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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

8 September 2022

Reference: 200756.01FB

Concrete Recyclers Pty Ltd
14 Thackeray Street
Camellia NSW 2142
Attention: Anthony Males

CONSTRUCTION TRAFFIC MANAGEMENT PLAN OF RESOURCE RECOVERY FACILITY AT 7 MONTORE ROAD, MINTO

Dear Anthony,

Reference is made to your request to provide a Construction Traffic Management Plan (CTMP) for the approved Resource Recovery Facility at 7 Montore Road, Minto. This CTMP is to address Campbelltown Council Consent Conditions #B1, #B2, #B3, #B4 and #B5 of DA SSD 5339.

1 Site Location

The site comprises a vacant lot located at 7 Montore Road, Minto and is located within the Minto industrial precinct, with a flood canal running along the western boundary. The site has a singular vehicular access point from Montore Road at the site's north-eastern corner.

Montore Road has the following existing characteristics at the point of construction:

- ☐ Unclassified LOCAL Road
- ☐ Generally 13m wide two lane carriageway (one lane in each direction)
- ☐ Default 50km/h speed limit applies
- ☐ Kerbside parking permitted along the frontage of the site

Airds Road has the following existing characteristics at the point of construction:

- ☐ Unclassified LOCAL Road
- ☐ Generally 16m wide two lane carriageway (one lane in each direction)
- ☐ Pedestrian footpath on the eastern side of the carriageway
- ☐ Signposted 60km/h speed limit
- ☐ Kerbside parking permitted along both sides of the road

2 Proposed Development

The development involves the construction of a resource recovery facility with an intended capacity of 450,000 tonnes per annum. A brief description of the facility's components are outlined in the list below;

- 3 x 35-tonne class wheel loaders
- 1 x 45-tonne excavator
- 2 x 30-tonne excavators
- Storm water storage tanks
- 1 x water cart
- 1 x 20,000-litre capacity self-bunded fuel tank
- 2 x weighbridges
- Wheel wash
- Workshop for general repairs
- Staff lunch room and associated amenities
- Car park

The car park consists of a total of 18 car parking spaces. Vehicular access to the car park will be made via Montore Road.

Plans of the proposed development have been reproduced within **Annexure A** for reference.

3 Duration of Construction

Construction is expected to occur over a total duration of 9 months. The expected milestones and durations are as follows:

Activity	Duration
Excavation	4 months
Structure	4 months
Fitout	1 months

This timeframe is indicative only and can possibly change due to delays, weather and construction certification details.

4 Construction Hours of Work

The work associated with the construction of the development is expected to be carried out between the general hours of construction as per Consent Condition B23:

Remediation, earthworks and construction

<i>Monday – Friday</i>	<i>7am to 6pm</i>
<i>Saturday</i>	<i>8am to 1pm</i>

The enforcement of these hours of work is the responsibility of the site contractor and any other delegated authority. All sub-contractors and associated workers are to follow the hours of work as instructed by the site contractor. Any works outside of the approved hours of work must be approved by Council prior to carrying out the work.

5 Construction Site Access

All vehicular access will be made via the existing driveway from Montore Road, on the north-eastern corner of the site. The vehicular crossing shall be amended to accommodate the swept paths of a 20m Articulate Vehicle (AV) for the purpose of deliveries etc.

6 Work Zones

It is expected that all loading / unloading of deliveries / materials will be undertaken wholly on-site and not require a construction work zone along the site road frontage. If a construction work zone is required along these roadways, this is subject to a separate application and approval by Council and appropriate amendment of this CTMP.

7 Construction Staff & Parking Requirements

The expected staff requirements for the construction are as follows:

Activity	Duration	No. Staff	Expected Staff on-site at any one time
Excavation	4 months	12	12
Structure	4 months	12	12
Fitout	1 months	12	12

It is expected that as a worst case, a total of 12 workers will be on-site at any one-time. Assuming car occupancy of 2 workers per vehicle (car pool and public transport use) would equate to six (6) parked vehicles. When the car park is constructed and certified (if necessary), it may be feasible for staff to park within the car park, alleviating overflow parking.

In any case, the generation of some six (6) staff vehicles is relatively low and workers are encouraged to utilise public transport and / or carpooling. The site is located within 900m walking distance to a bus stop on Airds Road (Stop ID 256627) which provides access to the site from Narellan, Oran Park, Raby, St Andrews and Eagle Vale.

8 Construction Traffic

Construction traffic generated by the proposed development is to be approximately 65 daily construction trucks (up to 19m AV) during excavation (approximately one truck every 9 minutes), with up to 70 vehicle trips during the structure and fitout stages, whilst staff traffic will generally occur early in the morning (7am) and gradually finish in the afternoon from 3pm onward.

As construction vehicles will be spread throughout the day and given the average staff to be on-site at any one time, a maximum of 15 movements will occur during the morning and afternoon peak hour in the area around site. The approved development is expected to generate up to 42 vehicle trips per hour and as such it is expected that the surrounding road network will be able to accommodate the expected construction traffic.

9 Construction Vehicle Haulage

All construction vehicles required to access site will utilise the existing road network. The largest construction vehicle required to access the site on Montore Road is a 20m Articulated Vehicle (AV). Montore Road is an approved 25m B-double Road and as such will be able to accommodate the proposed construction vehicles.

Due to weight constraints construction vehicles are to travel via different routes according to the weight of the truck. **Annexure B** details the haulage routes available for different weights of trucks.

10 Pedestrian Management

The site frontage along Montore Road does not have pedestrian footpaths and as such will not require the closing of any footpaths. In any case, the frontage on the outside of the construction fence are to be free of any waste, construction material or trip hazards associated with the development. Only authorised personnel are permitted on-site and must be inducted by the site manager / OH&S officer. Site fencing on the along the frontages should also be regularly inspected for potential trip hazards or encroachment onto the verge where pedestrians will walk.

If a construction work zone is required along any of the frontages, it may be necessary to implement a traffic controller to monitor pedestrian traffic across the temporary construction driveway and through the work zone, particularly if on-street loading is to be undertaken, although this is unlikely and not currently part of this CTMP.

If necessary during construction, the site foreman/manager must install appropriate type A or type B hoarding to allow free access to pedestrians at all times.

11 Driver's Code of Conduct

All workers and any employees contracted, whether directly or indirectly, who engage in the movement of construction vehicles on the site shall abide by the following code of conduct. All drivers of vehicles will be required to sign a register of inducted drivers confirming that they agree to the obligations, requirements and directions in regard to the CTMP and Driver's Code of Conduct. The signed drivers code of conduct register shall be kept on the premises at all times and be readily available upon request by authorised Council or TfNSW officers.

In the event that a statutory requirement overlaps the scope of this plan then the statutory requirements will take precedence. If there is a real or perceived difference between the statutory regulations and this document then the site manager must first seek clarification from the proponent on the implementation of that action for which the difference is identified.

- a) Drivers to be appropriately licenced by TfNSW or another Australian state for the vehicle size and combination.
- b) To minimise conflicts with other road users, drivers will abide by the (NSW) Road Rules 2014 as amended at all times when travelling on public roads and within the site. The enforcement and monitoring of the road rules will be undertaken by NSW police and the site manager.
- c) Drivers are not to access or egress the site outside of the construction hours of work as detailed in **Section 4** to minimise road traffic noise. Additionally, drivers are to abide by the truck haulage route (detailed in **Annexure B**) and limit idling of vehicles when parked to limit noise impacts.
- d) It is prohibited to be under the influence of alcohol while operating a motor vehicle in accordance with the NSW Road Rules or as specified in contractual agreements for all employees. This specifically includes consumption by any worker who will operate machinery or a vehicle during their work period.
- e) It is prohibited to be under the influence of drugs, other than alcohol, while operating a motor vehicle in accordance with NSW Road Rules or as specified in contractual agreements for all employees. This includes illicit drugs and those which may directly or indirectly have an

effect such as those accompanied by the warning of *“This medicine may cause drowsiness and may increase the effect of alcohol. If affected do not drive a motor vehicle or operate machinery”*.

- f) Contractors will specifically be required to abide by this code of conduct and management plan at all times while engaged in performing their duties during their work period. Failure of a contractor to comply with this code of conduct (without due cause) may result in reprimand or severance of employment by the manager in accordance with relevant government policies and contractual agreements for all employees. Failure of compliance will be recorded by site manager.
- g) Drivers should adjust their driving speeds and turning movements during times of poor weather including rain, fog and wind. Drivers should also turn on headlights / fog lights during fog weather conditions.
- h) Drivers will comply with the direction of authorised staff when within the site.
- i) Drivers will follow the nominated vehicle movement routes referred to in **Annexure B**, including movements limited by, prevailing traffic conditions, vehicle size and vehicle mass. Drivers are to obey temporary changes in travel routes as directed by regulatory signage or under the direction of Police or traffic controller at work sites and drive their vehicles in a compliant manner appropriate to the size of the vehicle and road conditions.
- j) No earthworks or construction is proposed or is to occur within the local and regional road network such that no impact will result.

11.1 Complaints Register

The phone number of the Site Manager or the Community Liaison Officer shall be displayed at the front of the site and a direction that any complaints be directed to that number. Any complaints shall be dealt with appropriately and a register of complaints shall be recorded.

12 Traffic Control Plan

Traffic Control Plan (TCP) for the subject construction is shown in **Annexure C**. The TCP is based on Roads & Maritime Services (RMS) Traffic Control at Worksites.

For the duration of excavation and construction, the TCP shown in **Annexure C** shall be implemented and erected by a suitably qualified contractor.

Any proposed additional signage and road closures are to be approved by Council's Local Traffic Committee. Residents and businesses in the area are to be formally informed of the traffic changes via letterbox drop prior to the commencement of any construction activities. VMS signage will also be erected in order to keep local traffic informed of any changes to traffic conditions.

13 Traffic Management Plan Checklist

Reference is made to the RMS (previously RTA) *Procedures for Use in the Preparation of a Traffic Management Plan*, version 2.0 December 2001. The following list addresses the required CTMP details.

- A. Description or detailed plan of proposed measures
Is the detailed plan of the proposed measures necessary?
Yes

B. Identification and assessment of impact of proposed measures

Is a detailed assessment required?

No – The expected generated construction traffic is relatively low and is not expected to measurably increase expected delays or impacts on surrounding network performance.

C. Measures to ameliorate the impact of re-assigned traffic

Is an assessment required?

No – The expected generated construction traffic is relatively low and is not expected to measurably increase expected delays or impacts on surrounding network performance. The site is located close to the arterial road of XYZ Road therefore minimising infiltration to local streets.

D. Assessment of public transport services affected

Is an assessment required?

No – There are no existing bus stops which will be affected by the proposed works. The required staff levels are also not expected to add loading above what the surrounding public transport network can cater for with its current services and frequency and as such, public transport will not be affected.

E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians

Are these details required?

No – The proposed works will not adversely impact the current on-street conditions, including access around the site for pedestrians.

F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

Is an assessment required?

No – There are no existing bus stops which will be affected by the proposed works. The required staff levels are also not expected to add loading above what the surrounding public transport network can cater for with its current services and frequency and as such, public transport will not be affected.

G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas

Is an assessment required?

No – The expected generated construction traffic is relatively low and is not expected to measurably increase expected delays or impacts on surround network performance. The site is located close to the arterial road of XYZ Road therefore minimising infiltration to local streets and impact on residential amenity.

H. Public consultation process

Is a public consultation process required?

No – The current traffic flow conditions will remain unaltered and therefore no impact on existing traffic flows along local and arterial roads will be evident.

Please contact the undersigned should you require further information or assistance.

Yours faithfully

McLaren Traffic Engineering



Craig McLaren

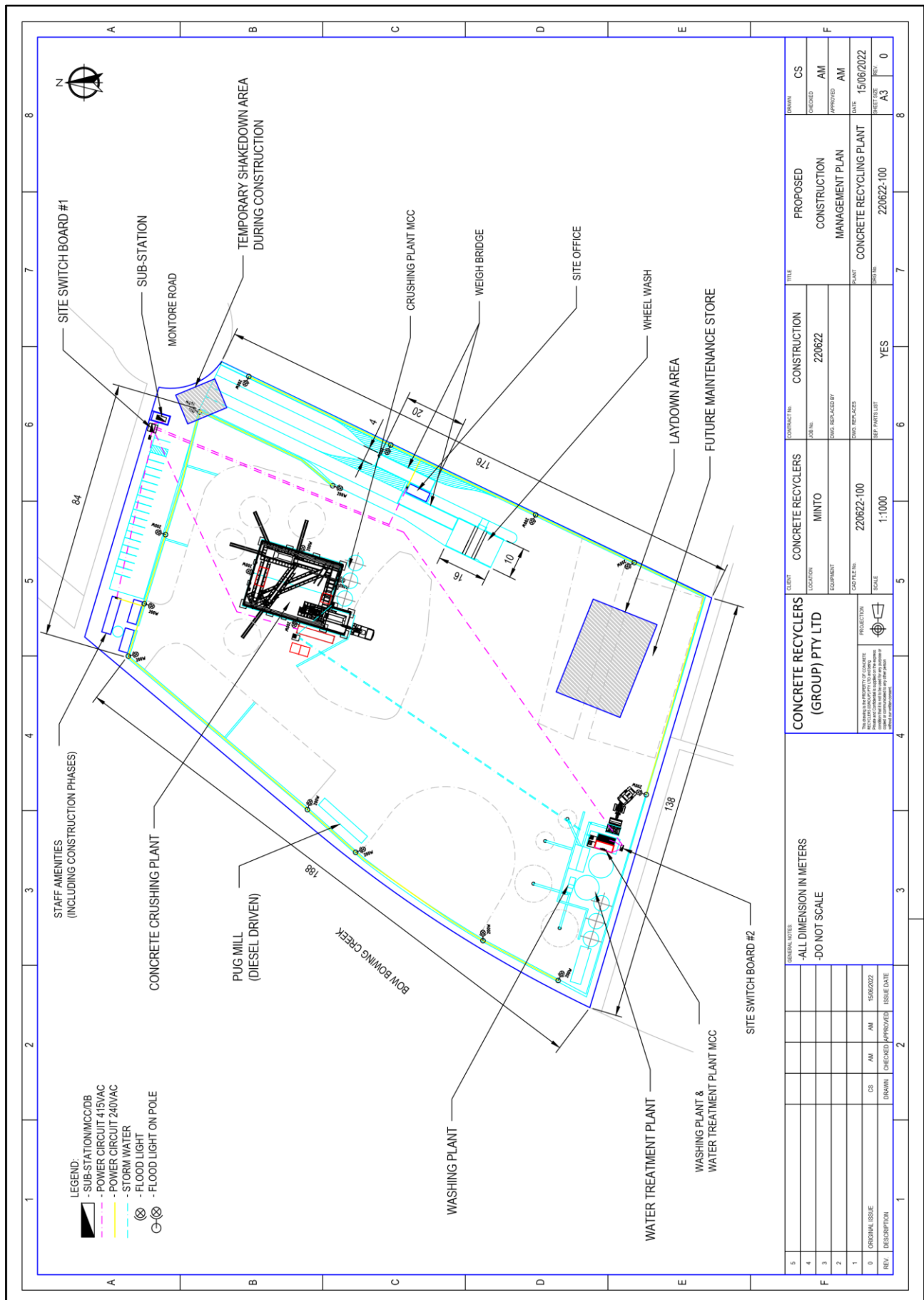
Director

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RPEQ 19457

RMS Accredited Level 3 Road Safety Auditor [1998]

RMS Accredited Traffic Management Plan Designer [2018]

ANNEXURE A: CONCEPT SITE PLAN



ANNEXURE B: HAULAGE ROUTES

(Sheet 1 of 3)



★ Site Location

ROUTES FOR VEHICLES LESS THAN 32t

ANNEXURE B: HAULAGE ROUTES

(Sheet 2 of 3)



★ Site Location

ROUTES FOR VEHICLES BETWEEN 32t AND 40t

ANNEXURE B: HAULAGE ROUTES

(Sheet 3 of 3)



★ Site Location

ROUTES VEHICLES OVER 40t

ANNEXURE C: TRAFFIC CONTROL PLAN

