



**Prestons Waste Treatment Facility**  
Amendment Report

Appendix I

**Draft Operational transport management plan**

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## 1. INTRODUCTION

### 1.1 Scope of Assessment, Aims and Purpose of this Operational Traffic Management Plan

Stanbury Traffic Planning has been commissioned by Hi-Quality Waste Treatment Services Pty. Ltd. (Hi-Quality) to prepare an Operational Traffic Management Plan as part of the over-arching Operational Environmental Management Plan at 9-13 Whyalla Place in Prestons (Proposal Site).

The aim of this Plan is to document the proposed car parking and heavy vehicle operations for the Proposal Site. The report contains the following sections:

- Section 1 provides a summary of the Proposal Site location, details, existing and surrounding land-uses;
- Section 2 describes the proposed loading and unloading operations and procedures; and
- Section 3 describes the proposed car parking procedures.

The purpose of this Operational Traffic Management Plan is to document the operation of vehicles to and from and within the proposed waste treatment facility to enable orderly operation.

The orderly operation of heavy vehicles bringing materials to, and off-loading materials within, the Proposal Site will benefit the overall operation and also reduce the risk of incidents on the adjoining road network.

### 1.2 Reference Documents

Reference has been made to the following documents in the preparation of this report:

- TfNSW's Guide to Traffic Generating Developments;
- Australian Standard for Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004);
- Australian Standard for Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2:2018);
- Australian Standard for Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS2890.6:2009);
- 9-13 Whyalla Place, Prestons Waste Treatment Facility Transport Impact Assessment, prepared by PeopleTrans 16/04/2021 (PeopleTrans Report);

- Addendum Traffic & Parking Impact Assessment, Proposed Waste Treatment Facility, 9-13 Whyalla Place, Prestons, Stanbury Traffic Planning, February 2023 (Addendum Traffic Report);
- Environmental Impact Statement, Prestons Waste Treatment Facility prepared by Golder Associates, November 2021; and
- Architectural plans prepared by Golder for the proposed development, a selection of which are included in this report for reference.

## 2. OPERATIONAL REQUIREMENTS FOR HEAVY VEHICLES

### 2.1 Operational Details

Information regarding the operation of the Proposal Site is provided in the following sections of this report.

#### 2.1.1 Hours of Operation

The facility will receive waste 24 hours per day, seven days per week, while processing and dispatch operations will be undertaken between 7:00am and 6:00pm on Monday to Saturday, and between 8:00am and 6:00pm on Sundays and Public Holidays.

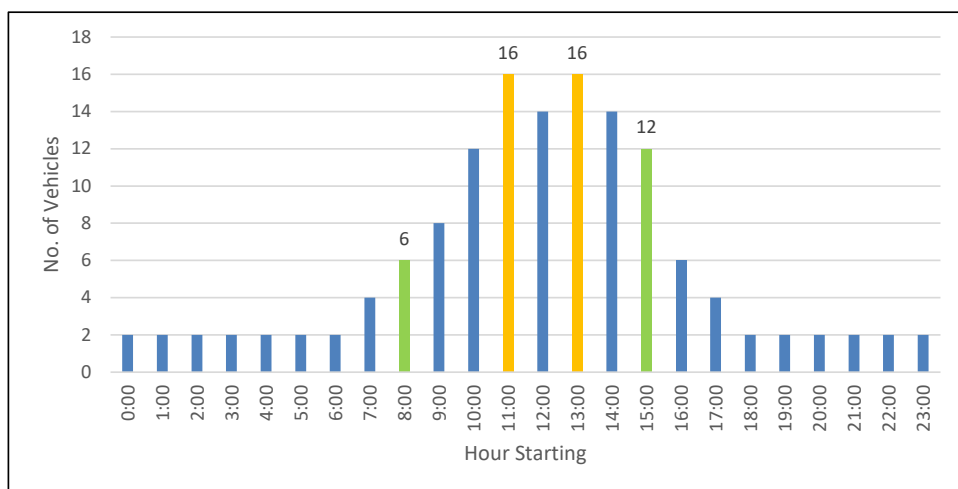
#### 2.1.2 Largest Vehicle to Access the Proposal Site

The longest vehicle to access the Proposal Site will be a ‘quin dog’ which is approximately 22m long. The vehicle with the largest turning circle that will access the Proposal Site is a 19m semi-trailer. Details on the range of heavy vehicles that will transport waste to and from the Proposal Site are provided in **Appendix 1**. The swept path assessment has been undertaken based on the vehicle with the largest turning circle to access the Proposal Site.

#### 2.1.3 Peak Operational Periods

The amount of material and numbers of trucks accessing the Proposal Site will vary across the week and across a typical busy weekday. The typical maximum hourly truck demand during any given day based on a total of 210,500 tonnes of incoming waste is shown in **Figure 1**.

**FIGURE 1**  
**HOURLY HEAVY VEHICLE SITE TRAFFIC GENERATION (IN AND OUT COMIBNED)**



**Figure 1** indicates that the peak hourly site heavy vehicle traffic generation is expected to be 16 vehicles (8 in and 8 out). This is expected to occur between 11:00am and 12:00pm and between 1:00pm and 2:00pm on a typical busy weekday, denoted by the orange bars.

The 8 inbound vehicles are expected to include:

- 5 vehicles inbound dropping off material; and
- 3 vehicles outbound picking up material for dispatch.

The green bars represent the Proposal Site traffic generation during the road network peak hours.

As reported in the Addendum Traffic Report, the average unloading time is estimated to be 218 seconds per vehicle. Based on the estimated maximum number of vehicles delivering to the site per hour on a busy weekday (5 inbound), there is expected to be adequate capacity to cater for the maximum number of inbound vehicles to be wholly stored on-site.

As reported in the Addendum Traffic Report, the average loading time is estimated to be 436 seconds per vehicle. Based on the estimated maximum number of vehicles delivering to the site per hour on a busy weekday (3 outbound), there is expected to be adequate capacity to cater for the maximum number of outbound vehicles to be wholly stored on-site.

#### 2.1.4 Speed Limit for the Proposal Site

To maximise safety, the speed limit within the Proposal Site is for vehicles to travel no faster than walking pace (5km/h).

## 2.2 Potential External Impacts

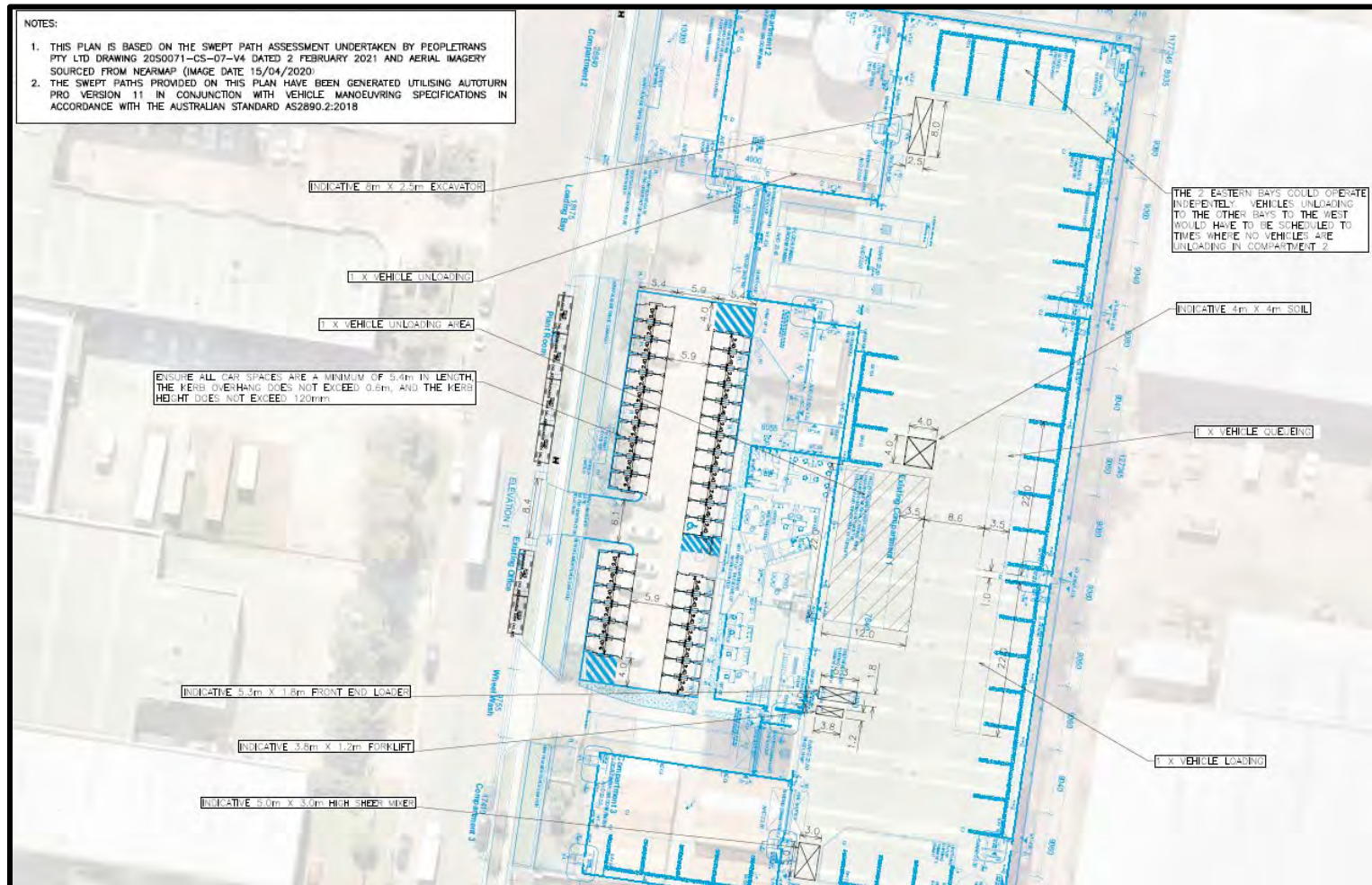
Potential impacts that may arise from haulage of products to and from the Proposal Site may include the following risks for the local road network:

- Increased safety risks;
- Noise and vibration;
- Dust;
- Product spillage; and
- Increased road maintenance requirements.

## 2.3 Location of the Heavy Vehicle Facilities On-Site

The proposed site plan is shown in **Figure 2**.

**FIGURE 2  
SITE PLAN**



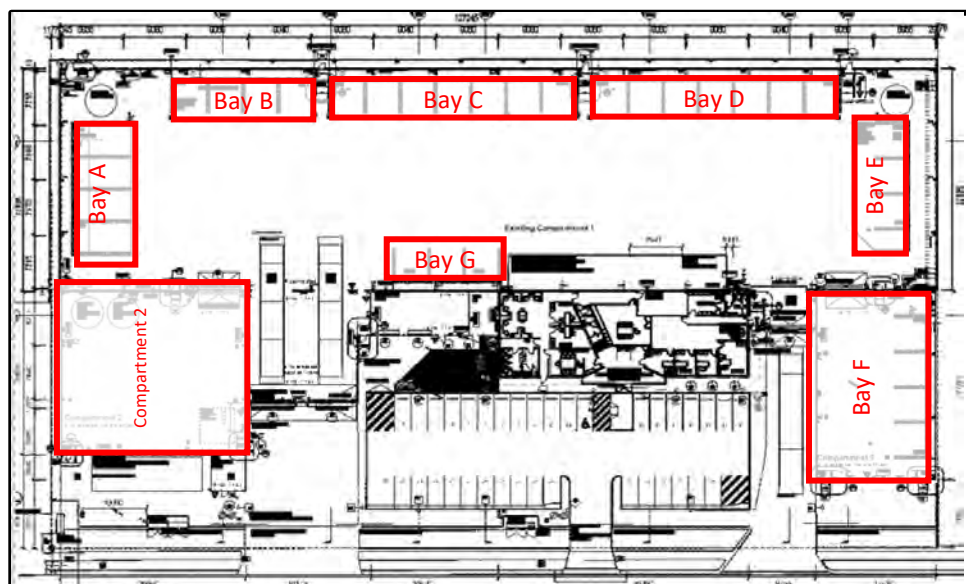
**Figure 2** indicates that there are three site driveways proposed as follows:

- The northern driveway is to be used by heavy vehicles entering the Proposal Site;
- The central driveway is to be used by staff vehicles entering and exiting the Proposal Site car park; and
- The southern driveway is to be used by heavy vehicles exiting the Proposal Site.

The vehicle with the largest turning circle that is to enter the Proposal Site is a 19m long semi-trailer. The longest vehicle to access the Proposal Site will be a 'quin dog' which is approximately 22m long. There are adequate facilities to cater for the longest vehicle and the vehicle with the largest turning circle which will enter the Proposal Site.

The operation of the Proposal Site and each of the bays within the building has been provided with a number as shown in **Figure 3**.

**FIGURE 3**  
**SITE BAY NUMBERING**



As documented in the Addendum Traffic Report, the peak site operation is expected to be between 10:00am and 4:00pm. During this time, the maximum number of vehicles expected to be processed is 5 inbound (unloading) vehicles and 3 outbound (loading) vehicles.

The operation of the identified areas is described in **Table 1**.

<b>TABLE 1 INTERNAL SITE OPERATION</b>	
<b>Location</b>	<b>What happens here?</b>
Bay A	Inbound unloading for Sediments and Sludge, Waste and Drill Mud
Bay B	Outbound material storage, including bulk soils
Bay C	
Bay D	
Bay E	PFAS
Bay F	Storage for 1 x Loader, 2 x forklifts, 1 x street sweeper, packaged wastes
Bay G	Inbound unloading for Bulk Solids Waste and Storage and Transfer Waste
Compartment 2	Inbound unloading for Liquid Waste

The heavy vehicle facilities include:

- 2 x entry weighbridges;
- 1 x exit weighbridge; and
- Numerous loading, unloading, storage and transfer bays for different material types.

A swept path assessment showing the internal operation, movement of trucks and waiting locations is provided as **Appendix 2**.

## 2.4 Heavy Vehicle Truck Scheduling

As a result of the multiple types of heavy vehicles that may visit the Proposal Site, accurate scheduling of all heavy vehicles is proposed to reduce the risk to all site users and to the adjoining road network.

All trucks travelling to and from the Proposal Site will be scheduled and recorded with the Transport Department in an allocation system. The allocation system will be managed by the Site Manager and should be easily accessible to all staff working at the Proposal Site and should be readily updatable to allow for delays or other issues experienced by delivery drivers or on-site.

For vehicles that deliver to the Proposal Site not owned by Hi-Quality, the allocation system will be made available for reserving a time for all deliveries to and from the Proposal Site. The method of reserving a time will be determined by the Site Manager and updated as required.

Details regarding each of these risk management measures are provided in the following sections.

## 2.5 Operational Procedures

### 2.5.1 To and From the Proposal Site

The proposed waste treatment facility will generally operate as follows:

- Delivery of untreated waste will occur to the Proposal Site each day via trucks with each truck capable of transporting various amounts of waste. The truck types that will deliver to the Proposal Site include 22m truck and dog configurations, 19m semi-trailers, shorter articulated vehicles and a range of rigid trucks up to and including 12.5m in length;
- All trucks travelling to the Proposal Site must be covered and covering should only be removed within the Proposal Site once the roller doors have fully closed;
- The Hi-Quality Transport Department allocates all Hi-Quality truck delivery times on a daily basis that will provide a high degree of certainty for the timing of each load delivered to the facility by Hi-Quality trucks;
- Hi-Quality tracks each of their trucks via GPS and as such knows their position at all times. Changes in scheduling can occur from the head office while the truck is travelling towards the Proposal Site to ensure drivers arrive at the correct time;
- For trucks not owned by Hi-Quality, all trucks that deliver to the Proposal Site are required to reserve a delivery time in an allocation system that links to Hi-Quality owned trucks, allowing coordination between vehicles;
- If there is an issue at the site that may require trucks on-route to be delayed, the Site Manager is responsible for contacting the on-route drivers to advise regarding the delay and the best course of action. This may be to bring forward the delivery time, slow the journey to the site or to cancel it;
- Upon entry, each truck will enter via the northern driveway and stop on one of the weighbridges;
- If both weighbridges are occupied, trucks are to wait wholly inside the Proposal Site until one of the weighbridges is vacant;

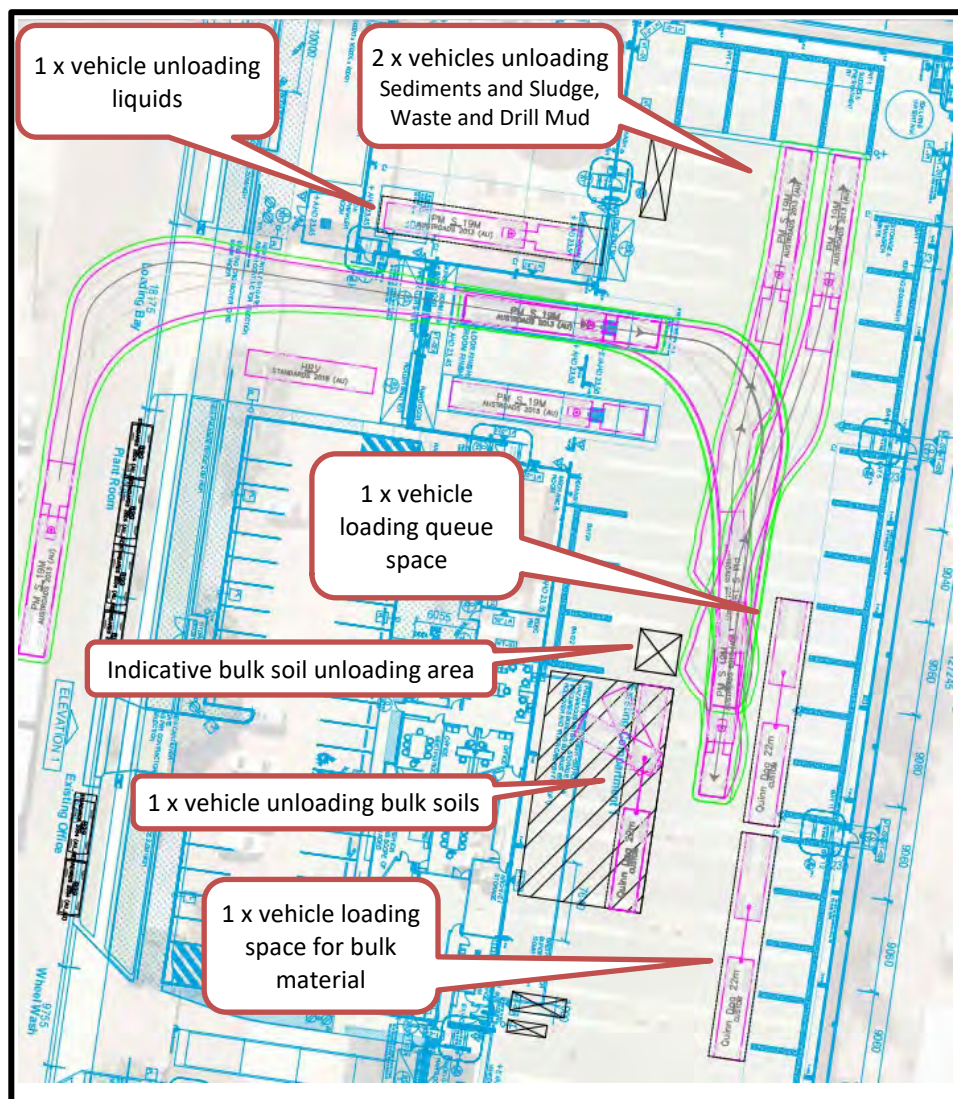
- Although the delivery allocation system managed by the Hi-Quality Transport Department system will be the primary method of scheduling vehicles to deliver to the Proposal Site, if any unforeseen delays occur to vehicles, as a 'last resort', if there is insufficient room for a truck to store wholly inside the Proposal Site, instructions are for trucks are to proceed 'around the block'; and
- For short delays the above re-routing of vehicles may be via Whyalla Place, Dampier Place, Weld Street and Jedda Road, until such time as there is sufficient room to store wholly on the Proposal Site. For longer delays the trucks may need to travel via Ash Road, Hoxton Park Road, Joadja Road and Jedda Road until there is sufficient room on-site. Trucks are not to wait or 'park' on Whyalla Place or any other roads in the vicinity of the Proposal Site.

### 2.5.2 Within the Proposal Site

Stanbury Traffic Planning has reviewed the internal site layout to determine the general operation for unloading, loading, queuing and manoeuvring zones for vehicles on the Proposal Site.

An excerpt of the layout is shown in **Figure 4** with the full plan provided in **Appendix 2** of this report.

**FIGURE 4**  
**POTENTIAL MAXIMUM NUMBER OF VEHICLES ON-SITE AT ANY ONE TIME**



**Figure 4** indicates that up to 6 vehicles can store on-site at any one time either loading, unloading or waiting. **Figure 4** also indicates that up to 4 vehicles can store within the weighbridge system including:

- 3 x 19m long semi-trailers or 22.5m long quin dogs; and
- 1 x 12.5m long HRV.

Inside the site a total of 6 heavy vehicles can be accommodated at any-one time.

The internal site procedures for heavy vehicles are generally as follows:

- Following weighing, each truck will proceed forward and to the right (or south);
- A speed limit of walking pace (5km/h) will apply to all vehicles within the Proposal Site;
- Depending on their material, they will either then reverse into an unloading area, or be directed to by the Site Manager, to stop in a safe location inside the building to wait to unload;
- Once empty, trucks may either be directed to a loading area collect material to transport out of the Proposal Site, or leave the Proposal Site empty; and
- Upon exiting, all truck wheels will be washed and all loads covered to ensure no material leaves the Proposal Site (see **Figure 2** for the location of the truck wheel wash).

### 2.5.3 Machinery Used within the Site

Information provided by Hi-Quality indicates that they will typically use the following machinery to transport material inside the site:

- 1 x Excavator;
- 1 x Front End Loader;
- 1 x high sheer mixer; and
- 1 x Forklift.

The swept path assessment undertaken in **Appendix 2** of this report shows that there is adequate space within the main warehouse area to store the equipment out of the way of manoeuvring vehicles.

## 2.6 Site Manager Responsibilities

The Site Manager, supported by the Environmental Manager, carries ultimate responsibility for the implementation of this Operational Traffic Management Plan and providing the necessary resources as required. The Environmental Coordinator is responsible for carrying out and/or coordinating the monitoring and reporting requirements of this management plan.

Operational employees and/or contractors are responsible for responding to adverse site conditions and adjusting site operations to minimise environmental impacts. All site employees and/or contractors are responsible for reporting

adverse site conditions to the Site Manager, who is responsible for review and formulation of appropriate action planning and response.

The Proposal Site is proposed to be actively managed by the Site Manager who will be responsible for the following tasks including but not limited to:

- Ensuring forward movement of heavy vehicles throughout the plant to reduce collision risk where possible (noting that some reverse movements are required for some waste types as shown in **Appendix 2**);
- Maintaining an incident management log to be kept on site and recording incidents;
- Implementation of the Hi-Quality Drivers Code of Conduct provided as **Appendix 3** of this report;
- Ensuring that local streets will not be used for parking or queuing of vehicles during ongoing operations with the exception of special circumstances such as a road closure or for vehicles performing local deliveries;
- Control or limit access to the waste treatment area and truck loading areas by pedestrians or vehicles to maintain safe operation the Proposal Site;
- Management of all heavy waste traffic that is operating on-site and at the interface of the Proposal Site and Whyalla Place;
- Ensuring that only authorised personnel are permitted in the loading areas or near manoeuvring trucks at any time;
- Ensuring trucks carrying waste or materials to or from the Proposal Site are covered;
- Ensuring any warning or other signage within the loading areas or on-site is clean and visible at all times;
- Ensuring that authorised personnel observe all relevant Occupational Health and Safety regulations and policies during operation at the loading areas;
- Ensure that clear access for egress from all emergency exit doors leading onto the loading areas are maintained;
- Actively monitor the schedule of all heavy waste vehicles arriving at the Proposal Site to ensure that no vehicles queue outside the Proposal Site onto Whyalla Place. This is discussed further in the **Section 2.7**; and

- Keep a complaints register in accordance with Hi-Quality's Operational Environmental Management Plan, which includes the recording of traffic management complaints and outcomes / actions.

## 2.7 Waste Traffic Management and Scheduling Requirements

To ensure the safe and effective operation of the loading areas on-site in accordance with this management plan, the Hi-Quality Transport Department will allocate all Hi-Quality truck delivery times on a daily basis that will provide a high degree of certainty for the timing of each load delivered to the facility by Hi-Quality trucks.

The Site Manager has the following main scheduling responsibilities:

- Maintain a delivery schedule, in consultation with the Hi-Quality Transport Department, for all waste heavy vehicles that deliver to or remove waste from the Proposal Site to minimise queuing and the traffic impact on the adjoining local road network;
- Inform delivery drivers scheduled of any delays on-site or changes to their delivery time;
- Manage all heavy vehicle traffic driving to the Proposal Site to ensure loading and servicing activities occur as scheduled and delays are minimised where possible;
- Ensure the traffic within the Proposal Site does not impact the adjoining road network and all large heavy vehicles enter and exit the Proposal Site in a forward direction; and
- Ensure that vehicles will be wholly contained onsite before being required to stop.

There is sufficient room for four vehicles to queue inside the Proposal Site within the weighbridge system. There is sufficient room for 6 heavy vehicles and the plant to manage the material inside the site.

Although the truck allocation system will be the primary method of scheduling vehicles to deliver to the Proposal Site, if any unforeseen delays occur to vehicles, as a 'last resort', if there is insufficient room for a truck to store wholly inside the Proposal Site, instructions are for trucks are to proceed 'around the block' via Whyalla Place, Dampier Place, Weld Street and Jedda Road, until such time as there is sufficient room to store wholly on the Proposal Site.

Trucks are not to wait on Whyalla Place or any other roads in the vicinity of the Proposal Site. A queuing plan showing the available queuing space for vehicles is provided in **Appendix 2** of this report.

The recommendations for vehicle scheduling are as follows:

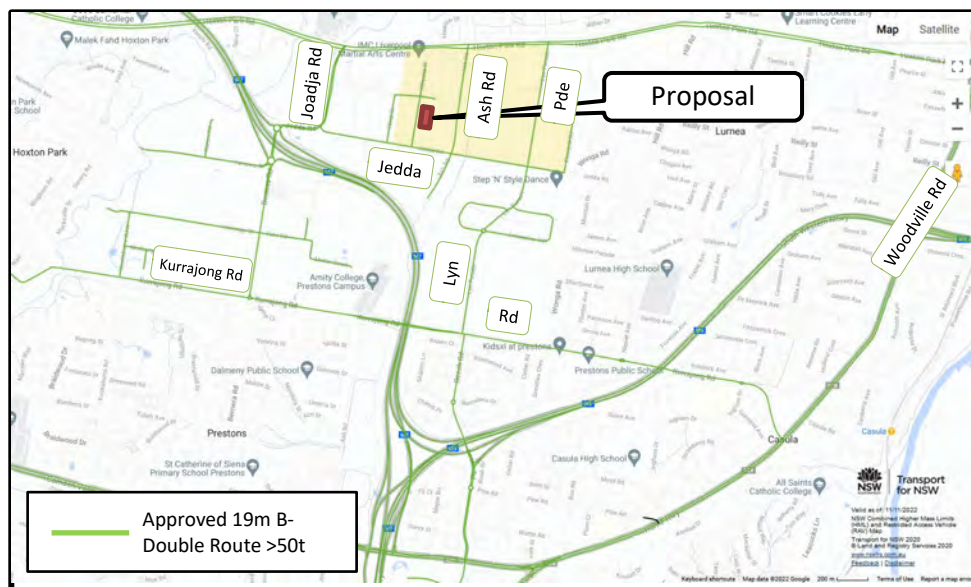
- That during unloading peak times, inbound vehicles (trucks unloading) should be scheduled with a minimum 7-minute headway; and
- That during peak unloading times, outbound vehicles (trucks loading) should be scheduled with a minimum 15-minute headway.

The above recommendations should provide one independently operated spare truck parking space on-site to provide additional capacity in the system in case there are unforeseen delays.

## 2.8 Heavy Vehicle Delivery Routes to and from the Proposal Site

The approved 19.0m B-Double roads (over 50 tonnes) within the vicinity of the Proposal Site are shown in **Figure 5**.

**FIGURE 5**  
**APPROVED 19m B-DOUBLE ROUTES (OVER 50 TONNES) ROUTES IN THE VICINITY OF THE PROPOSAL SITE**



Source: <https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html> - Accessed 16/12/22

**Figure 5** indicates that Whyalla Place, Joadja Road, Jemma Road, Ash Road, and Lyn Parade are all 19m B-Double approved routes (over 50 tonnes) that provide access to the Proposal Site.

There are no additional restrictions recommended outside the current road restrictions for vehicles travelling to or from the Proposal Site.

The roads in the vicinity of the Proposal Site were described in Table 2.1 of the PeopleTrans report which has been reproduced as **Table 2**.

**TABLE 2**  
**SUMMARY OF KEY ROADS IN THE VICINITY OF THE PROPOSAL SITE**

Road Name	Classification	Orientation	Configuration	On-Street Restrictions
M7 Motorway	State Road	North-south	2 lanes in each direction	No stopping
Bemera Road	State Road (at M7 interchange) Unclassified Regional Road (south of M7 interchange)	North-south	2 lanes in each direction at M7 interchange 1 lane in each direction between M7 interchange and Kurrajong Road	No stopping
Jedda Road	State Road (between Bemera Road and Joadja Road) Local Road (east of Joadja Road)	East-west	2 lanes in each direction (State Road) 1 lane in each direction with provision of kerbside parking on both sides (Local Road)	Unrestricted parking
Joadja Road	State Road	North-south	2 lanes in each direction	No stopping
Hoxton Park Road	State Road	East-west	2 lanes in each direction for general traffic In addition, 1 lane in each direction for Transitway buses (Liverpool-Parramatta Transitway)	No stopping
Kurrajong Road	Unclassified Regional Road (east of Bemera Road)	East-west	1 lane in each direction east of Bemera Road	No stopping
Beech Road	Unclassified Regional Road (north of M5 Motorway)	North-south	1 lane in each direction north of M5 Motorway	No stopping
Lyn Parade	Local Road	North-south	1 lane in each direction with provision of kerbside parking on both sides	Unrestricted parking north of Enterprise Circuit. No stopping on the western side of Lyn Parade south of Enterprise Circuit. Parking 7pm to 6am Monday to Friday, and all day Saturday to Sunday and Public Holidays, with long or heavy vehicles permitted to stop longer than 1 hour on the eastern side of Lyn Parade south of Enterprise Circuit.
Ash Road	Local Road	North-south	1 lane in each direction with provision of kerbside parking on both sides	Parking 7pm to 6am Monday to Sunday with long or heavy vehicles permitted to stop longer than 1 hour.
Whyalla Place	Local Road	North-south	1 lane in each direction with provision of kerbside parking on both sides	Parking 7pm to 6am Monday to Sunday with long or heavy vehicles permitted to stop longer than 1 hour. Unrestricted parking on the eastern side of Whyalla Place south of the site.

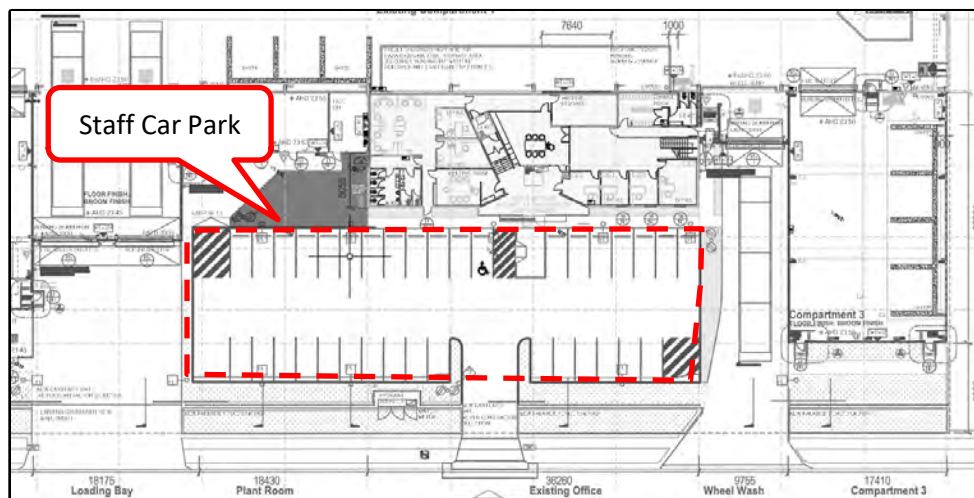
Source: PeopleTrans Report Table 2.1

### 3. OPERATIONAL REQUIREMENTS FOR STAFF AND LIGHT DELIVERY VEHICLES

#### 3.1 Location of the Staff and Light Delivery Vehicle Car Parking Facilities On-Site

The proposed site plan, illustrating car parking spaces, is shown in **Figure 6**.

**FIGURE 6**  
**LOCATION OF THE STAFF CAR PARK**



**Figure 6** indicates that there are 36 car parking spaces for staff and light delivery vehicle use, including one disabled car parking space.

#### 3.2 Operational Procedures / Car Parking Management Strategy

The following operational procedures in relation to staff and light delivery vehicles should be followed:

- All car parking spaces are to be shared between all staff members with no spaces allocated to specific staff members;
- Staff members who drive to the Proposal Site and are part of a site carpooling initiative are to be given priority to occupy designated on-site staff parking spaces;
- This Car Parking Management Strategy should be implemented at occupation of the development and should be maintained and developed throughout the lifecycle of the development to adjust to the parking and transport needs of the staff; and
- Hi-Quality should ensure that all new staff members are made aware of nearby public transport and active transport facilities in the vicinity of the proposed development.

### 3.3 Couriers and Small Delivery Vehicles

All courier and small delivery vehicles should be directed to park in the staff car park. This will be aided by the following procedures:

- Appropriate signage at the central site driveway advising where couriers should park;
- Where possible, when ordering goods to be delivered, include clear instructions for where couriers are to park; and
- Where possible, deliveries will be scheduled outside of the shift change over period at 3:00pm on weekdays.

#### 4. CONCLUSION

This Operational Traffic Management Plan provides a description of the management measures to be incorporated during the operation of the heavy vehicle loading areas and the light vehicle car parking areas servicing the proposed Waste Treatment Facility at 9-13 Whyalla Place in Prestons.

I certify that the management measures to be implemented by this Operational Traffic Management are appropriate to satisfy the operational requirements of the Proposal.



Morgan Stanbury  
**Road Safety Auditor**  
**Accreditation: Level 3**  
**Auditor ID: RSA 02-0252**

17 September 2024

## **APPENDIX 1**

## INCOMING

Total Incoming Waste by Truck 210500

Type	Number	Unit	Notes
Bulk Solids Waste	84,000	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	3,000	trucks pa	
Sediments and Sludge Waste	7,000	t pa	
	10	kL tanker	Assume 10 kL tanker (lowest capacity)
	500	trucks pa	Assume sludge density 1400 kg/m <sup>3</sup> = 1.4 t/m <sup>3</sup> = 1.4 t/kL
Liquid Waste	70	ML pa	
	10	kL tanker	Assume 10 kL tanker (lowest capacity)
	7,000	trucks pa	
Drill Mud	2,000	t pa	
	35	kL tanker	Assume 35 kL vac truck
	58	trucks pa	
Storage and Transfer Waste (Packaged Waste)	40,000	t pa	
	20	t Pantech	
	2,000	trucks pa	
PFAS	7,500	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	268	trucks pa	

## OUTGOING

Total Outgoing Waste by Truck 152,700

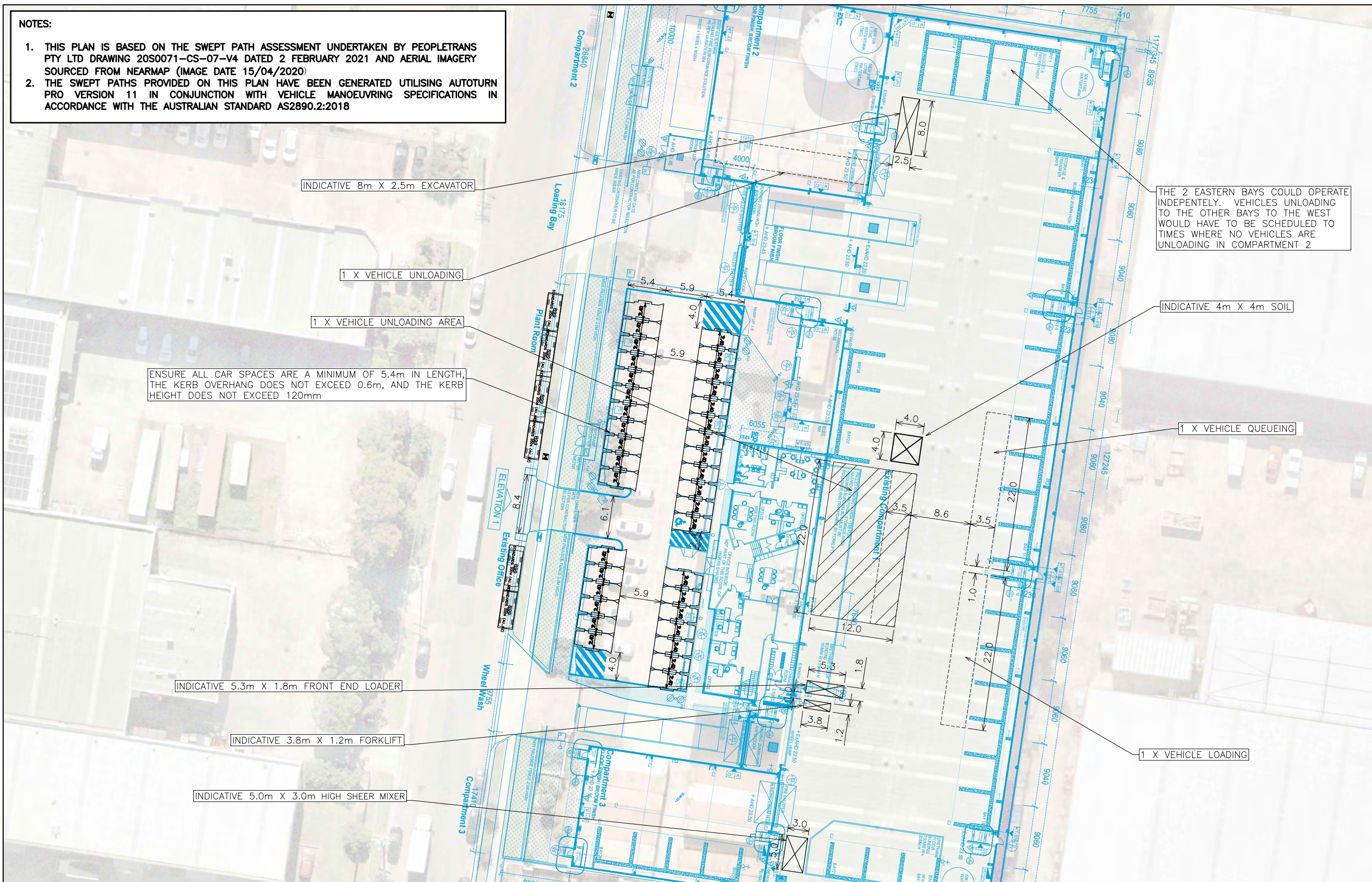
Process - destination	Number	Unit	Notes
Physical screening - to licensed facility	15,000	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	536	trucks pa	
See Note 1			
Bioremediation - to landfill or re-use	8,000	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	286	trucks pa	
Immobilisation - to landfill	50,000	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	1,786	trucks pa	
See Note 1			
Acid Sulphate Soil - to landfill	26,000	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	929	trucks pa	
Liquid Waste Treatment Plant - filter cake to licensed facil	4,000	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	143	trucks pa	
Liquid Waste Treatment Plant - to sewer	60	ML pa	
	0	trucks pa	
Liquid Waste Treatment Plant - waste oil to contractor	1,000	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	36	trucks pa	
Drill Mud Processing Plant - to sewer	800	t pa	
	0	trucks pa	
Drill Mud Processing Plant - to landfill or re-use	1,200	t pa	
	38	t truck	Assume 28 t tipper (85 cum)
	32	trucks pa	
Storage and Transfer Waste - to licensed facility	40,000	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	1,429	trucks pa	
Storage and Transfer Waste - to licensed facility	7,500	t pa	
	28	t truck	Assume 28 t truck (lowest capacity)
	268	trucks pa	

Note 1: Physical screening may result in less landfill of soil, however similar trucks would be used to transport material to the licenced facility or to landfill with no change in traffic either way

## **APPENDIX 2**

**NOTES:**

1. THIS PLAN IS BASED ON THE SWEEP PATH ASSESSMENT UNDERTAKEN BY PEOPLETRANS PTY LTD DRAWING 20S0071-CS-07-V4 DATED 2 FEBRUARY 2021 AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 15/04/2020)
2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.2:2018



ENSURE ALL CAR SPACES ARE A MINIMUM OF 5.4m IN LENGTH, THE KERB OVERHANG DOES NOT EXCEED 0.6m, AND THE KERB HEIGHT DOES NOT EXCEED 120mm

THE 2 EASTERN BAYS COULD OPERATE INDEPENDENTLY. VEHICLES UNLOADING TO THE OTHER BAYS TO THE WEST WOULD HAVE TO BE SCHEDULED TO TIMES WHERE NO VEHICLES ARE UNLOADING IN COMPARTMENT 2

INDICATIVE 8m X 2.5m EXCAVATOR

1 X VEHICLE UNLOADING

1 X VEHICLE UNLOADING AREA

INDICATIVE 4m X 4m SOIL

1 X VEHICLE QUEUEING

INDICATIVE 5.3m X 1.8m FRONT END LOADER

INDICATIVE 3.8m X 1.2m FORKLIFT

INDICATIVE 5.0m X 3.0m HIGH SHEER MIXER

1 X VEHICLE LOADING



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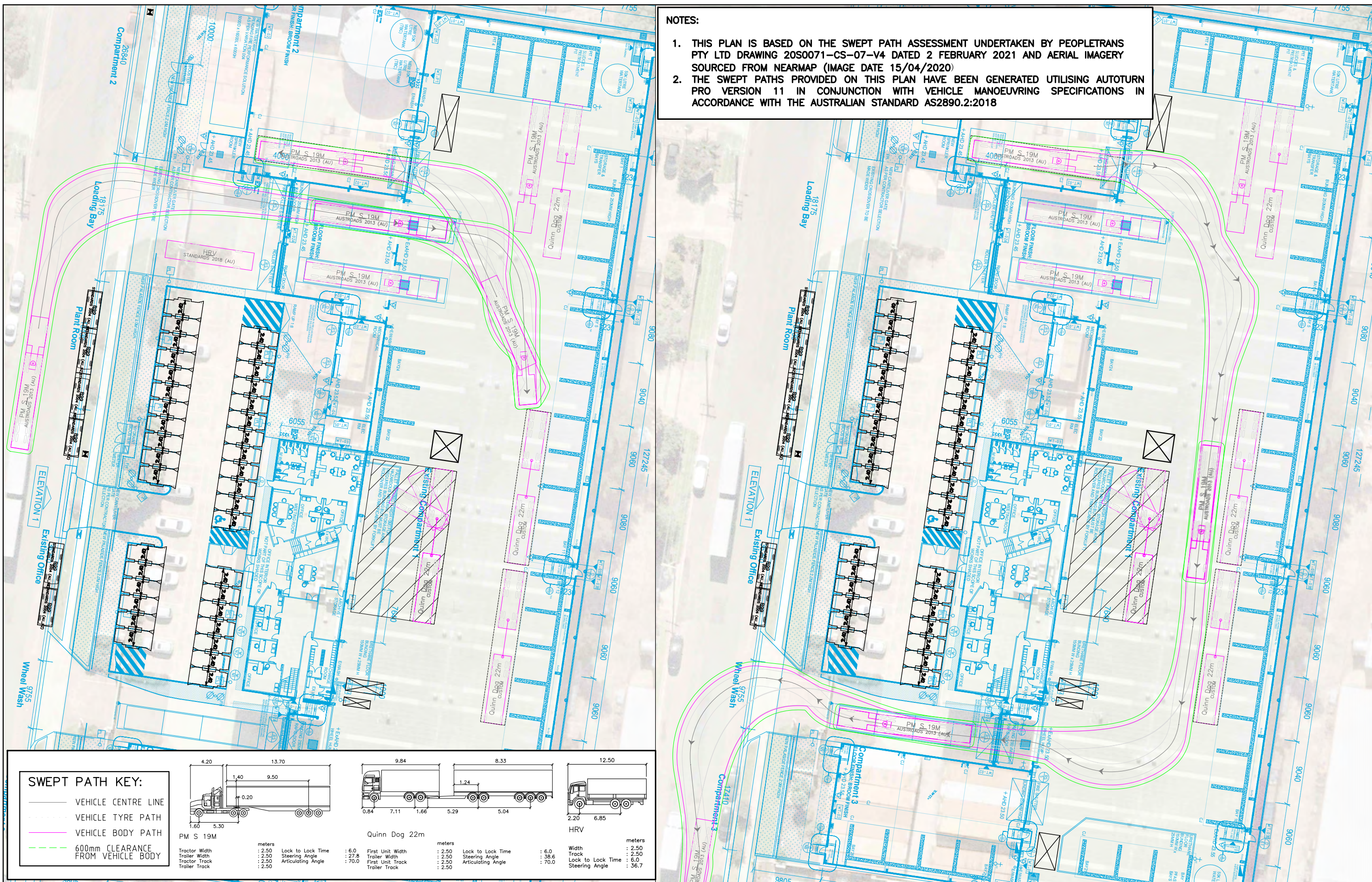
**STANBURY TRAFFIC PLANNING**  
 9-13 WHYALLA PLACE, PRESTONS  
 CAR PARK COMPLIANCE REVIEW  
 PROPOSED WAREHOUSE FACILITIES  
 CONCEPT LAYOUT

SCALE 1:500@A3  
 DRAWING NO. 22-122-01-V8  
 DATE 15 September 2024

CREATED BY X.D  
 APPROVED BY M.S  
 SHEET 01 / 06

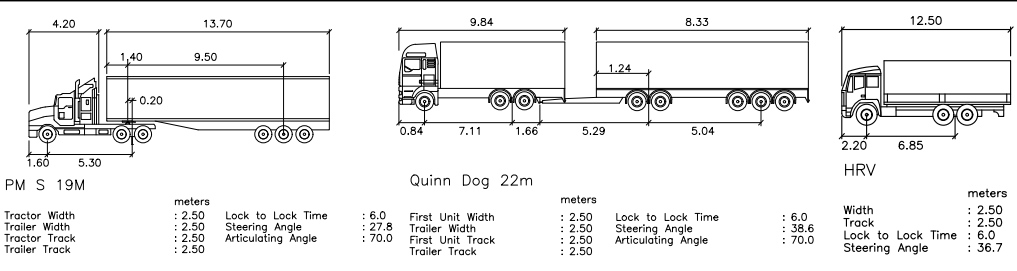
**NOTES:**

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2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.2:2018



**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY



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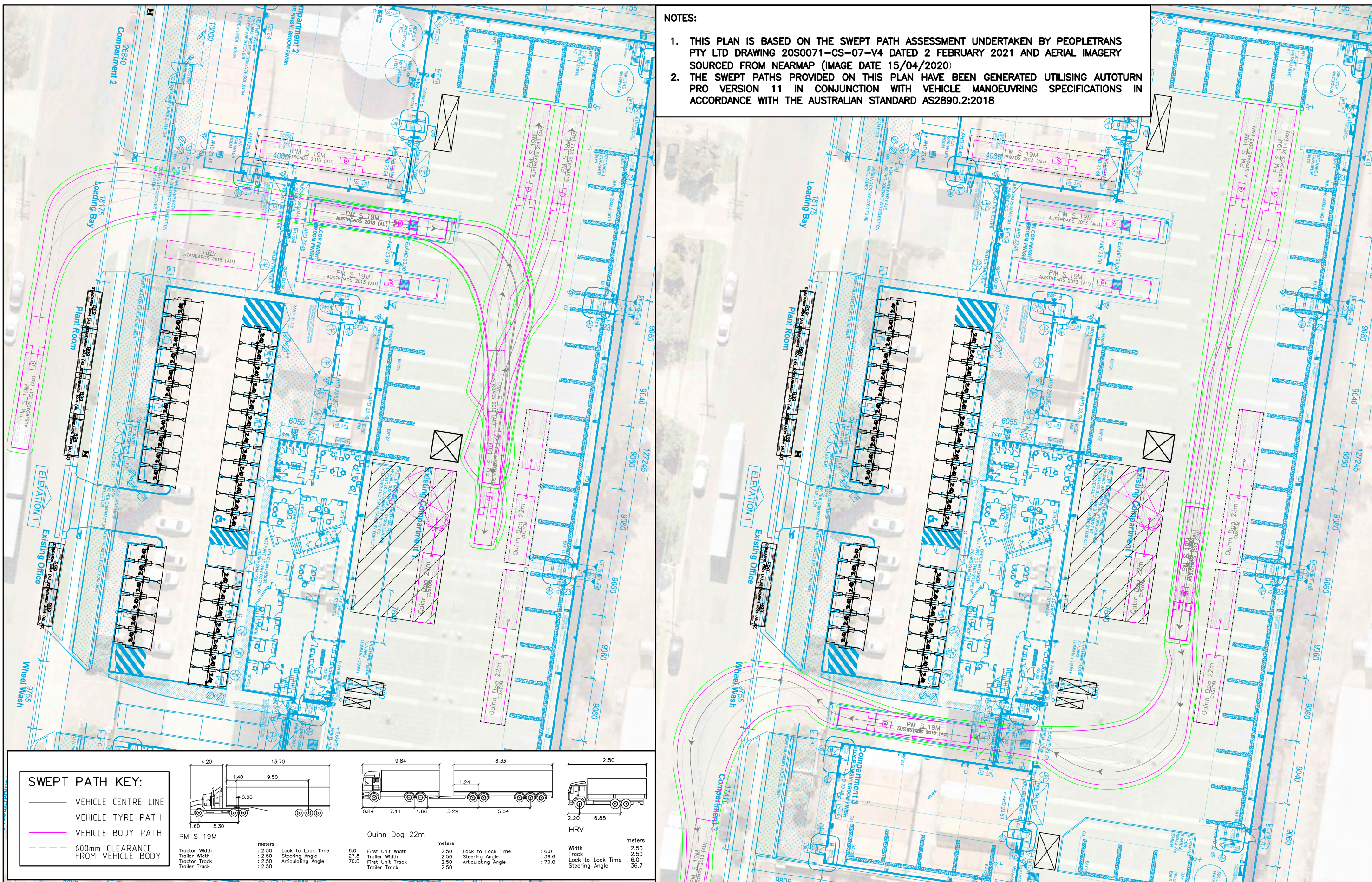
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 SWEEP PATH ASSESSMENT

SCALE 0 5.0 10.0 1:500@A3  
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CREATED BY X.D  
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 SHEET 02 / 06

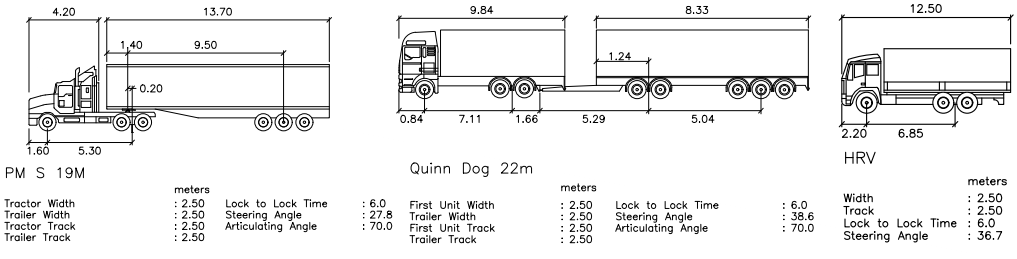
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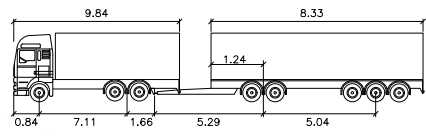
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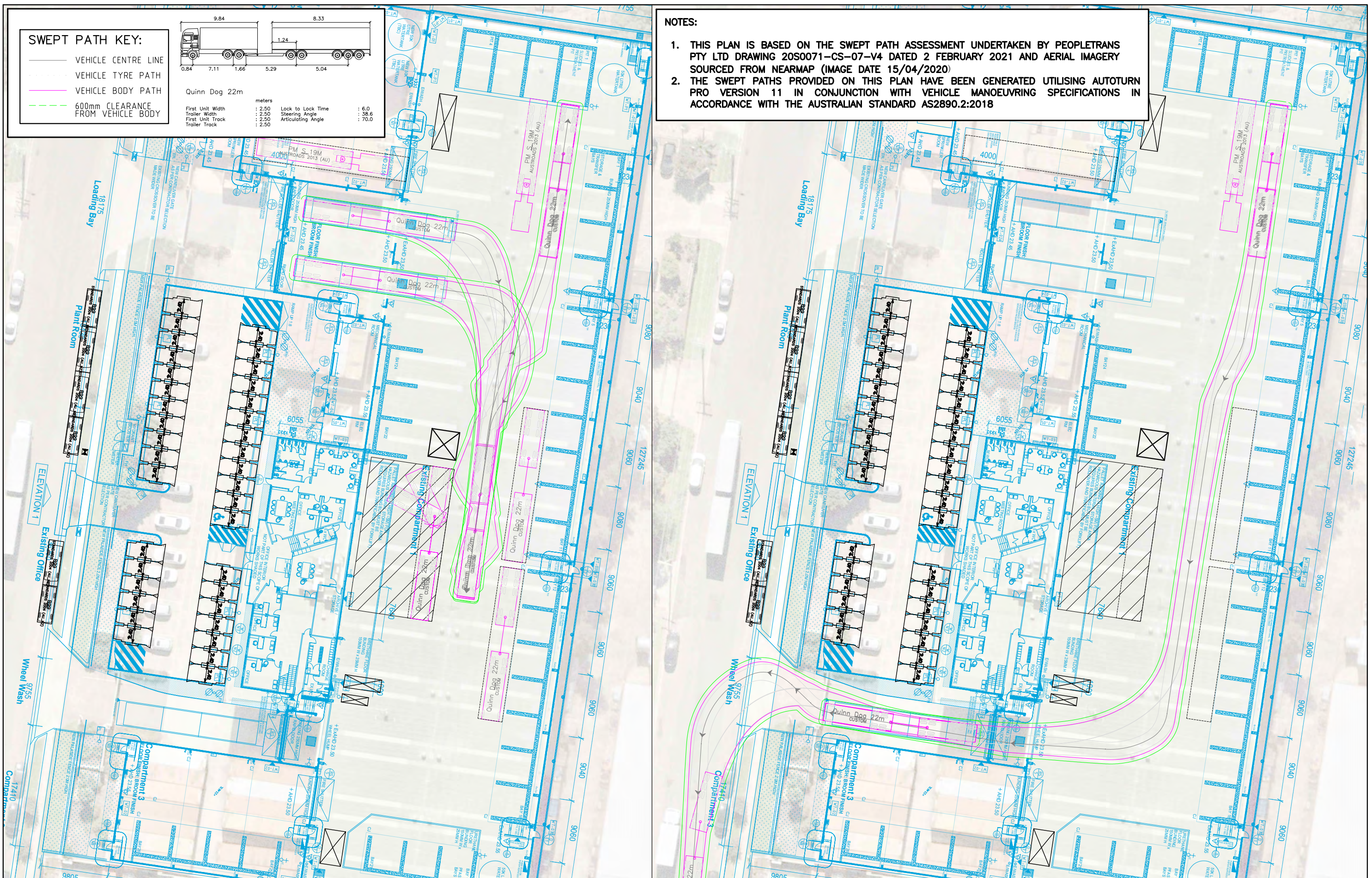


Quinn Dog 22m

	metres		metres
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 38.6
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

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**STANBURY**  
**TRAFFIC**  
**PLANNING**

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

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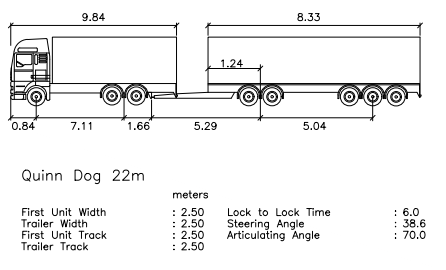
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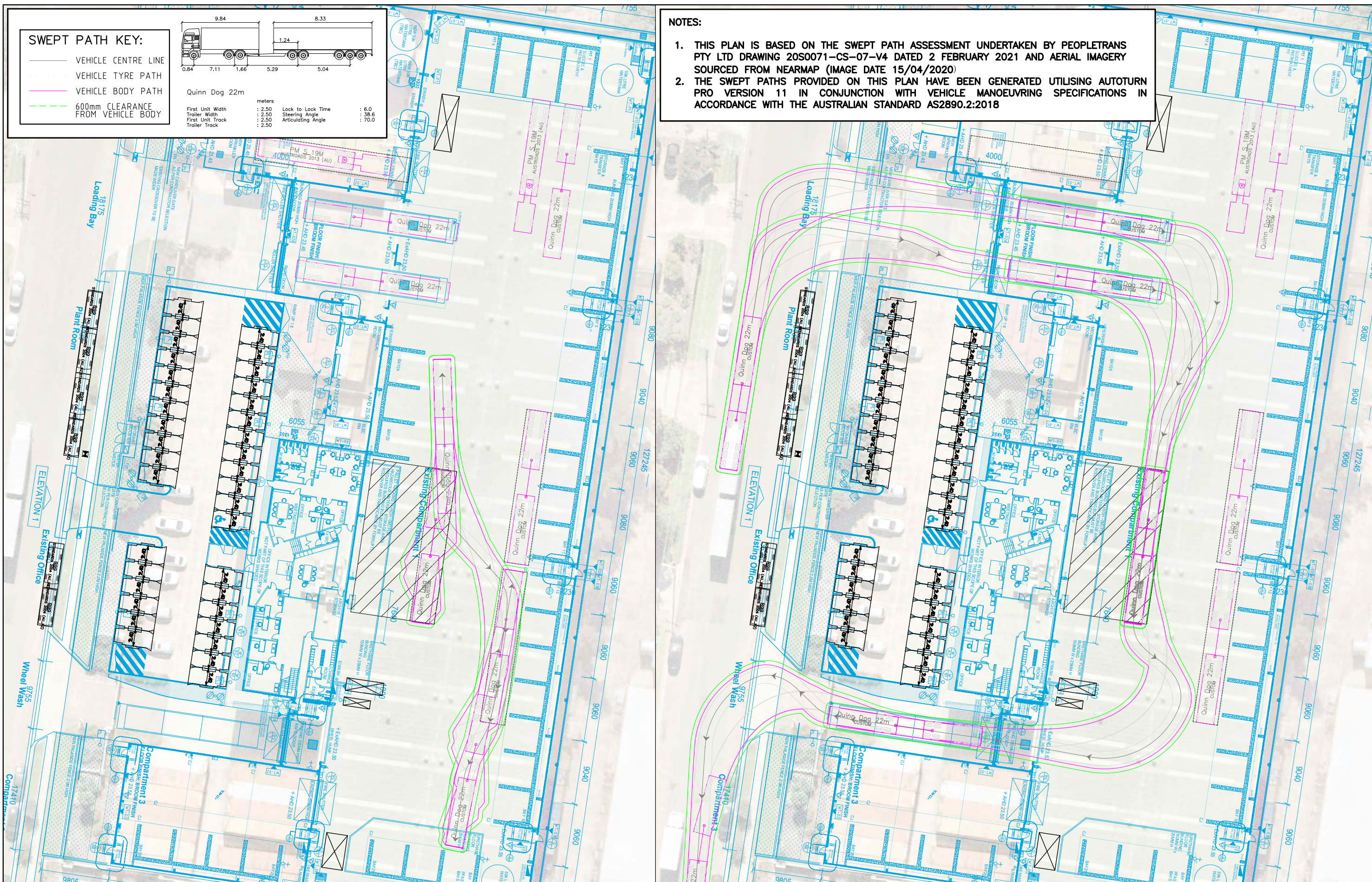
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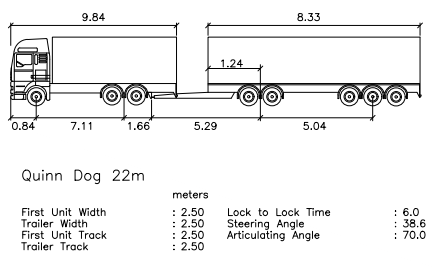
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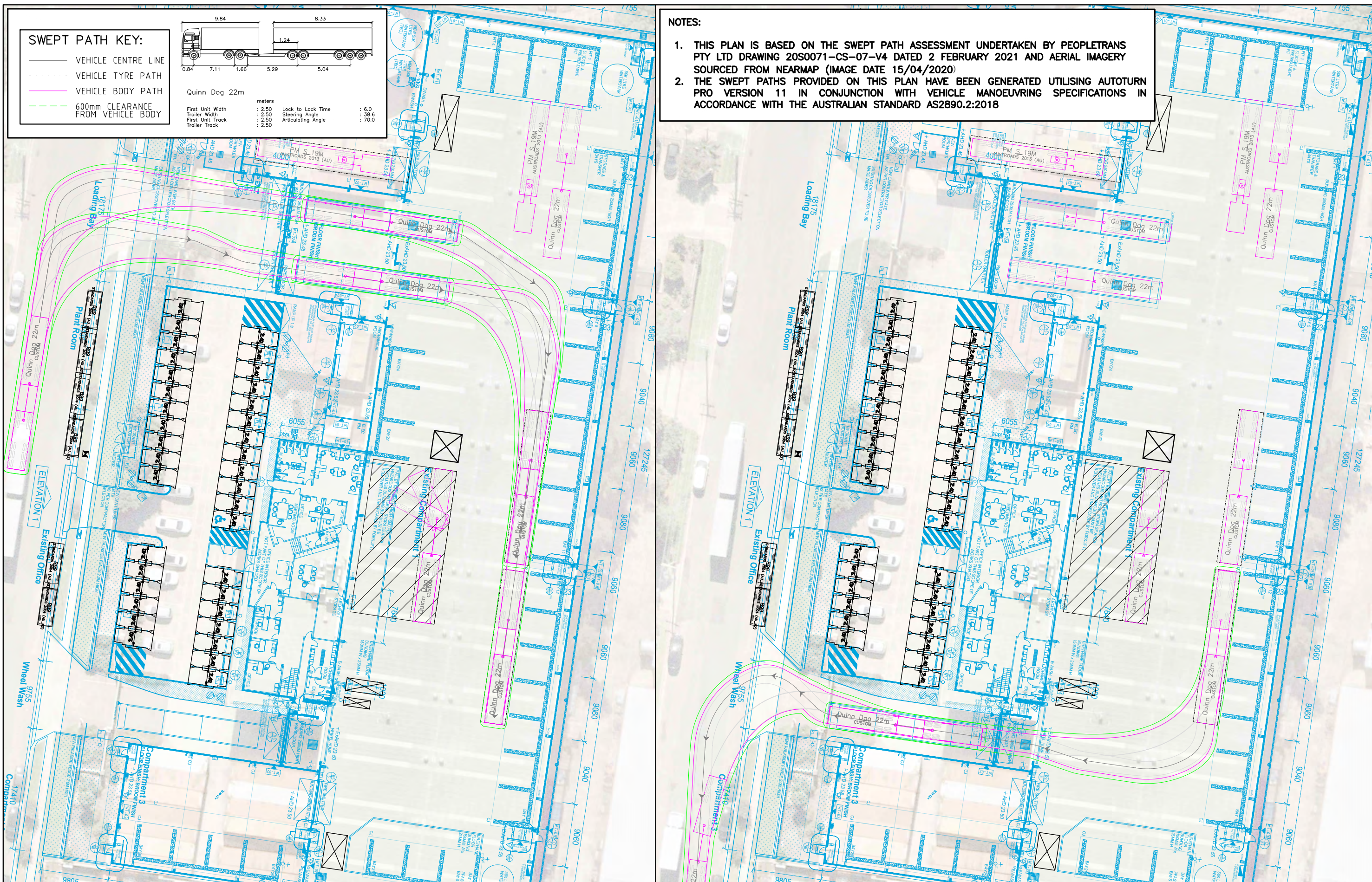
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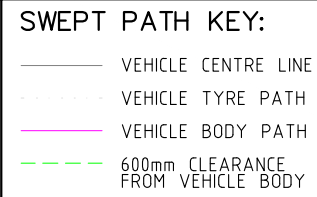


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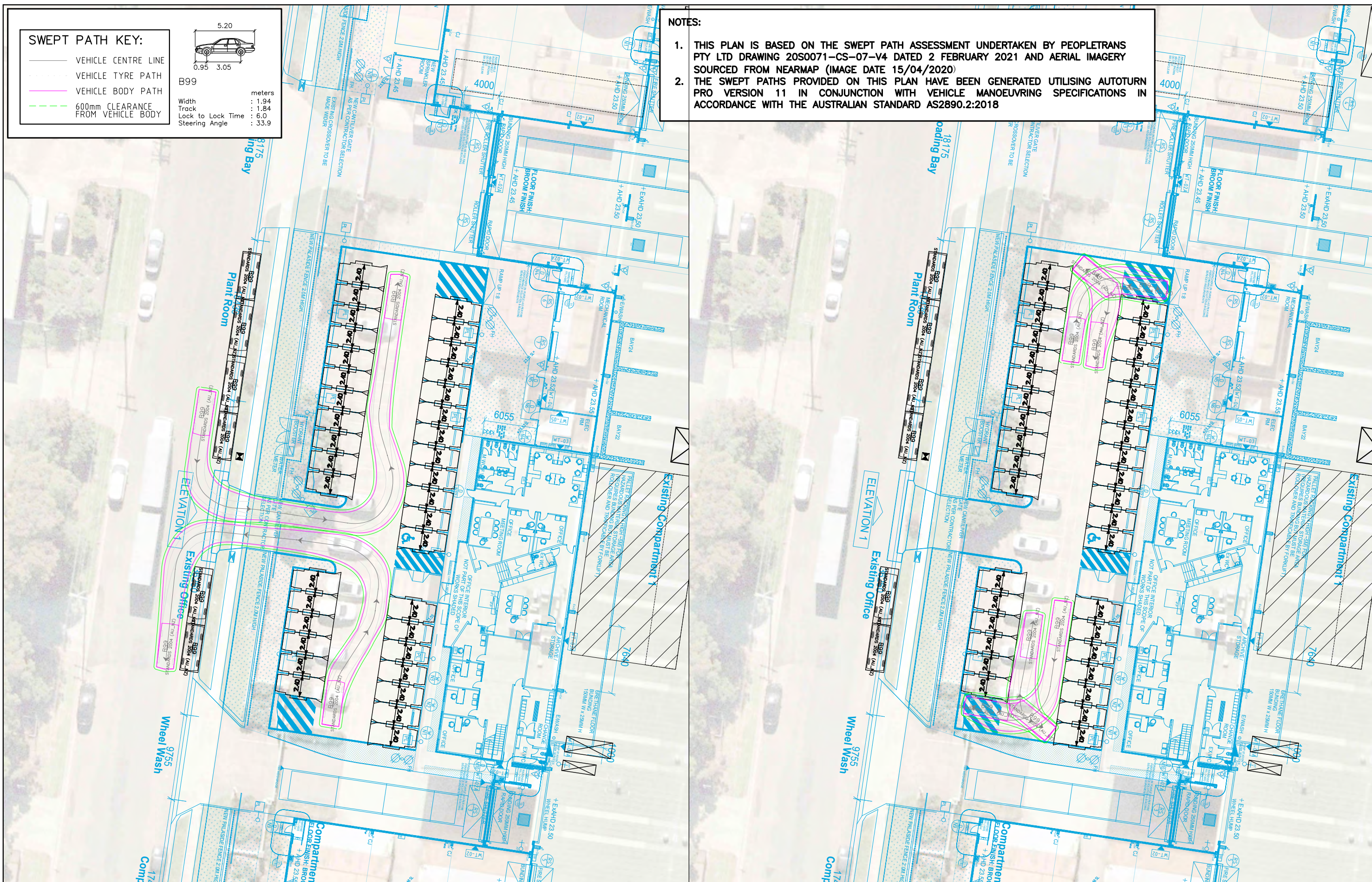
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## **APPENDIX 3**



HI-QUALITY GROUP

# EMPLOYEE HANDBOOK

WELCOME

IMPORTANT INFORMATION FOR EMPLOYEES

## 23. **Truck Driver Conduct and Responsibilities**

Please read the below requirements in conjunction to the conditions outlined in the “Driver Conduct & Responsibilities Standard”.

### 23.1 **General**

It is expected that our drivers conduct themselves in a professional manner that reflects the expectations of Hi-Quality Group as a company. These expectations extend to the drivers’ behaviour on the road as well as their dealings with customers and third parties as representatives of the company.

The Company requires our heavy vehicle drivers to use the NHVR National Driver Work Diary every day, even when working within 100km from base

We also require our heavy vehicle drivers to hold, or willing to obtain, Basic Fatigue Management (BFM) accreditation. The company will run courses from time to time to cover drivers who don’t have this accreditation.

If in the course of your duties you are required to be away from home base and stay overnight in the truck sleeper cab, the Company will compensate you with the applicable allowance. If a sleeper cab is not available, the Company will organise suitable accommodation and an applicable meal allowance will be compensated.

### 23.2 **Dress and Presentation**

Drivers are required to be professionally presentable at all times and if a uniform is issued, it must be worn. Under no circumstances are other company’s uniforms to be worn while a driver is representing the Hi-Quality Group.

High visibility vest/shirts and steel capped boots are to be worn at all times whilst working on company premises or around your vehicle or whilst performing any duties related to your employment. Thongs and singlets are strictly prohibited at all times.

Site dress rules are as per each individual site-specific induction.

### 23.3 **Driver Conduct**

Company heavy vehicles are fitted with multi camera monitoring and GPS tracking for the purposes of security, incident investigations, and monitoring driver behaviour. Cameras and GPS will be continuous and ongoing. Management reserves the right to review and use the dashcam monitoring and GPS tracking data in any internal investigations, including disciplinary proceedings. Evidence

provided by the footage and GPS tracking data may be used to undertake adverse action against an employee.

Drivers found to be in control of a vehicle under the influence of alcohol or drugs, driving whilst disqualified, driving in a manner considered dangerous or conducting themselves in an unsatisfactory manner to the public, will be dealt with at the discretion of management.

Drivers of company vehicles shall be alert and fit when driving. Drivers must avoid driving when tired, sleepy or lacking ability to operate the vehicle correctly.

Drivers shall have a thorough knowledge of the road rules and it is expected that drivers shall adhere to them at all times.

Drivers are to ensure that the hours that they work fall within the required regulations at all times. The allocator is to ensure that drivers are not placed in a situation where they are unable to return to their depot within the legally permissible work hours.

The Transport Manager/Supervisor/Allocator must ensure that the reports from the tracking system are reviewed and any reports that may identify any breach are investigated and dealt with appropriately.

All defects on heavy vehicles noticed by the driver should immediately be reported to the Transport Manager /Allocator through allocations and should be reported in the Fleet Maintenance Program E.g. Gearbox .

Drivers should remember at all times when operating heavy vehicles that right of way is always something that may be given but should never be taken.

## 23.4 **Safe Driving**

Drivers should be aware that the safe speed in any situation is relative but not limited to the following conditions:

- Driver's capabilities and surrounding condition.
- Condition of vehicle being driven.
- The prevailing road condition.
- Keep within the speed limit.

Hi-Quality Group expects that all Drivers:

- Carry out a visual inspection to ensure the vehicle is loaded correctly prior to leaving job/site.

- Use good road manners, and show courtesy to other road users.
- Do not overtake unless necessary and until absolutely sure that the road is clear ahead and around the vehicle.
- Do not travel too close to the vehicle in front at any time. Always remember that a heavy vehicle requires more time to stop.
- Respect the rights of others and ensure that the right attitude is applied towards driving.
- Always concentrate on safe driving practices.
- Hi Quality trucks must travel legally apart. They must be separated by at least one other vehicle in between or on country roads where there is no other traffic a reasonable stopping distance must be kept between the trucks. Failure to comply with this may result in dismissal.

## 23.5 Defensive Driving

Drivers should be aware that wet roads are hazardous and extra care is required.

Drivers should increase the distance behind the vehicle in front when travelling on wet roads.

## 23.6 Operating Vehicles on Private Property

Drivers shall conduct themselves in a professional and courteous manner while operating Company vehicles on Customer/Private property. They must remember that the company's reputation is on display at all times.

All rules, requirements and regulations that apply to any site must be observed at all times including posted speed limits.

Drivers must always:

- Adhere to the conditions on sites particularly on wet days.
- Be aware of pedestrian activity or any plant and equipment operating around the drivers work area.
- Obey all lawful directions given to them while they are on site.

When approaching a job site for the first time, the driver is encouraged to park safely outside the job and if possible communicate via the appropriate 2-way radio

channel. If required walk in to make contact with someone on the site to receive delivery instructions. The driver should also take this opportunity to familiarise themselves with the site and identify any risks or hazards.

### 23.7 **Reversing**

All reversing in the transport yard or on site is to be kept to a minimum. It is safer to go to a desired position in a forward direction rather than reverse for any great distance.

Other than when tipping, drivers are asked to use hazard lights while reversing.

At all times when reversing a truck, loaded van or any other vehicle where, due to load or conditions, clear line of site from all internal and external rear view mirrors is impeded or obscured in any way, you must use a spotter to assist. Any damage done when not using a spotter will be considered negligent.

### 23.8 **Vehicle Cleanliness**

Drivers shall be responsible for the inside and outside appearance of the vehicle. The wash bay has been equipped with a high-pressure cleaner, truck wash and brooms and this equipment should be utilized when required or when instructed.

The Transport Manager must ensure that all drivers are trained and properly familiarized with the correct and safe operating procedure for the high-pressure cleaner and truck cleaning equipment.

Cab interiors are to be swept out daily and all personal rubbish removed.

Window cleaner, dashboard shine and rags are supplied and should be utilized by all drivers when required.

# Acknowledgement of receipt of a Hi-Quality Group Employee Handbook

I acknowledge that I have received a copy of Hi-Quality Group Employee Handbook. I agree to comply with all rules and conditions set out in this Handbook and any reasonable instruction given by management or their representatives.

Full name:

---

Signed:

---

Dated:

---

**Manager**

Full name:

---

Signed:

---

Dated:

---

*This receipt is to be completed at the time of issue and retained in your employment file.*