

## Kate Masters

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**Subject:** FW: [EXT] Bettergrow RRF SSD 7401 - Outstanding Issues  
**Attachments:** Pages from Arch and Design Drawings.pdf

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**From:** Shaun Smith [mailto:Shaun.Smith@rpsgroup.com.au]  
**Sent:** Wednesday, 8 November 2017 11:01 AM  
**To:** Kate Masters <Kate.Masters@planning.nsw.gov.au>  
**Cc:** Kelly McNicol <Kelly.McNicol@planning.nsw.gov.au>  
**Subject:** RE: [EXT] Bettergrow RRF SSD 7401 - Outstanding Issues

Hi Kate,

I have attached 3 plans from the architectural drawing set from the EIS. These plans show the locations of various size and type trucks at any one time. Vehicles include truck and dog, sucker trucks, side arm compactor trucks, and semi-trailers. All of these vehicle types are 19 meters or under. You will note that there are no 19 meter B-Double trucks proposed to be onsite during the peak period of 7-8am. Trucks can be positioned at any of the locations across the site and be requested to temporarily park (ie. hold lines) in these locations. Road widths are such that there is enough room for a truck to be parked and another truck pass should this need to occur.

Upon a count of the number of trucks shown on these drawings there is the capacity to have up to 20 trucks temporarily onsite at any one time. This would never be the case however this shows the ability to have a variety of trucks on the site temporarily parked while wait to enter a shed, be loaded, unloaded, inspected, washed down, weighed, and then exit the facility. There is considerable capacity within the site to manage truck movements and queuing, particularly during the peak period of 7-8am.

In order to manage the movement and stacking of trucks within the site during the peak periods the following mitigation measures are to be applied:

- Delineation of two-way traffic flows through the provision of direction arrows on the internal roadway. Delineation on the access driveway would be provided in accordance with RMS' Delineation Guidelines Section 4 – Longitudinal Markings and Section 10 – Pavement Arrows.
- Traffic control will be provided onsite and would be coordinated by the individual process area supervisors and weighbridge operator, with direct 2-way radio contact with the truck drivers. As such all trucks will be required to have a 2 way radio programmed with a dedicated site channel.
- All process area supervisors will be required to carry portable 2-way radios to allow for constant contact with the weighbridge operator and truck drivers.
- The Site Manager and the process area supervisors will be responsible for overseeing the general driver behaviour, including any drivers disobeying internal traffic signage and road markings.
- Use of swipe tags at the weighbridges for incoming and outgoing loads to reduce the amount of time trucks are held at the entry/exit.
- Within the site, hold lines will be established where trucks can temporarily wait to enter the relevant process area or the outgoing weighbridge (refer to attached plans).
- Management of vehicles within the hold lines would be overseen by the process area supervisors and weighbridge operator.

- Hold lines would be marked with appropriate signage, numbering, and road markings.
- The weighbridge operator will direct incoming trucks to the respective process area and a hold line should where required.
- Process area supervisors would be responsible for advising drivers when it is safe to manoeuvre and reverse trucks for waste unloading within process sheds.
- When leaving the site, trucks would proceed from the process area to the outbound weighbridge and advise the weighbridge operator of their intention to exit. The weighbridge operator would advise if ok to proceed to the weighbridge or whether they should wait at a hold line for further instruction.
- A 'Left Turn Only' sign will be erected at the exit weighbridge to instruct all drivers to turn left when re-entering Davis Road.
- All drivers, as part of a site induction, will be informed of preferred haul routes to be used when carting to and from the facility.
- A detailed traffic management plan will be developed prior to the commencement of operations. This plan will be regularly reviewed and updated as the development reaches full capacity over the first 3 years to 4 years of operations.

Regards

Shaun



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