SUEZ Recycling and Recovery Pty Ltd

LHRRP - Garden Organics Facility
Construction Traffic Management Plan

July 2021

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1. Introduction

1.1 Background

The relocation and expansion of the existing garden organics (GO) facility at Lucas Heights Resource Recovery Centre was approved on 23 January 2017 under SSD 6835. GHD have been commissioned by SUEZ Recycling and Recovery (SUEZ) to prepare a Construction Environmental Management Plan (CEMP) for the redevelopment of the GO facility to comply with Conditions D1 and D2 of the Consent.

According to the Consent conditions, the CEMP will include the following:

- CEMP for the dual gas and leachate trench (prepared by SUEZ and approved by the EPA)
- Erosion and sediment control plan (part of this scope of works)
- Vegetation and fauna management plan (updated as part of this scope of works)
- Construction traffic management plan (part of this scope of works)

The current approval under SSD 6835 allows for the construction of both a Garden Organics (GO) facility and Advanced Resource Recovery Technology (ARRT) facility. The construction of these facilities would be implemented in stages and traffic management works would likewise be staged to minimise the impact of the activities, by ensuring that disturbances only occur when required. Only the GO facility would be constructed at this stage.

As such, this plan deals with the provision of the GO facility alone, and associated traffic management works.

1.1.1 Proposed development

The construction activities associated with the GO facility include the following:

- GO Facility West : earthworks, construction of hardstand, internal access road, water and leachate infrastructure, waste receival and sorting areas and compost bunkers and storage areas, Mill Creek rehabilitation.
- GO Facility East: relocation works within Area 2 and 3 of the GO area.

The SSD 6835 approved consent conditions include the Condition D2 under the section “Construction Environmental Management Plan”. This condition states the following:

As part of the CEMP for the Development, required under Condition D1 of this consent, the Applicant shall include the following:

(a) *A construction management plan for the dual gas and leachate trench prepared in consultation with EPA (Condition C23)*

(b) *An erosion and sediment control plan*

(c) *A vegetation and fauna management plan (Condition C43); and*

(d) *A construction traffic management plan (Condition C48)*

This report provides a Construction Traffic Management Plan (CTMP) to address consent condition (d).

1.2 Purpose of this report

This CTMP has been prepared to address the requirements of Condition D2 (d) with respect to the construction phase activities for the proposed GO facility. In the event of future works to

construct the ARRT facility, this plan would be updated accordingly to reflect the further construction works.

This CTMP addresses the approval conditions set out in the development consent by NSW Department of Planning & Environment (application number SSD 6835), which are as follows:

C48. The Applicant shall prepare a Construction Traffic Management Plan for construction of the GO and ARRT facilities. The plan shall:

- *(a) be prepared by a suitably qualified and experienced expert, in consultation with Council and RMS;*
- *(b) be submitted to the Secretary, prior to the commencement of construction of the GO and/or ARRT Facility;*
- *(c) detail the measures to be implemented to ensure road safety and network efficiency during construction;*
- *(d) detail heavy vehicle routes, access and parking arrangements;*
- *(e) include a Driver Code of Conduct to:*
  - *• minimise the impacts of construction works on the local and regional road network;*
  - *• minimise conflicts with other road users;*
  - *• ensure truck drivers use specified routes;*
- *(f) include a program to monitor the effectiveness of these measures; and*
- *(g) if necessary, detail procedures for notifying residents and the community, of any potential disruptions to routes.*

1.2.1 Objectives

During periods of construction activity, the safety and management of staff and visitor access to the site is a priority. This CTMP will help the Client to efficiently and effectively manage traffic and pedestrian movements, including identification of the following:

- Vehicle approach departure routes to the site
- Construction vehicle types
- Potential areas of parking for construction personnel
- Site access constraints such as vehicle restrictions (e.g. road network load limits/height restrictions) on haulage routes
- Identify areas of vulnerable road users (pedestrians and bicycle riders)
- Methods of communicating traffic changes on the road network

1.3 Staged approach

As part of the approved works, SUEZ is proposing to construct only the GO facility at this initial stage without the inclusion of the ARRT facility. The ARRT facility may be constructed at a later date.

The construction of the GO facility would require an initial re-alignment of Mill Creek. In the event that the ARRT facility is constructed, Mill Creek would require further re-alignment as per the approved works. By staging the works, the impacts would be minimised as disturbances would only occur when necessary. This staged realignment means that the existing sediment basin located to the north of the proposed GO location would be initially retained.

1.4 Scope and limitations

This report: has been prepared by GHD for SUEZ Recycling and Recovery Pty Ltd and may only be used and relied on by SUEZ Recycling and Recovery Pty Ltd for the purpose agreed between GHD and the SUEZ Recycling and Recovery Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than SUEZ Recycling and Recovery Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

2. Construction traffic management basis

2.1 Project Location

The location of the GO facility in relation to the overall site plan is in Figure 2-1. The site is accessed from Little Forest Road, via the priority controlled New Illawarra Road / Little Forest Road intersection.

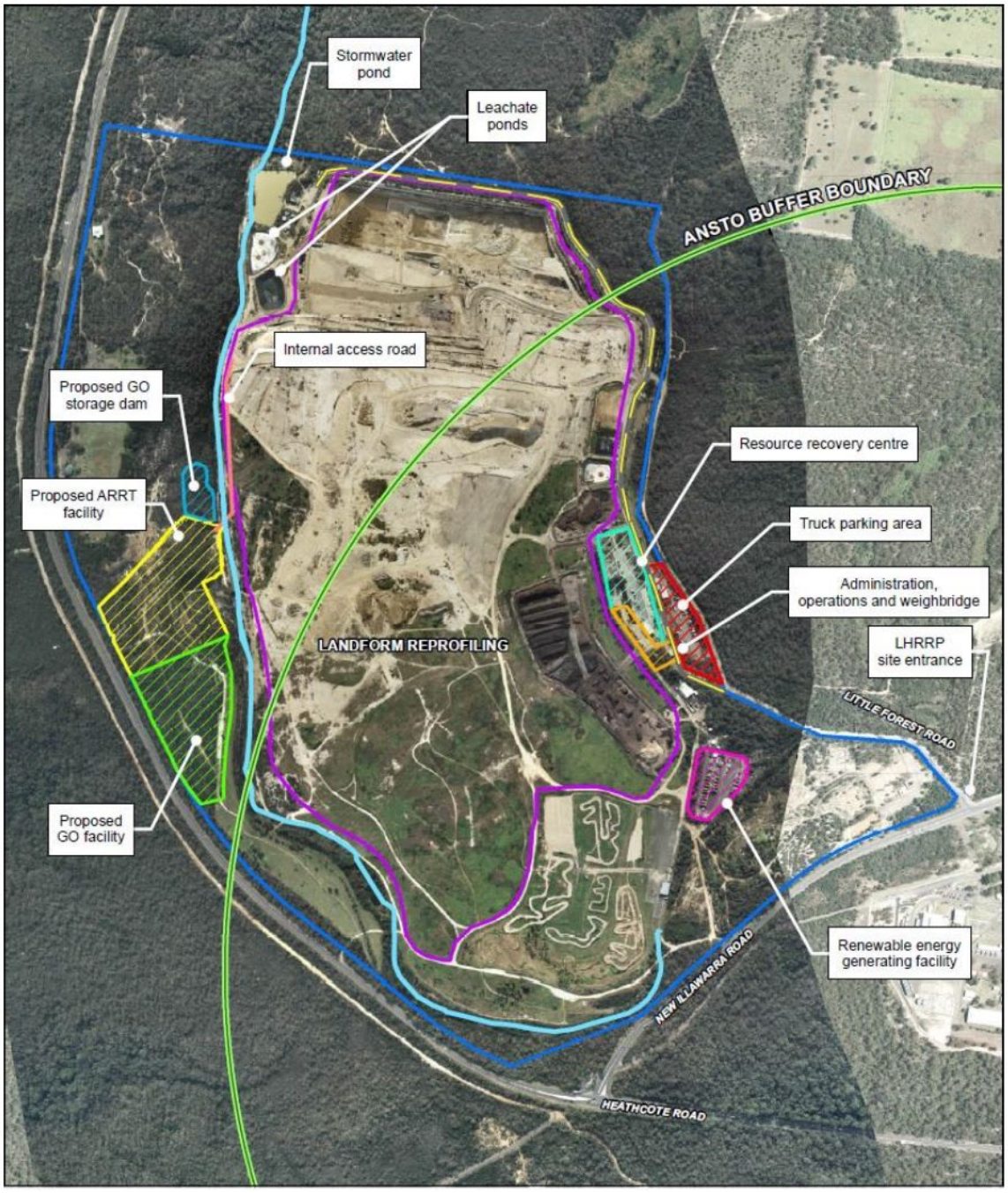

Figure 1 General arrangement concept

2.2 Legislation and guidelines

The application of the CTMP will use the following reference documents, with only the edition cited applies. The latest edition of the document will apply, when updated:

- RMS Road Design Guide
- RMS NSW Bicycle Guidelines
- RMS's ROL Manual
- Australian Road Rules
- RMS TCAWS Manual
- RMS Specification D&C G10 – Traffic Management
- RMS Guide: Signposting
- RMS and Destination NSW's Guide to Tourist Signposting
- Austroads Road Safety Audit: Checklist 4. Pre-opening scheme audit
- Austroads Road Safety Audit: Checklist 5: Roadwork traffic scheme audit
- Austroads Road Safety Audit: Checklist 6: Existing roads: road safety audit
- Austroads Guide to Road Design Part 3 – Geometric Design
- Austroads Traffic Engineering Practice – Part 14
- Lucas Heights RRP Traffic Management Plan – Document No: PLAN002, (September 2018)

This report refers to the *Lucas Heights Resource Recovery Park Project Traffic Impact Assessment* report (September 2015), which assessed the expected traffic impact of the proposed development, including the proposed GO facility.

2.3 Stakeholder Consultation

In the development of the CTMP, SUEZ have undertaken consultation with the following road authorities:

- Sutherland Shire Council; and
- Transport for NSW (TfNSW)

SUEZ provided the CEMP, including the CTMP as Appendix E of the CEMP, to Sutherland Shire Council for review and received review comments back on 22 February 2021. Appendix A of the CEMP includes the record of consultation with Sutherland Shire Council. No updates to the CTMP were required as a result of the feedback.

GHD provided the CTMP to TfNSW on 28 September 2020 and comments were received on 30 September 2020. GHD provided further correspondence on 12 October 2020 and follow up email with Intersection Safety Review on 7 December 2020. The email correspondence with TfNSW is included in Appendix C of this plan.

2.4 Responsibility

The Site Manager is responsible for educating all transport operators (drivers) working on site and construction workers and monitoring implementation of the CTMP. The construction

workers and drivers are responsible for understanding the CTMP and report any incidents including crashes, near misses or hazards to the Site Manager.

2.5 Construction Activities

The construction activities associated with the project include:

- GO Facility West :
  - Bulk earthworks,
  - construction of hardstand and internal access roads,
  - construction of water and leachate infrastructure,
  - installation of waste receival and sorting areas and compost bunkers and storage areas, and
  - Mill Creek rehabilitation.
- GO Facility East:
  - Relocation works within Area 2 and 3 of the GO area

2.6 Construction Hours

The proposed hours of construction works, in accordance with Condition C53, are as follows:

- Weekdays: between 7.00 am and 5.00 pm
- Saturday and Sunday: 8.00 am to 5.00 pm

2.7 Vehicle types

The types of vehicles to be used for the construction works is expected to include dump trucks, excavators and light vehicles.

Construction personnel would access the site by light vehicles and park within the site, near the construction activity areas (parking location to be confirmed by the contractor). Given the rural location of the site, construction personal are not expected to access the site by public transport or by walking / cycling.

2.8 Construction Program

The expected construction program for the GO facility is as follows:

- The excavation construction is expected to be completed within a six month period, commencing in late 2020.
- Following completion of the excavation period, construction of the GO facility is expected to occur over a 12 month period.

2.9 Workforce

As identified in the *Lucas Heights Resource Recovery Park Project Traffic Impact Assessment* report (September 2015), the proposed GO facility construction activities are expected to require the following number of construction personal:

- **During the excavation period**: around 10 workers are anticipated to work on site.
- **During the building construction of GO facility**: around 25-30 workers are anticipated to work on site.

It should be noted that as these numbers are assumed as maximum number of workers, this plan is based on highly conservative estimate for the number of construction personnel. However, the actual construction workers may be less.

2.10 Site Offices and Personnel car Parking Location

The GO facility contractors will use the existing site office located in the north-west of the site. Construction personal are expected to park their vehicles at an informal (no marked parking spaces) car parking area in close proximity to the site office. The proposed car parking location will be confirmed by the contractor.

2.11 Traffic Generation

Traffic generated by construction activities for the project would include heavy vehicles (dump trucks and excavators) and light vehicles. Heavy vehicle movements would typically be within the site only and not impact the external public road network. Workers would access the site via the existing weighbridge accessed from Little Forest Road.

As identified in the *Lucas Heights Resource Recovery Park Project Traffic Impact Assessment* report (September 2015), the expected traffic generated (on public roads) during construction is summarised below:

- 10 light vehicles per day during excavation period:
  - 10 arrivals in the morning and 10 departures in the evening
- 25-30 light vehicles per day during facility construction:
  - 25-30 arrivals in the morning and 25-30 departures in the evening

Based on a worst case, with all workers accessing the site by car, this would result in up to 30 light vehicles entering and leaving the site each day. However, these construction workers are expected to access the site before the morning peak (7.30-8.30 am) and depart the site before the evening peak (4-5 pm), which would not affect the peak hour traffic assessment. Additionally, it is recommended that workers car-pool, where possible, to further reduce the traffic impacts.

3. Traffic Management Strategy

3.1 Site Entry and Exit

Access to the site is via a gated two-way weighbridge entrance, located on eastern side of the site which is accessed from Little Forest Road. There are two inbound weighbridges and one outbound weighbridge provided at the site access.

The entrance provides access to internal site car park and constructions site through internal access roads. Drivers to enter and exit the site in a controlled manner and comply with relevant signage, procedures and instructions when on site.

3.2 Pedestrian and bicycle management

There are existing pedestrian crossing facilities located near site office as shown in Figure 3-1. During construction of the GO facility, a limited number of pedestrians are expected on site. It is anticipated that there will be no cyclists movement on site during construction phase. Hence, the construction activities are expected to have minimal impact on pedestrian and cyclist movements.

However, as documented in the TMP, the following measures are to be undertaken to ensure safety of pedestrians are maintained:

- When entering and exiting the site, all drivers must give way to pedestrians. Vehicles should avoid reverse movements where possible.
- Pedestrians on site are to be clearly directed to utilise pedestrian crossing or any pedestrian dedicated paths as a short term measure.
- Upon exit from the site, the driver must come to a complete stop within the boundary, ensure the exit is clear from pedestrians before proceeding out of the site and onto the site.
- Traffic controllers are required to monitor the site access and egress at all times to ensure pedestrians and cyclists in the vicinity of the site are protected from vehicles entering the site.
- Pedestrians are to give priority to vehicular traffic within the site and are not to enter traffic areas until having received visual confirmation that a vehicle operator has acknowledged the presence of the pedestrian. Care should be taken by both drivers and pedestrians, particularly with reversing vehicles, where sight visibility may be restricted. All heavy vehicles are to have auditable vehicle reversing warning.
- Pedestrian on site are required to wear hi-visibility clothing and obey all site safety rules at all times. General public are not allowed to walk around any part of facility.
- Visitors are required to sign in at site office upon arrival to be inducted into the site.

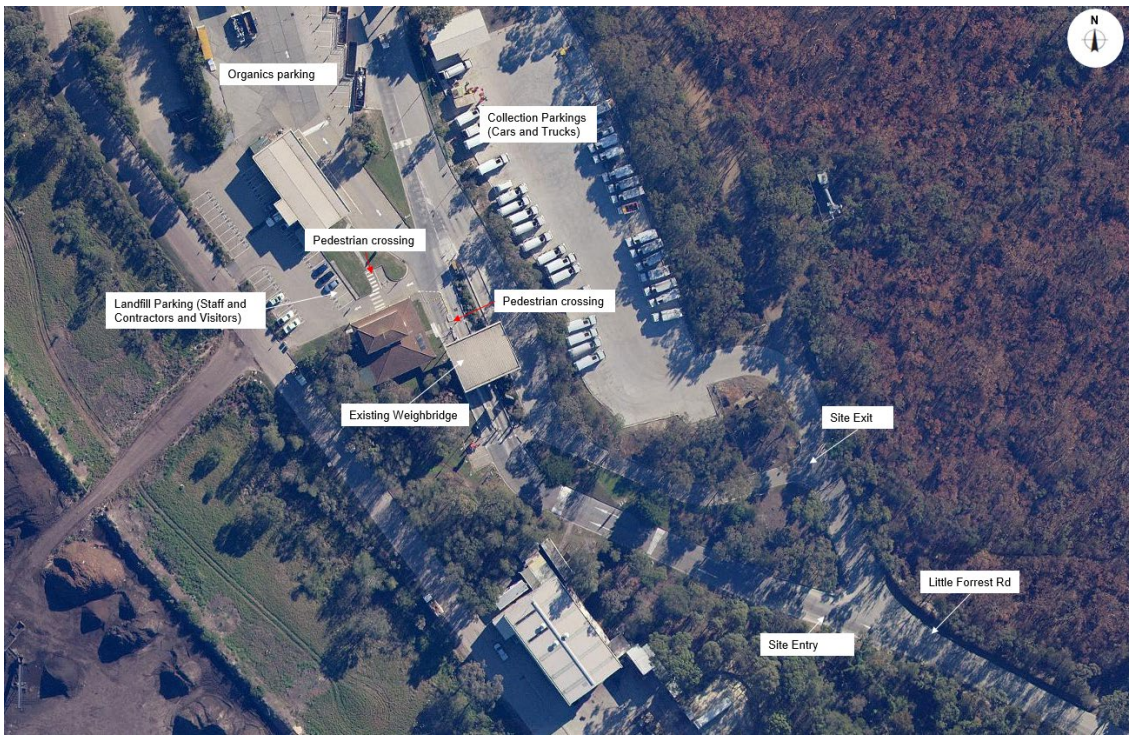

Figure 2 Pedestrian crossing locations

Source: Six Maps modified by GHD

3.3 Proposed Haulage Routes

Construction of the proposed GO facility is generally expected to result in heavy vehicle movements within the site only and not on the external road network. If required, heavy vehicles associated with the GO facility construction will access the site from the Little Forrest Road / New Illawarra Road intersection.

The approved GML and HML routes (25 / 26m B-double routes) in the vicinity of the site are shown in Figure 3 and in Figure 4 respectively. In the vicinity of the site, these approved routes included New Illawarra Road and Heathcote Road. If required, GML and HML heavy vehicles will be required to use these routes to access the site.

As shown in Figure 4, it is noted that the A4 at Alfords Point Bridge is a HML restricted route.

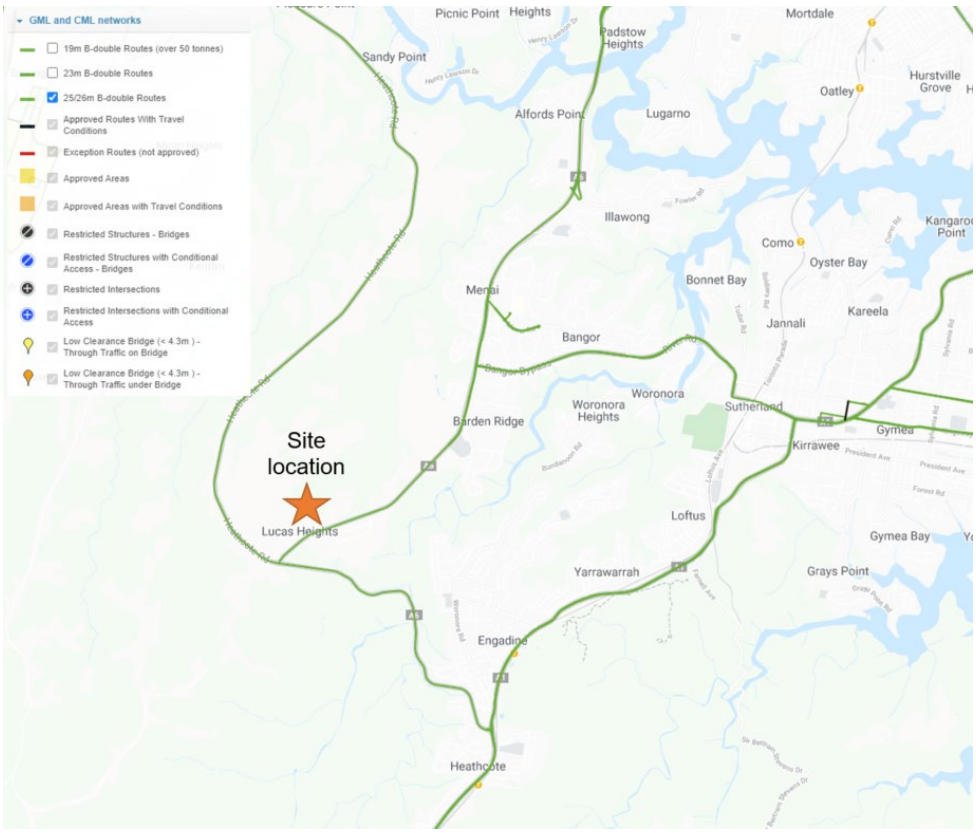

Figure 3 GML Routes (25 / 26m B-double Routes)

Source: https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html

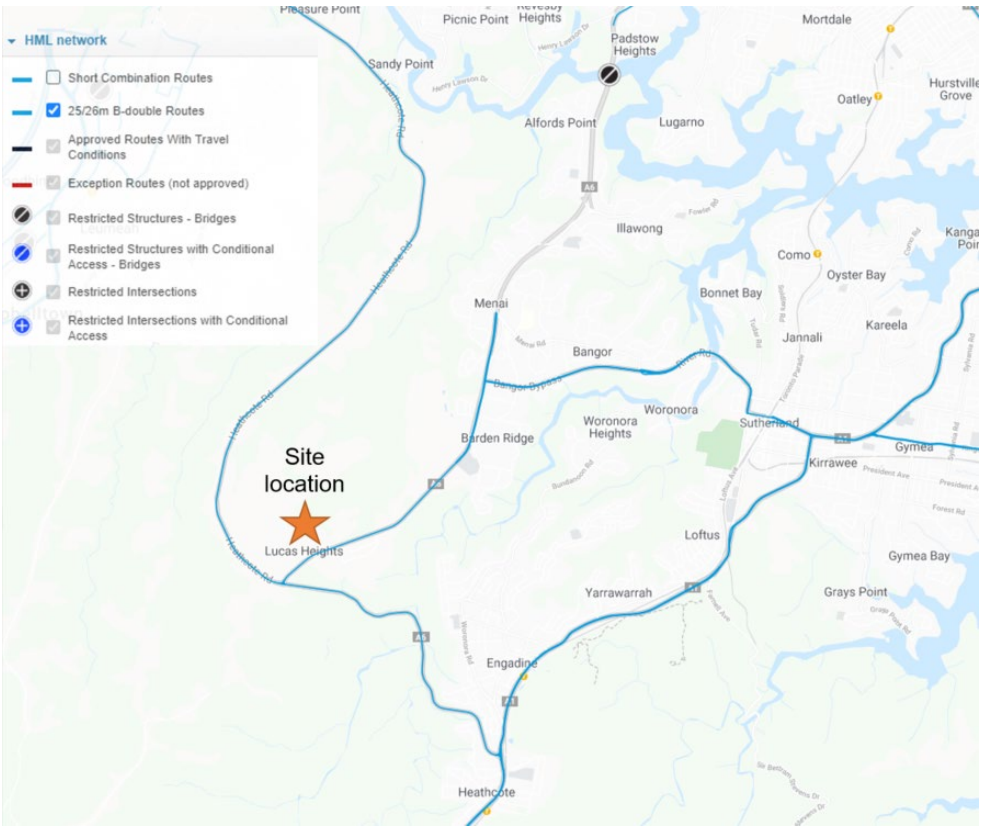

Figure 4 HML Routes (25 / 26m B-double Routes)

Source: https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html

3.4 Internal Construction Vehicle Access Routes

The internal construction vehicle access routes are shown in

Figure 5. These internal routes are two-way roads, which will be utilised by heavy vehicles, such as excavators and dump trucks. Turn around areas will be available for vehicles to turn, when required.

Figure 5 Construction internal access routes (two-way)

3.5 Construction Personnel Vehicle Access Routes

Construction personnel will access the construction areas using private vehicles, via weighbridge entrance at Little Forrest Road. All vehicles must enter and exit the landfill premises via the weighbridge.

The vehicle routes between the weighbridge and construction areas will be via the two-way road internal haul roads, as shown at Figure 6.

As identified in the site TMP, all light vehicles that access the landfill areas must have a flashing light in operation while on the landfill. The number plates of vehicles entering the site are recorded by CCTV at the weighbridge and are kept on a register. All staff, contractors and visitors are inducted when entering the site and are issued with identification tags after being inducted.

Figure 6 Internal Vehicle Access Routes – Construction Personnel

3.6 Parking

Construction personnel will park their vehicles at an informal car parking area in close proximity to the proposed GO facility site, or by the existing offices located at the north-west of the site. These proposed car parking locations will be confirmed by the contractor, with indicative locations shown at Figure 6.

Under no circumstance, are personnel or company vehicles allowed to use the side of the internal haul roads for long term parking.

3.7 Alternative Traffic Flow Main Weighbridge Not Operational

As identified in the site TMP, in the event that one of the two inbound weighbridges are not operational, all inbound traffic will be diverted to use the other inbound weighbridge that is still operational.

In the event that the outbound weighbridge is not operational, one of the inbound weighbridges will be used to process all outbound traffic. Traffic controllers or physical barriers will present at both sides of the weighbridge to control traffic.

Vehicles not required to be weighed can proceed on the bypass lane after following traffic controller's or weighbridge operator's directions.

4. Traffic Management Procedures

4.1 Heavy vehicle driver fatigue

Driver fatigue increases risk of accidents and drivers must comply with certain maximum works and minimum rest limits. The Heavy Vehicle National Law sets out three work and rest options:

- Standard hours of operation
- Basic Fatigue Management
- Advanced Fatigue Management

All heavy vehicle drivers providing services to the site, or within the site, are to be aware of the requirements of the adopted fatigue management schemes and operate within the specified requirements.

4.2 Noise

Vehicle engine noise impacts can be limited as a result of drivers switching off engines during waiting periods.

Vehicle compression braking is to be limited to situations where safety requires such application. Limiting compression breaking in built up areas minimises impacts to the local community.

4.3 Vehicle Movement Plans

The Construction Contractor is required to plan construction vehicle movements by using Vehicle Movement Plans (VMPs) to minimise risks.

The effective management of construction vehicle movements on site and throughout the road network is critical to the success of all projects. The Construction Contractor will plan all construction vehicle movements by using Vehicle Movement Plans (VMPs) with the aim to minimise the risk to other road users and keep the traffic generated by the project to a minimum.

All VMPs will include details as follows:

- Author
- Date of preparation
- Frequency of reviews
- Methodology of enforcement

Construction traffic movements may include:

- Deliveries of materials, supplies, plant or equipment to site. Material deliveries will be scheduled for outside of peak traffic hours where feasible
- Transport of over dimension loads
- Haulage of construction materials
- Regular traffic movements by construction personnel

A copy of the relevant VMPs will be provided to all suppliers and construction traffic to make sure they use the preferred travel paths when entering/leaving site.

4.4 Driver's Responsibility

Drivers employed for the project will be required to understand the responsibility to drive safely in accordance with the NSW Road Rules and any directions issued on the project. Drivers are required to comply VMPs and driver code of conduct developed for the project (refer Appendix B).

4.5 Hazardous Movements

The following environmental requirements are to be adhered to:

- All vehicles transporting loose materials will have the entire load covered and / or secured to prevent any large items, excess dust or debris depositing onto the roadway during travel to and from the site including but not limited to construction rumble strips/wheels wash at the site egress location.
- The lead contractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles, to maintain the safety of all road users.
- Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.
- Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration.
- All subcontractors must be inducted by the lead contractor to encourage that all the relevant procedures are met.

4.6 Communication

All deliveries to site are to call in via two-way communication devices/mobile phone a minimum of 10 – 15 minutes prior to arriving to ensure that there is no conflict between loading and arriving delivery vehicles and to maintain queuing or parking of vehicles within the site. Raw materials are ordered at 30 minute intervals to give sufficient time to be unloaded at the plant.

The unloading process takes approximately 10 minutes with a 20 minute buffer built in for potential delays. In the rare event that there is not enough queuing space on site at a given time and delivery trucks will be requested to 'go around' and return to the site once the space is available. Vehicles with UHF or CB radios will be advised of the "Channel Number" in use by the weighbridge operator.

Landline site phone call in number is: 02 8525 4100

Drivers are not to handle the phone during the call in process, with the phone to be utilised with hands free kits within the vehicles.

4.7 Speed Limits, Exclusion Zones and Advisory signs

All drivers must observe post speed limits on adjoining road networks to comply with Australian Road Rules. Drivers are to adjust speeds to suit the road environment and weather conditions appropriately to ensure safe movement of the vehicles based on the individual vehicle configurations.

As documented in the TMP, the following speed limits are applied on site:

- 40 km/hr at site entry and exit roads
- 30 km/hr at the landfill areas

- 15 km/hr around the weighbridge and office areas.
- Other advisory speed limit signs may be posted at various locations within the site.

A safe exclusion zone around mobile pants are to be maintained which includes 10m from excavators and 3m from loaders. Signs such as “Stop” signs, “Give way” signs and “Speed Humps” are placed at various locations along entry points and haul roads. Drivers are to follow the internal site road rules as well as to comply with Australian Road Rules at all times.

4.8 Management Process Tools

4.8.1 Traffic Management Plans (TMPs)

This CTMP operates as the master document in a set of plans and drawings dealing with the safe and effective management of traffic during the design and construction phase of the project. The following documents and associated operational procedures are integrated with and are referenced by the CTMP:

- Traffic Management Plans
- Vehicle Management Plans
- Construction Staging Drawings
- Temporary Works Drawings
- Traffic Control Plans
- Safe Work Method Statements

4.8.2 Work health and safety

Any workers required to undertake works or traffic control shall be suitably trained and hold the required accreditation to carry out works on-site and will also be site inducted. All traffic control personnel will be required to hold Roads and Maritime accreditation in accordance with Section 2.4 of Roads and Maritimes’ *Traffic Control at Worksites manual*.

4.8.3 Staff induction

All staff and contractors engaged on site will be required to undergo a site induction. The induction will outline the requirements on the CTMP including site access routes, environmental and occupational health and safety responsibilities, emergency procedures, potential carpooling opportunities, etc.

As identified in the site TMP, all light vehicles that access the landfill areas must have a flashing light in operation while on the landfill. The number plates of vehicles entering the site are recorded by CCTV at the weighbridge and are kept on a register.

Construction personnel accessing the site will do so via the weighbridge. Construction personnel are required to register their arrival to and departure from the site, using a dedicated registration app, which is to be downloaded onto their smartphone or other hand held device.

4.9 Monitoring program

The construction traffic internal routes, traffic management measures and parking areas would be inspected daily before the start of construction activities to ensure that

- conditions are consistent with those stipulated in this plan,
- traffic management installations are not altered
- any changes to exclusion zones or speed limits are identified
- there are no potential hazards.

Any potential adverse impacts shall be recorded and dealt with as they arise and the plan reviewed and updated as required. Any changes to internal haul routes or future access to the site would be communicated to the contractors during morning toolbox meetings.

This plan including the Driver Code of Conduct (Appendix B) will be reviewed on a monthly basis and updated as required to reflect any changes to site conditions or construction activities.

The majority of traffic movements associated to the construction works are internal, associated to bulk earthworks within the site. External truck movements will be tracked and recorded by the Site weighbridge. The Contractor will also keep a record of any incoming deliveries to site. The vehicle counts can be provided to Council or TfNSW if required.

Construction traffic movements will also be recorded in the vehicle movement plans as detailed in Section 4.3. Any complaints regarding external traffic movements or truck queuing would be captured in accordance with the complaints handling procedures outlined in Section 4.4.3 of the CEMP.

4.10 Emergency and Incident Response

4.10.1 Emergency incidents and vehicle breakdown

In the event of an emergency incident (e.g. bushfire) or vehicle breakdown/accident the following general procedures should be adopted in accordance with the Emergency Response Plan (SUEZ, March 2017):

- Immediately begin warning other road uses who may be at risk (this may include activating flashing/hazard lights and/or erecting warning triangles if safe to do so).
- Contact appropriate emergency service as required including the Transport for NSW Traffic Management Centre, NSW Police, NSW Ambulance, NSW Fire Brigade. Contact Site Manager to report the incident.
- Emergency incidents, vehicle breakdowns and other accidents/near misses are to be reported to Site Manager and recorded for future monitoring.

In the event of an emergency related construction traffic incident on the public road network, it will be the responsibility of the Site Manager to ensure that emergency services are notified. The emergency services include but are not limited to:

- Fire
- Ambulance
- Police

Phone “000” in cases of emergency. Furthermore, it is the responsibility of the Site Manager to advise the emergency services of any restriction of vehicular access to the public and private areas one week prior to its implementation. Consultation with community, TfNSW and Sutherland Shire should also be undertaken prior to any restriction of vehicular access.

Appendices

Appendix A – Existing Site plan

Source: Lucas Heights RRP Traffic Management Plan – Document No: PLAN002, 2018

Appendix B – Driver code of conduct

Overview

The purpose of this DCC is to outline procedures for the Contractor and any SUEZ staff operating vehicles and mobile plant during construction of the GO Facility, but is not intended to capture members of the public under all specified requirements below.

In addition, this DCC specifically addresses Conditions C48 of the development consent (SSD 6835), stating:

C48. The Applicant shall prepare a Construction Traffic Management Plan for construction of the GO and ARRT facilities. The plan shall:

(e) include a Driver Code of Conduct to:

- *• minimise the impacts of construction works on the local and regional road network;*
- *• minimise conflicts with other road users;*
- *• ensure truck drivers use specified routes;*

This DCC should be considered alongside the CEMP for construction of the GO Facility (GHD, 2021).

General requirements

Site inductions and toolbox talks

All vehicle and mobile plant users will be required to complete a site induction prior to accessing the site. This will cover traffic rules and driver conduct requirements which are described further below.

All vehicle and mobile plant users will also attend regular on-site toolbox talks (where practicable) to obtain up to date information on the site traffic rules and any recent updates/changes.

Driver's licence

All vehicle and mobile plant users shall have an appropriate and up-to-date driver's licence and/or verification of competency for their respective vehicle(s). These shall be provided to SUEZ as part of the site induction.

Construction hours

The proposed hours of construction works, in accordance with Condition C53, are as follows:

- Weekdays: between 7.00 am and 5.00 pm
- Saturday and Sunday: 8.00 am to 5.00 pm

Site access and road network

Access to the site is via a gated two-way weighbridge entrance, located on eastern side of the site which is accessed from Little Forest Road. There are two inbound weighbridges and one outbound weighbridge provided at the site access.

The entrance provides access to internal site car park and constructions site through internal access roads. Drivers to enter and exit the site in a controlled manner and comply with relevant signage, procedures and instructions when on site.

Current traffic flow and access routes will be clearly outlined in the site induction, toolbox talks and posted at the site weighbridge.

Speed limits

As documented in the TMP, the following speed limits are applied on site:

- 40 km/hr at site entry and exit roads
- 30 km/hr at the landfill areas
- 15 km/hr around the weighbridge and office areas.
- Other advisory speed limit signs may be posted at various locations within the site.

Traffic noise management

All vehicle and mobile plant users will implement all practicable measures to limit vehicle noise. This includes noise reduction controls on the vehicles and mobile plant, in line with NSW Government requirements, and speed/braking management. In particular, all heavy vehicles will limit compression braking, particularly when outside of the site, to avoid excessive noise that may disturb local residents. Vehicles will be operated in accordance with the requirements of the CEMP.

Covered loads

All loaded vehicles must be covered to secure and contain all materials within the vehicles and/or trailer with a tarp or other equivalent means.

Wheel wash

Heavy vehicles are encouraged to utilise the wheel wash, prior to exiting the site, to minimise impact on local amenity and on the quality of nearby surface water runoff.

Alcohol and other drugs

All vehicle and mobile plant users at the site must adhere to SUEZ's Alcohol and Drugs policy, which will be outlined as part of the site induction.

Fatigue management

All vehicle and mobile plant users at the site must adhere to the Contractor's Fatigue Management Policy, which will be outlined as part of the site induction.

Drivers must comply with certain maximum works and minimum rest limits. The Heavy Vehicle National Law sets out three work and rest options:

- Standard hours of operation
- Basic Fatigue Management
- Advanced Fatigue Management

All heavy vehicle drivers providing services to the site, or within the site, are to be aware of the requirements of the adopted fatigue management schemes and operate within the specified requirements.

Appendix C – Consultation

From:	Tanmila Islam
To:	Laura Yum
Cc:	Brendan Pegg
Subject:	RE: SYD14/01464/09 - GO Facility Intersection Safety Review - Lucas Heights Resource Recovery Park - New Illawara Road, Lucas Heights - SSD 6835 MOD 1 (fA9360115)
Date:	Tuesday, 15 December 2020 11:41:15 AM

Hi Laura,
TfNSW have reviewed the submitted Intersection Safety Review and have noted it.

Regarding the sight distance assessment, a physical inspection would have been preferred over a desktop assessment. However, we understand that a contingency statement has been provided. And will not request further assessment.

We have no further comments or objections to this report.

Regards,

Tanmila Samin Islam
Network & Safety Officer - South East Precinct
Greater Sydney Division
T 02 8849 2719 M 0419038859

-----Original Message-----
From: Brendan Pegg
Sent: Monday, 7 December 2020 7:46 PM
To: Tanmila Islam <Tanmila.SAMIN.ISLAM@transport.nsw.gov.au>
Subject: SYD14/01464/09 - GO Facility Intersection Safety Review - Lucas Heights Resource Recovery Park - New Illawara Road, Lucas Heights - SSD 6835 MOD 1 (fA9360115)

Hi Tanmila,

Please find attached the CPTMP for your review and comment. Please send any comments back directly to the consultant.

Kind regards,

Brendan Pegg
Senior Land Use Planner
Planning and Programs
Greater Sydney
Transport for NSW

M 0427 983 135
27-31 Argyle Street, Parramatta NSW 2150

From:	Laura Yum
To:	Brendan Pegg
Cc:	LC Chiang (InTouch); David Gamble; Owen Peel
Subject:	RE: Lucas Heights RRP - GO Facility Construction Traffic Management Plan
Date:	Monday, 7 December 2020 12:38:30 PM
Attachments:	image002.png image007.png image008.png image009.png image010.png image011.png image012.png image013.png image014.png 12534605-REP-0 - Lucas Heights 2 GO Facility-Intersection Safety Review Final.pdf

Hi Brendan,

Further to my previous email, we have now completed the safety review of the Little Forest Road and New Illawarra Road intersection for the years 2020 and 2025 for Lucas Heights RRP GO Facility. The review included review of crash data, intersection sight distance requirements and intersection treatment warrants. The findings indicate that the intersection under the existing and future condition are within acceptable operational capacity limits.

In accordance with SSD 6835 approved Consent condition C49, SUEZ is required to prepare the intersection safety review in consultation with Transport for NSW.

We have a attached the report for your review.

Kind regards,

Laura Yum
BE (HONS) GCI-ICP MIEAUST
Senior Civil and Environmental Engineer – Waste Management

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From: Laura Yum
Sent: Monday, 12 October 2020 4:03 PM
To: Brendan Pegg <brendan.j.pegg@transport.nsw.gov.au>
Cc: LC Chiang (InTouch) <lc.chiang@suez.com>; David Gamble <David.Gamble@ghd.com>; Owen Peel <Owen.Peel@ghd.com>
Subject: RE: Lucas Heights RRP - GO Facility Construction Traffic Management Plan

Hi Brendan,

Thank you for your review comments on the Construction Traffic Management Plan (CTMP) for Lucas Heights RRP GO Facility.

As noted in the CTMP, construction of the proposed GO facility is expected to result in heavy vehicle movements within the site only and not on the external road network. The increase in heavy vehicle traffic accessing the site would be therefore negligible and would have minimal impacts to operation of the Little Forrest Road / New Illawarra Road intersection, including right turning traffic. However, if required, heavy vehicles associated with the GO facility construction will access the site via the approved GML and HML routes (25 / 26m B-double routes) in the vicinity of the site including New Illawarra Road and Heathcote Road. If required, GML and HML heavy vehicles will be required to use these routes to access the site. This is discussed in Section 3 of the CTMP.

Overall, the traffic generation for the proposed construction activities would not result in an increase in traffic generation to the already consented site operations, as outlined in the *Lucas Heights Resource Recovery Park Project Traffic Impact Assessment* report (September 2015). Based on a worst case, with all workers accessing the site by car, this would result in up to 30 light vehicles entering and leaving the site each day. However, these construction workers are expected to access the site before the morning peak (7.30-8.30 am) and depart the site before the evening peak (4-5 pm), which would not affect the peak hour traffic assessment.

Notwithstanding the above, an intersection safety review is also currently being undertaken by GHD for the Little Forrest Road / New Illawarra Road intersection. This will provide high level review TfNSW crash data, intersection geometry (including sight distance) and SIDRA modelling analysis.

Regards,

Laura Yum
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Senior Civil and Environmental Engineer

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From: Brendan Pegg <brendan.j.pegg@transport.nsw.gov.au>
Sent: Wednesday, 30 September 2020 10:09 AM
To: Laura Yum <Laura.Yum@ghd.com>
Cc: LC Chiang (InTouch) <lc.chiang@suez.com>; David Gamble <David.Gamble@ghd.com>
Subject: RE: Lucas Heights RRP - GO Facility Construction Traffic Management Plan

Hi Laura,

Thank you for your email providing Transport for NSW (TfNSW) an opportunity to comment on

the Construction Traffic Management Plan (CTMP).

TfNSW have reviewed the CPTMP and advise that:

- The CTMP doesn't indicate the precise route of the heavy rigid vehicles (HRV) for the construction activity and TfNSW is concerned regarding the increase of right turn movements from Little Forest Road onto New Illawarra Road, as it creates an increased conflict for all road users.

  It is recommended that the site review the HRV route path to reduce HRV right turn movements (from Little Forest Road onto New Illawarra Road), particularly during peak periods as part of the CTMP.

Kind regards,

Brendan Pegg
Senior Land Use Planner
Planning and Programs
Greater Sydney
Transport for NSW

M 0427 983 135
27-31 Argyle Street, Parramatta NSW 2150

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: Laura Yum [mailto:Laura.Yum@ghd.com]
Sent: Monday, 28 September 2020 3:22 PM
To: Development Sydney <Development.Sydney@rms.nsw.gov.au>
Cc: LC Chiang (InTouch) <lc.chiang@suez.com>; David Gamble <David.Gamble@ghd.com>
Subject: Lucas Heights RRP - GO Facility Construction Traffic Management Plan

Dear Sir/Madam,

On behalf of our client, SUEZ Recycling and Recovery Pty Ltd (SUEZ), we are currently preparing construction management plans to support the development of the garden organics facility at Lucas Heights Resource Recovery Park. The relocation and expansion of the existing garden organics (GO) facility at Lucas Heights Resource Recovery Centre was approved on 23 January 2017 under SSD 6835.

GHD has prepared a Statement of Environmental Effects (SEE) for a modification to this approval, which involves improvements to the organics processing technology. This will shortly be lodged with the Department of Planning, Industry and Environment (DPIE). Based on consultation with SUEZ, the construction plans will be based on the modified design for the GO Facility, assuming that the modification has been approved. The GO facility will be constructed before the Advanced Resource Recovery Treatment Facility (ARRT) facility. SUEZ intends to submit both the SEE for the modification and construction management plans to DPIE for approval concurrently.

GHD has prepared a Construction Traffic Management Plan (CTMP) to address Consent condition C48. The condition requires that the plan be prepared in consultation with TfNSW.

Please see attached CTMP for review.

We look forward to your comments, please direct them to myself, my contact details are provided below.

Regards,

Laura Yum
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Senior Civil and Environmental Engineer

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12534605-64064-8/https://projectsportal.ghd.com/sites/pp15_01/lucasheights2develop/ProjectDocs/12534605 - Lucas Heights 2 GO Facility - Construction Traffic Management Plan Draft.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	L Yum	O Peel	On File	D Gamble	On File	21/09/2020
1	N Griffiths	L Yum	On File	D Gamble	On File	01/04/2021
2	L Yum	O Peel	On File	D Gamble	On File	21/05/2021
3	L Yum	O Peel	On File	D Gamble	On File	28/05/2021
4	L Yum	O Peel	On File	D Gamble	On File	31/05/2021
5	A Patapanian	L Yum	On File	D Gamble	On File	29/07/2021

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