



# **TRAFFIC MANAGEMENT PLAN AND DRIVER CODE OF CONDUCT**

**RESOURCE RECOVERY FACILITY  
16 KERR ROAD, INGLEBURN**

**PREPARED FOR: BULK RECOVERY SOLUTIONS PTY LTD**

**JULY 2021**

REF: - 21/095

**TRAFFIC MANAGEMENT PLAN AND DRIVER CODE OF CONDUCT  
RESOURCE RECOVERY FACILITY  
16 KERR ROAD, INGLEBURN NSW  
BULK RECOVERY SOLUTIONS PTY LTD**

Intersect Traffic Pty Ltd (ABN: 43 112 606 952)

**Address:**16 Mount Harris Drive,  
Maitland Vale NSW 2320  
PO Box 268  
East Maitland NSW 2323**Contact:**(Mob) 0423 324 188  
Email: jeff@intersecttraffic.com.au**QUALITY ASSURANCE**

This document has been prepared, checked and released in accordance with the

Quality Control Standards established by Intersect Traffic Pty Ltd.

Issue	Date	Description	By
A	15/06/21	Draft	JG
B	12/07/21	Edit	JG
C	12/07/21	Final Proof	JG
D	12/07/21	Approved	JG
E	03/09/21	Address RFI / Approved	JG

Copyright © Intersect Traffic Pty Ltd

This document has been authorized by



Date 2nd September 2021.

**Disclaimer**

This report has been prepared based on the information supplied by the client and investigation undertaken by Intersect Traffic Pty Ltd & other consultants. Recommendations are based on Intersect Traffic's professional judgment only and whilst every effort has been taken to provide accurate advice, Council and any other regulatory authorities may not concur with the recommendations expressed within this report. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied by Intersect Traffic Pty Ltd. Intersect Traffic makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.

**Confidentiality Statement**

All information, concepts, ideas, strategies, commercial data and all other information whatsoever contained within this document as well as any and all ideas and concepts described during the presentation are provided on a commercial in confidence basis and remain the intellectual property and Copyright of Intersect Traffic Pty Ltd and affiliated entities.

# TABLE OF CONTENTS

<b>TABLE OF CONTENTS</b>	<b>1</b>
<b>DECLARATION</b>	<b>1</b>
<b>1.0 TRANSPORT MANAGEMENT PLAN AND TRUCK DRIVER CODE OF PRACTICE</b>	<b>2</b>
1.1 INTRODUCTION	2
1.2 SITE LOCATION	4
1.3 TRANSPORT LIMITATIONS	4
1.4 TRANSPORTATION ROUTE & DESTINATIONS	5
1.5 GENERAL TRAFFIC RELATED CONDITIONS	6
1.6 MONITORING OF TRANSPORT PRODUCTS	7
1.7 VEHICLE ARRIVAL AND DEPARTURE – QUEUEING	7
1.8 OBJECTIVES	8
<b>2.0 TRUCK DRIVER CODE OF CONDUCT</b>	<b>9</b>
2.1 GENERAL REQUIREMENTS	9
2.2 HEAVY VEHICLE SPEED	9
2.3 HEAVY VEHICLES DRIVER FATIGUE	10
2.4 HEAVY VEHICLE COMPRESSION BRAKING	10
2.5 HEAVY VEHICLE NOISE	11
2.6 LOAD COVERING	11
2.7 VEHICLE DEPARTURE AND ARRIVAL	11
2.8 BREAKDOWNS AND INCIDENTS	12
2.9 PEDESTRIANS & CYCLISTS	12
2.10 CONTACT NUMBERS	12
<b>3.0 COMPLIANCE MEASURES &amp; MONITORING</b>	<b>13</b>
3.1 COMMENCEMENT OF OPERATIONAL TRANSPORT MANAGEMENT PLAN & DRIVER CODE OF CONDUCT	13
3.2 COMPLIANCE MEASURES	13
3.3 MONITORING MEASURES	13

## FIGURES

Figure 1 – Site Location Plan	5
Figure 2 - Heavy Vehicle Routes and Key Intersections	6
Figure 3 - Locations of Approved Car Spaces and Trucks Queuing Locations	15

## TABLES

Table 1 - Operational Traffic Related Conditions – Compliance Table	3
Table 2 - Traffic Related Management and Mitigation Measures	14

**THIS PAGE LEFT BLANK INTENTIONALLY**

# DECLARATION

I, the undersigned, hereby agree to abide by Bulk Recovery Solutions Pty Ltd Truck Driver Code of Conduct under Section 2.0 of this Traffic Management Plan for the transportation of waste products to and from their resource recovery facility at 16 Kerr Road, Ingleburn from their origin and to their final destination/s in a safe manner. I have read and understand the requirements outlined in the attached document and will, to the best of my ability, comply and assist with their implementation, requirements, and ongoing administration.

*The subject document to which this declaration relates is attached as part of the overall document and signing of this declaration confirms that the signee has read and understood the entire document:*

## TRUCK DRIVER

Full Name: \_\_\_\_\_

Organisation: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

## BULK RECOVERY SOLUTIONS PTY LTD

Company Witness: \_\_\_\_\_

Date: \_\_\_\_\_





# 1.0 TRANSPORT MANAGEMENT PLAN AND TRUCK DRIVER CODE OF PRACTICE

## 1.1 Introduction

Schedule 2 Part B1 of Section 4.38 Project Approval under the Environmental Planning and Assessment Act 1979 for A Resource Recovery Facility on Lot 16 DP 717203, 16 Kerr Road, Ingleburn requires the operator Bulk Recovery Solutions Pty Ltd to complete and implement an Operational Traffic Management Plan and Driver Code of Conduct.

### *Operational Traffic Management Plan*

*B1. Prior to the commencement of operation, the Applicant must prepare an Operational Traffic Management Plan (OTMP) for the development to the satisfaction of the Planning Secretary. The OTMP must form part of the OEMP required by condition C2 and must.*

- (a) be prepared by a suitably qualified and experienced person(s).*
- (b) detail the measures that are to be implemented to ensure road safety and network efficiency during operation.*
- (c) detail the measures that are to be implemented to ensure delivery vehicle arrival times are appropriately staggered, including procedures to manage night-time deliveries.*
- (d) detail heavy vehicle routes, access and parking arrangements and queuing procedures.*

(e) include a Driver Code of Conduct which details traffic management measures to be implemented during operation to:

- (i) minimise impacts of the development on the local and regional road network.
- (ii) minimise conflicts with other road users.
- (iii) minimise road traffic noise.
- (iv) ensure truck drivers use specified routes and minimise traffic during night-time hours; and
- (v) manage/control pedestrian movements; and

(f) include a program to monitor the effectiveness of these measures.

This document seeks to satisfy this condition of approval. The purpose of this document is to minimise the impacts of the heavy vehicle traffic associated with the Ingleburn resource recovery facility on the community as well as to manage the movement of heavy vehicles on the local and state road network using best industry practice.

The final document is to be to the satisfaction of the Planning Secretary of the NSW Department of Planning, Industry and Environment (DPIE).

(Conditions of Consent: Schedule 2\_ Part B1\_ "Operational Traffic Management Plan")

**Table 1** shows where the condition has been addressed within this document.

**Table 1: Operational Traffic Related Conditions – Compliance Table**

No	Condition	Comments
<b>TRAFFIC AND ACCESS</b>		
<b>Operational Traffic Management Plan</b>		
B1	<p>Prior to the commencement of operation, the Applicant must prepare an Operational Traffic Management Plan (OTMP) for the development to the satisfaction of the Planning Secretary. The OTMP must form part of the OEMP required by condition C2 and must</p> <ul style="list-style-type: none"> <li>(a) be prepared by a suitably qualified and experienced person(s);</li> <li>(b) detail the measures that are to be implemented to ensure road safety and network efficiency during operation;</li> <li>(c) detail the measures that are to be implemented to ensure delivery vehicle arrival times are appropriately staggered, including procedures to manage night-time deliveries;</li> <li>(d) detail heavy vehicle routes, access and parking arrangements and queuing procedures;</li> <li>(e) include a Driver Code of Conduct which details traffic management measures to be implemented during operation to: <ul style="list-style-type: none"> <li>(i) minimise impacts of the development on the local and regional road network;</li> <li>(ii) minimise conflicts with other road users;</li> <li>(iii) minimise road traffic noise;</li> <li>(iv) ensure truck drivers use specified routes and minimise traffic during night-time hours; and</li> <li>(v) manage/control pedestrian movements; and</li> </ul> </li> </ul>	<p><b>I am a qualified and experienced Traffic Engineer</b></p> <p><b>Section 3</b></p> <p><b>Section 1</b></p> <p><b>Section 1</b></p> <p><b>Section 1 &amp; Figure 2</b></p> <p><b>Section 2</b></p> <p><b>Section 3</b></p>

	(f) include a program to monitor the effectiveness of these measures.	
B2	<p>The Applicant must:</p> <ul style="list-style-type: none"> <li>(a) not commence operation until the OTMP required by condition B1 is approved by the Planning Secretary; and</li> <li>(b) implement the most recent version of the OTMP approved by the Planning Secretary for the duration of the development</li> </ul>	<p><b>Operations will commence only after this OTMP is approved by DPIE. BRS will implement the most recent OTMP version</b></p>
<b>Parking</b>		
B3	The Applicant must provide sufficient parking facilities on-site, including for heavy vehicles and for site personnel, to ensure that traffic associated with the development does not utilise public and residential streets or public parking facilities	<p><b>Section 1 and Figure 3</b></p>

## 1.2 Site Location

Kerr Road is an industrial standard cul-de-sac within the Ingleburn Industrial area located approximately 1.2 km east of the Hume Motorway and 9 km north-east of the Campbelltown CBD area. Access to and from the Hume Highway for origin / destinations to the north is via Brooks Road, Williamson Road, Henderson Road, Lancaster Street and Aero Road to Kerr Road while access for origins to the south would be via Campbelltown Road, Williamson Road, Henderson Road, Lancaster Street and Aero Road to Kerr Road. **Figure 1** below shows the site location in context with the road network and other land uses.

The surrounding area is made up of industrial standard roads with kerb and gutter and longitudinal drainage constructed to a suitable standard for heavy vehicle use. High standard intersection control in the form of roundabout controls all the existing intersections on the likely haulage routes to the site except at the Aero Road / Kerr Road intersection which is a give way-controlled priority T-intersection.

## 1.3 Transport Limitations

The purpose of the proposed development is to store, process and treat liquid and solid wastes in an environmentally friendly manner and requires transportation of waste to the site and product from the site using various sized heavy vehicles. Bulk Recovery Solutions Pty Ltd shall not permit to transport to the site anything that is contradictory to the conditions of consent listed below:

*A6. The Applicant must not receive or process on the site more than 125,000 tonnes per year of liquid waste comprising drilling mud, oily water (J120), sewer grit or screenings, stormwater, groundwater, industrial wastewater, leachate, and firewater (N140).*

*A7. The total volume of 125,000 tonnes per year of liquid waste as specified in Condition A6, includes 11,000 tonnes of liquid waste permitted to be received or processed under DA 948/2015/DA-I/B (Amendment 1).*



A8. This consent does not permit the storage of more than 5,100 tonnes of liquid waste and liquid waste by-products at any one time.

A9. The Applicant must ensure that only liquid waste by-products are stored in the liquid waste by-products storage bays as shown in Figure 1 in Appendix 1 of this consent.

(Conditions of Consent: Schedule 2\_ Part A6 to A9\_ " Waste Limits")



**Figure 1 – Site Location Plan**

## 1.4 Transportation Route & Destinations

(Condition of Consent: Schedule 2\_Part B1 (d) \_ (" Heavy Vehicle routes")

The transportation route for deliveries and product has been determined as the classified road network to the site Hume Motorway, Campbelltown Road as well as Brooks Road, Williamson Road. Henderson Road, Lancaster Street, Aero Road and Kerr Road. All these roads have been assessed as suitable for heavy vehicle traffic.

Access to the site is provided via a double driveway at the cul-de-sac head on Kerr Road. The western most driveway provides access to the rear of the building via a security office and weighbridge. The eastern most driveway provides access to the front of the building, office space and staff / visitor car parking.

Access to the site from the Hume Motorway is via a series of approved b-double routes as shown in **Figure 2**. Vehicles travelling north on the Hume Highway, to and from the site, follow Brooks Road, Williamson Road, Henderson Road, Lancaster Street, Aero Road, and Kerr Road. Vehicles travelling

south on the Hume Highway to and from the site, are required to travel further south along Williamson Road before accessing the southbound Hume Highway Interchange.



**Figure 2: Heavy Vehicle Routes and Key Intersections**

As these are all public roads the road authority being either Campbelltown City Council or Transport for NSW will be responsible for maintenance of the haulage routes.

### 1.5 General traffic related conditions

A summary of the general operational conditions is provided below.

1. internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the development are constructed and maintained in accordance with the latest version of AS 2890.1:2004 *Parking facilities Off-street car parking* (Standards Australia, 2004), AS 2890.2:2018 *Parking facilities Off-street commercial vehicle facilities* (Standards Australia, 2018) and AS 2890.6.2009 *Parking facilities Off-street parking for people with disabilities* (Standards Australia, 2009),
2. the swept path of the longest vehicle entering and exiting the site, as well as manoeuvrability through the site, is in accordance with the relevant AUSTROADS guidelines,
3. the development does not result in any vehicles queuing on the public road network,
4. no more than 4 heavy vehicles are located on site at any one time,
5. vehicles over 12.5 m in length do not enter the main building,
6. no more than one vehicle in total under 12.5 m in length must be within the main building at any one time,
7. no more than one heavy vehicle per hour can access the site between 10 pm and 7 am and only during emergencies,
8. heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site,
9. all vehicles must enter and exit the site in a forward direction,
10. all vehicles are wholly contained on site before being required to stop,



11. all loading and unloading of materials are carried out on-site,
12. all trucks entering or leaving the site with loads have their loads covered and do not track dirt onto the public road network, and
13. the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times,
14. the roller doors to be fully closed, when the crusher and screens are operational, except during vehicles entering and exiting,
15. trucks queuing or waiting on site should shut off their engines whenever possible; and
16. all mobile plant and equipment used on the premises are fitted with broadband reversing alarms.

## 1.6 Monitoring of Transport Products

(Condition of Consent: Schedule 2\_Part C19 \_ (" Access to Information")

In compliance with the conditions of consent Bulk Recovery Solutions shall:

- (a) keep accurate records of:
  - the amount of materials and type of waste transported to the site (monthly and annually).
  - all laden truck movements (i.e. delivery of waste and dispatch of trucks carrying product) from the site (hourly, daily, weekly, monthly and annually); and
- (b) publish these records on its website on a quarterly basis.

## 1.7 Vehicle Arrival and Departure – Queueing

(Condition of Consent: Schedule 2\_Part B1 (c) \_ (" Vehicle arrival and departure management")

### **External Traffic**

A revised Traffic Impact Assessment report (TIA) for the development was prepared by Intersect Traffic in March 2021 in accordance with the Roads and Maritime Services' (RMS) and Campbelltown City Council requirements.

The TIA took into consideration the worst-case scenarios of traffic generated as a result of the proposed activities. The TIA determined that the extent of the impact of the activities in traffic movements is insignificant compared with existing traffic movements on the roads likely to be used by the trucks entering and leaving the proposed facility.

The existing development currently uses a pre-scheduling allocation system to manage the arrival of trucks to minimise queuing on and offsite. Since this system has been demonstrated to be efficient and effective in managing traffic entering and leaving the site as well as truck queuing matters, it will continue to be used for the development conditions.

The site would have up to four queuing locations to accommodate the four different vehicle types including truck and dog vehicles, in case there are any delays in the processing of deliveries or pick-ups. The Applicant also noted that if delays are one hour or less, waiting vehicles can move to these queuing locations. If delays are longer than one hour, deliveries would be stopped or diverted to other facilities that can accept the waste.

## **Internal Traffic**

The internal traffic is managed based on the number of vehicles entering and leaving the site in accordance with the already established protocols that are based on several factors such as:

1. All vehicles are pre-scheduled to ensure that there is sufficient space available in the site from all aspects including staff, storage structures, processing capacity and space on site, and
2. The queuing and staking procedure to ensure that no additional vehicles associated with the facility are queuing within or outside the facility that may impede on the internal or external traffic,
3. The traffic related operational requirements, and
4. The swept paths clearance requirements.

Night-time (between 10.00pm – 7.00am) vehicles are limited to 1 per hour.

Whilst on site, all vehicles must abide by the traffic management system and undertake all listed procedures required. Some of these requirements involve compliance with the one-way directions and speed limit.

Parking arrangements must be adhered to by all employees, contractors and visitors as there are more than adequate car parking spaces dedicated for that purpose. There are 8 existing car parking spaces. An additional 22 car spaces will be established and made available for employees, contractors and visitors. All car parking spaces are shown in the approved development plan presented in **Figure 3**. Similarly, all trucks that are likely to be required to queue on site must queue in the designed queueing locations as shown in **Figure 3**

## **1.8 Objectives**

The objectives of this Transport Management Plan are to:

- a) ensure compliance with the conditions included under Schedule 2 of the Department of Planning, Industry and Environment consent conditions with respect to traffic and transport matters.
- b) encourage compliance and acceptance of the Truck Driver Code of Practice by all heavy vehicle drivers using the Resource Recovery Facility (RRF).
- c) minimise traffic and transport impacts of the facility on the community.
- d) foster an understanding and awareness within the company of community expectations and legislative requirements;
- e) protect and enhance public safety through compliance with relevant road rules;
- f) increase Work health and safety (WH&S) understanding in relation to fatigue, vehicle operation in public areas and obligation to the general public.

## 2.0 TRUCK DRIVER CODE OF CONDUCT

(Schedule 2: Part B1 of the Project Approval\_ the Proponent shall prepare an Operational Transport Management Plan for the project to the satisfaction of the Director-General. This plan must: include a drivers' code of conduct for the project.

### 2.1 General Requirements

Heavy vehicle drivers hauling to and from the Bulk Recovery Solutions resource recovery facility in Kerr Road, Ingleburn (Ingleburn RRF) must:

- i) Have undertaken a site induction carried out by an approved member of the Ingleburn RRF staff or suitably qualified person under the direction of the Ingleburn RRF management.
- ii) Hold a valid driver's licence for the class of vehicle that they operate;
- iii) Operate the vehicle in a safe manner within and external to the Ingleburn RRF site.
- iv) Comply with the direction of authorised site personnel when within the site;
- v) Comply with the Road Transport Act 2013 and its associated regulations in regard to drug use and alcohol consumption; and
- vi) Comply with the Australian Road Rules external to the site.

### 2.2 Heavy Vehicle Speed

Increased speed means not only an increased risk of crashing but also increased severity if a crash occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty crash. (Source Transport for NSW (TfNSW)).

There are two types of speeding:

- i) Where a heavy vehicle travels faster than the posted speed limit; and
- ii) Where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate. (Source TfNSW).

Drivers and truck operators are to be aware of the “Three Strikes Scheme” introduced by the TfNSW which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, TfNSW will record a strike against that vehicle. If three strikes are recorded within a three-year period, TfNSW will act to suspend the registration of that vehicle (up to three months).

More information is available from the TfNSW RMS website on [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)

Vehicle speed on public roads is enforced by the NSW Police Service. Vehicle speed on internal roads is enforced by BRS Management.



The speed limit within the Ingleburn RRF is 20 km/h and within the immediate local road network is 50 km/h which is to be strictly maintained.

***Drivers are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the Australian Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.***

### 2.3 Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007.

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne Gross Vehicle Mass (GVM) (however there are Ministerial Exemption Notices that can apply).

Under the law, industry has the choice of operating under three fatigue management schemes:

- i) Standard Hours of Operation
- ii) Basic Fatigue Management (BFM)
- iii) Advanced Fatigue Management (AFM)

***All heavy vehicle drivers operating out of the Ingleburn RRF are to be aware of their adopted fatigue management scheme and operate within its requirements.***

### 2.4 Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when many residents are especially sensitive to noise.

In some instances compression braking is required for safety reasons however when passing through or adjacent to residential areas a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

Drivers are requested to limit the noise created in the Ingleburn Industrial area as much as possible.

***Brakes must be applied so as not to create excessive noise that could disturb local residents where possible. Compression braking within or adjacent to residential areas should only be used if required for safety reasons.***

## 2.5 Heavy Vehicle Noise

Some sections of the Ingleburn RRF operate 24 hours a day which means that noise from passing heavy vehicles will impact on residents during the sensitive night period when background noise is likely to be lower and noise may travel further than during the day. This also means that access to the site is available without trucks standing waiting for gates to open, however there may be instances where access through the weigh bridge is not available due to unforeseen circumstances. If this period is substantial and during the night, heavy vehicles within the site driveway are to wait for access to the weighbridge with their engines switched off.

***To reduce the impact of vehicle noise during night periods if access to the site weighbridge is not available heavy vehicles waiting within the property for the weighbridge to re-open are to wait with their engines switched off.***

## 2.6 Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage. Uncovered loads represent the greatest risk to loose material on the road.

***All loaded trucks arriving at or departing from the site are required to have an effective cover over their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site.***

***All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.***

***Drivers must ensure that when travelling to and from the site that the tailgate is locked.***

## 2.7 Vehicle Departure and Arrival

Heavy vehicles travelling in close proximity on public roads can be of concern to light vehicle drivers as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated by adequate intervals in accordance with the revised Traffic Impact Assessment prepared by Intersect Traffic.

***To alleviate public concern and increase road safety heavy vehicles leaving the site should be separated by an adequate interval.***

All vehicles arriving to the site are pre-booked either via the weighbridge operator or BRS Operations Centre.

Drivers are not to queue their vehicles on Kerr Road. If on arriving to the site, they are not able to enter the property they must proceed to a suitable truck parking area and await advice from site management that the Ingleburn RRF has capacity to accept their load.

## 2.8 Breakdowns and Incidents

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the TfNSW TMC (Transport Management Centre) on 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage company is required. In order to ensure rapid response to incidents drivers must contact the TfNSW TMC on 131700, their transport manager and the Ingleburn RRF manager as soon as the stranded vehicle and load is safely secured.

If there is a product spill while loading/unloading or en route the driver must:

- i) Immediately warn persons in the area who may be at risk;
- ii) Inform their transport manager. If this involves a vehicle owned or contracted by Bulk Recovery Solutions, the transport manager must be immediately informed so that emergency services can be contacted, and a cleanup initiated.
- iii) All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner;
- iv) Put out warning triangles where it is safe to do so.

## 2.9 Pedestrians & Cyclists

While operating on the local road network interaction with pedestrians / cyclists should be anticipated. Drivers are to ensure that when passing pedestrians / cyclists a safe separation distance exists between trucks and pedestrian / cyclists as well as a reduction in speed if appropriate. In regard to cyclists a minimum separation of 1 metre is required.

Pedestrians / cyclists could be present on adjacent roads and heavy vehicle drivers are required to be alert to their presence.

## 2.10 Contact Numbers

- |      |   |                |
|------|---|----------------|
| i)   | TfNSW Transport Management Centre         | 131700         |
| ii)  | Campbelltown City Council                 | (02) 4645 4000 |
| iii) | 24 Hour Emergency                         | 1800 882 478   |
| iv)  | Ingleburn RRF Management                  | 1300 044 044   |
| v)   | NSW Police Service (Macquarie Fields LAC) | (02) 9605 0499 |
| vi)  | Ingleburn RRF Transport Manager           | 1300 044 044   |

*(To be supplied by driver if separate company)*

## 3.0 COMPLIANCE MEASURES & MONITORING

(Condition of Consent: Schedule 3\_Part 33 \_ Traffic Management Plan)

### 3.1 Commencement of Operational Transport Management Plan & Driver Code of Conduct

It is proposed that this Operational Transport Management Plan and Driver Code of Conduct will be initiated when the project becomes operational and reviewed after 12 months of operation.

The document is to be signed by individual drivers and a Bulk Recovery Solutions Pty Ltd authorised representative at the time when heavy vehicle haulage drivers attend their site induction or shortly thereafter.

### 3.2 Compliance Measures

To assist in the orderly resolution of complaints site management will keep a register itemising all reported incidents relating to complaints in regard to heavy vehicle driver conduct external to the BRS site.

The incident register is to include (where possible):

- i) Date;
- ii) Location(s);
- iii) The driver / heavy vehicle details;
- iv) Contact details of the person lodging the complaint;
- v) What / when actions were taken to resolve the issue; and
- vi) The reply to the person / organisation that made the complaint.

***The incident register is to be audited at three monthly intervals, by site management, and made available, upon request, to an authorised officer of DPIE.***

### 3.3 Monitoring Measures

In addition to the register, site management will undertake formal observations of compliance at three monthly intervals and will document and undertake any remedial actions with employees, heavy vehicle drivers or haulage companies that may be necessary as a result of these observations.

### 3.4 Traffic Related Management and Mitigation Measures

The traffic related management and mitigation measures must be implemented on site to ensure that any findings and recommendations made in the TIA are complied with. The measures will assist BRS to comply fully the development consent conditions and minimise the impact on all neighboring properties as well as the local community.

The traffic related management and mitigation measures are presented in **Table 2**.

**Table 2: Traffic Related Management and Mitigation Measures**

Aspect	Management and Mitigation Measures
<b>Traffic &amp; Transport</b>	<ul style="list-style-type: none"> <li>➤ directions and rules for engagement with mobile equipment,</li> <li>➤ directions for permitted and non-permitted methods of work on and around vehicles,</li> <li>➤ specifications for safety signs which shall be in place to support site controls,</li> <li>➤ specifications for PPE that shall be available and used by staff, visitors, and contractors on-site's traffic management map,</li> <li>➤ a summary of the hazard identification and risk assessment process used,</li> <li>➤ details of the process used to evaluate controls once they are in place,</li> <li>➤ update traffic management plan in accordance with expansion, if required.</li> <li>➤ All heavy vehicles arriving to the site will require scheduling or pre- notification of arrival allowing for management of vehicle load. If the premises is at capacity, vehicles will be advised to delay their journey to the site. If vehicles arrive to site without scheduling and no capacity is available, they will be turned away.</li> <li>➤ Whilst on site, all vehicles are to abide by the traffic management system and undertake all listed procedures required</li> </ul>



