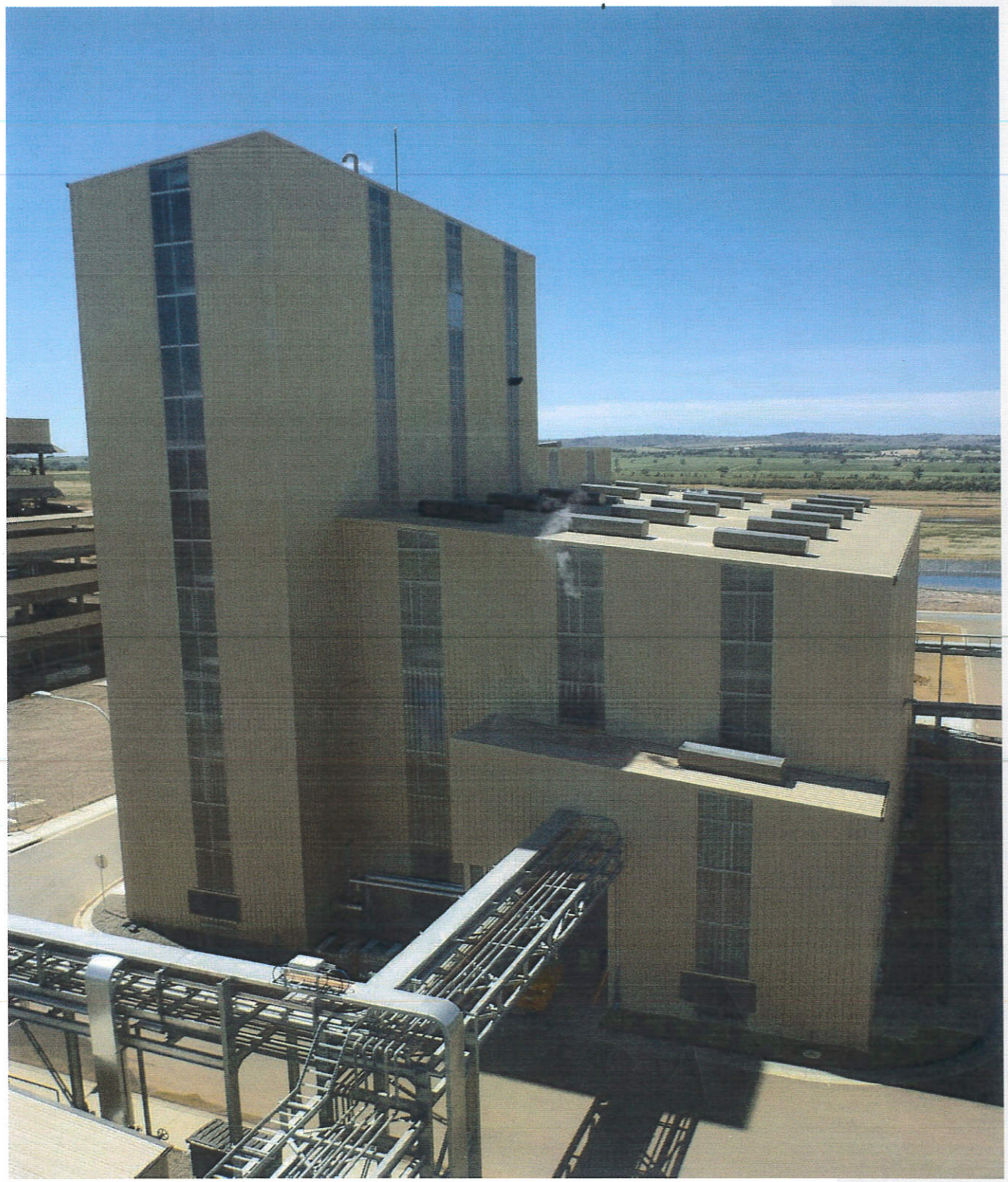

ROBE
Riverina Oils & BioEnergy

Operational Traffic Management Plan

July 2019

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1. Introduction

1.1 Overview

Riverina Oilseeds and Bio Energy (ROBE) completed an Operational and Construction Traffic Management Plan in August 2011 as part of condition 45- 51 of the Minister for Planning's Conditions of Approval for the project issued in April 2011 for Modification Application 07_0146 MOD 1. The Operational and Construction Management Plan was completed by SKM in August 2011 and covers not only management requirements but also aspects of a Traffic Impact Assessment.

1.2 Background

In 2008, the then Minister for Planning granted project approval (MP 07_0146) to ROBE for the construction and operation of an integrated Oilseed Processing plant to process vegetable oil and biodiesel plant.

In 2009 a decision was made by ROBE not to establish the biofuel component of the project. A modification was approved in 2011 to remove the biodiesel component, alter the site layout and increase the facility output from an approved 30,000 tonnes per annum of refined vegetable oil to 66,000 tonnes per annum and reduce the output of vegetable protein meal to 90,000 tonnes per annum.

In 2015 another modification was approved allowing ROBE to process 200,000 tonnes per annum of oilseed and produce not more than 116,000 tonnes per annum of vegetable protein meal and 82,500 tonnes per annum of refined vegetable oil.

1.3 Traffic Management Plan Objective

The objectives of the Traffic Management Plan are to:

- Ensure compliance of the development consent 07_0146 MOD 1 condition 45 and 51 as outlined in Section 2.
- Minimise the heavy vehicle impacts on the surrounding road networks
- Inform drivers of their responsibility to, from and within the site
- Maintain public safety through compliance with relevant transport operations regulations

1.4 Responsibility

The ROBE Site Manager is responsible for educating all transport operators (drivers) in the Traffic Management Plan and monitoring the implementation of the Traffic Management Plan.

The Transport Operator (driver) is responsible for understanding the Traffic Management Plan and report any incidents and near misses to the Site Manager.

2. Statutory requirements

The project modification approval, under section 75W of the EP&A Act approval, Schedule 3, Environmental Management and Monitoring, Condition 45 - 51 of the NSW Government Department of Planning Project Approval (Application No: 07_0146 MOD 1) requires ROBE to prepare and implement an Operational Traffic Management Plan to the satisfaction of the Director-General.

Conditions 45 to 51 are as follows:

Traffic Management Plan

45. The Proponent shall prepare and implement a Traffic Management Plan for the project, in consultation with Council. The Plan must be submitted to the Director-General prior to the commencement of construction and must:

    a) describe the traffic volumes and movements to occur during construction and operation;
    b) detail the proposed measures to minimise the impact of construction and operation traffic on the surrounding road network, including route selection, driver behavior and vehicle maintenance; and
    c) detail the procedures to be implemented in the event of a complaint from the public regarding construction and operation traffic.

Road Network and Parking

46. The Proponent shall ensure that all vehicles enter and depart the site in forward direction and that the internal road network and parking associated with the project are designed, constructed and maintained in accordance with the latest versions of the Australian Standards AS 2890.1:2004, AS 2890.2:2002 and AUSTROADS. *NSW Government Department of Planning 11*

46a. The Proponent shall ensure that the emergency access to Byrnes Road is:

    a) accessed by emergency vehicles only;
    b) appropriately signposted; and
    c) located so as to comply with the required Safe Intersection Sight Distance (SISD) in either direction in accordance with the RTA's Road Design Guide and/or relevant Australian Standards for the prevailing speed limit (currently 100 Km/H). Compliance with this requirement is to be certified by an appropriately qualified person prior to construction of the vehicular access.

47. The Proponent shall ensure that Trahairs Road between the site entrance and Byrnes Road, including the intersection with Burnes Road, is upgraded to the satisfaction of Council and the RTA prior to the commencement of operation, at full cost to the Proponent.

48. The Proponent shall ensure that all parking generated by the project is accommodated on site. No vehicles associated with the project shall park on the public road system at any stage.

49. All construction vehicles shall access the site from Trahairs Road.

49a. The Proponent shall ensure that:

a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Project are constructed and maintained in accordance with the latest versions of AS 2890.1 and AS 2890.2;
b) the swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, is in accordance with AS 2890.2-2002 "Off-street commercial vehicle facilities" and to Councils satisfaction and in a manner to allow all vehicles to be able to enter and exit the subject site in a forward direction;
c) the Project does not result in any vehicles queuing on the public road network;
d) heavy vehicles and bins associated with the Project do not park or stand on local roads or footpaths in the vicinity of the site;
e) all vehicles are wholly contained on site before being required to stop;
f) all loading and unloading of materials is carried out on site;
g) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times;
h) any driveway is sealed from the edge of seal of the carriageway to the entry gate or the property boundary whichever is the greater. The remainder of the driveway access should be constructed using an all weather surface to address maintenance and dust concerns;
i) any access driveway is designed and constructed to minimise water from proceeding onto the carriageway of the adjoining road reserve; and
j) appropriate directional signage and line marking is to be strategically located and maintained throughout the site to assist in directing vehicles around and through the facility.

50. The Proponent shall implement a training and awareness program incorporating a driver code of conduct for vehicles travelling to, from and within the site during operation. The training program shall cover speed limits within the site, restrictions on vehicle idling and queuing on local roads.

Vehicle Queuing

51. During the project, the Proponent shall ensure that the project does not result in any vehicles queuing on the public road network.

This document has been prepared to address the Operational Traffic Management aspects of the approval conditions, with some of the conditions being previously addressed in the Operational and Construction Traffic Management Plan (SKM, 2011). This Management plan addressed a mixture of aspects such as traffic impact assessment, construction and operations. An outline of where each condition is addressed within the two documents is identified in Table 1.

Table 1: Ministerial requirements for Traffic Management Plan

Ministerial Condition	Where addressed
45. The Proponent shall prepare and implement a Traffic Management Plan for the project, in consultation with Council. The Plan must be submitted to the Director-General prior to the commencement of construction and must:	Operational and Construction Management Plan (SKM, 2011).
a) describe the traffic volumes and movements to occur during construction and operation;	Section 2.2 and 4.1
b) detail the proposed measures to minimise the impact of construction and operation traffic on the surrounding road network, including route selection, driver behavior and vehicle maintenance; and	Section 2.1
c) detail the procedures to be implemented in the event of a complaint from the public regarding construction and	

operation traffic.	
46. The Proponent shall ensure that all vehicles enter and depart the site in forward direction and that the internal road network and parking associated with the project are designed, constructed and maintained in accordance with the latest versions of the Australian Standards AS 2890.1:2004, AS 2890.2:2002 and AUSTROADS	Operational and Construction Management Plan (SKM, 2011). Figure 1 of this report demonstrates this.
46a. The Proponent shall ensure that the emergency access to Byrnes Road is: a - c	Operational and Construction Management Plan (SKM, 2011). Section 4.8
47. The Proponent shall ensure that Trahairs Road between the site entrance and Byrnes Road, including the intersection with Byrnes Road, is upgraded to the satisfaction of Council and the RTA prior to the commencement of operation, at full cost to the Proponent.	Operational and Construction Management Plan (SKM, 2011). Section 3.2
48. The Proponent shall ensure that all parking generated by the project is accommodated on site. No vehicles associated with the project shall park on the public road system at any stage.	This report Figure 1 and section 3.5
49. All construction vehicles shall access the site from Trahairs Road.	Operational and Construction Management Plan (SKM, 2011). Section 3.4
49a. The Proponent shall ensure that: a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Project are constructed and maintained in accordance with the latest versions of AS 2890.1 and AS 2890.2; b) the swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, is in accordance with AS 2890.2-2002 "Off-street commercial vehicle facilities" and to Councils satisfaction and in a manner to allow all vehicles to be able to enter and exit the subject site in a forward direction; c) the Project does not result in any vehicles queuing on the public road network; d) heavy vehicles and bins associated with the Project do not park or stand on local roads or footpaths in the vicinity of the site; e) all vehicles are wholly contained on site before being required to stop; f) all loading and unloading of materials is carried out on site; g) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times; h) any driveway is sealed from the edge of seal of the carriageway to the entry gate or the property boundary whichever is the greater. The remainder of the driveway	Operational and Construction Management Plan (SKM, 2011). Section 3 Section 4.2 - 4.4 Figure 1 of this report Section 3.2.2

access should be constructed using an all weather surface to address maintenance and dust concerns; i) any access driveway is designed and constructed to minimise water from proceeding onto the carriageway of the adjoining road reserve; and j) appropriate directional signage and line marking is to be strategically located and maintained throughout the site to assist in directing vehicles around and through the facility.	Section 4.6
50. The Proponent shall implement a training and awareness program incorporating a driver code of conduct for vehicles travelling to, from and within the site during operation. The training program shall cover speed limits within the site, restrictions on vehicle idling and queuing on local roads.	Section 3.1.2 of this report
51. During the project, the Proponent shall ensure that the project does not result in any vehicles queuing on the public road network.	Section 4.2 - 4.4

3. Traffic Management Plan

3.1 Existing environment

All aspects of a traffic impact assessment such traffic volume, intersection assessment and construction of the roads have been completed in accordance to the relevant Australian Standards and detailed in the Operational and Construction Traffic Management Plan (SKM, 2011). Further to the SKM report, an updated Traffic assessment was undertaken by GHD in 2015 as part of a further modification to increase the capacity of seed processed.

3.1.1 Site location

The Integrated Oil Processing Plant (IOPP) is located on the corner of Byrnes Road and Trahairs Road in Bomen approximately 10 km north of Wagga. The site is located within General Industrial Zone (IN1) within the Bomen Industrial zone. Gated site access exists via Trahairs Road for both light and heavy vehicles. Figure 1 illustrates the location of the site and site access.

3.1.2 Vehicle activity

The IOPP operates 24 hours a day, 7 days a week. The site processes 200,000 t of oilseed per year. Primarily heavy vehicle movements are associated with delivery of seed and pick up of oil and meal. ROBE is permitted for up to 75 heavy vehicle movements per day, in both directions. Heavy vehicle movements to and from site are recorded at the gatehouse. Light vehicle movements are associated with staff and visitors travelling to and from the site.

ROBE have 47 employees with a total of 35 staff currently working during weekdays 8am to 4pm and 15 staff working in shifts (6am to 2pm, 2pm to 10pm & 10pm to 6am) and during weekends.

The following light vehicle movements that occur on a daily basis are provided in Table 2.

Table 2: Existing ROBE Plant Site Employee Trips

	Shift	Number of staff	Trips/day
Weekday	Morning (6am to 2pm)	3	6
	Day (8am to 4pm)	35	70
	Afternoon (2pm to 10pm)	5	10
	Night (10pm to 6am)	4	8
Weekends	Morning (6am to 2pm)	3	6
	Afternoon (2pm to 10pm)	5	10
	Night (10pm to 6am)	4	8

Currently ROBE are permitted for up to 75 vehicle movements per day. Even after the modification to increase the capacity of seed processed the site is still within this limit. The following heavy vehicle movements that occur on a daily basis in 2018 are provided in Table 3]

Table 3: Existing Heavy Vehicle Trips from the Site - Daily

Activity Authorised	Truck Trips per day (both directions)
Seed Crushing	14
Oil Refining	10
Protein meal production	5
Total heavy vehicle movements	**29**

In addition to the above the following vehicle/truck movements occur on an ad hoc basis are:

- Chemical deliveries
- Courier deliveries
- Maintenance vehicles.

3.1.3 Site access

The intersection of Byrnes Road and Trahairs Road has been upgraded in accordance with the consent conditions and traffic impact assessment, dated September 2015. Gated site access is provided on Trahairs Road. The first driveway provides access to the staff and visitor car park for light vehicles. The second driveway provides access for Heavy vehicles and site deliveries through a manned gatehouse. This is then followed by a large car park for staff and trucks waiting to gain access to site.

The gatehouse/weight bridge is secured and manned from 7 am – 5 pm, Monday to Friday.

Trahairs Road

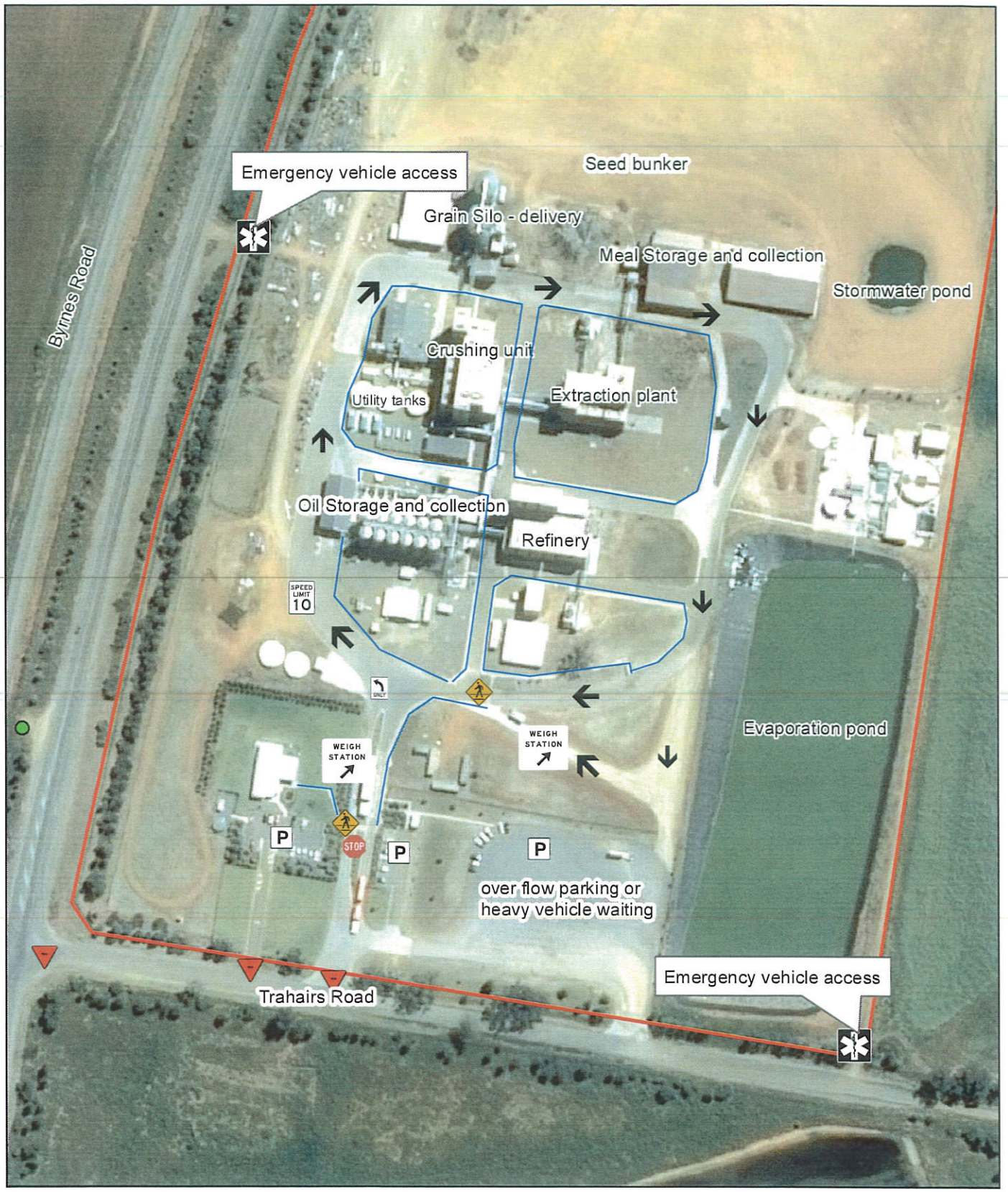
Trahairs Road functions as local road, providing one traffic lane in each direction. In the vicinity of the site access, Trahairs Road is a sealed road and provides access to the ROBE site and other adjacent rural land uses. At its western end, Trahairs Road forms the minor approach of a priority controlled T-intersection with Byrnes Road.

Byrnes Road

Byrnes Road functions as a sub-arterial road and provides a connection between Wagga Wagga to Junee. To the southwest of the site, Byrnes Road has a speed limit of 100 km/hr and forms the major approaches of a give way controlled tee-intersection with Trahairs Road. This intersection provides a channelized right turn bay and a left turn deceleration lane into Byrnes Road.

3.2 Transport Protocol

A Draft Transport Protocol was outlined in Section 5 of the Operational and Construction Traffic Management Plan (SKM, 2011). Below is the current process and procedure for operational traffic and transport management onsite.



LEGEND

Site boundary

Footpath

Paper Size A4

0 25 50

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 55

N

GHD

ROBE
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Riverina Oils and Bio Energy
ROBETraffic Management Plan

Site Traffic Management Plan

Job Number	23-16070
Revision	A
Date	04 Oct 2017

Figure 1

N:\AU\Wagga Wagga\Projects\23\16070\GIS\Maps\Working\ROBE_Traffic.mxd Suite 3, Level 1, 161-169 Baylis Street Wagga Wagga NSW 2650 Australia T 61 2 6923 7400 F 61 2 6971 9565 E wgamail@ghd.com W www.ghd.com

Data source: NSW Government (LPI): Aerial photograph - 2015; . Created by:bjfourie

3.3 Internal site traffic management

The main access road is the only designated road for heavy vehicles access through site. The main access road is one-way in a clockwise direction around the plant for all the delivery or collections. Figure 1 illustrates the flow of traffic onsite and where all loading and unloading of material/activities occur.

Areas between the plant can be accessed via the internal access roads. These roads and areas are accessible by light vehicles only, for the purposes of maintenance. The roads are bi-directional (only in an emergency). All vehicles must adhere to the road signs, parking, line markings and speed limit of 10 km/hr.

There is no dedicated parking within the plant area. All dedicated parking is provided outside the plant area adjacent to the gatehouse.

3.4 Communication

All major deliveries and collections of seed, meal and oil are pre-organised and a schedule is provided to the gatehouse each day. The gatehouse is open from 7 am to 5 pm Monday to Friday. This can be extended during peak seasons such as harvest season over spring/summer.

All small deliveries via couriers are received at the admin office, where the delivery is accepted, or the courier is signed in for the delivery.

Drivers for all large deliveries and collections are required to radio – channel 20 or phone ahead to the weighbridge/gate operator, who will instruct the driver on whether to proceed directly to the gate or to the heavy vehicle waiting area to avoid queuing at the gate. The radius of channel 20 is 10 km and is operational from 7 am to 6 pm.

3.5 Heavy vehicle waiting and vehicle parking

If the access to the site is not available there is a dedicated sealed heavy vehicle waiting area outside the plant area (Figure 1). This can also be used if there is an overflow of cars or a number of trucks queued at any one time; vehicles are not to queue within the public road network as to cause obstruction to traffic movement or impact on the safety of public road users.

3.5.1 Car parking

There is currently provision for 22 car spaces contained with the first dedicated car park on Trahairs Road. This is for use by staff or visitors. There is then an additional 9 dedicated car spaces adjacent the gatehouse for staff parking. An overflow carpark area provides additional spaces for major events.

3.6 Pedestrian management

When entering or exiting site all drivers must give way to pedestrians. There is a pedestrian crossing and stop sign at the gatehouse/weighbridge. Upon entry or exit from the site, the driver must come to a complete stop at the gatehouse. This ensures the egress is clear from pedestrians before proceeding out of the site.

There are two dedicated pedestrian crossing within the site and dedicated footpaths around the plant to ensure safe movement of people on foot around heavy vehicle movements (Figure 1).

All pedestrians are required to remain within the designated zones and use the designated crossings.

3.7 Vehicle speeds

Vehicle speed limits within the site are to be limited to 10 km/hr. Sign posts are located throughout the site.

All drivers must observe posted speed limits on adjoining road networks and comply with the local 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.

3.8 Heavy vehicle driver fatigue

Driver fatigue increases the 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 (*Source: National Heavy Vehicle Regular)*

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

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

3.9 Noise

Vehicle compression breaking is to be limited to situations where safety requires such application. Limiting compression breaking in built up areas minimises impacts to the local community especially during evening and night operations. This to be included in the Driver Briefing.

3.10 Environmental control

Notwithstanding the environmental requirements required by the EPA, 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;
- ROBE 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;
- Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration; and
- Public roads and access points will not be obstructed by any materials, vehicles or the like, under any circumstances.

3.11 Emergency vehicle access and contacts

In the event of an emergency incident (e.g. spills) or vehicle breakdown/accident the following general procedures should be adopted:

- Immediately begin warning other road users 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 RMS Traffic Management Centre, NSW Police, NSW Ambulance, NSW Fire and Rescue Brigade.
- Contact ROBE Site Manager to report the incident

Emergency incidents, vehicle breakdowns and other accidents/near misses are to be reported to ROBE and recorded for future monitoring.

Additional access points are provided to the site. An emergency access gate is located on Byrnes Road, just north-west of the IOPP and another additional gate entrance on Trahairs Road at the south-east corner of the evaporation pond. Both these gates are locked however provide additional access depending on the location of the emergency.

The following table is a list of contacts in the event of an emergency or incident.

Contact	Phone Number
ROBE (site office)	02 5942 3300
ROBE (after hours)	0455 822 197
RMS Transport Management Centre	131 700
NSW Police	000
NSW Ambulance	000
NSW Fire and Rescue	000

3.12 Induction and training

All drivers and personnel that access site are to be inducted by undertaking the general induction. Where possible drivers or contractors will be accompanied by site personnel during their time onsite.

3.13 Traffic management plan monitoring

ROBE are to maintain accurate records of product transport to and from site. This is undertaken by a system in place called GrainSmart, which tracks all incoming and outgoing vehicle movements at the site.

ROBE are to maintain a register of incidents relating to complaints, accidents or near miss incidents to monitor driver behaviour and accidents. The register is to be audited at quarterly intervals and record remedial actions as required.

This management plan is to be updated if the business expands or undergoes a major change.

4. Reference

GHD, 2015. Traffic assessment.

SKM, 2011. Operational and Construction Traffic Management Plan.