

CONSTRUCTION TRAFFIC MANAGEMENT PLAN AND DRIVER CODE OF CONDUCT



GIRRAWEEEN RECYCLING FACILITY

MARCH 2021

Disclaimer: Whilst Benedict will make every effort in good faith to communicate the contents of this document to heavy vehicle drivers frequenting the Girraween Recycling Facility (GRF), it cannot guarantee enforcement of nor compliance with any specific elements of the document for heavy vehicles which are beyond the GRF site boundary.

Document Control				
Rev No	Date	Revision Details	Author	Reviewer
01	16/2/2021	Draft	EM	ED
02	18/3/2021	Updates following EMM review	EM	TB, IS
03	31/3/2021	Updates to include Council correspondence	EL	IS

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1. INTRODUCTION

1.1 BACKGROUND

Benedict Recycling Pty Ltd (Benedict) is the operator of the Girraween Recycling Facility (GRF) located at 224-232 Toongabbie Road, Girraween.

The approved development is the construction and operation of a waste recycling and transfer facility to receive up to 220,000 tonnes per annum of General Solid Waste (non-putrescible) including construction and demolition (C&D) waste, commercial and industrial (C&I) waste, uncontaminated soils, vegetation, excavated natural materials (ENM) and metals. This was approved on the site by the NSW Department of Planning and Environment under application number SSD 9766 on 15 May 2020.

Condition B1, clauses (a) to (g), of the development consent for SSD 9766 approving the construction and operation of the facility stipulates that a Construction Traffic Management Plan/Driver Code of Conduct be developed as a component of the Consent. Table 1 below summarises where in this document each item of Condition B1 is addressed.

The purpose of this document is to ensure road safety and network efficiency, detail truck route and parking as well as minimise the impact of heavy vehicle traffic associated with GRF on the local and regional road network, and on other road users.

Table 1. Summary of Condition B1 Items and where addressed in the plan

Condition B1 Reference	Requirement of condition	Where addressed in this plan or other documents
B1	Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must	The entire CTMP document will form part of the CEMP
(a)	be prepared by a suitably qualified and experienced person(s);	The draft plan has been prepared by Benedict site staff and reviewed by two experienced traffic engineers and transport planners, Abdullah Uddin and Dr Tim Brooker of EMM Consulting
(b)	be prepared in consultation with Council	The draft plan was submitted to Cumberland Council for review and comment. No comments were received back from Council during the proposed review period. Council correspondence is attached in Appendix B.
(c)	detail the measures that are to be implemented to ensure road safety and network efficiency during construction	All sections of this plan address matters relating to road safety. Traffic network efficiency impacts were addressed by the EIS Traffic Impact Study report (EMM,2019) and found to have minimal impact at any intersections on the agreed truck haulage routes. Both the Great Western Highway / Toongabbie Road and Toongabbie Road / Mandoon Road intersections were assessed as operating at either Level of Service A or B for both the baseline and project generated traffic volumes.
(d)	detail heavy vehicle routes, access and adequate parking arrangements	Truck access routes are shown in Section 1.3 and Appendix A. Approximately 20 on-site car parking spaces will be provided which will be adequate for the site construction workforce.
(e)	include a Driver Code of Conduct to:	Full details of the Driver Code of Conduct are contained in Chapter 2, Sections 2.1 to

	(i) minimise the impacts of earthworks and construction on the local and regional road network; (ii) minimise conflicts with other road users; (iii) minimise road traffic noise; and (iv) ensure truck drivers use specified routes;	2.7 of this plan
(f)	include a program to monitor the effectiveness of these measures; and	Incident reporting and other monitoring procedures are described in Section 2.7 of the plan
(g)	if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes	The construction stage Council and community liaison procedures, including arrangements for the notification of traffic disruptions to the local Council and the community are documented in the main CEMP document

1.2 LOCATION

The facility is located at 224-232 Toongabbie Road, Girraween NSW, within the local government area of Cumberland Council. The site occupies Lot 68 DP 9157, with a total land area of 9000m².

Figure 1.1 shows the location of the site and the surrounding road networks. The predominant access will be from the Great Western Highway onto Toongabbie Road and back. The site is bounded by industrial and commercial development on three sides with Fox Hills Golf Course opposite to the west.

Figure 1.1 – Site Location Map



1.3 HEAVY VEHICLE TRAFFIC ROUTES

When travelling to GRF heavy vehicles will typically turn off Great Western Highway using the signalized intersection at Toongabbie Road or arrive from the north along Toongabbie Road. For the construction materials received and trucks departing the site the routes would normally be:

- Approximately 80% to and from the Great Western Highway; and
- Approximately 20% to and from Toongabbie Road north.

Construction material will normally be brought to the site or products dispatched via Toongabbie Road which connects to local areas to the north via Mandoon Road or south via the Great Western Highway.

2. DRIVER CODE OF CONDUCT

Benedict Recycling will implement all reasonable and feasible measures to minimise the impact of traffic generated by the operations of GRF on the efficient and safe operation of the local area road network, in particular Toongabbie Road. As part of their site induction, all drivers of heavy vehicles associated with GRF construction traffic deliveries will be notified that queuing or parking on Toongabbie Road is to be avoided.

All heavy vehicles hauling construction materials to and from the GRF site must:

- i. Have undertaken a site induction carried out by an approved member of the GRF staff or suitably qualified person under the direction of the GRF management;
- ii. Have comprehension of the relevant requirements of the RMS Heavy vehicle driver handbook;
- iii. Hold a valid driver's license for the class of vehicle that they operate;
- iv. Operate the vehicle in a safe manner within and external to the GRF site;
- v. Comply with the direction of authorised site personnel when within the site.

A single page document detailing the *Site Access Traffic Routes* and summarising other key aspects of heavy vehicle related compliance will be kept at the site weighbridge for reference purposes. A sample of this document can be found in Appendix A.

2.1 HEAVY VEHICLE SPEED

Increased speed means not only an increased risk of collision but also increased severity if an accident does occur. A study undertaken for the Australian Transport Safety Bureau found that travelling 10km/h faster than the average traffic speed can more than double the risk of involvement in a casualty or fatality accident (source: Roads and Maritime Services).

There are two (2) types of speeding:

1. Where a heavy vehicle travels faster than the posted speed limit; and
2. Where a driver travels within the speed limit but due to road conditions (e.g. fog or rain) this speed is inappropriate (source: Roads and Maritime Services).

Drivers and truck operators are to be aware of the 'Three Strikes Scheme' introduced by the Roads and Maritime Services (RMS) which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the RMS will record a strike against that vehicle. If three strikes are recorded within a three (3) year period, the RMS will act to suspend the registration of that vehicle (up to three months).

More information is available from the Roads and Maritime Services (RMS) website.

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

The speed limit within the GRF site is 10 km/h which is to be strictly maintained.

All heavy vehicle drivers associated with the GRF operations are to observe the posted speed limits, with speed

adjusted appropriately to suit the road environment and prevailing weather conditions and comply with other Australian Road Rules. The vehicle speed must also be appropriate to ensure the safe movement of the vehicle based on the vehicle configuration.

2.2 HEAVY VEHICLES DRIVER FATIGUE

Fatigue is one of the biggest causes of accidents 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 (Fatigue management) National Regulation 2013 (NSW) commenced in NSW on 12 February 2014 and applies to trucks and truck combinations over 12 tonnes GVM (however there are Ministerial Exemption Notices that can apply).

Under the law, an industry has the choice of operating under three (3) fatigue management schemes:

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

All heavy vehicle drivers associated with the GRF operations are to be aware of their adopted fatigue management scheme and operate within its requirements.

2.3 HEAVY VEHICLES COMPRESSION BRAKING

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

2.4 HEAVY VEHICLE NOISE

The operating hours for transportation of materials to and from GRF are:

Construction Phase	
Monday – Friday	7.00am to 6.00pm
Saturday	8.00am to 1.00pm
Receival of waste	
Monday to Sunday	24 hours
Waste processing	
Monday to Friday	7:00am to 10:00pm
Saturday	7:00am to 5:00pm
Materials dispatch	
Monday to Friday	24 hours
Saturday	6.00am to 5.00pm
Sundays	8:00am to 4:00pm

Condition B25 of the development consent stipulates that work outside of the above hours may be undertaken in the following circumstances:

- a) Works that are inaudible to the nearest sensitive receptors
- b) Works agreed to in writing by the Planning Secretary
- c) for the delivery of materials required outside these hours by the NSW Police Force or other

- authorities for safety reasons; or
- d) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm.

2.5 LOAD COVERING

Loose material on the road surface has the potential to cause road crashes and vehicle damage.

All construction heavy vehicles arriving at or departing from the GRF that are carrying loads of potentially dust generating material must have their loads covered at all times, except during loading and unloading.

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 following tipping, the vehicle tailgate is locked before leaving the site.

2.6 VEHICLE DEPARTURE AND ARRIVAL

Heavy vehicles travelling together in close proximity on a single lane each way public road can be a concern to light vehicle drivers as well as increasing potential noise effects on adjacent residential areas. Outgoing traffic movements leaving the site via the weighbridge will typically be separated by a minimum of two (2) minute intervals whilst weighbridge dockets are generated and/or payment is processed.

2.7 INCIDENT REPORTING

To assist in the orderly resolution of complaints and monitoring the effectiveness of this plan, site management will keep a register itemising all reported incidents or complaints regarding heavy vehicle driver conduct external to the site.

Information to be logged for each incident shall include (as a minimum):

- i. Date
- ii. Location/s
- iii. Driver/heavy vehicle details
- iv. Contact details of person lodging the complaint;
- v. What/when actions were taken to resolve the issue; and
- vi. The response made to the complainant.

APPENDIX A: Site Access Traffic Route



ALL CUSTOMERS TO COMPLY WITH THE FOLLOWING:

- Avoid queuing and parking on Toongabbie Road
- Cover loads at all times except during loading and unloading
- Remove loose debris from vehicle body and wheels before leaving the site
- Ensure tailgate is locked before leaving site
- Observe all local and site speed limits
- Minimise noise from driving or braking

APPENDIX B: Correspondence with Council

From: [Abdullah Uddin](#)
To: Siva.Sivakumar@cumberland.nsw.gov.au
Cc: [Peter J. Fitzgerald](#); [Ian Shenton](#); [Phil Towler](#); [Ewen Mckenzie](#)
Subject: RE: Waste Recycling and Transfer Facility at 224-232 Toongabbie Road, Girraween (Construction Traffic Management Plan)
Date: Monday, 29 March 2021 1:51:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Good afternoon Siva

I just left a message to your phone.

I am just following up on my previous emails. If we have not heard back by Wednesday 31/3, we will assume Council is satisfied with the plan?

Best Regards

Abdullah Uddin

Associate Traffic Engineer



T 02 9493 9500
M 0425 478 650
E auddin@emmconsulting.com.au

 Connect with us

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From: Abdullah Uddin
Sent: Friday, 26 March 2021 8:41 AM
To: Siva.Sivakumar@cumberland.nsw.gov.au
Cc: Peter J. Fitzgerald <Peter.J.Fitzgerald@cumberland.nsw.gov.au>; Ian Shenton <ishenton@emmconsulting.com.au>; Phil Towler <ptowler@emmconsulting.com.au>; Ewen Mckenzie <Ewen@benedict.com.au>
Subject: RE: Waste Recycling and Transfer Facility at 224-232 Toongabbie Road, Girraween (Construction Traffic Management Plan)

Good morning Siva

I left a message to your phone yesterday. I am just wondering Council has any comments on the CTMP. If no, please let us know.

Best Regards

Abdullah Uddin

Associate Traffic Engineer



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From: Abdullah Uddin

Sent: Friday, 19 March 2021 3:26 PM

To: Siva.Sivakumar@cumberland.nsw.gov.au

Cc: Peter J. Fitzgerald <Peter.J.Fitzgerald@cumberland.nsw.gov.au>; Ian Shenton <ishenton@emmconsulting.com.au>; Phil Towler <ptowler@emmconsulting.com.au>; Ewen Mckenzie <Ewen@benedict.com.au>

Subject: Waste Recycling and Transfer Facility at 224-232 Toongabbie Road, Girraween (Construction Traffic Management Plan)

Good afternoon Siva

Hope you are well. If can recall, about a year ago I was in touch in regard to the subject development at Girraween. The development is now approved. One of the approval conditions has asked for preparation of a Construction Traffic Management Plan (CTMP) in consultation with Council.

Please find attached the draft CTMP for council's review. Our deadline to DPIE for submission of this CTMP is next Friday. Therefore, we would appreciate any comment/s (if any) by mid next week.

Please feel free to call if you have any questions.

Best Regards

Abdullah Uddin

Associate Traffic Engineer



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