truck drivers and the Site Manager.
- Notify the Site Manager in advance of any incoming vehicles.

#### **e. Site Preparation**

On receiving notice, prepare the dispatch area to allow smooth vehicle movement and loading.

#### f. Loading

Trucks arrive at the site and move to the loading zone area that is outside of the waste tipping zone.

#### g. Leaving Site

Inbound trucks are given priority to exit the warehouse to avoid interference with outbound movements.

### 6.7.3 Contingency Mitigation Measures

A planned response or measure prepared in advance to address unexpected events or emergencies is provided in Table 1.

**Table 1. Contingency Mitigation Measures**

| ITEM             | TRIGGER/<br>RESPONSE | CONDITION                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------|----------------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                      | Green                                                                                                         | Amber                                                                                                                                                                                                                                                                                                                                                                                                     | Red                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| QUEUEING         | Trigger              | <ul style="list-style-type: none"> <li>No queuing identified</li> </ul>                                       | <ul style="list-style-type: none"> <li>Queuing identified within site.</li> </ul>                                                                                                                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>Queuing identified on the public road.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                  | Response             | <ul style="list-style-type: none"> <li>No response required.</li> <li>Continue monitoring program.</li> </ul> | <ul style="list-style-type: none"> <li>Drivers be provided with additional training and an extra copy of the Driver Code of Conduct.</li> <li>Site staff will monitor vehicle arrival and departure schedules to ensure queuing remains strictly on-site.</li> <li>Review procedures and modify controls as needed to ensure appropriate vehicle manoeuvres within the site are self-enforced.</li> </ul> | <ul style="list-style-type: none"> <li>In the event of unforeseen congestion at the site entrance, heavy vehicles will be directed to the nominated contingency truck routes until they can enter the site without queuing on public roads.</li> <li>Public roads and access routes will be clear of any materials, vehicles, or obstructions.</li> <li>Any non-compliance with the no queuing requirement will prompt a review of the OTMP and, if needed, updates to further enforce queuing management practices.</li> </ul> |
| ROAD OBSTRUCTION | Trigger              | <ul style="list-style-type: none"> <li>No obstructions on public roads or site access routes.</li> </ul>      | <ul style="list-style-type: none"> <li>Temporary obstruction due to minor site activity (e.g., parked vehicle, equipment movement).</li> </ul>                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>Major obstruction affecting traffic flow, emergency access, or public safety.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                 |

|                         |          |                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                         |
|-------------------------|----------|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         | Response | <ul style="list-style-type: none"> <li>Continue monitoring traffic conditions.</li> </ul>       | <ul style="list-style-type: none"> <li>Site Manager (Traffic controller) to clear obstruction immediately.</li> <li>Implement alternate routing or adjust delivery schedules.</li> </ul>                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>Emergency clearance measures initiated (e.g., vehicle removal).</li> <li>Temporary closure notification sent to authorities and stakeholders.</li> <li>Implement nominated detour to maintain access.</li> </ul> |
| TRAFFIC ACCIDENT        | Trigger  | <ul style="list-style-type: none"> <li>No incidents reported near site.</li> </ul>              | <ul style="list-style-type: none"> <li>Minor traffic incident occurs on site, but no major disruptions.</li> </ul>                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>A major incident occurs on site causing significant delays or site access closure</li> </ul>                                                                                                                     |
|                         | Response | <ul style="list-style-type: none"> <li>Continue observing traffic conditions.</li> </ul>        | <ul style="list-style-type: none"> <li>Site Manager (Traffic controller) to manage site access to reduce congestion.</li> <li>Site Manager (Traffic controller) and driver to move immobilised vehicles to neutral and push them to the breakdown area or nearest loading zone, using onsite recovery support if required.</li> <li>Notify emergency services if required.</li> </ul> | <ul style="list-style-type: none"> <li>Full emergency response coordination with authorities.</li> <li>Alert stakeholders about the site closure and notify them once the site re-opens.</li> </ul>                                                     |
| HEAVY VEHICLE BREAKDOWN | Trigger  | <ul style="list-style-type: none"> <li>No vehicle breakdowns affecting traffic flow.</li> </ul> | <ul style="list-style-type: none"> <li>A vehicle breaks down in a noncritical location but does not block site access or public roads.</li> </ul>                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>A vehicle breaks down in a critical location, obstructing site access or causing road congestion.</li> </ul>                                                                                                     |
|                         | Response | <ul style="list-style-type: none"> <li>Continue monitoring traffic conditions.</li> </ul>       | <ul style="list-style-type: none"> <li>Site Manager (Traffic controller) and driver to move immobilised vehicles to neutral and push them to the breakdown area or nearest loading zone, using onsite recovery support if required.</li> <li>Deploy on-site recovery assistance (e.g., mobile mechanic, tow support).</li> <li>Site Manager (Traffic controller) to manage</li> </ul> | <ul style="list-style-type: none"> <li>Deploy emergency vehicle removal and implement detour routes.</li> <li>Notify TfNSW and relevant authorities if needed.</li> <li>Conduct incident review and update the OTMP.</li> </ul>                         |

|  |  |  |                                   |  |
|--|--|--|-----------------------------------|--|
|  |  |  | site access to reduce congestion. |  |
|--|--|--|-----------------------------------|--|

## 7. MONITORING AND REVIEW

### 7.1 Monitoring program

Traffic monitoring and review is an integral part of the OTMP to ensure that mitigation measures in place are effective and remain so. Monitoring programs have been developed and presented below.

The monitoring requirements relating to traffic are specified in Table 2.

**Table 2. Monitoring Requirements.**

| Item | Monitoring Requirements                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Frequency                                         |
|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
|      | The Applicant must ensure:                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                   |
|      | (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 2980.1:2004 <i>Parking facilities Off-street car parking</i> (Standards Australia, 2004) and AS 2890.2:2002 <i>Parking facilities Off-street commercial vehicle facilities</i> (Standards Australia, 2002); | Reviewed during the annual OTMP review.           |
|      | (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;                                                                                                                                                                                                                                                                                                       | Reviewed during the annual OTMP review.           |
|      | (c) The development does not result in any vehicles queuing on the public road network;                                                                                                                                                                                                                                                                                                                                                                                              | Daily and reviewed during the annual OTMP review. |
|      | (d) Heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site;                                                                                                                                                                                                                                                                                                                                                  | Daily                                             |
|      | (e) All vehicles are wholly contained on site before being required to stop;                                                                                                                                                                                                                                                                                                                                                                                                         | Daily                                             |
|      | (f) All loading and unloading of materials is carried out on-site;                                                                                                                                                                                                                                                                                                                                                                                                                   | Daily                                             |
|      | (g) All trucks entering or leaving the site with loads covered and do not track dirt onto the public road network;                                                                                                                                                                                                                                                                                                                                                                   | Daily                                             |
|      | (h) All trucks must enter and exit the site in a forward direction;                                                                                                                                                                                                                                                                                                                                                                                                                  | Daily                                             |
|      | (i) All trucks approach the site in an eastbound direction on Hale Street and depart the site onto Hale Street in a westbound direction; and                                                                                                                                                                                                                                                                                                                                         | Daily                                             |

| Item | Monitoring Requirements                                                                                              | Frequency                               |
|------|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
|      | (j) The proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times. | Reviewed during the annual OTMP review. |

## 7.2 Traffic Management Documents

The following traffic management documents will be used to record and report traffic related management measures during the operational phase of the Facility:

- Complaint and Incident Register;
- Site Inspection Checklist; and
- Staff Training Register;

## 7.3 Coordinator Role

The manager or other appropriate nominated staff member will undertake the roles of travel coordinator. The role will include responsibility for addressing any complaints that arrive through the complaints management system below. The role will also require an annual internal review to be prepared of the loading zones, and operational areas within the site. The coordinator can recommend additional measures deemed necessary to address any complaints received outside of the annual review process.

## 7.4 Complaints

The travel coordinator (manager or other appropriate nominated staff member) will be referred any complaints made by drivers, on site staff or local residents about any issue relating to truck movements within the area. This will be recorded and followed up with the complainant. Each complaint will need to be investigated and a course of action to address the complaint, which may include changes in procedures. Any changes to the procedures will need to be communicated in an appropriate format and timely manner.

The contact details of the travel coordinator will be made available to drivers, and local residents. This will include a link to the project website whereby local residents would be able to lodge any concerns for review by the travel coordinator.

## 7.5 Review of Revision Process

The OTMP will be reviewed at least annually and following any incidents to ensure it remains current, effective, and compliant with operational requirements and legislative obligations. The review will confirm that all procedures, controls, and targets remain suitable and are functioning as intended.

Reviews will consider lessons learned from incidents, exercises, and feedback from staff and stakeholders. Updates will be implemented where controls are outdated or no longer appropriate, ensuring continuous improvement and enhanced safety outcomes.

## 8. DESIGN ASPECTS

### 8.1 Site Vehicular Access

The vehicular access is provided in accordance with AS2890.1(2004) and AS2890.2 (2018). 26.0m B-Double articulated vehicles are the largest vehicles requiring access to the subject development and all entry and egress manoeuvres are to be undertaken in a forward direction.

Reference should be made to the Swept Path Analysis provided in **Appendix D** showing the satisfactory operation of the vehicular access arrangements.

It is confirmed that all vehicles are wholly contained on site before being required to stop and that all vehicles are required to enter and exit the subject site in a forward direction.

### 8.2 Internal Design

The internal car park complies with the requirements of AS2890.1 (2004), AS2890.2 (2018) and AS2890.6 (2022), and the following characteristics are noteworthy:

#### 8.2.1 Parking Modules

- All standard car parking spaces have been designed in accordance with User Class 2. These spaces are provided with a minimum space length of 5.4m, a minimum width of 2.5m and a minimum aisle width of 5.8m.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.
- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1 (2004).
- All accessible parking spaces have been designed in accordance with AS 2890.6 (2009), being 2.4m wide, 5.4m long and situated immediately adjacent to a dedicated shared area of the same dimension. Dedicated shared area bollard is to be located 750mm-1750mm from end of the shared area.
- Wheel stops are to be positioned 820mm from front of parking space in accordance with Figure 2.6 of AS2890.1.

### **8.2.2 Loading**

- Service and manoeuvring areas have been designed in accordance with AS2890.2 (2018) for articulated vehicles up to and including 26m B-doubles.
- A minimum clear head height of 4.5 metres is to be provided for all trafficable areas of the service vehicles, as required under AS2890.2 (2018).

### **8.2.3 Other Considerations**

- Visual splay has been provided at the access driveway in accordance with Figure 3.3 of AS 2890.1 (2004).
- Whilst TRAFFIX can appreciate the request from Council to undertake swept path analysis for each and every car space, it is unnecessary in the circumstance where the proposed car parking layout is in full compliance with AS2890.1 (2004) dimensional requirements, also noting Clause B4.4 of AS2890.1 (2004) specifically acknowledges that drivers can manoeuvre vehicles within smaller spaces than swept turning paths would suggest.

## 9. CONCLUSIONS

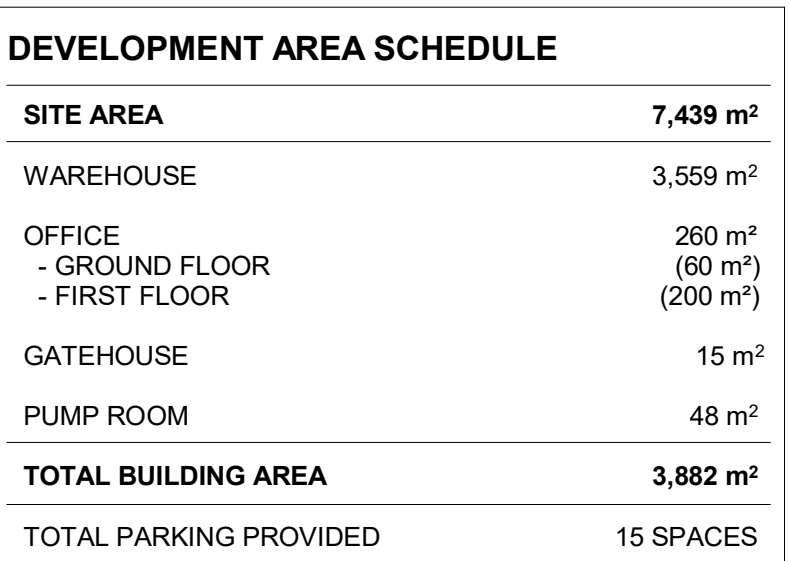
The management measures outlined in this OTMP are to be implemented immediately upon the operation of the site. This will ensure that all personnel, and drivers are familiar with the operational procedures of the site, ensuring safe and efficient procedures for both pedestrians and vehicles are well established prior to the commencement of operations.

In summary, the implementation of this OTMP and is expected to deliver a positive transport planning outcome and represent an improvement over existing conditions.

# APPENDIX A

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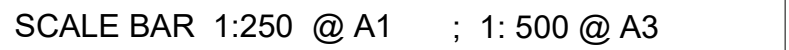
Plans



|                                                                                       |                                      |
|---------------------------------------------------------------------------------------|--------------------------------------|
|    | SITE BOUNDARY                        |
|    | LANDSCAPE SETBACK                    |
|    | FNC-1: 2.1 M PALISADE FENCE          |
|    | FNC-2: 2.1 M CHAINLINK FENCE         |
|    | WAREHOUSE                            |
|    | LOADING ZONE                         |
|    | OFFICE                               |
|    | HEAVY DUTY PAVEMENT                  |
|  | LIGHT DUTY PAVEMENT                  |
|  | COMPACTED GRAVEL TRAIL               |
|  | PEDESTRIAN PAVEMENT                  |
|  | LANDSCAPING                          |
|  | PROPOSED TREE<br>TO LANDSCAPE DETAIL |
|  | TREE RETAINED                        |
|  | TREE REMOVED                         |

|       |                          |
|-------|--------------------------|
| DB    | DISTRIBUTION BOARD       |
| EV    | ELECTRIC VEHICLE PARKING |
| FE    | FIRE EXIT DOOR           |
| FH    | FIRE HYDRANT             |
| G-SW  | GATE SINGLE (SWING)      |
| G-SWD | GATE DOUBLE (SWING)      |
| RSD   | ROLLER SHUTTER DOOR      |
| GD    | GRATED DRAIN             |

1. ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS OF ALL EARTH WORKS AND EXCAVATION.
2. ALL LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAILS.
3. ALL INFORMATION SUBJECT TO DETAILED DESIGN AND ENGINEERING INPUT.
4. HYD. MECH. ELECTRICAL, AND FIRE ELEMENTS ARE INDICATIVE ONLY.
5. ALL MEASUREMENTS OF EXISTING STRUCTURES ARE APPROXIMATE ONLY, AND TO BE CONFIRMED ON SITE.
6. TENANT FITOUT ITEMS SHOWN BLUE



## SITE PLAN

|              |   |
|--------------|---|
| 1220011_A005 | N |
|--------------|---|

Autodesk Docs://1220011\_Coombes\_Hale St Botany/1220011\_Coombes\_2 - 4 Hale St, Botany\_R23\_DD\_New Design.rvt

| Notes                                                                                                                                                   | Issue | Description                            | Date       | By | QA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------------------------------|------------|----|----|
| -This drawing and design is subject to Reid Campbell (NSW) Pty Ltd approval and may not be reproduced without their written consent.                    | D     | Development Application                | 23.02.2024 | CL | MF |
| -Contractor to verify all dimensions on site before commencing work.                                                                                    | E     | Development Application Updates        | 01.03.2024 | CL | MF |
| -Report all discrepancies to project manager prior to construction.                                                                                     | F     | Development Application Updates        | 07.03.2024 | CL | MF |
| -Equalised and levelled in preference to scaled drawings.                                                                                               | G     | Development Application Updates        | 13.03.2024 | CL | MF |
| -All works is to conform to relevant Australian Standards and other Codes as applicable, together with other Authorities' requirements and regulations. | H     | Development Application                | 15.03.2024 | CL | MF |
|                                                                                                                                                         | I     | Development Application                | 22.03.2024 | CL | MF |
|                                                                                                                                                         | K     | Development Application - Tree Updates | 03.04.2024 | CL | MF |
|                                                                                                                                                         | L     | Issue for Information                  | 11.10.2024 | PM | MF |
|                                                                                                                                                         | M     | Issue for Information                  | 05.11.2024 | PM | MF |
|                                                                                                                                                         | N     | Issue for Information                  | 03.12.2024 | PM | MF |

| Issue | Description                            | Date       | By | QA |
|-------|----------------------------------------|------------|----|----|
| D     | Development Application                | 23.02.2024 | CL | MF |
| E     | Development Application Updates        | 01.03.2024 | CL | MF |
| F     | Development Application Updates        | 07.03.2024 | CL | MF |
| G     | Development Application Updates        | 13.03.2024 | CL | MF |
| H     | Development Application                | 15.03.2024 | CL | MF |
| J     | Development Application                | 22.03.2024 | CL | MF |
| K     | Development Application - Tree Updates | 03.04.2024 |    |    |
| L     | Issue for Information                  | 11.04.2024 | PY | MF |
| N     | Issue for Information                  | 05.11.2024 | PY | MF |
| M     | Issue for Information                  | 03.12.2024 | PY | MF |

STRATEGY | DESIGN | DELIVERY  
ACN: 002 033 801 ABN: 28 317 606 875

Level 15, 124 Walker Street  
North Sydney NSW 2060 Australia

10 20 30 40 50 60 70 80 90 100

**Tel:** 61 02 9954 5011  
**Fax:** 61 02 9954 4946

**Email:** [sydney@reidcampbell.com](mailto:sydney@reidcampbell.com)  
**Website:** [www.reidcampbell.com](http://www.reidcampbell.com)

Website: [www.fcloudcampus.com](http://www.fcloudcampus.com)

**REID  
CAMPBELL**

## DEVELOPMENT APPLICATION

CLIENT

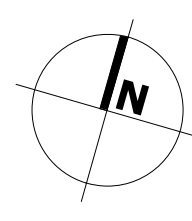


PROJECT MANAGER

PROJECT  
WASTE MANAGEMENT  
FACILITY  
24 HALE ST. ROTARY

|       |         |                      |
|-------|---------|----------------------|
| Drawn | Checked | PRINT DATE           |
| DT    | LA      | 3/12/2024 5:20:26 PM |

NORTH POINT



Drawing Title

## SITE PLAN

SHEET NUMBER  
1220011\_A005

ISSUE

N

## APPENDIX B

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### Practitioner Qualifications



## JUSTIN PINDAR

### DIRECTOR

#### Qualifications and Associations

---

- Master of Transport and Traffic (MTrans&Traf) – Monash University (School of Civil Engineering)
- Bachelor of Aviation BAv (Management)
- Australian Institute of Traffic Planning and Management (AITPM) member
- RMS Prepare a Work Zone Traffic Management Plan
- Road Safety Auditor (Level 2)
- SIDRA Intersection Modelling (Advanced)
- Expert Witness – New South Wales Land and Environment Court

#### Areas of Expertise

---

Justin is one of TRAFFIX's directors who joined TRAFFIX in 2015 and has extensive experience in areas related to the preparation of traffic impact assessments, planning proposals, green travel plans, construction traffic management plans (CTMPs) and internal traffic management plans.

Justin is proficient in the analysis of traffic generation, trip distribution and traffic modelling using SIDRA Intersection. He has extensive knowledge of Australian Standards, Austroads Guidelines and Roads and Transport for New South Wales requirements and regularly appears as an expert witness in the New South Wales Land and Environment Court on a wide range of developments.

#### Relevant Experience

---

##### Residential Development (The Island), Castle Hill

Preparation of a Traffic Impact Assessment report in support of a complex residential development containing 295 residential apartments.

This study involved design review of circulation, parking areas and all loading facilities for commercial vehicles, as well as the analysis of parking and internal vehicle circulation areas in accordance with Council and state government Guidelines in accordance with AS2890, Austroads Guide to Traffic Management to ensure the safety of all road users within the site and along the surrounding road network.

##### Road Safety Assessment – New line Road, Dural

Preparation of a Road Safety Assessment of an existing roadside advertising billboard located in Newline Road, Dural.

This study required an assessment of an existing digital roadside digital advertising billboard in accordance with SEPP 64 and TfNSW Guidelines with a focus on driver sight lines, driver distraction and road safety in relation to all road users including drivers, pedestrians and cyclists.

##### Construction Traffic Management Plan, ABC Building - Ultimo

Preparation of a CTMP for alterations and additions to the ABC building in Ultimo.

This study involved the preparation of truck routes, Traffic Guidance Schemes (TGSs) and design reviews for construction vehicle access to and from the subject site, as well as associated key intersections in the locality with a focus on ensuring the safety of all road users.

##### High Pedestrian Activity Area (HPAA) Study, North Sydney Council

Preparation of HPAA for three local areas. This required a strategic review of relevant legislation, existing treatments, existing vehicle speed and traffic volume data, a review of crash data, preparation of Local Area Traffic Management Plans including gateway treatments and traffic calming treatments in accordance with Austroads Guide to Traffic Management Part 8.

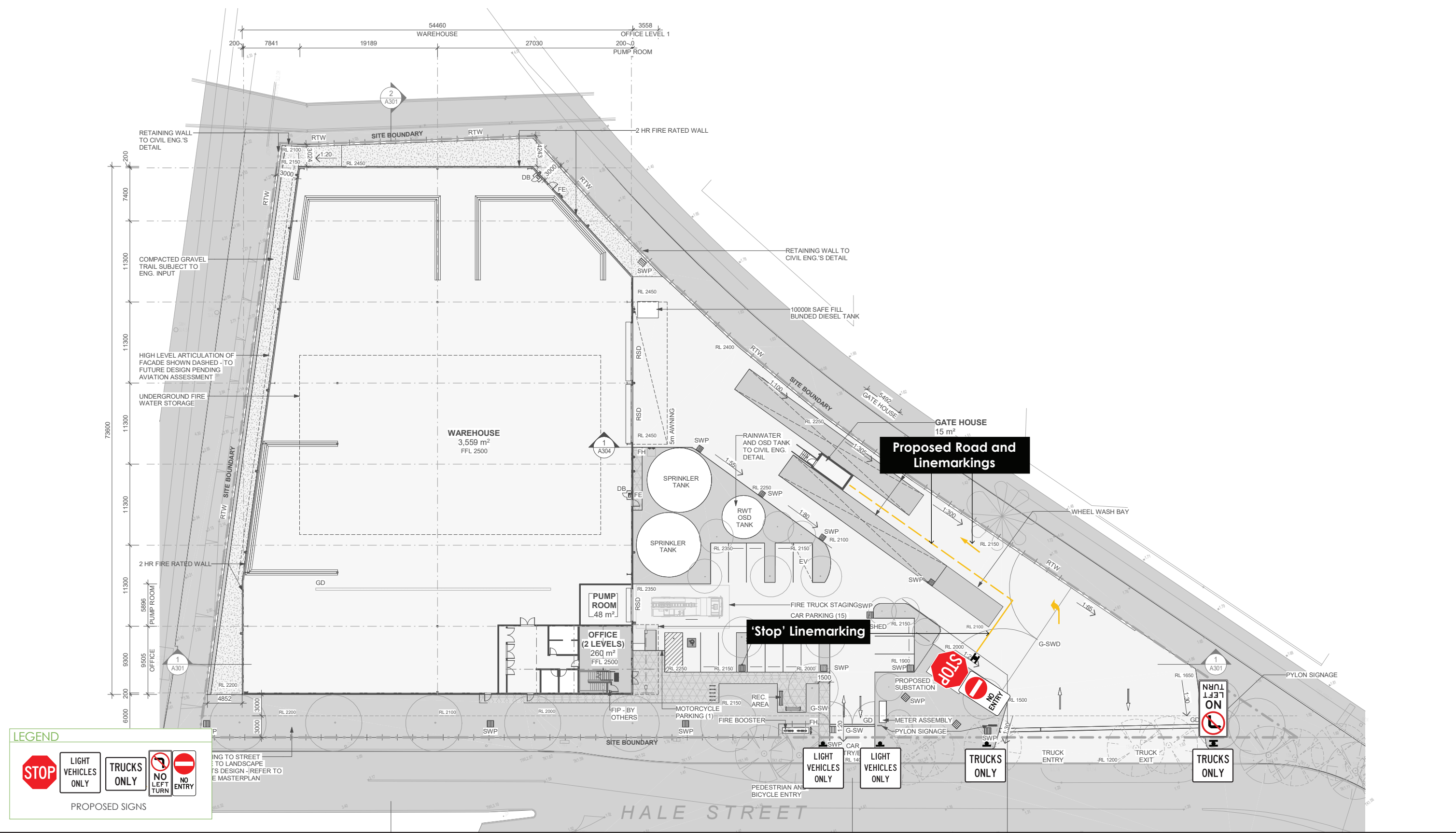
##### 171 Wattle Road, Shellharbour

Preparation of a Traffic Impact Assessment report in support of an Independent Living Unit Development comprising 152 Independent Living Units. This study involved working closely with the design team to resolve a complex internal road network with multiple levels of parking and accesses to local and State Roads whilst maintaining right-of-way access to neighboring developments.

## APPENDIX C

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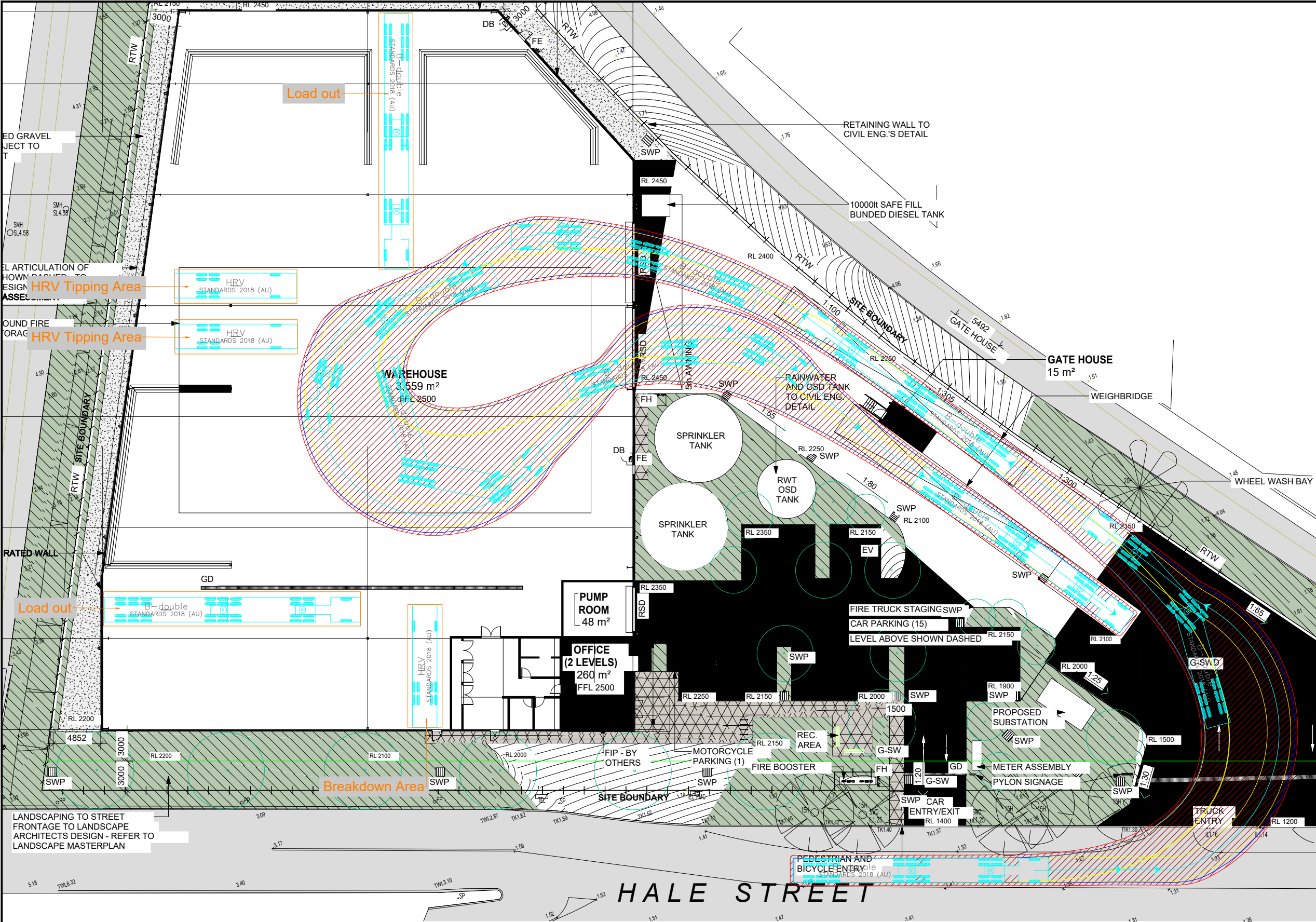
### Signage & Line Marking Plan



## APPENDIX D

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### Swept Path Analysis



Notes:

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TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

| Rev. | Revision Note | By. | Date |
|------|---------------|-----|------|
|      |               |     |      |

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Reid Campbell

Client

KLF Group

Scale / Plan Orientation

0 2 4 6 8m

1:500 @ A3

Project Description

C&D Waste Transfer Station, Botany

Drawing Prepared By

**TRAFFIX**

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street  
Surry Hills, NSW 2010  
PO Box 1124  
Strawberry Hills, NSW 2012

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f: +61 2 9830 4481  
w: [www.traffix.com.au](http://www.traffix.com.au)

Drawing Title

Site Plan (Rev. L)

Design Vehicle: 26m B-Double

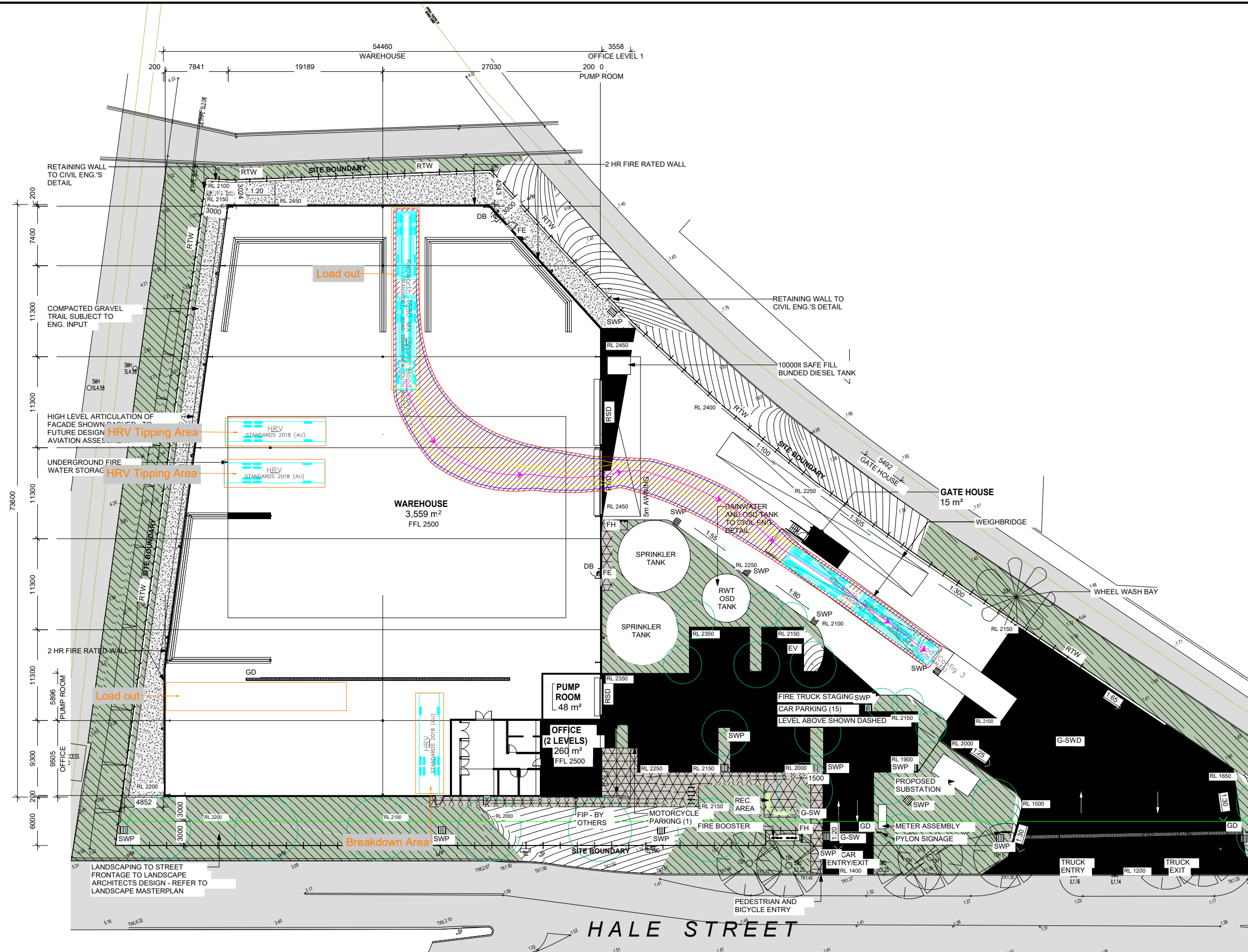
Movement: Site Circulation including Queing

|           |             |                |
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| Drawn: AB | Checked: TY | Date: 04-12-24 |
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23.46401v11 TRAFFIX [241204 Plans] Design Review JP.dwg

|             |               |             |      |
|-------------|---------------|-------------|------|
| Project No. | Drawing Phase | Drawing No. | Rev. |
| 23.464      | RFI           | TX.04       | A    |





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| Rev. | Revision Note | By. | Date |
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|                            |
|----------------------------|
| Swept Path Legend          |
| Wheel Path                 |
| Vehicle Body Envelope      |
| Clearance Envelope (300mm) |

|               |
|---------------|
| Architect     |
| Reid Campbell |

|           |
|-----------|
| Client    |
| KLF Group |

|                          |
|--------------------------|
| Scale / Plan Orientation |
|                          |
| 1:500 @ A3               |

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|------------------------------------|
| Project Description                |
| C&D Waste Transfer Station, Botany |

Drawing Prepared By

**TRAFFIX**

TRAFFIC AND TRANSPORT PLANNERS

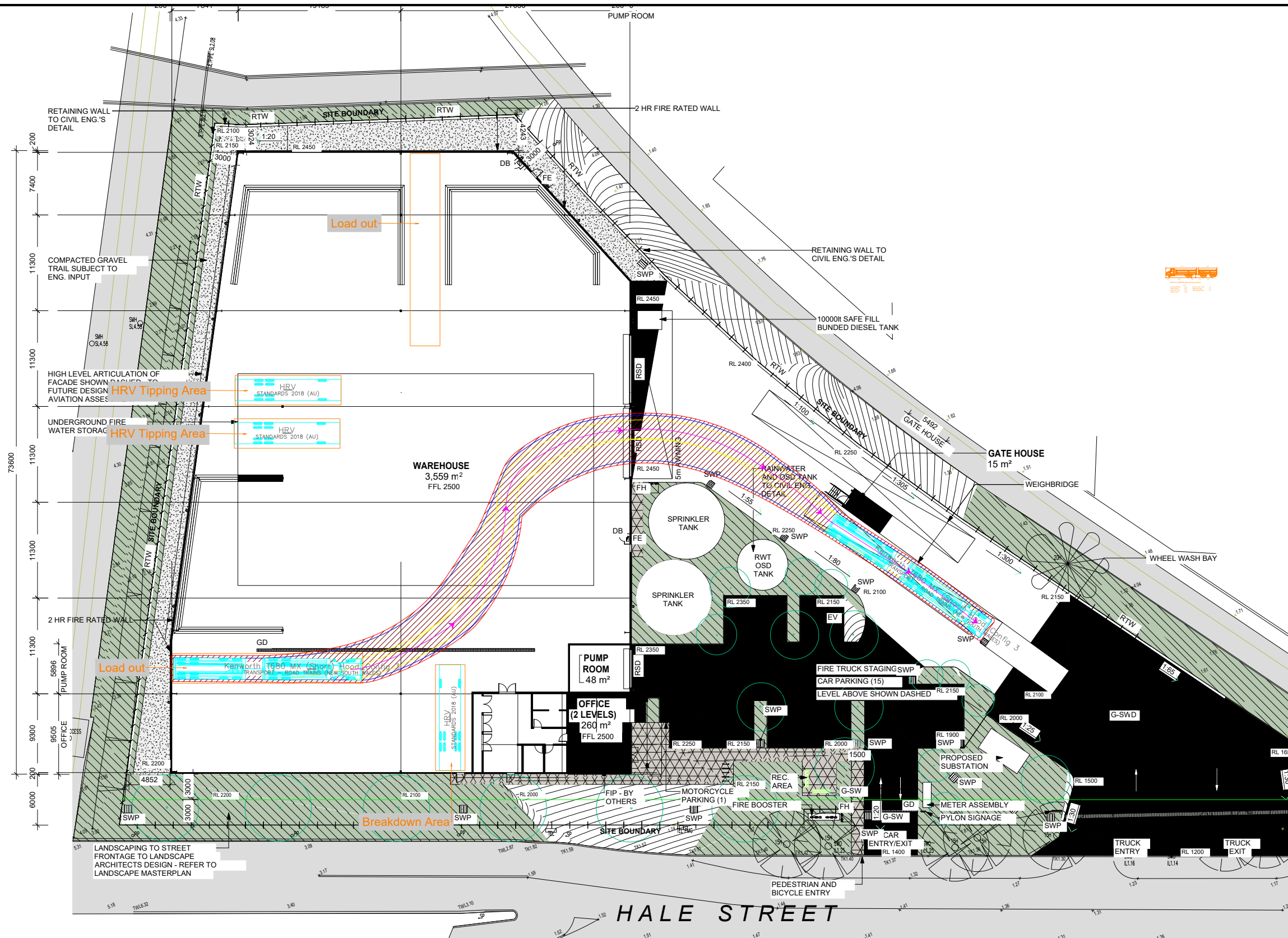
Suite 2.08, 50 Holt Street t: +61 2 8324 8700  
Surry Hills, NSW 2010 f: +61 2 9830 4481  
PO Box 1124 w: www.traffix.com.au  
Strawberry Hills, NSW 2012

|                                   |
|-----------------------------------|
| Drawing Title                     |
| Site Plan (Rev. L)                |
| Design Vehicle: 22.2m Truck & Dog |
| Movement: Egress Manoeuvre        |

|           |             |                |
|-----------|-------------|----------------|
| Drawn: AB | Checked: TY | Date: 04-12-24 |
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| Project No. | Drawing Phase | Drawing No. | Rev. |
| 23.464      | RFI           | TX.06       | A    |



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Rev. Revision Note By. Date

**Swept Path Legend**  
Wheel Path  
Vehicle Body Envelope  
Clearance Envelope (300mm)

**Architect**  
Reid Campbell

**Client**  
KLF Group

**Scale / Plan Orientation**  
0 2 4 6 8m  
1:500 @ A3

**Project Description**  
C&D Waste Transfer Station, Botany

**Drawing Prepared By**  
**TRAFFIX**  
TRAFFIC AND TRANSPORT PLANNERS

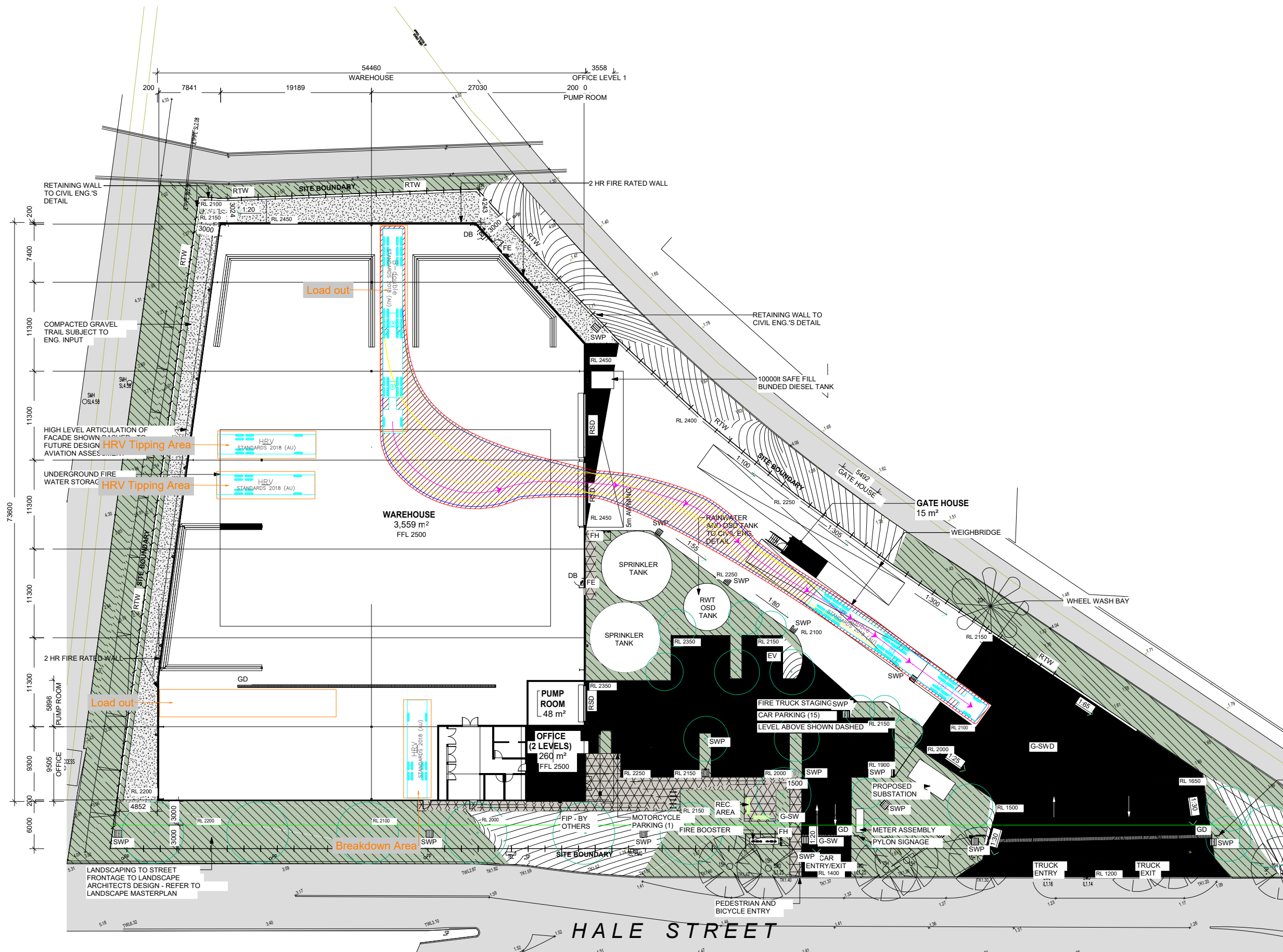
Suite 2.08, 50 Holt Street t: +61 2 8324 8700  
Surry Hills, NSW 2010 f: +61 2 9830 4481  
PO Box 1124 w: www.traffix.com.au  
Strawberry Hills, NSW 2012

**Drawing Title**  
Site Plan (Rev. L)  
Design Vehicle: 22.2m Truck & Dog  
Movement: Egress Manoeuvre

Drawn: AB Checked: TY Date: 04-12-24

23.464d01v11 TRAFFIX [241204 Plans] Design Review JP.dwg

|             |               |             |      |
|-------------|---------------|-------------|------|
| Project No. | Drawing Phase | Drawing No. | Rev. |
| 23.464      | RFI           | TX.07       | A    |



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| Rev. | Revision Note | By. | Date |
|------|---------------|-----|------|
|------|---------------|-----|------|

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect  
Reid Campbell

Client  
KLF Group

Scale / Plan Orientation

0 2 4 6 8m

1:500 @ A3

Project Description  
C&D Waste Transfer Station, Botany

Drawing Prepared By

**TRAFFIX**  
TRAFFIC AND TRANSPORT PLANNERS

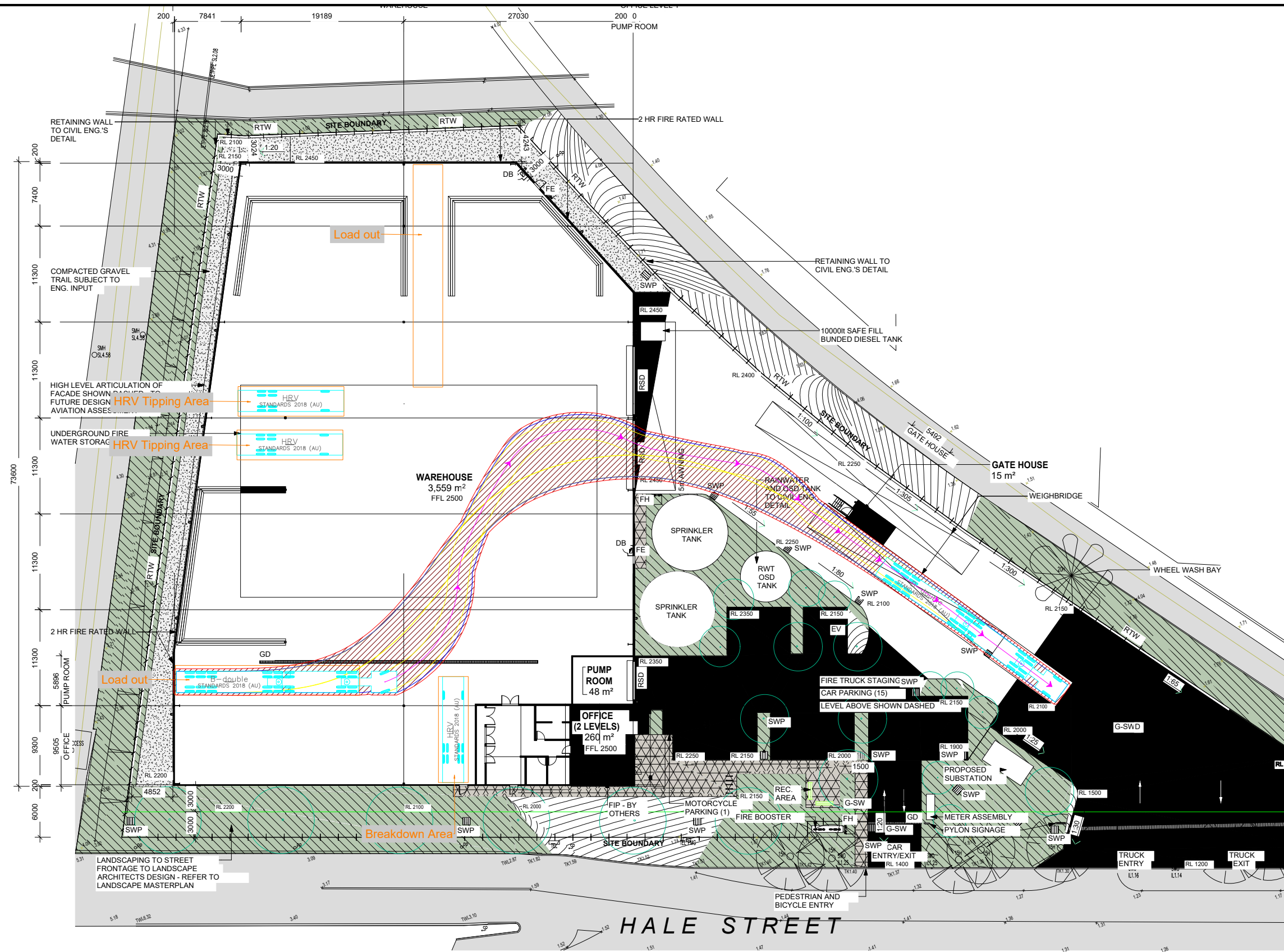
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Surry Hills, NSW 2010 f: +61 2 9830 4481  
PO Box 1124 w: www.traffix.com.au  
Strawberry Hills, NSW 2012

Drawing Title

Site Plan (Rev. L)  
Design Vehicle: 26.0m B-Double  
Movement: Egress Manoeuvre

|           |             |                |
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| Project No.                                              | Drawing Phase | Drawing No. | Rev. |
| 23.464                                                   | RFI           | TX.08       | A    |



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| Rev. | Revision Note | By. | Date |
|------|---------------|-----|------|
|------|---------------|-----|------|

|                            |
|----------------------------|
| Swept Path Legend          |
| Wheel Path                 |
| Vehicle Body Envelope      |
| Clearance Envelope (300mm) |

Architect  
Reid Campbell

Client  
KLF Group

Scale / Plan Orientation

0 2 4 6 8m

1:500 @ A3

Project Description  
C&D Waste Transfer Station, Botany

Drawing Prepared By

**TRAFFIX**  
TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street t: +61 2 8324 8700  
Surry Hills, NSW 2010 f: +61 2 9830 4481  
PO Box 1124 w: www.traffix.com.au  
Strawberry Hills, NSW 2012

Drawing Title

Site Plan (Rev. L)  
Design Vehicle: 26.0m B-Double  
Movement: Egress Manoeuvre

|           |             |                |
|-----------|-------------|----------------|
| Drawn: AB | Checked: TY | Date: 04-12-24 |
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23.464d01v11 TRAFFIX [241204 Plans] Design Review JP.dwg

| Project No. | Drawing Phase | Drawing No. | Rev. |
|-------------|---------------|-------------|------|
| 23.464      | RFI           | TX.09       | A    |